



# Standard Schedules Information Manual

Issued October 2005

CD-ROM Enclosed



# Standard Schedules Information Manual

Issued October 2005

## **NOTICE**

**DISCLAIMER.** The information contained in this publication is subject to constant review in the light of changing government requirements and regulations. No subscriber or other reader should act on the basis of any such information without referring to applicable laws and regulations and/or without taking appropriate professional advice. Although every effort has been made to ensure accuracy, the International Air Transport Association shall not be held responsible for loss or damage caused by errors, omissions, misprints or misinterpretation of the contents hereof. Furthermore, the International Air Transport Association expressly disclaims all and any liability to any person, whether a purchaser of this publication or not, in respect of anything done or omitted, and the consequences of anything done or omitted, by any such person in reliance on the contents of this publication.

Opinions expressed in advertisements appearing in this publication are the advertiser's opinions and do not necessarily reflect those of IATA. The mention of specific companies or products in advertisement does not imply that they are endorsed or recommended by IATA in preference to others of a similar nature which are not mentioned or advertised.

No part of the Standard Schedules Information Manual may be reproduced, recast, reformatted or transmitted in any form by any means, electronic or mechanical, including photocopying, recording or any information storage and retrieval system, without the prior written permission from:

Senior Vice President  
Marketing and Commercial Services  
International Air Transport Association  
800 Place Victoria  
P.O. Box 113  
Montreal, Quebec  
CANADA H4Z 1M1

## TABLE OF CONTENTS

	<b>Page</b>
<b>Foreword .....</b>	v
<b>Summary of Changes .....</b>	vi
<b>Introduction .....</b>	vii
The Objectives of the Manual .....	vii
The Benefits of Implementation .....	vii
Description of the Contents — The Chapters .....	viii
Appendices to the SSIM .....	ix
Attachments to the SSIM .....	x
Amendment Procedure .....	xi
SISC Terms of Reference .....	xi
<b>Chapter 1 — DEFINITIONS .....</b>	1
<b>Chapter 2 — INFORMATION REQUIRED FOR STANDARD SCHEDULES .....</b>	7
<b>Chapter 3 — STANDARD PRINT LAYOUTS FOR SCHEDULES INFORMATION .....</b>	139
<b>Chapter 4 — STANDARD SCHEDULES MESSAGE PROCEDURE .....</b>	143
<b>Chapter 5 — AD HOC SCHEDULES MESSAGE PROCEDURE .....</b>	205
<b>Chapter 6 — AIRPORT COORDINATION/SCHEDULE MOVEMENT PROCEDURES .....</b>	263
<b>Chapter 7 — PRESENTATION AND TRANSFER OF A SCHEDULE DATA SET .....</b>	419
<b>Chapter 8 — EDIFACT PROCEDURES .....</b>	429
<b>Chapter 9 — LEG SCHEDULE MESSAGE PROCEDURE .....</b>	467
<b>Appendix A — ATA/IATA Aircraft Types .....</b>	479
<b>Appendix B — Meal Service Codes .....</b>	501
<b>Appendix C — Service Types .....</b>	503
<b>Appendix D — Passenger Terminal Indicators .....</b>	505
<b>Appendix E — Reject Reason .....</b>	511
<b>Appendix F — UTC — Local Time Comparisons and ISO Two Letter Country Codes .....</b>	515
<b>Appendix G — Traffic Restriction Codes Table .....</b>	537
<b>Appendix H — Explanatory Notes on SSIM Applications .....</b>	541
<b>Appendix I — Region Codes .....</b>	595
<b>Appendix J — Information Codes for Use in the Airport Coordination Process .....</b>	613
<b>Attachment 1 — SISC Members and Observers .....</b>	615
<b>Attachment 2 — Participants in IATA Schedules Conferences .....</b>	623
Section I — Airlines .....	623
Section II — Airport Coordinators and Schedules Facilitators .....	667
Section III — Non Airline Contacts .....	676



## **Standard Schedules Information Manual**

---



## FOREWORD

The Standard Schedules Information Manual (SSIM) is constituted under IATA Passenger Services Conference Recommended Practice 1761b that was declared effective on 01 July 1972.

The Manual is designed to help originators and recipients of schedule information in terms of electronic data processing and conventional manual message procedures. Its use is encouraged for all IATA Member airlines and their business partners as the standard for the exchange of scheduling information throughout the industry.

This issue of the Standard Schedules Information Manual (SSIM) is effective as of 1 October  2005. Unless otherwise noted, all changes in this issue are effective on that date.

This issue supersedes the March 2005 issue.

SSIM is published on a twice-yearly basis in March and October.

Further information on SSIM, SISC and related scheduling matters can be obtained from the IATA Internet site at [www.iata.org/sked](http://www.iata.org/sked).



## SUMMARY OF CHANGES

### IMPORTANT INFORMATION

The following is a summary of the most important changes which are reflected in this issue:

Chapter/Section	Explanation
Chapter 2	<ul style="list-style-type: none"><li>Numeric listing of DEIs included in Section 2.4.</li></ul>
Chapter 3	<ul style="list-style-type: none"><li>No changes.</li></ul>
Chapter 4	<ul style="list-style-type: none"><li>Other Segment Information in 4.6.7 and 4.6.8.</li></ul>
Chapter 5	<ul style="list-style-type: none"><li>Date format correction for ASM Message Specification for Flight Identifier in Flight Information in 5.6.1.</li><li>Segment information in 5.7.12.</li></ul>
Chapter 6	<ul style="list-style-type: none"><li>SIE and WIE in Standard Message Identifier in Header Information Validation deleted.</li><li>B and V in Flexibility Range of SAQ Message deleted.</li><li>Simplification on the use of Action Code H, O and U in response to C/R and C/I procedures.</li><li>Addition of Action Code H in SAQ to align with C/R proceduresse to C/R and C/I procedures.</li><li>Addition of Action Code U in SAQ with requested timings instead of 9999.</li><li>Replacement of 9999 in SAL by requested timings.</li><li>Alignment of C/R procedures for SMA.</li></ul>
Chapter 7	<ul style="list-style-type: none"><li>Electronic Ticketing Information in Record Type 2 — ER (Electronic Ticketing Required) was deleted. ER is a dormant code for future use only.</li></ul>
Chapter 8	<ul style="list-style-type: none"><li>Format correction for E329 Country Identification in LCI Location/Country Information corrected.</li></ul>

To facilitate identification of changes from the previous issue, the position and kind of change is indicated by a symbol on the margin of the page.

When the change affects a major part or all of any chapter, appendix or page, the symbol will be placed at its heading.

If a change involves a single paragraph, sentence or line, the symbol will appear beside the item concerned.

The following symbols are used:

- Revised and/or inclusion of additional text;
- Editing change only;
- Deleted text, appears normally between two lines.

Any suggestions for changes or additional subjects that you would like to be incorporated into future editions, should be addressed to the IATA Management (E-mail: ssim@iata.org, tty: YMQMCXB).

## INTRODUCTION

Airline schedules data (timetable information) is distributed throughout the airline industry to a growing number of recipients such as airline reservations systems, timetable agencies, airline partnerships, traffic handling agencies, airport coordinators, air traffic control authorities and Government departments.

Airline schedules data is initially associated with airline reservations and ticketing systems and subsequently with the exchange of other data required for timetable planning and production, and for airline operational purposes.

It is recommended that at least 360 days of advance schedules data, including Minimum Connect Time data, should be distributed on an equal basis to all schedules aggregators, reservations and ticketing systems in which a carrier participates, to maximise the efficiencies of such systems.

Due to the ever-increasing volume of data being exchanged, the industry requires speedier and more efficient methods of exchanging this data.

The airlines considered it essential that compatible timetable systems needed to be developed to ensure that airline timetable information was exchanged on a cost-effective basis within the airline industry. As such, all parties have needed to make use of computer facilities and established procedures to ease the burden of handling the significant amounts of data being exchanged within the industry.

To facilitate the exchange of data, the IATA Member Airlines initiated the development of an official set of Recommended Practices to guide the industry along mutually compatible lines for schedule data handling procedures. These Recommended Practices and associated industry code sets are published in the Standard Schedules Information Manual (SSIM).

The responsibility for maintaining the Standard Schedules Information Manual (SSIM) is mandated to the Schedules Information Standards Committee (SISC) by the IATA Schedules Conference (SC), and the Scheduling Procedures Committee (SPC).

## THE OBJECTIVES OF THE MANUAL

The primary objective of the Manual is to provide the airline industry with an official set of neutral Recommended Practices to guide the industry along mutually compatible lines in the development of schedule data handling procedures.

The secondary objective is to achieve the highest possible degree of standardisation in technique, format and conventions and to incorporate, to the maximum possible extent, all relevant IATA standards and Recommended Practices in common use.

The Manual does not dictate the way in which airlines, or other organisations, should handle their own internal schedule information. It aims to set common standards for external exchanges; each individual organisation will determine the extent to which it will adopt SSIM standards internally.

It is very important to maintain a degree of flexibility of expression in all the media described in the subsequent Chapters. Rigid rules describe the presentation of the fixed basic data elements, but provision has been made for the inclusion of additional explanatory data in Variable Data Elements. This facilitates clarification or enlargement of the fixed data, or the addition of specialised information not otherwise allowed for in the SSIM standards. It is believed that this will help many potential users.

The ultimate objective, of course, is that the Manual should be widely disseminated and used throughout the world. IATA is actively pursuing this aim and a growing number of airlines and agencies have already implemented many of the recommendations in the Manual.

## THE BENEFITS OF IMPLEMENTATION

As increasing use is made of these practices, significant benefits will accrue to the industry; some of these are:

- (a) faster more efficient input procedures will save manpower and time for both airlines and agencies;
- (b) timetable agency publication lead times will reduce making it possible to include more up-to-date information;
- (c) the "down" time of computer reservations systems for updating processes will be very greatly reduced;



- (d) new season's timetables will be processed faster and more accurately and can be updated much more efficiently;
- (e) airlines or agencies with computer facilities adapted to handle information in the standard format will be able to process and forward this information on behalf of airlines which do not have such facilities;
- (f) the wider the recommended practices are implemented, the more feasible it becomes to set up schedule data banks for many analytical purposes;
- (g) the exchange and consolidation of computerised timetable data will greatly facilitate operational control, airport and airspace coordination, both on a day-to-day basis and for future seasons. This will also facilitate fast-time ATC Simulation.

This Manual is the first step towards realisation of these benefits that are considered essential for maximum efficiency and cost effectiveness in the air transport industry.

**Note:** All SSIM Chapters provide for the use of three-letter Airline Designators.

## **DESCRIPTION OF THE CONTENTS — THE CHAPTERS**

### **Chapter 1: Definitions**

### **Chapter 2: Information Required for Standard Schedules**

The elements of information essential for the full presentation of airline schedules, are set out in alphabetical order. Construction rules are described and subsequent chapters deal with the formatting of these elements in order to perform specific data transmittal functions.

### **Chapter 3: Standard Print Layouts for Schedules Information**

Two examples of layouts are shown. One of these illustrates a horizontal presentation, which best suits single sector operations, while the other shows a vertical presentation more suitable for multi-sector operations.

These presentations serve as examples of how the minimum data requirements of printed schedules can be arranged to create printed schedules used for interline exchange, information and working purposes, particularly at IATA Schedules Conferences.

### **Chapter 4: Standard Schedules Message Procedure**

Some schedule information is passed between airlines and to timetable agencies by telegraph message. The standard telegraph message format described is mainly used for amendment to previously disseminated schedules; such amendments may cover long term or short term periods.

The format, although primarily aimed at automated handling, can also be manually interpreted and will be of more general interest, since the recommended practice is not dependent on automation.

### **Chapter 5: Ad Hoc Schedules Message Procedure**

This is an extension of Chapter 4, to cover "ad hoc" or "occasional" changes to established and previously disseminated schedules, but which affect a flight on single dates. Such an "ad hoc" change of plan may be notified at any stage in advance of the operation and may refer to an "extra" flight.

In the case of a previously advised flight, it may reflect the cancellation of the whole or part of a flight, or a change of routing, timing, equipment or configuration.

The telegraph message formats described in this chapter are intended to cover a wider variety of planning and operations control functions than are necessary in the case of the more basic schedule changes covered in the previous chapter.

It should be noted that procedures for the reporting of unplanned eventualities such as diversions are covered in the IATA Airport Handling Manual.

### **Chapter 6: Airport Coordination/Schedule Movement Procedures**

Standard procedures are recommended where it is necessary to obtain clearance or provide information of schedule times of arrival and departure.

Submissions may be by telegraph message or hard copy format. A standard layout, which covers both telegraph and manual presentation, is described.

Chapter 6 functionality is further enhanced by the availability of EDIFACT procedures for Airport Coordination/Advice. See Chapter 8 for detailed information (message type SKDSLT).

## **Chapter 7: Presentation and Transfer of a Schedule Data Set**

The current standards to be applied for the exchange of complete schedules for processing by computerized systems are described.

It is used as the main method of bulk transfer of full schedules between those airlines and agencies who are developing schedule databases and scheduling systems, built around the use of computers.

This schedule transfer also involves other organisations, such as air traffic control authorities and timetable agencies.

## **Chapter 8: EDIFACT Procedures**

This Chapter describes the rules for formatting partial or complete schedules, Airport Clearance/Advice data, UTC/Local Time comparisons, Minimum Connecting Times data and transport service operational data to EDIFACT standards for processing by computerized systems.

For a description of the objectives and benefits of EDIFACT, refer to section 8.1.1.

## **Chapter 9: Leg Schedule Message Procedure**

This Chapter describes the Leg Schedule Message (LSM), which is intended for the transmission of schedules and changes to them. The LSM is a simple, leg oriented message intended mainly for use in advising schedule information to ATC Authorities and Handling Agents.

## **APPENDICES TO THE SSIM**

Appendices cover the basic table data commonly employed in airline scheduling and general information which users will find useful.

### **Appendix A — ATA/IATA Aircraft Types**

This comprises encoding and decoding lists for current (and future) operational aircraft. The codes are the standard ATA/IATA 3-character codes.

In normal circumstances the Subtype Code should be used. However, this does not preclude the use of the more commonly understood General Designator for publication purposes.

### **Appendix B — Meal Service Codes**

### **Appendix C — Service Types**

### **Appendix D — Passenger Terminal Indicators**

Coding of Passenger Terminals at airports having more than one terminal.

### **Appendix E — Reject Reason**

Standard texts to be used as Reject Reason on SSM and ASM messages.

### **Appendix F — UTC – Local Time Comparisons and ISO Two Letter Country Codes**

The time differences from UTC for all countries of the world are summarised. The list includes the periods of validity of Daylight Saving Time where applicable.

The list is updated periodically.

This Appendix includes ISO 2-letter country codes, and a decoding list (ISO 3166, as amended).

### **Appendix G — Traffic Restriction Codes Table**



## **Appendix H — Explanatory Notes on SSIM Application**

Currently this Appendix gives the user of SSIM useful information on how to deal with the following subjects:

- Ad Hoc Schedules Messages in the Operations Control Environment
- Airline Seating Description
- Clearances/Movement Advices for Flights Partly out of Scheduling Season
- Commercial Agreements Between Two or More Airlines
- Daylight Saving Time
- Defaults
- Duplicate Flight Legs
- Electronic Ticketing Information
- Fictitious Points
- Legs/Segments
- Partial Cancellation of Flights
- Time Mode
- Traffic Restriction Codes D, E and G
- Traffic Restriction Code Qualifiers 710-712
- Train Stations at Multi-Terminal Airports
- Withdrawal of Ad Hoc Schedule Changes

## **Appendix I — Region Codes**

## **Appendix J — Information Codes for Use in the Airport Coordination Process**

## **ATTACHMENTS TO THE SSIM**

### **Attachment 1 — SISC Members and Observers**

### **Attachment 2 — Participants in IATA Schedules Conferences**

A list of the names, titles and contact details of participants in IATA Schedules Conferences in three Sections:

- Section I — Airlines
- Section II — Airport Coordinators and Schedules Facilitators
- Section III — Non-Airline Contacts

## **AMENDMENT PROCEDURE**

The following is the procedure for introducing and adopting amendments to the Standard Schedules Information Manual (SSIM).

Proposed changes and additions shall be addressed to the IATA Management (E-mail: ssim@iata.org, tty: YMQMCXB) for consideration by the Schedules Information Standards Committee (SISC). Members and Observers of SISC are listed in Attachment 1.

Proposed amendments to SSIM will be discussed and agreed by SISC, and a Workplan will be developed to carry out the necessary detailed work to incorporate these amendments into SSIM. The SISC Workplan will be submitted to the Scheduling Procedures Committee (SPC) for endorsement. The IATA Schedules Conference will be advised of the major amendments to SSIM and, where relevant, their effective date.

All agreed amendments become effective on the date recommended and shall be published in the next issue of SSIM.

A minimum of six months notice shall normally be provided for major amendments. However, circumstances beyond the control of SISC (for example, new legal regulations) may arise which dictate a shorter period of notice.

Amendments to Appendix A (ATA/IATA Aircraft Types) shall be advised to the ATA/IATA Joint Passenger Services Conference.

## **SISC TERMS OF REFERENCE**

The Schedules Information Standards Committee (SISC) reports to the Scheduling Procedures Committee, and it is concerned with the development of schedule data handling procedures.

SISC's aim is to provide a set of common standards for the exchange of schedule data, using all media, and taking account of the specific needs of all airline functions. From these common standards, the SISC derives an official set of Recommended Practices (RPs) to guide the industry along mutually compatible lines. After endorsement by the Schedules Conference, these RPs are published in the Standard Schedules Information Manual (SSIM).

Specific activities of SISC are:

- To disseminate and encourage the use of common schedule data handling standards throughout the industry.
- To create, maintain, and disseminate industry standard code sets for a variety of schedule related data elements.
- To liaise with other IATA committees and working groups, as well as other organisations, as appropriate, to meet changing industry requirements and further the objectives of the SISC.

Any IATA airline may be a full member of SISC and may participate in SISC meetings and in the activities of its sub-groups. Its maximum size is limited at the discretion of its Chairman. Full members of SISC appoint a Chairman, one or two Vice-Chairmen and an Editor for a two year term of office. Participants in the Scheduling Standard area of the IATA Partnership Programme, plus Airport Coordinators and non-IATA airlines participating in Schedules Conferences, may attend SISC and its sub-group meetings as Observers.

SISC meetings take place twice annually or as required.



## CHAPTER 1 — DEFINITIONS

### 1.1 DEFINITIONS

‘AD HOC SCHEDULE’ — A variation, addition or cancellation from the basic schedule of one or more flights on single dates.

‘ADMINISTRATING CARRIER’ — The airline that has the financial and commercial responsibility of a flight and that may or may not be the Operating Carrier.

‘AHC’ — Airport Handling Committee (IATA).

‘AHM’ — Airport Handling Manual (IATA).

‘AIRCRAFT’ — A transport vehicle which is certified as airworthy by a competent aeronautical authority. As used herein, the definition may include surface vehicles, the bookings and traffic handling for which are dealt with in a similar manner to that used for aircraft.

‘AIRCRAFT CONFIGURATION’ — Planned utilisation layout of aircraft interior space.

‘AIRIMP’ — Reservations Interline Message Procedures — Passenger (ATA/IATA).

‘ALL-CARGO AIRCRAFT’ — A version of an aircraft type which carries cargo and mail only.

‘ARINC’ — Aeronautical Radio Incorporated.

‘ATA’ — Air Transport Association of America.

‘BASIC SCHEDULE’ — The planned regularly operated flights of an airline.

‘BOARD POINT’ — Station of embarkation.

‘BOOKING’ — See RESERVATION.

‘BULKHEAD’ — A rigid partition.

‘BUSINESS DAYS’ — In the context of Airport Coordination/Advice Procedures, business days refers to business days in the country of the message originator.

‘CABIN’ — A compartment where passenger seats are installed.

‘CARGO’ — Any goods carried on an aircraft and covered by an air waybill.

‘CHANGE OF EQUIPMENT EN ROUTE’ — A scheduled change of aircraft, occurring one or more times en route, but identified by one Airline Designator/Flight Number between the Station of origin and the Station of final destination.

 For further guidance, see also Appendix H: Duplicate Flight Legs.

‘CHANGE OF GAUGE EN ROUTE’ — See CHANGE OF EQUIPMENT EN ROUTE.

‘CITY PAIR’ — See SEGMENT.

‘CLASS’ — Segregation of passengers according to the fare paid or facilities and services offered.

‘CODE LIST (EDIFACT)’ — The complete set of data element values of a coded simple data element.

‘CODE SHARING FLIGHT’ — A generic term referring to various types of operational or commercial arrangements between two or more airlines. See COMMERCIAL DUPLICATE FLIGHT or SHARED AIRLINE DESIGNATION FLIGHT.

‘COMMERCIAL DUPLICATE FLIGHT’ — A flight where the operating airline allows seats/space to be sold by one or more other airlines and all participants to such an agreement sell their seats/space on that flight under their own Flight Designator. More than one Flight Designator is used for a single operating flight, including at least one with the Airline Designator of the operating airline, and at least one with the Airline Designator of a non-operating airline.

‘COMPARTMENT’ — A space designated within the aircraft for the carriage of passengers or deadload.

‘COMPONENT DATA ELEMENT (EDIFACT)’ — A simple data element used within a composite data element.

‘COMPOSITE DATA ELEMENT (EDIFACT)’ — An identified, named and structured set of functionally related component data elements, as described in a composite data element specification.



**'COMPOSITE FLIGHT'** — A flight composed of two or more member flights of any type, but which is identified with an Airline Designator/Flight Number combination different from any of its member flights.

 *For further guidance, see also Appendix H: Duplicate Flight Legs.*

**'CONDITIONAL'** — The status of a data element, or EDIFACT segment, composite data element, simple data element or component data element, marked C, which becomes mandatory under certain circumstances which have to be specified. May be omitted if these circumstances do not prevail.

**'CONFIGURATION'** — See AIRCRAFT CONFIGURATION.

**'CONNECTION'** — (Also known as TRANSFER) The ability to transfer passengers, baggage, cargo or mail from one flight to another within a reasonable time period. On-line connections concern transfers between flights of the same airline designator and interline connections between flights of different airline designators.

**'CONTAINER'** — See UNIT LOAD DEVICE.

**'COORDINATOR'** — Natural or legal person with detailed knowledge of airline scheduling coordination, responsible for the allocation of slots at a fully coordinated airport.

**'DATA'** — A representation of facts, concepts or instructions in a formalised manner suitable for communication, interpretation or processing by human beings or by automatic means.

**'DATA ELEMENT'** — A data element is a sequence of alpha-numeric characters which, depending on their specific context and position, has a unique meaning, e.g. Flight Designator, Days of Operation.

**'DATA ELEMENT SEPARATOR (EDIFACT)'** — A service character used to separate simple data elements or composite data elements.

**'DOMESTIC FLIGHT LEG'** — A flight between two stations to which the same ISO country code applies.

**'DUPLICATE LEG'** — A single, non-operational, leg of a flight that, for commercial/technical reasons, is displayed under more than one Flight Number by the operating carrier, or is displayed by a different Airline Designator/Flight Number by an airline other than the operating carrier.

 *For further guidance, see also Appendix H: Duplicate Flight Legs.*

**'EDIFACT'** — Electronic Data Interchange for Administration, Commerce and Transport (United Nations).

**'EN ROUTE'** — (Equivalent to "THROUGH"). Between station of origin and station of destination.

**'FICTITIOUS POINT'** — A Location Identifier reserved for the purpose of schedule construction to overcome day/date duplication and to describe legs with elapsed times greater than 23 hours 59 minutes.

**'FLIGHT'** — The operation of one or more legs with the same Flight Designator.

**'FLIGHT INTERCHANGE'** — A flight, operated by a single aircraft, of more than one leg on which the operators differ by leg.

**'FUNNEL FLIGHT'** — (Also known as COMPLEXING, STARBURST, W or Y FLIGHTS) A flight composed of two or more member flights which is identified by the Airline Designator and Flight Number of one of the members. Only one Airline Designator/Flight Number is operational on any one leg, but a leg may have multiple, non-operational Flight Numbers.)

 *For further guidance, see also Appendix H: Duplicate Flight Legs.*

**'HARD COPY'** — A paper record of information stored or relayed.

**'HISTORIC OR HISTORICAL SLOT'** — A slot that has been allocated to, and operated by, an airline in one scheduling season which can be claimed again in the next equivalent season, subject to certain operating criteria.

**'IATA'** — International Air Transport Association.

**'IATED'** — IATA EDIFACT Database

'ICAO' — International Civil Aviation Organization.

'IDENTIFIER' — A character or group of characters used to identify or name an item of data and possibly to indicate certain properties of that data.

'INTERCHANGE (EDIFACT)' — A sequence of EDIFACT messages, of the same or of different types, starting with the interchange header and ending with the interchange trailer.

'INTERCHANGE HEADER (EDIFACT)' — The service segment starting and uniquely identifying an interchange.

'INTERCHANGE TRAILER (EDIFACT)' — The service segment ending an interchange.

'INTERNATIONAL FLIGHT LEG' — A flight leg between two stations to which different ISO country codes apply.

'ISO' — International Organisation for Standardisation.

'ITINERARY' — A single flight or a series of identical flights defined by a continuous Period and Days of Operation (and Frequency Rate if applicable), each of which consists of one or more contiguous legs which, taken together, describe the complete routing of that flight.

'JOINT OPERATION FLIGHT' — A flight on which more than one airline operates one or more of its legs. Only one Flight Designator exists for each operating flight.

'LEG' — The operation between a departure station and the next arrival station.

'MAIL' — All types of material communications carried on an aircraft, e.g. General Post Office mail, diplomatic mail, military mail and company (airline) mail.

'MANDATORY' — The status of a data element, or EDIFACT segment composite data element, simple data element or component data element, marked M, containing information which forms a fundamental part of the procedure and must always be included.

'MARKETING CARRIER' — The carrier that sells with its own code as part of a code-share agreement on a flight actually operated by another carrier.

'MESSAGE (EDIFACT)' — An identified, named and structured set of functionally related data segments as described in a message specification, starting with the message header and ending with the message trailer.

'MESSAGE HEADER (EDIFACT)' — The service segment starting and uniquely identifying a message.

'MESSAGE TRAILER (EDIFACT)' — The service segment ending a message.

'MOVEMENT' — The arrival or departure of an aircraft.

'NON-OPERATIONAL (COMMERCIAL) LEG' — See OPERATIONAL LEG.

'OFF POINT' — Station of disembarkation.

'ON-LINE CONNECTION' — see CONNECTION.

'OPERATING CARRIER' — The Carrier that holds the Air Operator's Certificate.

'OPERATION' — The act of a transport vehicle travelling from point to point.

'OPERATIONAL LEG' — A flight leg which is physically operated and identified by its Airline Designator and Flight Number. Any other Airline Designators and/or Flight Numbers associated with the same flight leg are considered to be non-operational flight legs.

 For further guidance, see also Appendix H: Duplicate Flight Legs.

'OPTIONAL' — The status of a data element, marked O, which may be omitted if not required by the carrier or by Governmental regulations. Omission of this element is independent of all other elements and does not have any effect on other elements.

'ORIGINATING FLIGHT' — A flight designated by a Flight Designator, commencing at the station in question.

'PASSENGER' — Any person carried on an aircraft and covered by a ticket.

'PSC' — Passenger Services Conference (IATA).

'PRM' — Passenger Reservations Manual (IATA).



**'QUALIFIER'** — A data element whose value, extracted from a code list, gives specific meaning to the function of another data element or a segment.

**'RESERVATION'** — (Equivalent to the term "BOOKING"). The allotment in advance of seating or sleeping accommodation for a passenger or of space or weight capacity for baggage, cargo or mail.

**'RESERVATIONS CONTROL CARRIER'** — The airline which controls the reservations for a flight.

**'ROTATION'** — The operation of consecutive legs with the same aircraft irrespective of the Flight Designator(s).

**'ROUTING'** — A list of consecutive legs in operational sequence between the station of origin and the station of destination of any flight.

**'SC (SCHEDULES CONFERENCE)'** — A forum organised by IATA for the coordination of airline schedules held twice yearly to coincide with the commercial aviation industry's two scheduling seasons.

**'SCHEDULES FACILITATOR'** — A person appointed by the appropriate authority to collect and review airline schedules at Level 2 airports, and to recommend schedule adjustments as necessary.

**'SECTOR'** — See LEG.

**'SEGMENT'** — (Sometimes referred to as CITY PAIR) The operation between board point and any subsequent off point within the same flight.

**'SEGMENT (EDIFACT)'** — An identified, named and structured set of functionally related composite and/or simple data elements as described in a segment specification, starting with the segment tag and ending with the segment terminator. There are two categories of segment: a service segment is used to control the interchange of user data; a user data segment is used to transfer the actual data.

**'SEGMENT TAG (EDIFACT)'** — A data element uniquely identifying a segment.

**'SEGMENT TERMINATOR (EDIFACT)'** — A service character indicating the end of a segment.

**'SERVICE CHARACTER (EDIFACT)'** — A character reserved for syntactical use.

**'SHARED AIRLINE DESIGNATION FLIGHT'** — A flight designated by a Flight Designator of one airline but operated by another airline on its behalf as part of a commercial agreement, for example, franchise/commuter style operations. Only the Airline Designator of the first (non-operating) airline is used in the Flight Designator(s) of the operating flight.

**'SIMPLE DATA ELEMENT (EDIFACT)'** — A data element containing a single value.

**'SISC'** — Schedules Information Standards Committee (IATA).

**'SITA'** — Société Internationale de Télécommunications Aéronautiques.

**'SLOT'** — The scheduled time of arrival or departure available or allocated to an aircraft movement on a specific date at an airport.

**'SPC'** — Scheduling Procedures Committee (IATA).

**'SSIM'** — Standard Schedules Information Manual (IATA).

**'STATION'** — A place to which a Location Identifier has been assigned.

**'STOPOVER'** — (Equivalent to the term "BREAK OF JOURNEY") A deliberate interruption of a through journey by the passenger at a station between the station of initial origin and the station of ultimate destination.

**'SYSTEMS AND COMMUNICATIONS REFERENCE (SCR)'** — A multi-volume set of documents which describe the protocols, standards and implementation issues related to inter-system communications for the airline and aeronautical communities.

**'TECHNICAL LANDING'** — A landing for non-traffic purposes.

**'TERMINATING FLIGHT'** — A flight, designated by a Flight Designator, ending at the station in question.

**'TRANSFER'** — See CONNECTION.

**'TRANSFER (EDIFACT)'** — A communication from one partner to another.

**'TRANSIT FLIGHT'** — A flight, designated by a Flight Designator, during an en route landing at the station in question.

**'TRANSIT STATION/AIRPORT'** — A scheduled en route stopping station on a flight.

**'TRANSIT TIME'** — The time an aircraft remains in transit at the station in question.

**'TRIP'** — The flight(s) that form the total route of a specific origin and destination. A single trip can be served by one or multiple carriers.

**'TURNAROUND'** — The station in an aircraft rotation, where the flight number changes.

**'UN/ECE'** — United Nations Economic Commission for Europe.

**'UNIT LOAD DEVICE'** — A load carrying device which interfaces directly with aircraft loading and restraint systems and meets all restraint requirements without the use of supplementary equipment. As such, it becomes a component part of the aircraft. The device can be either a combination of components or one complete structural unit. A combination unit is an aircraft pallet plus net plus non-structural igloo, or pallet plus net. A structural unit is a lower deck or a main deck cargo container, or a structural igloo assembly.

**'UTC'** — Universal Time Coordinated.

**'WAITLIST DATA'** — The data from the original slot allocation request(s) as recorded on the coordinator waitlist for possible improvement.



## **CHAPTER 2 — INFORMATION REQUIRED FOR STANDARD SCHEDULES**

### **2.1 DATA REQUIREMENTS**

When exchanging schedules information, it is essential to standardise the set of data elements used. The main reason for this is that when the information is used in automated systems, the size of investment in computers and communications facilities demands that the appropriate data be processed in these systems. However, manual systems will also benefit from such development.

A data element is in this connection defined as a sequence of alphanumeric, alphabetic or numeric characters that, depending on the specific context, has a unique meaning.

Each individual data element must be described and used in the same way.

For the successful automation of schedules information to occur, each data element must imply one and only one meaning to each computer system and individual who uses the data element.

Likewise, it is necessary to set size limits for the data elements and define rules for the construction and interpretation of the contents so that the transmission and processing of the data elements can be conducted in an orderly fashion.

This Chapter contains a presentation of the rules applied when defining data elements and message formats in this manual and when referring to data elements in the procedures presented in this manual, as well as defining terms used by those handling schedules information.



## 2.2 DATA REPRESENTATION

### 2.2.1 Character Set

To ensure worldwide transmission of information by telegraph and data transmission facilities, the use of principle characters is limited to:

Character	Values	Notes
alpha roman capitals	A — Z	26 alphabetic values
numerals	0 — 9	10 numeric values
full stop/period	.	1 special character
slash	/	1 special character
minus sign	—	1 special character
plus sign	+	not transmittable in telegraph messages
asterisk	*	not transmittable in telegraph messages

In order to avoid ambiguity in *printed* presentations (such as handwritten block capital letters, typewriters, and computer-driven printers), fonts must be used that have distinguishable characters to clearly represent the number zero, the capital letters 'I' and 'O', and the small letter 'i'.

Type or print techniques employing variable horizontal spacing should be avoided.

### 2.2.2 Symbols

Formats, layouts and examples are described in this manual by use of the following symbols:

Symbol	Description
a	alphabetic (mandatory)
n	numeric (mandatory)
x	any character (mandatory)
(a)	alphabetic (optional)
(n)	numeric (optional)
(x)	any character (optional)
[·n]	indication of maximum number [n] of repeats of the information contained within parenthesis
→	mandatory space (SP)
(→)	optional space (SP)
<	mandatory carriage return (CR)
≡	mandatory line feed (LF)
ø	mandatory blank
Ø	zero

Chapter 7 is a fixed format application.

All data elements must appear in their correct position and blanks are mandatory where appropriate.

A different notation is used in Chapter 8 (Schedule Data Set EDIFACT Procedure).

In Chapter 8, some data elements are structured differently than in other Chapters.

Whenever the format does not convey the full scope of a data element, additional examples have been included in Chapter 2 to show the context in which these data elements are used in EDIFACT.

In these examples, the relevant data element has been underlined.

## 2.2.3 Information Separators

The following rules are applied with regard to information separators:

DATA ELEMENTS are separated by a space (→).

LINES OF TEXT are separated by a CR immediately followed by LF (<=).

SUB-MESSAGES, whenever multiple action messages are forwarded within a single telegraph message, they are separated by two slashes immediately followed by the combination CR and LF (// <=).

**Note 1:** *In some cases, data within a Data Element is separated by the use of a single slash (/). When a maximum character count applies in the format of such a Data Element, the slash does not constitute a character to be included in that count.*

**Note 2:** *Two slashes (//) can be used without immediately being followed by the CR and LF characters.*

*This applies to some Data Element formats described in this Chapter, and to line wrapping conventions only applicable in Chapter 6.*

## 2.2.4 Data Element Status

In connection with format descriptions, the following symbols are used when stating the status of occurrence for each data element:

**M      Mandatory**

A mandatory data element contains information that forms a fundamental part of the data communication and must be included under all circumstances.

**C      Conditional**

A conditional data element becomes mandatory under certain conditions that are stated or implied in the Technical Specifications.

The element must be omitted if these conditions do not apply.

The conditions will usually take the form of a dependence on other elements or the existence, alteration or deletion of fundamental data.

The recipient of conditional data may interpret it as optional.

**O      Optional**

An optional data element may be omitted if not required.

Omission of the element is independent of all other elements and does not have any effect on these.

**—     not permitted**



## 2.3 DATA ELEMENTS AND DATA ELEMENT IDENTIFIERS

### 2.3.1 General

The following sections in this Chapter constitute the common reference for all the descriptions in the subsequent Chapters of this Manual.

The characteristics of each data element are defined and are valid throughout the Manual.

They are also independent of the method for communication.

The definition and use of each data element is presented in alphabetical order by means of a **Data Element Glossary** (Section 2.6).

The Glossary also includes certain terms and their definitions deemed necessary for clarity.

When data elements have different formats in different Chapters, the specific formats within each Chapter have been specified.

Examples on the use of each data element are also included within each Chapter.

When appropriate, more than one example is shown for clarity.

Many data elements are identified by means of a numeric **DATA ELEMENT IDENTIFIER (DEI)**.

These data elements normally modify or amplify various other data elements or constitute additional data to the flight.

When a data element is associated with a Data Element Identifier, the appropriate numeric value is identified in the Glossary entry.

It should be especially noted that Data Element Identifiers do not always apply to all Chapters of SSIM.

### 2.3.2 Relationship Between Data Elements and their Associated Data Element Identifiers

A Data Element Identifier is always related to a data element, except in cases where the Data Element Identifier itself implies the condition.

In general, the Data Element Identifier indicates the type of information explained under the related data element. It is used, where necessary, to modify or amplify various schedule data elements, or add additional ones.

Data Element Identifiers normally have optional status.

However, many of the Data Element Identifiers and associated data elements are conditional, based on the 'conditions' of the schedule.

Examples include Data Element Identifiers below 100 and those associated with traffic restrictions. Others, such as 201 (Subject to Government Approval) and 210 (Plane Change at Board Point without Aircraft Type Change) become essential when such conditions are applicable.

Also, such data elements may be required when, because of technical format limitations, certain information exceeds the field size of the original data element.

An example is Data Element Identifier 106 (Passenger Reservations Booking Designator Exceeding Maximum Length).

To provide complete schedule information, it is strongly recommended that the maximum possible use be made of data elements associated with Data Element Identifiers.

In Chapters 4 and 5 applications, the Data Element Identifier is preceded by the Segment to which it refers (except Data Elements 1–7 and 9) and the data element is preceded by a slash (/).

See the appropriate data element for format rules.

For Chapter 7 applications the Data Element Identifier is stated in the Segment Data Record (Record Type 4).

The associated data element (when applicable) is also stated in this record starting in byte 40.

The format for this data element is fixed, i.e. any byte within the format that does not apply has to be filled by a space.

For format rules, see the associated data element in this Chapter.

In some cases, it becomes necessary to express certain data elements that are usually leg related as applying only to a stated segment or group of segments within an itinerary.

The facility to “override” (or replace) the leg related information with alternative information for certain segment(s) is provided by Data Element Identifiers.

For Chapter 7, although no order is prescribed when multiple Data Element Identifiers follow the same Flight Leg Record, the following is recommended:

- when multiple data records apply to different Off Points, the records should be ordered according to the occurrence of the Off Point in the itinerary;
- if multiple data records apply to the same Off Point, they should appear together and be ordered according to the numeric sequence of the Data Element Identifiers starting with the lowest number.

However, systems should be able to process the records in any order.

### 2.3.3 Listings

The alphabetical listing of all data elements can be found in Section 2.4.1: Alphabetic List.

The numeric listing of all Data Element Identifiers and associated data elements can be found 2.4.1: Numeric List.

 **2.4 DATA ELEMENT LISTINGS** **2.4.1 Alphabetic List**

Data Element	DEI (as applicable)	Applicable (X) Chapters						
		Ch 3	Ch 4	Ch 5	Ch 6	Ch 7	Ch 8	Ch 9
Action Code					X		X	X
Action Identifier			X	X			X	
Agreement Type							X	
Aircraft Configuration/Version (ACV)		X	X	X		X	X	
Aircraft Configuration/Version Exceeding Maximum Length	108		X	X		X		
Aircraft Owner	3		X	X		X	X	
Aircraft Owner Specification	113		X	X		X		
Aircraft Registration				X			X	
Aircraft Rotation Layover			X			X		
Aircraft Terminal Identifier — Arrival							X	
Aircraft Terminal Identifier — Departure							X	
Aircraft Type		X	X	X	X	X	X	X
Aircraft Type Operational Suffix							X	
Aircraft Type Publication Override	121		X	X		X	X	
Airline Designator		X	X	X	X	X	X	X
Arrival Date					X			
ASM Withdrawal Indicator			X				X	
Bilateral Information							X	
Blocked Seats and/or Unit Load Devices	104		X	X		X	X	
Board Point Indicator							X	
Cabin Crew Employer	5		X	X		X	X	
Cabin Crew Employer Specification	115		X	X		X		
Change Reason				X			X	
Clearance/Advice Airport					X		X	
Cleared Time					X		X	
Cockpit Crew Employer	4		X	X		X	X	
Cockpit Crew Employer Specification	114		X	X		X		
Code Sharing and/or Wet Lease — Operating Airline Disclosure	127		X	X		X		
Code Sharing — Commercial Duplicate	2		X	X		X	X	
Code Sharing — Shared Airline Designation or Wet Lease Airline Designation	9		X	X		X	X	
Coordinator Reason					X		X	
Creation Date						X	X	
Creation Time						X	X	
Creator Reference.			X	X	X	X	X	X
Data Element Identifier			X	X		X		
Data Element Identifiers — Free Format Bilateral Use	800-899		X	X		X		
Data Element Identifiers — Free Format Internal Use	900-999		X	X		X		
Data Set Serial Number						X		
Date of Message			X	X	X			X

Data Element	DEI (as applicable)	Applicable (X) Chapters						
		Ch 3	Ch 4	Ch 5	Ch 6	Ch 7	Ch 8	Ch 9
Date Variation			X				X	
Day(s) of Operation		X	X		X	X	X	X
Departure Date					X			X
Destination Station						X		
Duplicate Airline Designator Marker							X	
Duplicate Leg Cross Reference — Duplicate Leg Identification	10		X	X		X	X	
Duplicate Leg Cross Reference — Operational Leg Identification	50		X	X		X	X	
Electronic Ticketing Information	505		X	X		X	X	
End of Flight Number Range							X	
End of Time Band							X	
Error Line			X	X				
Flaglanding							X	
Flaglanding at Board Point Only	303		X	X		X		
Flaglanding at Off Point Only	301		X	X		X		
Flaglanding at Off Point and Board Point	302		X	X		X		
Flight Designator		X	X	X	X	X		X
Flight Identifier					X			
Flight Identifier Date					X			
Flight Leg(s) Change Identifier				X	X			
Flight Number		X	X	X	X	X	X	
Flight Number Override	122		X	X		X	X	
Flight Transit Layover						X		
Free Text Subject							X	
Frequency Rate			X		X	X	X	X
General Information					X	X		
Historic Slot Reason					X			
Incoming Message Reference					X			
In-Flight Service Information	503		X	X		X	X	
Information Type							X	
Itinerary Variation Identifier (IVI)							X	
Itinerary Variation Identifier Overflow							X	
Joint Operation Airline Designators	1		X	X		X	X	
Joint Operation Airline Designators Segment Override	125		X	X		X		
Leg Sequence Number							X	
Meal Service Note	7		X	X		X	X	
Meal Service Note Exceeding Maximum Length	109		X	X		X		
Message Function							X	
Meal Service Segment Override	111		X	X		X		
Message Group Serial Number			X	X				
Message Sequence Reference			X	X				
Message Serial Number			X	X				
Minimum Connecting Time International/ Domestic Status						X		



# Standard Schedules Information Manual

Data Element	DEI (as applicable)	Applicable (X) Chapters						
		Ch 3	Ch 4	Ch 5	Ch 6	Ch 7	Ch 8	Ch 9
Minimum Connecting Time International/ Domestic Status Override	220		X	X		X	X	
Next Station						X		
Number of Passengers							X	
Number of Seasons							X	
Number of Seats					X		X	
Off Point Indicator							X	
On-Time Performance Indicator	501		X	X		X	X	
Onward Flight	6		X	X		X	X	
Operational Suffix			X	X	X	X	X	X
Origin Station					X			
Overmidnight Indicator					X			
Partnership Specification	11		X	X		X	X	
Passenger Check-In	299		X	X		X	X	
Passenger Reservations Booking Designator (PRBD)		X	X	X		X	X	
Passenger Reservations Booking Designator Exceeding Maximum Length	106		X	X		X		
Passenger Reservations Booking Designator Segment Override	101		X	X		X		
Passenger Reservations Booking Modifier (PRBM)			X	X		X	X	
Passenger Reservations Booking Modifier Exceeding Maximum Length	107		X	X		X		
Passenger Reservations Booking Modifier Segment Override	102		X	X		X		
Passenger STA			X	X		X	X	
Passenger STD			X	X		X	X	
Passenger Terminal		X				X		
Passenger Terminal Identifier — Arrival	98		X	X	X		X	
Passenger Terminal Identifier — Departure	99		X	X	X		X	
Passenger Terminal Segment Override — Arrival	198		X	X		X	X	
Passenger Terminal Segment Override — Departure	199		X	X		X	X	
Period of Operation		X	X		X	X	X	X
Period of Schedule Validity						X	X	
Plane Change without Aircraft Type Change	210		X	X		X	X	
Previous Station						X		
Product Type							X	
Record Serial Number							X	
Record Type							X	
Reject Reason			X	X				
Release (Sell) Date							X	X
Request All Reservations	507		X	X		X	X	
Requested Timings						X		X
Reservations Message Redirection	128		X	X		X	X	
Restricted Payload	105		X	X		X	X	
Schedule Status						X	X	



## Information Required for Standard Schedules

Data Element	DEI (as applicable)	Applicable (X) Chapters						
		Ch 3	Ch 4	Ch 5	Ch 6	Ch 7	Ch 8	Ch 9
Schedule Validity Discontinue Date			X					
Schedule Validity Effective Date			X					
Scheduled Time of Aircraft Arrival (STA)		X	X	X	X	X	X	X
Scheduled Time of Aircraft Departure (STD)		X	X	X	X	X	X	X
Season					X	X		X
Segment			X	X			X	
Segment Information			X	X				
Serial Number Check Reference						X		
Service Type		X	X	X	X	X	X	X
Standard Message Identifier (SMI)			X	X	X			X
Start of Flight Number Range							X	
Start of Time Band.							X	
Station		X	X	X	X	X	X	X
Subject to Government Approval	201		X	X		X	X	
Supplementary Information			X	X	X			X
Technical Landing							X	
Time Mode			X	X		X	X	
Timing Flexibility Identifier					X		X	
Title of Contents						X		
Title of Data						X	X	
Traffic Restriction Code						X	X	
Traffic Restriction Code Applicable to Cargo Only	172		X	X		X	X	
Traffic Restriction Code Applicable to Cargo/Mail Only	171		X	X		X	X	
Traffic Restriction Code Applicable to Mail Only	173		X	X		X	X	
Traffic Restriction Code Applicable to Passengers Only	170		X	X		X	X	
Traffic Restriction Code Information — Free Format	713-799		X	X		X	X	
Traffic Restriction Code Leg Overflow Indicator						X		
Traffic Restriction Code Qualifier at Board and Off Points	712		X	X		X	X	
Traffic Restriction Code Qualifier at Board Point	710		X	X		X	X	
Traffic Restriction Code Qualifier at Off Point	711		X	X		X	X	
Traffic Restriction Note	8		X	X				
Type of Call at Port							X	
UTC/Local Time Variation						X	X	
UTC/Local Time Variation Specification	97		X	X				

 **2.4.2 Numeric List**

Data Element Identifier	Name of Data Element
1	Joint Operation Airline Designator
2	Code Sharing — Commercial Duplicate
3	Aircraft Owner
4	Cockpit Crew Employer
5	Cabin Crew Employer
6	Onward Flight
7	Meal Service Note
8	Traffic Restriction Note
9	Code Sharing — Shared Airline Designation or Wet Lease Airline Designation
10	Duplicate Leg Cross Reference — Duplicate Leg Identification
11	Partnership Specification
50	Duplicate Leg Cross Reference — Operational Leg Identification
97	UTC/Local Time Variation Specification
98	Passenger Terminal Identifier — Arrival
99	Passenger Terminal Identifier — Departure
101	Passenger Reservations Booking Designator Segment Override
102	Passenger Reservations Booking Modifier Segment Override
104	Blocked Seats and/or Unit Load Devices
105	Restricted Payload
106	Passenger Reservations Booking Designator Exceeding Maximum Length
107	Passenger Reservations Booking Modifier Exceeding Maximum Length
108	Aircraft Configuration/Version Exceeding Maximum Length
109	Meal Service Note Exceeding Maximum Length
111	Meal Service Segment Override
113	Aircraft Owner Specification
114	Cockpit Crew Employer Specification
115	Cabin Crew Employer Specification
121	Aircraft Type Publication Override
122	Flight Number Override
125	Joint Operation Airline Designators Segment Override
127	Code Sharing and/or Wet Lease — Operating Airline Disclosure
128	Reservations Message Redirection
170	Traffic Restriction Code Applicable to Passengers Only
171	Traffic Restriction Code Applicable to Cargo/Mail Only
172	Traffic Restriction Code Applicable to Cargo Only
173	Traffic Restriction Code Applicable to Mail Only
198	Passenger Terminal Segment Override — Arrival
199	Passenger Terminal Segment Override — Departure

Data Element Identifier	Name of Data Element
201	Subject to Government Approval
210	Plane Change at Board Point without Aircraft Type Change
220	Minimum Connecting Time International/Domestic Status Override
299	Passenger Check-In
301	Flaglanding at Off Point Only
302	Flaglanding at Off Point and Board Point
303	Flaglanding at Board Point Only
501	On-Time Performance Indicator
503	In-Flight Service Information
505	Electronic Ticketing Information
507	Request All Reservations
710	Traffic Restriction Code Qualifier at Board Point
711	Traffic Restriction Code Qualifier at Off Point
712	Traffic Restriction Code Qualifier at Board and Off Points
713-799	Traffic Restriction Code Information — Free Format
800-899	Data Element Identifiers — Free Format for Bilateral Use
900-999	Data Element Identifiers — Free Format for Internal Use



## 2.5 GLOSSARY INTRODUCTION

The Data Element glossary entry is comprised of one of more of the following components:

- A Data Element Table that includes:
  - The Data Element Name
  - The Data Element Identifier (if applicable)
  - The XML Property
  - The Data Element Description
  - The Application, Format and Example for each applicable SSIM Chapter
  - Special Characteristics

e.g.

<i>[Data Element Name]</i> AIRCRAFT OWNER		<b>DEI 3</b>												
XML Property: owner														
<b>[Data Element Description]</b> Information provided to whomever it may concern that the flight(s) will be operated with an aircraft not belonging to the fleet of the Administrating Carrier														
<table border="1"><thead><tr><th><b>Application</b></th><th><b>Format</b></th><th><b>Example</b></th></tr></thead><tbody><tr><td>Chapters 4, 5</td><td>xx(a) or X</td><td>AB or X</td></tr><tr><td>Chapter 7</td><td>xx(a) or Xþþ</td><td>ABþ or Xþþ</td></tr><tr><td>Chapter 8</td><td>xx(a) or xxxx...(35 char.)</td><td>AB or BUSY JETLINE</td></tr></tbody></table>			<b>Application</b>	<b>Format</b>	<b>Example</b>	Chapters 4, 5	xx(a) or X	AB or X	Chapter 7	xx(a) or Xþþ	ABþ or Xþþ	Chapter 8	xx(a) or xxxx...(35 char.)	AB or BUSY JETLINE
<b>Application</b>	<b>Format</b>	<b>Example</b>												
Chapters 4, 5	xx(a) or X	AB or X												
Chapter 7	xx(a) or Xþþ	ABþ or Xþþ												
Chapter 8	xx(a) or xxxx...(35 char.)	AB or BUSY JETLINE												
<b>[Special Characteristics]</b> DEI 3 is only applicable to Chapters 4 and 5														

- **Default**

Defines any specific defaults for the data element

- **Format**

Specifies the format of the data element

- **Use**

Defines the general use of the data element (if additional to the Description)

- **Specific Applications — by applicable Chapter**

When required, specifies use, conditions and interpretations for each Chapter

- **Chapter 8 Example (if applicable)**

Provide examples of Chapter 8 formats

- **Values**

Lists the permitted values for the element or references where the values may be found

- **Notes**

Explanatory notes on the use and application of the data element

## 2.6 DATA ELEMENT GLOSSARY

ACTION CODE			DEI ---
XML Property: action.code			
Indication of the type of request/advice record or reply record in the Airport Clearance/Advice Procedure			
Application	Format	Example	
Chapters 6, 9	a	C	
Chapter 8	xx	NS	

### Use

The application of these Action Codes is explained in Chapter 6.

### Chapter 8 Application

The Action Code is specified in data element 1229 in an ACT segment.

The applicable two letter codes corresponding to the above codes, and additionally some codes specific to Chapter 8 only, are listed within Section 8.8 of SSIM.

### Chapter 8 Example:

ACT+N+AB+123+AB+456<sup>1</sup>

### Values

Code	Message	User	Description
A	SCR SMA	Airline Airline	Acceptance of an offer – no further improvement desired Acceptance of an offer – no further improvement desired
B	SCR SAQ	Airline Airline	New entrant New entrant
C	SAQ SCR  SMA WCR	Airline Airline  Airline Airline	Schedule to be changed Schedule to be changed for an operational reason or towards the initial requested time of the airline Schedule Movement to be changed Waitlist to be changed for an operational reason
D	SCR SMA	Airline Airline	Delete schedule Delete schedule
E	SCR SMA	Airline Airline	Eliminate schedule Eliminate schedule
F	SCR	Airline	Historic schedule
H	SCR SHL SAL SMA SIR SIR	Coordinator Coordinator Coordinator Schedules Facilitator Coordinator Schedules Facilitator	Holding Eligible for historical rights Return to historic Holding (Voluntary Reschedule Offer) Holding Holding
I	SCR SAQ	Airline Coordinator	Revised schedule (Continuation from previous adjacent Season) Availability information
K	SCR SAL SAL SMA	Coordinator Coordinator Schedules Facilitator Schedules Facilitator	Confirmation Confirmation Confirmation Confirmation
L	SCR	Airline	Revised schedule (No offer acceptable)
M	SCR WCR	Airline Airline	Scheduled to be changed Waitlisted to be changed



Code	Message	User	Description
N	SCR SMA SAQ WCR	Airline Airline Airline Airline	New schedule New schedule New schedule New waitlist request
O	SCR SAL SAL SMA SIR	Coordinator Coordinator Schedules Facilitator Schedules Facilitator Coordinator	Offer Offer Offer – voluntary reschedule request Offer – voluntary reschedule request Offer
P	SCR SCR SMA SIR WCR WIR	Airline Coordinator Airline Coordinator Coordinator Coordinator	Acceptance of an offer – maintain on waitlist Pending action Acceptance of an offer – improvement desired Pending Pending (for improvement) Pending (for improvement)
Q	SIR WIR	Airline Airline	Request for schedule information Request for schedule information
R	SCR SMA SAQ WCR	Airline Airline Airline Airline	Revised schedule (Offer acceptable) Revised schedule Revised schedule Revised waitlist request
T	SCR SAL	Coordinator Coordinator	Allocated subject to conditions Allocated subject to conditions
U	SAQ SCR SHL SAL SAL SMA	Coordinator Coordinator Coordinator Coordinator Schedules Facilitator Schedules Facilitator	Refusal Refusal Not eligible for historical rights No slot allocated Not confirmed Not confirmed
V	SCR	Airline	New entrant with year round status
W	SCR SMA WCR	Coordinator Schedules Facilitator Coordinator	Unable to reconcile flight information Unable to reconcile flight information Unable to reconcile flight information
X	SCR SMA WCR	Coordinator Schedules Facilitator Coordinator	Cancellation Cancellation Removed/Deleted from waitlist
Y	SCR	Airline	New schedule (Continuation from previous adjacent Season)
Z	SCR SMA WCR	Airline Airline Airline	Decline offer Decline offer Remove from waitlist slotted and non-slotted flights

**Note:** Codes **C**, **D**, **H**, **N** and **R** are also used to indicate the action required for the Leg Schedule Message record.

ACTION IDENTIFIER		DEI ---
XML Property: action.identifier		
An identifier to state the extent of difference from previous information in order to enable the recipient to determine the required action		
Application	Format	Example
Chapters 4, 5	aaa	NEW
Chapter 8	(aa)n	AW5

### **Chapter 4 and 5 Format**

Three alphabetic characters

### **Chapter 8 Format**

One to three alphanumeric characters

#### **Use**

Used by the originator of telegraph messages according to the rules stated in the appropriate SSIM Chapter.

Additional Action Identifiers may be used by certain carriers in connection with the handling of flights during the operations phase.

These may include identifiers to handle, for example, aircraft/crew changes or re-instating flights.

### **Chapter 8 Application**

The Action Identifier is specified in data element 1245 in the PER segment where it may be preceded by the ASM Withdrawal Indicator.

It is only used for partial schedule updates, where it is mandatory.

Refer to Section 8.8 for code set values.

EDIFACT codes are used instead of the identifiers used in Chapters 4 and 5.

Only codes “3” (NEW), “5” (RPL) and “2” (CNL) are used.

Since all the data for a flight is shown, there is no need for other Action Identifiers.

### **Chapter 8 Example:**

PER+L:Ø1JUNØ131AUGØ1+1357++3'

**Values**

Identifier	Description
SKD	Schedule update (Chapter 4 only)
NEW	Insertion of new flight information
CNL	Cancellation
RIN	Reinstatement (Chapter 5 only)
RPL	Replacement of existing flight information
REV	Revision to Period of Operation and/or Day(s) of Operation (Chapter 4 only)
FLT	Change of Flight Designator or Flight Identifier
EQT	Change of equipment information
TIM	Change of time information
CON	Change of Aircraft Configuration/Version
RRT	Change of routing (Chapter 5 only)
ADM	Change of existing flight information expressed by use of Data Element Identifier only
RSD	Repeat/Request for schedule data (Chapter 4 only)
ACK	Acknowledgement
NAC	Not Actioned

AGREEMENT TYPE	DEI ---	
XML Property: agreement.type		
A mandatory code to identify the type of agreement that is provided in the information following the code		
Application	Format	Example
Chapter 8	x(x)(x)	S

**Chapter 8 Application**

The Agreement Type is specified in data element 8051 within composite data element E374 in the CAR segment.

**Chapter 8 Example:**

CAR+L:ABC AIRWAYS'

In this example, the Agreement Type ("L") indicates that "ABC AIRWAYS" is the name of the carrier in a Code Sharing — Commercial Duplicate agreement.

**Values**

Refer to Section 8.8 under data element 8051: Transport Stage Qualifier

AIRCRAFT CONFIGURATION/VERSION (ACV)		DEI ---
XML Property: configuration		
Identification of the physical cabin layout of an aircraft		
Application	Format	Example
Chapters 3,4,5	a(x)(x)(x).....	FYPP F32Y247K93PP2Ø FYVV94Ø6
Chapter7	a(x)(x)(x).....(20 char.)	FØ14Y119VVT3M33ØØØØØØ
Chapter 8	2+a(a)(:n(n)(n))(+a(a)(:n(n)(n))...)	2+C:34+Y:186+PP:2+LL:6

For further guidance, refer to Appendix H: Aircraft Seating Description

#### Use

ACV may also optionally specify the number of seats fitted per compartment and/or the planned available capacity for cargo and/or mail.

The ACV data element can only be used for legs, and not for segments which are not also legs.

As it is a physical description, this field does not necessarily specify the codes to be used for publication, reservation and other public information purposes, or classes provided.

When this physical description does not sufficiently detail the categories of compartments or class of service provided for such purposes, use should be made of the data element Passenger Reservations Booking Designator.

#### Chapters 3, 4, 5 and 7 Applications

The presentation consists of a string of characters in which the codes are in the mandatory sequence R through VV.

The presentation in Chapter 7 is limited to 20 characters.

It consists of either:

1. (a) A sequence of passenger codes in the order presented in the table below, **or**  
 (b) A sequence of passenger codes in the order presented in the table below, each Aircraft Compartment/Class of Service Code followed by a non-zero quantitative specification of the number of seats available (see Note 3 below), **and/or**
2. A sequence of cargo codes in the order presented in the table below, each optionally followed by a non-zero quantitative specification of the capacity available (see Note 3 below), **or**
3. The characters “BB” indicate the sole carriage of non-containerized cargo and/or mail. (It may be assumed that all aircraft in revenue service carry such cargo and/or mail thus not necessitating its specification.) **and optionally**
4. The characters “VV” followed by an aircraft version reference code as assigned by the Administrating Carrier, the definition of which is notified to the intended recipient for use as appropriate.

#### Chapter 8 Application

The ACV is specified by setting data element 7133 in the PDT segment to “2” to indicate that the class codes specified in the following composite data elements E996 are physical classes.

Up to 26 E996 data elements may be included in a single PDT segment.

The physical class (passenger or cargo code) is specified in data element 7037 and the number of seats/ULDs is optionally specified in data element 4510 within the composite data element E996.

#### Chapter 8 Example:

PDT+2+F:16+C:8Ø+M:125+LL:1Ø!



## Notes

1. Whilst specification of the number of seats fitted is optional, when a value is quoted the total seats must equal the seating capacity of the aircraft
2. Where it is not possible to express the Aircraft Configuration/Version within the available field (maximum line length in Chapters 4 and 5, 20 characters in Chapter 7), "XX" will be stated in the first two positions.

Also, for Chapter 7 purposes only, the third through twentieth positions will be blank, thus indicating that reference should be made to Data Element Identifier 108 (Aircraft Configuration/Version Exceeding Maximum Length) for full Aircraft Configuration/Version specification.

In Chapters 4 and 5 applications, this shall also apply when the combined full formats of the following data elements result in an Equipment Data line overflow:

- Passenger Reservations Booking Designator (PRBD)
  - Passenger Reservations Booking Modifier (PRBM)
  - Aircraft Configuration/Version (ACV)
  - The first conditional or optional Data Element:
    - Code Sharing — Commercial Duplicate;
    - Aircraft Owner;
    - Cockpit Crew Employer;
    - Cabin Crew Employer;
    - Onward Flight;
    - or
    - Code Sharing — Shared Airline Designation.
3. Each Aircraft Compartment/Class of Service Code, together with its specification of numeric non-zero value, must not exceed four characters.  
The numeric specification may optionally include leading zeros.
  4. Information regarding movable bulkheads must, if required, be covered by Data Element Identifiers 800-899 (Data Element Identifiers — Free Format for Bilateral Use) or 900-999 (Data Element Identifiers — Free Format for Internal use) or by the aircraft version reference code following the characters "VV" as described above.
  5. Information regarding blocked seats and/or Unit Load Devices must, if required, be covered by Data Element Identifier 104 (Blocked Seats and/or Unit Load Devices).

### Values for Aircraft Compartment/Class of Service Codes

Passenger Codes	Compartment
P	First Class Premium
F	First Class
A	First Class Discounted
J	Business Class Premium
C	Business Class
D, I, Z	Business Class Discounted
W	Economy/Coach Premium
S, Y	Economy/Coach
B, H, K, L, M, N, Q, T, V, X	Economy/Coach Discounted
G	Conditional Reservation
U	<i>Shuttle Service</i> — No reservation needed — Seat guaranteed
E	<i>Shuttle Service</i> — No reservation allowed — Seat to be confirmed at check-in <i>Passenger Service</i> — Reservations permitted
O, R	Use varies by Airline

**Notes** “Shuttle Service” and “Passenger Service” relate to Service Type Codes contained in SSIM Appendix C.

Aircraft Compartment/Class of Service Codes have a different purpose from Service Type Codes.  
The codes here are used when describing the physical cabin layout, or the Reservations Classes used (see Passenger Reservations Booking Designator).

Service Type Codes describe the classification of a route or flight and the type of service provided.

Cargo Codes	Description
LL	Unit Load Devices (Containers)
PP	Pallets



AIRCRAFT CONFIGURATION/VERSION EXCEEDING MAXIMUM LENGTH	DEI 108	
XML Property: configuration		
Identification of the complete Aircraft Configuration/Version specification when it exceeds the maximum length available		
Application	Format	Example
Chapters 4,5,7	a(x) ...	P12F24C100Y264LL10PP12

## Use

In the absence of Data Element Identifier 108, it is assumed that the complete Aircraft Configuration/Version is contained within its dedicated data element.

## Chapters 4 and 5 Applications

The maximum line length constraint of 58 characters must be protected.

A “NIL” statement is not required when previous information transmitted about the same flight leg is modified to the extent that Data Element Identifier 108 is not required.

AIRCRAFT OWNER		DEI 3
XML Property: owner		
Information provided to whomever it may concern that the flight(s) will be operated with an aircraft not belonging to the fleet of the Administrating Carrier		
Application	Format	Example
Chapters 4,5	xx(a) or X	AB or X
Chapter 7	xx(a) or X <b>b</b> <b>b</b>	AB <b>b</b> or X <b>b</b> <b>b</b>
Chapter 8	xx(a) or xxxx...(35 char.)	AB or BUSY JETLINE
<b>DEI 3 is only applicable to Chapters 4 and 5</b>		

### **Default**

When the data element is not stated, the default applies, i.e. the aircraft belongs to the fleet of the Administrating Carrier.

### **Use**

When there is a legal requirement to disclose the Aircraft Owner, and the default stated above does not apply, the use of this data element is mandatory.

### **Chapters 4, 5 and 7 Applications**

The Aircraft Owner consists of:

- (a) The Data Element Identifier, always the digit “3” (not applicable in Chapter 7);
- (b) The Airline Designator for the carrier to whose fleet the aircraft belongs.

Where the aircraft owner has no Airline Designator, a letter “X” will be specified to indicate that the operator’s incorporated/registered name in plain text will be found under Data Element Identifier 113 (Aircraft Owner Specification).

### **Chapter 8 Application**

The Aircraft Owner is specified in the first repeat of data element 3036 within the E988 composite data element in the EQP segment.

This is only used when the Aircraft Owner is different from the Airline Designator specified in the TRA segment of the message.

When the Aircraft Owner has no Airline Designator, the full company name is specified.

### **Chapter 8 Example:**

EQP+J+733+LH‘



<b>AIRCRAFT OWNER SPECIFICATION</b>		<b>DEI 113</b>
XML Property: owner		
Identification of the aircraft owner's incorporated/registered name when it does not have its own Airline Designator		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapters 4,5,7	x(x) ...	ABC AIRWAYS INC

**Use**

This data element is used when the letter 'X' is specified under Aircraft Owner.

When there is a legal requirement to disclose the Aircraft Owner, and the identification of the Aircraft Owner's incorporated/registered name is required as stated above, the use of this data element is mandatory.

When specifying a full company name, users should be aware that some computer systems have limitations on the number of characters that can be stored and/or displayed.

As such, specifications of more than 35 characters may be truncated.

<b>AIRCRAFT REGISTRATION</b>		<b>DEI ---</b>
XML Property: registration		
The complete alphanumeric identification assigned by the appropriate licensing authority to an individual aircraft		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapters 5,8	xx(x)(x)(x)(x)(x)(x)(x)(x)	OHLMG

**Format**

Two (2) to ten (10) alphanumeric characters.

Hyphens contained within the registration shall not be included.

**Chapters 5 and 8 Applications**

Normally used in the operations control phase only.

**Chapter 8 Application**

The Aircraft Registration is specified in data element 8212 within the E360 composite data element in the EQP segment.

**Chapter 8 Example:**

EQP+J+M11::N1757A'

<b>AIRCRAFT ROTATION LAYOVER</b>		<b>DEI ---</b>
XML Property: rotation.layover		
A single numeric value to denote that the layover of the aircraft at the leg arrival station is 24 or more hours		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapter 4	/n	/1
Chapter 7	n	2

### **Use**

Can only be used as part of Onward Flight.

### **Chapter 4 Application**

This field is preceded by a slash.

### **Chapter 8 Application**

Refer to Date Variation.

### **Values**

<b>Code</b>	<b>Description</b>
1	24 to 47:59 hours layover
2	48 to 71:59 hours layover, etc.

<b>AIRCRAFT TERMINAL IDENTIFIER — ARRIVAL</b>		<b>DEI ---</b>
XML Property: aircraft.arrival		
A code to specify the arrival terminal used by the aircraft whenever it is different from the terminal used by its passengers		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapter 8	x(x)	M

### **Chapter 8 Application**

The Aircraft Terminal Identifier – Arrival is specified in the second repeat of data element 3223 within the first repeat of composite data element E992 in a PRT segment.

### **Chapter 8 Example:**

PRT+NCE+1345++2:2'

### **Values**

Refer to SSIM Appendix D.



AIRCRAFT TERMINAL IDENTIFIER — DEPARTURE		DEI ---
XML Property: aircraft.departure		
A code to specify the departure terminal used by the aircraft whenever it is different from the terminal used by its passengers		
Application	Format	Example
Chapter 8	x(x)	M

### Chapter 8 Application

The Aircraft Terminal Identifier – Departure is specified in the second repeat of data element 3223 within the second repeat of composite data element E992 in a PRT segment.

### Chapter 8 Example:

PRT+ARN++144~~0~~++5:5'

### Values

Refer to SSIM Appendix D.

AIRCRAFT TYPE		DEI ---
XML Property: type		
The ATA/IATA standard 3-character code that normally covers the manufacturer and main model of a commercial aircraft		
Application	Format	Example
Chapters 3,4,5,6,7,8,9	xxx	D92

### Use

For timetable publication purposes, the Aircraft Type can be overridden with the objective of consolidating otherwise equal itineraries (see Aircraft Type Publication Override).

### Chapter 8 Application

The Aircraft Type is specified in data element 8179.

For message type SKDUPD, it is specified within composite data element E360 in an EQP segment.

For message type SKDSLT, it is specified within composite data element E369 in an EQS segment.

### Chapter 8 Examples:

EQP+J+763'

EQS+J:744:400+C:744:400'

### Values

Refer to SSIM Appendix A.

**Note:** When there is a plane change en-route without Aircraft Type change, this information must be provided using Data Element Identifier 210 (Plane Change at Board Point without Aircraft Type Change).

AIRCRAFT TYPE OPERATIONAL SUFFIX		DEI ---
XML Property: operational.sub.fleet		
A code used either internally or bilaterally to differentiate between various sub-fleets of an Aircraft Type for operational purposes		
Application	Format	Example
Chapter 8	x(x)(x)	ER

### Chapter 8 Application

The Aircraft Type Operational Suffix is specified in data element 7139 within composite data element E360 in an EQP segment.

### Chapter 8 Example:

EQP+J+763:A'

AIRCRAFT TYPE PUBLICATION OVERRIDE		DEI 121
XML Property: type		
An element to allow carriers to override the Aircraft Type stated in Equipment Information elsewhere.		
Application	Format	Example
Chapters 4,5,7	xxx	747
Chapter 8	xxx	767
<b>DEI 121 is only applicable to Chapters 4, 5 and 7</b>		

### Use

This data element allows carriers to publish a consolidated schedule as a combination of different itinerary variations where the only difference is the Aircraft Type

It is also possible to override codes listed in SSIM Appendix A with non-aircraft codes.

Although this is not generally recommended, this could well be used for Surface Vehicles, e.g. trains, to reflect different types of equipment not listed in SSIM Appendix A.

### Chapters 4, 5 and 7 Applications

The alphanumeric string of characters stated in this data element will override the Aircraft Type stated in Equipment Information (Chapters 4 and 5) or Record Type 3 (Chapter 7) for timetable publication purposes.

### Chapter 8 Application

Aircraft Type Publication Override is specified in data element 8260 within composite data element E360 in an EQP segment overriding the Aircraft Type stated in data element 8179.

### Chapter 8 Example:

EQP+J+733:::737'



AIRLINE DESIGNATOR	DEI ---	
XML Property: designator		
The 2-character code assigned to a carrier by IATA and published in the IATA Airline Coding Directory or the 3-alphabetic codes assigned to a carrier by ICAO		
Application	Format	Example
Chapters 3,4,5,6,7,8,9	xx(a)	ABC

## Use

Carriers not assigned IATA 2-character codes may use the ICAO 3-letter codes.

However, for publication and reservations purposes, 3-letter codes must currently not be used as some computer systems would be unable to read them.

Reference should also be made to IATA Resolution 762 and ATA Resolution 5.38.

The data element format provides for 3-character designators.

When the industry formally adopts the three character designators, the format will be 'aaa'.

Meanwhile, the present official format is 'xx' but effectively is 'xa' or 'ax' in practice, in order to avoid confusion with the Flight Number.

## Chapter 8 Application

The Airline Designator is specified in data element 3036 within segments:

ACT and TRA	as part of a Flight Designator
CAR	as part of Flight Designator for Duplicate Flight Cross Reference or Flight Number Override, or defining Code Sharing
OPS	as part of Flight Designator for an Onward Flight
ORG	defining originator or hosted originator

## Values

Refer to the IATA Airline Coding Directory.

ARRIVAL DATE	DEI ---	
XML Property: scheduled.arrival		
The date of arrival of an aircraft at the Clearance/Advice Airport for flights operating on single dates		
Application	Format	Example
Chapter 6	nnaaa	19NOV

## Use

The element is used for terminating, transit or turnaround operations.

ASM WITHDRAWAL INDICATOR		DEI ---
XML Property: adhoc.remove		
An indicator to advise the recipient that all currently held basic <b>and ad hoc</b> schedule information pertaining to the stated Flight Designator and relevant Period and Day(s) of Operation is overridden by the schedule information contained in the telegraph message		
Application	Format	Example
Chapter 4	XASM	XASM
Chapter 8	AW	AW

### Chapter 4 Application

May be used on a Standard Schedules Message (SSM), with Action Identifiers “SKD”, “NEW”, “RPL” or “CNL”.

### Chapter 8 Application

The ASM Withdrawal Indicator is part of the Action Identifier as specified in data element 1245 in the PER segment.

### Chapter 8 Example:

PER+L:09JUL0122SEP01+2++AW3'

### Chapter 8 Values

Refer to SSIM Section 8.8.

BILATERAL INFORMATION		DEI ---
XML Property: (not applicable)		
A free format text field to provide information on a bilateral basis		
Application	Format	Example
Chapter 7	xx	S9

### Use

An alphanumeric field in the Flight Leg Record, for use by the creator of the data set, to give the recipient some information that the creator does not wish to include in any of the standard fields.



BLOCKED SEATS AND/OR UNIT LOAD DEVICES		DEI 104
XML Property: blocked.capacity		
The number of seats or ULDs by compartment, that are blocked/unavailable out of the total capacity shown in the Aircraft Configuration/Version, or capacity leased to other carriers		
Application	Format	Example
Chapter 4,5	a(a)n(x)(x)(x)(x)(x)(x)...	F1Y3
Chapter 7	a(x)(x)(x)(x)(x)(x)...	PP2
Chapter 8	3+a(a):n(n)(n)(+a(a):n(n)(n)...)	3+Y:1Ø
<b>DEI 104 is only applicable to Chapters 4, 5 and 7</b>		

For further guidance refer to Appendix H: Aircraft Seating Description

## Chapter 8 Application

Blocked Seats and/or Unit Load Devices is specified by setting data element 7133 in the PDT segment to '3' to indicate that the class codes specified in the following composite data element E996 are blocked seats/ULDs.

Up to 26 E996 data elements may be included in a single PDT segment.

The physical class is stated in data element 7037 and the number of seats/ULDs is stated in data element 4510 within the composite data element E996.

## Chapter 8 Example:

PDT+3+C:1Ø+M:2Ø+LL:1'

BOARD POINT INDICATOR		DEI ---
XML Property: boardpoint		
Identification of the departure station of a segment (Board Point) to which a data element associated with a Data Element Identifier applies		
Application	Format	Example
Chapter 7	a	A

## Values

The departure station of the first leg of a flight is "A", the second leg "B" and so on.

<b>CABIN CREW EMPLOYER</b>		<b>DEI 5</b>
XML Property: cabin.crew.employer		
Information provided to whomever it may concern that the flight(s) will be operated with cabin crew not employed by the Aircraft Owner		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapters 4,5	xx(a) or X	AB or X
Chapter 7	xx(a) or X <b>b</b> <b>b</b>	AB <b>b</b> or X <b>b</b> <b>b</b>
Chapter 8	xx(a) or xxxx...(35 char.)	AMM or BUSHLINER INC.
<b>DEI 5 is only applicable to Chapters 4 and 5</b>		

### **Default**

When the data element is not stated, the default applies (i.e., the cabin crew is employed by the Aircraft Owner).

### **Use**

When there is a legal requirement to disclose the Cabin Crew Employer, and the default stated above does not apply, the use of this data element is mandatory.

### **Chapters 4, 5 and 7 Applications**

For Chapters 4, 5 and 7 applications, the Cabin Crew Employer consists of:

- (a) The Data Element Identifier, always the digit “5” (not applicable in Chap 7);
- (b) The Airline Designator for the carrier by which the cabin crew is employed.

When the cabin crew employer has no Airline Designator, the letter “X” will be specified to indicate that the operator’s incorporated/registered name in plain text will be found under Data Element Identifier 115 (Cabin Crew Employer Specification).

### **Chapter 8 Application**

The Cabin Crew Employer is specified in the third repeat of data element 3036 within the E988 composite data element in the EQP segment.

When the Cabin Crew Employer has no Airline Designator, the full company name is specified.

### **Chapter 8 Example:**

EQP+J+M82+AY:AY:LH’

<b>CABIN CREW EMPLOYER SPECIFICATION</b>		<b>DEI 115</b>
XML Property: cabin.crew.employer		
Identification of the cabin crew employer’s incorporated/registered name when it does not have its own Airline Designator		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapters 4,5,7	x(x)...	ABC AIRWAYS INC

### **Use**

It is used when the letter ‘X’ is specified under Cabin Crew Employer.

When there is a legal requirement to disclose the Cabin Crew Employer, and the identification of the Cabin Crew Employer’s incorporated/registered name is required as stated above, the use of this data element is mandatory.



CHANGE REASON		DEI ---
XML Property: change.reason		
Application	Format	Example
Chapters 5,8	aaaa	POSI

### Chapter 8 Application

The Change Reason is specified in data element 7009 within the E989 composite data element in the TRA segment.

It is applied only to ad hoc changes when data element 1225 within composite data element E972 in the MSD segment has a value of “A4”.

Up to three Change Reasons may be stated.

### Chapter 8 Example:

TRA+SQ+762:::RUNW:ROTA'

### Values

Code	Interpretation
AIRS	Airspace restrictions
ARPT	Airfield restrictions
COMM	Commercial reasons, demand or lack of demand
CREW	Crew shortage
DAMA	Aircraft damage
EQUI	Equipment shortage
FUEL	Fuel shortage
HDLG	Ground handling
HOLI	Holiday
INDU	Industrial dispute
OPER	Operational reasons
PERF	Aircraft performance
POLI	Political situation
POSI	Aircraft positioning
REPO	Aircraft re-positioning
ROTA	Aircraft rotation
RTNS	Return to normal schedule or reinstatement of flight status prior to issuance of ASM(s) (withdrawal of ASM change)
RUNW	Runway restrictions
TECH	Technical reasons, maintenance, etc.
WEAT	Weather conditions

<b>CLEARANCE/ADVICE AIRPORT</b>		<b>DEI ---</b>
XML Property: clearance		
The airport at which clearance is requested or for which schedule data is advised		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapters 6,8	aaa	LHR

### **Chapter 8 Application**

Clearance/Advice Airport is specified in data element 3225 within composite data element E517 in a PRT segment.

### **Chapter 8 Example:**

PRT+LHR+1125++4'

### **Values**

Refer to the IATA 3-letter Location Identifiers.

<b>CLEARED TIME</b>		<b>DEI ---</b>
XML Property: cleared.time.arrival / cleared.time.departure		
Information provided by Coordinators to indicate the slot time currently held		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapter 6	aa.nnnn	AA.Ø91Ø
Chapter 8	Nnnn	Ø91Ø

### **Format**

An optional element consisting of four digits. In the case of Chapter 6, these digits are preceded by a code defining flight arrival or flight departure.

### **Chapter 6 Application**

Used within the WIR and WIE messages. Cleared Time is always preceded by a blank space, then **AA** and a full stop/period if it refers to the flight arrival, or **AD** and a full stop/period if it refers to the flight departure. It is positioned after the Passenger Terminal Identifier (if applicable), or Frequency Rate, or the Service Type if no Frequency Rate applies.

Chapter 6 describes the procedure to be followed when the use of Cleared Time results in the maximum message line length being exceeded.

### **Chapter 8 Application**

Specified in data element 9918 within composite data element E688 in the DAT segment with code “**AA**” or “**AD**” being specified in data element 2005 within the same composite data element in the same DAT segment.

### **Chapter 8 Example:**

DAT+AA::12ØØ+AD::1245'



COCKPIT CREW EMPLOYER		DEI 4
XML Property: cockpit.crew.employer		
Information provided to whomever it may concern that the flight(s) will be operated with a cockpit crew not employed by the Aircraft Owner		
Application	Format	Example
Chapters 4,5	xx(a) or X	AB or X
Chapter 7	xx(a) or Xbb	ABb or Xbb
Chapter 8	xx(a) or xxxx...(35 char.)	AMM or BUSHLINER INC.
DEI 4 is only applicable to Chapters 4 and 5		

## Default

When the data element is not stated, the default applies (i.e. the cockpit crew is employed by the Aircraft Owner).

## Use

When there is a legal requirement to disclose the Cockpit Crew Employer, and the default stated above does not apply, the use of this data element is mandatory.

## Chapters 4, 5 and 7 Applications

The Cockpit Crew Employer consists of:

- (a) The Data Element Identifier, always the digit “4” (not applicable in Chapter 7);
- (b) The Airline Designator of the carrier that employs the cockpit crew.

When the cockpit crew employer has no Airline Designator, the letter “X” will be specified to indicate that the incorporated/registered name of the operator (in plain text) will be found under Data Element Identifier 114 (Cockpit Crew Employer Specification).

## Chapter 8 Application

The Cockpit Crew Employer is specified in the second repeat of data element 3036 within the E988 composite data element in the EQP segment.

When the Cockpit Crew Employer has no Airline Designator, the full company name is specified.

## Chapter 8 Example

EQP+P+CRJ+LH:CL'

COCKPIT CREW EMPLOYER SPECIFICATION		DEI 114
XML Property: cockpit.crew.employer		
Identification of the cockpit crew employer's incorporated/registered name when it does not have its own Airline Designator		
Application	Format	Example
Chapters 4,5,7	x(x)...	ABC AIRWAYS INC

## Use

Used when the letter “X” is specified under Cockpit Crew Employer.

When there is a legal requirement to disclose the Cockpit Crew Employer, and identification of the Cockpit Crew Employer's incorporated/registered name is required as stated above, the use of this data element is mandatory.

When specifying a full company name, users should be aware that some computer systems have limitations on the number of characters that can be stored and/or displayed.

As such, specifications of more than 35 characters may be truncated.

CODE SHARING AND/OR WET LEASE — OPERATING AIRLINE DISCLOSURE		DEI 127
XML Property: codeshare.wetlease.operator		
The operator of the flight in a code share or wet lease operation		
Application	Format	Example
Chapters 4,5	xx(a) <i>(Airline Designator)</i> or xx(a)/x(x)... <i>(Airline Designator and Name)</i> or /x(x)... <i>(Name – text only)</i>	AB or ABC <i>(Airline Designator)</i> or AB/ABC EXPRESS <i>(Airline Designator and Name)</i> or /ABC AIRWAYS INC or /ABC AIRWAYS DBA XYZ EXPRESS or /ABC AIRWAYS FOR XYZ AIRWAYS <i>(Name – text only)</i>
Chapter 7	xx(a) <i>(Airline Designator)</i> or xx(a)/x(x)... <i>(Airline Designator and Name)</i> or /x(x)... <i>(Name – text only)</i>	AB/ or ABC <i>(Airline Designator)</i> or AB/ABC EXPRESS <i>(Airline Designator and Name)</i> or /ABC AIRWAYS INC or /ABC AIRWAYS DBA XYZ EXPRESS or /ABC AIRWAYS FOR XYZ AIRWAYS <i>(Name – text only)</i>
<b><i>Use of Data Element Identifier 127 has replaced the deleted Data Element Identifiers 112 and 119 in Chapters 4 and 5.</i></b>		

For further guidance, refer to Appendix H: Commercial Agreements between two or more Airlines

### Use

When there is a legal requirement to disclose the actual operator of the flight, and this is different from both the Administrating Carrier and the Aircraft Owner, the use of this data element is mandatory.

If the operator of the Shared Airline Designation service, Wet Lease service or Commercial Duplicate service has its own Airline Designator, it must be specified in the first two or three bytes of the data element.

Otherwise, the data element must start with a slash (/) followed by the operating airline's incorporated/registered name in plain text.

If the operator of the Shared Airline Designation, Wet Lease, or Commercial Duplicate service wants to provide additional text to its incorporated/registered name for marketing purposes, it can be specified in plain text after the Airline Designator and separated by a slash (/).

When there is a requirement to disclose an Airline name **and** a corporate (or network) name, it is recommended that the form "**AIRLINE X DBA ABC EXPRESS**" be used where '**DBA**' means 'doing business as'.

When both Code Share and Wet Lease conditions exist on the same flight, and there is a requirement to disclose both Airlines, it is recommended that the form "**AIRLINE ABC FOR AIRLINE XYZ**" be used.



**AIRLINE ABC** is the airline providing the aircraft and crew and is actually operating the flight (the Wet Lease Carrier), and **AIRLINE XYZ** is the operating carrier (airline) in a Code Share arrangement.

## Chapters 4 and 5 Applications

This element is used when the letter “X” is specified in Data Element Identifier 2 (Code Sharing — Commercial Duplicate), or in Data Element Identifier 9 (Code Sharing — Shared Airline Designation or Wet Lease Airline Designation).

**Note:** *For Chapters 4 & 5 the technical specifications require that a slash (/) be used between the Data Element Identifier number and the commencement of the plain text data element content. In situations where the data element content itself also requires commencement with a slash (/) then two slashes (//) are required. For example, in the case of GVAFRA 127//ABC AIRWAYS INC the first slash is required by the message technical specification and the second is required as the commencement of the plain text data element content because ABC AIRWAYS INC is a plain text name and not an Airline Designator code.*

## Chapter 7 Application

This element is used when the letter “X” is specified in byte 149 of Record Type 3 (Code Sharing — Shared Airline Designation or Wet Lease Airline Designation), or when the letter “Z” is specified in byte 149 of Record Type 3 (Code Sharing — Commercial Duplicate).

When specifying either a full company name or multiple names, users should be aware that some computer systems have limitations on the number of characters that can be stored and/or displayed. As such, specifications of more than 35 characters may be truncated.

**Note 1:** *The carrier code is for use when applications cannot store data larger than airline code — such as the “dual” display in City Pair Availability, where free text cannot be accommodated.*

*Therefore, in City Pair Availability, a CRS could display the following:*

UA/ZW

**Note 2:** *Free text following the slash is provided for applications capable of displaying free text — such as invoicing and PNR data, where the 2/3 character limitation does not exist. Therefore, on an invoice, for example, it would read:*

OPERATED BY AIR WISCONSIN DBA UNITED EXPRESS

CODE SHARING — COMMERCIAL DUPLICATE		DEI 2
XML Property: commercial.duplicate.operator		
The carrier actually operating a flight, or flight leg(s) in a commercial duplicate code share operation		
Application	Format	Example
Chapters 4,5	xx(a) or X	ABC or X
Chapter 7	a	L
Chapter 8	L:xx(a) or L:xxxx...(35 char.)	L:AB or L:BUSY JETLINE
<b>DEI 2 is only applicable to Chapters 4 and 5</b>		

For further guidance, refer to Appendix H: Commercial Agreements between two or more Airlines

### Use

Used to specify the Carrier actually operating a flight, or flight leg(s), when the Carrier specified by the Airline Designator in the Flight Designator is selling seats/space on the flight, or flight leg(s), of the Carrier actually operating the flight.

When there is a legal requirement to disclose the Actual Operator of the flight, and this is different from both the Administrating Carrier and the Aircraft Owner, the use of this data element is mandatory.

Use of this data element is as important for operational functions as it is for commercial functions.

### Chapters 4 and 5 Applications

The Code Sharing — Commercial Duplicate consists of:

Data Element Identifier, always the digit “2”, followed by the Airline Designator specifying the operator, or the letter “X” to indicate that the operator’s incorporated/registered name in plain text is specified under Data Element Identifier 127 (Code Sharing and/or Wet Lease — Operating Airline Disclosure).

### Chapter 7 Application

The Code Sharing — Commercial Duplicate is a single letter indicator (“L” or “Z”) in byte 149 of Record Type 3.

When the letter “L” is specified, the operator is that which is specified in the Aircraft Owner.

When the letter “Z” is specified, the identity of the operator is specified by the use of Data Element Identifier 127 (Code Sharing and/or Wet Lease — Operating Airline Disclosure).

### Chapter 8 Application

The carrier is specified in data element 3036 and using Transport Stage Qualifier (“L”) within the E374 composite data element in the CAR segment.

When the carrier has no Airline Designator, the full company name, or other text required for marketing or disclosure purposes, is specified.

See Data Element Identifier 127 (Code Sharing and/or Wet Lease — Operating Airline Disclosure) in this Chapter for recommendations on handling disclosure using full names, multiple names, and possible limitations on the number of characters used.

### Chapter 8 Example:

CAR+L:US<sup>1</sup>



CODE SHARING — SHARED AIRLINE DESIGNATION OR WET LEASE AIRLINE DESIGNATION		DEI 9
XML Property: shared.wetlease.operator		
The carrier actually operating a flight, or flight leg(s), on behalf of the Carrier specified by the Airline Designator in the Flight Designator		
Application	Format	Example
Chapters 4,5	xx(a) or X	ABC or X
Chapter 7	a	S
Chapter 8	S:xx(a) or S:xxxx...(35 char.)	S:AB or S:BUSY JETLINE
<b>DEI 9 is only applicable to Chapters 4 and 5</b>		

For further guidance, refer to Appendix H: Commercial Agreements between two or more Airlines

## Use

Used to specify the Carrier actually operating a flight, or flight leg(s), on behalf of the Carrier specified by the Airline Designator in the Flight Designator.

When there is a legal requirement to disclose the Actual Operator of the flight, and this is different from both the Administrating Carrier and the Aircraft Owner, the use of this data element is mandatory.

Use of this data element is as important for operational functions as it is for commercial functions.

## Chapters 4 and 5 Applications

The Code Sharing — Shared Airline Designation or Wet Lease Airline Designation consists of:

Data Element Identifier, always the digit “9”; followed by the Airline Designator specifying the operator, or the letter “X” to indicate that the operator’s incorporated/registered name in plain text is specified under Data Element Identifier 127 (Code Sharing and/or Wet Lease — Operating Airline Disclosure).

## Chapter 7 Application

The Code Sharing — Shared Airline Designation or Wet Lease Airline Designation is a single letter indicator (“S” or “X”) in byte 149 of Record Type 3.

When the letter “S” is specified, the operator is that which is specified in the Aircraft Owner.

When the letter “X” is specified, the identity of the operator is specified by the use of Data Element Identifier 127 (Code Sharing and/or Wet Lease — Operating Airline Disclosure).

## Chapter 8 Application

The carrier is specified in data element 3036 and using Transport Stage Qualifier “S” within the E374 composite data element in the CAR segment.

When the carrier has no Airline Designator, the full company name, or other text required for marketing or disclosure purposes, is specified.

See Data Element Identifier 127 Code Sharing and/or Wet Lease — Operating Airline Disclosure) in this Chapter for recommendations on handling disclosure using full names, multiple names, and possible limitations on the number of characters used.

## Chapter 8 Example:

CAR+S:ZW'



## Information Required for Standard Schedules

CONTINUATION/END CODE		DEI ---
XML Property: continuation.end		
Application	Format	Example
Indication that this is either the last message/data set in a data transfer or that further messages/data sets are to be expected		
Chapters 4,5,7	a	E
Chapter 8	a	F

### Chapters 4, 5 and 7 Applications

The code is a single character field indicating whether or not additional messages or seasons/carriers/physical data sets are to follow:

E	for final message/data set in the series
C	to be continued within the same series

### Chapters 4 and 5 Applications

The element is part of the Message Sequence Reference.

### Chapter 8 Application

Codes to signify the first and last transfer are specified in data element 0323 within composite data element S301 in the UIH segment:

C	Creation (must be present for the first transfer if more than one foreseen)
F	Final (must be present for last transfer)

### Chapter 8 Example

UIH+SKDUPD:99:1::IA+16478++1:C'



COORDINATOR REASON		DEI ---
XML Property: coordinator.reason.arrival / coordinator.reason.departure		
Information provided by Coordinators to advise airlines of their reason(s) for being unable to provide slot(s) requested		
Application	Format	Example
Chapter 6	aa.x(x)(x)	CA.SEC
Chapter 8	x(x)(x)	SEC

#### Format

An optional element consisting of up to three alphanumeric characters. In the case of Chapter 6, these characters are preceded by a code defining flight arrival or flight departure.

#### Chapter 6 Application

Used within the SCR, SAL and SHL messages. Coordinator Reason is always preceded by a blank space, then **CA** and a full stop/period if it refers to the flight arrival, or **CD** and a full stop/period if it refers to the flight departure. It is positioned after the Passenger Terminal Identifiers and/or the Requested Timings if used, or Frequency Rate, or the Service Type if no Frequency Rate applies. Chapter 6 describes the procedure to be followed when the use of Coordinator Reason results in the maximum message line length being exceeded.

#### Chapter 8 Application

Used in message SKDSLT and specified in data element 9013 within composite data element E369 in an ACT segment. The first instance refers to the arriving flight, and the second instance refers to the departing flight.

#### Values

Refer to SSIM 8.8 and Appendix J.

#### Chapter 8 Example:

ACT+UU+AB+123+AB+456+GA+RA '



## Information Required for Standard Schedules

CREATION DATE		DEI ---
XML Property: dataset.creation		
The computer-generated date of data set creation		
Application	Format	Example
Chapter 7	nnaaann	10JUN01
Chapter 8	nnnnnn	010526

### Use

This is a mandatory field and is used in conjunction with Creation Time to identify the exact time of data set creation.

These elements can also be used as the basis to determine precedence compared to other schedule data procedures.

### Chapter 7 Application

The Creation Date is specified in Record Type 2 and is expressed as the day of the month (first two numerics), followed by the month (first three alphabetic characters in English spelling), followed by the year (last two numerics).

### Chapter 8 Application

The Creation Date is specified in data element 0338 within composite data element S300 in the UIB segment stating year (last two numerics), month (two numerics) and day of the month (two numerics).

### Chapter 8 Example

UIB+UNOA:4+ABC++++BA:04+0AG:04+010401:1225'

CREATION TIME		DEI ---
XML Property: dataset.creation		
The computer-generated time of data set creation		
Application	Format	Example
Chapters 7,8	nnnn	1128

### Use

This is a mandatory field and is expressed by four digits indicating the 24 hours clock timing in the range 0000 through 2400.

### Chapter 7 Application

It is placed in Record Type 2 and is used in conjunction with Creation Date to identify the exact time of data set creation.

These elements can also be used as the basis to determine precedence compared to other schedule data procedures.

### Chapter 8 Application

The Creation Time is specified in data element 0314 within composite data element S300 in the UIB segment.

### Chapter 8 Example

UIB+UNOA:4+ABC++++BA:04+0AG:04+010401:1225'



CREATOR REFERENCE		DEI ---
XML Property: reference		
Unique identification assigned by the originator of the data and referenced by the recipient whenever appropriate		
Application	Format	Example
Chapters 4,5,6,9	/x(x)(x)(x)(x)(x)(x)(x)(x)... (max. 35 characters)	/ABCØ11 S8Ø/Ø5APR /EMAIL@AIRLINE.COM /ABCØ11 SØ3/Ø5APR
Chapter 7	x(x)(x)(x)(x)(x)(x)(x)(x)(x)... (35 characters)	ABC1234/Ø5APRØØØØØØØ...
Chapter 8	x(x)(x)(x)(x)(x)... (max. 35 characters)	ABC2345/Ø5APR

### Use

It consists of up to 35 characters in free format.

In telegraph messages, it is preceded by a slash and the last 6 characters are recommended to be a slash followed by the date.

When an email address is to be included in the Creator Reference, it should come first (after the slash, in the case of Chapters 4, 5, 6, 9 applications). This may then be followed by a space and new / followed by the normal originator's internal reference.

### Chapter 8 Application

The Creator Reference is specified in data element 1154 in the HDR segment.

### Chapter 8 Example:

HDR+K+L+NTØØ468/22'

DATA ELEMENT IDENTIFIER		DEI ---
XML Property: element.id		
Identification of a specific data element in SSIM		
Application	Format	Example
Chapters 4,5	n(n)(n)	809
Chapter 7	(n)nn	050

### Chapters 4 and 5 Applications

Refer to the Technical Specifications in the appropriate Chapters.

### Chapter 7 Application

A 3-byte numeric field in the Segment Record

For a general description of the relationship between Data Element Identifier and its corresponding data element see Section 2.3: **Data Elements and Data Element Identifiers**.

**Note:** Once data has been transmitted for **segments** using Data Element Identifiers (except Data Element Identifiers 106-109) it can only be modified or deleted in the following ways:

When using Chapters 4 and 5 (SSM and ASM), either by using Action Identifiers “**SKD**”, “**NEW**”, “**CNL**” or “**RPL**” (replacing or deleting all data);

or

by specific replacement using the same Data Element Identifier(s) with Action Identifier “**ADM**” to specify new or revised information

or

by specific deletion, by using the same Data Element Identifier(s) but stating “**NIL**” after the Data Element Identifier — e.g. AAABBB 111/NIL.

When using Chapters 7 and 8, complete replacement of all data is being carried out, including any segment data previously specified using Data Element Identifiers.

In cases where a single Data Element Identifier contains a list of items/codes (e.g. In-Flight Service Information — Data Element Identifier 503), it is not possible to add, delete or revise the individual items/codes in the list on their own. In such cases, a **complete** revised list of items/codes must be transmitted.

### APPLICATION OF DATA ELEMENT IDENTIFIERS

For further guidance, refer to Appendix H: Legs/Segments



The following table lists all Data Element Identifiers in numerical order stating their position in SSM (Chapter 4) and ASM (Chapter 5) use as well as the applicable Record Type for Chapter 7 use. Where alternatives exist, the data may only be placed in one position for each sub-message of Itinerary Variation.

The applicable positions as listed in the table below are as follows:

F	Flight Information
P	Period/Frequency Information
E	Equipment Information
L	Routing or Leg Information
S	Segment Information
3	Record Type 3 — Flight Leg (Data Element Identifier not used)
4	Record Type 4 — Segment Data
★	State the leg in this position (see <b>Note 1</b> below)

**Note 1:** The Data Element Identifiers marked S★ or 4★ can only be used for legs, and not for segments which are not also legs. For example, Data Element Identifier 503 is shown as S★, and is clearly defined in this Chapter as being a leg based data element. Therefore on a flight routing AAA-BBB- CCC, it would be wrong to show on the Segment Information line of an SSM:

AAACCC 503/8,

but correct to show:

AAABBB 503/8 and/or BBBCCC 503/8

When QQ is used as part of the segment specification, this rule still applies.

This means that, on a flight routing AAA-BBB-CCC, QQQQQQ 503/9, for example, can only be used when it applies to BOTH the legs AAA-BBB and BBB-CCC. QQQQQQ has no meaning for AAA- CCC, because 503 is a leg based data element.

QQQ means all Board or Off Points (or both) depending upon which position it is in.

For segment based Data Element Identifiers, such as 8, 11, 101, 102, 111 etc, on a flight routing AAA-BBB-CCC, QQQCCC means AAA-CCC and BBB-CCC, but not AAA-BBB because BBB is not stated as an Off Point.

Similarly, AAAQQQ means AAA-BBB and AAA-CCC, but not BBB-CCC because BBB is not stated as a Board Point.

QQQQQQ means all segments — AAA-BBB, AAA-CCC and BBB-CCC.

For station oriented Data Element Identifiers, such as 97, 98, 99, 198 and 199, the format or meaning of the Data Element Identifier defines whether it is the Board Point or Off Point of the stated segment that is being referenced.

Flight Routing: AAA-BBB-CCC	Leg based data element applied to:	Segment based data element applied to:
If QQQ-CCC	BBB-CCC	AAA-CCC and BBB-CCC
If AAA-QQQ	AAA-BBB	AAA-BBB and AAA-CCC
If QQQ-QQQ	AAA-BBB and BBB-CCC	AAA-BBB and BBB-CCC and AAA-CCC

**Note 2:** The application of a data element should be stated at the highest applicable level possible (levels are F, P, E, L, S) and not repeated at a lower level in the same message.

For example, in Chapter 4, if Service Type "J", Aircraft Type "744", and Aircraft Configuration/Version "PCY" (i.e. all Equipment information) applies to all legs of a multi-leg flight, this information should be stated only once (level E) prior to the information relating to the first leg (level L); it should not be re-stated before each set of leg information.

Data Element Identifier	Name of Data Element	Chap. 4	Chap. 5	Chap. 7
1	Joint Operation Airline Designator	F/P/L	F/L	3
2	Code Sharing — Commercial Duplicate	F/P/E/L	F/E/L	3
3	Aircraft Owner	F/P/E/L	F/E/L	3
4	Cockpit Crew Employer	F/P/E/L	F/E/L	3
5	Cabin Crew Employer	F/P/E/L	F/E/L	3
6	Onward Flight	P/E/L	F/E/L	3
7	Meal Service Note	L	L	3
8	Traffic Restriction Note	S	S	3(4)
9	Code Sharing — Shared Airline Designation or Wet Lease Airline Designation	F/P/E/L	F/E/L	3
10	Duplicate Leg Cross Reference — Duplicate Leg Identification	S★	S★	4★
11	Partnership Specification	S	S	4
50	Duplicate Leg Cross Reference — Operational Leg Identification	S★	S★	4★
97	UTC/Local Time Variation Specification	S★	S★	3 <sup>2</sup>
98	Passenger Terminal Identifier — Arrival	S★	S★	3 <sup>3</sup>
99	Passenger Terminal Identifier — Departure	S★	S★	3 <sup>3</sup>
101	Passenger Reservations Booking Designator Segment Override	S	S	4
102	Passenger Reservations Booking Modifier Segment Override	S	S	4
104	Blocked Seats and/or Unit Load Devices	S★	S★	4★
105	Restricted Payload	S★	S★	4★
106	Passenger Reservations Booking Designator Exceeding Maximum Length	S★	S★	4★
107	Passenger Reservations Booking Modifier Exceeding Maximum Length	S★	S★	4★
108	Aircraft Configuration/Version Exceeding Maximum Length	S★	S★	4★
109	Meal Service Note Exceeding Maximum Length	S★	S★	4★
111	Meal Service Segment Override	S	S	4
113	Aircraft Owner Specification	S★	S★	4★
114	Cockpit Crew Employer Specification	S★	S★	4★
115	Cabin Crew Employer Specification	S★	S★	4★

<sup>2</sup>See UTC/Local Time Variation (for Departure and Arrival Station).

<sup>3</sup>See Passenger Terminal.



Data Element Identifier	Name of Data Element	Chap. 4	Chap. 5	Chap. 7
121	Aircraft Type Publication Override	S	S	4
122	Flight Number Override	S	S	4
125	Joint Operation Airline Designators Segment Override	S	S	4
127	Code Sharing and/or Wet Lease — Operating Airline Disclosure	S★	S★	4★
128	Reservations Message Redirection	S	S	4
170	Traffic Restriction Code Applicable to Passengers Only	S <sup>4</sup>	S <sup>4</sup>	4
171	Traffic Restriction Code Applicable to Cargo/Mail Only	S <sup>4</sup>	S <sup>4</sup>	4
172	Traffic Restriction Code Applicable to Cargo Only	S <sup>4</sup>	S <sup>4</sup>	4
173	Traffic Restriction Code Applicable to Mail Only	S <sup>4</sup>	S <sup>4</sup>	4
198	Passenger Terminal Segment Override — Arrival	S	S	4
199	Passenger Terminal Segment Override — Departure	S	S	4
201	Subject to Government Approval	S	S	4
210	Plane Change at Board Point without Aircraft Type Change	S★	S★	4★
220	Minimum Connecting Time International/Domestic Status Override	S	S	4
299	Passenger Check-In	S★	S★	4★
301	Flaglanding at Off Point Only	S★	S★	4★
302	Flaglanding at Off Point and Board Point	S★	S★	4★
303	Flaglanding at Board Point Only	S★	S★	4★
501	On-Time Performance Indicator	S★	S★	4★
503	In-Flight Service Information	S★	S★	4★
505	Electronic Ticketing Information	S★	S★	4★
507	Request All Reservations	S	S	4
710	Traffic Restriction Code Qualifier at Board Point	S <sup>4</sup>	S <sup>4</sup>	4
711	Traffic Restriction Code Qualifier at Off Point	S <sup>4</sup>	S <sup>4</sup>	4
712	Traffic Restriction Code Qualifier at Board and Off Points	S <sup>4</sup>	S <sup>4</sup>	4
713-799	Traffic Restriction Code Information — Free Format	S <sup>4</sup>	S <sup>4</sup>	—
800-899	Data Element Identifiers — Free Format for Bilateral Use	S(★)	S(★)	4
900-999	Data Element Identifiers — Free Format for Internal Use	S(★)	S(★)	4

<sup>4</sup>Sub-element to *Traffic Restriction Note*.



## Information Required for Standard Schedules

DATA ELEMENT IDENTIFIERS – FREE FORMAT BILATERAL USE			DEI 800-899
XML Property: bilateral			
A free format text field assigned by the individual carrier for bilateral purposes			
Application	Format	Example	
Chapters 4,5	xxx... (max. 58 char.)	IN FLIGHT MOVIE	
Chapter 7	xxx... (max. 155 char.)		

DATA ELEMENT IDENTIFIERS – FREE FORMAT INTERNAL USE			DEI 900-999
XML Property: internal			
A free format text field assigned by the individual carrier for internal purposes.			
Application	Format	Example	
Chapters 4,5	xxx... (max. 58 char.)	RULE 69 APPLIES	
Chapter 7	xxx... (max. 155 char.)		

DATA SET SERIAL NUMBER			DEI ---
XML Property: logical.position			
Indication of the position of the physical data set within the logical data set in which it occurs			
Application	Format	Example	
Chapter 7	nnn	002	

### Use

A 3 byte mandatory field in Record Type 1.

DATE OF MESSAGE			DEI ---
XML Property: date			
The date of request/advice/reply			
Application	Format	Example	
Chapters 4,5,6,9	nnaaa	03NOV	

### Use

Expressed as the first two numerics for the day of the month followed by the first three alphabetic characters (in English spelling) for the month.

### Chapters 4 and 5 Applications

This element is part of the Message Sequence Reference.



DATE VARIATION		DEI ---
XML Property: schedule.variation		
The relationship between Day(s)/Period of Operation and the Scheduled Time of Aircraft Arrival/Departure in the same time mode		
Application	Format	Example
Chapter 4	(M)n	2
Chapter 8	n	1

## Chapter 4 Application

The code values are as follows:

1	Arrival/departure on the next day
2	Arrival/departure two days later etc.
Ø	Arrival/departure on the same day (optional)
M1	Arrival/departure on the previous day etc.

## Chapter 8 Application (1)

The Date Variation is specified in data element 2148 within composite data element E362 in a PRT segment relating to the STA and/or STD stated in data element 2002 within the same composite E362.

Although the format provides for only one numeric, EDIFACT allows this to be preceded by a “-” (minus) when applicable.

## Chapter 8 Example (1)

PRT+NAN+2335::::1+Ø45::::2'

## Chapter 8 Application (2)

The Date Variation is also used to state a Date Variation applicable between STA at the Station concerned and STD of the Onward Flight from the same station by the use of data element 7037 within composite data element E989 in an OPS segment.

## Chapter 8 Example (2)

OPS++5+SU+425:1'

DAY(S) OF OPERATION		DEI ---
XML Property: days.of.operation		
The day(s) of the week when a flight is operated		
Application	Format	Example
Chapter 3	nnnnnnn <sup>1</sup>	1.3.5.7
Chapters 4,8	n(n)(n)(n)(n)(n)(n)	1357
Chapters 6,9	nnnnnnn	1Ø3Ø5Ø7
Chapter 7	(n)(n)(n)(n)(n)(n)(n)	1Ø3Ø5Ø7

## Use

When used in a context where flights are cancelled/deleted, Day(s) of Operation specifies the day(s) of the week to be cancelled.

The Day(s) of Operation shall be stated as numbers 1 through 7, where Monday is Day 1.

Ascending order is mandatory.

Days of Operation should be compatible with Period of Operation.

If schedule information is received with incompatible Period of Operation/Days of Operation, then the incompatible days of operation should be eliminated.

For example, AB1234 12SEPØ1-13SEPØ1, days 1234567, change the days to 17.

The Day(s) of Operation must conform to the applicable Time Mode.

## Applicability of Day(s) of Operation

Chapters 3, 4, 8	Day(s) refer to departure from origin station
Chapter 6	Day(s) refer to operation at Clearance/Advice Airport
Chapter 7, 9	Day(s) refer to departure from leg departure station

Non-operative days are to be filled as follows:

Chapter 3 applications	Insert full stops/periods
Chapter 4 and 8 applications	no fill
Chapter 6 and 9 applications	zero (Ø) fill
Chapter 7 applications	blank fill

<sup>1</sup> 'n' may be substituted by full stop/period.



## **Chapters 4, 7 and 8 Applications**

The day(s) always relate to the Scheduled Time of Aircraft Departure (STD) — not the Passenger STD.

## **Chapters 7 and 9 Applications**

The Day(s) of Operation relate to each leg of the flight.

Consequently, downline legs of a flight having an STD on the next (or previous) day(s) shall have the Day(s) of Operation adjusted correspondingly in relation to the Day(s) of Operation on the first leg.

## **Chapter 8 Application**

The Day(s) of Operation are specified in data element 6072 in a PER segment and the day(s) refer to the scheduled aircraft departure time from the origin station.

The specification of Day(s) of Operation is mandatory for Chapter 8 applications, including ad hoc modifications applying for single dates.

### **Chapter 8 Example:**

PER+L:09JUL0130SEP01+1357'

DEPARTURE DATE		DEI ---
XML Property: scheduled.departure		
The departure date of an aircraft		
Application	Format	Example
Chapters 6,9	nnaaa	20NOV

## Chapter 6 Application

The element describes the date of departure of an aircraft from the Clearance/Advice Airport for flights operating on single dates.

The element is used where the departure is an initial departure, and not associated with any same or previous day arrival.

## Chapter 9 Application

The element describes the date of departure of an aircraft on each leg of a flight operating on single dates.

DESTINATION STATION		DEI ---
XML Property: final		
The airport of final destination of the aircraft with the same departure Flight Designator.		
Application	Format	Example
Chapter 6	aaa	SYD

## Use

This field is mandatory when final destination is different from Next Station.

## Values

Refer to the IATA 3-letter Location Identifiers.

DUPLICATE AIRLINE DESIGNATOR MARKER		DEI ---
XML Property: duplicate.marker		
Identification of a duplicate airline designation		
Application	Format	Example
Chapter 7	X	X

## Chapter 7 Application

Used to specify that the data in the IATA Airline Designator (bytes 3-4) in Record Type 2 refers to a duplicate IATA designator and, as a result, the identity (name) of the airline must be stated in bytes 109-149 as part of 'General Information'.



DUPLICATE LEG CROSS REFERENCE — DUPLICATE LEG IDENTIFICATION		DEI 10
XML Property: marketing.number		
The Flight Designator(s) (and Operational Suffix, when applicable) of flight leg(s) that are duplicates, due to commercial/technical reasons, of this operational leg		
Application	Format	Example
Chapter 4,5	xx(a)nnn(n)(a) [/xx(a)nnn(n)(a)....]	ABC123/DEFØ12A
Chapter 7	xx(a)(n)(n)(n)n(a) [/xx(a)(n)(n)(n)n(a)....]	ABCØ123Ø/DEFØØ12A
Chapter 8	D:xx(a):n(n)(n)(n):(a)	D:IB:324Ø:A
<b>DEI 10 is only applicable to Chapters 4, 5 and 7</b>		

For further guidance, refer to Appendix H: Duplicate Flight Legs

## Use

This data element can only be applied to an operational leg.

As such, it cannot be used in conjunction with a segment that is not also a leg.

The Flight Designators (and Operational Suffix, when applicable) of the duplicated leg(s) are listed in this data element.

## Chapters 4, 5 and 7 Applications

In the extreme case of maximum line length being exceeded in Chapters 4, 5 and 7, all additional Flight Designators (and Operational Suffix) not accommodated within the available line/record length shall be stated by repeated use of Data Element Identifier 10.

Segment Information lines (Chapters 4 and 5) and Segment Data Records (Chapter 7) pertaining to Data Element Identifier 10 shall be kept as one group and be interpreted as one single data element.

Updated transmissions of the same flight or flight leg(s) replace the complete previous set of lines/records irrespective of the number of lines/records transmitted.

## Chapter 8 Application

The duplicate flight is specified in data elements 3036/7135/7139 and using Transport Stage Qualifier "D" within the E374 composite data element in the CAR segment.

The Airline Designator is specified in data element 3036, the Flight Number in data element 7135 and, if applicable, the Operational Suffix in data element 7139.

Multiple use of composite data element E374 is possible.

## Chapter 8 Example:

CAR+D:IB:3243+D:IB:4255'

**Note 1:** The duplicate Flight Designator(s) leg must have the Duplicate Leg Cross Reference — Operational Leg Identification data element specifying the operational Flight Designator.

**Note 2:** Use of this data element is as important for operational functions as it is for commercial functions.

**Note 3:** Some receiving systems may make flight display decisions based on data present in this data element and, in some cases, based on the order of the Duplicate Leg Identifications.



## Information Required for Standard Schedules

DUPLICATE LEG CROSS REFERENCE — OPERATIONAL LEG IDENTIFICATION		DEI 50
XML Property: operational		
The Flight Designator (and Operational Suffix, when applicable) of the operational flight leg of which this flight leg is a duplicate		
Application	Format	Example
Chapters 4,5	xx(a)nnn(n)(a)	ABC001A
Chapter 7	xx(a)(n)(n)(n)n(a)	ABC0001A
Chapter 8	O:xx(a):n(n)(n)(n)(:a)	O:AY:846
DEI 50 is only applicable to Chapters 4, 5 and 7		

 For further guidance, refer to Appendix H: Duplicate Flight Legs

### Use

This data element can only be applied to non-operational legs (duplicate Flight Designator leg(s)). As such, it cannot be used in conjunction with a segment that is not also a leg.

The Flight Designator (and Operational Suffix, when applicable) of the operational flight leg is listed in this data element.

### Chapter 8 Application

The operational flight is specified in data elements 3036/7135/7139 and using Transport Stage Qualifier "O" within the E374 composite data element in the CAR segment.

The Airline Designator is specified in data element 3036, the Flight Number in data element 7135 and, if applicable, the Operational Suffix in data element 7139.

### Chapter 8 Example:

CAR+0:LH:460!

**Note 1:** The operational Flight Designator leg must have a Duplicate Leg Cross Reference — Duplicate Leg Identification data element specifying the duplicate Flight Designator(s).

**Note 2:** Use of this data element is as important for operational functions as it is for commercial functions.

**Note 3:** For use of DEI 50 in Electronic Ticketing Procedures, refer to IATA Resolution 722f and 722g and ATA Resolutions 20.60 and 20.61.



ELECTRONIC TICKETING INFORMATION		DEI 505
XML Property: electronic		
Identification of a flight leg as an Electronic Ticketing Candidate		
Application	Format	Example
Chapters 4,5	aa	EN
Chapter 7	aa	ET
Chapter 8	SIM:aa	SIM:ET
DEI 505 is only applicable to Chapters 4, 5 and 7		

 For further guidance, refer to Appendix H: Electronic Ticketing Information

**Default:** In the absence of any information to the contrary, it is assumed that the default situation for a Carrier is “EN”.

A default can be specified for a Carrier in one of the following ways:

- (a) For Chapter 7, by using bytes 189 and 190 of Record Type 2.
- (b) For Chapter 8, by using the IFT segment at level 0, putting the code in data element 4473 of composite data element E971.
- (c) By bilateral agreement between the parties concerned.

**Note:** It is not possible to transmit a default for a Carrier using Chapters 4 or 5.

#### Use

Used to identify whether or not a flight leg is an Electronic Ticketing Candidate.

Any segment which is made up of more than one leg can only be an Electronic Ticketing Candidate if all the legs contained within the segment are Electronic Ticketing Candidates.

For example, in the case of an itinerary AAA-BBB-CCC-DDD, where legs AAA-BBB and BBB-CCC are Electronic Ticketing Candidates, but CCC-DDD is not an Electronic Ticketing Candidate, the segment AAA-CCC is an Electronic Ticketing Candidate, because both the constituent legs AAA-BBB and BBB-CCC are Electronic Ticketing Candidates.

However, the segments AAA-DDD and BBB-DDD are not Electronic Ticketing Candidates, because they contain the leg CCC-DDD that is not an Electronic Ticketing Candidate.

#### Chapter 8 Application

The Electronic Ticketing Information is specified in an IFT segment after an ODI segment that defines the origin and destination of the flight leg, or, when specifying a Carrier default, in an IFT segment after the HDR segment.

Within composite data element E971, “SIM” is entered in data element 4451, and the relevant code is specified in data element 4473.

#### Chapter 8 Example:

IFT+SIM:ET‘

#### Values

EN	Not Electronic Ticketing Candidate
ET	Electronic Ticketing Candidate

Electronic Ticketing Required (ER) has been designated as a dormant code for future use and is not currently available for use.

<b>END OF FLIGHT NUMBER RANGE</b>		<b>DEI ---</b>
XML Property: end		
The last flight number within a specified range of flight numbers		
Application	Format	Example
Chapter 8	n(n)(n)(n)	2999

### **Chapter 8 Application**

The End of Flight Number Range is specified in the second occurrence of data element 7135 in the HDR segment.

The data element is only used when partial schedule updates for a complete range of flight numbers are being transmitted in an SKDUPD message.

### **Chapter 8 Example**

HDR+K+U+REF1234+++2000+2999 '

<b>END OF TIME BAND</b>		<b>DEI ---</b>
XML Property: schedule.end		
The end of the time band for requesting schedule data held by a Coordinator		
Application	Format	Example
Chapter 8	nnnn	1530

### **Use**

Used in conjunction with Start of Time Band to specify a complete time band for which an airline requests schedule data held by a Coordinator.

End of Time Band shall always be expressed by four digits indicating the 24 hours clock timing.

### **Chapter 6 Application**

Use is implied when STA is used with some Slot/Schedule and Waitlist Information Request Messages in Chapter 6.

### **Chapter 8 Application**

This data element is only used in the SKDSL message.

The End of Time Band is specified in data element 2002 in the second repeat of composite data element E362 in a PRT segment.

It is only specified when the value of data element 1225 (Message Function) within composite data element E972 in the MSD segment is “SIE” or “WIE”.

### **Chapter 8 Example:**

PRT+BRU+1000+1200'



ERROR LINE		DEI ---
XML Property: (not applicable)		
Identification of the message line number on which an error was found		
Application	Format	Example
Chapter 4,5	nnn	123

### Use

May be used in a Standard Schedules Message (SSM), or in an Ad Hoc Schedules Message (ASM), with Action Identifier “NAC”.

When a message cannot be processed successfully, the recipient may send an SSM or ASM message, using Action Identifier “NAC”, to advise the sender of the original message that the message content has not been successfully processed in the recipient’s system. Error Line identifies a line number in the original message or submessage containing an error.

Error Line is always followed by a space and then a Reject Reason to explain the error.

The line count commences at the first mandatory line (i.e. the Action Identifier) in the message, or submessage, received.

When the error found in a message is not related to a specific line number, 000 should be used as the line number.

FLAGLANDING		DEI ---
XML Property: flaglanding		
Indication that the flight only calls at a Station on demand		
Application	Format	Example
Chapter 8	2	2

### Chapter 8 Application

A Flaglanding is specified by the use of data element 9984 with a value of “2” within composite data element E370 in the OPS segment.

### Chapter 8 Example:

OPS++2'



## Information Required for Standard Schedules

FLAGLANDING AT BOARD POINT ONLY		DEI 303
XML Property: flaglanding.boardpoint		
Indication that a flaglanding occurs at the Board Point only		
Application	Format	Example
Chapters 4,5,7	*	*
*The Data Element Identifier implies this condition. No additional data is required.		

FLAGLANDING AT OFF POINT ONLY		DEI 301
XML Property: flaglanding.offpoint		
Indication that a flaglanding occurs at the Off Point only		
Application	Format	Example
Chapters 4,5,7	*	*
*The Data Element Identifier implies this condition. No additional data is required.		

FLAGLANDING AT OFF POINT AND BOARD POINT		DEI 302
XML Property: flaglanding.boardoffpoint		
Indication that a flaglanding occurs at both the Off Point and the Board Point		
Application	Format	Example
Chapters 4,5,7	*	*
*The Data Element Identifier implies this condition. No additional data is required.		



FLIGHT DESIGNATOR		DEI ---
XML Property: designator		
Identification of the flight or a series of similar flights operated by a carrier		
Application	Format	Example
Chapter 3	xx(a)(→)n(n)(n)(n)	QF15Ø
Chapters 4,5,6,9	xx(a)nnn(n)	QFØØ2
Chapter 7	xx(a)(n)(n)(n)n	QFØØØØ2

## Use

The Flight Designator consists of:

- (a) Airline Designator of the Administrating Carrier; and
- (b) Flight Number (optional in some Slot/Schedule and Waitlist Information Request messages in Chapter 6)

## Chapter 8 Application

Refer to specifications for Airline Designator and Flight Number.

**Note:** *For commercial joint operations in connection with the presentation of schedules information to the public, reference should be made to the Joint Operation Airline Designators data element.*

FLIGHT IDENTIFIER		DEI ---
XML Property: identifier		
Identification of a unique flight operated on a specific date		
Application	Format	Example
Chapter 5	Airline Designator	xx(a)
	Flight Number	nnn(n)
	Operational Suffix	(a)
	Separator	/
	Flight Identifier Date	nn(aaa(nn))

 *For further guidance, refer to Appendix H: Time Mode*

## Use

The Flight Identifier is a composite data element, used only in ASM messages in Chapter 5, consisting of:

- (a) The Flight Designator (consisting of Airline Designator and Flight Number);
- (b) Optionally the Operational Suffix (see Operational Suffix for explanation regarding a description of the element and its use in various situations);
- (c) A sub-element separator which is a slash (/);
- (d) The Flight Identifier Date from the station of origin.

Rules are specified separately for data elements (a), (b) and (d) above.

## Example:

AB1234A/Ø6APR

FLIGHT IDENTIFIER DATE		DEI ---
XML Property: aircraft.scheduled.departure		
The date of the scheduled aircraft departure from the station of origin expressed in abbreviated alphanumeric format		
Application	Format	Example
Chapter 5	nn(aaa)(nn)	Ø70CTØ1

### Use

The Flight Identifier Date must conform to the applicable time mode.

The abbreviated alphanumeric format consists of:

- (a) Date expressed in two digits in the range of Ø1 – 31;
- (b) Month given in three alphabetic characters and is always the first three alphabetic characters of the month in English spelling.

The month may be omitted but only when the operation referred to is within 3 days of the current date;

- (c) Year expressed by last two digits of the year.

This is mandatory for dates more than 11 months from current date.

It is optional in all other cases.

FLIGHT LEG(S) CHANGE IDENTIFIER		DEI ---
XML Property: legchange		
Identification of the leg or group of consecutive legs that are affected by a change		
Application	Format	Example
Chapters 4,5	aaa/aaa(/aaa)... (max. 12 Stations)	BCN/HAM/CPH

### Use

The Flight Leg(s) Change Identifier consists of:

- (a) The first Station affected by a change;
- (b) A data element separator by means of a slash (/);
- (c) All subsequent Stations affected by the change, each station being separated by a slash.

### Chapter 4 Application

The notification of intermediate stations is optional for SSM messages in Chapter 4.



FLIGHT NUMBER		DEI ---
XML Property: number		
A multi-purpose reference assigned by a carrier in connection with the planning and control of the operation of flights		
Application	Format	Example
Chapters 3,8	n(n)(n)(n)	83
Chapters 4,5,6	nnn(n)	123
Chapter 7	(n)(n)(n)n	0002

For further guidance, refer to Appendix H: Fictitious Points; Time Mode; and Train Stations at Multi-Terminal Airports.

## Use

In order to facilitate interline information exchange the following rules shall be applied and considered when assigning Flight Numbers. These rules must be observed without regard to leading zeros.

Failure to observe them may result in the inability of some systems to process the data.

- (a) The Flight Number shall identify a flight or series of similar flights.
- (b) The Flight Number shall be assigned such that it applies to only one scheduled departure from origin station per day (UTC and local).

For UTC applications (including Airport Clearance/Advice), the Operational Suffix when used shall be considered to be part of the Flight Number for this purpose.

- (c) At any given station on any one date (UTC and local) there may only be at most one scheduled departure and at most one scheduled arrival with the same Flight Number. This rule applies to ALL Stations in the flight routing. For UTC applications (including Airport Clearance/Advice) the Operational Suffix when used shall be considered to be part of the Flight Number for this purpose.
- (d) The Flight Number shall be assigned for a flight such that no one station on the routing may occur more than once except that the origin station may be the same as the final destination station.  
(e.g. AAA-AAA and AAA-BBB-CCC-AAA are permitted; AAA-BBB-CCC-AAA-DDD is not permitted).
- (e) The Flight Number may consist of up to 4 numeric digits (see format above), except that in Chapters 4, 5 and 6, a minimum of 3 digits, zero filled as necessary, is mandatory.
- (f) The Flight Number must never appear on its own but must always form part of the Flight Designator.

## Chapter 8 Application

The Flight Number can be specified in data element 7135 within segments:

TRA and ACT	as part of a Flight Designator;
OPS	as part of Flight Designator for an Onward Flight
CAR	as part of Flight Designator for Duplicate Flight Cross Reference or Flight Number Override
HDR	defining a Flight Number range.

**Note 1:** This field is fixed formatted, right justified and zero and/or blank filled in respect of Chapter 7 Schedule Data Set formats.

**Note 2:** It should be assumed that, when leading zeros appear as part of a number in the Flight Number field, they should be included with the Flight Number for commercial display purposes. If it is required to be specific as to whether leading zeros should be used for commercial display purposes, then Data Element 122 (Flight Number Override) must be provided to specify the Flight Number with or without the leading zeros.

**Note 3:** The use of leading zeros does not create a different Flight Number. For example, Flight Numbers 123 and 0123 are the same.

FLIGHT NUMBER OVERRIDE		DEI 122
XML Property: number		
Identification of Flight Number by a carrier for commercial display purposes		
Application	Format	Example
Chapters 4,5,7,8	n(n)(n)(n)	0123
<b>DEI 122 is only applicable to Chapters 4, 5 and 7</b>		

### Use

This Data Element enables carriers to override an existing Flight Number. It is used to be specific as to whether or not leading zeros should be used for commercial display purposes.

The use of leading zeros does not create a different Flight Number. For example, Flight Numbers 123 and 0123 are the same.

Flight Number Override **cannot** be used to overcome UTC or Local day duplication problems.

### Chapter 8 Application

The overriding Flight Number is specified in data element 7135 and using Transport Stage Qualifier "F" within the E374 composite data element in the CAR segment.

### Chapter 8 Example:

CAR+F:IT:3576'

FLIGHT TRANSIT LAYOVER		DEI ---
XML Property: transit.layover		
Indication that there is a layover of the flight at the leg arrival station of 24 hours or more between the arrival and the departure of the next leg of the same flight		
Application	Format	Example
Chapter 7	n	1

### Values

1	24 to 47.59 hours layover
2	48 to 71.59 hours layover, etc.



FREE TEXT SUBJECT		DEI ---
XML Property: freetext.type		
A mandatory code to identify the subject of the coded or free text information that is provided in the information following the code		
Application	Format	Example
Chapter 8	x(x)(x)	SIM

## Chapter 8 Application

The Free Text Subject is specified in data element 4451 within composite data element E971 in the IFT segment.

## Chapter 8 Example:

IFT+ZZZ+ANY BILATERAL INFORMATION'

## Values

Refer to Section 8.8 under data element 4451: Text Subject Qualifier

FREQUENCY RATE		DEI ---
XML Property: frequency.rate		
Indication that a flight operates at fortnightly intervals (every 2 weeks) on the day(s) of the week stated under Day(s) of Operation		
Application	Format	Example
Chapter 4	/W2	/W2
Chapters 6,7,8,9	2	2
<b>MANDATORY IMPLEMENTATION DATE (2 is the only valid value): 01 OCTOBER 2004</b>		

**Default** When the data element is not stated, the default applies, i.e. the flight operates at weekly intervals on the day(s) of the week stated under Day(s) of Operation.

## Use

When the Frequency Rate is used, the start date of the Period of Operation must be the first date on which the flight operates, and the end date must be the last date on which the flight operates. The start and end dates may **not** be expressed as "00XXX00" or "00XXX".

## Chapter 6 and Chapter 8 application for slot coordination purposes

The Frequency Rate may not be used when submitting, deleting or changing flights that do not consist of a series of flights (at least four slots). It is also recommended that flights filed with a Frequency Rate are filed separately for each day of the week they might operate.

## Chapter 8 Application

The Frequency Rate is specified in data element 6071 in a PER segment.

## Chapter 8 Example:

PER+L:09JUL0122SEP01+2+2'

GENERAL INFORMATION		DEI ---
XML Property: general		
Optional free text that does not directly relate to the data lines in the message		
Application	Format	Example
Chapter 6	GI → XXX...	GI BRGDS...
Chapter 7	xxx... (82 char.)	LAST¶ SSMS¶ REFLECTED¶ Ø2145/ØØ1ØØØØØØØØØ...

### **Chapter 6 Application**

It always starts on a new line, after all data lines and any Supplementary Information have been stated.

It always begins with the character combination “GI”, followed by a blank space, and then, the free text information.

### **Chapter 7 Application**

General Information is an optional 61 byte field in Record Type 2 used for free text relating to the contents, use, restrictions etc. of the data set.

If the Duplicate Airline Designator Marker (byte 108) has been set in Chapter 7, bytes 109-149 are reserved for specification of name of the airline.

HISTORIC SLOT REASON		DEI ---
XML Property: historic.slot.reason		
Information provided by Coordinators to advise airlines of their reason(s) why a slot cannot be considered as historic		
Application	Format	Example
Chapters 6,8	x(x)(x)	N8Ø

### **Chapter 6 Application**

Used within the SHL message.

### **Chapter 8 Application**

Used in the SKDSL message and specified in data element 9013 within composite data element E369 in an ACT segment.

Up to 9 reasons may be stated.

### **Chapter 8 Example:**

ACT+U+AB+123+AB+456+GA'

#### **Values**

Refer to SSIM 6.2.3.1 and 8.8.



INCOMING MESSAGE REFERENCE		DEI ---
XML Property: incoming.reference		
The message reply reference to a Slot/Schedule or Waitlist Information message		
Application	Format	Example
Chapter 6	REYT/x(x)(x)(x)... (max. 35 characters)	REYT/ABC011 S80/05APR

## Format

The reference abbreviation “**REYT**” and the Creator Reference as used by the request/information originator.

IN-FLIGHT SERVICE INFORMATION		DEI 503
XML Property: inflight.service		
In-flight service information provided on individual flight legs		
Application	Format	Example
Chapter 4,5	n(n)(n)(/n(n)(n))...	1/7/8
Chapter 7	(n)(n)n/(n)(n)n...	þþ1/þþ7/þþ8
Chapter 8	n(n)(n)	1
DEI 503 is only applicable to Chapters 4, 5 and 7		

**Default:** In the absence of any information to the contrary code “**9**” (Non-smoking) applies.

Defaults can, however, be specified for a Carrier in one of the following ways:

- (a) For Chapter 7, by using bytes 170 to 188 of Record Type 2 to specify up to five defaults.
- (b) For Chapter 8, by using the IFT segment at level 0, putting the code “**ISD**” in data element 4473 of composite data element E971, and using data element 4440 to contain the default value required.

More than one default may be shown by the repeated use of data element 4440.

- (c) By bilateral agreement between the parties concerned.

Note that any default value(s) specified apply to all services of the Carrier, and not just to the services of that Carrier for the stated Period of Schedule Validity.

In cases where a Carrier has provided default value(s), but wishes to state additional In-Flight Service Information codes for specific flight legs, the In-Flight Service Information stated for such flight legs must contain ALL codes applicable to that flight leg, including a repeat of any such codes contained in the default value(s) for the Carrier.

In cases where a Carrier has provided default value(s), but wishes to entirely remove all values for a specific flight leg, this may be accomplished by using “**NIL**”, instead of an In-Flight Service Information code.

For example:

AAABBB 503/NIL

**Note:** It is not possible to transmit defaults for a Carrier using Chapters 4 or 5.

## Format

The format incorporates the possibility to expand the code list to three-digit codes.

## Use

It is the responsibility of the information sender to ensure that In-Flight Service Information codes used do not contradict each other.

For example, use of codes “**8**” and “**9**” on the same flight leg is contradictory, since either the flight leg is all ‘Non-smoking’, or ‘Smoking’ is allowed on some parts of the aircraft.

## Chapters 4 and 5 Applications

The maximum line length constraint of 58 characters must be protected.

## Chapter 8 Application

Each facility code is specified in data element 9039 within a Composite Data Element E965 in a SER segment.

Optionally, they may refer to a class of service code specified in data element 7037 preceded by a qualifier (data element 7133) specifying if the codes refer either to Aircraft Configuration/Version (ACV) or to Passenger Reservations Booking Designator (PRBD).

## Chapter 8 Examples:

SER+1'  
IFT+SIM:ISD+1+2+9'

## Values

The codes to be used are jointly agreed with the Passenger and Airport Data Interchange Standards (PADIS) Board.

1	Movie
2	Telephone
3	Telex
4	Audio programming
5	Television
6	Reservation booking service
7	Duty Free sales
8	Smoking
9	Non-smoking
10	Short Feature Video
11	No Duty Free sales
12	In-seat power source
13	Internet access
14	E-Mail
15	In-seat Video Player/Library



INFORMATION TYPE		DEI ---
XML Property: information.type		
A mandatory code to indicate the type of information being transmitted		
Application	Format	Example
Chapter 8	x(x)(x)	ET

## Chapter 8 Application

The Information Type is specified in data element 4473 within composite data element E971 in the IFT segment.

**The code itself will provide the required information, or it will identify the type of information provided in the Free Text data element 4440 that follows the code.**

## Chapter 8 Example

IFT+SIM:101+N

### Values

Refer to Section 8.8 under data element 4473: Information Type Identification

ITINERARY VARIATION IDENTIFIER (IVI)		DEI ---
XML Property: itinerary.variation		
A number used to differentiate between itineraries having the same Flight Designator (without regard to Operational Suffixes, if any).		
Application	Format	Example
Chapter 7	nn	02

For further guidance, refer to Appendix H: Daylight Saving Time

### Format

A number between 01 and 99

### Use

Itinerary Variation Identifiers shall be assigned such that the itinerary with the earliest effective date shall be assigned IVI “01”, that with the next effective date, IVI “02”, etc.

Where two or more itineraries have equal effective dates, the itinerary with the earliest discontinue date shall be assigned the smallest IVI, etc; where two or more itineraries have the same Period of Operation, IVIs are then assigned in any order.

This does not preclude the use of the identifier in describing a flight for any other reason, that is to say splitting records and giving them more than the number of Itinerary Variation Identifiers strictly necessary.

**Note:** When more than 99 IVIs are required for the same Flight Designator, use should be made of the Itinerary Variation Identifier Overflow data element.

In such cases, the IVI may equal “00”, when the true IVI is ‘100’, ‘200’, etc.

## Examples of use of Itinerary Variation Identifier

REMARKS	IVI	Leg Sequence Number	Flight Designator	Operational Suffix	Period of Operation	Day(s) of Operation	Routing	A/C Type	Configuration
Legal because repeats the leg A -B to avoid ambiguity.	01	01	ABC123		01APR31OCT	123456	A -B	767	Y
	02	01	ABC123		01APR31OCT	7	A -B	767	Y
	02	02	ABC123		01APR31OCT	7	B -C	767	Y
Illegal because no way of knowing that A-B-C operates through-out the season on day 7 because IVI 02 has no leg 01	01	01	ABC123		01APR31OCT	1234567	A -B	767	Y
	02	02	ABC123		01APR31OCT	7	B -C	767	Y
Legal (Two Itinerary Variation Identifiers because of routing change)	01	01	ABC123		01APR31OCT	123456	A -B	747	FY
	01	02	ABC123		01APR31OCT	123456	B -C	747	FY
	02	01	ABC123		01APR31OCT	7	A -C	747	FY
Legal (Two Itinerary Variation Identifiers because of day change)	01	01	ABC123		01APR31OCT	123456	A -B	747	FY
	01	02	ABC123		01APR31OCT	123456	B -C	747	FY
	02	01	ABC123		01APR31OCT	7	B -C	747	FY
Legal	01	01	ABC123		01APR31OCT	12345 7	A -B	M80	FY
	01	02	ABC123		01APR31OCT	12345 7	B -C	M80	FY
	02	01	ABC123		01APR31OCT	6	A -B	M80	FY
	02	02	ABC123		01APR31OCT	6	B -D	M80	FY
Illegal because IVI 01 has different days of operation for legs 01 and 02 and also because IVI 02 has no leg 01	01	01	ABC123		01APR31OCT	1234567	A -B	M80	FY
	01	02	ABC123		01APR31OCT	12345 7	B -C	M80	FY
	02	02	ABC123		03JUL31JUL	6	B -C	M80	FY
Legal Aircraft change	01	01	ABC123		01APR31OCT	1234	A -B	767	FY
	01	02	ABC123		01APR31OCT	1234	B -C	767	FY
	02	01	ABC123		01APR31OCT	567	A -B	M80	FY
	02	02	ABC123		01APR31OCT	567	B -C	M80	FY
Legal whole route described within IVI and Leg Sequence Number	01	01	ABC123		01APR31OCT	1234	A -B	767	Y
	01	02	ABC123		01APR31OCT	1234	B -C	M80	Y
Legal Configuration change	01	01	ABC123		01APR31OCT	1234	A -B	ERJ	FY
	01	02	ABC123		01APR31OCT	1234	B -C	ERJ	FY
	02	01	ABC123		01APR31OCT	567	A -B	ERJ	Y
	02	02	ABC123		01APR31OCT	567	B -C	ERJ	Y
Legal provided that leg 02 departs on the next day	01	01	ABC123		01APR31OCT	1 3 5	A -B	744	PJY
	01	02	ABC123		02APR01NOV	2 4 6	B -C	744	PJY
	02	01	ABC123		01APR31OCT	2 4 67	A -B	777	PJY
	02	02	ABC123		02APR01NOV	1 3 5 7	B -C	777	PJY
Illegal because the Operational Suffix has been considered as part of the Flight Designator in assigning the IVI	01	01	ABC123		01APR24OCT	1234567	A -B	ERJ	FY
	01	01	ABC123	Z	24OCT24OCT	7	A -B	ERJ	FY
Legal	01	01	ABC123		01APR24OCT	1234567	A -B	ERJ	FY
	02	01	ABC123	Z	24OCT24OCT	7	A -B	ERJ	FY



ITINERARY VARIATION IDENTIFIER OVERFLOW		DEI ---
XML Property: <code>itinerary.variation.overflow</code>		
The number of hundreds to be added to the number in the IVI field to give the true IVI		
Application	Format	Example
Chapter 7	n	2

### Format

A one byte conditional field in Chapter 7 Record Types 3 and 4

### Use

The Itinerary Variation Identifier Overflow data element is used when more than 99 IVIs are required for the same Flight Designator.

### Chapter 7 Application

The element specifies how many hundreds, with a value of between 1 and 9, need to be added to the number in the IVI field to give the true number of IVIs.

For example, if the IVI field contains “34”, and the IVI Overflow field contains “2”, then the true IVI is “234” (i.e. 34 plus 200).

The field should be left blank when the true IVI is less than 100.

JOINT OPERATION AIRLINE DESIGNATORS		DEI 1
XML Property: joint.operation.designators		
Identification of flights or legs of flights jointly operated by two or more carriers		
Application	Format	Example
Chapter 4,5	xx(a)/xx(a)(/xx(a))	AB/BC/DE
Chapter 7	xx(a)xx(a)((x)(x)(a))	AB/BC/DE/
Chapter 8	a:xx(a) or a:xxxx...(35 char.)	P:AB or P:BUSY JETLINE
<b>DEI 1 is only applicable to Chapters 4 and 5</b>		

For further guidance, refer to Appendix H: Commercial Agreements between two or more Airlines

**Note:** For descriptions of other data elements applicable to Commercial Agreements, see **Code Sharing — Shared Airline Designation or Wet Lease Airline Designation** and **Code Sharing — Commercial Duplicate**.

#### Use

Joint Operations always involve both an Administrating Carrier, (i.e., the airline which schedules the flight) and a Reservations Control Carrier, (i.e., the airline which controls the reservations for the flight).

Irrespective of how many carriers participate in such a joint operation, there can be only **one** Administrating Carrier and **one** Reservations Control Carrier.

The Administrating Carrier's Airline Designator will appear as part of the Flight Designator of the joint operation.

The Reservations Control Carrier will be the first (i.e., 'left-hand') carrier named in the series of Airline Designators used to denote the joint operation.

All Joint Operation Airline Designators common to each of the legs making up the segment shall be deemed to be Joint Operation Airline Designators on the segment, unless specified otherwise by using the Joint Operation Airline Designators Segment Override, which is also used to specify joint operation on multi-leg segments.

#### Example:

Carrier XA operates flight 901 over itinerary AAA-BBB-CCC, and is in joint operation with carrier XB from BBB to CCC. Furthermore, carrier XB controls all reservations boarding BBB.

The Flight Designator of this service will be XA901.

The Joint Operation Airline Designators for the leg BBB-CCC will be XB/XA.



## Chapters 4, 5 and 7 Applications

The Joint Operation Airline Designators consist of:

- (a) Data Element Identifier, always the digit 1 (not applicable in Chapter 7);
- (b) The Airline Designators for a minimum of 2 and a maximum of 3 carriers and appearing in the order as agreed by the carriers concerned.  
(The Airline Designator of the Administration Carrier need not necessarily be shown first. See above.)

## Chapter 8 Application

Each carrier is specified in data element 3036 using Transport Stage Qualifier “R” (for the Reservations Control carrier) or “P” [for the participating carrier(s)] within the E374 composite data element in the CAR segment.

Where the carrier has no Airline Designator, the full company name is specified.

## Chapter 8 Example

CAR+R:AF+P:L0'

JOINT OPERATION AIRLINE DESIGNATORS SEGMENT OVERRIDE		DEI 125
XML Property: joint.operation.designators		
Specification of a joint operation over a segment differing from what applies to the legs within the segment		
Application	Format	Example
Chapters 4,5,7	xx(a)/xx(a)(/xx(a))	ABC/DEF

*For further guidance, refer to Appendix H: Commercial Agreements between two or more Airlines*

#### Use

The data element **either** overrides the information given under Joint Operation Airline Designator for the legs of a flight within the stated segment, **or** specifies the joint operation on a multi-leg segment in cases where there is no joint operation on the individual legs that constitute the stated segment.

It is also permissible to specify a single Airline Designator using this facility, which, if equivalent to the Administrating Carrier, indicates the absence of joint operation over the segment specified and, if different from the Administrating Carrier, indicates the alternative Reservations Control Carrier applicable to the segment.

#### Chapter 8 Application

The Joint Operation Airline Designators Segment Override is specified in a CAR segment as described under '**Joint Operation Airline Designators**', but it is placed after an ODI segment that defines the origin and destination of the Segment.

LEG SEQUENCE NUMBER		DEI ---
XML Property: legsequence		
The sequence number of the leg for the flight and itinerary variation being specified within each Itinerary Variation Identifier		
Application	Format	Example
Chapter 7	nn	03

#### Format

2 numeric bytes to recommended maximum of 20 legs.



MEAL SERVICE NOTE		DEI 7
XML Property: meal.service		
Indicates the meal service provided on a leg.		
Application	Format	Example
Chapter 4,5	aa(a)(/aa(a))... (max. 5 classes) or /a(a) or aa(a)(/aa(a))...(/a(a)) (max. 5 groups)	FL/CS/YS or /B or CL//S
Chapter 7	a(a)(a)(a)(a)(a)(a)(a)(a)	LSL//L//L//L//L
Chapter 8	x(x)(x)	LCD
<b>DEI 7 is only applicable to Chapters 4 and 5</b>		

**Note:** The Meal Service Notes applicable to each of the legs in a segment shall apply to the segment unless otherwise stated using Data Element Identifier 111 (Meal Service Segment Override).

☞ For further guidance, refer to Appendix H: Aircraft Seating Description

## Use

To indicate the meal service provided on a leg, and is primarily used for public information purposes. The note may include up to two meal codes for each class.

The absence of a meal service code for any or all Classes indicates that there is 'No meal service information available', and not 'No meal'. To specifically state that there is 'No meal' code N should be used.

## Chapters 4, 5 and 7 Applications

The Meal Service Note consists of:

- (a) Data Element Identifier, always the digit 7 (not applicable in Chapter 7);
- (b) For Chapters 4 and 5 variable format coding with one or two codes per class (as specified in the Passenger Reservations Booking Designator, or Aircraft Configuration/Version as applicable) preceded by a Class Code in the Passenger Reservations Booking Designator.

The Passenger Reservations Booking Designator Codes and their associated Meal Code(s) must be separated by a slash (/). A simpler specification can be made if meal service is equal in all classes, or within a trailing group of classes as specified in the Passenger Reservations Booking Designator. In this case, the first class code (of the group) is replaced by a slash (/) and no subsequent classes need to be specified;

- (c) For Chapter 7, a fixed format 10 byte field, with 2 bytes per class (as specified in the Passenger Reservations Booking Designator, or Aircraft Configuration/Version as applicable), blank filled, with the first 2 bytes specifying the meal(s) applicable to the first class stated, the next 2 bytes to the next class, and so on;
- (d) Whenever Meal Codes for more than one class are given, the Meal Codes must be stated in the same order as the corresponding class codes in the Passenger Reservations Booking Designator or Aircraft Configuration/Version, as appropriate;
- (e) For Chapters 4 and 5, in the case of no Meal Service for a class, all the classes having a Meal Service shall be specified. The simplified specification (see (b) above) shall not be used;
- (f) If the Meal Service Note is applicable to more than 5 classes (including a non-specified group of classes in Chapters 4 and 5), "XX" will be stated on the first two positions.

This indicates that reference should be made to Data Element Identifier 109 (Meal Service Note Exceeding Maximum Length) for full Meal Service Note specification.

- (g) In cases where both ACV and PRBD are used, the Meal Service Note shall apply to the PRBD.

## Chapter 8 Application

The Meal Service Note is specified in the composite data element E996, data element 7161, in the PDT segment, against each class of service (as stated in data element 7037) as applicable.

Data element 7133 within the composite data element E996 must be set to “1”.

“QQQ” is stated in data element 7037 if the meal code stated relates to all classes.

## Chapter 8 Example

PDT+1+C::DSB+M:DB'

### Values

Refer to SSIM Appendix B.

MEAL SERVICE NOTE EXCEEDING MAXIMUM LENGTH		DEI 109
XML Property: meal.service		
Identification of the full Meal Service Information applicable for more than 5 classes of service		
Application	Format	Example
Chapter 4,5	aa(a)/aa(a)/aa(a)/ aa(a)/aa(a)/aa(a)...(/a(a))	FBS/JB//S
Chapter 7	(a)(a)(a)(a)(a)(a) (a)(a)(a)(a)(a)...  	BSB�S�S�S�S�S�

### Use

A “NIL” statement is not required when previous information transmitted about the same flight leg is modified to the extent that Data Element Identifier 109 is not required.

In the absence of Data Element Identifier 109, it is assumed that the complete Meal Service Note is contained within Data Element Identifier 7.

## Chapters 4 and 5 Applications

Data Element Identifier 109 can include a non-specific group of classes.

The maximum line length constraint of 58 characters must be protected.



MEAL SERVICE SEGMENT OVERRIDE		DEI 111
XML Property: meal.service		
Information provided by carriers to specify meal service information that may not apply leg by leg but over a segment		
Application	Format	Example
Chapter 4,5	aa(a)/aa(a)/aa(a)/ aa(a)/aa(a)/aa(a)...(/a(a))	FBS/JB//S
Chapter 7	aa(a)/aa(a)/aa(a)/ aa(a)/aa(a)/aa(a)...	FB/YB

For further guidance, refer to Appendix H: Aircraft Seating Description

### Examples of use of DEI 109

THR-FC0	Breakfast
THR-LHR	only one Breakfast
FC0-LHR	Breakfast

### Chapters 4 and 5 Applications

The maximum line length constraint of 58 characters must be protected.

### Chapter 8 Application

Meal Service Segment Override is specified in a PDT segment as described under **Meal Service Note**, but it is placed after an ODI segment that defines the origin and destination of the Segment.

MESSAGE FUNCTION		DEI ---
XML Property: message.function		
A mandatory code to identify the function of an EDIFACT message		
Application	Format	Example
Chapter 8	x(x)(x)	SCR

### Chapter 8 Application

The Message Function is specified in data element 1225 within composite data element E972 in the MSD segment.

### Chapter 8 Example

MSD+1:18'

In this example, the value of the Message Function ("18") identifies that the message is transmitting 'Complete new schedule information — basic schedule' information.

### Values

Refer to Section 8.8 under data element 1225: Message Function, coded.



## Information Required for Standard Schedules

MESSAGE GROUP SERIAL NUMBER		DEI ---
XML Property: message.group		
The number assigned from 00001 in ascending order each day to define the sequence of message groups for that day		
Application	Format	Example
Chapter 4,5	nnnnn	00004

### Format

A 5 digit number that is part of the Message Sequence Reference.

MESSAGE SEQUENCE REFERENCE		DEI ---	
XML Property: message.sequence			
Unique identification assigned by the originator of a Standard Schedules Message (SSM) or Ad Hoc Schedules Message (ASM) to indicate that there may be some other related part messages associated with the physical SSM or ASM			
Application	Format	Example	
Chapters 4, 5	Date of Message	nnaaa	27JAN
	Message Group Serial Number	nnnnn	00004
	Continuation/End Code	a	E
	Message Serial Number	nnn	001

### Format

The Message Sequence Reference consists of:

- Date of Message;
- The Message Group Serial Number;
- The Continuation/End Code which will be "C" whenever there are more messages to follow, and "E" for the final message within the Message Group Serial Number;
- The Message Serial Number.

It is recommended to use the Message Sequence Reference when messages are decoded by a computer and must be processed in the same order as they are sent.



MESSAGE SERIAL NUMBER		DEI ---
XML Property: message		
The sequence of the message within the Message Group Serial Number		
Application	Format	Example
Chapter 4,5	nnn	001
Chapter 8	n(n)(n)...(14 digits)	144

### Chapters 4 and 5 Applications

A 3 digit number that is part of the Message Sequence Reference.

### Chapter 8 Application

The Message Serial Number is a numeric reference in data element 0340 in the UIH (header) and UIT (trailer) segments to uniquely identify each EDIFACT message within one EDIFACT interchange.

### Chapter 8 Examples:

UIH+SKDUPD:99:1::IA+15478++1:C'

UIT+15478+121'

MINIMUM CONNECTING TIME INTERNATIONAL/DOMESTIC STATUS		DEI ---
XML Property: domestic.international.status		
Identification of the international/domestic status on each flight leg to control the correct generation of flight connections between two flights		
Application	Format	Example
Chapter 7	aa	DD

### Default:

The country codes of the origin and destination stations on the flight leg are compared. When the countries are the same, the leg status is "DD" or domestic.

When the countries are different, the leg status is "II" or international.

This Data Element is only used in Chapter 7. In Chapters 4, 5 and 8, when the status of the flight leg, or segment, for Minimum Connecting Time (MCT) application cannot be interpreted correctly based on this default, then use of Data Element Identifier 220 (Minimum Connecting Time International/Domestic Status Override) is necessary.

**Note:** *The International/Domestic Status specified may be based on the default or known exceptions in applicable markets, rather than additionally using Data Element Identifier 220 to deal with the exceptions.*

*This means a leg status of "DI" or "ID" is possible when an exception applies.*

*When a segment, that is not also a leg, differs from the default stated above, it is necessary to use Data Element Identifier 220 to specify the International/Domestic Status.*

## Chapter 7 Application

A two byte optional field in Record Type 3.

When used, it consists of two characters.

The first character specifies the departure status of either "D" for domestic or "I" for International, and the second character specifies the arrival status ("D" or "I") of the specified leg.

Functional use of this Data Element requires the arrival status of one flight leg and the departure status of the connecting flight leg to be combined. This combined status, either "DD", "II", "DI" or "ID", identifies the connection status for MCT application.

It is very important to correctly identify the connection status in order to find the accurate Minimum Connect Time data to use in the building of the connection travel option.

These principles apply equally when Data Element Identifier 220 has been used to specify International/Domestic Status.

### ***Example 1: Single leg flight combinations***

Flight Number	Board Point	Departure D/I	Off Point	Arrival D/I	D/I Definition
1	YUL	I	ORD	D	International departure from YUL with domestic arrival in ORD.
20	ORD	D	LAX	D	Domestic departure from ORD with domestic arrival in LAX.
330	LAX	I	HKG	I	International departure from LAX with international arrival in HKG.
4400	HKG	I	SIN	I	International departure from HKG with international arrival in SIN.

The resulting values for MCT application at ORD, LAX and HKG are as follows:

Connect Point	D/I Status for MCT	Domestic/International Definition
ORD	DD	Domestic arrival in ORD and domestic departure to LAX
LAX	DI	Domestic arrival in LAX and international departure to HKG
HKG	II	International arrival in HKG and international departure to SIN

### ***Example 2: A multi leg flight combination***

Flight Number	Board Point	Departure D/I	Off Point	Arrival D/I	D/I Definition
19	SYD	I	HNL	I	International departure from SYD with international arrival in HNL,
	HNL	D	LAX	D	<i>Flight continues...</i> Domestic departure from HNL with domestic arrival in LAX.
237	LAX	D	BOS	D	Domestic departure from LAX with domestic arrival in BOS.

The resulting value for MCT application at LAX, regardless of whether the origin point is SYD or HNL, is the same:

Connect Point	D/I Status for MCT	Domestic/International Definition
LAX	DD	Domestic arrival in LAX and domestic departure to BOS



MINIMUM CONNECTING TIME INTERNATIONAL/DOMESTIC STATUS OVERRIDE		DEI 220
XML Property: domestic.international.status.override		
Information required to control of the correct generation of flight connections		
Application	Format	Example
Chapters 4,5,7	a/a	D/I
Chapter 8	SIM:aa	SIM:OI
<b>DEI 220 is only applicable to Chapters 4, 5 and 7</b>		

## Use

Used when the status (Domestic or International) of the flight leg or segment for Minimum Connecting Time (MCT) application cannot be interpreted unambiguously

It may also be applied to override the status normally derived from analyzing the routing of the flight. The use of this data element uniquely defines if a flight leg or segment shall be processed for MCT application as Domestic or International individually at both Board Point and Off Point.

In cases where this data element has not been used, and the status (Domestic or International) of, say, an arriving flight at a Station is either ambiguous, or different to that which would be derived from the default interpretation, it is likely that the Minimum Connecting Time used for any passengers with onward connections booked from the arrival station will be wrong. This could result in passengers and/or their baggage missing their onward flight.

The default interpretation is that where the Countries of origin and destination are the same, the status is domestic, and where they are different, the status is international.

## Chapters 4, 5 and 7 Applications

The following codes are used in Chapters 4, 5 and 7:

D	Domestic
I	International

The first indicator stated in the format applies to the Board Point and the second indicator (preceded by a slash) to the Off Point. Both indicators have to be used in order to avoid ambiguity.

### Example 1:

Flight XY123 operates SYD-HNL-LAX

By default definition, the segments of this flight are defined as follows:

Segment	Board Point Country	Off Point Country	Default Int./ Dom. Status (Board Point)	Default Int./ Dom. Status (Off Point)
SYD-HNL	AU	US	International (I)	International (I)
SYD-LAX	AU	US	International (I)	International (I)
HNL-LAX	US	US	Domestic (D)	Domestic (D)

However, passengers travelling SYD-LAX may either clear immigration procedures in HNL arriving in LAX as "Domestic" passengers or remain in transit at HNL as International Passengers.

- a) Immigration clearance at first entry point (HNL)

All SYD-LAX passengers clear immigration at HNL travelling onwards HNL-LAX as Domestic Passengers:

<b>Segment</b>	<b>Board Point Country</b>	<b>Off Point Country</b>	<b>Default Int./Dom. Status (Board Point)</b>	<b>Default Int./Dom. Status (Off Point)</b>
SYD-HNL	AU	US	International (I)	International (I)
SYD-LAX	AU	US	International (I)	<b>Domestic (D)</b>
HNL-LAX	US	US	Domestic (D)	Domestic (D)

Use DEI 220 to uniquely define the MCT Status for SYD-LAX passengers:

SYDLAX 220/I/D

- b) Progressive immigration clearance (passengers clear immigration at each Off Point — HNL or LAX)

SYD-LAX passengers remain in transit at HNL, requiring HNL-LAX Domestic passengers to adhere to International MCT status on arrival at LAX:

<b>Segment</b>	<b>Board Point Country</b>	<b>Off Point Country</b>	<b>Default Int./Dom. Status (Board Point)</b>	<b>Default Int./Dom. Status (Off Point)</b>
SYD-HNL	AU	US	International (I)	International (I)
SYD-LAX	AU	US	International (I)	International (I)
HNL-LAX	US	US	Domestic (D)	<b>International (I)</b>

Use DEI 220 to uniquely define the MCT Status for HNL-LAX passengers:

HNLLAX 220/D/I



## Example 2:

Flight CD789 operates JER-LGW

JER and LGW have the same ISO Country code, meaning that, by default definition, the segment JER-LGW is Domestic at both Board (JER) and Off (LGW) Points.

However, passengers travelling JER-LGW are required to clear customs procedures at LGW, arriving as "International" passengers.

The Minimum Connecting Time International/Domestic Status Override is used to uniquely define that the departure from JER (the Board Point) is Domestic for MCT application, and the arrival at LGW (the Off Point) is International for MCT application, on this particular flight routing:

JERLGW 22Ø/D/I

## Example 3:

Flight EF135 operates LHR-DUB

LHR and DUB have different ISO Country codes, meaning that, by default definition, the segment LHR-DUB is International at both Board (LHR) and Off (DUB) Points.

However, passengers travelling LHR-DUB are not required to clear customs or immigration procedures at DUB, departing LHR and arriving DUB as "Domestic" passengers.

The Minimum Connecting Time International/Domestic Status Override is used to uniquely define that the departure from LHR (the Board Point) is Domestic for MCT application, and the arrival at DUB (the Off Point) is Domestic for MCT application, on this particular flight routing:

LHRDUB 22Ø/D/D

## Example 4:

Flight AB456 operates YVR-YYC-LHR

YVR and YYC have the same ISO Country code, meaning that, by default definition, the segment YVR-YYC is Domestic at both Board (YVR) and Off (YYC) Points.

However, if a Traffic Restriction is applied which does not allow local traffic, but may allow connecting or stopover traffic, to be carried on the YVR-YYC segment, it may be necessary to treat the segment as "International" for MCT application.

The Minimum Connecting Time International/Domestic Status Override is used to uniquely define that the departure from YVR (the Board Point) for passengers travelling to YYC is International for MCT application, and the arrival at YYC (the Off Point) for passengers who have travelled from YVR is International for MCT application, on this particular flight routing:

YVRYYC 22Ø/I/I

## Chapter 8 Application

The Minimum Connecting Time International/Domestic Status Override is specified in an IFT segment after an ODI segment that defines the origin and destination of the Segment.

Within composite data element E971, "**SIM**" is entered in data element 4451, and the relevant code from Section 8.8 is entered in data element 4473 to identify Board/Off Point and Domestic/International.

## Chapter 8 Example

IFT+SIM:BD'



## Information Required for Standard Schedules

NEXT STATION		DEI ---
XML Property: next		
The next station on the routing		
Application	Format	Example
Chapter 6	aaa	PER

### Use

The next station on the routing is the station after the one to which the Schedules Clearance Request/Reply, Scheduled Movement Advice or Schedule Information Request/Reply is applicable.

### Values

Refer to IATA 3 letter Location Identifiers

NUMBER OF PASSENGERS		DEI ---
XML Property: passengers		
The expected number of arriving and/or departing passengers at an airport		
Application	Format	Example
Chapter 8	n(n)(n):PX	195:PX

### Chapter 8 Application

Used in the SKDSLT message.

May be used in conjunction with specification of a Technical Landing to show nil passenger loads.

The Number of Passengers is specified in data element 6350 within composite data element E523 in an EQS segment.

It is used in conjunction with qualifier code “PX” in data element 6353 of the same composite data element.

The first repeat of composite data element E523 contains arriving Number of Passengers, and the second repeat contains departing Number of Passengers.

### Chapter 8 Example

EQS+X:744:400:1+X:744:400:1+0:PX+0:PX'



NUMBER OF SEASONS		DEI ---
XML Property: seasons		
The number of Seasons that have been included in the data set		
Application	Format	Example
Chapter 7	n	2

**Format**

A one byte optional field in Record Type 1

NUMBER OF SEATS		DEI ---
XML Property: seats		
The total number of seats on the aircraft (all compartments combined)		
Application	Format	Example
Chapter 6	nnn	092
Chapter 8	n(n)(n)	400

**Use**

If a cargo flight, then zero should be specified.

If transit or turnaround change from cargo to passenger flight, then the number of seats fitted should be specified.

**Chapter 6 Application**

The field is right justified, zero filled to 3 characters.

**Chapter 8 Application**

The Number of Seats is specified in data element 4510 within composite data element E359 in an EQS segment.

**Chapter 8 Example**

EQ\$+J:744:400+C:744:400'

OFF POINT INDICATOR		DEI ---
XML Property: offpoint		
Indication of the arrival station of a segment to which a data element associated with a Data Element Identifier applies		
Application	Format	Example
Chapter 7	a	c

### Format

A single byte field where the first arrival station (off point) is indicated by B; the second by C, and so on.

ON-TIME PERFORMANCE INDICATOR		DEI 501
XML Property: ontime.performance		
Indication of the on-time performance codes for nonstop segments of a flight itinerary		
Application	Format	Example
See Below	See Below	See Below
<b>DEI 501 is only applicable to Chapters 4, 5 and 7</b>		

### Use

It is not necessary to provide on-time performance codes for multi-stop segments since the code can be obtained from the last nonstop segment within the multi-stop segment.

### Chapter 8 Application

Data is specified within composite data element E368 in the OPS segment.

### Chapter 8 Example

OPS+JANØ1:75:Ø'

### Formats for On-Time Performance Indicators

Months and years indicated in the four data formats below relate to the month and year from which the on-time performance data has been calculated.

### Format 1: 10 Percent Accuracy

Application	Format	Example
Chapters 4 ,5	naaann	9DECØ1
Chapter 7	nØaaann	9ØJANØ1
Chapter 8	aaann:n:T	DECØ1:9:T



## Chapters 4, 5 and 7 Format

Format consists of a numeric in the range  $\emptyset$  through 9 followed by the month and year.

Values for  $\emptyset$  through 9 are:

$\emptyset$	On-time performance 0-9 percent
1	On-time performance 10-19 percent
---	
8	On-time performance 80-89 percent
9	on-time performance 90-100

## Chapter 8 Format

Format consists of the following data elements:

month/year	aaann
percentage	n
percentage qualifier	T

## Format 2: 1 Percent Accuracy

Application	Format	Example
Chapters 4,5,7	nnaaann	95DEC $\emptyset$ 1
Chapter 8	aaann:nn: $\emptyset$	DEC $\emptyset$ 1:95: $\emptyset$

## Chapters 4, 5 and 7 Format

Format consists of two numerics in the range  $\emptyset\emptyset$  through 99 followed by the month and year.

Values for  $\emptyset\emptyset$  through 99 are:

$\emptyset\emptyset$	On-time performance 0 percent
$\emptyset 1$	On-time performance 1 percent
---	
98	On-time performance 98 percent
99	On-time performance 99-100 percent

## Chapter 8 Format

Format consists of the following data elements:

month/year	aaann
percentage	nn
percentage qualifier	O

### Format 3: No Historic Information

Application	Format	Example
Chapters 4,5	Naaann	NDECØ1
Chapter 7	NØaaann	NØJANØ1
Chapter 8	aaann::N	DECØ1::N

#### Chapters 4, 5 and 7 Format

The first character is “N” (indicating that no on-time performance information is applicable to this segment), followed by the month and year.

#### Chapter 8 Format

Format consists of the following data elements:

month/year	aaann
percentage	(not applicable)
percentage qualifier	N

### Format 4: Undetermined

Application	Format	Example
Chapters 4,5	Uaaann	UDECØ1
Chapter 7	UØaaann	UØDECØ1
Chapter 8	aaann::U	DECØ1::U

#### Chapters 4, 5 and 7 Format

The first character is “U” (indicating that no on-time performance information is required for this segment because the flight is scheduled to operate three times or less during a month), followed by the month and year.

#### Chapter 8 Format

Format consists of the following data elements:

month/year	aaann
percentage	(not applicable)
percentage qualifier	U



ONWARD FLIGHT		DEI 6
XML Property: onward		
The Flight Designator for the next leg operated by the same aircraft		
Application	Format	Example
Chapter 4	xx(a)nnn(n)(a)(/n)	AY652
Chapter 5	xx(a)nnn(n)(a) (/nn(aaa(nn)))	AY652/15
Chapter 7	xx(a)(n)(n)(n)n(n)(a)	KLØØ1232Z
Chapter 8	5+xx(a)+n(n)(n)(n):(n):(a)	5+IB+324Ø
<b>DEI 6 is only applicable to Chapters 4 and 5</b>		

 For Chapter 8, refer to Airline Designator, Flight Number, Date Variation and Operational Suffix for specification of the Onward Flight within composite data elements E988/E989.

## Chapters 4, 5 and 7 Applications

Used to indicate the Flight Designator of the next leg operated by the same aircraft where different from the leg being stated.

The Onward Flight is thus used to express the rotation (next use) of the aircraft operating the leg being stated, e.g. return flight or next flight.

The Onward Flight consists of:

- (a) Data Element Identifier, always the digit 6 (not applicable in Chap 7);
- (b) The Flight Designator for the aircraft when departing;
- (c) (i) Operational Suffix and Aircraft Rotation Layover (Chap 4);
- (ii) Operational Suffix and Flight Identifier Date (Chap 5);
- (iii) Aircraft Rotation Layover and Operational Suffix (Chap 7).

## Chapter 8 Application

The Onward Flight is specified by the use of data element 9984 with a value of “5” in composite data element E370 in the OPS segment for the port of call where the Onward Flight starts.

## Chapter 8 Example

OPS++5+SK+713'

**Note:** When there is a date variation between the arrival and departure of the onward flight, the Date Variation is added to this element for Chapter 4 applications.

The Flight Identifier Date is added for Chapter 5 applications.

<b>OPERATIONAL SUFFIX</b>		<b>DEI ---</b>
XML Property: operational.suffix		
A code assigned by the administrating carrier for operational purposes		
Application	Format	Example
Chapters 4,5,6,7,8,9	a	B

*For further guidance, refer to Appendix H: Time Mode*

#### **Format**

An optional one alphabetic character that immediately follows the Flight Number.

The use and meaning of the suffix will be defined by the Administrating Carrier.

#### **Use**

It is recommended that Suffix Z be reserved for use in connection with UTC day/date Flight Designator duplications.

Suffix Z may be used regardless of whether the Time Mode used in a data transmission is UTC or Local. If data is transmitted in Local Time, but the receiving system needs to convert it to UTC, the lack of Suffix Z where UTC day/date duplications occur may cause problems.

The appropriate IATA/ATA Resolutions covering the reservations area specify that Flight Numbers should only be numeric and thus not contain any alpha characters.

For this reason, the Operational Suffix must not be considered as part of the Flight Number for publication and reservations purposes as some computer systems will be unable to read it.

#### **Chapter 7 Application**

The Operational Suffix is specified in the appropriate byte of Record Types 3 and 4.

#### **Chapter 8 Application**

The Operational Suffix can be specified in data element 7139 within the following segments:

TRA and ACT	against a Flight Number
OPS	associated with a Flight Number stated for Onward Flight
CAR	associated with a Flight Number stated for Duplicated Leg Cross Reference or Flight Number Override



ORIGIN STATION		DEI ---
XML Property: origin		
The airport of origin of the aircraft with the same arrival Flight Designator		
Application	Format	Example
Chapter 6	aaa	LHR

**Use**

This field is mandatory when Origin Station is different from Previous Station.

**Values**

Refer to the IATA 3-letter Location Identifiers.

OVERMIDNIGHT INDICATOR		DEI ---
XML Property: overnight.indicator		
Indication that the aircraft transit/turnaround occurs over midnight (UTC)		
Application	Format	Example
Chapter 6	(n)	1

**Use**

"night" is defined as **over midnight**.

Overmidnight Indicators greater than the value 6 are not allowed.

**Values**

Code	Description
→	No nightstop (in message formats, the blank will not be transmitted)
1	1 night
2	2 nights
3	3 nights
4	4 nights
5	5 nights
6	6 nights

<b>PARTNERSHIP SPECIFICATION</b>		<b>DEI 11</b>
XML Property: partnership		
Indication that a flight segment is being marketed as part of a partnership or alliance with one or more carriers		
<b>Application</b>	<b>Format</b>	<b>Example</b>
Chapters 4,5	xx(x)... (max. 35 characters)	UFO
Chapter 7	xx(x)... (max. 35 characters)	ABCDEFGHI
Chapter 8	A:xx(x)...(35 char.)	A:ANYNAME
<b>DEI 11 is only applicable to Chapters 4, 5 and 7</b>		

## Use

The purpose of this data element is to indicate to reservations systems and airline guides which flight segments are performed under a partnership/alliance arrangement for display purposes.

“Onliance” Connections are connections between flights of different airline designators that share the same Partnership Specification on all flights from origin to final destination.

The “Onliance” connection is considered an interline connection for the application of Minimum Connecting Time and Traffic Restrictions.

The “Onliance” connection is considered an online connection for display sequencing where an online preference is given.

In the case of multi-leg flights, no assumption can be made about multi leg segments.

For example, routing AAA-BBB-CCC might have “Alliance XXX” specified on legs AAA-BBB and BBB-CCC. No assumption can be made about Partnership Specification on segment AAA-CCC.

In cases where a flight segment may need to be identified as participating in more than one partnership/alliance, multiple specification of Data Element Identifier 11 items may be filed.

## Chapters 4, 5 and 7 Applications

Segment information lines (Chapters 4 and 5) and Segment Data Records (Chapter 7) pertaining to Data Element Identifier 11 shall be kept as one group.

Updated transmissions of the same flight or flight segment(s) replace the complete previous set of lines/records irrespective of the number of lines/ records transmitted.

The characters will be translated by the receiving body through bilateral agreements.

## Chapter 8 Application

The partnership is specified in data element 3036 and using Transport Stage Qualifier “A” within the E374 composite data element in the CAR segment.

## Chapter 8 Example

CAR+A:ANYNAME'



PASSENGER CHECK-IN		DEI 299
XML Property: checkin		
The airline or agency counter where a passenger should go to check-in for a flight		
Application	Format	Example
Chapters 4,5	xx(a) <i>(Airline Designator)</i> or xx(a)/x(x)... (max. 35 characters) <i>(Airline Designator and text description)</i> or /x(x)... (max. 35 characters) <i>(Text description only)</i>	ABC <i>(Airline Designator)</i> or AB/COUNTER 61 <i>(Airline Designator and text description)</i> or /HALL B <i>(Text description only)</i>
Chapter 7	xx(a) <i>(Airline Designator)</i> or xx(a)/x(x)... (max. 35 characters) <i>(Airline Designator and text description)</i> or /x(x)... (max. 35 characters) <i>(Text description only)</i>	ABC <i>(Airline Designator)</i> or AB#/COUNTER 61 <i>(Airline Designator and text description)</i> or /HALL B <i>(Text description only)</i>
Chapter 8	xx(a)/x(x)...(35 char.)	ABC <i>(Airline Designator)</i> or AB/DESK 22 <i>(Airline Designator and text description)</i> or /ABC AIRWAYS INC <i>(Text description only)</i>
DEI 299 is only applicable to Chapters 4, 5 and 7		

## Use

A station oriented data element that is used on a flight leg, the Board Point of the stated leg being the station for which Passenger Check-In information is being provided.

If the Airline or agency being specified has its own Airline Designator, it must be specified in the first 2 or 3 bytes of the data element.

Otherwise, the data element must start with a slash (/) followed by the Airline or agency's incorporated/registered name in plain text, or any other plain text pertaining to where a passenger should go to Check-in.

If the Airline or agency being specified wants to provide additional text to its incorporated/registered name, it can be specified in plain text after the Airline Designator and separated by a slash (/).

The maximum number of characters allowed in this Data Element is 35, excluding any slashes (/).

When specified, the Airline Designator is for use when applications cannot store data larger than the 2 or 3 character designator codes, where free text cannot be accommodated.

Free text following the slash is provided for applications capable of displaying free text, where the 2 or 3 character limitation does not exist.

In the absence of Passenger Check-In information, no default can be assumed.

**Note:** For Chapters 4 & 5 the technical specifications require that a slash (/) be used between the Data Element Identifier number and the commencement of the plain text data element content. In situations where the data element content itself also requires commencement with a slash (/) then two slashes (//) are required. For example, in the case of **GVAFRA 299//HALL B** the first slash is required by the message technical specification and the second is required as the commencement of the plain text data element content because HALL B is a plain text description of where a passenger should go to Check-in and not an Airline Designator code.

## Chapter 8 Application

Passenger Check-in information is specified by the use of data element 9984 with a value of “6” in composite data element E370 in the OPS segment for the port of call which is the Board Point to which the information applies.

The airline or agency is specified in data element 3036 in composite data element E988 of the same OPS segment.

## Chapter 8 Example

OPS++6+ABC<sup>1</sup>

PASSENGER RESERVATIONS BOOKING DESIGNATOR (PRBD)		DEI ---
XML Property: passenger.booking.designator		
The Passenger Reservations Booking Designator is a leg oriented (see Note 4) data element specifying the codes to describe the reservations classes provided, and optionally the number of seats allocated for each class or group of classes		
Application	Format	Example
Chapters 3,4,5	a(x)(x)(x) ....	PFCYBV
Chapter 7	a(x)(x)(x) .... (20 char.)	F008C038BQV145VVVVVV
Chapter 8	1+a(a)(:n(n)(n))(+a(a)(:n(n)(n))...)	1+F:12+J:48+Y:96

For further guidance, refer to Appendix H: Aircraft Seating Description

### Use

Used for publication, reservations and other public information purposes, and may differ from the physical aircraft layout that may be defined in the Aircraft Configuration/Version.

### Chapters 3, 4, 5 and 7 Applications

The presentation of a string of characters (in Chapter 7 limited to 20 characters) consisting of a series of single alphabetic codes from those listed in the Aircraft Configuration/Version table and/or AIRIMP Section 7.1.1.

Optionally, all codes may be followed by a non-zero quantitative specification of the number of seats for each code.

The numeric specification may also relate to a group of codes to specify the combined number of seats for each group of codes, but this facility may not be used unless the Aircraft Configuration/Version data element has also been stated.

The codes can be stated in any sequence. Receiving systems unable to process all codes specified in this data element will normally process their maximum number in the order presented.

Some receiving systems are unable to introduce new reservations classes by using Data Element Identifier 101 (Passenger Reservations Booking Designator Segment Override), unless they are stated in the Passenger Reservations Booking Designator.



## Chapter 8 Application

PRBD is specified by setting data element 7133 in the PDT segment to “1” to indicate that the class codes specified in the following composite data element E996 are reservation classes.

Up to 26 E996 data elements may be included in a single PDT segment.

The reservations class is specified in data element 7037 and the number of seats is optionally stated in data element 4510 within the composite data element E996.

## Chapter 8 Example

PDT+1+F:16+C:80+Y+M+B:125<sup>1</sup>

**Note 1:** While specification of the number of seats is optional, when a value is quoted the total seats must equal the saleable seating capacity of the aircraft.

**Note 2:** When it is not possible to express the Passenger Reservations Booking Designator within the available field (maximum line length in Chapters 4 and 5 or 20 characters in Chapter 7), “XX” will be stated in the first two positions.

For Chapter 7 purposes only, the third through twentieth positions will be blank to indicate that reference should be made to Data Element Identifier 106 (Passenger Reservations Booking Designator Exceeding Maximum Length) for full Passenger Reservations Booking Designator specification.

In Chapters 4 and 5 applications, this shall also apply when the combined full formats of the following data elements result in an Equipment Data line overflow:

- Passenger Reservations Booking Designator (PRBD)
- Passenger Reservations Booking Modifier (PRBM)
- Aircraft Configuration/Version (ACV)
- The first conditional or optional Data Element:

Code Sharing — Commercial Duplicate,

Aircraft Owner,

Cockpit Crew Employer,

Cabin Crew Employer,

Onward Flight

or

Code Sharing — Shared Airline Designation or Wet Lease Airline Designation

**Note 3:** Each numeric specification must not exceed three digits.

Leading zeros may optionally be used.

**Note 4:** For segments where all of the reservations classes are not identical on each of the legs making up the segment, those reservations classes applicable to the segment should, for reasons of clarity, be stated using the Data Element Identifier 101 (Passenger Reservations Booking Designator Segment Override).

 Refer also to the Note under “Passenger Reservations Booking Modifier” regarding the relationship between Data Element Identifiers 101 and 102 (Passenger Reservations Booking Modifier Segment Override).

**Note 5:** In the case of a multi-leg segment where Data Element Identifier 101 has not been used, the Passenger Reservations Booking Designator used on the leg which has the same Board Point as the multi-leg segment is assumed to apply.

PASSENGER RESERVATIONS BOOKING DESIGNATOR EXCEEDING MAXIMUM LENGTH		DEI 106
XML Property: passenger.booking.designator		
The complete Passenger Reservations Booking Designator when it is in excess of the maximum length		
Application	Format	Example
Chapters 4,5,7	a(x)(x)(x)(x)(x)...	F24JCD64WYMBQKLTvh254

### Chapters 4 and 5 Applications

A “NIL” statement is not required when previous information transmitted about the same flight leg is modified to the extent that Data Element Identifier 106 is not required.

In the absence of Data Element Identifier 106, it is assumed that the complete Passenger Reservations Booking Designator is contained within its dedicated data element.

The maximum line length constraint of 58 characters must be protected.

PASSENGER RESERVATIONS BOOKING DESIGNATOR SEGMENT OVERRIDE		DEI 101
XML Property: passenger.booking.designator		
Identification by carriers of a Passenger Reservations Booking Designator that applies over a segment		
Application	Format	Example
Chapters 4,5,7	a(x)(x)(x)(x)(x)...	C64M254

For further guidance, refer to Appendix H: Aircraft Seating Description

### Use

When used, the Data Element overrides the information given in the Passenger Reservations Booking Designator.

Some receiving systems are unable to introduce new reservations classes by using this Data Element, unless they have already been used in the Passenger Reservations Booking Designator.

### Chapters 4 and 5 Applications

The maximum message length constraint of 58 characters must be protected for Chapter 4 and 5 applications.

### Chapter 8 Application

The Passenger Reservations Booking Designator Segment Override is specified in a PDT segment as described under Passenger Reservations Booking Designator (PRBD), but it is entered after an ODI segment that defines the origin and destination of the Segment.



PASSENGER RESERVATIONS BOOKING MODIFIER (PRBM)		DEI ---
XML Property: passenger.booking.modifier		
A modifying code applicable to the appropriate Passenger Reservations Booking Designator Code		
Application	Format	Example
Chapters 4,5	aa(aa)(aa).....	FNYN
Chapter 7	(a)(a)(a)(a)(a)	þNþþþ
Chapter 8	a	N

 For further guidance, refer to Appendix H: Aircraft Seating Description

## Chapters 4 and 5 Applications

The relevant Passenger Reservations Booking Designator Code is stated before the modifier.

When it is not possible to express the Passenger Reservations Booking Modifier within the available line length, "XX" will be stated in the first two positions.

This will indicate that reference should be made to Data Element Identifier 107 (Passenger Reservations Booking Modifier Exceeding Maximum Length) for full Passenger Reservations Booking Modifier specification.

This shall also apply when the combined full formats of the following data elements result in an Equipment Data line overflow:

- Passenger Reservations Booking Designator (PRBD)
- Passenger Reservations Booking Modifier (PRBM)
- Aircraft Configuration/Version (ACV)
- The first conditional or optional Data Element:

Code Sharing — Commercial Duplicate,

Aircraft Owner,

Cockpit Crew Employer,

Cabin Crew Employer,

Onward Flight

or

Code Sharing — Shared Airline Designation or Wet Lease Airline Designation.

## Chapter 7 Application

If any Passenger Reservations Booking Designator Code other than the first five are to be modified, "XX" will be stated in the first two positions.

This will indicate that reference should be made to Data Element Identifier 107 (Passenger Reservations Booking Modifier Exceeding Maximum Length) for full Passenger Reservations Booking Modifier specification.

The modifier must be a single, non-blank, alphabetic character that is different from the Passenger Reservations Booking Designator Code which it modifies.

The modifier is inserted in the appropriate sequential order (as specified in the Passenger Reservations Booking Designator or Aircraft Configuration/Version, as appropriate) for the leg concerned to indicate that a modifier is applicable.

Non-applicable and non-existent classes are to be blank-filled.

## Chapter 8 Application

The Modifier is specified in data element 7009 alongside the Passenger Reservations Booking Designator (PRBD) to which it applies in composite data element E996 in the PDT segment.

## Chapter 8 Example

PDT+1+F:16+C:80::N+M:125::N'

**Note:** *Modifiers shall apply to multi-leg segments of a flight only when the Passenger Reservations Booking Designator and the Passenger Reservations Booking Modifier are equal on each of the legs making up the segment.*

*When classes and/or modifiers are different over a multi-leg segment, the override facility (Data Element Identifiers 101 (Passenger Reservations Booking Designator Segment Override)/102 (Passenger Reservations Booking Modifier Segment Override)) must be used.*

*The following rules apply when using Data Element Identifier 101 and Data Element Identifier 102 override facility:*

- (a) *Data Element Identifier 102 is used to display modifier information for multi-leg segments. However, Data Element Identifier 102 must always appear with a corresponding Data Element Identifier 101, even if the classes on all legs making up the segment are equal to the classes in the segment.*
- (b) *Data Element Identifier 102 must specify only the Passenger Reservations Booking Designator Codes to be modified and their modifiers.*  
*"Blanks" in the modifier position are not permitted.*
- (c) *The presence of only a Data Element 101 indicates that there are no applicable modifiers for the Passenger Reservations Booking Designator.*

*(When a Data Element Identifier 101 is used without Data Element Identifier 102, then any Passenger Reservations Booking Modifiers on the legs of that segment do not apply.)*



PASSENGER RESERVATIONS BOOKING MODIFIER EXCEEDING MAXIMUM LENGTH		DEI 107
XML Property: passenger.booking.modifier		
The complete Passenger Reservations Booking Modifier when it is in excess of the maximum length available		
Application	Format	Example
Chapters 4,5	aa(aa)(aa)(aa)(aa)(aa)...	FNCNYNBOHOKO
Chapter 7	(a)(a)(a)(a)(a)(a)...	NNNOO

### Chapters 4 and 5 Applications

The maximum line length constraint of 58 characters must be protected.

A “NIL” statement is not required when previous information transmitted about the same flight leg is modified to the extent that Data Element Identifier 107 is not required.

In the absence of Data Element Identifier 107, it is assumed that the complete Passenger Reservations Booking Modifier is contained within its dedicated data element.

PASSENGER RESERVATIONS BOOKING MODIFIER SEGMENT OVERRIDE		DEI 102
XML Property: passenger.booking.modifier		
A modified Passenger Reservations Booking Designator, e.g. night class or off peak, that may not apply leg by leg, but over a segment		
Application	Format	Example
Chapters 4,5,7	aa(aa)(aa)...	FNYN

 For further guidance, refer to Appendix H: Aircraft Seating Description

### Use

When provided by a carrier, the data overrides the information given in the Passenger Reservations Booking Modifier.

### Chapter 8 Application

The Passenger Reservations Booking Modifier Segment Override is specified in a PDT segment as described under Passenger Reservations Booking Modifier (PRBM), but it is entered after an ODI segment that defines the origin and destination of the Segment.

PASSENGER STA		DEI ---
XML Property: passenger.arrival		
Application	Format	Example
Chapters 4,5,7,8	nnnn	1540

**Default:** If the data element is not stated the default applies, i.e. the Passenger STA will be the same as the Aircraft STA.

Note that there is no default for Chapter 7, since the Passenger STA is a mandatory field on Record Type 3.

#### Use

It is only different from the Aircraft STA when a transfer is effected between aircraft and terminal/gate by another transport mode (e.g. mobile lounge) for which a different arrival time is scheduled.

The Passenger STA shall always be expressed by four digits indicating the 24 hours clock timing and be in the range of 0001 through 2400.

Arrivals at midnight (i.e. the end of the day) are always stated as 2400.

#### Chapter 8 Application

The Passenger STA is specified in data element 2002 within the first repeat of composite data element E362 in a PRT segment.

#### Chapter 8 Example

PRT+IAD+1830:1845'

PASSENGER STD		DEI ---
XML Property: passenger.departure		
Application	Format	Example
Chapters 4,5,7,8	nnnn	1255

**Default:** If the data element is not stated the default applies, i.e. the Passenger STD will be the same as the Aircraft STD.

Note that there is no default for Chapter 7, since the Passenger STD is a mandatory field on Record Type 3.

#### Use

It is only different from the Aircraft STD when a transfer is effected between terminal/gate and aircraft by another transport mode (e.g. mobile lounge) for which a different departure time is scheduled.

The Passenger STD shall always be expressed by four digits indicating the 24 hours clock timing and be in the range of 0000 through 2359.

Departures at midnight (i.e. the beginning of the new day) are always stated as 0000.

#### Chapter 8 Application

The Passenger STD is specified in data element 2002 within the second repeat of composite data element E362 in a PRT segment.

#### Chapter 8 Example

PRT+YMX++2205:2145'



PASSENGER TERMINAL		DEI ---
XML Property: passenger		
The physical terminal used by a passenger at any airport where more than one terminal exists		
Application	Format	Example
Chapters 3,7	x(x)	2A

#### Use

If the terminal used by a flight at an airport included in SSIM Appendix D is not pre-determined, the Passenger Terminal shall be stated as “0” (zero).

If the terminal varies by segment, report the terminal that pertains to the departure/arrival leg in the appropriate Passenger Terminal field.

Any terminal information that differs by segment shall be supplied using Data Element Identifiers 198 (Passenger Terminal Segment Override — Arrival) or 199 (Passenger Terminal Segment Override — Departure).

#### Chapters 3 and 7 Format

A two byte field.

#### Chapters 4, 5 and 8 Applications

Specification is achieved by using Data Element Identifiers 98 (Passenger Terminal Identifier — Arrival) and 99 (Passenger Terminal Identifier — Departure).

#### Values

Refer to SSIM Appendix D.



## Information Required for Standard Schedules

PASSENGER TERMINAL IDENTIFIER — ARRIVAL		DEI 98
XML Property: passenger.arrival		
The passenger arrival terminal		
Application	Format	Example
Chapters 4,5	x(x)	2W
Chapter 6	TA.x(x)	TA.M
Chapter 8	x(x)	M
DEI 98 is only applicable to Chapters 4 and 5		

### Chapters 4 and 5 Applications

The Passenger Terminal Identifier always refers to the Off Point of the stated segment.

### Chapter 6 Application

The Passenger Terminal Identifier — Arrival is always preceded by a blank space, then TA and a full stop/period. It is positioned after the Frequency Rate, or the Service Type if no Frequency Rate applies.

Chapter 6 describes the procedure to be followed when the use of the Passenger Terminal Identifier — Arrival results in the maximum message line length being exceeded.

### Chapter 8 Application

The Passenger Terminal Identifier — Arrival is specified in the first repeat of data element 3223 within the first repeat of composite data element E992 in a PRT segment.

### Chapter 8 Example

PRT+CDG+1550++2D'

### Values

Refer to SSIM Appendix D.



PASSENGER TERMINAL IDENTIFIER — DEPARTURE		DEI 99
XML Property: passenger.departure		
The passenger departure terminal		
Application	Format	Example
Chapters 4,5	x(x)	2W
Chapter 6	TD.x(x)	TD.D
Chapter 8	x(x)	D
<b>DEI 99 is only applicable to Chapters 4 and 5</b>		

### Chapters 4 and 5 Applications

The Passenger Terminal Identifier always refers to the Board Point of the stated segment.

### Chapter 6 Application

The Passenger Terminal Identifier — Departure is always preceded by a blank space, then TD and a full stop/period. It is positioned after the Passenger Terminal Identifier — Arrival if used, or the Frequency Rate, or the Service Type if no Frequency Rate applies.

Chapter 6 describes the procedure to be followed when the use of the Passenger Terminal Identifier — Departure results in the maximum message line length being exceeded.

### Chapter 8 Application

The Passenger Terminal Identifier — Departure is specified in the first repeat of data element 3223 within the second repeat of composite data element E992 in a PRT segment.

### Chapter 8 Example

PRT+JFK++165Ø++DL'

### Values

Refer to SSIM Appendix D.

PASSENGER TERMINAL SEGMENT OVERRIDE — ARRIVAL		DEI 198
XML Property: passenger.arrival		
The Passenger Terminal for deplaning passengers that may not apply leg by leg but over a segment		
Application	Format	Example
Chapters 4,5,7	x(x)	I
Chapter 8	SIM:1Ø1+x(x)	SIM:1Ø1+DL
<b>DEI 198 is only applicable to Chapters 4, 5 and 7</b>		

### Use

Provided by a carrier to advise that deplaning passengers arrive at different terminals (e.g. Domestic, International).

The Passenger Terminal Segment Override always refers to the Off Point of the stated segment.

### Chapter 8 Application

The Passenger Terminal Segment Override — Arrival is specified in an IFT segment after an ODI segment that defines the origin and destination of the Segment.

Within composite data element E971, “SIM” is entered in data element 4451 and “1Ø1” in data element 4473 to identify that data element 4440 contains the Passenger Terminal Segment Override — Arrival.

### Chapter 8 Example

IFT+SIM:1Ø1+N'

PASSENGER TERMINAL SEGMENT OVERRIDE — DEPARTURE		DEI 199
XML Property: passenger.departure		
The Passenger Terminal for enplaning passengers that may not apply leg by leg but over a segment		
Application	Format	Example
Chapters 4,5,7	x(x)	I
Chapter 8	SIM:102+x(x)	SIM:102+4E
<b>DEI 199 is only applicable to Chapters 4, 5 and 7</b>		

## Use

Provided by a carrier when enplaning passengers depart from different terminals (e.g. Domestic, International).

The Passenger Terminal Segment Override always refers to the Board Point of the stated Segment.

## Chapter 8 Application

The Passenger Terminal Segment Override – Departure is specified in an IFT segment after an ODI segment that defines the origin and destination of the Segment.

Within composite data element E971, “**SIM**” is entered in data element 4451 and “**102**” in data element 4473 to identify that data element 4440 contains the Passenger Terminal Segment Override — Departure.

## Chapter 8 Example

IFT+SIM:102+N'

PERIOD OF OPERATION		DEI ---
XML Property: period.of.operation		
The date limits for the first and last operation of a flight		
Application	Format	Example
Chapters 3,4	nnaaa(nn)→nnaaa(nn)	01JUN 00XXX
Chapters 6,9	nnaaannaaa	27APR27SEP
Chapters 7,8	nnaaannnnnaaann	10APR0112MAY01

## Use

When used in a context where flights are cancelled and/or deleted, the Period of Operation specifies the period for which the operation is being cancelled.

## Applicability of Period of Operation:

Chapters 3, 4, 8	Dates refer to departure from origin station
Chapter 6	Dates refer to operation at Clearance/Advice Airport
Chapters 7, 9	Dates refer to departure from leg departure station

## Chapters 4, 7 and 8 Applications

The dates always relate to the Scheduled Time of Aircraft Departure (STD) — not the Passenger STD.

## Chapters 7 and 9 Applications

The Period of Operation relates to each leg of the flight.

Consequently, downline legs of a flight having an STD on the next (or previous) day(s) shall have the Period of Operation adjusted correspondingly in relation to the Period of Operation on the first leg.



This adjustment is necessary also in cases where the dates fall outside the applicable Season or Period of Schedule Validity stated in Record Type 2.

 *For further guidance, refer to Appendix H: Period of Operation*

## Chapter 8 Application

The Period of Operation is specified in data element 2380 within composite data element E507 in a PER segment.

When ad hoc modifications to the basic schedule are specified, the Period of Operation may only cover a single date.

## Chapter 8 Example

PER+L:30OCT0131DEC01+1357 '

## Other Applications

For other than Chapter 8 ad hoc modifications, inclusive dates are allowed.

Therefore, the start date quoted may be up to six days before the first actual date, and the end date may be up to six days after the last actual date depending on the Day(s) of Operation related to the Period of Operation.

In Chapters 7 and 9, the adjustment of dates on downline legs departing on the next (or previous) day must also be applied when using inclusive dates.

The Period of Operation consists of the first date as specified above and the last date as indicated above.

Apart from Chapters 6 and 9 applications, either date can be stated as “**00XXX00**” (the last two characters being optional in Chapters 3 and 4). **In order to maintain a constant Local Time “00XXX00” should not be used when a Station in the itinerary observes Daylight Saving Time as the conversion from UTC to LT or LT to UTC will result in incorrect times and, in extreme cases, negative flight times.**

When the first date is so specified, the data is effective immediately (in Chapter 7 on the first date in the Period of Schedule Validity applied to the first leg of the itinerary).

When the second date is so specified, it is effective indefinitely (in Chapter 7 until the last date in the Period of Schedule Validity applied to the first leg of the itinerary).

**Note 1:** *The date shall be expressed as the first two numerics for the date and first three alphabetic characters (in English spelling) for the month and (optionally) two last numerics for the year.*

*The year is not quoted for Chapter 6 and 9 purposes.*

*The year may be omitted in Chapters 3 and 4 only if the first and last operations are within 11 months from the current date, or are indefinite.*

**Note 2:** *The Period of Operation must conform to the applicable Time Mode.*

PERIOD OF SCHEDULE VALIDITY		DEI ---
XML Property: validity.period		
The limits of the Period of Operation of the first leg of each itinerary variation		
Application	Format	Example
Chapters 7,8	nhaaannnnnaaann	28MAR0130OCT01

### Format

Consists of a first and last date.

The last date can be specified as “**00XXXX00**” to indicate that the specified schedule is valid indefinitely.

### Chapter 8 Application

The Period of Schedule Validity is specified in data element 2380 within composite data element E507 in the HDR segment.

### Chapter 8 Example

HDR+K+L:25MAR01270CT01'

**Note:** *The Period of Schedule Validity must conform to the applicable Time Mode.*

PLANE CHANGE WITHOUT AIRCRAFT TYPE CHANGE		DEI 210
XML Property: plane.change		
A plane change but without Aircraft Type change at the board point of the stated segment		
Application	Format	Example
Chapters 4,5,7	*	*
Chapter 8	3	3
<b>DEI 210 is only applicable to Chapters 4, 5 and 7.</b> <b>*The Data Element Identifier implies this condition.</b> <b>No additional data is required.</b>		

 For further guidance, refer to Appendix H: Duplicate Flight Legs

### Use

When there is a legal requirement to disclose Plane Change without Aircraft Type Change, the use of this data element is mandatory.

### Chapter 8 Application

A Plane Change without Aircraft Type Change is specified by the use of data element 9984 with a value of “3” in composite data element E370 in the OPS segment for the port of call where the plane change occurs.

### Chapter 8 Example

OPS++3'



PREVIOUS STATION		DEI ---
XML Property: previous		
The previous station on the routing.		
Application	Format	Example
Chapter 6	aaa	FRA

**Use**

The previous station on the routing before the station to which the Schedules Clearance Request/Reply, Scheduled Movement Advice or Schedule Information Request/Reply is applicable.

**Values**

Refer to IATA 3 letter Location Identifiers

PRODUCT TYPE		DEI ---
XML Property: product.type		
A mandatory code to identify the type of product that is provided in the information following the code		
Application	Format	Example
Chapter 8	x(x)(x)	2

**Chapter 8 Application**

The Product Type is specified in data element 7133 in the PDT segment.

**Chapter 8 Example**

PDT+1+F+C+Y+M+L<sup>1</sup>

In this example, the Product Type ("1") indicates that the information following the code specifies the 'Passenger Reservations Booking Designator' information.

**Values**

Refer to Section 8.8 under data element 7133: Product Details Qualifier.

RECORD SERIAL NUMBER		DEI ---
XML Property: schedules.record		
The number of the record in computerized schedule formats		
Application	Format	Example
Chapter 7	nnnnnn	001049

### Format

A 6 byte numeric field occurring in all records on each physical data set irrespective of type and numbered sequentially beginning with “**000001**”.

### Use

Enables a check to be made for possible errors and, for records found to be in error, enables them to be unambiguously identified.

When the number of records exceed “**999999**”, it is suggested that the re-numbering starts at “**000002**” since “**000001**” is reserved for Record Type 1.

RECORD TYPE		DEI ---
XML Property: record.type		
The type of records in the computerized schedules formats for Chapter 7		
Application	Format	Example
Chapter 7	n	1

### Values

1	Header Record
2	Carrier Record
3	Flight Leg Record
4	Segment Data Record
5	Trailer Record

REJECT REASON		DEI ---
XML Property: reject.reason		
Information provided to advise the sender of an SSM or ASM why the message has not been successfully processed		
Application	Format	Example
Chapters 4,5	(x(x)(x)(x)...) (max. 63 characters)	STATION CODE INVALID

### Use

May be used in a Standard Schedules Message (SSM), or in an Ad Hoc Schedules Message (ASM), with Action Identifier “**NAC**”.

When a message cannot be processed successfully, the recipient may send an SSM or ASM message, using Action Identifier “**NAC**”, to advise the sender of the original message that the message content has not been successfully processed in the recipient’s system. Reject Reason provides an explanation as to why the message could not be successfully processed.

Reject Reason is always preceded by an Error Line, to identify the line in the original message, or submessage, containing an error, and a space.

### Values

Refer to SSIM Appendix E for standard Reject Reason texts.



RELEASE (SELL) DATE	DEI ---	
XML Property: open.sale		
The Release (Sell) Date is intended to show the first date when a specified schedule can be opened for sale		
Application	Format	Example
Chapter 7,8	nnaaann	14MAR01

### Chapter 8 Application

The Release (Sell) Date is specified in data element 2380 in the HDR segment.

### Chapter 8 Example

HDR+K+L++25APR01'

REQUEST ALL RESERVATIONS	DEI 507	
XML Property: request		
Indication that all reservations must be requested from the control point in advance of any sale		
Application	Format	Example
Chapters 4,5,7	*	*
Chapter 8	SIM:RAR	SIM:RAR
<b>DEI 507 is only applicable to Chapters 4, 5, and 7</b> <b>*The Data Element Identifier implies this condition.</b> <b>No additional data required.</b>		

### Use

This data element should be used to indicate that carrier requires booking agents to request all reservations from the control point in advance (rather than using "Free Sale", "Sell and Report" or other reservation facilities) for traffic intending to enplane at the board point for carriage to and subsequent deplaning at the off point.

The segment should be displayed and construction of transfer connections is allowed, but the flight segment must be accompanied by appropriate text, e.g.

**REQ ALL RES**

### Chapter 8 Application

The Request All Reservations is specified in an IFT segment after an ODI segment that defines the origin and destination of the Segment.

Within composite data element E971, "SIM" is entered in data element 4451 and "RAR" in data element 4473.

### Chapter 8 Example

IFT+SIM:RAR'

REQUESTED TIMINGS		DEI ---
XML Property: requested.time.arrival / requested.time.departure		
Information provided by Coordinators to advise airlines of the initial slot time(s) they requested		
Application	Format	Example
Chapter 6	aa.nnnn	RD.Ø91Ø
Chapter 8	nnnn	Ø91Ø

### Format

An optional element consisting of four digits. In the case of Chapter 6, these digits are preceded by a code defining flight arrival or flight departure.

#### Chapter 6 Application

Used within the SAL, SIR and SIE messages. Initial Requested Time is always preceded by a blank space, then **RA** and a full stop/period if it refers to the flight arrival, or **RD** and a full stop/period if it refers to the flight departure. It is positioned after the Passenger Terminal Identifiers (if applicable), or Frequency Rate, or the Service Type if no Frequency Rate applies.

Chapter 6 describes the procedure to be followed when the use of Initial Requested Time results in the maximum message line length being exceeded.

#### Chapter 8 Application

Specified in data element 9918 within composite data element E688 in the DAT segment with code “**RA**” or “**RD**” being specified in data element 2005 within the same composite data element in the same DAT segment.

#### Chapter 8 Example:

DAT+RA::13ØØ+RD::1345'



RESERVATIONS MESSAGE REDIRECTION		DEI 128
XML Property: message.redirection		
Indication whether or not a reservations message for a specified flight segment should be redirected to the operating carrier		
Application	Format	Example
Chapters 4,5	aa	RR
Chapter 7	aa	RN
Chapter 8	SIM:aa	SIM:RR
DEI 128 is only applicable to Chapters 4, 5 and 7		

## Use

Use of this data element is optional and is not meant for display.

In the absence of information, no assumption can be made.

A **default** can only be used by bilateral agreement between the parties concerned.

## Values

RR	Requires Redirection
RN	Redirection Not Required

## Chapter 8 Application

The Reservations Message Redirection is specified in an IFT segment after an ODI segment that defines the origin and destination of the Segment.

Within composite data element E971, “**SIM**” is entered in data element 4451, and the relevant code from Section 8.8 is entered in data element 4473 to indicate whether message redirection is either ‘required’ or ‘not required’.

## Chapter 8 Example

IFT+SIM:RR

RESTRICTED PAYLOAD		DEI 105
XML Property: payload		
The restricted payload in kilograms or pounds		
Application	Format	Example
Chapters 4,5,7	(n)(n)(n)(n)(n)na	49950K
Chapter 8	n(n)(n)(n)(n)(n)a	32510K
DEI 105 is only applicable to Chapters 4, 5 and 7		

## Use

Provided by a carrier when the standard payload of an aircraft is restricted on a certain leg.

When used, the payload restriction quantity is suffixed by “**K**” for kilograms and by “**L**” for pounds.

## Chapter 8 Application

The Payload Restriction is specified in data element 9982 within composite data element E370 in the OPS segment.

## Chapter 8 Example

OPS++:32510K

SCHEDULE STATUS		DEI ---
XML Property: schedule		
The status of the specified schedule provided to a recipient		
Application	Format	Example
Chapter 7	a	P
Chapter 8	a	K

### Chapter 7 Application

The following codes are used:

P	Provisional, Draft, Proposed, Subject to Change, etc.
C	Confirmed, Effective, Working, Firm, etc.

### Chapter 8 Application

The Schedule Status is specified in data element 4405 in the HDR segment.

Codes to be used are specified in Section 8.8.

### Chapter 8 Example

HDR+K+L'

SCHEDULE VALIDITY DISCONTINUE DATE		DEI ---
XML Property: schedule.discontinue		
The end date of a schedule update or a request for a schedule update for a specific Flight Designator		
Application	Format	Example
Chapter 4	nnaaa(nn)	Ø1MAY

### Format

The date is expressed as the first two numerics for the day of the month and the first three alphabetic characters (in English spelling) for the month and, optionally, the two last numerics for the year.

The year may be omitted if the date is within 11 months from the current date.

### Use

The date always relates to the Aircraft (not Passenger) STD.

The Schedule Validity Discontinue Date must conform to the applicable Time Mode.



SCHEDULE VALIDITY EFFECTIVE DATE		DEI ---
XML Property: schedule.effective		
The start date of a schedule update or a request for a schedule update for a specific Flight Designator		
Application	Format	Example
Chapter 4	nnaaa(nn)	Ø1MAY

### Format

The date shall be expressed as the first two numerics for the day of the month and first three alphabetic characters (in English spelling) for the month and, optionally, the two last numerics for the year.

The year may be omitted if the date is within 11 months from the current date.

### Use

The date always relates to the Aircraft (not Passenger) STD.

The Schedule Validity Effective Date must conform to the applicable Time Mode.

SCHEDULED TIME OF AIRCRAFT ARRIVAL (STA)		DEI ---
XML Property: scheduled.aircraft.arrival		
The scheduled arrival time of an aircraft		
Application	Format	Example
Chapter 3,4,6,7,8,9	nnnn	24ØØ
Chapter 5	(nn)nnnn	3Ø19ØØ

### Use

STA shall always be expressed by four digits indicating the 24 hours clock timing and be in the range of ØØØØ through 24ØØ

Arrivals at midnight (i.e. the end of the day) are always stated as 24ØØ.

STA always refers to the on-block time of the aircraft.

STA can be expressed in local time in Chapters 3, 4, 5, 7, 8.

### Chapter 5 Application

The time may optionally be preceded by the 2 numeric digits of the day of month.

If any of the arrival or departure dates within a sub-message is different from the Flight Identifier Date, the specification of the date is mandatory.

### Chapter 8 Application

The STA is specified in data element 2002 in the first repeat of composite data element E362 in a PRT segment.

### Chapter 8 Example

PRT+MUC+183Ø+1915'

SCHEDULED TIME OF AIRCRAFT DEPARTURE (STD)		DEI ---
XML Property: scheduled.aircraft.departure		
The scheduled departure time of an aircraft		
Application	Format	Example
Chapter 3,4,6,7,8,9	nnnn	0000
Chapter 5	(nn)nnnn	010145

#### Use

STD shall always be expressed by four digits indicating the 24 hours clock timing and be in the range of 0000 through 2359.

Departures at midnight (i.e. the beginning of the new day) are always stated as 0000.

STD always refers to the off-block time of the aircraft.

STD can be expressed in local time in Chapters 3, 4, 5, 7, 8.

#### Chapter 5 Application

The time may optionally be preceded by the 2 numeric digits of the day of the month.

If any of the arrival or departure dates within a sub-message is different from the Flight Identifier Date, the specification of the date is mandatory

#### Chapter 8 Application

The STD is specified in data element 2002 in the second repeat of composite data element E362 in a PRT segment.

#### Chapter 8 Example

PRT+MUC+1830+1915'

SEASON		DEI ---
XML Property: season		
A set of schedules that is valid within a specified IATA Season		
Application	Format	Example
Chapter 6,7,9	ann	S02

#### Format

The Season consists of either “S” for Summer or “W” for Winter followed by the two last digits of the year when the IATA Season begins.

#### Use

The IATA Seasons relate to UTC, are Northern Hemisphere related, and are named Summer and Winter.

‘Summer’ begins on the date of DST introduction in EU countries and ‘Winter’ begins on the last Sunday in October.



SEGMENT	DEI ---	
XML Property: segment		
The Board Point followed by the Off Point		
Application	Format	Example
Chapter 4,5,7	aaaaaa	FRALHR

#### Use

The Segment will always be associated with a Data Element Identifier.

#### Chapters 4 and 5 Applications

To compress message size the special Station QQQ may be used within Segment to indicate all Board Points and/or all Off Points.

e.g. QQQDDD or DDDQQQ in a flight operation AAA-BBB-CCC-DDD-EEE-FFF covers all Segments to/from DDD.

QQQQQQ would cover all legs and segments AAA-FFF inclusive.

**Note:** Once data has been transmitted for **segments** using Data Element Identifiers, it can only be modified or deleted in the following ways:

For SSM and ASM, either by using Action Identifiers “SKD”, “NEW”, “CNL” or “RPL” (replacing or deleting **all** data);

or by specific replacement using the same Data Element Identifier(s) with Action Identifier “ADM” to specify new or revised information

or by specific deletion, by using the same Data Element Identifier(s) but stating “NIL” after the Data Element Identifier — e.g. AAABBB 111/NIL.

#### Chapters 7 and 8

Complete replacement of all data is being carried out, including any segment data previously specified using Data Element Identifiers.

In cases where a single Data Element Identifier contains a list of items/codes (e.g. In-Flight Service Information — Data Element Identifier 503, it is not possible to add, delete or revise the individual items/codes in the list on their own. In such cases, a **complete** revised list of items/codes must be transmitted.

#### Chapter 8 Application

A Segment is specified by use of the ODI segment.

All information that follows relates only to this Segment until another ODI segment, or the next PER or TRA segment.

SEGMENT INFORMATION			DEI ---
XML Property: segment			
Additional information in the form of Data Element Identifiers — with or without a data element — that is associated with Segments			
Application		Format	Example
Chapters 4, 5	Segment	aaaaaa	LHROPO
	Separator	(blank)	(blank)
	Data Element Identifier	nn(n)	101
	Separator	(/)	/
	Data Element	(x(x)(x)(x)...)	C64M254

**Format**

Segment Information consists of:

- (a) Segment;
- (b) Data Element Identifier;
- (c) data element (as applicable).

SERIAL NUMBER CHECK REFERENCE			DEI ---
XML Property: serial.check			
A check number to ensure that data set records are processed in the correct sequence			
Application		Format	Example
Chapter 7		nnnnnn	00254

**Format**

A six byte mandatory field in Record Type 5.

**Use**

It must be equal to the Record Serial Number of the previous record irrespective of its Record Type and one less than the Record Serial Number of the same Trailer Record.



SERVICE TYPE		DEI ---
XML Property: service.type		
Classification of or flight or flight leg as well as the type of service provided		
Application	Format	Example
Chapters 3,4,5,6,7,8,9	a	J

#### Use

The Service Type is a leg oriented data element.

For multi-leg flights where the Service Type differs by leg, no assumption can be made about multi-leg segments.

For example, a flight routing AAA-BBB-CCC might have Service Type “J” on leg AAA-BBB and Service Type “C” **on leg BBB-CCC**.

No assumption can be made about Service Type on the segment AAA-CCC.

If segment AAA-CCC carries Charter traffic only, which is not to be sold in reservations systems, then Traffic Restriction ‘A’ should be used for this segment.

Any other information about the Service Type of the segment may be provided by using Bilateral Information Data Element Identifiers (800-899), based upon bilateral agreement/understanding between the parties concerned.

**Note:** *The Service Type is **not** a substitute for the Aircraft Configuration/Version.*

#### Chapter 8 Application

The Service Type is specified in data element 8067.

For message type SKDUPD, it is specified within composite data element E360 in an EQP segment.

For message type SKDSLT, it is specified within composite data element E359 in an EQS segment.

#### Chapter 8 Examples

EQP+J+733'

EQS+J:744:400+C:744:400'

#### Values

Refer to SSIM Appendix C.

<b>STANDARD MESSAGE IDENTIFIER (SMI)</b>		<b>DEI ---</b>
XML Property: smi		
Unique identification of a SSIM Standard Message		
Application	Format	Example
Chapters 4,5,6,9	aaa	SSM

### **Format**

A 3-letter code appearing first in a Standard Message Text (SMT).

The SMI is always recognised from the remainder of the SMT by being separated by a Line Separator (<≡).

### **Use**

The SMI is used by the recipient (human or computer) to determine the subsequent handling of the textual content in the message.

SMIs are assigned and controlled by IATA Management and are published in the IATA Airline Coding Directory.

Each SMI has a reference to the source where complete documentation is available.

### **Values**

This manual constitutes the source documentation for the following approved SMIs:

ASM	Ad Hoc Schedules Message
LSM	Leg Schedule Message
SAL	Slot Preliminary Allocation List
SAQ	Slot/Schedule Availability Query
SCR	Slot Clearance Request/Reply
SHL	Slot Historical and Non-Historical Allocation List
SIE	Slot/Schedule Information Enquiry
SIR	Slot/Schedule Information Request/Reply
SMA	Schedule Movement Advice
SSM	Standard Schedules Message
WCR	Waitlist Change Request/Reply
WIE	Waitlist Information Enquiry
WIR	Waitlist Information Request/Reply



START OF FLIGHT NUMBER RANGE		DEI ---
XML Property: start		
The first Flight Number within a specified range of Flight Numbers		
Application	Format	Example
Chapter 8	n(n)(n)(n)	2000

### Chapter 8 Application

The Start of Flight Number Range is specified in the first occurrence of data element 7135 in the HDR segment.

The data element is only used when partial schedule updates are being transmitted for a complete range of Flight Numbers in an SKDUPD message.

### Chapter 8 Example

HDR+K+U+REF1234+++2000+2999'

START OF TIME BAND		DEI ---
XML Property: schedule.start		
The start of the time band for requesting the schedule data held by a Coordinator		
Application	Format	Example
Chapter 8	nnnn	0900

### Use

Used in conjunction with End of Time Band to specify a complete time band for which an airline requests schedule data held by a Coordinator.

Start of Time Band shall always be expressed by four digits indicating the 24 hours clock timing.

### Chapter 6 Application

Use is implied when STD is used with some Slot/Schedule and Waitlist Information Request messages in Chapter 6.

### Chapter 8 Application

This data element is only used in the SKDSL message.

The Start of Time Band is specified in data element 2002 in the first repeat of composite data element E362 in a PRT segment.

It is only specified when the value of data element 1225 (Message Function) within composite data element E972 in the MSD segment is "SIE" or "WIE".

### Chapter 8 Example

PRT+LIN+1100+1430'

STATION	DEI ---	
XML Property: code		
Identification of an airport for airline purposes.		
Application	Format	Example
Chapters 3,4,5,6,7,8,9	aaa	JFK

### Values

The 3-letter Location Identifiers for airports, for airline purposes, are assigned by IATA in accordance with IATA Resolution 763, and are published in the IATA Airline Coding Directory.

### Chapter 8 Application

The Station is specified in the PRT, ODI and RTG segments.

A single Station is used in the PRT segment for specifying information that is relevant to that Station.

The ODI segment contains the Board and Off Points of a Segment, and the information that follows refers only to that Segment.

The RTG segment, used in the SKDSLT message, contains all the Stations in the complete routing of the flight(s) for which Clearance/Advice information is being provided.

### Chapter 8 Examples

```
PRT+AMS+1345+143Ø'
ODI+LHR+FRA'
RTG+FCO+BRU+LHR+CDG+FCO'
```

### Fictitious Points

For further guidance, refer to Appendix H: Fictitious Points

The following Stations (Location Identifiers) have been reserved as "fictitious points" for the purpose of schedule construction to:

- (a) overcome day duplication problems;
- (b) describe legs of elapsed times covering more than 23:59 hours.

Fictitious Point	Fictitious Country and Time Zone	Applicable UTC Variation
QZX	ZZ 1	UTC
QPX	ZZ 2	UTC + 7
QMX	ZZ 3	UTC - 7
QPY	ZZ 4	UTC + 14
QMY	ZZ 5	UTC - 14

When a fictitious point is used at the beginning or the end of a routing, the leg(s) and its (their) related segments containing such a fictitious point are deemed as non-operational and segments including them are never saleable.

In all other cases, the fictitious point is deemed to be a technical stop.



SUBJECT TO GOVERNMENT APPROVAL		DEI 201
XML Property: subject.to.government.approval		
Indication that the operation of, and/or carriage of traffic on, a particular leg or segment is subject to Government approval		
Application	Format	Example
Chapters 4,5,7	*	*
Chapter 8	SIM:TSG	SIM:TSG
<b>DEI 201 is only applicable to Chapters 4, 5 and 7 and its use implies this condition. No additional data is required.</b>		

## Use

The flight segment should be displayed and construction of transfer connections is allowed, but the display of the flight segment must be accompanied by appropriate text, e.g.

**SUBJ GOVT APPROVAL**

## Chapter 8 Application

Specified in an IFT segment after an ODI segment that defines the origin and destination of the Segment.

Within composite data element E971, “**SIM**” is entered in data element 4451 and “**TSG**” in data element 4473.

## Chapter 8 Example

IFT+SIM:TSG‘

SUPPLEMENTARY INFORMATION		DEI ---
XML Property: supplementary		
Supplementary free text information		
Application	Format	Example
Chapters 4,5,6,9	SI→x(x)(x)...	SI SUBJECT TO CLEARANCE

## Format

The Supplementary Information always starts on a new line and consists of:

- (a) Supplementary Information Identifier, always the character combination “**SI**”;
- (b) Information separator, always a space;
- (c) Free text information, which is recommended not to exceed 3 lines of text.

## Chapters 4, 5, 6 and 9 Applications

Supplementary Information is such free text information that cannot be stated within the frames of the standard format for a message or record.

The Supplementary Information is always placed after the processable text pertaining to an Action Identifier, or a complete message.

## Chapter 8 Application

The segment IFT may be used at any level to provide any kind of additional information.

TECHNICAL LANDING		DEI ---
XML Property: technical.landing		
Application	Format	Example
Chapter 8	1	1

### Chapter 8 Application

A Technical Landing is specified by the use of data element 9984 with a value of “1” to indicate that the Segments to and from the Station will not appear in published schedules.

For message type SKDUPD, the data element is specified in composite data element E370 in an OPS segment.

For message type SKDSLT, it is specified in composite data element E359 in an EQS segment.

### Chapter 8 Examples

```
OPS++1'  
EQS+X:744:400:1+X:744:400:1+PX:Ø+PX:Ø'
```

### Chapters 3, 4, 5, 7, 9

Technical Landings are indicated by the use of Traffic Restriction Code ‘L’.

Refer to Traffic Restriction Code and Traffic Restriction Note for further details.

### Chapter 6

Technical Landings are specified by the use of Service Type “X”.

TIME MODE		DEI ---
XML Property: mode		
Indication of whether Local Time or UTC (Universal Time Coordinated) is being used		
Application	Format	Example
Chapters 4, 5	aa(a)	UTC
Chapters 7,8	a	L

For further guidance, refer to Appendix H: Time Mode

### Chapter 8 Application

Time Mode is specified in data element 2005 within composite data element E507 in the HDR and PER segments.

### Chapter 8 Examples

```
HDR+K+U'  
PER+L:Ø1MAYØ13ØJUN01+246'
```

### Values

Code	Description	Application
LT	Local Time	Chapters 4 and 5
UTC	UTC	Chapters 4 and 5
L	Local Time	Chapters 7 and 8
U	UTC	Chapters 7 and 8



TIMING FLEXIBILITY IDENTIFIER		DEI ---
XML Property: flexibility.range.arrival / flexibility.range.departure		
Identification of the timing flexibility of a Carrier when requesting a slot from an Airport Coordinator		
Application	Format	Example
Chapter 6	aa.nnnnnnnn	FA.10001230
Chapter 8	nnnn::nnnn	1000::1230

### Format

An optional element consisting of eight digits. In the case of Chapter 6, these digits are preceded by a code defining flight arrival or flight departure.

The first four digits are used for the earliest possible timing, followed by four digits for the latest possible timing.

### Use

Linked flights should always be filed with an arrival **and** a departure Timing Flexibility Identifier.

If the Operator cannot accept flexibility on one of the two legs, this will be indicated by providing the same timings in the timing flexibility range as for the slot request, for example, **12351235**.

If the Operator has timing flexibility that exceeds the Day(s) of Operation, this can be indicated by first providing the earliest time possible for the arrival in the first day(s), and then the latest timing acceptable in the next day(s).

If the result is that the first four digits represent a time later than the time in the next four digits, it means that the flexibility extends into the next day(s), for example, **12350820**.

### Chapter 6 Application

Used within the SCR message. Timing Flexibility Identifier is always preceded by a blank space, then **FA** and a full stop/period if it refers to the flight arrival time, or **FD** and a full stop/period if it refers to the flight departure time. It is positioned after the Passenger Terminal Identifier (if applicable), or Frequency Rate, or the Service Type if no Frequency Rate applies.

Chapter 6 describes the procedure to be followed when the use of the Timing Flexibility Identifier results in the maximum message line length being exceeded.

### Chapter 8 Application

Specified in data element 9918 within composite data element E688 in the DAT segment with code “**FA**” or “**FD**” being specified in data element 2005 within the same composite data element in the same DAT segment.

### Chapter 8 Example

DAT+FA::1200::1415+FD::1245::1530'

TITLE OF CONTENTS		DEI ---
XML Property: title		
The application of the data set in plain language		
Application	Format	Example
Chapter 7	AIRLINE\STANDARD\SCHEDULE\DATA\SET\####	AIRLINE\STANDARD\SCHEDULE\DATA\SET\####

### Format

A mandatory 34 byte field in Record Type 1.

### Use

For SSIM data sets, this field always reads "AIRLINE STANDARD SCHEDULE DATA SET".

TITLE OF DATA		DEI ---
XML Property: contents		
The title of the information included in the data set in plain language		
Application	Format	Example
Chapter 7	xxx... (29 char.)	SAS\IATA\DRFT\W01\####\####\####
Chapter 8	xxx... (70 char.)	ANY TEXT

### Chapter 7 Format

An optional 29 byte field in Record Type 2.

### Chapter 8 Application

Specified in the HDR segment in data element 4440.

### Chapter 8 Example

HDR+K+L+25MAR01270CT01++SUMMER 2001 DRAFT'



TRAFFIC RESTRICTION CODE		DEI ---
XML Property: traffic.restriction		
Information provided by a carrier to specify restrictions to carry traffic or specify limitations on the carriage of traffic		
Application	Format	Example
Chapter 7	(a)(a)(a)(a)(a)(a)(a)(a)(a)	þþAþZþþþþþþþ
Chapter 8	a	A

**Note:** Refer to **Traffic Restriction Note** for specific Chapter 4 and 5 applications.

Chapter 7 and 8 applications are explained in this Section following the General Traffic Restriction Information section.

 Refer to Appendix G for the Traffic Restriction Codes Table.

**Default:** In the absence of any information to the contrary, it is assumed that any Traffic Restriction stated applies to all forms of traffic (passenger, cargo, mail) at Board and/or Off Point.

#### General Traffic Restriction Information

A Traffic Restriction Code allows a carrier to specify:

- (a) any restrictions on the carrier's right to carry traffic; and
- (b) any limitations on the carriage of traffic which the carrier wishes to have incorporated in a published timetable.

'Z' is used instead of a valid Traffic Restriction Code when any of the following conditions exist (not applicable for Chapter 8 application):

- (a) Multiple Traffic Restriction Codes apply to the Segment
- (b) Different Traffic Restriction Codes apply to passenger/cargo/mail
- (c) A Traffic Restriction Code applies to one or two categories of service only, but **not** to all three categories.

Whenever a 'Z' is used, full traffic restriction details **must** be expressed using one or more Data Element Identifiers and associated data elements:

- 170 — Traffic Restriction Code Applicable to Passengers only
- 171 — Traffic Restriction Code Applicable to Cargo/Mail only
- 172 — Traffic Restriction Code Applicable to Cargo only
- 173 — Traffic Restriction Code Applicable to Mail only.

**Note:** This is not necessary when Traffic Restriction Codes **M, Q, T, V, W or X** apply to passengers and Traffic Restriction Codes **A, O, A, K, N or Y** respectively apply to cargo/mail because this is assumed.

Therefore, only the passenger restriction needs to be specified.

Additionally, except for Chapter 8 application, other Data Element Identifiers can be used either to modify traffic restriction information or to provide free format text relating to the Traffic Restriction Code.

The Data Element Identifiers and related data elements that can be used for these purposes are:

- 710 — Traffic Restriction Code Qualifier at Board Point
- 711 — Traffic Restriction Code Qualifier at Off Point
- 712 — Traffic Restriction Code Qualifier at Board and Off Points
- 713-799 — Traffic Restriction Code Information — Free Format

Traffic restriction information is shown differently in Chapters 4, 5, 7 and 8.

 Refer to **Traffic Restriction Note** for Chapters 4 and 5 application.

The Chapter 7 and 8 application is explained below.

### Chapter 7 Application

The Traffic Restriction Code appears in an 11 byte field in the Flight Leg Record (Record Type 3).

Each byte relates sequentially to the Off Points in the routing and this therefore accommodates a flight covering 11 legs.

For flights covering 12 or more legs a traffic restriction applicable to a segment, the Off Point of which occurs on a leg which has a Leg Sequence Number greater than 11, is specified by using the Traffic Restriction Code Leg Overflow Indicator.

A Traffic Restriction Code is input in the appropriate Off Point byte of the eleven byte field in the Record Type 3 when one code expresses the restriction applicable to all categories of service (passenger, cargo and mail) of that segment.

If the code does not express the restriction applicable to all services of the flight, then the 'Z' code is used.

In this case, the Data Element Identifier(s) 170-173 must be used to supply full traffic restriction details.

#### Example 1:

An airline is operating a routing LHR-FCO-THR-DEL-BKK where:

- (a) No rights exist for DEL-BKK (Code A);
- (b) Multiple restrictions apply for LHR-FCO (Code Z)  
    Restriction K applies for passenger traffic  
    Restriction A applies for cargo traffic

Associated Data Element Identifiers:

170 "K" in first text position

172 "A" in first text position.



The diagram presents the Leg Sequence Number and Traffic Restriction Code fields and byte positions of the four Flight Leg Records for the example given above.

Record Type	Leg Sequence Number 12-13	Departure Station 37-39	Arrival Station 55-57	Applicable byte position for Traffic Restriction Codes										
				150	151	152	153	154	155	156	157	158	159	160
3	01	LHR	FCO	Z										
3	02	FCO	THR	—										
3	03	THR	DEL	—	—									
3	04	DEL	BKK	—	—	—	A							
Off Points:				FCO	THR	DEL	BKK							

"—" means effectively blank

The location of the codes for a Segment, e.g. LHR-BKK, is on the leg record whose departure Station is LHR, in the byte corresponding to the Off Point BKK.

### Example 2:

Use code "K" and additionally use Data Element Identifier 725 that may state:  
**"ONLY FOR ONWARD CARRIAGE TO EUROPE BY CARRIER ZZ".**

The Data Element Identifier (e.g. 725) generates a Variable Data Element that explains — in greater detail — the traffic restriction the carrier wishes to display.

### Chapter 8 Application

A Traffic Restriction Code is specified in data element 8015 within composite data element E338 in a TRF segment.

It may be further specified by the use of the following additional data elements:

8017 — Traffic Restriction Type — see Section 8.8

8035 — Traffic Restriction Qualifier — see Section 8.8

4440 — Free text

Traffic Restriction Code 'I' is not applicable for Chapter 8 use.

Refer to Technical Landing.

### Chapter 8 Example

TRF+A'



## Information Required for Standard Schedules

TRAFFIC RESTRICTION CODE APPLICABLE TO CARGO ONLY		DEI 172
XML Property: cargo		
A Traffic Restriction only applicable to cargo traffic		
Application	Format	Example
Chapters 4,5,7	a	K
Chapter 8	3	3
DEI 172 is only applicable to Chapters 4, 5 and 7		

### Use

Can only be used when "Z" has been specified instead of a valid Traffic Restriction Code.

### Chapters 4 and 5 Applications

Specified as a sub-element within Traffic Restriction Note.

### Chapter 8 Application

Specified in the TRF segment of Traffic Restriction Type "3" in data element 8017 relating to the Traffic Restriction Code.

### Chapter 8 Example

TRF+A:3'

TRAFFIC RESTRICTION CODE APPLICABLE TO CARGO/MAIL ONLY		DEI 171
XML Property: cargomail		
A Traffic Restriction Code only applicable to cargo/mail traffic		
Application	Format	Example
Chapters 4,5,7	a	N
Chapter 8	2	2
DEI 171 is only applicable to Chapters 4, 5 and 7		

### Use

Can only be used when "Z" has been specified instead of a valid Traffic Restriction Code.

### Chapters 4 and 5 Applications

Specified as a sub-element within Traffic Restriction Note.

### Chapter 8 Application

Specified in the TRF segment of Traffic Restriction Type "2" in data element 8017 relating to the Traffic Restriction Code.

### Chapter 8 Example

TRF+A:2'



TRAFFIC RESTRICTION CODE APPLICABLE TO MAIL ONLY		DEI 173
XML Property: mail		
A Traffic Restriction Code only applicable to mail traffic		
Application	Format	Example
Chapters 4,5,7	a	A
Chapter 8	4	4
DEI 173 is only applicable to Chapters 4, 5 and 7		

**Use**

Can only be used when “Z” has been specified instead of a valid Traffic Restriction Code.

**Chapters 4 and 5 Applications**

Specified as a sub-element within Traffic Restriction Note.

**Chapter 8 Application**

Specified in the TRF segment of Traffic Restriction Type “4” in data element 8017 relating to the Traffic Restriction Code.

**Chapter 8 Example**

TRF+A:4'

TRAFFIC RESTRICTION CODE APPLICABLE TO PASSENGERS ONLY		DEI 170
XML Property: passenger		
A Traffic Restriction Code only applicable to passenger traffic		
Application	Format	Example
Chapters 4,5,7	a	A
Chapter 8	1	1
DEI 170 is only applicable to Chapters 4, 5 and 7		

**Use**

Can only be used when “Z” has been specified instead of a valid Traffic Restriction Code.

**Chapters 4 and 5 Applications**

Specified as a sub-element within Traffic Restriction Note.

**Chapter 8 Application**

Specified in the TRF segment of Traffic Restriction Type “1” in data element 8017 relating to the Traffic Restriction Code.

**Chapter 8 Example**

TRF+A:1'



## Information Required for Standard Schedules

TRAFFIC RESTRICTION CODE INFORMATION — FREE FORMAT		DEI 713-799
XML Property: information		
Free format data elements used to relay additional information concerning Traffic Restriction Codes		
Application	Format	Example
Chapters 4,5	xxx...(max. 58 characters)	RESTRICTION APPLIES TO ECONOMY CLASS
Chapter 7	xxx...(max. 155 char.)	
Chapter 8	xxx...(max. 70 char.)	
DEI 713-799 is only applicable to Chapters 4, 5 and 7		

### Chapter 4 and 5 Applications

Specified as a sub-element within Traffic Restriction Note.

### Chapter 8 Application

Specified by the use of Free Text in data element 4440 within the composite data element E338 in the TRF segment relating to the Traffic Restriction Code.

### Chapter 8 Example

TRF+A:1::NOT APPLICABLE FOR NATIONALS OF EU'

TRAFFIC RESTRICTION CODE LEG OVERFLOW INDICATOR		DEI ---
XML Property: overflow		
Indication of a Traffic Restriction Code overflow situation		
Application	Format	Example
Chapter 7	Z	Z

### Format

The byte contains “Z” and the applicable Traffic Restriction Code must be stated using Data Element Identifier(s) 170-173 as appropriate.

### Use

Used when the Off Point occurs on a leg that has a Leg Sequence Number greater than 11.



TRAFFIC RESTRICTION CODE QUALIFIER AT BOARD AND OFF POINTS		DEI 712									
XML Property: boardoffpoint											
Indication that traffic restriction requirements must be met at both the Board Point and the Off Point											
<table border="1"><thead><tr><th>Application</th><th>Format</th><th>Example</th></tr></thead><tbody><tr><td>Chapters 4,5,7</td><td>*</td><td>*</td></tr><tr><td>Chapter 8</td><td>3</td><td>3</td></tr></tbody></table>			Application	Format	Example	Chapters 4,5,7	*	*	Chapter 8	3	3
Application	Format	Example									
Chapters 4,5,7	*	*									
Chapter 8	3	3									
<p><b>DEI 712 is only applicable to Chapters 4, 5 and 7.</b> <b>*The Data Element implies this condition.</b> <b>No additional data is required.</b></p>											

#### Use

This data element cannot be used in combination with a Traffic Restriction Qualifier at Board Point (DEI 710) or Traffic Restriction Qualifier at Off Point (DEI 711) on the same segment.

Use DEI 712 (Traffic Restriction Qualifier at Board and Off Points) to require traffic restriction application at both Board **and** Off points of the Segment.

 *For further guidance, see also Appendix H, Traffic Restriction Qualifiers 710-712*

#### Chapters 4, 5 and 7 Application

- Traffic Restriction **K** without DEI 710, 711 or 712
  - The Segment must have a connection at **either** the Board Point **or** the Off Point, or the trip will not be displayed.
- Traffic Restriction **K** with DEI 712 (a combination of DEI 710/711)
  - The Segment must have a connection at **both** the Board Point **and** at the Off Point, or the trip will not be displayed.

#### Chapter 8 Application

The Traffic Restriction Code Qualifier at Board and Off Points is specified in the TRF segment of Traffic Restriction Qualifier “3” in data element 8035 relating to the Traffic Restriction Code.

#### Chapter 8 Example

TRF+Q::3'

TRAFFIC RESTRICTION CODE QUALIFIER AT BOARD POINT		DEI 710
XML Property: boardpoint		
Indication that traffic restriction requirements must be met at the Board Point and that no restrictions are implied at the Off Point		
Application	Format	Example
Chapters 4,5,7	*	*
Chapter 8	1	1
<b>DEI 710 is only applicable to Chapters 4, 5 and 7.</b> *The Data Element implies this condition. No additional data is required.		

### Use

This data element cannot be used in combination with a Traffic Restriction Qualifier at Off Point (DEI 711) or Traffic Restriction Qualifier at Board and Off Points (DEI 712) on the same segment.

Use DEI 712 (Traffic Restriction Qualifier at Board and Off Points) to require traffic restriction application at both Board **and** Off points of the Segment.

*For further guidance, see also Appendix H, Traffic Restriction Qualifiers 710-712*

### Chapters 4, 5 and 7 Application

- Traffic Restriction **K** without DEI 710, 711 or 712  
The Segment must have a connection at **either** the Board Point **or** the Off Point, or the trip will not be displayed.
- Traffic Restriction **K** with DEI 710  
The Segment must have a connection at the Board Point, or the trip will not be displayed.
- Traffic Restriction **K** with DEI 712 (a combination of DEI 710/711)  
The Segment must have a connection at **both** the Board Point **and** at the Off Point, or the trip will not be displayed.

### Chapter 8 Application

The Traffic Restriction Code Qualifier At Board Point is specified in the TRF segment of Traffic Restriction Qualifier “1” in data element 8035 relating to the Traffic Restriction Code.

### Chapter 8 Example

TRF+Q::1'



TRAFFIC RESTRICTION CODE QUALIFIER AT OFF POINT		DEI 711
XML Property: offpoint		
Indication that traffic restriction requirements must be met at the Off Point and that no restrictions are implied at the Board Point		
Application	Format	Example
Chapters 4,5,7	*	*
Chapter 8	2	2
<b>DEI 711 is only applicable to Chapters 4, 5 and 7.</b> <b>*The Data Element implies this condition.</b> <b>No additional data is required.</b>		

#### Use

This data element cannot be used in combination with a Traffic Restriction Qualifier at Board Point (DEI 710) or Traffic Restriction Qualifier at Board and Off Points (DEI 712) on the same segment. Use DEI 712 (Traffic Restriction Qualifier at Board and Off Points) to require traffic restriction application at both Board **and** Off points of the Segment.

 For further guidance, see also Appendix H, Traffic Restriction Qualifiers 710-712

#### Chapters 4, 5 and 7 Application

- Traffic Restriction **K** without DEI 710, 711 or 712
  - The Segment must have a connection at **either** the Board Point **or** the Off Point, or the trip will not be displayed.
- Traffic Restriction **K** with DEI 711
  - The Segment must have a connection at the Off Point, or the trip will not be displayed.
- Traffic Restriction **K** with DEI 712 (a combination of DEI 710/711)
  - The Segment must have a connection at **both** the Board Point **and** at the Off Point, or the trip will not be displayed.

#### Chapter 8 Application

The Traffic Restriction Code Qualifier At Off Point is specified in the TRF segment of Traffic Restriction Qualifier “2” in data element 8035 relating to the Traffic Restriction Code.

#### Chapter 8 Example

TRF+Q::2'

TRAFFIC RESTRICTION NOTE		DEI 8	
XML Property: note			
Indication that certain restrictions apply to carriage of passengers, cargo and/or mail, on a flight or part of a flight			
Application	Element	Format	Example
Chapters 4,5	Segment	aaaaaa	CCCQQQ
	Separator	(blank)	(blank)
	Data Element Identifier	8	8
	Separator	/	/
	Traffic Restriction Code	a	Z
	Separator	(/)	/
	Data Element Identifier	(nnn)	170
	Separator	(/)	/
	Data Element	(x(x)(x)(x)...)	A

Refer to Appendix G for the Traffic Restriction Codes Table

#### Use

Refer to **Traffic Restriction Code** for General Traffic Restriction information.

**Default:** In the absence of any information to the contrary, it is assumed that any Traffic Restriction stated applies to all forms of traffic (passenger, cargo, mail) and at both Board and Off Points.

#### Format

The Traffic Restriction Note consists of:

- (a) Segment — mandatory;
- (b) Data Element Identifier 8 — mandatory;
- (c) The applicable Traffic Restriction Code that may be found in the Traffic Restriction Codes Table — mandatory.

Statement of the standard text is not required.

"Z" is substituted for a Traffic Restriction Code if the code does not express the restriction applicable to all services (passenger/cargo/mail) of the flight segment.

In this case, Data Element Identifier(s) listed under (d) below must be used to supply full traffic restriction details.

- (d) An appropriate Data Element Identifier in the ranges 170-173 or 710-799, — conditional;
- (e) Data element — conditional:
  - (i) Associated data element for Data Element Identifiers 170-173 must be stated if the non-specific Traffic Restriction Code "Z" has been selected;
  - (ii) Associated data element for Data Element Identifiers 710-712 must not be stated;
  - (iii) Associated data element for Data Element Identifiers 713-799 must be stated.

If more than one Traffic Restriction Note exists for the same segment, each restriction has to be stated separately.

#### Examples

Example 1 (as above table):

CCCQQQ 8/Z/170/A

Example 2:

CCCQQQ 8/Q/782/STPVR MAX 72 HRS



TYPE OF CALL AT PORT		DEI ---
XML Property: callatport.type		
A mandatory code to indicate the type of information being transmitted		
Application	Format	Example
Chapter 8	n(n)(n)	5

## Use

The code itself will provide the required information, **or** it will identify the type of information provided in other data elements within the same segment.

### Chapter 8 Application

The Type of Call at Port is specified in data element 9984 within composite data element E370 in the OPS segment.

### Chapter 8 Examples

OPS++1'

This example specifies that the Type of Call at Port (code "1") is a 'Technical Landing'.

OPS++5+AA+1234 ''

This example specifies that the information following the Type of Call at Port (code "5") refers to a 'Onward Flight'.

## Values

Refer to Section 8.8 under data element 9984: Type of Call at Port

UTC/LOCAL TIME VARIATION		DEI ---
XML Property: utc.variation		
Indication of the difference in hours and minutes between UTC and local time		
Application	Format	Example
Chapter 7	±nnnn	+0100
Chapter 8	nnnn	-0100

For further guidance, refer to Appendix H: Time Mode / Daylight Saving Time.

## Format

UTC is to be expressed as +0000 (Chapter 7) and 0000 (Chapter 8).

## Use

The difference will be negative if UTC is later than the local time.

The sign difference is always applied to UTC in order to obtain local time.

### Chapters 4 and 5 Applications

The specification is achieved by using Data Element Identifier 97 (UTC/Local Time Variation Specification).

### Chapter 7 Application

The UTC/Local Time Variation has a fixed format consisting of:

- (a) A plus or minus sign;
- (b) Four numerics where the two first express the 'hour' and the two last express the 'minutes'.

## Chapter 8 Application

The UTC/Local Time Variation may be specified in data element 9986 within composite data element E362 in the PRT segment.

Although the format provides for only four numerics, EDIFACT allows these to be preceded by a ‘-’ (minus) whenever applicable.

## Chapter 8 Example

PRT+TGU+1535::-0600+1620::-0600

### Values

Refer to SSIM Appendix F.

UTC/LOCAL TIME VARIATION SPECIFICATION		DEI 97
XML Property: utc.variation		
Identification of a UTC/Local Time Variation where the originator of an SSM/ASM wants to override a UTC/Local Time Variation held in the recipient's systems		
Application	Format	Example
Chapters 4,5	aaa/xnnnn	ABC/P0200

### Format

The ‘x’ represents either “M” (minus) or “P” (plus).

UTC is to be represented as P0000.

## Chapters 4 and 5 Applications

The UTC/Local Time Variation Specification always refers to the Station stated within the format for the Board/Off Point of the stated Segment.

This data element need not be stated if the UTC/local time variation is in agreement with SSIM Appendix F.

The UTC/Local Time Variation Specification always refers to the Station stated within its format. If this Station equals the Board Point of the stated Segment, it refers to the departure time from that Board Point, whereas if it equals the Off Point of the stated Segment, it refers to the arrival time at that Off Point.

In cases where QQQ has been used for Board and/or Off Point in the stated Segment, and the Station stated in the UTC/Local Time Variation Specification does not equal either Board or Off Point, the variation must be assumed to apply to departure and/or arrival times at that Station as appropriate.



---

## CHAPTER 3 — STANDARD PRINT LAYOUTS FOR SCHEDULES INFORMATION

### 3.1 GENERAL

A standardised arrangement of scheduled information in timetable form, for presentation to other airlines or other industry organisations that will make reading easier for the recipients.

The use of the standards as specified in Chapter 2 will ensure proper interpretation by the recipient.

One of the earliest phases in which schedules information (draft timetables) is exchanged between airlines is during the IATA Schedules Conference, after which updated drafts are circulated to all parties concerned, e.g. EUROCONTROL Central Flow Management Unit, Database Operations Division.

The recommended layouts are based on the size of conventional print and typefonts.

Application of photographic reduction techniques is encouraged between production of printouts and reproduction on paper in quantities. The resultant paper size for distribution should be A4 size (297 x 210 mm).

### 3.2 DESCRIPTION

The recommended layouts are designed for computer printers with a fixed horizontal spacing of 10 character positions per inch and a vertical spacing of 6 lines per inch. If handwriting (block capitals) or office typewriters are used, fixed horizontal spacing should be employed. For preferred typefonts refer to Chapter 2.

The recommended layouts should fit onto A4 size paper (297 x 210 mm) with or without photographic reduction and leave sufficient margins for perforation and insertion into binders. Horizontal examples will be capable of fitting onto A4 without reduction.

**Page Headings** should be used; they should contain the following information:

Airline Designator (designator of the airline issuing the document)

Schedule status, e.g. Draft, etc.

Date of issue

Season and/or period of validity

Brief description of page contents, e.g. geographical area<sup>1</sup>

Page number

UTC or local time

---

<sup>1</sup> It is recommended that the stations served by a flight be specified either by using the Location Identifier or the full name. The specification of country names therefore becomes unnecessary, but if country names are specified, they should be based on ISO Standard 3166 as reflected in Appendix F.



### 3.3 DATA ELEMENTS REQUIRED

In order to ensure correct interpretation of schedule information in printed format, a minimum data element requirement must be observed.

The following data elements are considered essential and they shall be present in any printed schedule according to format requirements outlined in Chapter 2:

- Flight Designator (Airline Designator and Flight Number)
- Period of Operation
- Day(s) of Operation (frequency)
- Service Type
- Aircraft Type
- Aircraft Configuration/Version **and/or** Passenger Reservations Booking Designator
- Stations, Passenger Terminal (if applicable), Scheduled Times of Aircraft Departure and Arrival (leg information)

Other data elements may be included at the discretion of the carrier. It is recommended that such optional items follow the coding and formatting rules for Chapter 4 applications.

Flights and their data elements may be presented **horizontally** or **vertically** as shown in the following examples:

It is desirable to highlight **changes** to the previous issue.

### 3.4 CODE SHARING FLIGHTS

It is recommended that a black diamond (♦) symbol be used to denote code sharing flights, or flight legs, in printed timetables. These are flights, or flight legs, which are either physically operated under a different Flight Designator by another carrier, or under another carrier's Flight Designator.

It is also recommended, in order to help clarification for readers of printed timetables, that the carrier physically operating such flights, and/or franchise/commuter type flights, is identified. This may be accomplished by using the operating carrier's Airline Designator after the symbol, or by having a table at the beginning of the timetable identifying, by Flight Designator range, who the operating carriers are.

In cases where disclosure of Aircraft Owner/Wet Lease Airline is a legal requirement, the same principles can be used.

### 3.5 PLANE CHANGE

It is recommended that a symbol or plain text be used to show when a change of aircraft en route is required on a multi-leg flight. If a symbol is used, it is recommended that it be an open triangle (△), and its purpose should be described at the beginning of the timetable.

## 3.6 EXAMPLES

### 3.6.1 Horizontal presentation (Swiss Final Draft W02)

\* EDS SPIDER \* GERMANY \* SWISS  
 UTC TIMES \* FRANKFURT \* WINTER 2002/2003

FLTNR CAR	NUM	EFFECTIVITY FROM TO OPSDAY	A/C CAR	A/C TYP	A/P FROM D	PT STD MI	A/P TO A	PT STA MI	S T TR CONF
LX	1070	◆(A)27OCT 29MAR 12345..	319	ZRH	A 0655	FRA	2 0805	J CY	
		◆(A)27OCT 29MAR .....7	AR1	ZRH	A 0655	FRA	2 0805	J CY	
		◆(A)02NOV 29MAR .....6.	ER4	ZRH	A 0655	FRA	2 0805	J CY	
LX	1072	◆(B)28OCT 27DEC 12345..	AR1	ZRH	A 1120	FRA	2 1225	J CY	
		◆(B)03JAN 28MAR 12345..	AR1	ZRH	A 1120	FRA	2 1225	J CY	
LX	1074	27OCT 29MAR 12345..	AR1	ZRH	A 1510	FRA	2 1620	J CY	
LX	1076	27OCT 29MAR 12345.7	319	ZRH	A 1655	FRA	2 1800	J CY	
		02NOV 29MAR .....6.	AR1	ZRH	A 1655	FRA	2 1800	J CY	
LX	1080	27OCT 29MAR 1234567	AR1	ZRH	A 1910	FRA	2 2020	J CY	

\*\*\*\*\*

LX	1081	◆(C)27OCT 29MAR 1234567	ER4	FRA	2 0600	ZRH	A 0700	J CY	
LX	1071	◆(D)27OCT 29MAR 12345..	319	FRA	2 0850	ZRH	A 0955	J CY	
		◆(D)27OCT 29MAR .....7	AR1	FRA	2 0850	ZRH	A 0955	J CY	
		◆(D)02NOV 29MAR .....6.	ER4	FRA	2 0850	ZRH	A 0955	J CY	
LX	1073	◆(E)28OCT 27DEC 12345..	AR1	FRA	2 1310	ZRH	A 1410	J CY	
		◆(E)03JAN 28MAR 12345..	AR1	FRA	2 1310	ZRH	A 1410	J CY	
LX	1075	27OCT 29MAR 12345..	AR1	FRA	2 1735	ZRH	A 1840	J CY	
LX	1077	27OCT 29MAR 12345.7	319	FRA	2 1855	ZRH	A 2000	J CY	
		02NOV 29MAR .....6.	AR1	FRA	2 1855	ZRH	A 2000	J CY	

(A). OPERATING ALSO AS	AA 6271	ZRH-FRA
(B). OPERATING ALSO AS	AA 6234	ZRH-FRA
(C). OPERATING ALSO AS	AA 6235	FRA-ZRH
(D). OPERATING ALSO AS	AA 6311	FRA-ZRH
(E). OPERATING ALSO AS	AA 6313	FRA-ZRH

**3.6.2 Vertical presentation (SAS W00 Draft) (example for demonstration only)****SAS DRAFT 01SEP00 29OCT00-24MAR01 PASSENGER FLIGHTS TIME UTC PAGE 129****FAR EAST THAILAND AND SINGAPORE****SCANDINAVIA-BANGKOK AND SINGAPORE****29OCT00-24MAR01**

SK971 763 C66M122 J 29OCT00 24MAR01 12345..	SK973 343 C45M256 J 29OCT00 24MAR01 1234567	FLIGHT NO AIRCRAFT VERSION STC PERIOD DAYS	SK972 763 C66M122 J 29OCT00 24MAR01 .23456.	SK974 343 C45M256 J 29OCT00 24MAR01 1234567
1435 0130	1800 0535	D CPH A A BKK D	1935 1110	0020 △1525
	763 C66M122	AIRCRAFT VERSION		763 C66M122
	△0635 0855	D BKK A A SIN D	1010 0800	1425 1200

△ = aircraft change

Passenger Terminals:    CPH     3  
                              BKK     1  
                              SIN     1

## CHAPTER 4 — STANDARD SCHEDULES MESSAGE PROCEDURE

### 4.1 INTRODUCTION

### 4.2 PRINCIPLES AND RULES

### 4.3 MESSAGE STANDARDS

- 4.3.1 Introduction
- 4.3.2 Security of Message Exchanges
- 4.3.3 SSM Composition

### 4.4 SSM ACTION SUB-MESSAGES

- NEW Insertion of New Flight Information
- CNL Cancellation
- RPL Replacement of Existing Flight Information
- SKD Schedule Update

- ACK Acknowledgement
- ADM Change of Existing Information Expressed by the Use of Data Element Identifier Only
- CON Change of Aircraft Configuration/Version
- EQT Change of Equipment Information
- FLT Change of Flight Designator
- NAC Not Actioned
- REV Revision of Period of Operation and/or Day(s) of Operation
- RSD Request for Schedule Data
- TIM Change of Time Information

### 4.5 TECHNICAL MESSAGE SPECIFICATION

- 4.5.1 SSM Message Specification

### 4.6 SSM SUB-MESSAGE DEFINITION

- 4.6.1 NEW – Insertion of New Flight Information
- 4.6.2 CNL – Cancellation
- 4.6.3 RPL – Replacement of Existing Flight Information
- 4.6.4 SKD – Schedule Update

- 4.6.5 ACK – Acknowledgement
- 4.6.6 ADM – Change of Existing Information Expressed by the Use of Data Element Identifier Only
- 4.6.7 CON – Change of Aircraft Configuration/Version
- 4.6.8 EQT – Change of Equipment Information
- 4.6.9 FLT – Change of Flight Designator
- 4.6.10 NAC – Not Actioned
- 4.6.11 REV – Revision of Period of Operation and/or Day(s) of Operation
- 4.6.12 RSD – Request for Schedule Data
- 4.6.13 TIM – Change of Time Information

### 4.7 ADDITIONAL MESSAGE EXAMPLES

- 4.7.1 NEW – Insertion of New Flight Information
- 4.7.2 CNL – Cancellation
- 4.7.3 SKD – Schedule Update Message
- 4.7.4 EQT – Change of Equipment Information
- 4.7.5 TIM — Change of Time Information



## 4.1 INTRODUCTION

In order to allow all airlines to electronically exchange information on amendments to their basic schedules, i.e. the planned and regularly operated flights, standard message formats have been agreed.

These formats also allow the airlines to submit these amendments to schedule aggregators.

The message formats have been designed to provide as much clarity as possible for the message users and the received message details can be processed either by computer or by manual methods.

Permanent changes to the basic schedules are transmitted using the Standard Schedules Message (SSM).



A message may consist of one or more Action sub-messages. Each sub-message will have its own Action Identifier to identify a specific change being made to the basic schedule.

The rules for the use and composition of this message, together with detailed specifications and examples, are explained in the following Sections of this Chapter.

Deviations from the basic schedules on single days may be transmitted in the Ad Hoc Schedule Message (ASM). The rules for the use and composition of this message, together with detailed specifications and examples, are explained in Chapter 5.

The Standard Schedules Message (SSM) forms part of a complex system of timetable information exchange.

In order to facilitate industry-wide acceptance of these standards, a range of optional features is included to ensure complete compatibility with the standards set in Chapter 7 for the exchange of computerized schedules.

These features include items such as the use of local dates and times, leg and segment oriented traffic, and sales information in the form of fixed or free format data elements.

## 4.2 PRINCIPLES AND RULES

In order to ensure full interline exchangeability, it is strongly recommended that airlines adhere to the rules for the construction of the standard messages as described in this Chapter.

The common rules for the data elements as described in Chapter 2 of this Manual should also be followed.

- The SSM exchange usually takes place on the basis of bilateral understanding.
- The schedules advised in the SSM are generally considered released and open for sale with effect from the issuance of the message.
- The addresses of the SSM are bilaterally agreed. The SSM may contain a number of Flight Designators for any one carrier (represented by a unique Airline Designator) and multiple periods of validity. It is the responsibility of the recipient to select the areas of the schedule that meet their own requirements.
- The information received by SSM supersedes any corresponding information (within the definitions of the Action Identifiers) previously advised by computerized schedules or SSM.
- For the purpose of synchronisation with computerized schedules data sets, it is recommended that a computer generated time stamp be used in the message envelope.
- The schedules advised by SSM will not normally override any changes that have previously been advised by Ad Hoc Schedules Message (ASM). Therefore, the Periods of Operation can be quoted irrespective of any existing ad hoc changes. These ad hoc changes will remain in effect unless modified by another Ad Hoc Schedules Message or unless the ASM Withdrawal Indicator has been used.
- The periods of validity need not conform to discrete IATA seasons and can give open-ended Periods of Operation. This will result in a reduction in the number and length of messages.
- It is recommended that at least 360 days of advance schedules data, including Minimum Connect Time data, should be distributed on an equal basis to all schedule aggregators, reservations and ticketing systems in which a carrier participates, to maximise the efficiencies of such systems.

- It must be assumed that some recipients will convert the contents of the SSM from UTC to local dates/times and vice versa. The UTC/local time relationship must therefore be based on the current information in Appendix F and any subsequent updates transmitted by message.
- If the (time) relation used is different or doubtful, it should be stated using Data Element Identifier 97 (UTC/Local Time Variation Specification).
- Where a series of interrelated messages are to be sent, each part message must conform to the rules for constructing SSM messages, but must be shown as a part message by means of the Message Sequence Reference.
- If a Flight Leg(s) Change Identifier in a sub-message does not match the routing of the flight(s) being changed, that sub-message may be ignored by the recipient.
- If a Segment on a line of a sub-message does not match a Segment of the flight(s) being changed, that line of the sub-message may be ignored by the recipient.
- If a change or cancellation is received for which the period and/or days of operation to be changed/cancelled do not match those stored, or a new flight is added which is already stored, it is recommended that the correct schedule information should be requested from the sender, e.g. by use of SSM/RSD sub-message.
- The ACK/NAC exchange takes place on the basis of bilateral agreement.
- It is assumed that it is the responsibility of the SSM sender to ensure that they receive an ACK or a NAC and take the appropriate action if they do not.

## 4.3 MESSAGE STANDARDS

### 4.3.1 Introduction

The technical specifications for message construction are based on the guidelines of the ATA/IATA Systems and Communications Reference Manuals.

The standard message is enclosed within the standard communications “envelope”, i.e. signal identifiers, serial number, priority, address, originator and date/time of transmission.

The message will then read line by line by always starting at the left, i.e. left justified. For SITA/ARINC messages, the maximum line length of the message must not exceed 69 printable characters including spaces. Some systems may restrict line length limits to less than 69 characters.

Although the Systems and Communications Reference Manual defines the maximum number of characters for one telegraph (Type B) message as 3,840, some service providers have the capability to increase this limit to 64,000 characters.

Type B users are, however, cautioned that some systems may not be able to receive or process messages with more than 3,840 characters.

This maximum length limitation takes into account all printed and non-printed characters, such as letter shifts, figure shifts and new line.

In the extreme case of a Flight, Period/Frequency, Equipment or Leg Information line overflow, the excess elements should be stated on an additional line immediately following and must start with a Data Element Identifier.

When the message limit is exceeded, messages must be broken into separate parts with a break between two sub-messages. Use can be made of the Message Sequence Reference to connect the related parts of the total message.



## 4.3.2 Security of Message Exchanges

To secure the exchange of SSMs between computers, it is recommended that the following techniques be used:

- Sequence all SSMs using the Message Sequence Reference;
- Process all SSMs in the same order as they are produced, according to the Message Sequence Reference;
- Request the re-transmission of a missing SSM using a “REPEAT” message:

SSM  
REP  
<Message Sequence Reference>

An “REP” message is sent by the receiver to inform the sender that a message has not been received. The SSM originator will identify the missing message by its Message Sequence Reference and will re-transmit the original message identified with original Message Sequence Reference and with the same data content.

- Inform the receiver of the last message sent within the current date of issue using an “END” message:

SSM  
END  
<Message Sequence Reference>

The “END” message is designed to close the current sequence of messages before opening another one. It will allow recovery with an “REP” of the last message of the current sequence if this message has not been received. The Message Group Serial Number of the “END” message will be the previous Message Group Serial Number incremented by 1. The “END” message is unique for each date of issue.

## 4.3.3 SSM Composition

Each SSM message consists of 5 major components:

- Message address/originator in accordance with communications instructions;
- Message Header including the Schedule Standard Message Identifier (SSM), the Time Mode and an optional Message Reference;
- One or more Action Sub-Messages that always include the Action Identifier, the flight identification and appropriate data elements, and always ends with a Sub-Message separator;
- An optional Supplementary Information Sub-Message applicable to the whole message;
- Message End in accordance with communications instructions.

The SSM Action Sub-Messages are defined in Section 4.4.

The general technical specifications for SSM message construction are defined in Section 4.5.

The SSM Action Sub-Message composition and examples are defined in Section 4.6.

#### 4.4 SSM ACTION SUB-MESSAGES

The SSM Action Sub-Messages are an integral part of the SSM. The most widely used Sub-Messages with their Action Identifier, name and their functional use are:

##### **NEW Insertion of New Flight Information**

This sub-message inserts a new Flight Designator or adds new Periods of Operation and/or new Day(s) of Operation (at the Frequency Rate, if stated) for an existing Flight Designator. When used in conjunction with an SKD sub-message, the data contained in the NEW sub-message supersedes the data, if any, for the period specified by its associated SKD sub-message.

##### **CNL Cancellation**

This sub-message cancels (i.e. withdraws) the complete routing of a Flight Designator within the Period and on the Day(s) of Operation (and at the Frequency Rate, if stated).

##### **RPL Replacement of Existing Flight Information**

This sub-message replaces all existing information pertaining to a Flight Designator within the Period and on the Day(s) of Operation (at the Frequency Rate, if stated) by the new information. Other Periods and other Day(s) of Operation during the period stated (if existing) are not affected. The extension of periods and/or the addition of days of operation are not permitted using RPL sub-messages.

##### **SKD Schedule Update**

This sub-message cancels all existing information for the Flight Designator specified from the Schedule Validity Effective Date as specified to (and including) the Schedule Validity Discontinue Date, if stated.

It indicates that revised schedule information, if any, will follow immediately in one or more associated sub-messages using Action Identifier NEW.

This Action Identifier may only occur once in a message, or a series of messages linked by Message Sequence Reference, and when used, must occur as the first action sub-message in the group of linked messages. It must be followed only by NEW sub-messages with the same Flight Designator.

Other SSM Action Sub-Message with their Action Identifier, name and functional use are:

##### **ACK Acknowledgement**

This sub-message advises the sender that the message content has been accepted by the receiving system and has been ***successfully processed***.

***It is recommended that ACK messages are not sent when the message first arrives with the recipient – but when the message has been successfully passed through the recipients system and processed correctly.***

##### **ADM Change of Existing Information Expressed by the Use of Data Element Identifier Only**

This sub-message changes only those data elements given in this message within the existing information pertaining to a Flight Designator for the Period and on the Day(s) of Operation (at the Frequency Rate, if stated). Other data elements, Periods and Day(s) of Operation are not affected.

This Action Code enables the change of only those data elements which are specified by the use of the Data Element Identifier. When existing administrative information is cancelled the statement “NIL” will be made.

If changes are Segment related, replacement data need only be transmitted for Segments where the data has changed. For example, in the case of Data Element Identifier 10, it is not necessary to transmit all Segments that have Data Element Identifier 10 information, only those Segments for which this data has changed.



## **CON Change of Aircraft Configuration/Version**

This sub-message changes only the Aircraft Configuration/Version (and/or its associated data elements: Passenger Reservations Booking Designator and Passenger Reservations Booking Modifier) within the existing information pertaining to a Flight Designator for the Period and on the Day(s) of Operation (at the Frequency Rate, if stated).

Other data elements, Periods and Day(s) of Operation are not affected.

## **EQT Change of Equipment Information**

This sub-message changes only the equipment information (and its associated data elements) within the existing information pertaining to a Flight Designator for the Period and on the Day(s) of Operation (at the Frequency Rate, if stated).

Other data elements, Periods and Day(s) of Operation are not affected.

## **FLT Change of Flight Designator**

This sub-message only changes the Flight Designator (and its associated data elements) and/or the Operational Suffix, for the Period and Day(s) of Operation (at the Frequency Rate, if stated).

Other data elements, Periods and Day(s) of Operation of the original Flight Designator and Operational Suffix are not affected.

## **NAC Not Actioned**

This sub-message advises the sender of the original message that the message content has not been successfully processed in the recipients system. The NAC message will contain a text message that explains the reason for the error and include the line number(s) in the message where the error has occurred.

It is recommended that in the case of a format error only one reason for error is displayed. Format errors are likely to cause a corrupted message that cannot be validated further. In the case of a validation error, some receiving systems may advise when more than one validation error has occurred.

Users are advised to research the complete message before re-sending the message.

A list of error messages currently in use and their text structure can be found in Appendix E.

## **REV Revision of Period of Operation and/or Day(s) of Operation**

This sub-message only changes the Period of Operation and/or Day(s) of Operation (at the Frequency Rate, if stated) within a Flight Designator. REV may only be used when there is no change of equipment, routing and timings within the Period of Operation and/or on the Day(s) of Operation being revised.

By stating the Period of Operation and Day(s) of Operation to be changed, and then the revised Period(s) of Operation and Day(s) of Operation, additions and deletions can be made.

A Period of Operation can be extended and/or Day(s) of Operation be added by the use of **REV** provided that they did not exist before and that there is no change of equipment, routing and timing data.

A Period of Operation can be shortened and/or Day(s) of Operation be deleted by replacing the old data with the revised data and accepting that periods and/or days not referred to in the revised data are implicitly cancelled.

A **REV** sub-message can combine additions and deletions providing that there is no change of equipment, routing and timing data.

**RSD Request for Schedule Data**

This sub-message enables a Request or Repeat of schedule data for the Flight Designator specified from the Schedule Validity Effective Date as specified to (and including) the Schedule Validity Discontinue Date, if stated.

The reply to an RSD message must always begin with an SKD sub-message, followed by any associated NEW sub-messages.

The action identifier RSD may not be used in a message with any other action identifiers.

The reply to any SSM containing RSD sub-messages must be addressed to the specific telegraphic address from which the RSD sub-message was originated unless otherwise bilaterally agreed.

**TIM Change of Time Information**

This sub-message changes all time information (and its associated data elements) within the existing information pertaining to the complete routing of a Flight Designator for the Period and on the Day(s) of Operation (at the Frequency Rate, if stated).

Other data elements, Periods and Day(s) of Operation are not affected.



## 4.5 TECHNICAL MESSAGE SPECIFICATION

The logical structure (i.e. message specification) for the SSM is defined in the table below and includes the status, format description and example for each data element.

Reference should be made to the Data Element Glossary in Chapter 2 (Section 2.6) for the exact composition and detailed descriptions of each data element used in the SSMs.

Data expressed by Data Element Identifiers in connection with all Action Identifiers except NEW, CNL, RPL remain unchanged from previously supplied data. Where desired, removal of such data is achieved by specification of text "NIL" using Action Identifier ADM.

Certain elements may have a different meaning depending on their position within the message. It is recommended that caution be taken in the use of these elements to avoid the exchange of ambiguous or contradictory information.

This applies to the following elements:

- Joint Operation Airline Designators
- Code Sharing – Commercial Duplicate
- Aircraft Owner
- Cockpit Crew Employer
- Cabin Crew Employer
- Onward Flight
- Code Sharing – Shared Airline Designation or Wet Lease Airline Designation.

## 4.5.1 SSM Message Specification

Data Element	Sub-Message Action Identifiers															Format	Data Element Example	Notes
	N E W	C N L	R P L	S K D	A C M	A D N	C O T	E Q T	F L T	N A C	R E V	R S D	T I M					
<b>Message Heading</b>																		
Standard Message Identifier	M	M	M	M	M	M	M	M	M	M	M	M	M	SSM	SSM			
End of line	M	M	M	M	M	M	M	M	M	M	M	M	M	<=				
Time Mode	C	C	C	C	C	C	C	C	C	C	C	C	C	aa(a)	UTC or LT	If data element not provided assume UTC		
End of line	C	C	C	C	C	C	C	C	C	C	C	C	C	<=				
<b>Message Reference</b>																		
Message Sequence Reference	C	C	C	M	C	C	C	C	C	C	C	C	C	nnaaannnnnnnn	24MAY00144E003			
Creator Reference	O	O	O	O	C	O	O	O	O	C	O	O	O	/x(x[-34])	/REF 123/449	If included, must begin with slash (/)		
End of line	C	C	C	M	C	C	C	C	C	C	C	C	C	<=		Mandatory if any of above elements included		
<b>Action Information</b>																		
Action Identifier	M	M	M	M	M	M	M	M	M	M	M	M	M	aaa	SKD			
Separator (Space)	C	C	C	C										→	Space	Mandatory if ASM Withdrawal Indicator included		
ASM Withdrawal Indicator	C	C	C	C										XASM	XASM			
End of line	M	M	M	M	M	M	M	M	M	M	M	M	M	<=				
<b>Flight Information</b>																		
Flight Designator	M	M	M	M		M	M	M	M	M	M	M	M	xx(a)nnn(n)	LX544			
Operational Suffix	C	C	C	C		C	C	C	C	C	C	C	C	a	A			
Separator (Space)														→	Space			
Existing Period of Operation (From and To Dates)														M	nnaaa(nn)	12AUG02	From and To Dates must be separated by a Space	
														→	Space	30SEP02	Year is Optional in both dates	
Separator (Space)														M	→	Space		
Existing Day(s) of Operation														M	n(n)(n)(n)(n)(n)	1234567		
Existing Frequency Rate														C	/W2	/W2	If included, must begin with slash (/)	
Separator (Space)	C	C			C									→	Space		Mandatory if the next element included	
Joint Operation Airline Designators (DEI 1)	C	C			C									1/xx(a)/xx(a)	1/LX/LH		If required	
Separator (Space)	C	C			C	C	C							→	Space		If included, there must be a minimum of 2 or a maximum of 3 Airline Designators with each preceded by a slash (/)	
Code Sharing – Commercial Duplicate (DEI 2)	C	C			C	C	C							2/xx(a) or 2/X	2/DL or 2/X		If required	
Separator (Space)	C	C			C	C	C							→	Space		Mandatory if the next element included	
Aircraft Owner (DEI 3)	C	C			C	C	C							3/xx(a) or 3/X	3/LX or 3/X		If required	
Separator (Space)	C	C			C	C	C							→	Space		Mandatory if the next element included	
Cockpit Crew Employer (DEI 4)	C	C			C	C	C							4/xx(a) or 4/X	4/LH or 4/X		If required	
Separator (Space)	C	C			C	C	C							→	Space		Mandatory if the next element included	
Cabin Crew Employer (DEI 5)	C	C			C	C	C							5/xx(a) or 5/X	5/LX or 5/X		If required	
Separator (Space)	C	C			C	C	C							→	Space		Mandatory if the next element included	
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	C	C			C	C	C							9/xx(a) or 9/X	9/DL or 9/X		If required	
End of line	M	M	M	M		M	M	M	M	M	M	M	M	<=				
For different Flight Designators with identical data, repeat from Flight Information	C				C	C	C							→				



# Standard Schedules Information Manual

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	N E W	C N L	R P D	S K D	A C M	A D N	C O T	E Q T	F L T	N A C	R E V	R S D	T I M		
<b>Period/Frequency Information</b>															
Schedule Validity Effective Date				M					M		nnaaa(nn)		12AUG(02)		Year is Optional
Separator (Space)				C					C		→		Space		Mandatory if Schedule Validity Discontinue Date included
Schedule Validity Discontinue Date				O					O		nnaaa(nn)		25SEP(02)		Year is Optional
Period of Operation (From and To Dates)	M	M	M		M	M	M	M	M	M	nnaaa(nn) → nnaaa(nn)		12AUG02 Space 30SEP02		From and To Dates must be separated by a Space
															Year is Optional in both dates
Separator (Space)	M	M	M		M	M	M	M	M	M	→		Space		
Days of Operation	M	M	M		M	M	M	M	M	M	n(n)(n)(n) (n)(n)(n)		1(2)(3)(4) (5)(6)(7)		
Frequency Rate	C	C	C		C	C	C	C	C	C	/W2		/W2		If included, must begin with slash (/)
Separator (Space)	C	C			C						→		Space		Mandatory if the next element included
Joint Operation Airline Designators (DEI 1)	C	C			C						1/xx(a)/xx(a) (/xx(a))		1/LX/LH		If required
															If included, there must be a minimum of 2 or a maximum of 3 Airline Designators with each preceded by a slash (/)
Separator (Space)	C	C			C	C	C				→		Space		Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)	C	C			C	C	C				2/xx(a) or 2/X		2/DL or 2/X		If required
Separator (Space)	C	C			C	C	C				→		Space		Mandatory if the next element included
Aircraft Owner (DEI 3)	C	C			C	C	C				3/xx(a) or 3/X		3/LX or 3/X		If required
Separator (Space)	C	C			C						→		Space		Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	C	C			C	C	C				4/xx(a) or 4/X		4/LH or 4/X		If required
Separator (Space)	C	C			C	C	C				→		Space		Mandatory if the next element included
Cabin Crew Employer (DEI 5)	C	C			C	C	C				5/xx(a) or 5/X		5/LX or 5/X		If required
Separator (Space)	C	C			C	C	C				→		Space		Mandatory if the next element included
Onward Flight (DEI 6)	O	O			O	O	O				6/xx(a)nnn(n)(a)(/n)		6/SQ103/C/1		If required
Separator (Space)	C	C			C	C	C				→		Space		Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	C	C			C	C	C				9/xx(a) or 9/X		9/DL or 9/X		If required
End of line	M	M	M	M	M	M	M	M	M	M	≤≡				
For different (revised) periods/frequencies with different data, repeat from Period/Frequency Information	C	C	C		C	C	C		C	C					If required
<b>New Flight Information</b>															
Flight Designator	-	-	-	-	M	-	-	-	-		xx(a)nnn(n)		LX544		
Operational Suffix	-	-	-	-	C	-	-	-	-	a		A			If included
End of line	-	-	-	-	M	-	-	-	-	≤≡					

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes	
	N	C	R	S	A	A	C	E	F	N	R	R	T			
	E	N	P	K	C	D	O	Q	L	A	E	S	I			
	W	L	L	D	K	M	N	T	T	C	V	D	M			
<b>Equipment Information</b>																
Service Type	M	M			M	M				a		G				
Separator (Space)	M	M			M	M				→		Space				
Aircraft Type	M	M			M	M				xxx		M8Ø				
Separator (Space)	M	M			M	M				→		Space				
Passenger Reservations Booking Designator or Aircraft Configuration/Version)	M	M			M	M				a(x)(x) (x)(x)...		FCML				
Passenger Reservations Booking Modifier	C	C			C	C				/aa(aa)(aa) (aa)...		/FNCN		If included, must begin with a slash (/)		
Aircraft Configuration/Version	C	C			C	C				.a(x)(x)(x) (x)...		.FCM		If included, must start with a period (.)		
Separator (Space)	C	C			C	C				→		Space		Mandatory if the next element included		
Code Sharing – Commercial Duplicate (DEI 2)	C	C			C	C				2/xx(a) or 2/X		2/DL or 2/X		If required		
Separator (Space)	C	C			C	C				→		Space		Mandatory if the next element included		
Aircraft Owner (DEI 3)	C	C			C	C				3/xx(a) or 3/X		3/LX or 3/X		If required		
Separator (Space)	C	C			C	C				→		Space		Mandatory if the next element included		
Cockpit Crew Employer (DEI 4)	C	C			C	C				4/xx(a) or 4/X		4/LH or 4/X		If required		
Separator (Space)	C	C			C	C				→		Space		Mandatory if the next element included		
Cabin Crew Employer (DEI 5)	C	C			C	C				5/xx(a) or 5/X		5/LX or 5/X		If required		
Separator (Space)	C	C			C	C				→		Space		Mandatory if the next element included		
Onward Flight (DEI 6)	O	O			O	O				6/xx(a)nnn(n) (a)(/n)		SQ1Ø3C/1		If required		
Separator (Space)	C	C			C	C				→		Space		Mandatory if the next element included		
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	C	C			C	C				9/xx(a) or 9/X		9/DL or 9/X		If required		
End of line	M	M			M	M				<=						
For different data in different period/frequency, repeat from Period/Frequency Information	C	C			C	C										



# Standard Schedules Information Manual

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	N E W	C N L	R P L	S K D	A C M	A D N	C O T	E Q T	F L T	N A C	R E V	R S D	T I M		
<b>Routing or Leg Information</b>															
<b>Flight Leg(s) Change Identifier</b>					C	C	C						aaa/aaa(/aaa[-10])	LOS/ABJ	Included if change does not apply to whole routing
Departure Station	M	M								M	aaa		GVA		
Scheduled Time of Aircraft Departure	M	M								M	nnnn		1830		
Date Variation for STD	C	C								/ (M)n		/Ø		If included, must begin with a slash (/)	
Passenger STD	C	C								C	/nnnn		/1815		If included, must begin with a slash (/)
Separator (Space)	M	M								M	→		Space		Mandatory if the next element included
Arrival Station	M	M								M	aaa		FRA		
Scheduled Time of Aircraft Arrival	M	M								M	nnnn		1945		
Date Variation for STA	C	C								C	/ (M)n		/Ø		If included, must begin with a slash (/)
Passenger STA	C	C								C	/nnnn		/1955		If included, must begin with a slash (/)
Separator (Space)	C	C	C							→			Space		Mandatory if the next element included
Joint Operation Airline Designators (DEI 1)	C	C	C							1/xx(a)/xx(a)(/xx(a))		1/LX/LH		If required	
															If included, there must be a minimum of 2 or a maximum of 3 Airline Designators with each preceded by a slash (/)
Separator (Space)	C	C	C							→			Space		Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)	C	C	C							2/xx(a) or 2/X		2/DL or 2/X		If required	
Separator (Space)	C	C	C							→			Space		Mandatory if the next element included
Aircraft Owner (DEI 3)	C	C	C							3/xx(a) or 3/X		3/LX or 3/X		Included only if same physical aircraft continues	
Separator (Space)	C	C	C							→			Space		Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	C	C	C							4/xx(a) or 4/X		4/LH or 4/X		If required	
Separator (Space)	C	C	C							→			Space		Mandatory if the next element included
Cabin Crew Employer (DEI 5)	C	C	C							5/xx(a) or 5/X		5/LX or 5/X		If required	
Separator (Space)	C	C	C							→			Space		Mandatory if the next element included
Onward Flight) DEI 6)	O	O	O							6/xx(a)nnn(n)(a)(/n)		6/SQ1Ø3C/1		If required	
Separator (Space)	C	C	C							C	→		Space		Mandatory if the next element included
Meal Service Note (DEI 7)	O	O	O							O	7/aa(a)(/aa(a)[-4] or 7//a(a) or 7/aa(a)(/aa(a)[-3] //a/(a))	7/FDC/CD/YS/MS/LS 7//S 7/CL//S		If required	
Separator (Space)	C	C	C							→			Space		Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	C	C	C							9/xx(a) or 9/X		9/DL or 9/X		If required	
End of line	M	M	C	C	C					M	<=				
For next leg or group of consecutive legs, repeat from Routing or Leg Information; if different aircraft type etc., repeat from Equipment Information	C	C	C												



# Standard Schedules Message Procedure

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	N	C	R	S	A	A	C	E	F	N	R	R	T		
E	N	P	K	C	D	O	Q	L	A	E	S	I			
W	L	L	D	K	M	N	T	T	C	V	D	M			
<b>Segment Information</b>															
Traffic Restriction Note (DEI 8)	C		C		C					aaaaaa→8/a (/nnn) (/x[x·53])	GVAFRA 8/Z/173/A	If required			
														<b>Note:</b> Only Data Element Identifiers 170-173, 710-799 are allowed as Traffic Restriction Qualifiers.	
Or															
Other Segment Information	C		C		C	C	C	C		C	aaaaaa→nn(n) (/x[x·57])	GVAFRA 10/LX836	If required		
End of line	C		C		C	C	C	C		C	<=			Mandatory if one of above elements included	
For further Segment Information, repeat from Segment Information	C		C		C	C	C	C		C				If required	
<b>Sub-Message Supplementary Information</b>	O	O	O	O	O	O	O	O	O	O	O	O		All the following elements must be included if Sub-Message Supplementary Information is included	
Supplementary Information Indicator	M	M	M	M	M	M	M	M	M	M	M	SI	SI		
Separator (Space)	M	M	M	M	M	M	M	M	M	M	M	→	Space		
Supplementary Information	M	M	M	M	M	M	M	M	M	M	M	x(x)...	ABCDEF	Free Text	
End of line	M	M	M	M	M	M	M	M	M	M	M	<=			
<b>Sub-Message Separation</b>	C	C	C	C	C	C	C	C	C	C	C	//		Also used if Supplementary Information for Whole Message follows	
End of line	C	C	C	C	C	C	C	C	C	C	C	<=		Mandatory if Sub-Message Separation included	
For more sub-messages, repeat from applicable Action Information, or, if necessary, create a new physical message and repeat from Message Heading	C	C	C	C	C	C	C	C	C	C	C				
<b>Supplementary Information for Whole Message</b>	O	O	O	O	O	O	O	O	O	O	O	O			
Supplementary Information Indicator	M	M	M	M	M	M	M	M	M	M	M	SI	SI		
Separator (Space)	M	M	M	M	M	M	M	M	M	M	M	→	Space		
Supplementary Information	M	M	M	M	M	M	M	M	M	M	M	x(x)...	DELAY DUE FOG	Free Text	
End of line	M	M	M	M	M	M	M	M	M	M	M	<=			



# Standard Schedules Information Manual

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes	
	N	C	R	S	A	A	C	E	F	N	R	R	T			
	E	N	P	K	C	D	O	Q	L	A	E	S	I			
	W	L	L	D	K	M	N	T	T	C	V	D	M			
<b>Reject Information</b>																
Blank Line Separator										M	<=					
Error Line (First)										M	nnn	004				
Separator (Space)										M	→	Space				
Reject Reason (First)										M	x(x[·63]	INVALID DEI 711				
End of line										M	<=					
Error Line (Other)										O	nnn	006				
Separator (Space)										C	→	Space	Mandatory if Reject Reason (Other) included			
Reject Reason (Other)										C	x(x[·63]	SYSTEM ERROR				
End of line										C	<=		Mandatory if Reject Reason (Other) included			
For further Reject Reasons, repeat from Error Line (Other)																
<b>Repeat of Rejected Message</b>																
Blank Line Separator										M	<=					
Message Lines before Action Identifier										O	x(x)...					
Message Lines from Action Identifier										M	x(x)...					
End of line										M	<=					

### 4.6 SSM SUB-MESSAGE DEFINITION

The Sub-Message definition details the specific use of each functional sub-message and includes an example for each sub-message. Additional examples are included as Section 4.7.

Additional explanatory notes for each sub-message and data element are included when not covered by the general notes in SSM Message Specifications above.

The 'Status' column in each Table reflects the Status as shown in the SSM Message Specification Table (Section 4.5).

Reference should be made to the Data Element Glossary in Chapter 2 (Section 2.6) for the exact composition and detailed descriptions of each data element used in the SSM sub-messages.



#### 4.6.1 NEW – Insertion of New Flight Information

*Example:*

```
SSM
LT
24MAY00144E003/REF 123/449
NEW XASM
LX544A 1/LX/LH 3/LX 4/LH 5/LX 9/LX
12AUG 30SEP 1234567/W2 6/LX545A/1
G M80 FCYML/FNCN.FCM
GVA1830/0/1815 FRA1945/0/1955 7/FDC/CD/YS/MS/LS
GVAFRA 8/Z/173/A
GVAFRA 10/LX836
```

☞ Refer to Section 4.7 for additional examples on the use of 'NEW'.

Data Element Example	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<=	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	24MAY00144E003	C	Mandatory if linked to a previous SKD message, or, if a long message is split into parts. The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/ REF 123/449	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	NEW	M	
Separator (Space)	Space	C	Mandatory if ASM Withdrawal Indicator included
ASM Withdrawal Indicator	XASM	C	If applicable Must not be used if linked to a previous SKD message
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			
Flight Designator	LX544	M	
Operational Suffix	A	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Joint Operation Airline Designators (DEI 1)	1/LX/LH	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)		C	If applicable, applies to all legs subsequently stated.
			Not applicable if Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below.
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/LX	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/LH	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/LX	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/LX	C	If applicable, applies to all legs subsequently stated.
			Not applicable if Code Sharing – Commercial Duplicate (DEI 2) is stated above.
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Period/Frequency Information</b>			<i>Period/Frequency Information may be repeated on a separate line for different periods/frequencies with different information</i>
Schedule Validity Effective Date		-	
Separator (Space)		-	
Schedule Validity Discontinue Date		-	
Period of Operation – From and To Dates	12AUG 30SEP	M	First date and Last date of Operation of the new schedule separated by a Space. Year is Optional in both dates.
Separator (Space)	Space	M	
Days of Operation	1234567	M	
Frequency Rate	/W2	C	If included, must begin with a slash (/) If stated, the data elements apply for this period and frequency only
The following data elements may be stated here if they have not already been stated under Flight Information:			
Joint Operation Airline Designators;			
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer			
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight (DEI 6)	6/LX545A/1	O	Applies to the last leg of this flight for this period and frequency only
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/LX	C	This data element may be stated here if it has not already been stated under Flight Information. If stated, the data elements apply for this period and frequency only.
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			Applies to all legs subsequently stated until repeated with the exception of the Onward Flight, which, if stated, applies to the last of the subsequently stated legs. <i>Period/Frequency Information and Equipment Information may be repeated on separate lines for different information in a different period/frequency.</i>
Service Type	G	M	
Separator (Space)	Space	M	
Aircraft Type	M8Ø	M	
Separator (Space)	Space	M	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	FCYML	M	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/Version must be stated instead in this position
Passenger Reservations Booking Modifier	/FNCN	C	If included, must start with a slash (/)
Aircraft Configuration/Version	.FCM	C	If included, must start with a period (.). If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
The following data elements may be stated here if they have not already been stated under Flight Information or Period/Frequency Information:  Code Sharing – Commercial Duplicate; Aircraft Owner; Cockpit Crew Employer; Cabin Crew Employer; Onward Flight; Code Sharing – Shared Airline Designation or Wet Lease Airline Designation			If stated, the data elements apply for this period and frequency only
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Routing or Leg Information</b>			<i>Routing or Leg Information may be repeated on a separate line for the next leg/group of consecutive legs. If the Equipment Information for such legs is different, the Equipment Information is repeated first.</i>
Flight Leg(s) Change Identifier		-	
Departure Station	GVA	M	
Scheduled Time of Aircraft Departure	1830	M	
Date Variation for STD	/0	C	If included, must begin with a slash (/). Specification of a zero value is optional.
Passenger STD	/1815	C	If included, must begin with a slash (/)
Separator (Space)	Space	M	Mandatory if the next element included
Arrival Station	FRA	M	
Scheduled Time of Aircraft Arrival	1945	M	
Date Variation for STA	/0	C	If included, must begin with a slash (/). Specification of a zero value is optional.
Passenger STA	/1955	C	If included, must begin with a slash (/)
The following data elements may be stated here if they have not already been stated under Flight Information, Period/Frequency Information or Equipment Information:			If stated, the data elements apply for this leg only
Joint Operation Airline Designators;			
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer;			
Onward Flight			
Separator (Space)	Space	C	
Meal Service Note (DEI 7)	7/FDC/CD/YS/ MS/LS	O	If required
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation		C	This data element may be stated here if it has not already been stated under Flight Information, Period/Frequency Information or Equipment Information. If stated, the data element applies to this leg only.
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Segment Information</b>			If applicable, the information is composed of either the Traffic Restriction Note or the optional/conditional other Segment Information.
Traffic Restriction Note	GVAFRA 8/Z/173/A	C	If applicable
or			<i>Additional Segment Information may be repeated on separate lines.</i>
Other Segment Information	GVAFRA 1Ø/LX836	C	If applicable
End of line	<≡	C	Mandatory if one of above elements included
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



## 4.6.2 CNL – Cancellation

The Cancellation (CNL) Action Sub-Message May only be used to remove operations.

The Action Identifier ADM and the cancel code 'NIL' is used to cancel existing administrative information.

*Example:*

```
SSM
UTC
13JUN00901E002/REF 150/212
CNL XASM
AA407P
12AUG 30SEP 1234567/W2
```

☞ Refer to Section 4.7 for additional examples on the use of 'CNL'.

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<≡	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	13JUN00901E002	C	Mandatory if a long message is split into parts. The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 150/212	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if either of any of above elements included
<b>Action Information</b>			
Action Identifier	CNL	M	
Separator (Space)	Space	C	Mandatory if ASM Withdrawal Indicator included
ASM Withdrawal Indicator	XASM	C	If applicable
End of line	<≡	M	
<b>Flight Information</b>			
Flight Designator	AA407	M	<i>Flight Information may be repeated on a separate line for different flights with identical data/Information</i>
Operational Suffix	P	C	If applicable
End of line	<≡	M	
For different Flight Designators with identical data		C	Repeat Flight Information



## Standard Schedules Message Procedure

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Period/Frequency Information</b>			<i>Period/Frequency Information may be repeated on a separate line for different periods/frequencies with different information</i>
Period of Operation – From and To Dates	12AUG 30SEP	M	First date and Last date of Operation of the cancelled schedule separated by a Space. Year is Optional in both dates.
Separator (Space)	Space	M	
Days of Operation	1234567	M	
Frequency Rate	/W2	C	If included, must begin with a slash (/)
End of line	<=	M	
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>	//	C	Also used if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information, or, if necessary, create a new physical message and repeat from Message Heading.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	



#### 4.6.3 RPL – Replacement of Existing Flight Information

The Replacement of Existing Flight Information (RPL) Sub-Message replaces all information pertaining to a Flight Designator on the periods/days stated.

*Example:*

```
SSM
UTC
13AUG00031C012/REF 92/101
RPL XASM
SQ102C 1/SQ/MH 2/QF 3/QF 4/SQ 5/MH
12AUG 30SEP 1234567/W2 6/SQ103C/1
C 310 F10Y100/F0.F10Y120
SIN0730/0715 KUL0820/0835 7/FB/YS
QQQQQQ 8/Z/171/A
QQQQQQ 50/QF123
```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<=	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	13AUG00031C012	C	Mandatory if a long message is split into parts. The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 92/101	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	RPL	M	
Separator (Space)	Space	C	Mandatory if ASM Withdrawal Indicator included
ASM Withdrawal Indicator	XASM	C	If applicable
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			
Flight Designator	SQ102	M	
Operational Suffix	C	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Joint Operation Airline Designators (DEI 1)	1/SQ/MH	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)	2/QF	C	If applicable, applies to all legs subsequently stated.
			Not applicable if Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below.
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/QF	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/SQ	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/MH	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)		C	If applicable, applies to all legs subsequently stated.
			Not applicable if Code Sharing – Commercial Duplicate (DEI 2) is stated above.
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Period/Frequency Information</b>			
Period of Operation – From and To Dates	12AUG 30SEP	M	<i>Period/Frequency Information may be repeated on a separate line for different periods/frequencies with different information</i> First date and Last date of Operation of the replaced schedule separated by a Space. Year is Optional in both dates.
Separator (Space)	Space	M	
Days of Operation	1234567	M	
Frequency Rate	/W2	C	If included, must begin with a slash (/) If stated, the data elements apply for this period and frequency only
<i>The following data elements may be stated here if they have not already been stated under Flight Information:</i>			
Joint Operation Airline Designators;			
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer			
Onward Flight (DEI 6)	6/SQ103C/1	O	Applies to the last leg of this flight for this period and frequency only
Separator (Space)	Space	C	Mandatory if the next element included
<i>This data element may be stated here if it has not already been stated under Flight Information</i>			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)		C	If stated, the data element applies for this period and frequency only
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			Applies to all legs subsequently stated until repeated with the exception of the Onward Flight, which, if stated, applies to the last of the subsequently stated legs. <i>Period/Frequency Information and Equipment Information may be repeated on separate lines for different information in a different period/frequency.</i>
Service Type	C	M	
Separator (Space)	Space	M	
Aircraft Type	31Ø	M	
Separator (Space)	Space	M	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	F1ØY1ØØ	M	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/Version must be stated instead in this position
Passenger Reservations Booking Modifier	/F0	C	If included, must start with a slash (/)
Aircraft Configuration/Version	.F1ØY12Ø	C	If included, must start with a period (.). If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
<i>The following data elements may be stated here if they have not already been stated under Flight Information or Period/Frequency Information:</i>			If stated, the data elements apply for this period and frequency only
Code Sharing – Commercial Duplicate; Aircraft Owner; Cockpit Crew Employer; Cabin Crew Employer; Onward Flight; Code Sharing – Shared Airline Designation or Wet Lease Airline Designation			
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Routing or Leg Information</b>			<i>Routing or Leg Information may be repeated on a separate line for the next leg/group of consecutive legs. If the Equipment Information for such legs is different, the Equipment Information is repeated first.</i>
Flight Leg(s) Change Identifier		-	
Departure Station	SIN	M	
Scheduled Time of Aircraft Departure	Ø73Ø	M	
Date Variation for STD	/Ø	C	If included, must begin with a slash (/) Specification of a zero value is optional
Passenger STD	/Ø715	C	If included, must begin with a slash (/)
Separator (Space)	Space	M	Mandatory if the next element included
Arrival Station	KUL	M	
Scheduled Time of Aircraft Arrival	Ø82Ø	M	
Date Variation for STA	/Ø	C	If included, must begin with a slash (/) Specification of a zero value is optional
Passenger STA	/Ø835	C	If applicable If included, must begin with a slash (/) If stated, the data elements apply to this leg only
<i>The following data elements may be stated here if they have not already been stated under Flight Information, Period/Frequency Information or Equipment Information:</i>			
Joint Operation Airline Designators;			
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer;			
Onward Flight			
Separator (Space)	Space	C	
Meal Service Note (DEI 7)	7/FB/YS	O	If required
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Segment Information</b>			If required, the information structure is either the Traffic Restriction Note or other optional/conditional Segment Information. <i>Additional Segment Information may be repeated on separate lines.</i>
Traffic Restriction Note	QQQQQQ 8/Z/171/A	C	If applicable.
<b>or</b>			
Other Segment Information	QQQQQQ 5Ø/QF123	C	If required
End of line	<≡	C	Mandatory if one of above elements included
For further Segment Information		C	If required, additional Segment Information may be repeated on separate lines
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>	//	C	Also used if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



## 4.6.4 SKD – Schedule Update

The Schedule Update (SKD) Sub-Message is not usually a stand-alone message unless the whole Flight Designator is to be cancelled.

It is normally used in conjunction with its associated NEW sub-message.

*Example:*

```
SSM
LT
24MAY00144E003/REF 123/449
SKD XASM
LX544
12AUG 25SEP
```

Refer to Section 4.7 for additional examples on the use of 'SKD'.

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<≡	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	24MAY00144E003	C	Mandatory if linked to a previous SKD sub-message or if a long message is split into parts. The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 123/449	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	SKD	M	
Separator (Space)	Space	C	
ASM Withdrawal Indicator	XASM	C	
End of line	<≡	M	
<b>Flight Information</b>			
Flight Designator	LX544	M	
Operational Suffix		C	If applicable
End of line	<≡	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Period/Frequency Information</b>			
Schedule Validity Effective Date	12AUG	M	First date of operation. Year is Optional.
Separator (Space)	Space	C	Mandatory if the next element included
Schedule Validity Discontinue Date	25SEP	O	Last date of operation. Year is Optional.
End of line	<=	M	
<b>Sub-Message Supplementary Information</b>			O
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>		C	Also used if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>			O
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	



#### 4.6.5 ACK – Acknowledgement

*Example:*

SSM  
LT  
17NOV00026E001/LY0005/21NOV  
ACK

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<=	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	17NOV00026E001	C	If used in the original SSM, the Message Reference line in the ACK sub-message should exactly match the Message Reference line sent in the original SSM
Creator Reference	/LY0005/21NOV	C	Mandatory. The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
End of line	<=	C	If included, must begin with a slash (/)
<b>Action Information</b>			
Action Identifier	ACK	M	
End of line	<=	M	Mandatory if any of the above Included

## 4.6.6 ADM – Change of Existing Information Expressed by the Use of Data Element Identifier Only

The Change of Existing Information expressed by the use of Data Element Identifier only (ADM) Sub-Message is also used to be able to delete existing information. In this case, the cancel code 'NIL' is used instead of the field information.

*Example:*

```

SSM
UTC
30JUL00916C003/REF 70/891
ADM
RG878A 1/RG/AV 3/AV 4/AV 5/RG 9/TP
12AUG 30SEP 1234567/W2 6/RG879A/1
GIG/BOG 7/CDC/YD
GIGBOG 8/Z/171/Q
QQQQQQ 121/NIL

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<≡	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	30JUL00916C003	C	Mandatory if a long message is split into parts. The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 70/891	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	ADM	M	
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical data/information</i>
Flight Designator	RG878	M	
Operational Suffix	A	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Joint Operation Airline Designators (DEI 1)	1/RG/AV	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)		C	If applicable, applies to all legs subsequently stated. Not applicable if Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below.
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/AV	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/AV	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/RG	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/TP	C	If applicable, applies to all legs subsequently stated.
End of line	<=	M	Not applicable if Code Sharing – Commercial Duplicate (DEI 2) is stated above.

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Period/Frequency Information</b>			
Period of Operation – From and To Dates	12AUG 30SEP	M	First date and Last date of Operation separated by a Space. Year is Optional in both dates.
Separator (Space)	Space	M	
Days of Operation	1234567	M	
Frequency Rate	/W2	C	If included, must begin with a slash (/) If stated, the data elements apply for this period and frequency only
<i>The following data elements may be stated here if they have not already been stated under Flight Information:</i>			
Joint Operation Airline Designators:			
Code Sharing – Commercial Duplicate:			
Aircraft Owner:			
Cockpit Crew Employer:			
Cabin Crew Employer			
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight (DEI 6)	6/RG879A/1	O	Applies to the last leg of this flight for this period and frequency only. The composition of the data elements is stated under 'Period/Frequency Information'.
Separator (Space)	Space	C	Mandatory if the next element included
<i>This data element may be stated here if it has not already been stated under Flight Information</i>			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)		C	If stated, the data element applies for this period and frequency only
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Routing or Leg Information</b>			
Flight Leg(s) Change Identifier	GIG/B0G	C	If change to data elements stated below do not apply to entire routing If stated, the data elements apply to the leg(s) described by the Flight Leg(s) Change Identifier only
<i>The following data elements may be stated here if they have not already been stated under Flight Information, Period/Frequency Information or Equipment Information:</i>			
Joint Operation Airline Designators;			
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer;			
Onward Flight Separator (Space)	Space	C	Mandatory if the next element included
Meal Service Note (DEI 7)	7/CDC/YD	O	If required
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)		C	If stated, the data element applies to the leg(s) described by the Flight Leg(s) Change Identifier only
End of line	<≡	M	
<b>Segment Information</b>			
This information structure is either the Traffic Restriction Note (if applicable) or other optional/conditional Segment Information.			
<i>Additional Segment Information may be repeated on separate lines.</i>			
Traffic Restriction Note	GIGBOG 8/Z/171/Q	C	If applicable.
<b>or</b>			
Other Segment Information	QQQQQQ 121/NIL	C	If applicable and if required
End of line	<≡	C	Mandatory if one of above elements included

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>	//	C	Also used if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



#### 4.6.7 CON – Change of Aircraft Configuration/Version

*Example:*

SSM  
LT  
21DEC00191C007/REF 71/210  
CON  
MS855A 3/MS 4/BA 5/MS 9/WT  
12AUG 30SEP 1234567/W2 6/MS856A/1  
G 767 FY/FO.FCM  
LOS/ABJ  
QQQQQQ 910//SPARES PACK

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<≡	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	21DEC00191C007	C	Mandatory if a long message is split into parts. The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 71/210	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	CON	M	
End of line	<≡	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical data/information</i>
Flight Designator	MS855	M	
Operational Suffix	A	C	If applicable
Code Sharing – Commercial Duplicate (DEI 2)		C	Not applicable if Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/MS	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/BA	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/MS	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/WT	C	Not applicable if Code Sharing – Commercial Duplicate (DEI 2) is stated above
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Period/Frequency Information</b>			
Period of Operation – From and To Dates	12AUG 30SEP	M	First date and Last date of Operation separated by a Space. Year is Optional in both dates.
Separator (Space)	Space	M	
Days of Operation	1234567	M	
Frequency Rate	/W2	C	If included, must begin with a slash (/)
<i>The following data elements may be stated here if they have not already been stated under Flight Information:</i>			
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer			
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight (DEI 6)	6/MS856A/1	O	If applicable, applies to the last leg of this flight for this period and frequency only
Separator (Space)	Space	C	Mandatory if the next element included
<i>This data element may be stated here if it has not already been stated under Flight Information:</i>			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)		C	If stated, the data element applies for this period and frequency only
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			<i>For different information in different period/frequency, repeat Period/Frequency Information and Equipment Information on separate lines</i>
Service Type	G	M	
Separator (Space)	Space	M	
Aircraft Type	767	M	
Separator (Space)	Space	M	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	FY	M	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/Version must be stated instead in this position
Passenger Reservations Booking Modifier	/F0	C	If applicable
Aircraft Configuration/Version	.FCM	C	If included, must start with a period (.).  If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
<i>The following data elements may be stated here if they have not already been stated under Flight Information or Period/Frequency Information:</i>			If stated, the data elements apply for this period and frequency only
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer;			
Onward Flight;			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation			
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Routing or Leg Information</b>			
Flight Leg(s) Change Identifier	LOS/ABJ	C	Included if change does not apply to entire routing
End of line	<=	C	Mandatory if Flight Leg(s) Change Identifier included
<b>Segment Information</b>			
Other Segment Information	QQQQQ 91Ø/SPARES PACK	C	<i>Additional Segment Information may be repeated on separate lines</i> If applicable. Only Data Element Identifiers 101-108, 113-115, 127, 800-999 are allowed.
End of line	<=	C	Mandatory if Other Segment Information included
<b>Sub-Message Supplementary Information</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>			
	//	C	Also used if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	

#### **4.6.8 EQT – Change of Equipment Information**

*Example:*

```

SSM
LT
21DEC001191C007/REF 71/210
EQT
MS855A 3/DI 4/BA 5/BA 9/WT
12AUG 30SEP 1234567/W2 6/MS856A/1
G 767 FY/F0.FCM
LOS/ABJ
QQQQQQ 910/SPARES PACK

```

Refer to Section 4.7 for additional examples on the use of 'EQT'.

<b>Data Element</b>	<b>Data Element Example</b>	<b>Status</b>	<b>Use and Explanatory Notes</b>
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<≡	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	21DEC001191C007	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 71/210	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	EQT	M	
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical information</i>
Flight Designator	MS855	M	
Operational Suffix	A	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)		C	Not applicable if Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/DI	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/BA	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/BA	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/WT	C	Not applicable if Code Sharing – Commercial Duplicate (DEI 2) is stated above
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Period/Frequency Information</b>			
Period of Operation – From and To Dates	12AUG 30SEP	M	First date and Last date of Operation separated by a Space Year is Optional in both dates
Separator (Space)	Space	M	
Days of Operation	1234567	M	
Frequency Rate	/W2	C	If included, must begin with a slash (/) If stated, the data elements apply for this period and frequency only
<i>The following data elements may be stated here if they have not already been stated under Flight Information:</i>			
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer			
Onward Flight (DEI 6)	6/MS856A/1	O	If applicable, applies to the last leg of this flight for this period and frequency only
Separator (Space)	Space	C	Mandatory if the next element included
<i>This data element may be stated here if it has not already been stated under Flight Information</i>			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)		C	If stated, the data element applies for this period and frequency only
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			<i>Period/Frequency Information and Equipment Information may be repeated on separate lines for different information in a different period/frequency</i>
Service Type	G	M	
Separator (Space)	Space	M	
Aircraft Type	767	M	
Separator (Space)	Space	M	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	FY	M	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/Version must be stated instead in this position
Passenger Reservations Booking Modifier	/F0	C	If included, must start with a slash (/)
Aircraft Configuration/Version	.FCM	C	If included, must start with a period (.). If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
<i>The following data elements may be stated here if they have not already been stated under Flight Information or Period/Frequency Information:</i>			If stated, the data elements apply for this period and frequency only
Code Sharing – Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer;			
Onward Flight;			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation			
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Routing or Leg Information</b>			
Flight Leg(s) Change Identifier	LOS/ABJ	C	Included if change does not apply to entire routing
End of line	<=	C	Mandatory if Flight Leg(s) Change Identifier included
<b>Segment Information</b>			
Other Segment Information	QQQQQQ 910/SPARES PACK	C	Additional Segment Information may be repeated on separate lines If applicable. Only Data Element Identifiers 101-108, 113-115, 127, 800-999 are allowed.
End of line	<=	C	Mandatory if Other Segment Information included
<b>Sub-Message Supplementary Information</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>			
	//	C	Also used if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	



#### 4.6.9 **FLT – Change of Flight Designator**

*Example:*

SSM  
UTC  
210CT00033E001/REF 901/22  
FLT  
GF184A  
01JUL 30SEP 67/W2  
GF186A  
DHAMCT 122/184

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<=	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	210CT00033E001	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 901/22	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	FLT	M	
End of line	<=	M	
<b>Flight Information</b>			
Flight Designator	GF184	M	
Operational Suffix	A	C	If applicable
End of line	<=	M	
<b>Period/Frequency Information</b>		<i>Period/Frequency Information may be repeated on a separate line for different periods/frequencies with different information</i>	
Period of Operation – From and To Dates	01JUL 30SEP	M	First date and Last date of Operation separated by a Space. Year is Optional in both dates.
Separator (Space)	Space	M	
Days of Operation	67	M	
Frequency Rate	/W2	C	If included, must begin with a slash (/)
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>New Flight Information</b>			
Flight Designator	GF186	M	
Operational Suffix	A	C	If applicable
End of line	<≡	M	
<b>Segment Information</b>			
Other Segment Information	DHAMCT 122/184	C	Additional Segment Information may be repeated on separate lines If applicable. Only Data Element Identifiers 10, 50, 122, 800-999 are allowed.
End of line	<≡	C	Mandatory if Other Segment Information included
<b>Sub-Message Supplementary Information</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>			
	//	C	Applicable if more sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



#### 4.6.10 NAC – Not Actioned

*Example:*

```

SSM
LT
17NOV00026E001/LY0005/21NOV
NAC

004 AIRCRAFT TYPE INVALID
006 TIME INVALID

LONABCR
.FRASPLH 17054NOV01
SSM
LT
17NOV00026E001/LY0005/21NOV
NEW
IC953
01JUN00 30SEP00 26
J 32T DW
BLR0045 MAA0130 7//S
MAA0625 KUL+820 7//S
MAAKUL 99/2

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<=	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	17NOV00026E001	C	If used in the original SSM, the Message Reference line in the NAC sub-message should exactly match the Message Reference line sent in the original SSM Mandatory. The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/LY0005/21NOV	C	If included, must begin with a slash (/)
End of line	<=	C	Included if any of the above included
<b>Action Information</b>			
Action Identifier	NAC	M	
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Reject Information</b>			May be repeated as necessary
Blank Line Separator	<≡	M	
Error Line (First)	ØØ4	M	Line number on which the error was found. The line number ØØØ applies when the error found is not related to a specific line in the message received.
Separator (Space)	Space	M	The line count starts at the first mandatory line (i.e. the Action Identifier) in the repeated message or sub-message originally received.
Reject Reason (First)	AIRCRAFT TYPE INVALID	M	Maximum of 1 line of error text per error line
End of line	<≡	M	
Error Line (Other)	ØØ6	O	Line number on which the error was found. The line number ØØØ applies when the error found is not related to a specific line in the message received.
Separator (Space)	Space	C	The line count starts at the first mandatory line (i.e. the Action Identifier) in the repeated message or sub-message originally received.
Reject Reason (Other)	TIME INVALID	C	Mandatory if Reject Reason (Other) included
End of line	<≡	C	Mandatory if Reject Reason (Other) included
Other Errors		C	If required, repeat from Error Line (Other)



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Repeat of Rejected Message</b>			
Blank Line Separator	<=	M	
Message Lines before Action Identifier		O	Optional Message Information prior to Action Identifier Data structure is: Message Address Message Originator and Time Stamp
	LONABCR .FRASPLH 17Ø54ØNOVØ1 SSM LT		
	17NOVØØØ26EØØ1/ LYØØ5/21NOV		Standard Message Identifier Time mode (if data element not provided assume UTC) Message Reference
Message Lines from Action Identifier	NEW	M	Action Information
	IC953 Ø1JUNØØ 3ØSEPØØ 26		Flight Information Period/Frequency Information
	J 32T DW BLRØØ45 MAAØ13Ø 7//S		Equipment Information Routing or Leg Information
	MAAØ625 KULØ82Ø 7//S MAAKUL 99/2		
End of line	<=	M	Segment Information

## 4.6.11 REV – Revision of Period of Operation and/or Day(s) of Operation

*Example:*

```

SSM
UTC
13JUN00901E002/REF 150/212
REV
AI122E 12AUG 30SEP 2/W2
01JUL 30SEP 5/W2

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<≡	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	13JUN00901E002	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 150/212	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	REV	M	
End of line	<≡	M	
<b>Flight Information</b>			
Flight Designator	AI122	M	
Operational Suffix	E	C	If applicable
Separator (Space)	Space	M	
Existing Period of Operation – From and To Dates	12AUG 30SEP	M	First date and Last date of Existing Schedule separated by a Space. Year is Optional in both dates.
Separator (Space)	Space	M	
Existing Day(s) of Operation	2	M	
Existing Frequency Rate	/W2	C	If included, must begin with a slash (/)
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Period/Frequency Information</b>			
Revised Period of Operation – From and To Dates	Ø1JUL 3ØSEP	M	<i>Period/Frequency Information may be repeated on a separate line for different periods/frequencies with different information</i> First date and Last date of Operation of the revised schedule separated by a Space. Year is Optional in both dates.
Separator (Space)	Space	M	
Revised Days of Operation	5	M	
Revised Frequency Rate	/W2	C	If included, must begin with a slash (/)
End of line	<=	M	
<b>Sub-Message Supplementary Information</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>			
End of line	//	C	Also used if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	

## 4.6.12 RSD – Request for Schedule Data

*Example:*

```

SSM
LT
/REF 123/449
RSD
AC874
12AUG 25SEP

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<≡	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference		-	Not required as RSD is a unique sub-message
Creator Reference	/REF 123/449	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if Creator Reference included
<b>Action Information</b>			
Action Identifier	RSD	M	
End of line	<≡	M	
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical Periods/Frequency Information</i>
Flight Designator	AC874	M	
End of line	<≡	M	
<b>Period/Frequency Information</b>			
Schedule Validity Effective Date	12AUG	M	Year is Optional
Separator (Space)	Space	C	Mandatory if the next element included
Schedule Validity Discontinue Date	25SEP	O	Year is Optional
End of line	<≡	M	
<b>Sub-Message Supplementary Information</b>			O
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Sub-Message Separation</b>	//	C	Also used if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	

#### **4.6.13 TIM – Change of Time Information**

*Example:*

```

SSM
LT
13JAN00033E002/REF 910/33
TIM
CX100B
12AUG 30SEP 1234567/W2
BNE1010/1000 HKG1955/2005 7/PLD/CLD/YLD
BNEHKG 810/IN FLIGHT MOVIE

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	SSM	M	
End of line	<=	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	13JAN00033E002	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 910/33	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	TIM	M	
End of line	<=	M	
<b>Flight Information</b>			
Flight Designator	CX100	M	
Operational Suffix	B	C	If applicable
End of line	<=	M	
<b>Period/Frequency Information</b>			
<i>Period/Frequency Information may be repeated on a separate line for different periods/frequencies with different information</i>			
Period of Operation – From and To Dates	12AUG 30SEP	M	First date and Last date of Operation separated by a Space Year is Optional in both dates
Separator (Space)	Space	M	
Days of Operation	1234567	M	
Frequency Rate	/W2	C	If included, must begin with a slash (/)
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Routing or Leg Information</b>			<i>Routing or Leg Information may be repeated on a separate line for the next leg/group of consecutive legs</i>
Departure Station	BNE	M	
Scheduled Time of Aircraft Departure	1010	M	
Date Variation for STD		C	If included, must begin with a slash (/) Specification of a zero value is optional
Passenger STD	/1000	C	If included, must begin with a slash (/)
Separator (Space)	Space	M	Mandatory if the next element included
Arrival Station	HKG	M	
Scheduled Time of Aircraft Arrival	1955	M	
Date Variation for STA		C	If included, must begin with a slash (/) Specification of a zero value is optional
Passenger STA	/2005	C	If included, must begin with a slash (/)
Separator (Space)	Space	C	Mandatory if the next element included
Meal Service Note (DEI 7)	7/PLD/CLD/YLD	O	If required
End of line	<=	M	
<b>Segment Information</b>			<i>Additional Segment Information may be repeated on separate line</i>
Other Segment Information	BNEHKG 810/IN FLIGHT MOVIE	C	If applicable.
			Only Data Element Identifiers 97, and 800-999 are allowed.
End of line	<=	C	Mandatory if Other Segment Information included

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>	//	C	Also used if Supplementary Information for Whole Message follows <i>For more sub-messages, repeat from applicable Action Information</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



## 4.7 ADDITIONAL MESSAGE EXAMPLES

### 4.7.1 NEW – Insertion of New Flight Information

*Example of Period/Frequency Information repetition:*

```
SSM  
LT  
24MAY00/144E003/REF 123/449  
NEW  
LX600  
12AUG 30SEP 1234567  
01OCT 21OCT 135  
G M80 FCYML/FMCN.FCM  
GVA1830 FRA1945
```

*Example of repetition where Equipment Information varies by Period/Frequency:*

```
SSM  
LT  
24MAY00144E003/REF 123/449  
NEW  
LX600  
12AUG 30SEP 12345  
J M80 FCYML.FCM  
12AUG 30SEP 67  
J 320 FCYML.FCM  
GVA1830 FRA1945
```

*Example of repetition of Routing/Leg Information (multi-leg flight):*

```
SSM  
LT  
24MAY00144E003/REF 123/449  
NEW  
LX600  
12AUG 30SEP 1234567  
J M80 FCYML.FCM  
GVA1830 FRA1945  
FRA2030 HAM2130
```

*Example of repetition where Equipment Information varies by leg:*

```
SSM  
LT  
24MAY00144E003/REF 123/449  
NEW  
LX600  
12AUG 30SEP 1234567  
J M80 FCYML.F10C30M75  
GVA1830 FRA1945  
J 320 FCYMKLQV.F10C30M75  
FRA2030 HAM 2130  
GVAHAM 101/FCYMKL
```

*Example of use of Aircraft Configuration/Version only (no PRBD):*

```
SSM  
LT  
24MAY01144E003/REF 123/449  
NEW  
LX2429  
02JUN 16JUN 6  
C 320 Y150VVLX320  
HEL1615 ZRH1800
```

*Example of multiple leg flight with a day change:*

SSM  
LT  
28OCT15781EØØ1  
NEW  
LX182  
Ø6NOVØ3 25MARØ4 14  
J 343 FJCDYSMLHNKBV.FCYVV343S1  
ZRH2215 BKK143Ø/1  
BKK153Ø/1 SIN1845/1

#### 4.7.2 CNL – Cancellation

*Example of Repetition of Flight Information:*

SSM  
UTC  
13JUNØØ9Ø1EØØ2/REF 15Ø/212  
CNL XASM  
AA4Ø7P  
AA4Ø8  
12AUG 3ØSEP 1234567/W2

#### 4.7.3 SKD – Schedule Update Message

*Example where Period in SKD is identical to Period of NEW:*

SSM  
LT  
Ø80CT32948EØØ1  
SKD XASM  
LX1249  
28MARØ4 3ØOCTØ4  
//  
NEW XASM  
LX1249 3/LX 4/LX 5/LX  
28MARØ4 3ØOCTØ4 1234567  
J AR1 JCIDIYSMLHNKBVQWOU.CYVVAR1S97  
ARN135Ø ZRH163Ø 7/JL/CL/DL/IL//F  
ARNZRH 1Ø/AY6399  
ARNZRH 99/2  
ARNZRH 5Ø3/9  
ARNZRH 5Ø5/ET

*Example where period in SKD is larger than period of NEW:*

SSM  
LT  
Ø80CT36863EØØ1  
SKD XASM  
LX1579  
26OCTØ3 27MARØ4  
//  
NEW XASM  
LX1579 3/LX 4/LX 5/LX  
26OCTØ3 24DECØ3 1234567  
J ER4 YSMLHNKBVQWOU.YVVER4T49  
VIE1455 ZRH1625 7//F  
VIEZRH 5Ø3/9  
VIEZRH 5Ø5/ET



## 4.7.4 EQT – Change of Equipment Information

*Example of use of Aircraft Configuration/Version only (no PRBD or Number of Seats):*

SSM  
LT  
24MAYØ1144EØØ3/REF 123/449  
EQT  
LX2429  
Ø2JUN 16JUN 6  
C 32ØCYVVLX32Ø

## 4.7.5 TIM — Change of Time Information

*Example of multiple leg flight with day change and midnight departure:*

SSM  
UTC  
12MAR3ØØ17EØØ1  
TIM  
SN2Ø6  
3ØMARØ4 26OCTØ4 2  
CKY2155 DKR2315  
DKRØØØØ/1 BRUØ6ØØ/1

## CHAPTER 5 — AD HOC SCHEDULES MESSAGE PROCEDURE

### 5.1 INTRODUCTION

### 5.2 PRINCIPLES AND RULES

### 5.3 MESSAGE STANDARDS

- 5.3.1 Introduction
- 5.3.2 Security of Message Exchanges
- 5.3.3 ASM Composition

### 5.4 ASM ACTION SUB-MESSAGES

- NEW Insertion of New Flight Information
- CNL Cancellation
- RIN Reinstatement
- RPL Replacement of Existing Flight Information

- ACK Acknowledgement
- ADM Change of Existing Information Expressed by the Use of Data Element Identifier Only
- CON Change of Aircraft Configuration/Version
- EQT Change of Equipment Information
- FLT Change of Flight Identifier
- NAC Not Actioned
- RRT Change of Routing
- TIM Change of Time Information

### 5.5 TECHNICAL SPECIFICATION

#### 5.6 TECHNICAL MESSAGE SPECIFICATION

- 5.6.1 ASM Message Specification

#### 5.7 ASM SUB-MESSAGE DEFINITION

- 5.7.1 NEW – Insertion of New Flight Information
- 5.7.2 CNL – Cancellation
- 5.7.3 RIN – Reinstatement
- 5.7.4 RPL – Replacement of Existing Flight Information

- 5.7.5 ACK – Acknowledgement
- 5.7.6 ADM – Change of Existing Information Expressed by the Use of Data Element Identifier Only
- 5.7.7 CON – Change of Aircraft Configuration/Version
- 5.7.8 EQT – Change of Equipment Information
- 5.7.9 FLT – Change of Flight Identifier
- 5.7.10 NAC – Not Actioned
- 5.7.11 RRT – Change of Routing
- 5.7.12 TIM – Change of Time Information

#### 5.8 ADDITIONAL MESSAGE EXAMPLES

- 5.8.1 NEW – Insertion of New Flight Information
- 5.8.2 CNL – Cancellation
- 5.8.3 EQT – Change of Equipment Information
- 5.8.4 TIM — Change of Time Information



## 5.1 INTRODUCTION

In order to allow all airlines to electronically exchange information on a deviation from their basic schedule, standard message formats have been agreed. These formats also allow the airlines to submit these amendments to schedule aggregators.

The message formats have been designed to provide as much clarity as possible for the message users and the received message details can be processed either by computer or by manual methods.

Deviations from the basic schedules, such as an addition of a supplementary or an extra flight, change to a single operation of an existing flight in routing, timing, equipment or other data and cancellation of a flight are transmitted using the Ad-Hoc Schedules Message (ASM).

A message may consist of one or more Action sub-messages. Each sub-message will have its own Action Identifier to identify a specific change being made to the basic schedule.

The rules for the use and composition of this message, together with detailed specifications and examples, are explained in the following Sections of this Chapter.

Amendments to the basic schedule may be transmitted in the Standard Schedule Message (SSM). The rules for the use and composition of this message, together with detailed specifications and examples, are explained in Chapter 4.

The Ad-Hoc Schedules Message (ASM) forms part of a complex system of timetable information exchange. The design of the message is based on the philosophy that a flight is recognised by the Flight Identifier, i.e. the combination of the Flight Designator and the Flight Identifier Date.

The ASM applies to long term ad-hoc modifications of schedules (generally resulting from schedules or operational planning) as well as short-term operational decisions that affect flight schedules.

For reporting of operational events, such as delays and actual movements not affecting schedules, reference should be made to the procedures defined in the IATA Airport Handling Manual (AHM).

In order to facilitate industry-wide acceptance of these standards, a range of optional features is included to ensure complete compatibility with the standards set in Chapter 7 for the exchange of computerized schedules and with the Standard Schedules Message set in Chapter 4.

These optional features include such items as the use of local dates and times, leg and segment oriented traffic and sales information.

## 5.2 PRINCIPLES AND RULES

In order to ensure full interline exchangeability, it is strongly recommended that airlines adhere to the rules for the construction of the standard messages as described in this Chapter.

The common rules for the data elements as described in Chapter 2 of this Manual should also be followed.

- The ASM exchange usually takes place on the basis of bilateral understanding.
- The ASM may be issued at any time prior to the actual departure from the station concerned. It shall be regarded as a firm amendment to the basic schedules except for punctuality rules that may vary from airline to airline.
- The addressees of the ASM are selected at the originator's discretion and will normally be limited to the parties directly concerned.
- Any schedules or changes advised by ASM cannot be modified by subsequent computerized schedule data sets or SSM (unless the ASM Withdrawal Indicator has been used).

A facility exists, however, to withdraw an ASM modification by re-establishing the original flight data or status with the appropriate action identifier and with a special Change Reason Code (RTNS).

- Any bilaterally agreed use of local dates and times must be based on the current information in SSIM Appendix F and any updates to it by message.

If the relation used is different or doubtful, it should be stated using Data Element Identifier 97 (UTC/Local Time Variation Specification).

- If a Flight Leg(s) Change Identifier in a sub-message does not match the routing of the flight(s) being changed, that sub-message may be ignored by the recipient.
- If a Segment on a line of a sub-message does not match a Segment of the flight(s) being changed, that line of the sub-message may be ignored by the recipient.

If a change or cancellation is received where the period and/or days of operation to be changed/cancelled do not match those stored, or a new flight is added that is already stored, it is recommended that the correct schedule information should be requested from the sender, e.g. by use of SSM/RSD.

- The ACK/NAC exchange takes place on the basis of bilateral agreement.
- It is assumed that it is the responsibility of the ASM sender to ensure that they receive an ACK or a NAC and take the appropriate action if not.

## 5.3 MESSAGE STANDARDS

### 5.3.1 Introduction

The technical specifications for message construction are based on the guidelines of the ATA/IATA Systems and Communications Reference Manuals (SCR).

The standard message is enclosed within the standard communications “envelope”, i.e. signal identifiers, serial number, priority, address, originator and date/time of transmission.

The message will then read line by line by always starting at the left, i.e. left justified. For SITA/ARINC messages, the maximum line length of the message must not exceed 69 printable characters including spaces. Some systems may restrict line length limits to less than 69 characters.

Although the Systems and Communications Reference Manual defines the maximum number of characters for one telegraph (Type B) message as 3,840, some service providers have the capability to increase this limit to 64,000 characters.

Type B users are, however, cautioned that some systems may not be able to receive or process messages with more than 3,840 characters.

This maximum length limitation takes into account all printed and non-printed characters, such as letter shifts, figure shifts and new line.

In the extreme case of a Flight, Aircraft or Leg Information line overflow, the excess elements should be stated on an additional line immediately following and must start with a Data Element Identifier.

When the message limit is exceeded, messages must be broken into separate parts with a break between two sub-messages. Use can be made of the Message Sequence Reference to connect the related parts of the total message.



## 5.3.2 Security of Message Exchanges

To secure the exchange of ASMs between computers, it is recommended that the following techniques be used:

- Sequence all ASMs using the Message Sequence Reference;
- Process all ASMs in the same order as they are produced, according to the Message Sequence Reference;
- Request the re-transmission of a missing ASM using a “REPEAT” message:

ASM  
REP  
<Message Sequence Reference>

An “REP” message is sent by the receiver to inform the sender that a message has not been received. The ASM originator will identify the missing message by its Message Sequence Reference and will re-transmit the original message identified with original Message Sequence Reference and with the same data content.

- Inform the receiver of the last message sent within the current date of issue using an “END” message:

ASM  
END  
<Message Sequence Reference>

The “END” message is designed to close the current sequence of messages before opening another one. It will allow recovery with an “REP” of the last message of the current sequence if this message has not been received. The Message Group Serial Number of the “END” message will be the previous Message Group Serial Number incremented by 1. The “END” message is unique for each date of issue.

## 5.3.3 ASM Composition

Each ASM message consists of 5 major components:

- Message address/originator in accordance with communications instructions;
- Message Header including the Ad-Hoc Schedules Message Identifier (ASM), the Time Mode and an optional Creator Reference;
- One or more Action Sub-Messages that always include one or two the Action Identifiers, the flight identification and appropriate data elements, and always ends with a Sub-Message separator;
- An optional Supplementary Information Sub-Message applicable to the whole message;
- Message End in accordance with communications instructions.

The ASM Action Sub-messages are defined in Section 5.4.

The general technical specifications for ASM message construction are defined in Section 5.5.

The ASM Action Sub-Message composition and examples are defined in Section 5.6.

## 5.4 ASM ACTION SUB-MESSAGES

The ASM Action Sub-Messages are an integral part of the ASM.

The following action sub-messages can be used in the composition of an ASM message.

*☞ For further guidance, see also Appendix H: Ad Hoc Schedules Messages in the Operations Control Environment.*

### NEW Insertion of New Flight Information

This sub-message inserts a new flight defined by a Flight Identifier that has previously not existed or had been cancelled.

### CNL Cancellation

This sub-message cancels (i.e. declares as not operating), but retains as part of the basic schedule, one or more flights or parts of flight(s) defined by the Flight Identifier(s) (and Flight Leg Change Identifier, if applicable).

It is recommended that the facility to cancel part of a flight (using ASM/CNL with a Flight Leg Change Identifier) is confined to the operational phase of the flight only since a partial cancellation may lead to a Flight Designator duplication problem if the first leg or a middle leg of a flight is cancelled.

Partial cancellations would normally be communicated unambiguously using ASM/RPL.

### RIN Reinstatement

This sub-message reinstates (i.e. declares as now operating again in the form and with the data in existence prior to the issuance of the last appropriate ASM/CNL messages) one or more flights or parts of the routing defined by Flight Identifier(s) and previously cancelled by an ASM/CNL sub-message.

Any subsequent changes to the flight (e.g. routing, times, equipment) must be handled by an appropriate sub-message.

### RPL Replacement of Existing Flight Information

This sub-message replaces **all** information pertaining to an existing flight defined by a Flight Identifier by the new information.

If only specific information has to be replaced, the following Action Identifiers can be used instead of the complete RPL message.

### ACK Acknowledgement

This sub-message advises the sender that the message content has been accepted by the receiving system and has been **successfully processed**.

***It is recommended that ACK messages are not sent when the message first arrives with the recipient — but when the message has been successfully passed through the recipients system and processed correctly.***

### ADM Change of Existing Information Expressed by the Use of Data Element Identifier Only

This sub-message changes only those data elements given in this message within the existing administrative information pertaining to one or more flight(s) or part of the routing defined by Flight Identifier(s). Other data elements of this flight are not affected.

This action code enables the change of only those data elements specified by the use of Data Element Identifier. Where existing administrative information is cancelled the statement "NIL" will be made.

If changes are segment related, replacement data need only be transmitted for segments where the data has changed. For example, for Data Element Identifier 10, it is not necessary to transmit all segments that have Data Element Identifier 10 information but only those segments for which this data has changed.

**Note:** When using multiple Action Identifiers, all formats for the combinations and, therefore, processing rules, are determined by the primary Action Identifier.



*Qualifying as secondary Action Identifiers are those that form a subset of the primary Action Identifier.*

*Combinations with conflicting formats are not permitted, e.g. TIM-EQT. The secondary Action Identifier is intended for information purposes only i.e. human reading and understanding of changes.*

*Consequently, the following combinations are permitted:*

<b>Primary</b>	<b>Secondary</b>
RPL	ADM/CON/EQT/RRT/TIM
CON	ADM
EQT	ADM/CON
RRT	ADM/CON/EQT/TIM
TIM	ADM

No combinations are permitted with NEW/CNL/RIN/FLT/ADM.

## **CON Change of Aircraft Configuration/Version**

This sub-message changes only the Aircraft Configuration/Version (and/or its associated data elements: Passenger Reservations Booking Designator and Passenger Reservations Booking Modifier) within the existing information to one or more flights (or part of the routing) defined by the Flight Identifier(s). Other data elements are not affected.

## **EQT Change of Equipment Information**

This sub-message changes only the equipment information (and its associated data elements) within the existing information pertaining to one or more flight(s) or parts of the routing defined by a Flight Identifier(s). Other data elements of the flight are not affected.

## **FLT Change of Flight Identifier**

This sub-message only changes the Flight Designator (and its associated data elements), and/or the Operational Suffix, for the Flight Identifier Date (and part of the routing, if stated). Other data elements, dates, and parts of the routing of the original Flight Designator and Operational Suffix are not affected.

## **NAC Not Actioned**

This sub-message advises the sender of the original message that the message content has not been successfully processed in the recipients system. The NAC message will contain a text message that explains the reason for the error and include the line number(s) in the message where the error has occurred.

It is recommended that, for a format error only, one reason for the error is displayed. Format errors are likely to cause a corrupted message that cannot be validated further.

For a validation error, some receiving systems may advise when more than one validation error has occurred.

Users are advised to research the complete message before re-sending the message.

A list of error messages currently in use and their text structure can be found in Appendix E.

## **RRT Change of Routing**

This sub-message changes only routing information (and its associated data elements) of a flight defined by a Flight Identifier.

The new routing must contain at least one Station from the previous routing. Stations common to both the previous and the new routings must appear in the same sequence.

The new routing, including timings, must be stated for all uncompleted legs of the flight. In order to avoid ambiguity regarding operational flights or flights scheduled to be in the operational phase, the Flight Leg(s) Change Identifier must be used to identify the flight leg(s) to be replaced by the schedule stated in the RRT message. If any of the above rules cannot be met then RPL must be used. For planning purposes, it is recommended that RPL be used.

### TIM Change of Time Information

This sub-message changes only time information (and its associated data elements) within the existing information pertaining to the uncompleted legs of the flight defined by a Flight Identifier. Other data elements of the flight are not affected.

## 5.5 TECHNICAL SPECIFICATION

The following describes the logical structure of the ASM giving the status and format description for each data element.

Further reference should be made to Chapter 2 for detailed description of the data elements.

Where two Action Identifiers have been used, the status of the data element shall be the greater of the two specified in the technical specification, i.e.

- if either is Mandatory, it shall be Mandatory;
- if either is Conditional, and neither is Mandatory, it shall be Conditional;
- if neither is Mandatory or Conditional, and either is Optional, it shall be Optional.

Data expressed by Data Element Identifiers in connection with all Action Identifiers except NEW, CNL, RPL remain unchanged from previously supplied data.

Where desired, removal of such data is achieved by specification of text "NIL" using Action Identifier ADM.



## 5.6 TECHNICAL MESSAGE SPECIFICATION

The logical structure (i.e. message specification) for the ASM is defined in the table below and includes the status, format description and example for each data element.

Reference should be made to the Data Element Glossary in Chapter 2 (Section 2.6) for the exact composition and detailed descriptions of each data element used in the ASMs.

Certain elements may have a different meaning depending on their position within the message. It is recommended that caution be taken in the use of these elements to avoid the exchange of ambiguous or contradictory information.

This applies to the following elements:

- Joint Operation Airline Designators
- Code Sharing — Commercial Duplicate
- Aircraft Owner
- Cockpit Crew Employer
- Cabin Crew Employer
- Onward Flight
- Code Sharing — Shared Airline Designation or Wet Lease Airline Designation.

## 5.6.1 ASM Message Specification

Data Element	Sub-Message Action Identifiers														Format	Data Element Example	Notes
	N E W	C N L	R I N	R L	A K	A M	C N	E T	F T	N C	R T	T M	I				
<b>Message Heading</b>																	
Standard Message Identifier	M	M	M	M	M	M	M	M	M	M	M	M	M	ASM		ASM	
End of line	M	M	M	M	M	M	M	M	M	M	M	M	M	<=			
Time Mode	C	C	C	C	C	C	C	C	C	C	C	C	C	aa(a)	UTC or LT	If data element not provided assume UTC	
End of line	C	C	C	C	C	C	C	C	C	C	C	C	C	<=			
<b>Message Reference</b>																	
Message Sequence Reference	C	C	C	C	C	C	C	C	C	C	C	C	C	nnaannnnnnnnn	24MAY00144E003	The Data Element structure is:  Date of Message; Message Group Serial Number; Continuation/End Code; Message Serial Number.	
Creator Reference	O	O	O	O	C	O	O	O	O	C	O	O	/x(x[-34])	/REF 123/449	If included, must begin with a slash (/)		
End of line	C	C	C	C	C	C	C	C	C	C	C	C	C	<=		Mandatory if any of above elements included	
<b>Action Information</b>																	
Action Identifier	M	M	M	M	M	M	M	M	M	M	M	M	aaa		RPL		
Secondary Action Identifier(s)	-	-	-	O	-	-	O	O	-	-	O	O	/aaa(/aaa[-4])		/EQT	If included, each must be preceded with a slash (/)	
Separator (Space)	C	C	C	C	-	C	C	C	C	-	C	C	→		Space		
Change Reason(s)	O	O	O	O	-	O	O	O	O	-	O	O	aaaa(/aaaa[-8])		WEAT	May be repeated with each repeat preceded by a slash (/)	
End of line	M	M	M	M	M	M	M	M	M	M	M	M	M	<=			



# Standard Schedules Information Manual

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	N E W	C N L	R I K	R P M	A C N	A D T	C O N	E Q T	F L T	N A C	R R T	T I M			
<b>Flight Information</b>															
Flight Identifier	M	M	M	M	M	M	M	M	M	xx(a)nnn(n) (a)/nn(aaa (nn))	LX544A/ 12MAY03	The Data Element structure is:			
Separator (Space)	C	C			C	C	C	C	C	→	Space				
Flight Leg(s) Change Identifier	-	C	C	-	C	C	C	C	C	aaa/aaa(/aaa [-1@])	ORD/LAS				
Separator (Space)									M	→	Space				
New Flight Identifier									M	xx(a)nnn(n) (a)/nn (aaaa)(nn)	LX644/ 12AUG(02)	Year is Optional			
Separator (Space)	C		C		C		C			→	Space	Mandatory if the next element included			
Joint Operation Airline Designators (DEI 1)	C		C		C		C			1/xx(a)/xx(a) (/xx(a))	1/LX/LH	If required			
Separator (Space)												If included, there must be a minimum of 2 or a maximum of 3 Airline Designators with each preceded by a slash (/)			
Separator (Space)	C		C		C		C			→	Space	Mandatory if the next element included			
Code Sharing – Commercial Duplicate (DEI 2)	C		C		C		C			2/xx(a) or 2/X	2/DL or 2/X	If required			
Separator (Space)	C		C		C		C			→	Space	Mandatory if the next element included			
Aircraft Owner (DEI 3)	C		C		C		C			3/xx(a) or 3/X	3/LX or 3/X	If required			
Separator (Space)	C		C		C		C			→	Space	Mandatory if the next element included			
Cockpit Crew Employer (DEI 4)	C		C		C		C			4/xx(a) or 4/X	4/LH or 4/X	If required			
Separator (Space)	C		C		C		C			→	Space	Mandatory if the next element included			
Cabin Crew Employer (DEI 5)	C		C		C		C			5/xx(a) or 5/X	5/LX or 5/X	If required			
Separator (Space)	C		C		C		C			→	Space	Mandatory if the next element included			
Onward Flight (DEI 6)	O		O		O		O			6/xx(a)nnn(n) (a)(/n)	SQ103C/1	If required			
Separator (Space)			C							→	Space	Mandatory if the next element included			
Meal Service Note			O							7/aa(a)(/aa(a)[-4] or 7//a(a) or 7/aa(a)(/aa(a)[-3] //a(a))	7/FDC/CD/YS/ MS/LS 7//S 7/CL//S	If required			
Separator (Space)	C		C		C		C			→	Space	Mandatory if the next element included			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	C		C		C		C			9/xx(a) or 9/X	9/DL or 9/X	If required			
End of line	M	M	M	M	M	M	M	M	M	<=					
For different Flight Designators with identical data, repeat from Flight Information	C	C	C	C	C	C	C	C	C	→					

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	N	C	R	R	A	A	C	E	F	N	R	T			
	E	N	I	P	C	D	O	Q	L	A	R	I			
	W	L	N	L	K	M	N	T	T	C	T	M			
<b>Equipment Information</b>															
Service Type	M		M		M	M			C	a		G			
Separator (Space)	M		M		M	M			C	→		Space			
Aircraft Type	M		M		M	M			C	xxx		M8Ø			
Separator (Space)	M		M		M	M			C	→		Space			
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	M		M		M	M			C	a(x)(x)(x) (x)..		FCML			
Passenger Reservations Booking Modifier	C		C		C	C			C	/aa(aa)(aa) (aa)...		/FNCN	If included, must start with a slash (/)		
Aircraft Configuration/Version	C		C		C	C			C	.a(x)(x)(x) (x)..		.FCM	If included, must start with a period (.)		
Separator (Space)	C		C		C	C			C	→		Space	Mandatory if the next element included		
Aircraft Registration	O		O		O	O			O			HBINM	If required		
Separator (Space)	C		C		C	C			C	→		Space	Mandatory if the next element included		
Code Sharing – Commercial Duplicate (DEI 2)	C		C		C	C			C	2/xx(a) or 2/X		2/DL or 2/X	If required		
Separator (Space)	C		C		C	C			C	→		Space	Mandatory if the next element included		
Aircraft Owner (DEI 3)	C		C		C	C			C	3/xx(a) or 3/X		3/LX or 3/X	If required		
Separator (Space)	C		C		C	C			C	→		Space	Mandatory if the next element included		
Cockpit Crew Employer (DEI 4)	C		C		C	C			C	4/xx(a) or 4/X		4/LH or 4/X	If required		
Separator (Space)	C		C		C	C			C	→		Space	Mandatory if the next element included		
Cabin Crew Employer (DEI 5)	C		C		C	C			C	5/xx(a) or 5/X		5/LX or 5/X	If required		
Separator (Space)	C		C		C	C			C	→		Space	Mandatory if the next element included		
Onward Flight (DEI 6)	O		O		O	O			O	6/xx(a)nn(n) (a)(/n)		6/SQ1Ø3C/1	If required		
Separator (Space)	C		C		C	C			C	→		Space	Mandatory if the next element included		
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	C		C		C	C			C	9/xx(a) or 9/X		9/DL or 9/X	If required		
End of line	M		M		M	M			M	<=					



# Standard Schedules Information Manual

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	N E W	C N L	R I K	R P M	A C N	A D T	C O N	E Q T	F L T	N A C	R R T	T I M			
<b>Leg Information</b>															
Departure Station	M		M				M	M	aaa		GVA				
Scheduled Time of Aircraft Departure	M		M				M	M	(nn)nnnn		183Ø	Preceded by Date if different from 'Flight Identifier Date'			
Passenger STD	C		C				C	C	/nnnn		/1815	If included, must begin with a slash (/)			
Separator (Space)	M						M	→			Space	Mandatory if the next element included			
Arrival Station	M		M				M	M	aaa		FRA				
Scheduled Time of Aircraft Arrival	M		M				M	M	(nn)nnnn		1945	Preceded by Date if different from 'Flight Identifier Date'			
Passenger STA	C		C				C	C	/nnnn		/1955	If included, must begin with a slash (/)			
Separator (Space)	C		C				C	→			Space	Mandatory if the next element included			
Joint Operation Airline Designators (DEI 1)	C		C				C	1/xx(a)/xx(a) (/xx(a))			1/LX/LH	If required			
Separator (Space)	C		C				C	→			Space	Mandatory if the next element included			
Code Sharing — Commercial Duplicate (DEI 2)	C		C				C	2/xx(a) or 2/X			2/DL or 2/X	If required			
Separator (Space)	C		C				C	→			Space	Mandatory if the next element included			
Aircraft Owner (DEI 3)	C		C				C	3/xx(a) or 3/X			3/LX or 3/X	Included only if same physical aircraft continues			
Separator (Space)	C		C				C	→			Space	Mandatory if the next element included			
Cockpit Crew Employer (DEI 4)	C		C				C	4/xx(a) or 4/X			4/LH or 4/X	If required			
Separator (Space)	C		C				C	→			Space	Mandatory if the next element included			
Cabin Crew Employer (DEI 5)	C		C				C	5/xx(a) or 5/X			5/LX or 5/X	If required			
Separator (Space)	C		C				C	→			Space	Mandatory if the next element included			
Onward Flight (DEI 6)	O		O				O	6/xx(a)nnn(n) (a)(/n)			SQ1Ø3C/1	If required			
Separator (Space)	C		C				C	C	→		Space	Mandatory if the next element included			
Meal Service Note (DEI 7)	O		O				O	O	7/aa(a)(/aa(a) [·4] or 7//a(a) or 7/aa(a)(/aa(a) [·3])//a(a)		7/FDC/CD/YS/ MS/LS 7//S 7/CL//S	If required			
Separator (Space)	C		C				C	→			Space	Mandatory if the next element included			
Code Sharing — Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	C		C				C	9/xx(a) or 9/x			9/DL or 9/X	If required			
End of line	M		M				M	M	<=						
For next leg or group of consecutive legs, repeat from Leg Information; if different aircraft type etc., repeat from Equipment Information	C		C				C	C							
<b>Segment Information</b>															
Traffic Restriction Note (DEI 8)	C		C		C		C	aaaaaa→8/a (/nnn) (/x[x[·53]])			GVAFRA 8/Z/173/A	If required			
Or															
Other Segment Information	C		C	C	C	C	C	C	aaaaaa→nn(n) (/x[x[·57]])		GVAFRA 1Ø/LX836	If required			
End of line	C		C	C	C	C	C	C	<=			Mandatory if one of above elements included			
For further Segment Information, repeat from Segment Information	C		C	C	C	C	C	C				If required			

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	N	C	R	R	A	A	C	E	F	N	R	T			
	E	N	I	P	C	D	O	Q	L	A	R	I			
	W	L	N	L	K	M	N	T	T	C	T	M			
<b>Sub-Message Supplementary Information</b>	O	O	O	O	O	O	O	O	O	O	O	O	All the following elements must be included if <b>Sub-Message Supplementary Information</b> is included		
Supplementary Information Indicator	M	M	M	M	M	M	M	M	M	M	M	SI			
Separator (Space)	M	M	M	M	M	M	M	M	M	M	M	→	Space		
Supplementary Information	M	M	M	M	M	M	M	M	M	M	M	x(x)...	ABCDEF	Free Text	
End of line	M	M	M	M	M	M	M	M	M	M	M	<=			
<b>Sub-Message Separation</b>	C	C	C	C	C	C	C	C	C	C	C	//	Also used if Supplementary Information for Whole Message follows		
End of Line	C	C	C	C	C	C	C	C	C	C	C	<=	Mandatory if Sub-Message Separation included		
For more sub-messages, repeat from applicable Action Information, or, if necessary, create a new physical message and repeat from Message Heading	C	C	C	C	C	C	C	C	C	C	C				
<b>Supplementary Information for Whole Message</b>	O	O	O	O	O	O	O	O	O	O	O	O			
Supplementary Information Indicator	M	M	M	M	M	M	M	M	M	M	M	SI			
Separator (Space)	M	M	M	M	M	M	M	M	M	M	M	→	Space		
Supplementary Information	M	M	M	M	M	M	M	M	M	M	M	x(x)...	DELAY DUE FOG	Free Text	
End of line	M	M	M	M	M	M	M	M	M	M	M	<=			
<b>Reject Information</b>															
Blank Line Separator									M			<=			
Error Line (First)									M			nnn	ØØ4		
Separator (Space)									M			→	Space		
Reject Reason (First)									M			x(x[·63])	INVALID DEI 711		
End of line									M			<=			
Error Line (Other)									O			nnn	ØØ6		
Separator (Space)									C			→	Space	Mandatory if Reject Reason (Other) included	
Reject Reason (Other)									C			x(x[·63])	SYSTEM ERROR		
End of line									C			<=	Mandatory if Reject Reason (Other) included		
For further Reject Reasons, repeat from Error Line (Other)									C						
<b>Repeat of Rejected Message</b>															
Blank Line Separator									M			<=			
Message Lines before Action Identifier									O			x(x)...			
Message Lines from Action Identifier									M			x(x)...			
End of Line									M			<=			



### 5.7 SSM SUB-MESSAGE DEFINITION

The Sub-Message definition details the specific use of each sub-message with an example of each sub-message and additional explanatory notes for each sub-message and data element.

The 'Status' column in each Table reflects the Status as shown in the Message Specification Table in Section 4.5. The structure of each element is also defined in that Table.

## 5.7.1 NEW – Insertion of New Flight Information

*Example:*

```

ASM
LT
24MAY00144E003/REF 123/449
NEW OPER
LX544A/12 1/LX/LH 3/LX 4/LH 5/LX 6/LX545A/13 9/LX
G M80 FCYML/FNCN.FCM HBINM
GVA1830/1815 FRA1945/1955 7/FDC/CD/YS/MS/LS
GVAFRA 8/Z/173/A
GVAFRA 10/LX836

```

Refer to Section 5.8 for additional examples on the use of 'NEW'.

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<≡	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	24MAY00144E003	C	Mandatory if a long message is split into parts. The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 123/449	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	NEW	M	
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	OPER	O	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical information</i>
Flight Identifier	LX544A/12	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).
Separator (Space)	Space	C	Mandatory if the next element included
Joint Operation Airline Designators (DEI 1)	1/LX/LH	C	If applicable, applies to all legs subsequently stated. Minimum of 2 and maximum of 3 Airline Designators.
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)		C	If applicable, applies to all legs subsequently stated. Not applicable if Code Sharing — Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below.
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/LX	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/LH	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/LX	C	If applicable, applies to all legs subsequently stated.
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight (DEI 6)	6/LX545A/13	O	Applies to the last leg of this flight.
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/LX	C	If applicable, applies to all legs subsequently stated.  Not applicable if Code Sharing — Commercial Duplicate (DEI 2) is stated above.
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			
Service Type	G	M	
Separator (Space)	Space	M	
Aircraft Type	M80	M	
Separator (Space)	Space	M	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	FCYML	M	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/ Version must be stated instead in this position
Passenger Reservations Booking Modifier	/FNCN	C	If included, must start with a slash (/)
Aircraft Configuration/Version	.FCM	C	If included, must start with a period (.).
Separator (Space)	Space	C	If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
Aircraft Registration	HBINM	O	Mandatory if the next element included
The following data elements may be stated here if not already stated under Flight Information:			
Code Sharing — Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer;			
Onward Flight;			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation			
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Leg Information</b>			
Departure Station	GVA	M	<i>Leg Information may be repeated on a separate line for the next leg/group of consecutive legs.</i>
Scheduled Time of Aircraft Departure	1830	M	If the Equipment Information for such legs is different, the Equipment Information is repeated first.
Passenger STD	/1815	C	Must be preceded by the date if different from the Flight Identifier Date. The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
Separator (Space)	Space	M	If included, must begin with a slash (/)
Arrival Station	FRA	M	
Scheduled Time of Aircraft Arrival	1945	M	Must be preceded by the date if different from the Flight Identifier Date. The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
Passenger STA	/1955	C	Must be preceded by the date if different from the Flight Identifier Date. The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
The following data elements may be stated here if not already stated under Flight Information:  Joint Operation Airline Designators; Code Sharing — Commercial Duplicate; Aircraft Owner; Cockpit Crew Employer; Cabin Crew Employer; Onward Flight Separator (Space)	Space	C	If included, must begin with a slash (/) If stated, the data elements apply to this leg only.
Meal Service Note DEI 7)	7/FDC/CD/YS/ MS/LS	O	If required
Separator (Space)	Space	C	Mandatory if the next element included If stated, applies to this leg only
This data element may be stated here if it has not already been stated under Flight Information;  Code Sharing — Shared Airline Designation or Wet Lease Airline Designation			
End of line	<=	M	



## Ad Hoc Schedules Message Procedure

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Segment Information</b>			<i>If applicable, the information is composed of either the Traffic Restriction Note or the optional/conditional other Segment Information.</i> <i>Additional Segment Information may be repeated on separate lines.</i>
Traffic Restriction Note	GVAFRA 8/Z/173/A	C	If applicable
or			
Other Segment Information	GVAFRA 10/LX836	C	If applicable
End of line	<=	C	Mandatory if one of above elements included
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	



## 5.7.2 CNL – Cancellation

The CNL Sub-Message may only be used to remove operations or part-operations. The Action Identifier ADM and the cancel code “NIL” is used to cancel existing administrative information.

*Example:*

ASM  
UTC  
13JUN00901E002/REF 150/212  
CNL CREW  
AA407P/27 ORD/LAS

☞ Refer to Section 5.8 for additional examples on the use of ‘CNL’.

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<=	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	13JUN00901E002	C	Mandatory if a long message is split into parts. The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 150/212	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	CNL	M	
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	CREW	O	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical information</i>
Flight Identifier	AA407P/27	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).
			The Airline Designator, Flight Number and Operational Suffix (if applicable) may be repeated if operated under the same Flight Identifier Date.
			Each repetition must be preceded by a slash (/).
			A common Airline Designator may be omitted in repetition.
Separator (Space)	Space	C	Mandatory if the next element included
Flight Leg(s) Change Identifier	ORD/LAS	C	Applicable if change does not apply to entire routing
End of line	<≡	M	
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



### 5.7.3 RIN – Reinstatement

*Example:*

ASM  
UTC  
14JUN00904E001/REF 152/212  
RIN COMM  
AA407P/27 ORD/LAS

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<=	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	14JUN00904E001	C	Mandatory if a long message is split into parts. The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 152/212	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	RIN	M	
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	COMM	O	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical information</i>
Flight Identifier	AA407P/27	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).
			The Airline Designator, Flight Number and Operational Suffix (if applicable) may be repeated if operated under the same Flight Identifier Date.
			Each repetition must be preceded by a slash (/).
			A common Airline Designator may be omitted in repetition.
Separator (Space)	Space	C	Mandatory if the next element included
Flight Leg(s) Change Identifier	ORD/LAS	C	Applicable if change does not apply to entire routing
End of line	<≡	M	
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>	//	C	<i>Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows.</i>
			<i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



## 5.7.4 RPL – Replacement of Existing Flight Information

The RPL Sub-Message replaces all information pertaining to a Flight Designator on the stated date.

*Example:*

```

ASM
UTC
13AUG00031C012/REF 92/101
RPL WEAT
SQ102C/13 1/SQ/MH 2/QF 3/QF 4/SQ 5/MH 6/SQ103C/14
C 310 F10Y100/F0.F10Y120 9VSTM
SIN0730/0715 KUL0820/0835 7/FB/YS
QQQQQQ 8/Z/171/A
QQQQQQ 50/QF123

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<=	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	13AUG00031C012	C	Mandatory if a long message is split into parts. The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 92/101	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	RPL	M	
Secondary Action Identifier(s)		O	Any of the Secondary Action Identifiers ADM, CON, EQT, RRT, TIM may be included after RPL
Separator (Space)	Space	C	Each must be preceded by a slash(/)
Change Reason(s)	WEAT	O	Mandatory if Change Reason(s) included May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical data/information</i>
Flight Identifier	SQ102C/13	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).
Separator (Space)	Space	C	Mandatory if the next element included
Joint Operation Airline Designators (DEI 1)	1/SQ/MH	C	If applicable, applies to all legs subsequently stated.
Separator (Space)	Space	C	Minimum of 2 and maximum of 3 Airline Designators.
Code Sharing – Commercial Duplicate (DEI 2)	2/QF	C	Mandatory if the next element included If applicable, applies to all legs subsequently stated.
Separator (Space)	Space	C	Not applicable if Code Sharing — Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below.
Aircraft Owner (DEI 3)	3/QF	C	Mandatory if the next element included If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/SQ	C	If applicable, applies to all legs subsequently stated
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/MH	C	If applicable, applies to all legs subsequently stated.
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight (DEI 6)	6/SQ103C/14	O	If applicable, applies to the last leg of this flight
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)		C	If applicable, applies to all legs subsequently stated.
End of line	<=	M	Not applicable if Code Sharing — Commercial Duplicate (DEI 2) is stated above.



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			<i>Applies to all legs subsequently stated until repeated with the exception of the Onward Flight, which, if stated, applies to the last of the subsequently stated legs</i>
Service Type	C	M	
Separator (Space)	Space	M	
Aircraft Type	31Ø	M	
Separator (Space)	Space	M	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	F1ØY1ØØ	M	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/Version must be stated instead in this position
Passenger Reservations Booking Modifier	/F0	C	If included, must start with a slash (/).
Aircraft Configuration/Version	.F1ØY12Ø	C	If included, must start with a period (.). If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Registration	9VSTM	O	
The following data elements may be stated here if they have not already been stated under Flight Information:			
Code Sharing — Commercial Duplicate; Aircraft Owner; Cockpit Crew Employer; Cabin Crew Employer; Onward Flight; Code Sharing – Shared Airline Designation or Wet Lease Airline Designation			
End of line	<≡	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Leg Information</b>			
Departure Station	SIN	M	<i>Leg Information may be repeated on a separate line for the next leg/group of consecutive legs.</i>
Scheduled Time of Aircraft Departure	Ø73Ø	M	<i>If the Equipment Information for such legs is different, the Equipment Information is repeated first.</i>
Passenger STD	/Ø715	C	Must be preceded by the date if different from the Flight Identifier Date. The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
Separator (Space)	Space	M	If included, must begin with a slash (/)
Arrival Station	KUL	M	
Scheduled Time of Aircraft Arrival	Ø82Ø	M	Must be preceded by the date if different from the Flight Identifier Date. The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
Passenger STA	/Ø835	C	If included, must begin with a slash (/) If stated, the data elements apply to this leg only.
The following data elements may be stated here if they have not already been stated under Flight or Equipment Information.			
Joint Operation Airline Designators;			
Code Sharing — Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer;			
Onward Flight Separator (Space)	Space	C	
Meal Service Note (DEI 7)	7/FB/YS	O	If required
Separator (Space)	Space	C	Mandatory if the next element included
This data element may be stated here if not already stated under Flight or Equipment Information;			If stated, applies to this leg only
Code Sharing — Shared Airline Designation or Wet Lease Airline Designation		C	
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Segment Information</b>			<i>If applicable, the information is composed of either the Traffic Restriction Note or the optional/conditional other Segment Information.</i>
Traffic Restriction Note	QQQQQQ 8/Z/171/A	C	<i>Additional Segment Information may be repeated on separate lines.</i> If applicable
or			
Other Segment Information	QQQQQQ 5Ø/QF123	C	If applicable
End of line	<=	C	Mandatory if one of above elements included
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	

## 5.7.5 ACK – Acknowledgement

*Example:*

```

ASM
LT
17NOV00026E001/LY0005/21NOV
ACK

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<≡	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	17NOV00026E001	C	If included in the original ASM, the Message Reference line in the ACK sub-message should exactly match the Message Reference line sent in the original ASM
Creator Reference	/LY0005/21NOV	C	The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
End of line	<≡	C	If included, must begin with a slash (/)
			Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	ACK	M	
End of line	<≡	M	



### 5.7.6 ADM – Change of Existing Information Expressed by the Use of Data Element Identifier Only

The ADM Sub-Message structure is also used to delete existing information. In this case, the cancel code “NIL” should be used instead of the field information.

*Example:*

```
ASM
UTC
30JUL00916C003/REF 70/891
ADM COMM
RG878A/21 GIG/BOG 1/RG/AV 3/AV 4/AV 5/RG 6/AV081C/22 7/CDC/YD 9/TP
GIGBOG 8/Z/171/Q
QQQQQQ 121/NIL
```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<=	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	30JUL00916C003	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 70/891	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	ADM	M	
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	COMM	O	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical data/information</i>
Flight Identifier	RG878A/21	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).
			The Airline Designator, Flight Number and Operational Suffix (if applicable) may be repeated if operated under the same Flight Identifier Date.
			Each repetition must be preceded by a slash (/).
			A common Airline Designator may be omitted in repetition.
Separator (Space)	Space	C	Mandatory if the next element included
Flight Leg(s) Change Identifier	GIG/BOG	C	Included if change does not apply to entire routing
Separator (Space)	Space	C	Mandatory if the next element included
Joint Operation Airline Designators (DEI 1)	1/RG/AV	C	If applicable, minimum of 2 and maximum of 3 Airline Designators
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)		C	If applicable.
			Not applicable if Code Sharing — Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below.
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/AV	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/AV	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/RG	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight	6/AVØ81C/22	O	Applies to the last leg of this flight
Separator (Space)	Space	C	Mandatory if the next element included
Meal Service Note	7/CDC/YD	O	



Data Element	Data Element Example	Status	Use and Explanatory Notes
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/TP	C	If applicable.
End of line	<=	M	Not applicable if Code Sharing — Commercial Duplicate (DEI 2) is stated above.
<b>Segment Information</b>			If applicable, the information is composed of either the Traffic Restriction Note or the optional/conditional other Segment Information. <i>Additional Segment Information may be repeated on separate lines.</i>
Traffic Restriction Note	GIGBOG 8/Z/171/Q	C	If applicable
<b>or</b>			
Other Segment Information	QQQQQQ 121/NIL	C	If applicable
End of line	<=	C	Mandatory if one of above elements included
<b>Sub-Message Supplementary Information</b>			O
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>			C
	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>			O
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	

## 5.7.7 CON – Change of Aircraft Configuration/Version

*Example:*

```

ASM
LT
28MAR0003E001/REF 89/175
CON EQUI
BA5620A/30 LHR/ABZ
J 73S MSBL/MOBO.M114 GIBTZ 3/KT 4/BA 5/BA 6/BA5603A/31 9/AMM
LHRABZ 105/10000K

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<=	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	28MAR0003E001	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 89/175	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	CON	M	
Secondary Action Identifier		O	The Secondary Action Identifier ADM may be included after CON preceded with a slash (/)
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	EQUI	O	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical data/information</i>
Flight Identifier	BA562ØA/3Ø	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).  The Airline Designator, Flight Number and Operational Suffix (if applicable) may be repeated if operated under the same Flight Identifier Date.  Each repetition must be preceded by a slash (/).  A common Airline Designator may be omitted in repetition.
Separator (Space)	Space	C	Mandatory if the next element included
Flight Leg(s) Change Identifier	LHR/ABZ	C	Included if change does not apply to entire routing
Separator (Space)	Space	C	Mandatory if the next element included
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			
Service Type	J	M	
Separator (Space)	Space	M	
Aircraft Type	73S	M	
Separator (Space)	Space	M	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	MSBL	M	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/Version must be stated instead in this position
Passenger Reservations Booking Modifier	/MOBO	C	If included, must start with a slash (/)
Aircraft Configuration/Version	.M114	C	If included, must start with a period (.).
Separator (Space)	Space	C	If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
Aircraft Registration	GIBTZ	O	Mandatory if the next element included
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)		C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/KT	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/BA	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/BA	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight (DEI 6)	6/BA5603A/31	O	
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/AMM	O	If applicable.
			Not applicable if Code Sharing – Commercial Duplicate (DEI 2) is stated above.
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Segment Information</b>		O	<i>Only Data Element Identifiers 101-108, 113-115, 127, 800-999 are allowed.</i> <i>Additional Segment Information may be repeated on separate lines.</i>
Segment Information	LHRABZ 105/10000K	M	
End of line	<≡	M	
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	

## 5.7.8 EQT – Change of Equipment Information

*Example:*

```

ASM
LT
21DEC00191C007/REF 71/210
EQT TECH
MS855A/21 CAI/LOS 3/DI 4/BA 5/BA 6/MS856A/22 9/WT
G 767 FY/F0.FCM SUGAH
QQQQQQ 910/SPARES PACK

```

*☞ Refer to Section 5.8 for additional examples on the use of 'EQT'.*

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<≡	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	21DEC00191C007	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 71/210	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	EQT	M	
Secondary Action Identifier		O	The Secondary Action Identifiers ADM and/or CON may be included after EQT.
			If included, each must be preceded by a slash (/).
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	TECH	O	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical information</i>
Flight Identifier	MS855A/21	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).  The Airline Designator, Flight Number and Operational Suffix (if applicable) may be repeated if operated under the same Flight Identifier Date.  Each repetition must be preceded by a slash (/).
Separator (Space)	Space	C	A common Airline Designator may be omitted in repetition.
Flight Leg(s) Change Identifier	CAI/LOS	C	Included if change does not apply to entire routing
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)		C	If applicable.
Separator (Space)	Space	C	Not applicable if Code Sharing — Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below.
Aircraft Owner (DEI 3)	3/DI	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/BA	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/BA	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight (DEI 6)	6/MS856A/22	O	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/WT	C	If applicable.
End of line	<=	M	Not applicable if Code Sharing — Commercial Duplicate (DEI 2) is stated above.

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			
Service Type	G	M	
Separator (Space)	Space	M	
Aircraft Type	767	M	
Separator (Space)	Space	M	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	FY	M	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/Version must be stated instead in this position
Passenger Reservations Booking Modifier	/F0	C	If included, must start with a slash (/)
Aircraft Configuration/Version	.FCM	C	If included, must start with a period (.).
Separator (Space)	Space	C	If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
Aircraft Registration	SUGAH	O	Mandatory if the next element included
The following data elements may be stated here if they have not already been stated under Flight Information:			
Code Sharing — Commercial Duplicate;			
Aircraft Owner;			
Cockpit Crew Employer;			
Cabin Crew Employer;			
Onward Flight;			
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation			
End of line	<≡	M	
<b>Segment Information</b>			
Segment Information		O	<i>Only Data Element Identifiers 101-108, 113-115, 127 and 800-999 are allowed.</i> <i>Additional Segment Information may be repeated on separate lines.</i>
Segment Information	QQQQQQ 910/SPARES PACK	M	
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	

## 5.7.9 FLT – Change of Flight Identifier

*Example:*

```

ASM
UTC
210CT00033E001/REF 901/22
FLT OPER
GF084A/22 DHA/MCT GF086A/23
DHAMCT 122/86

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<≡	M	
Time Mode	UTC	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	210CT00033E001	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 901/22	O	If included, must begin with a slash (/)
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	FLT	M	
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	OPER	O	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			
Existing Flight Identifier	GFØ84/22	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).
Separator (Space)	Space	C	Mandatory if the next element included
Flight Leg(s) Change Identifier	DHA/MCT	C	Included if change does not apply to entire routing
Separator (Space)	Space	M	
New Flight Identifier	GFØ86/23	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn). If changed from existing Flight Identifier Date. May only occur if change does not apply to entire routing.
End of line	<≡	M	
<b>Segment Information</b>			
Segment Information	DHAMCT 122/86	M	<i>Only Data Element Identifiers 10, 50, 122, 800-999 are allowed.</i>
End of line	<≡	M	<i>Additional Segment Information may be repeated on separate lines.</i>
<b>Sub-Message Supplementary Information</b>			
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



### 5.7.10 NAC – Not Actioned

*Example:*

ASM  
LT  
17NOV00026E001/LY0005/21NOV  
NAC  
003 AIRCRAFT TYPE INVALID  
005 TIME INVALID

LONABCR  
.FRASPLH 170540NOV01  
ASM  
LT  
17NOV00026E001/LY0005/21NOV  
NEW  
IC953/19SEP  
J 32T DW  
BLR0045 MAA0130 7//S  
MAA0265 KUL0820 7//S  
MAAKUL 99/2

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<=	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	17NOV00026E001	C	If included in the original ASM, the Message Reference line in the NAC sub-message should exactly match the Message Reference line sent in the original ASM
Creator Reference	/LY0005/21NOV	C	The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
End of line	<=	C	If included, must begin with a slash (/)
			Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	NAC	M	
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Reject Information</b>			
Blank Line Separator	<≡	M	
Error Line (First)	ØØ3	M	Line number on which the error was found.
The line number ØØØ applies when the error found is not related to a specific line in the message received.			
Separator (Space)	Space	M	The line count starts at the first mandatory line (i.e. the Action Identifier) in the repeated message or sub-message originally received.
Reject Reason (First)	AIRCRAFT TYPE INVALID	M	Maximum of 1 line of error text per error line.
End of line	<≡	M	
Error Line (Other)	ØØ5	O	Line number on which the error was found.
The line number ØØØ applies when the error found is not related to a specific line in the message received.			
Separator (Space)	Space	C	The line count starts at the first mandatory line (i.e. the Action Identifier) in the repeated message or sub-message originally received.
Reject Reason (Other)	TIME INVALID	C	Mandatory if Reject Reason (Other) included
End of line	<≡	C	Mandatory if Reject Reason (Other) included
Other Errors		C	If required, repeat from Error Line (Other)



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Repeat of Rejected Message</b>		M	
Blank Line Separator	<=	M	
Message Lines before Action Identifier		O	Optional Message Information prior to Action Identifier. Data structure is: Message Address Message Originator and Time Stamp
	LONABCR .FRASPLH 170540NOV01		
	ASM		Standard Message Identifier
	LT		Time mode (if data element not provided assume UTC)
	17NOV00026E0 01/LY0005/ 21NOV		Message Reference
Message Lines from Action Identifier	NEW	M	Action Information
	IC953/19SEP		Flight Information
	J 32T DW		Equipment Information
	BLR0045 MAA0130 7//S		Leg Information
	MAA0625 KUL10820 7//S		
	MAAKUL 99/2		Segment Information
End of line	<=	M	

## 5.7.11 RRT – Change of Routing

*Example:*

```

ASM
LT
27JUL00107C003/REF 32/102
RRT OPER
DL038A/05 JFK05/STR
G 310 PJYBM/POJO.PJM N813DL 3/UA 4/UA 5/DL 6/DL104/06
JFK1745/1730 VIE0745/0800 1/DL/UA 7/PDB/JDB/YD/BD/MD
JFKVIE06 8/Z/170/B
JFKQQQ 99/3

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<=	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<=	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	27JUL00107C003	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 32/102	O	If included, must begin with a slash (/)
End of line	<=	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	RRT	M	
Secondary Action Identifier		O	Any of the Secondary Action Identifiers ADM, CON, EQT or TIM may be included after RRT. If included, each must be preceded by a slash (/).
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	OPER	O	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical information</i>
Flight Identifier	DLØ38A/Ø5	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).  The Airline Designator, Flight Number and Operational Suffix (if applicable) may be repeated if operated under the same Flight Identifier Date.  Each repetition must be preceded by a slash (/).  A common Airline Designator may be omitted in repetition.
Separator (Space)	Space	M	Mandatory if the next element included
Flight Leg(s) Change Identifier	JFK/STR	C	Mandatory for operational flights or flights scheduled to be in the operational phase)
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Equipment Information</b>			<i>The full Aircraft Information is to be stated if a new Station, or new Equipment Information for any existing Station, is to be included in the routing.</i> <i>Mandatory also if any of the Optional data elements are used.</i>
Service Type	G	C	
Separator (Space)	Space	C	
Aircraft Type	310	C	
Separator (Space)	Space	C	
Passenger Reservations Booking Designator (or Aircraft Configuration/Version)	PJYBM	C	If the Passenger Reservations Booking Designator is not stated, then the Aircraft Configuration/Version must be stated instead in this position
Passenger Reservations Booking Modifier	/POJO	C	If included, must start with a slash (/)
Aircraft Configuration/Version	.PJM	C	If included, must start with a period (.) If not the same as, or stated instead of, Passenger Reservations Booking Designator above.
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Registration	N813DL	O	
Separator (Space)	Space	C	Mandatory if the next element included
Code Sharing – Commercial Duplicate (DEI 2)		C	If applicable, applies to all legs subsequently stated. Not applicable if Code Sharing — Shared Airline Designation or Wet Lease Airline Designation (DEI 9) is stated below.
Separator (Space)	Space	C	Mandatory if the next element included
Aircraft Owner (DEI 3)	3/UA	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cockpit Crew Employer (DEI 4)	4/UA	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Cabin Crew Employer (DEI 5)	5/DL	C	If applicable
Separator (Space)	Space	C	Mandatory if the next element included
Onward Flight (DEI 6)	6/DL104/06	O	
Separator (Space)	Space	C	Mandatory if the next element included



Data Element	Data Element Example	Status	Use and Explanatory Notes
Code Sharing – Shared Airline Designation or Wet Lease Airline Designation (DEI 9)	9/LH	C	If applicable, applies to all legs subsequently stated.
End of line	<≡	M	Not applicable if Code Sharing — Commercial Duplicate (DEI 2) is stated above.
<b>Leg Information</b>			
Departure Station	JFK	M	<i>Leg Information may be repeated on a separate line for the next leg/group of consecutive legs.</i>
Scheduled Time of Aircraft Departure	Ø51745	M	<i>If the Equipment Information for such legs is different, the Equipment Information is repeated first.</i>
Passenger STD	/173Ø	C	Must be preceded by the date if different from the Flight Identifier Date.
Separator (Space)	Space	M	The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
Arrival Station	VIE	M	
Scheduled Time of Aircraft Arrival	Ø6Ø745	M	Must be preceded by the date if different from the Flight Identifier Date.
Passenger STA	/Ø8ØØ	C	The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
Separator (Space)	Space	C	If included, must begin with a slash (/)
-----			

Data Element	Data Element Example	Status	Use and Explanatory Notes
Joint Operation Airline Designators (DEI 1)	1/DL/UA	C	If applicable.
The following data element may be stated here if not already been stated under Equipment Information:  Code Sharing — Commercial Duplicate; Aircraft Owner; Cockpit Crew Employer; Cabin Crew Employer; Onward Flight			Minimum of 2 and Maximum of 2 with each preceded by a slash (/). If stated, applicable to this leg only.
Separator (Space)	Space	C	Mandatory if the next element included
Meal Service Note (DEI 7)	7/PDB/JDB/YD/ BD/MD	O	If required
Separator (Space)	Space	C	Mandatory if the next element included
This data element may be stated here if it has not already been stated under Equipment Information;  Code Sharing — Shared Airline Designation or Wet Lease Airline Designation		C	
End of line	<=	M	
<b>Segment Information</b>		<i>If applicable, the information is composed of either the Traffic Restriction Note or the optional/conditional other Segment Information.</i>	
Traffic Restriction Note  or Other Segment Information	JFKVIE 8/Z/170/B  JFKQQQ 99/3	C C	If applicable  Additional Segment Information may be repeated on separate lines.
End of line	<=	C	Mandatory if one of above elements included
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<=	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<=	M	

## 5.7.12 TIM – Change of Time Information

*Example:*

```

ASM
LT
13JAN0033E002/REF 910/33
TIM COMM
CX100B/20
BNE1010/1000 HKG1955/2005 7/PLD/CLD/YLD
BNEHKG 810/IN FLIGHT MOVIE

```

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Message Heading</b>			
Standard Message Identifier	ASM	M	
End of line	<≡	M	
Time Mode	LT	C	If data element not provided assume UTC
End of line	<≡	C	Mandatory if Time Mode included
<b>Message Reference</b>			
Message Sequence Reference	13JAN0033E0023	C	Mandatory if a long message is split into parts.
			The Data Element is composed of: Date of Message (nnaaa); Message Group Serial Number (nnnnn); Continuation/End Code (a); Message Serial Number (nnn).
Creator Reference	/REF 910/33	O	If included, must begin with a slash (/).
End of line	<≡	C	Mandatory if any of above elements included
<b>Action Information</b>			
Action Identifier	TIM	M	
Secondary Action Identifier		O	The Secondary Action Identifiers ADM may be included after TIM preceded by a slash (/).
			If included, each must be preceded by a slash (/).
Separator (Space)	Space	C	Mandatory if Change Reason(s) included
Change Reason(s)	COMM	C	May be repeated. If repeated, each repeat must be preceded by a slash (/).
End of line	<≡	M	



Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Flight Information</b>			<i>Flight Information may be repeated on a separate line for different flights with identical information</i>
Flight Identifier	CX100B/20	M	The Data Element structure is: Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).
End of line	<=	M	
<b>Leg Information</b>			<i>Routing or Leg Information may be repeated on a separate line for the next leg/group of consecutive legs</i>
Departure Station	BNE	M	
Scheduled Time of Aircraft Departure	1010	M	Must be preceded by the date if different from the Flight Identifier Date.  The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
Passenger STD	/1000	C	If included, must begin with a slash (/)
Separator (Space)	Space	M	
Arrival Station	HKG	M	
Scheduled Time of Aircraft Arrival	1955	M	Must be preceded by the date if different from the Flight Identifier Date.  The specification of the date is Mandatory if any of the dates within a sub-message is different from the Flight Identifier Date.
Passenger STA	/2055	C	If included, must begin with a slash (/)
Separator (Space)	Space	C	Mandatory if the next element included
Meal Service Note (DEI 7)	7/PLD/CLD/YLD	O	
End of line	<=	M	

Data Element	Data Element Example	Status	Use and Explanatory Notes
<b>Segment Information</b>		O	<i>Additional Segment Information may be repeated on separate lines</i>
Segment Information	BNEHKG 810/INFLIGHT MOVIE	M	If applicable. Only Data Element Identifiers 97, 800-999 are allowed.
End of line	<≡	M	Mandatory if one of above elements included
<b>Sub-Message Supplementary Information</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	
<b>Sub-Message Separation</b>	//	C	Applicable if additional sub-messages are required or if Supplementary Information for Whole Message follows. <i>For more sub-messages, repeat from applicable Action Information.</i>
End of line	<≡	C	Mandatory if Sub-Message Separation included
<b>Supplementary Information for Whole Message</b>		O	
Supplementary Information Indicator	SI	M	
Separator (Space)	Space	M	
Supplementary Information		M	Free Text
End of line	<≡	M	



## 5.8 ADDITIONAL MESSAGE EXAMPLES

### 5.8.1 NEW – Insertion of New Flight Information

*Example of Flight Information repetition:*

ASM  
LT  
24MAY00144E003/REF 123/449  
NEW COMM  
LX600/12APR  
LX600/13APR  
G M80 FCYML.F10C30M75  
GVA1830 FRA1945

*Example of repetition of Leg Information (multi-leg flight):*

ASM  
LT  
24MAY00144E003/REF 123/449  
NEW COMM  
LX600/12APR  
G M80 FCYML.F10C30M75  
GVA1830 FRA1945  
FRA2030 HAM2130

*Example of repetition where Equipment Information varies by Leg:*

ASM  
LT  
24MAY00144E003/REF 123/449  
NEW COMM  
LX600/12APR  
J M80 FCYML.F10C30M75  
GVA1830 FRA1945  
J 320 FCYMKLQV.F10C30M75  
FRA2030 HAM 2130  
GVAHAM 101/FCYMKL

*Example of use of Aircraft Configuration/Version only (no PRBD):*

ASM  
LT  
24MAY01144E003/REF 123/449  
NEW COMM  
LX2429/12JUN  
C 320 Y150VVLX320  
HEL1615 ZRH1800

*Example with day change (at end of the month and midnight arrival):*

ASM  
LT  
12MAR01020E001  
NEW  
LX1182/31MAR04  
J 343 FJCDIYSMLHNKBVQWOR.FCYVV343S1  
ZRH311215 BKK312400  
BKK010055 SIN010415

### 5.8.2 CNL — Cancellation

*Example of Flight Information repetition where more than one flight is cancelled on the same Flight Identifier Date:*

ASM  
UTC  
13JUN00901E002/REF 150/212  
CNL CREW  
AA407/408/409/410/27APR

### 5.8.3 EQT — Change of Equipment Information

*Example of use of Aircraft Configuration/Version only (no PRBD):*

ASM  
LT  
24MAY01144E003/REF 123/449  
EQT TECH  
LX2429/02JUN  
C 320 Y150VVLX320

### 5.8.4 TIM — Change of Time Information

*Example of a time change with a day change:*

ASM  
UTC  
12MAR30024E001  
TIM  
SN206/30MAR04  
CKY302155 DKR310015  
DKR310105 BRU310610



---

## CHAPTER 6 — AIRPORT COORDINATION/SCHEDULE MOVEMENT PROCEDURES

### TABLE OF CONTENTS

- 6.1 INTRODUCTION**
- 6.2 PRINCIPLES AND RULES**
- 6.3 STANDARD PROCEDURES AND MESSAGES**
  - 6.3.1 Airport Coordination Procedures**
    - SAL Slot Preliminary Allocation List
    - SCR Slot Clearance Request/Reply Message
    - SHL Slot Historical and Non-Historical Allocation List
  - 6.3.2 Schedule Movement Procedures**
    - SAL Schedule Advice List
    - SMA Schedule Movement Message
  - 6.3.3 Slot/Schedule Information Request Procedures**
    - SAQ Slot/Schedule Availability Query Message
    - SIR Slot/Schedule Information Request/Reply Message
  - 6.3.4 Waitlist Procedures**
    - WCR Waitlist Change Request/Reply
    - WIR Waitlist Information Request/Reply Message
- 6.4 MESSAGE STANDARDS**
  - 6.4.1 Introduction and Message Composition**
  - 6.4.2 Message Heading**
    - Standard Message Identifier (SMI)
    - Creator Reference Line
    - Applicable IATA Season
    - Date of Message
    - Clearance/Advice Airport concerned
    - Optional Incoming Message Reference
  - 6.4.3 Schedule Information Data Lines**
    - Action Code
    - Flight Information
    - Period/Frequency Information
    - Equipment Information
    - Routing and Time Information
    - Service Type
    - Frequency Rate
  - 6.4.4 Additional Schedule Information Lines**
    - Aircraft Registration
    - Cleared Times
    - Coordinator Reason
    - Minimum Ground Time
    - Requested Timings
    - Passenger Terminal Identifiers
    - Reference Number



Status Information  
Timing Flexibility Indicator

## 6.4.5 Message Footer

## 6.5 MESSAGE SPECIFICATIONS

Header Information Validation  
Schedule Information Data Line Validation  
Additional Schedule Information Data Line Validation  
SAL Message Specification  
SAQ Message Specification  
SCR Message Specification  
SCR-E Message Specification  
SHL Message Specification  
SIR Message Specification  
SIR-Q Message Specification  
SMA Message Specification  
SMA-E Message Specification  
WCR Message Specification  
WIR Message Specification  
WIR-Q Message Specification

## 6.6 ACTION CODES

### 6.6.1 Introduction

### 6.6.2 Message and Action Code Listing

SAL Message  
SAQ Message  
SCR Message  
SHL Message  
SIR Message  
SMA Message  
WCR Message  
WIR Message

### 6.6.3 Codes used by Airlines

- A** Acceptance of an Offer — No further improvement desired
  - B** New Entrant
  - C** Schedule to be changed for an operational reason or towards the initial requested time of the airline or Waitlist to be changed for an operational reason
  - D** Delete Schedule
  - E** Eliminate Schedule
  - F** Historic Schedule
  - I** Revised Schedule (with timings in continuation from previous adjacent Season)
  - L** Revised schedule (No offer acceptable)
  - M** Schedule or Waitlist to be Changed
  - N** New Schedule or New Waitlist Request
  - P** Acceptance of an offer — Maintain on Waitlist
  - Q** Request for Schedule Information
  - R** Revised Schedule or Waitlist
  - V** New entrant with Year Round Status (continuation from previous adjacent Season)
  - Y** New schedule (Continuation from previous adjacent Season)
  - Z** Decline Offer or Remove from Waitlist
- SCR Procedures  
SMA Procedures  
WCR Procedure

## 6.6.4 Codes to be used by the Airport Coordinator or Schedules Facilitator

- H Holding (No action taken)
- I Availability information
- K Confirmation
- O Offer
- P Pending Action
- P Pending for Improvement
- T Allocated Subject to Conditions
- U Refusal
- W Unable to Reconcile Flight Information
- X Cancellation

## 6.7 INCORRECTLY FORMATTED MESSAGES

## 6.8 AIRPORT COORDINATION PROCEDURES

### 6.8.1 Initial Coordination Procedures

- 6.8.1.1 Historical Slot Determination Procedure
- 6.8.1.2 Airline Procedures for Filing for a New Season
- 6.8.1.3 Maintain Historic Schedule

F Procedure

### 6.8.1.4 Modify Historic Schedule

- C/R or M/R Procedure – Offers Acceptable
- C/L or M/L Procedure – Offers Not Acceptable
- C/I or M/I Procedure – Continuation from Previous Adjacent Season – Offers Acceptable

### 6.8.1.5 New Schedules and/or New Entrants Filings

- N Procedure – New Schedule
- B Procedure – New Schedule with New Entrant Status
- V Procedure – New Schedule with New Entrant Status with Year Round Status (Continuation from previous adjacent Season)
- Y Procedure – New Schedule with year round status – (Continuation from previous adjacent Season)

### 6.8.2 Coordinator Response : Preliminary Slot Allocation (SAL)

- 6.8.2.1 Maintain Historic Schedule
- Response to F Procedure
- 6.8.2.2 Response to C/R or M/R and C/I or M/I Procedures – Offer Acceptable
- Confirmation
- Offer
- Holding
- Allocated Subject to Conditions
- Refusal
- 6.8.2.3 Response to C/L or M/L Procedure – No Offer Acceptable
- Confirm
- Holding
- 6.8.2.4 Response to New Schedule/New Entrant Requests
- Confirm
- Offer
- Allocated Subject to Conditions
- Refusal

### 6.8.3 Airline Action Prior To SC

### 6.8.4 Coordinator Action Prior To SC

### 6.8.5 During or After the SC Coordination Procedures – Airline Filing Procedures

- 6.8.5.1 Modify Existing Clearances
- C/R or M/R Procedure – Offers Acceptable
- C/L or M/L Procedure – Offers Not Acceptable



- C/I or M/I Procedure – Continuation from Previous Adjacent Season – Offers Acceptable
- 6.8.5.2 New Schedules and/or New Entrants
- 6.8.5.3 Delete Schedules
- 6.8.5.4 Eliminate Schedules
- 6.8.6 During or After the SC Coordination Procedures – Coordinator Response to Airline Filing**
  - 6.8.6.1 Response to C/R or M/R and C/I or M/I Procedures – Offer Acceptable Confirmation  
Holding – Offers Possible  
Holding – No Offers Possible
  - 6.8.6.2 Response to C/L or M/L Procedure; No Offer Acceptable Confirmation  
Holding
  - 6.8.6.3 Response to New Schedule/New Entrant Requests  
Confirm  
Unable – Offers Possible  
Pending  
Allocated Subject to Conditions  
Unable
  - 6.8.6.4 Response to D and E Procedures  
Confirmation
- 6.8.7 Airline Response During or After SC**
  - 6.8.7.1 Modify Existing Clearances and New Schedule/Entrant Acceptance  
Acceptance with Improvement  
Decline Offer
- 6.8.8 Coordinator Response During or After SC**
  - 6.8.8.1 Modify Existing Clearances (C/R, C/I, M/R, M/I procedures)
  - 6.8.8.2 New Schedule/New Entrant
- 6.8.9 Acknowledgement of the Airline Filing by the Coordinator**
- 6.9 USE OF SPECIAL REFERENCE – //BLOCK or //SWAP**
  - //BLOCK – C/L, C/R, M/L or M/R Procedures to Exchange Arrival and Departure Clearances
  - //BLOCK – D/N with C/L, C/R, M/L or M/R Procedures
  - //SWAP – C/L or M/L Procedure to Exchange Clearances
- 6.10 SCHEDULE MOVEMENT (SMA) PROCEDURES**
  - 6.10.1 SMA – Airline Filing Procedures**
    - 6.10.1.1 New Schedule Movement
    - 6.10.1.2 C/R Procedure – Offers Acceptable
    - 6.10.1.3 Delete or Eliminate Schedules
  - 6.10.2 Schedules Facilitator Response to Airline SMA Request**
    - 6.10.2.1 Response to C/R Procedure – Offer Acceptable Confirmation  
Holding – No Action Taken  
Unable – Not confirmed
    - 6.10.2.2 Response to New Schedule Movement Requests  
Confirm  
Unable – Voluntary Re-Schedule Offer
    - 6.10.2.3 Response to D and E Procedures  
Confirmation

### **6.10.3 Airline Response to Offers by Schedule Facilitator**

- 6.10.3.1 Modify Existing Schedule Movements and New Schedule Movements
  - Acceptance
  - Acceptance with Improvement
  - Decline Offer

### **6.10.4 Schedules Facilitator Response**

- Modify Existing Schedule Movements (**C/R** procedure)
- New Schedule Movement

### **6.10.5 Schedule Advice List (SAL) Procedures**

- Confirm
- Offer Voluntary Reschedule Request
- Not Confirmed
- Exceptions

## **6.11 SLOT AND SCHEDULE INFORMATION REQUEST AND RESPONSE PROCEDURES**

### **6.11.1 Slot and Schedule Availability Query (SAQ) Procedure**

- Airline Request for Information on New Slot Allocation
- Airline Request for Information on Revised Clearance
- Coordinator Response to Request for Availability Information

### **6.11.2 Slot and Schedule Information Request and Reply (SIR) Procedure**

- Airline Request
- Coordinator and Schedules Facilitator Response

## **6.12 WAITLIST PROCEDURES**

### **6.12.1 Slot Allocation and Schedule Information Request and Reply (SCR) Procedure**

- 6.12.1.1 Initial (SCR) Coordination Procedures
  - New Service or **C/L** or **M/L** Procedures
  - C/R, C/I, M/R or M/I** Procedures
- 6.12.1.2 During or After the SC Procedures
  - New Service Procedures
  - C/L or M/L** Procedures
  - C/R, C/I, M/R or M/I** Procedures

### **6.12.2 Waitlist Information Request and Reply (WIR) Procedures**

- Airline Request for Waitlist Information
- Coordinator Reply to Waitlist Information Request

### **6.12.3 Waitlist Change Request and Reply (WCR) Procedure**

- 6.12.3.1 Airline Waitlist Request
  - C/R or M/R** Procedure – Revision to Waitlist
  - N** Procedure – New Waitlist Request
  - Z** Procedure – Delete from waitlist
- 6.12.3.2 Coordinator Waitlist Response to **C/R or M/R** Procedure – Revision to Waitlist
  - Pending – Able to Confirm
  - Pending – Unable to Confirm
  - Pending – Unable to Reconcile Flight Information
- 6.12.3.3 Response to **N** Procedure
  - Pending – Able to Confirm
  - Pending – Unable Able to Confirm
- 6.12.3.4 Response to **Z** Procedure
  - Cancellation- Able to Confirm
  - Cancellation- Unable to reconcile flight information

### **6.12.4 Improvement of Flights on the Waitlist by the Coordinator**



## 6.1 INTRODUCTION

The IATA Worldwide Scheduling Guidelines (WSG) contains a set of procedures and time frames to provide guidance for the management of the allocation of scarce resources at busy airports. Such airports are designated as being either a Fully Coordinated Airport (Level 3) or a Schedules Facilitated Airport (Level 2).

The set of procedures have been agreed as recommended industry practices to be used by airlines, airport coordinators (coordinators) and schedules facilitators to facilitate the allocation of the scarce airport resources.

The set of procedures apply to the following functional areas:

- Airport Coordination (Level 3 airports);
- Schedule Movements (Level 2 airports)
- Slot and Schedule Information Requests (Level 2 and 3 airports);
- Waitlists (Level 3 airports).

Standard message formats have been agreed to allow airlines, airport coordinators (coordinators) and schedules facilitators to exchange airport coordination and schedule movement information electronically.

The message formats are integrated into an iterative (sequential) set of request and reply messages and have been designed to provide as much clarity as possible for the message users. The received message details can be processed either by computer or by manual methods.

The rules for the use and composition of the messages, together with detailed specifications and examples, are explained in the following Sections of this Chapter.

The IATA Slot Clearance Request/Response Form (SCR Form) has been traditionally used as a guideline for the creation of the Airport Coordination and Schedule Movement message formats. Since the composition of the SCR Form is no longer compatible with the defined message specifications in this SSIM Chapter, it is recommended that the current SCR Form be only used as a Schedules Conference document.

A copy of the current SCR Form used as a Schedules Conference document is included in the IATA Worldwide Scheduling Guidelines (WSG).

**Note:** *Airport coordination and schedule movement information submitted to coordinators or schedules facilitators may be different from the information used for open for sale purposes and/or for filings with Government Authorities.*

*It is intended that the information obtained from the message standards defined in this Chapter should only be used for Airport Coordination and Schedule Movement purposes.*

For more information on the IATA Schedules Conferences and Airport Coordination procedures, refer to the IATA Scheduling Services website at [www.iata.org/sked/](http://www.iata.org/sked/).

A copy of the WSG may be downloaded from this website.

The list of the Level 3 and Level 2 airports is included in the WSG or it can be downloaded from the IATA Online store [[www.iataonline.com](http://www.iataonline.com)].

## 6.2 PRINCIPLES AND RULES

It is strongly recommended that airlines, coordinators or schedules facilitators adhere to the rules for the construction of the standard messages as described in this Chapter.

The common rules for the data elements as described in Chapter 2 of this Manual should also be followed.

- All dates, days and times are in UTC.

However, while the standard is UTC, airlines and coordinators may, on a bilateral basis, exchange information in Local Time.

- The messages may contain schedule data defined by either period/season (flights with regular frequency) or by single dates (individual flights). Both formats are described in this chapter. They can be used jointly or separately.

- Period of Operation may not be open-ended (use of “**00XXX**” as start or end dates is not permitted). An SCR/SMA message must include data relevant to the Level 3 or Level 2 airport for flights that commence or finish outside the Period of Operation or Season.

The Period of Operation will always reflect the day/time of operation at the airport where the clearance request/movement advice has been made.

 *For further guidance, refer to Appendix H: Clearance/Movement Advice for Flights Partly out of Scheduling Season.*

- Coordinators will respond to slot allocation requests within a period of 3 business days.

Unless stated otherwise, clearance offers from coordinators to the airlines are valid for 3 business days only.

If an airline has not accepted the offer within the 3-day time limit, the coordinator will cancel the offer.

- When an airport is coordinated for runway movements only, the Aircraft Group Code for Aircraft Types (SSIM Appendix A) may be used; but, where apron occupancy and/or terminal capacity are coordinated, the Aircraft Type code must be specified and Transit/Turnaround format shall be used – unless otherwise agreed.

- When requesting slot allocations by an SCR or submitting schedule movements (SMA) for ‘full season’ operations with less than daily frequency, it is recommended that airlines use the start and finish dates of the Season even if these are not the actual dates of operation.

However, when the Frequency Rate is used to indicate that a flight operates at fortnightly intervals (every 2 weeks), the start date of the Period of Operation must be the first date that the flight operates, and the end date must be the last date that flight operates.

- For a given flight designator and date at a specific station, there can only be one scheduled arrival and/or one scheduled departure time cleared or advised.

If, for planning or ad-hoc operational reasons, the same Flight Designator is used on the same UTC day/date, one flight should be filed using the Operational Suffix ‘Z’.

Whenever a flight is filed with an Operational Suffix, this flight should retain the Operational Suffix in all future Airport Coordination/Schedule Movement messages. This should be provided even when schedule changes may mean that the Operational Suffix would normally no longer be required.

If there is a significant risk that the need to use Operational Suffices will recur, or if an Operational Suffix is needed for an entire period, it is advisable to use different Flight Designators for these flights.

Airlines should ensure that once the Operational Suffix is used, it should be maintained in their scheduling system.



- When a coordinator requires filings as turnarounds or when airlines elect to file flights as turnarounds (i.e. arrival and departure in a single data record), any modifications pertaining to either the arrival or departure require all unchanged elements to be repeated in order to maintain the turnaround link.

Flights that are not turnaround flights (positioning to a hangar and then repositioning later to a gate) or flights for which no dedicated link can be given (e.g. flights of airlines at their home base) should be filed using separate arrival and departure formats.

If flights are originally filed using an over-midnight indicator, any subsequent change should again be filed using the turnaround format.

If existing clearances have been recorded by the coordinator as turnaround flights with historical rights, airlines may request a coordinator to provide individual records for the arrival and for the departure flight, i.e. unlink the (turnaround) flights.

This procedure allow airlines to exchange parameters between flights and to maintain the historical rights to the flights. Requests to unlink historic flights are undertaken on a bilateral basis between airlines and coordinators **and** must be submitted to the coordinator before the deadline for the distribution of the Historical and Non-Historical Allocation List (SHL) to the airline.

- An airline may decide that the response message from a coordinator should be sent to a message address that is different from where the (airline) request message was sent to the airport coordinator.

This may be undertaken on a bilateral basis and it is the responsibility of the airline to ensure that the coordinators are fully aware of the situation.

Coordinators will normally respond to all originating message addresses of the requesting airline.

- If an airline is unable to attend the Schedules Conference, he should reply to the Slot Preliminary Allocation List (SAL message) prior to the Conference.

If the coordinator has responded with more than one offer for a specific request, the airline should indicate which offer is being accepted.

- Although the standards and formats used in this Chapter were initially designed for use with SITA/ARINC messages, all the standards and formats are applicable to the use of E-mails, E-mail attachments, computer printouts, Web data displays and any other media.

Plain text files should be used and must not contain any special formatting information.

Each text file should contain information for only one airport, the standard message headings should appear before schedule information lines, and supplementary information should continue to be indicated by using SI or GI lines as applicable.

When using SITA/ARINC messages, the maximum line lengths and maximum message lengths constraints must be followed. However, when using other using media, there is no requirement to split data lines or messages into separate parts.

## 6.3 STANDARD PROCEDURES AND MESSAGES

There are four distinct sets of procedures defined within this Chapter and each set contains its own set of message specifications.

Each of the messages has a specific functionality with the defined procedures.

Each of the procedures and applicable messages are described below.

### 6.3.1 Airport Coordination Procedures

The Airport Coordination procedures are undertaken by airlines and airport coordinators at congested (Level 3) airports.

 Refer to Section 6.8 for detailed procedures

The Standard Message Identifiers (SMI), names and functions of the Airport Coordination procedure messages are:

**SAL Slot Preliminary Allocation List Message**

To provide an airline with the status of its slot allocation requests prior to the start of the IATA Schedules Conference (SC)

**SCR Slot Clearance Request/Reply Message**

To handle the slot allocation process

**SHL Slot Historical and Non-Historical Allocation List Message**

To provide an airline with a list of its flights that are eligible or not eligible for historic precedence

### 6.3.2 Schedule Movement Procedures

Schedule Movement procedures are undertaken by airlines and schedules facilitators (i.e. airlines or other entities) at non-congested (Level 1 and 2) airports.

The Standard Message Identifiers (SMI), names and functions of the Schedule Movement procedure messages are:

**SAL Schedule Advice List Message**

To provide airlines with the status of schedule movement requests prior to the start of the IATA Schedules Conference (SC)

 Refer to Section 6.10.5 for detailed procedures

**SMA Schedule Movement Message**

To handle the schedule movement procedures at non-congested (level 1 and 2) airports

 Refer to Section 6.10 for detailed procedures



### 6.3.3 Slot/Schedule Information Request Procedures

The Slot/Schedule Information Request procedures are undertaken by airlines, coordinators and schedules facilitators for a specified airport.

The Standard Message Identifiers (SMI), names and functions of the Slot/Schedule Information Request procedure messages are:

#### **SAQ Slot/Schedule Availability Query Message**

To allow an airline to investigate the possibility of revising its current schedule or to investigate the potential availability for obtaining new slots without impacting the clearance on hold  
SAQ may be used for the current season or for the next coordinated season.

Refer to Section 6.11.1 for detailed procedures

#### **SIR Slot/Schedule Information Request/Reply Message**

To allow an airline to request the status of its clearances or schedule movements  
To allow a coordinator or schedules facilitator to advise an airline – on an unsolicited basis and at any time during or after the SC – the status of its clearances or schedule movements  
To allow an airline to request the status of clearances or schedule movements held by one or more airlines.

SIR may not be used prior to the relevant Schedules Conference (SC).

Refer to Section 6.11.2 for detailed procedures

### 6.3.4 Waitlist Procedures

The Waitlist procedures are undertaken by airlines, coordinators and schedules facilitators at a specified airport.

#### **WCR Waitlist Change Request/Reply Message**

To handle the waitlist process.  
To allow the airline to request a change of the waitlist requirements without a change to the coordinated data.  
It also allows the addition and removal of slotted and non-slotted flights on the waitlist.

#### **WIR Waitlist Information Request/Reply Message**

To allow an airline to request and to receive a response on its waitlist information.  
To allow an airline to request and to receive a response on other airlines waitlist information.  
WIR may not be used prior to the relevant Schedules Conference (SC).  
To allow a coordinator to advise an airline – on an unsolicited basis and at any time during or after the SC – the status of its waitlist information

## 6.4 MESSAGE STANDARDS

### 6.4.1 Introduction and Message Composition

A standard Airport Coordination and Schedule Movement procedure message represents the lowest unit of complete information that may be exchanged between an originator and a recipient for a predetermined purpose.

The technical specifications for message construction are based on the guidelines of the ATA/IATA Systems and Communications Reference Manuals (SCR).

These specifications are common to all schedule message types.

The message formats may be used by computerised users (i.e. airlines, coordinators and schedules facilitators). The formats may also be used as compatible computer printouts and e-mail attachments as well as being adapted for SSIM applications as electronic and teletype messages.

The standard message is enclosed within the standard communications "envelope", i.e. signal identifiers, serial number, priority, address, originator and date/time of transmission.

The airport coordination/schedule movement message will then read line by line by always starting at the left, i.e. left justified.

For SITA/ARINC messages, the maximum line length of the message must not exceed 69 printable characters including spaces. Some systems may restrict line length limits to less than 69 characters.

When the maximum line length limit may be exceeded, the line may be extended to an additional data line that always starts with a slash (/) followed by a space.

The line may only be broken at points where the message format requires a space.

Although the Systems and Communications Reference Manual defines the maximum number of characters for one telegraph (Type B) message as 3,840, some service providers have the capability to increase this limit to 64,000 characters.

Type B users are, however, cautioned that some systems may not be able to receive or process messages with more than 3,840 characters.

This maximum length limitation takes into account all printed and non-printed characters, such as letter shifts, figure shifts and new line. Longer messages should be divided into separate parts.

Submission of more than one type of message in one transmission is not permitted.

It is recommended that no more than 20 data lines be transmitted in one message.



Each functional message consists of 4 major components:

- Message Header including the Standard Message Identifier (SMI);
- Schedule Information Lines (or basic data lines);
- Additional Schedule Information Lines (or additional data lines);
- Message Footer.

The general composition of a standard message together with general values/examples is shown in the Table below. This is followed by a detailed description of each of the components.

The Mandatory End of Line Indicator for the Message Header and Message Footer is included as “`<=`”.

Although the End of Line Indicator has been included for the Schedule Information Data Line and Additional Schedule Information Data Line in the Table below, refer to the Message Specifications (Section 6.5) for detailed information as End of Line Indicator may vary.

DESCRIPTION	VALUES / EXAMPLES
<b>Message Header</b>	
SMI	SCR<=
Creator Reference	/REFER<=
IATA Season	W03<=
Date of Message	10MAY<=
Clearance/Advice Airport	CPH<=
Incoming Message Reference (Reply message only)	REYT/REFER<=
<b>Schedule Information Data Line</b>	NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2<=
<b>Additional Schedule Information Data Line</b>	/ TA.3 TD.2 FA.08500930 FD.10151040/<=
<b>Footer</b>	SI IF NOT AVAILABLE PLS GIVE NEAREST POSSIBLE<= GI BRGDS .....<=

## 6.4.2 Message Heading

The Message Header is composed of the following elements:

### Standard Message Identifier (SMI)

The Standard Message Identifier (SMI) is an IATA approved three-letter code used to uniquely identify a given type of message. It is always included as the first line of the standard message after the Message Address Envelope.

The SMIs used in these procedures are:

SAL SAQ SCR SHL SIR SMA WCR WIR

All SMIs are published in the IATA Airline Coding Directory.

## **Creator Reference Line**

The Creator Reference Line is comprised of 1 to 3 data components and may include a creator reference, a special handling identifier and the e-mail address of message originator.

Each component will be separated by a '/' and the e-mail address is always the last component in the Line.

The Line must start with either a "/" or a "//" and is Optional when transmitting either a creator reference and/or an indication that the message requires special handling.

When the Line starts with '/', it will be followed by either a creator reference or the e-mail address of the message originator.

However, when used to by a coordinator in a SCR message to acknowledge filings by an airline, the '/' will be followed by 'ACK'.

The Line is Conditional if it starts with "//" as this indicates that the message requires special handling. The "//" will be followed by either '**BLOCK**', '**LT**' '**SWAP**' or '**WAITLIST**' to identify the type of message being transmitted.

This may then be followed by the creator reference and/or the e-mail address of the message originator.

The '//LT' is used indicate that all schedule information times in the message is being reported in Local Time.

The Creator Reference Line is Mandatory when requesting slot allocations via e-mail and it is recommended that the following generic e-mail address format be used:

PresentTTYcode@domainname.domainextension

e.g. for Brussels Slot Coordination, the generic e-mail address would be : BRUACXH@biac.be

The generic e-mail addresses are listed in SSIM Attachment 2.

Alternatively, e-mail addresses as bilaterally agreed between the airline and the coordinator may be used.

The possible formats for the Creator Reference Line are provided in the following table:

<b>OPTION</b>	<b>EXAMPLE</b>
Creator reference only	/REFERENCE
Special handling only	//BLOCK
Special handling and creator reference	//SWAP/REFERENCE
E-mail address only	/BRUACXH@biac.be
Acknowledgement and creator reference	/ACK/REFERENCE
Creator reference and E-mail address	/REFERENCE/BRUACXH@biac.be
Special handling and E-mail address	//WAITLIST/BRUACXH@biac.be
Special handling, creator reference and E-mail address	//WAITLIST/REFERENCE/BRUACXH@biac.be
Schedules in Local Time, creator reference and E-mail address	//LT/REFERENCE/BRUACXH@biac.be



## Applicable IATA Season

Northern **S**(ummer) or **W**(inter) plus 2-numerics for the year

## Date of Message

DDMM format

## Clearance/Advice Airport concerned

IATA 3-letter airport code

## Optional Incoming Message Reference

Only used on reply (response) messages and should be included if responding to a message that included a Creator Reference.

Always starts with "REYT/" followed by the message reference of the sender.

For an Acknowledgement (ACK) message, this may be followed by a '/' and the date/time stamp of the original message.

## 6.4.3 Schedule Information Data Lines

The Schedule Information Data Lines consist of mandatory and conditional data elements applicable to the message function.

The Line always begins with an 'Action Code' and ends with the 'Frequency Rate' (if applicable).

The data elements included in the data line, together with examples, are shown in the table below. The status of each element within the message is defined in Section 6.5 – Message Specifications.

### Example

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

DATA ELEMENT	VALUES / EXAMPLES
Action Code	N
Flight Information	
– Arrival Flight Designator	AF802
– Departure Flight Designator	AF810
Period/Frequency Information	
– Period of Operation : From and To	260CT27MAR
– Day(s) of Operation	1234567
Equipment Information	
– Number of Seats Fitted	290
– Aircraft Type	AB3
Routing and Time Information	
– Arrival	From:
Origin	Station
Previous	Station
Timings	(STA)
Departure To:	
Timings	(STD)
Next	Station
Destination	Station
Service Type	
– Arrival	J
– Departure Flight	J
Frequency Rate	2

**Note:** A space (blank) between the Action Code and the Flight Information signifies that the information relates to a departure flight.

The Data Elements that may be included within the Schedule Information Data Line with their function, use and respective position (underlined) in the Schedule Information data line are described below.

## Action Code

The Action Code defines the 'exact' function of the message.

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

 Refer to Section 6.6.2 for a list of Action Codes and the messages where they are used.

 Refer to Sections 6.6.3 and 6.6.4 for a description on the use of each Action Code.

## Flight Information

Flight Information data consists of one or two occurrences of the following:

- Airline Designator (2-character or 3 letter code)
- Flight Number (minimum 3 numerics and maximum 4 numerics)
- Operational suffix — if applicable

For transit/turnaround flights or linked overnight flights, both the arrival and departure flight information should be specified.

A single space (blank) between both flight designators is mandatory.

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

For an arrival flight only, the flight information directly follows the Action Code.

NAF802 260CT27MAR 1234567 290AB3 FCONCE0910 J2

For a departure flight only, the flight information must be preceded by a blank space.

N AF810 260CT27MAR 1234567 290AB3 1030LHRMAN J2

## Period/Frequency Information

Period/Frequency Information data consists of:

- Period of Operation or Arrival Date or Departure Date  
(Date format is 2 numerics for the day of the month plus 3 letters for the month)
- Day(s) of Operation  
(not applicable for single Arrival/Departure Date(s))

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

Period/Frequency Information should always be preceded by a blank space in the message line.

The Period/Frequency Information relates to the UTC date(s)/day(s) of operation at the Clearance/Advice Station.

For transit/turnaround flights or linked overnight flights, the Period/Frequency Information relates to the inbound flight.

If the outbound flight does not depart on the same UTC date(s)/day(s), the Over-midnight Indicator must be used (see below under Routing and Time Information).

Day(s) of Operation are indicated with the numbers 1 through 7 in the applicable position for each day of the week with Monday being Day 1.

Non-operational days are indicated by a Ø (zero) in the applicable position(s) between 1 and 7.



Example: "0034007" denotes operation on Wednesday, Thursday and Sunday.

There must always be a blank space between Period of Operation and Day(s) of Operation.

For single date operations, Day(s) of Operation are omitted.

For a regular operation at fortnightly intervals (every 2 weeks), the Frequency Rate can be used. In such cases, the start date of the Period of Operation must be the first date that the flight operates, and the end date must be the last date that the flight operates.

Refer to 'Frequency Rate' below for further information.

## Equipment Information

Equipment Information data consists of:

- Number of Seats  
Format is 3 numerics for passenger flights and "000" for cargo flights
- Aircraft Type
- Format is 3 alphanumeric characters)

Refer to SSIM Appendix A for valid codes.

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

Equipment Information must always be preceded by a blank space.

There is no blank space between Number of Seats and Aircraft Type.

Aircraft Type Codes are recommended for use in Chapter 6 applications.

## Routing and Time Information

Routing and Time Information consists of either Inbound or Outbound flight data.

Inbound flight data is used for arrival and transit/turnaround flights and consists of:

- Origin Station
- Previous Station
- Scheduled Time of Aircraft Arrival at the Clearance/Advice Station

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

Outbound flight data is used for departure and transit/turnaround flights and consists of:

- Scheduled Time of Aircraft Departure at the Clearance/Advice Station
- Next Station
- Destination Station

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

Routing and Time Information should always be preceded by a blank space.

There must also be a blank space between the inbound and outbound flights when transit/turnaround flights are quoted.

Previous and Next Station may be omitted if they are the same as the Origin Station or Destination Station respectively. On a turnaround flight, this applies for arrival and departure station information.

NAF802 AF810 260CT27MAR 1234567 290AB3 FC00910 1030LHR JJ2

or

NAF802 AF810 260CT27MAR 1234567 290AB3 FC0FC00910 1030LHRLHR JJ2

Other intermediate stations, apart from Previous Station and/or Next Station, need not be stated.

If the aircraft is making an overnight stop (passing midnight UTC) at the station, it is appropriate to use the Over-midnight Indicator attached to the Scheduled Time of Aircraft Departure.

NBA2402 BA102 260CT27MAR 1000000 140734 LHR1950 06001LHR JJ2

This indicates that flight BA2402 arrives on Monday and the linked flight BA102 departs on Tuesday. The underlined figure denotes how many midnights the aircraft layover encompasses; i.e. "1 night," "2 nights etc.

### Service Type

The Service Type indicates the main reason for operating a flight.

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

The Service Type should always be preceded by a blank space.

It is stated separately for the inbound (first code) and outbound flight (second code). A single Service Type is stated if the data line contains only an arrival flight or a departure flight.

 Refer to SSIM Appendix C for applicable codes.

### Frequency Rate

When a flight is operated on a regular basis but at fortnightly intervals (every 2 weeks), the Frequency Rate can be added immediately after the Service Type.

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2

When the Frequency rate is used, the start date of the Period of Operation must be the first date that the flight operates, and the end date must be the last date that the flight operates.

The start and end dates may **not** be expressed as "**00XXX**".

The Frequency Rate may not be used when submitting flights operating on single dates.



#### 6.4.4 Additional Schedule Information Lines

The Additional Schedule Information Line contains optional or conditional information, generally starts on a new line and begins and ends with a slash (/).

The information within the line is constructed as a series of data elements as shown in the example and described in the table below.

*Example*

/ TA.3 TD.2 FA.14001530 FD.15001630/

DESCRIPTION	VALUES / EXAMPLES
Additional Element – Space – Identification Code – Full Stop/Period – Information relevant to the code	→ TA .3
Additional Element – Space – Identification Code – Full Stop/Period – Information relevant to the code	→ FA .14001530
Additional Elements as required	

The Identification Code is either 2 or 3 characters, must not contain spaces, and is always followed by a full stop/period.

The information relating to the code must follow the full stop/period and must not include spaces.

The 2 and 3 character Identification Codes for each element are included in SSIM Appendix J.

If the basic Schedule Information data line does not exceed 69 characters or a system line limit, the Additional Schedule Information data line may directly follow the basic line provided that the combined line length does not exceed 69 characters.

The elements that may be included in the Additional Schedule Information data line are:

- Aircraft Registration
- Cleared Times
- Coordinator Reason
- Minimum Ground Time
- Requested Timings
- Passenger Terminal Identifier
- Reference Number
- Status Information
- Timing Flexibility Indicator

When included in a message, the recommended order for the information is:

- i) Passenger Terminal Identifier(s);
- ii) either the Cleared Times, Requested Timings or Timing Flexibility Indicator(s);

- iii) Coordinator Reason(s);
- iv) any other information as required (i.e. Aircraft Registration, Minimum Ground Time, Reference Number, Status Information).

When both arrival and departure information is included in the elements, it is recommended that the arrival information precedes the departure information.

## Aircraft Registration

The use of Aircraft Registration is optional.

Aircraft Registration information starts with the identifier RE followed by a full stop/period (.) and then the two to 10 character aircraft registration.

### *Example*

YYYY001 YYYY002 10MAR 008BET NCE0910 0950AMS DD/ RE.FGARL/

## Cleared Times

The use of Cleared Times is optional and may only be used in the WIR message.

Cleared Times Information starts with the respective identifier (AA for Arrival and AD for Departure) followed by a full stop/period (.) and then the appropriate slot times as recorded on the coordinator database. □

The waitlist slot time is composed of 4 numerics followed by an optional Day Change Indicator code.

The Day Change Indicator may be included when a day change is involved and where code N indicates the Next day and code P indicates the Previous day. ⊗

### *Examples*

PAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1010LHRMAN JJ2  
/ TA.3 TD.2 AA.0920 AD.1035/

PZZ051 310CT27MAR 0000500 000340 VIEVIE2355 J/ AA.0015N/  
PZZ054 ZZ055 01NOV27MAR 0000060 000340 VIEVIE0000 0030VIEVIE JJ  
/ AA.2330P AD.2345P/

## Coordinator Reason

The reasons why a clearance cannot be granted as requested, or why the historical eligibility has not been granted, are provided using appropriate Coordinator Reason codes.

The Reason codes are applicable to SAL, SAQ, SCR or SHL messages.

The Coordinator Reason data starts with the respective identifier (CA for the arrival reason and CD for the departure reason) followed by a full stop/period (.) and then the appropriate reason code as specified in SSIM Appendix J.



If there is no appropriate code to define the reason or if the coordinator uses Reason Code 'UA', the reason why the request could not be granted should be provided in a SI line.  
The SI line should also be used to provide further information as necessary.

*Example*

```
KZZ123 ZZ124 260CT27MAR 0000567 154734 TKU1200 1300TKU JJ  
/ CA.NE CD.NE/  
0ZZ257 ZZ257 260CT28DEC 1204000 00073X DUSCGN2300 2355VIEKLU FF  
/ CA.R030 CD.NA/  
U ZZ187 ZZ188 03NOV 154734 MAN0805 0910MAN GP/ CA.UA CD.UA/
```

## Minimum Ground Time

The use of Minimum Ground Time is optional and may only be in SCR and SMA messages.

Minimum Ground Time information starts with the identifier MT followed by a full stop/period (.) and then the minimum ground time.

The minimum ground time is composed of 3 numerics to express the time in minutes.

*Example*

```
NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1010LHRMAN JJ  
/ MT. 045/
```

## Reference Number

The use of Reference Number is optional and can be used in all messages.

Reference Number information starts with the respective identifier (NA for Arrival and ND for Departure) followed by a full stop/period (.) and then the Reference Number assigned by a coordinator.

The Reference Number is composed of 1 to 10 numerics

*Example*

```
NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1010LHRMAN JJ2  
/ NA.200041000 ND.200041001/
```

## Requested Timings

The use of Requested Timings is optional and may only be used in SAL and SIR messages.

The Requested Timings elements start with the respective element identifier (RA for Arrival or RD for Departure) followed by a full stop/period (.) and then the original timings as requested by the airline and recorded on the coordinator waitlist.

The waitlist slot time is composed of 4 numerics followed by an optional Day Change Indicator code.

The original requested timing(s) is composed of 4 numerics followed by an optional Day Change Indicator code.

The Day Change Indicator may be included when a day change is involved and where code N indicates the Next day and code P indicates the Previous day.

When the SAL data line starts with Action Code **H**, **O** or **U**, Requested Timings may be included.

They may **not** be included on the SAL when Action Code **U** is combined with Action Code **O**.

When a slot allocation request is on the waitlist for improvement, the Requested Timings may be included in the SIR.

### *Examples*

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2  
/ TA.3 TD.2 RA.0920 RD.1010/

OZZ051 310CT27MAR 0000500 000340 VIEVIE2355 J/ RA.0015N CA.R030/  
OZZ053 01NOV27MAR 0000060 000340 VIEVIE0000J/ RA.2355P CA.R030/  
OZZ054 ZZ055 01NOV27MAR 0000060 000340 VIEVIE0000 0030VIEVIE JJ  
/ RA.2330P CA.R030 RD.2345P CD.R030/

### **Passenger Terminal Identifiers**

The use of the Passenger Terminal Identifier is optional and may be used in SAQ, SCR and SIR messages.

The Passenger Terminal Identifier elements start with the respective element identifier (TA for Arrival or TD for Departure) followed by a full stop/period (.) and then the appropriate Passenger Terminal Indicator as specified in SSIM Appendix D.

### *Examples*

#### *Arrival and Departure*

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2  
/ TA.3 TD.2 RA.0910 RD.1010/

#### *Departure Only*

N AF810 260CT27MAR 1234567 290AB3 1030LHRMAN J/ TD.2/

### **Status Information**

The use of Status Information is optional and may **only be used by the coordinator in the SAL message**.

Status Information starts with the respective identifier (SA for Arrival and SD for Departure) followed by a full stop/period (.) and then the relevant status information for a flight in free text format.

Status Information is a free text field composed of 1 to 10 characters and must not contain spaces.

### *Example*

NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2  
/ SA.SCHENGEN SD.NONSCHENGEN/



## Timing Flexibility Indicator

The use of Timing Flexibility Indicator is optional and may be used in SCR and SIR messages.

The Timing Flexibility Indicator elements start with the respective identifier (FA for Arrival Flexibility or FD for Departure Flexibility) followed by a full stop/period (.) and then the appropriate Timing Flexibility Indicator.

This is composed of 8 characters beginning with 4 characters for the earliest possible timing followed by 4 characters for the latest possible timing.

*Example*

```
NAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ2  
/ TA.3 TD.2 FA.08500920 FD.10101050/
```

If the airline can accept a timing flexibility that exceeds the Day of Operation, this can be specified by first indicating the earliest time possible for the arrival on the first day, and then the latest timing acceptable on the next day.

If this results in a figure where the first 4 digits represent a time later than the time in the next 4 digits, it means that the flexibility ranges into the next day.

## 6.4.5 Message Footer

The Message Footer may be composed of 'Supplementary Information' (SI) or 'General Information' (GI) lines.

If more than one Supplementary or General Information (SI or GI) lines are required in a message, there is no requirement to begin the extra lines with the slash (/) and the space.

## 6.5 MESSAGE SPECIFICATIONS

There are three basic formats for the Airport Coordination/Schedule Movement/Waitlist Procedure messages and these are for arrival, departure and transit turnaround flights.

The data validation criteria for the overall message structure are specified below.

### Header Information Validation

	Rule 1 Status Validation	Rule 2 Format Validation	Rule 3 Date-Time Validation	Rule 4 Set Value Validation	Rule 5 Database Lookup Validation	Rule 6 Logical Validation
Standard Message Identifier	M	aaa	n/a	Value = SAL, SAQ, SCR, SHL, SIR, SMA, WCR, WIR	n/a	
Creator Reference	O	Refer to 6.4.2	n/a	Must begin with "/" or "//"	n/a	
Season	M	ann	S = (Northern) Summer W = Winter Year value= 00- 99	n/a	n/a	Must be greater than or equal to current IATA SEASON
Day of Message	M	nn	Day value = 01 - 31	n/a	n/a	
Month of Message	M	aaa	Month value = JAN - DEC	n/a	n/a	SAME LINE AS DATE
Clearance/Advice Airport	M	aaa	n/a	n/a	Lookup = Location identifier codes	
Message Reference	C	REYT/x( x(.34))	n/a	Must begin with = "REYT/"	n/a	



## Schedule Information Data Line Validation

Data Element	Rule 1	Rule 2	Rule 3	Rule 4	Rule 5	Rule 6
	Status Validation	Format Validation	Date-Time Validation	Set Value Validation	Database Lookup Validation	Logical Validation
*** Data Element Status Validations are Message Dependent						
Action Code	M	a	n/a	Value = A, B, C, D, E, F, H, I, K, L, N, O, P, Q, R, S, T, U, V, W, X, Y, or Z	n/a	
Arrival Airline Designator	***	xx(a)	n/a	n/a	Lookup = Airline designator codes	
Arrival Flight Number	***	nnn(n)	n/a	Value = 0000-9999	n/a	
Arrival Operational Suffix	***	a	n/a	Value = A - Z	n/a	
Departure Airline Designator	***	xx(a)	n/a	n/a	Lookup = Airline designator codes	
Departure Flight Number	***	nnn(n)	n/a	Value = 0000-9999	n/a	
Departure Operational Suffix	***	a	n/a	Value = A - Z	n/a	
From Day	***	nn	Day value = 01 - 31	n/a	n/a	"From Day/Month" field must be less than "To Day/Month" field
From Month	***	aaa	Month value = JAN - DEC	n/a	n/a	"From Day/Month" field must be less than "To Day/Month" field
To Day	***	nn	Day value = 01 - 31	n/a	n/a	"To Day/Month" field must be greater than "From Day/Month" field
To Month	***	aaa	Month value = JAN - DEC	n/a	n/a	"To Day/Month" field must be greater than "From Day/Month" field
Day(s) of Operation	***	NNNNNNN	Value = 0 - 7	n/a	n/a	
Number of Seats	***	nnn	n/a	Value = 000 - 999	n/a	
Aircraft Type	***	xxx	n/a	n/a	Lookup = Aircraft type codes	
Origin Station	***	aaa	n/a	n/a	Lookup = Location identifier codes	
Previous Station	***	aaa	n/a	n/a	Lookup = Location identifier codes	
Scheduled Time of Arrival	***	nnnn	Value = 0001 - 2400	n/a	n/a	
Scheduled Time of Departure	***	nnnn	Value = 0001 - 2400	n/a	n/a	
Oversight Indicator	***	n	n/a	Value = Blank, 1 or 2	n/a	
Next Station	***	aaa	n/a	n/a	Lookup = Location identifier codes	
Destination Station	***	aaa	n/a	n/a	Lookup = Location identifier codes	
Arrival Service Type	***	a	n/a	n/a	Lookup = Service type codes	
Departure Service Type	***	a	n/a	n/a	Lookup = Service type codes	
Frequency Rate	***	n	n/a	Value = Blank or 2	n/a	

## Additional Schedule Information Data Line Validation

The logical structure (i.e. message specification) for each message is specified below.

When a specification has a different structure for a specific Action Code (e.g. SCR for Action Code E), this is also specified below.

Additional Element - Identification Code	***	aa	n/a	AA, AD	n/a	n/a
Additional Element - Information relevant to the code	***	nnnn	Value = 0001 - 2400	n/a	n/a	n/a
Additional Element - Identification Code	***	aa	n/a	CA, CD	n/a	n/a
Additional Element - Information relevant to the code	***	xx(xx)	n/a	Value = AA, AB, CF, GA, HA, MU, N80, NA, NB, NE, NP, PA, QT, R(nn), RA, SE, T(nn), TA or UA	n/a	n/a
Additional Element - Identification Code	***	aa	n/a	FA, FD	n/a	n/a
Additional Element - Information relevant to the code	***	nnnnnnnn	Value = 00010001 - 24002400	n/a	n/a	n/a
Additional Element - Identification Code	***	aa	n/a	LT	n/a	n/a
Additional Element - Information relevant to the code	***	nnnn	No value	n/a	n/a	n/a
Additional Element - Identification Code	***	aa	n/a	RA, RD	n/a	n/a
Additional Element - Information relevant to the code	***	nnnn	Value = 0001 - 2400	n/a	n/a	n/a
Additional Element - Identification Code	***	aa	n/a	TA, TD	n/a	n/a
Additional Element - Information relevant to the code	***	x(x)	n/a	n/a	Lookup = Passenger terminal indicators	n/a



## SAL Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	n/a	K H O U T	K O U	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				M	n/a	M	
Arrival Operational Suffix				C	n/a	C	If included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	M	M	
Departure Operational Suffix				n/a	C	C	
Separator (Space)				M	M	M	
From Day and Month				M	M	M	'From Period of Operation' or 'Single Dated Flights'
To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' included
Day(s) of Operation				C	C	C	Mandatory if 'Period of Operation' included
Separator (Space)				M	M	M	
Number of Seats				M	M	M	
Aircraft Type				M	M	M	
Separator (Space)				M	M	M	
Origin Station				C	n/a	C	Mandatory if not equal to 'Previous Station'
Previous Station				M	n/a	M	
Scheduled Time of Arrival				M	n/a	M	
Separator (Space)				n/a	n/a	M	
Scheduled Time of Departure				n/a	M	M	
Overnight Indicator				n/a	n/a	C	
Next Station				n/a	M	M	
Destination Station				n/a	C	C	Mandatory if not equal to 'Next Station'
Separator (Space)				M	M	M	
Arrival Service Type				M	n/a	M	
Departure Service Type				n/a	M	M	
Frequency Rate				C	C	C	Mandatory if > 1
End Of Line (<=)				C	C	C	Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows and the total number of characters does not exceed the maximum line length limitation.

## SAL Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group(s) included
End of Line (<=)				C	C	C		Mandatory if any Additional Element Group included as a separate line in the message. Also Mandatory if Additional Schedule Information directly follows the Schedule Information.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>				n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>	Action Codes <b>H O U</b> only			C	C	C		Mandatory if Coordinator Reason(s) provided. Group is repeated if both arrival and departure reasons provided.
<b>Flexibility Range (Values = FA, FD)</b>				n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>				C	C	C		Mandatory if Requested Timings information provided. Group is repeated if both arrival and departure reasons provided.
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				C	C	C		Mandatory if airports require coordination by passenger terminal. Group is repeated if both arrival and departure passenger terminal information provided.



## SAQ Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	C N R	H I U	n/a	M	M	M	Effective 1 March 2006, Action Codes H and U may be used by Coordinators.
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				M	n/a	M	
Arrival Operational Suffix				C	n/a	C	If included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	M	M	
Departure Operational Suffix				n/a	C	C	
Separator (Space)				M	M	M	
From Day and Month				M	M	M	'From Period of Operation' or 'Single Dated Flights'
To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' included
Day(s) of Operation				C	C	C	Mandatory if 'Period of Operation' included
Separator (Space)				M	M	M	
Number of Seats				M	M	M	
Aircraft Type				M	M	M	
Separator (Space)				M	M	M	
Origin Station				C	n/a	C	Mandatory if not equal to 'Previous Station'
Previous Station				M	n/a	M	
Scheduled Time of Arrival				M	n/a	M	
Separator (Space)				n/a	n/a	M	
Scheduled Time of Departure				n/a	M	M	
Overnight Indicator				n/a	n/a	C	
Next Station				n/a	M	M	
Destination Station				n/a	C	C	Mandatory if not equal to 'Next Station'
Separator (Space)				M	M	M	
Arrival Service Type				M	n/a	M	
Departure Service Type				n/a	M	M	
Frequency Rate				C	C	C	Mandatory if > 1
End Of Line (<=)				C	C	C	Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows and the total number of characters does not exceed the maximum line length limitation.

## SAQ Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group(s) included
End Of Line (<=)				C	C	C		Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows the Schedule Information and the total number of characters does not exceed the maximum line length limitation.

### Table of Applicable Additional Elements

<b>Cleared Times (Values = AA, AD)</b>				n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>		Action Code I only		C	C	C		Mandatory if Coordinator Reason(s) provided. Group is repeated if both arrival and departure reasons provided.
<b>Flexibility Range (Values = FA, FD)</b>	Action Codes N and R only			C	C	C		Mandatory if Flexibility Range information provided. Group is repeated if both arrival and departure reasons provided.
<b>Requested Timings (Values = RA, RD)</b>				n/a	n/a	n/a		
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				C	C	C		Mandatory if airports require coordination by passenger terminal. Group is repeated if both arrival and departure passenger terminal information provided.



## SCR Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	A B C D F I L N P R V Y Z	H K O P T U W X	n/a	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				M	n/a	M	
Arrival Operational Suffix				C	n/a	C	If included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	M	M	
Departure Operational Suffix				n/a	C	C	
Separator (Space)				M	M	M	
From Day and Month				M	M	M	'From Period of Operation' or 'Single Dated Flights'
To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' included
Day(s) of Operation				C	C	C	Mandatory if 'Period of Operation' included
Separator (Space)				M	M	M	
Number of Seats				M	M	M	
Aircraft Type				M	M	M	
Separator (Space)				M	M	M	
Origin Station				C	n/a	C	Mandatory if not equal to 'Previous Station'
Previous Station				M	n/a	M	
Scheduled Time of Arrival				M	n/a	M	
Separator (Space)				n/a	n/a	M	
Scheduled Time of Departure				n/a	M	M	
Overnight Indicator				n/a	n/a	C	
Next Station				n/a	M	M	
Destination Station				n/a	C	C	Mandatory if not equal to 'Next Station'
Separator (Space)				M	M	M	
Arrival Service Type				M	n/a	M	
Departure Service Type				n/a	M	M	
Frequency Rate				C	C	C	Mandatory if > 1
End Of Line (<=)				C	C	C	Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows and the total number of characters does not exceed the maximum line length limitation.

## SCR Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group(s) included
End Of Line (<=)				C	C	C		Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows the Schedule Information and the total number of characters does not exceed the maximum line length limitation.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>				n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>				C	C	C		Mandatory if Coordinator Reason(s) provided. Group is repeated if both arrival and departure reasons provided.
<b>Flexibility Range (Values = FA, FD)</b>	Action Codes <b>B,N,R,V,</b> Y only			C	C	C		
<b>Requested Timings (Values = RA, RD)</b>				C	C	C		Mandatory if Requested Timings information provided. Group is repeated if both arrival and departure reasons provided.
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				C	C	C		Mandatory if airports require coordination by passenger terminal. Group is repeated if both arrival and departure passenger terminal information provided.



## SCR-E Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	E	n/a	n/a	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				O	n/a	O	
Arrival Operational Suffix				C	n/a	C	Only included If flight number included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	O	O	
Departure Operational Suffix				n/a	C	C	Only included If flight number included
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' or 'Single Dated Flights' included
Period of Operation/Single Dated Flights				O	O	O	
- From Day and Month				C	C	C	'From Period of Operation' or 'Single Dated Flights'
- To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				n/a	n/a	n/a	
Day(s) of Operation				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Number of Seats				n/a	n/a	n/a	
Aircraft Type				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Origin Station				n/a	n/a	n/a	
Previous Station				n/a	n/a	n/a	
Scheduled Time of Arrival				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Scheduled Time of Departure				n/a	n/a	n/a	
Overnight Indicator				n/a	n/a	n/a	
Next Station				n/a	n/a	n/a	
Destination Station				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Arrival Service Type				n/a	n/a	n/a	
Departure Service Type				n/a	n/a	n/a	
Frequency Rate				n/a	n/a	n/a	
End Of Line (<=)				M	M	M	

## SCR-E Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)								Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M	M M	Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M	M M	
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C	C	Mandatory if any Additional Element Group included
End of Line (<=)				C	C	C	C	Mandatory if any Additional Element Group included as a separate line in the message. Also Mandatory if Additional Schedule Information directly follows the Schedule Information.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>			n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>			n/a	n/a	n/a		
<b>Flexibility Range (Values = FA, FD)</b>			n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>			n/a	n/a	n/a		
<b>Passenger Terminal Identifier (Values = TA, TD)</b>			n/a	n/a	n/a		



## SHL Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	n/a	H U	n/a	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				M	n/a	M	
Arrival Operational Suffix				C	n/a	C	If included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	M	M	
Departure Operational Suffix				n/a	C	C	
Separator (Space)				M	M	M	
From Day and Month				M	M	M	
To Day and Month				M	M	M	
Separator (Space)				M	M	M	
Day(s) of Operation				M	M	M	
Separator (Space)				M	M	M	
Number of Seats				M	M	M	
Aircraft Type				M	M	M	
Separator (Space)				M	M	M	
Origin Station				C	n/a	C	Mandatory if not equal to 'Previous Station'
Previous Station				M	n/a	M	
Scheduled Time of Arrival				M	n/a	M	
Separator (Space)				n/a	n/a	M	
Scheduled Time of Departure				n/a	M	M	
Overnight Indicator				n/a	n/a	C	
Next Station				n/a	M	M	
Destination Station				n/a	C	C	Mandatory if not equal to 'Next Station'
Separator (Space)				M	M	M	
Arrival Service Type				M	n/a	M	
Departure Service Type				n/a	M	M	
Frequency Rate				C	C	C	Mandatory if > 1
End Of Line (<=)				C	C	C	Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows and the total number of characters does not exceed the maximum line length limitation.

## SHL Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group(s) included
End Of Line (<=)				C	C	C		Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows the Schedule Information and the total number of characters does not exceed the maximum line length limitation.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>				n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>		Action Code <b>U</b> only		C	C	C		Mandatory if Coordinator Reason(s) provided. Group is repeated if both arrival and departure reasons provided.
<b>Flexibility Range (Values = FA, FD)</b>				n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>				C	C	C		Mandatory if Requested Timings information provided. Group is repeated if both arrival and departure reasons provided.
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				C	C	C		Mandatory if airports require coordination by passenger terminal. Group is repeated if both arrival and departure passenger terminal information provided.



## SIR Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	n/a	H O P	H	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				M	n/a	M	
Arrival Operational Suffix				C	n/a	C	If included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	M	M	
Departure Operational Suffix				n/a	C	C	
Separator (Space)				M	M	M	
From Day and Month				M	M	M	'From Period of Operation' and 'Single Dated Flights'
To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' included
Day(s) of Operation				C	C	C	Mandatory if 'Period of Operation' included
Separator (Space)				M	M	M	
Number of Seats				M	M	M	
Aircraft Type				M	M	M	
Separator (Space)				M	M	M	
Origin Station				C	n/a	C	Mandatory if not equal to 'Previous Station'
Previous Station				M	n/a	M	
Scheduled Time of Arrival				M	n/a	M	
Separator (Space)				n/a	n/a	M	
Scheduled Time of Departure				n/a	M	M	
Overnight Indicator				n/a	n/a	C	
Next Station				n/a	M	M	
Destination Station				n/a	C	C	Mandatory if not equal to 'Next Station'
Separator (Space)				M	M	M	
Arrival Service Type				M	n/a	M	
Departure Service Type				n/a	M	M	
Frequency Rate				C	C	C	Mandatory if > 1
End Of Line (<=)				C	C	C	Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows and the total number of characters does not exceed the maximum line length limitation.

## SIR Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group(s) included
End Of Line (<=)				C	C	C		Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows the Schedule Information and the total number of characters does not exceed the maximum line length limitation.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>				n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>				n/a	n/a	n/a		
<b>Flexibility Range (Values = FA, FD)</b>				n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>				C	C	C		Mandatory if Requested Timings information provided. Group is repeated if both arrival and departure reasons provided.
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				C	C	C		Mandatory if airports require coordination by passenger terminal. Group is repeated if both arrival and departure passenger terminal information provided.



## SIR-Q Message Specification – Request by Airline

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	Q	n/a	n/a	M	M	M	
Arrival Airline Designator				M	n/a	M	May be 'QQQ'
Arrival Flight Number				O	n/a	O	
Arrival Operational Suffix				C	n/a	C	Only included If flight number included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	May be 'QQQ'
Departure Flight Number				n/a	O	O	
Departure Operational Suffix				n/a	C	C	Only included If flight number included
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' or 'Single Dated Flights' included
Period of Operation/Single Dated Flights - From Day and Month				O C	O C	O C	'From Period of Operation' or 'Single Dated Flights'
- To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' included
Day(s) of Operation				C	C	C	Mandatory if 'Period of Operation' included
Separator (Space)				C	C	C	Mandatory if any of the following elements included
Number of Seats				n/a	n/a	n/a	
Aircraft Type				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Origin Station				n/a	n/a	n/a	
Previous Station				n/a	n/a	n/a	
Scheduled Time of Arrival				O	n/a	O	
Separator (Space)				n/a	n/a	C	Mandatory if Scheduled Time of Arrival included for T/T and any of the following elements included
Scheduled Time of Departure				n/a	n/a	O	
Overnight Indicator				n/a	n/a	O	
Next Station				n/a	n/a	n/a	
Destination Station				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Arrival Service Type				n/a	n/a	n/a	
Departure Service Type				n/a	n/a	n/a	
Frequency Rate				n/a	n/a	n/a	
End Of Line (≤=)				M	M	M	

## SIR-Q Message Specification – Request by Airline (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included.
End of Line (<=)				C	C	C		Mandatory if any Additional Element Group included as a separate line in the message. Also Mandatory if Additional Schedule Information directly follows the Schedule Information.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>			n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>			n/a	n/a	n/a		
<b>Flexibility Range (Values = FA, FD)</b>			n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>			n/a	n/a	n/a		
<b>Passenger Terminal Identifier (Values = TA, TD)</b>			n/a	n/a	n/a		



## SMA Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	A C D N P R Z	n/a	H K O U W X	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				M	n/a	M	
Arrival Operational Suffix				C	n/a	C	If included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	M	M	
Departure Operational Suffix				n/a	C	C	
Separator (Space)				M	M	M	
From Day and Month				M	M	M	'From Period of Operation' or 'Single Dated Flights'
To Day and Month				C	C	C	Mandatory if 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' included
Day(s) of Operation				C	C	C	Mandatory if 'Period of Operation' included
Separator (Space)				M	M	M	
Number of Seats				M	M	M	
Aircraft Type				M	M	M	
Separator (Space)				M	M	M	
Origin Station				C	n/a	C	Mandatory if not equal to 'Previous Station'
Previous Station				M	n/a	M	
Scheduled Time of Arrival				M	n/a	M	
Separator (Space)				n/a	n/a	M	
Scheduled Time of Departure				n/a	M	M	
Overnight Indicator				n/a	n/a	C	
Next Station				n/a	M	M	
Destination Station				n/a	C	C	Mandatory if not equal to 'Next Station'
Separator (Space)				M	M	M	
Arrival Service Type				M	n/a	M	
Departure Service Type				n/a	M	M	
Frequency Rate				C	C	C	Mandatory if > 1
End Of Line (<=)				C	C	C	Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows and the total number of characters does not exceed the maximum line length limitation.

## SMA Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group(s) included
End Of Line (<=)				C	C	C		Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows the Schedule Information and the total number of characters does not exceed the maximum line length limitation.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>				n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>		Action Code <b>U</b> only		C	C	C		Mandatory if Coordinator Reason(s) provided. Group is repeated if both arrival and departure reasons provided.
<b>Flexibility Range (Values = FA, FD)</b>				n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>				C	C	C		
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				C	C	C		Mandatory if airports require coordination by passenger terminal. Group is repeated if both arrival and departure passenger terminal information provided.



## SMA-E Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	E	n/a	n/a	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				O	n/a	O	
Arrival Operational Suffix				C	n/a	C	Only included If flight number included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	O	O	
Departure Operational Suffix				n/a	C	C	Only included If flight number included
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' or 'Single Dated Flights' included
Period of Operation/Single Dated Flights				O	O	O	
- From Day and Month				C	C	C	Mandatory for 'Period of Operation' or 'Single Dated Flights'
- To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				n/a	n/a	n/a	
Day(s) of Operation				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Number of Seats				n/a	n/a	n/a	
Aircraft Type				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Origin Station				n/a	n/a	n/a	
Previous Station				n/a	n/a	n/a	
Scheduled Time of Arrival				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Scheduled Time of Departure				n/a	n/a	n/a	
Overnight Indicator				n/a	n/a	n/a	
Next Station				n/a	n/a	n/a	
Destination Station				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Departure Service Type				n/a	n/a	n/a	
Frequency Rate				n/a	n/a	n/a	
End Of Line (<=)				M	M	M	

## SMA-E Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
<b>Separator (Slash)</b>				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>				M M	M M	M M		The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included.
End of Line (<=)				C	C	C		Mandatory if any Additional Element Group included as a separate line in the message. Also Mandatory if Additional Schedule Information directly follows the Schedule Information.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>				n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>				n/a	n/a	n/a		
<b>Flexibility Range (Values = FA, FD)</b>				n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>				n/a	n/a	n/a		
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				n/a	n/a	n/a		



## WCR Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	C R N Z	P W X	n/a	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				M	n/a	M	
Arrival Operational Suffix				C	n/a	C	If included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	M	M	
Departure Operational Suffix				n/a	C	C	
Separator (Space)				M	M	M	
From Day and Month				M	M	M	'From Period of Operation' and 'Single Dated Flights'
To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' included
Day(s) of Operation				C	C	C	Mandatory if 'Period of Operation' included
Separator (Space)				M	M	M	
Number of Seats				M	M	M	
Aircraft Type				M	M	M	
Separator (Space)				M	M	M	
Origin Station				C	n/a	C	Mandatory if not equal to 'Previous Station'
Previous Station				M	n/a	M	
Scheduled Time of Arrival				M	n/a	M	
Separator (Space)				n/a	n/a	M	
Scheduled Time of Departure				n/a	M	M	
Overnight Indicator				n/a	n/a	C	
Next Station				n/a	M	M	
Destination Station				n/a	C	C	Mandatory if not equal to 'Next Station'
Separator (Space)				M	M	M	
Arrival Service Type				M	n/a	M	
Departure Service Type				n/a	M	M	
Frequency Rate				C	C	C	Mandatory if > 1
End Of Line (<=)				C	C	C	Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows and the total number of characters does not exceed the maximum line length limitation.

## WCR Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group(s) included
End Of Line (<=)				C	C	C		Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows the Schedule Information and the total number of characters does not exceed the maximum line length limitation.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>				C	C	C		Mandatory if Cleared Times information provided. Group is repeated if both arrival and departure times provided.
<b>Coordinator Reason (Values = CA, CD)</b>				n/a	n/a	n/a		
<b>Flexibility Range (Values = FA, FD)</b>				n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>				n/a	n/a	n/a		
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				C	C	C		Mandatory if airports require coordination by passenger terminal. Group is repeated if both arrival and departure passenger terminal information provided.



## WIR Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	n/a	P	n/a	M	M	M	
Arrival Airline Designator				M	n/a	M	
Arrival Flight Number				M	n/a	M	
Arrival Operational Suffix				C	n/a	C	If included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	
Departure Flight Number				n/a	M	M	
Departure Operational Suffix				n/a	C	C	
Separator (Space)				M	M	M	
From Day and Month				M	M	M	'From Period of Operation' and 'Single Dated Flights'
To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' included
Day(s) of Operation				C	C	C	Mandatory if 'Period of Operation' included
Separator (Space)				M	M	M	
Number of Seats				M	M	M	
Aircraft Type				M	M	M	
Separator (Space)				M	M	M	
Origin Station				C	n/a	C	Mandatory if not equal to 'Previous Station'
Previous Station				M	n/a	M	
Scheduled Time of Arrival				M	n/a	M	
Separator (Space)				n/a	n/a	M	
Scheduled Time of Departure				n/a	M	M	
Overnight Indicator				n/a	n/a	C	
Next Station				n/a	M	M	
Destination Station				n/a	C	C	Mandatory if not equal to 'Next Station'
Separator (Space)				M	M	M	
Arrival Service Type				M	n/a	M	
Departure Service Type				n/a	M	M	
Frequency Rate				C	C	C	Mandatory if > 1
End Of Line (<=)				C	C	C	Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows and the total number of characters does not exceed the maximum line length limitation.

## WIR Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group(s) included
End Of Line (<=)				C	C	C		Mandatory if no Additional Schedule Information included or when the number of characters in the Schedule Information line exceeds the maximum line length limitation. Also Mandatory if Additional Schedule Information directly follows the Schedule Information and the total number of characters does not exceed the maximum line length limitation.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>				C	C	C		Mandatory if Cleared Times information provided. Group is repeated if both arrival and departure times provided.
<b>Coordinator Reason (Values = CA, CD)</b>				n/a	n/a	n/a		
<b>Flexibility Range (Values = FA, FD)</b>				n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>				n/a	n/a	n/a		
<b>Passenger Terminal Identifier (Values = TA, TD)</b>				C	C	C		Mandatory if airports require coordination by passenger terminal. Group is repeated if both arrival and departure passenger terminal information provided.



## WIR-Q Message Specification

Data Element	Message Sender			Message Application and Data Element Status			Notes
	AL	CO	SF	ARR	DEP	T/T	
<b>Schedule Information</b>							
Action Code (s)	Q	n/a	n/a	M	M	M	
Arrival Airline Designator				M	n/a	M	May be 'QQQ'
Arrival Flight Number				O	n/a	O	
Arrival Operational Suffix				C	n/a	C	Only included If flight number included
Separator (Space)				n/a	M	M	
Departure Airline Designator				n/a	M	M	May be 'QQQ'
Departure Flight Number				n/a	O	O	
Departure Operational Suffix				n/a	C	C	Only included If flight number included
Separator (Space)				C	C	C	Mandatory if 'Period of Operation' or 'Single Dated Flights' included
Period of Operation/Single Dated Flights				O	O	O	
- From Day and Month				C	C	C	Mandatory for 'Period of Operation' and 'Single Dated Flights'
- To Day and Month				C	C	C	Mandatory for 'Period of Operation'. For other 'single dates', use /.....
Separator (Space)				n/a	n/a	n/a	
Day(s) of Operation				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Number of Seats				n/a	n/a	n/a	
Aircraft Type				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Origin Station				n/a	n/a	n/a	
Previous Station				n/a	n/a	n/a	
Scheduled Time of Arrival				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Scheduled Time of Departure				n/a	n/a	n/a	
Overnight Indicator				n/a	n/a	n/a	
Next Station				n/a	n/a	n/a	
Destination Station				n/a	n/a	n/a	
Separator (Space)				n/a	n/a	n/a	
Arrival Service Type				n/a	n/a	n/a	
Departure Service Type				n/a	n/a	n/a	
Frequency Rate				n/a	n/a	n/a	
End Of Line (<=)				M	M	M	

## WIR-Q Message Specification (cont'd)

<b>Additional Schedule Information</b>								Refer to Table below for applicable Additional Elements for this message
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included
<b>Additional Element Group</b>								The following data elements are applicable to each Additional Element Group included
Separator (Space) Additional Element - Identification Code				M M	M M	M M		Refer to Table below for applicable code values
Separator (Period) Additional Element - Information relevant to the code				M M	M M	M M		
<b>Additional Element Group(s)</b>								The Group of Additional Elements is repeated for each applicable Identification Code included
Separator (Slash)				C	C	C		Mandatory if any Additional Element Group included.
End of Line (<=)				C	C	C		Mandatory if any Additional Element Group included as a separate line in the message. Also Mandatory if Additional Schedule Information directly follows the Schedule Information.

**Table of Applicable Additional Elements**

<b>Cleared Times (Values = AA, AD)</b>			n/a	n/a	n/a		
<b>Coordinator Reason (Values = CA, CD)</b>			n/a	n/a	n/a		
<b>Flexibility Range (Values = FA, FD)</b>			n/a	n/a	n/a		
<b>Requested Timings (Values = RA, RD)</b>			n/a	n/a	n/a		
<b>Passenger Terminal Identifier (Values = TA, TD)</b>			n/a	n/a	n/a		



## 6.6 ACTION CODES

### 6.6.1 Introduction

Action Codes are required to define a specific function undertaken by a specified user (i.e. airline, coordinator or schedules facilitator) in the Airport Coordination/Schedule Movement procedure messages.

Action Codes are specific to the designated user and to the message function.

The Action Codes that may be used in each message together with the designated user are detailed in the tables below.

The messages and Action Codes within the message are listed in alphabetic order.

The Action Code is used to indicate the precise function of the message and the following Sections describe the general use of each Action Code by the message use and the message user.

### 6.6.2 Message and Action Code Listing

SAL Message		
Airline	Coordinator	Schedules facilitator
	<b>H</b> Return to historic <b>K</b> Confirmation  <b>O</b> Offer <b>T</b> Allocated subject to conditions <b>U</b> No slot allocated	<b>K</b> Confirmation <b>O</b> Offer — voluntary reschedule request <b>U</b> Not confirmed

SAQ Message	
Airline	Coordinator
<b>C</b> Schedule to be changed <b>N</b> New schedule <b>R</b> Revised schedule	<b>H</b> Holding (effective 1 March 2006) <b>I</b> Availability information <b>U</b> Refusal (effective 1 March 2006)

<b><i>SCR Message</i></b>	
<b>Airline</b>	<b>Coordinator</b>
<b>A</b> Acceptance of an offer — no further improvement desired <b>B</b> New entrant <b>C</b> Schedule to be changed for an operational reason or towards the initial requested time of the airline <b>D</b> Delete schedule <b>E</b> Eliminate schedule <b>F</b> Historic schedule <b>I</b> Revised schedule (Continuation from previous adjacent Season) <b>L</b> Revised schedule (No offer acceptable) <b>M</b> Schedule or Waitlist to be changed for reason other than under Action Code <b>C</b> <b>N</b> New schedule <b>P</b> Acceptance of an offer — maintain on waitlist <b>R</b> Revised schedule (Offer acceptable) <b>V</b> New entrant with year round status <b>Y</b> New schedule (Continuation from previous adjacent Season)  <b>Z</b> Decline offer	<b>H</b> Holding  <b>K</b> Confirmation <b>O</b> Offer  <b>P</b> Pending (action or advice) <b>T</b> Allocated subject to conditions <b>U</b> Refusal <b>W</b> Unable to reconcile flight information  <b>X</b> Cancellation

<b><i>SHL Message</i></b>	
<b>Airline</b>	<b>Coordinator</b>
	<b>H</b> Eligible for historical precedence <b>U</b> Not eligible for historical precedence



SIR Message		
Airline	Coordinator	Schedules Facilitator
<b>Q</b> Request for schedule information	<b>H</b> Holding <b>O</b> Offer <b>P</b> Pending <b>T</b> Allocated subject to conditions	<b>H</b> Holding

SMA Message	
Airline	Schedules Facilitator
<b>A</b> Acceptance of an offer — no further improvement desired <b>C</b> Schedule to be changed <b>D</b> Delete schedule <b>E</b> Eliminate schedule <b>N</b> New schedule <b>P</b> Acceptance of an offer — improvement desired <b>R</b> Revised schedule <b>Z</b> Decline offer	<b>H</b> Holding — voluntary reschedule offer <b>K</b> Confirmation <b>O</b> Offer — voluntary reschedule request <b>U</b> Not confirmed <b>W</b> Unable to reconcile flight information <b>X</b> Cancellation

<b><i>WCR Message</i></b>	
<b>Airline</b>	<b>Coordinator</b>
<b>C</b> Waitlist to be changed for an operational reason <b>M</b> Waitlist to be changed for reason other than under Action Code C <b>N</b> New waitlist request  <b>R</b> Revised waitlist request <b>Z</b> Remove from waitlist slotted and non-slotted flights	<b>P</b> Pending (for improvement) <b>W</b> Unable to reconcile flight information <b>X</b> Removed/Deleted from waitlist

<b><i>WIR Message</i></b>	
<b>Airline</b>	<b>Coordinator</b>
<b>Q</b> Request for schedule information	<b>P</b> Pending (for improvement)

### 6.6.3 Codes used by Airlines

- A Acceptance of an offer — no further improvement desired** **SCR SMA**  
 Action Code **A** is used to accept an offer of a (slot) clearance (SCR procedure) or to accept a proposal for a voluntary reschedule request (SMA procedure).

It further indicates that the airline will not be requesting any improvements in the timings submitted in the original request.

When several offers are proposed for the same request, the acceptance of one of the offers by the airline automatically cancels other offers for the same request.

*Example*

AAF802 AF810 260CT27MAR 1234567 290AB3 NCE0940 1050LHR JJ

- B New entrant** **SCR**  
 Action Code **B** is used by an airline to request an entirely new slot allocation (SCR procedure).  
*Example*

BAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ



<b>C</b>	Schedule to be changed for an operational reason or towards the initial requested time of the airline	<b>SCR</b>
	<b>or</b>	
	Schedule to be changed	<b>SAQ SMA</b>
	<b>or</b>	
	Waitlist to be changed for an operational reason	<b>WCR</b>

Action Code **C** may be used at any time during the entire Airport Coordination/Schedule Movement process.

It is used by an airline to indicate its intention to change either existing clearances (including historics) for an operational reason or towards the initial requested time of the airline.  
It may also be used to change waitlist data.

Action Code **C** can only be used in conjunction with one or more appropriate **R**, **L** or **I** data lines and these lines are used to indicate the changes being requested.

*Example*

CAF802 AF810 260CT27MAR 1234567 290AB3 NCENCE0910 1030LHRLHR JJ

<b>D</b>	<b>Delete schedule</b>	<b>SCR SMA</b>
----------	------------------------	----------------

Action Code **D** is used to delete an existing clearance (SCR) or a schedule movement (SMA).

*Example*

DAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

<b>E</b>	<b>Eliminate schedule</b>	<b>SCR SMA</b>
----------	---------------------------	----------------

Action Code **E** is used to permanently delete (eliminate):

- all clearances (SCR procedure) or schedule movements (SMA) for specified flight designators;

or,

- all clearances or schedule movements for one airline designator.

This may either be for a complete Season or for a period or single dates within a Season.

Caution is recommended when using Action Code **E** to avoid permanently deleting all clearances or schedule movements.

*Examples*

Specific AF flights for a period

EAF802 AF810 29MAR01MAY

All AF arrival and departure flights for a period

EAF AF 29MAR01MAY

<b>F</b>	<b>Historic schedule</b>	<b>SCR</b>
----------	--------------------------	------------

Action Code **F** may be used when the slot allocation request applies to an historic from the previous **equivalent** Season.

*Example*

FAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

**I Revised schedule** SCR

**(with timings in continuation from previous adjacent Season)**

Action Code **I** may be used to request revisions to existing clearances as a continuation of a service that has either started or is scheduled to start in the previous **adjacent** Season.

The service being requested must be a continuation from the previous adjacent Season (summer followed by winter or winter followed by summer) in UTC or Local Time at the coordinated airport, or in UTC or Local Time at the origin/destination airport.

Action Code **I** is only used in conjunction with one or several appropriate **C or M** data lines to indicate that the airline wishes to align an existing schedule operated in the previous **adjacent** Season to provide a constant year round schedule.

All provisions for Action Code **R** are applicable.

Airlines may request certain amendments to clearances within the previous adjacent Season using Action Code **I**.

The following amendments are acceptable since they are **not** considered relevant to airport capacity constraints;

- Flight Number change only (arrival and/or departure);
- Reduction in aircraft capacity (Number of Seats);
- Contraction of the frequencies or termination of the operation within the new Season.

**Note:** *Since the flight number may be used to identify slot allocations (clearances) in some coordinator systems, system problems may be encountered when a flight number is changed.*

*Example*

LAF802 AF810 260CT27MAR 1234567 290AB3 NCE0900 1020LHR JJ

**L Revised schedule (No offer acceptable)** SCR

Action Code **L** is only used in conjunction with one or several associated **C or M** data lines to request a slot allocation for a *revised* schedule.

The combination of **C or M** data lines with **L** data lines must constitute one complete transaction and all **C or M** data lines within a transaction must be stated first.

Action Code **L** is used when the requesting airline intends to change the clearances on hold as stated in the associated **C or M** data line.

The change is subject to the proviso that the new clearance can be allocated as requested.

For flight number changes, it is recommended that the Action Code **C/L combination** procedure is used rather than the Delete and New (**D/N**) procedure.

Changing a flight number using the **D/N** procedure requires that both the **D** and **N** schedule information lines are processed as a package. It is quite possible that a system receiving a **D/N** request might action the Delete line, re-allocate the slot and then not be able to action the New line.

*Example*

LAF802 AF810 260CT27MAR 1234567 290AB3 NCE0900 1020LHR JJ



<b>M</b>	Schedule to be changed for any reason other than under Action Code C or Waitlist to be changed for any reason other than under Action Code C	<b>SCR</b>  <b>WCR</b>
----------	--	------------------------------

Action Code **M** may be used at any time during the entire Airport Coordination/Schedule Movement process.

It is used by an airline to indicate its intention to change either existing clearances (including historics) or waitlists.

Action Code **M** can only be used in conjunction with one or more appropriate **R**, **L** or **I** data lines that are used to indicate the changes being requested.

*Example*

MAF802 AF810 260CT27MAR 1234567 290AB3 NCENCE0910 1030LHRLHR JJ

<b>N</b> <b>New Schedule or New Waitlist Request</b>	<b>SAQ SCR SMA WCR</b>
--	------------------------

For new schedules, Action Code **N** may be used at any time during the entire Airport Coordination/Schedule Movement process.

Action Code **N** is used to:

- request the availability of slots for a new service (SAQ procedure);
- request a totally new slot allocation (SCR procedure);
- submit a new schedule movement (SMA procedure).

Action Code **N** cannot be used to file existing clearances holding historic precedence.

Action Code **F** must be used when maintaining status quo for existing historics.

Action Code **C/I**, **C/L**, **C/R**, **M/I**, **M/L** or **M/R** combinations must be used to request changes to historics.

For new Waitlist Requests, Action Code **N** may be used during or after the Schedules Conference to request that an existing clearance be recorded on the coordinator waitlist for possible improvement (WCR procedure).

*Example*

NAF802 AF810 260CT27MAR 1234567 290AB3 NCE0900 1020LHR JJ

<b>P</b> <b>Acceptance of an offer — Maintain on waitlist</b>	<b>SCR SMA</b>
---	----------------

Action Code **P** is used to accept an offer of a slot clearance (SCR procedure) or to accept a proposal for a voluntary reschedule movement request (SMA procedure).

It further indicates that the airline will be seeking improvements to the times in the original request and that the requested times should be placed on a waitlist for improvement.

When several offers are proposed for the same request, the acceptance of one of the offers by the airline automatically cancels other offers for the same request.

*Example*

PAF802 AF810 260CT27MAR 1234567 290AB3 NCE0940 1050LHR JJ

## **Q Request for schedule information**

**SIR WIR**

Action Code **Q** is used by an airline to request:

- the current status of its clearances or schedule movements (SIR procedure);
- the status of its waitlist information (WIR procedure);
- the status of slot allocations or schedule movements held by other airlines (SIR procedure);
- the status of waitlist information for other airlines (WIR procedure).

### *Examples*

<u>QBA BA</u>	BA requests schedule status information for all BA flights (SIR)
<u>Q AF 15AUG31AUG</u>	Request for schedule information for all AF departure flights from 15 August until 31 August (SIR)
<u>QQQQ 15AUG31AUG</u>	Request for schedule information for all arrival flights for all airlines (QQQ) from 15 August until 31 August (SIR)
<u>QBA BA</u>	BA requests waitlist information for all BA flights (WIR)
<u>QAF 15AUG31AUG</u>	Request for waitlist information for all AF arrival flights from 15 August until 31 August (WIR)

## **R Revised Schedule or Waitlist (Offers acceptable for SCR)**

**SAQ SCR SMA WCR**

Action Code **R** may be used at any time during the entire Airport Coordination and Schedule Movement process.

It is used in conjunction with one or more associated **C or M** data lines to:

- indicate the revised schedule in a request for slot availability information (SAQ procedure);
- request a slot allocation for a revised schedule (SCR procedure);
- indicate the revised schedule movement (SMA procedure);
- request a change in waitlist requirements (WCR procedure).

The combination of **C or M** data lines with **R** data lines must constitute one complete transaction and all **C or M** data lines within a transaction must be stated first.

Action Code **R** is used when the requesting airline intends to change the clearances on hold as stated in the associated **C or M** data line(s) (i.e. the historics).

The change is subject to the proviso that the new clearance can be confirmed as requested or that a reasonable offer can be made.

### *Example*

RAF802 AF810 260CT27MAR 1234567 290AB3 NCE0900 1020LHR JJ

In case a coordinator is not able to offer the precise times requested, airlines are advised to use the Timing Flexibility Indicator and/or Supplementary Information (SI) to indicate any possible flexibility in timings.

### *Example*

RAF802 AF810 260CT27MAR 1234567 290AB3 NCE0900 1020LHR JJ

/ FA.08500920 FD.10001040/

SI PLS PROVIDE BEST AVAILABLE WITHIN RANGE



**V New entrant with year round status  
(continuation from previous adjacent Season)** SCR

Action Code **V** is used by an airline claiming new entrant status.

The code may be used to request new slot allocations as a continuation of a service that either has started or is scheduled to start in the previous **adjacent** Season (SCR procedure).

The service being requested must be a continuation from the previous adjacent Season (summer followed by winter or winter followed by summer) in UTC or Local Time at the coordinated airport, or in UTC or Local Time at the origin/destination airport.

Airlines may request certain amendments to the schedule of the previous adjacent Season from the clearance on hold in the previous adjacent Season. These may be submitted using Action Code **V**.

The following amendments are acceptable since they are **not** considered relevant to airport capacity constraints:

Flight Number change only (arrival and/or departure);

Reduction in aircraft capacity (Number of Seats).

**Note:** *Since the flight number may be used to identify slot allocations (clearances) in some coordinator systems, system problems may be encountered when a flight number is changed.*

*Example*

YNG7240 NG7810 260CT27MAR 1234567 031FRJ BGY0910 1030BGY JJ

**Y New schedule (Continuation from previous adjacent Season)** SCR

Action Code **Y** may be used to request a new slot allocation for either a continuation of a service that has started or for a service that is scheduled to start in the previous **adjacent** Season.

The service being requested must be a continuation from the previous adjacent Season (summer followed by winter or winter followed by summer) in UTC or Local Time at the coordinated airport, or in UTC or Local Time at the origin/destination airport.

Airlines may request certain amendments to clearances within the previous adjacent Season using Action Code **Y**.

The following amendments are acceptable since they are **not** considered relevant to airport capacity constraints:

Flight Number change only (arrival and/or departure);

Reduction in aircraft capacity (Number of Seats).

*Example*

YAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

## Z Decline Offer or Remove from Waitlist

SCR SMA WCR

### SCR Procedures

For the SCR procedures, Action Code **Z** is used by airline to indicate that the clearances being offered by coordinator are not acceptable.

The airline may choose to continue the SCR procedures either with a revised slot allocation request using a combination of Action Codes **C** and **R** or **M** and **R** combination or with a new slot allocation request using Action Code **N**.

Under these circumstances, there will be no confirmation from the coordinator.

If the airline chooses not to continue the SCR procedures, the clearances on offer will be cancelled and any existing clearances held by the airline are automatically maintained.

*Example*

ZAF802 AF810 260CT27MAR 1234567 290AB3 NCE0940 1050LHR JJ  
ZAF802 AF810 260CT27MAR 1234567 290AB3 NCE0900 1000LHR JJ

### SMA Procedures

For SMA procedures, Action Code **Z** is used by the airline to indicate that the schedule movements offered by schedule facilitator are not acceptable.

The airline may choose to continue the SMA procedures either with a revised schedule movement request using a combination of Action Codes **C** and **R** or with new schedule movement request using Action Code **N**.

If the airline chooses not to continue the SMA procedure, the original schedule movement request will be maintained.

This will be confirmed to the airline by a SMA message using Action Code **K**.

### WCR Procedure

For WCR procedures, Action Code **Z** is used by the airline to indicate to coordinator that a waitlisted slot allocation request can be deleted from the waitlist.



## 6.6.4 Codes to be used by the Airport Coordinator or Schedules Facilitator

<input type="checkbox"/> H Holding (no action taken)	SAL SAQ SCR SHL SIR SMA
--	-------------------------

### Use by Airport Coordinator Prior to Schedules Conference (SC)

Action Code **H** is used by a coordinator to:

- confirm the clearances that are eligible for historic precedence in the next **equivalent** season (SHL procedure). The data lines should reflect the dates and period of validity of the equivalent season for which the historical eligibility is granted;
- advise that the requested slot allocations could not be confirmed, that the historic precedence has been retained and that the original request has been placed on the waitlist (SAL procedure).

In exceptional cases, Action Code **H** may be used in conjunction with Action Code **U** on the SAL to advise that the slot allocation requests have been cleared based on other capacity elements such as aircraft types.

### Use by Airport Coordinator At or After the Schedules Conference (SC)

Action Code **H** is used by a coordinator to specify confirmed clearances held by the coordinator (SIR procedure).

Action Code **H** is used by a coordinator in conjunction with Action Code **W** in SCR procedures to notify that a clearance held by the coordinator;

- either does not match the information contained in a **C or M** data line;
- or results in a flight designator duplication for the dates in question.

Action Code **H** is used by a coordinator in conjunction with Action Code **U** in response to **C/I**, **C/L** and **C/R** transactions (SCR procedure) to advise the airline that the revised slot allocation could not be cleared as requested (**U** data line) and that the existing clearance (**H** data line) will be maintained.

Action Code **H** is used by the coordinator in conjunction with Action Codes **U** and **O** to advise the airline that the revised slot allocation could not be cleared as requested (**U** data line) but offers are possible as indicated by Action Code **O**. The existing clearance (**H** data line) is maintained if the airline does not respond to the offers or does not accept any of the offers.

Action Code **H** is used by the coordinator in conjunction with Action Code(s) **X** in SCR procedures to inform the airline that, since the acceptance of an offer has not been received within 3 business days, all offers are cancelled (**X** data line). The existing clearance held by the airline (**H** data line) is maintained.

Effective 1 March 2006

### Use by Airport Coordinator in SAQ procedure

Action Code **H** is used by the coordinator in the SAQ procedure to advise that the existing clearance will be maintained (held) when an airline requests availability information for a possible change to the existing clearance.

## Use by Schedules Facilitator

Action Code **H** is used by a schedules facilitator to:

- notify the airline of detected mismatches and/or flight designator duplications (SMA procedure);
- specify schedule movements previously advised by the airline (SIR procedure).

*Example*

HAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

### I Availability information

**SAQ**

Action Code **I** is used to provide slot availability information in response to an airline SAQ request message.

No action is taken by the coordinator to change or allocate clearances as a result of the request.

The format is the same as Action Code **O** except that no offers are being made.

*Example*

IAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

### K Confirmation

**SAL SCR SMA**

Action Code **K** is used to confirm to the airline that the slot allocation request has been cleared as requested.

*Example*

KAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

### O Offer

**SAL SCR SIR SMA**

#### Use by Coordinator Prior to Schedules Conference (SC)

Action Code **O** is used by a coordinator to offer the closest available clearances to those requested (SAL procedure).

In exceptional cases, Action Code **O** may be used in conjunction with Action Code **U** on the SAL to advise the airline that the slot allocations requests have been cleared based on other capacity elements such as aircraft types.

#### Use by Coordinator During or After the Schedules Conference (SC)

Action Code **O** is used by a coordinator to:

- offer the closest available clearances to those requested (SCR procedure);
- specify the clearances being offered (SIR procedure).

Action Code **O** will always be used in combination with a **U** data line that reflects the original slot allocation request except for waitlist improvement originated by the coordinator (SCR procedures).

## Use by Schedules Facilitator

Action Code **O** is used by a schedules facilitator in SAL and SMA procedures to request an airline to consider an offer of a rescheduled movement.



Acceptance of such offers are on voluntary basis and this procedure is only used in exceptional circumstances to offer rescheduled timings within the available airport capacity in an endeavour to avoid the airport having to consider moving to Level 3 status.

In exceptional cases, Action Code **O** can be used in combination with Action Code **U** in the SAL and SMA procedures where Action Code **U** is used to identify the original slot allocation request for tracking purposes by the airline.

The use of this combination does not have the same implications as a Refusal (Action Code U) at a Level 3 airport.

*Example*

0AF802 AF810 260CT27MAR 1234567 290AB3 NCE0905 1015LHR JJ

**P Pending Action or Advice**

**SCR SIR**

Action Code **P** (Pending Action) may be used in the SCR and SIR procedures when the acceptance or refusal of a slot allocation request is dependent on the acceptance or refusal of an offer made to another airline.

Action Code **P** must **not** be used by schedules facilitators.

Action Code **P** (Pending Advice) may be used by a coordinator in a SCR message prior to the SC to acknowledge the receipt of the initial filings by an airline in an SCR message using Action Codes **B, F, I, L, N, R, V** or **Y**.

 Refer to SSIM 6.8.9 for details of the acknowledgement procedures.

**P Pending for Improvement**

**WCR WIR**

Action Code **P** is used in the WIR procedures to advise the airline of flights that have been placed on a waitlist for improvement.

Action Code **P** is used in WCR procedures to advise the airline of flights that have been placed on a waitlist for improvement.

In combination with Action Code **X**, it indicates that new waitlist request has been placed on the waitlist.

In combination with Action Code **W**, it indicates that original waitlist request has been retained since the coordinator was unable to reconcile the flight information.

*Example*

PAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

**T Allocated subject to conditions**

**SAL SCR SIR**

Action Code **T** used to notify the airline that the slot allocation request has been cleared subject to certain conditions.

The slot clearance may be cancelled if the conditions are not fulfilled.

For example, this situation may occur when clearances may be allocated for an airline that has yet to obtain an operating license.

Action Code **T** must **not** be used by schedules facilitators.

*Example*

TAF802 AF810 260CT27MAR 1234567 290AB3 NCE2200 03551LHR JJ

**U Refusal****SAL SAQ SCR SHL SMA****Use by Coordinator Prior to the SC**

Action Code **U** is used by a coordinator in the SHL procedures to advise an airline that a clearance operated at a Level 3 airport in the previous **equivalent** season is not eligible for historic precedence (historic).

The reason why the clearance is not considered an historic must be provided with either a Coordinators Reason Code listed in Appendix J or an explanation in a SI line.

*Example*

UAf802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ  
/ CA.N80 CD.N80/

Action Code **U** is used by a coordinator in the SAL procedures prior to the SC to advise an airline that no definitive action can be taken on a request to change an existing clearance or on a request for a slot allocation for a new service.

It also indicates that a clearance has not been allocated and that there is no possibility of a reasonable offer.

Data lines with Action Code **U** will be automatically placed on the waitlist.

*Example*

UAf802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ  
/ CA.UA CD.UA/  
SI NO TIMES AVAILABLE



In exceptional cases, for use in SAL only, Action Code **U** may be used in combination with Action Code **O** or **H** to advise the airline that the slot allocations requests have been cleared based on other capacity elements such as aircraft types.

**Use by Coordinator During or After the SC**

Action Code **U** is used by a coordinator in the SCR procedures during or after the SC to advise the airline that the request for a **new** or a revised slot allocation could not be cleared. It also indicates that it was not possible to offer clearances as none are available.

The original slot allocation request will be automatically recorded on the coordinator waitlist.

When used in combination with Action Code **O** in the SCR procedures, Action Code **U** reflects the original slot allocation request.

It may also indicate that no clearance is available either before or after the offer(s) reflected in the **O** data line(s).

The original slot allocation request will be automatically recorded on the coordinator waitlist.

**Effective 1 March 2006****Use by Coordinator in SAQ Procedures**

Action Code **U** is used by a coordinator in the SAQ procedures to advise an airline that there is no clearance available at the requested timings.

*Example*

UAf802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ



## Use by Schedules Facilitator

Action Code **U** is used by a schedules facilitator in SAL and SMA procedures at Level 2 airports to advise that no definitive action can be taken on a request to change an existing schedule movement or a request for a new schedule movement for a new service. This may be due to factors such as a night jet ban.

When used in combination with Action Code **O** in the SAL and SMA procedures, Action Code **U** is used by the schedules facilitator to request the airline to consider a voluntary rescheduling as reflected in the **O** data line(s).

In this context, Action Code **U** is used to identify the original request for tracking purposes by the airline and does not have the same implications as a 'Refusal' at a Level 3 airport.

### Example

UAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

## W Unable to reconcile flight information

## SCR SMA WCR

Action Code **W** is used by a coordinator in the SCR procedures or by a schedules facilitator in the SMA procedures to advise that the request cannot be processed due to errors in the data submission. It is applicable to all Action Codes.

When flight(s) are held by the coordinator at another time or at another date/period/days of operation, Action Code **W** may be followed by corresponding **H** data line(s) to indicate the existing clearances held by the coordinator.

This action will allow the airline to correct its submission and avoid unintended deletions.

In WCR procedures, Action Code **W** is used by a coordinator to advise that changes to the waitlist cannot be actioned as the flight information cannot be reconciled.

Action Code **W** may be followed by (a) corresponding **P** data line(s) to indicate the existing clearances held by the coordinator.

### Examples

WAF802 AF810 260CT27MAR 1234567 290734 NCE0910 1030LGW JJ

HAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

Or

WAF802 AF810 260CT27MAR 1234567 290734 NCE0910 1030LGW JJ

PAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

## X Cancellation

## SCR SMA WCR

Action Code **X** is used by a coordinator in the SCR procedure to confirm the deletion of a current clearance requested by the airline using Action Codes **C** or **M**, **D**, or **E**.

It may also be used by the coordinator to advise that an offer(s) using Action Code **O** has been cancelled since no response was received from the airline within 3 business days of the offer being made.

When using Action Code **X**, the reply should contain only those Periods/Day(s) of Operation or dates effectively cancelled in the complete **C**, **M**, **D** or **E** data lines.

Action Code **X** is used by a schedules facilitator in the SMA procedure to confirm the deletion of a scheduled movement as requested by the airline using Action Codes **C**, **D** or **E**.

In the WCR procedures, Action Code **X** is used by a coordinator to confirm the deletion of a waitlisted flight as requested by the airline using Action Codes **C**, **M** or **Z**.

### Example

XAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

## 6.7 INCORRECTLY FORMATTED MESSAGES

The rules governing action by coordinators and airlines acting as schedules facilitators for handling incorrect message format are detailed below.

For a given flight designator and date at a specific station, there can only be **one** scheduled arrival and/or **one** scheduled departure time allocated or advised.

SCR messages containing flights being amended by use of Action Codes **C** and **R** (or **C** and **L** or **C** and **I**) or by **M** and **R** (or **M** and **L** or **M** and **I**) or cancelled by Action Code **D** or **E** will only be actioned against those data lines for which the clearance information held by the Coordinator matches that contained in the **C**, **M**, **D** or **E** data lines.

For data lines for which there is a mismatch, the coordinator will take no action but respond using Action Code **W** against the submitted data line with the slot information currently held using Action Code **H**.

When no slots are held for the Days/Dates of Operation stated in the **C**, **M**, **D** or **E** data line, the coordinator shall reply with a “NIL” statement using Action Code **H**.

*Example*

WAF5402 AF5810 260CT27MAR 1234567 290734 NCE0930 1020LGW JJ  
HNIL

For SCR messages containing additional or new slot requests, the coordinator will take no action on those data lines that would result in flight designator duplication.

The coordinator will respond with a SCR message using Action Code **W** against the submitted data lines with the slot information currently held using Action Code **H**.

This will apply for slot requests sent with Action Code **N**, **F** or **I** and for those sent with Action Code **C/R**, **C/L**, **C/I**, **M/R**, **M/L**, or **M/I** combinations.

*Example*

*Request*

CAF802 AF810 260CT27MAR 1234567 290734 NCE0910 1015LGW JJ  
RAF802 AF810 260CT27MAR 1234567 290734 NCE0930 1020LGW JJ

*Reply from Coordinator*

WAF802 AF810 260CT27MAR 1234567 290734 NCE0910 1015LGW JJ  
HAF802 AF810 260CT27MAR 1234567 290AB3 NCE0910 1030LHR JJ

If an SCR message contains several data lines where changes are interrelated and one or more of these data lines cannot be processed due to format errors, the Coordinator will not take action on any of these data lines. He will however respond with an appropriate SCR, SMA or WCR message using Action Code **W** against the submitted data lines, together with the clearance information currently held using Action Code **H**.

For SCR data lines containing acceptance of offers using Action Code **A** for which there is a mismatch, the Coordinator will take no action. He will however respond using Action Code **W** against the submitted data line with the clearance information currently held on offer using Action Code **O**.

When an Airline wants to change several flights in one message (i.e. several changes/new/deletions), he should always place the **C**, **M**, **D** and **E** records prior to the corresponding **R**, **L**, **Y** or **N** records that have the same Flight Designator(s) whenever the same date/period is involved.

## 6.8 AIRPORT COORDINATION PROCEDURES

The Airport Coordination Procedures defined in the Section are applicable to Level 3 airports for the allocation of clearances at these airports. The procedures may be used for initial coordination (i.e. prior to SC), during or after SC.

Some of the procedures may occur throughout the whole slot coordination process.

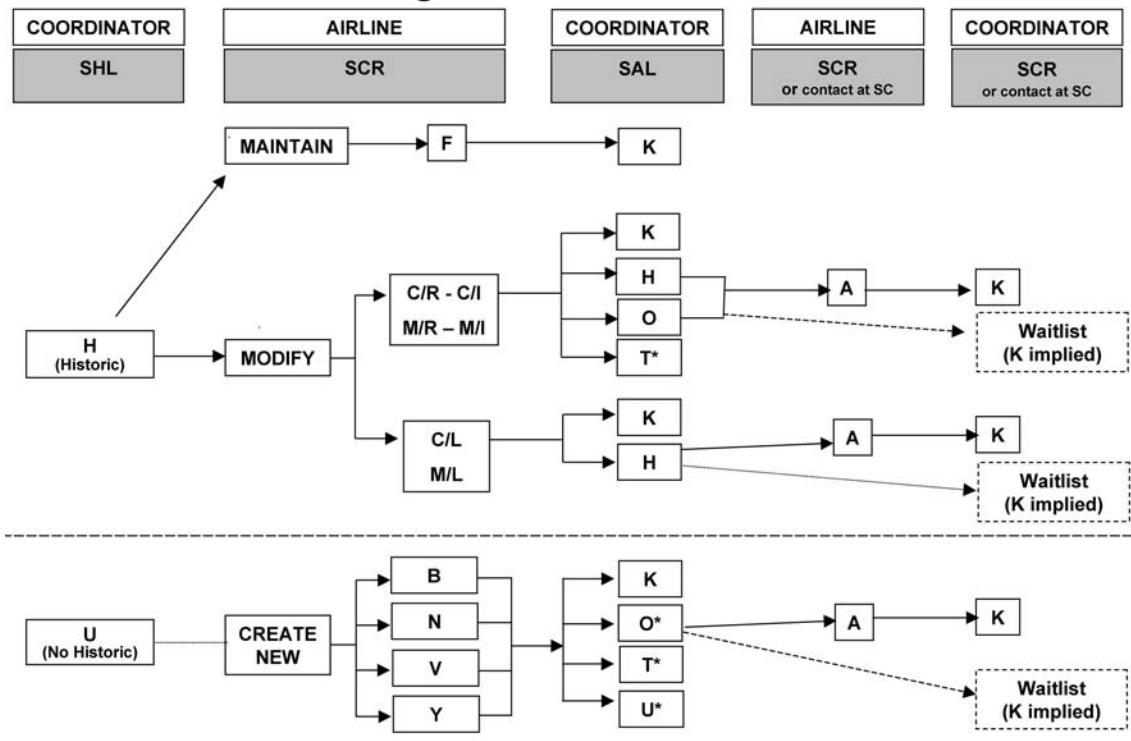
### 6.8.1 Initial Coordination Procedures

The Initial Coordination Procedures are undertaken prior to the SC and these may consist of the following:

- Historical Slot Determination
- Airline Procedures for Filing for a New Season
- Preliminary Slot Allocation

A diagram of the message exchange flows between airlines and coordinators with message types and relevant action codes is presented below.

**Basic Exchange Flows for Initial Coordination**



O\* and U\*: May be used in combination in exceptional cases  
T\* replaces O or K status if conditions apply

#### 6.8.1.1 Historical Slot Determination Procedure

Prior to the filing deadline for a new scheduling Season, coordinators will advise each airline whether clearances operated in the previous **equivalent** season are eligible or not eligible for historic precedence (historics).

The historical eligibility information is provided electronically in an SHL (Slot Historical and Non-Historical Allocation List) by the coordinator and the listing must be provided no later than the dates specified in the WSG.

The Period of Operation for historical eligibility, as stated in the SHL, must reflect the dates adjusted for the forthcoming Season. For records covering the entire Period of Operation, the start and end dates **must** reflect the start and end dates of the new Season.

When operated flights do not cover the entire Period of Operation, the start and end dates of the historical eligibility should be the dates closest (i.e. earlier or later) to the respective dates applicable to the same Day(s) of Operation of the previous season.

This will also include the extension or contraction of full season schedule by one week if the Season is a week longer or shorter than the last equivalent Season.

When flight records have become fragmented due to changes such as ad-hoc cancellations or aircraft type changes during the previous equivalent season, the coordinator must "reconstruct" the records of those flights that qualify for historical status to create a single historic record for each flight. This must be completed prior to the distribution of the SHLs to airlines and must comply with the coordination parameters established at the airport.

The airline will consider the receipt of the historics as the right to continue operating these schedules for the next equivalent season.

If an airline does not confirm the continuation of the historic before the filing deadline, the entitlement for the historic will be lost.

The SHL message from the coordinator will contain data lines using Action Code H for schedules eligible for historical precedence and Action Code U for schedules that are not eligible for historical precedence.

Data lines preceded with Action Code **U** will identify the reason why the schedule is not eligible for historical rights. The Coordinator Reason(s) will be provided in the additional schedule information data line either using the Coordinator Reason Codes listed in SSIM Appendix J or by free text in an SI Line.

For transit and turnaround flights, an historic may be established for the arrival flight but not for the departure flight (or vice versa). When this occurs, the data lines will be divided into separate arrival and departure lines with the relevant Action Code (**H** or **U**).



For historics for new entrants, the **H** data lines may contain Coordinator Reason Code(s) to indicate that there are limitations on the continued use of these historics.

If this occurs, airlines will need to contact the coordinator for an explanation.

*Example*

```
SHL  
/FRA1004ZZ  
W03  
10APR  
FRA  
HZZ123 ZZ124 290CT24MAR 0030567 154734 TKU1200 1300TKU JJ2  
/ CA.NE CD.NE/  
HZZ500 ZZ501 290CT24MAR 1234567 180752 LHR1055 1200LHR JJ  
HZZ257 ZZ257 300CT28DEC 1204000 00073X DUSCGN2330 00301VIE FF  
UZZ257 ZZ257 03JAN21MAR 0030000 00073X DUSCGN2300 2355VIEKLU FF  
/ CA.N80 CD.N80/  
HZZ3988 ZZ3989 290CT24MAR 0004000 35674C SINBKK1400 1500BKKSIN QQ  
UZZ187 290CT24MAR 0000500 154734 MAN0805 C/ CA.MU/  
H ZZ188 290CT24MAR 0000500 154734 0910MAN C
```

When an airline requested a coordinator to provide the historics as **unlinked** flights, the coordinator will separate the historics into arrival and departure flights using Action Code H.

Example of linked historics

```
SHL  
/HISTAZ  
W03  
10APR  
AMS  
HAZ100 AZ101 260CT27MAR 1234567 131M80 FC00800 0910FC0 JJ  
HAZ102 AZ103 260CT27MAR 1235467 075ER4 MXP0810 0900MXP JJ
```

Example of unlinked historics

```
SHL  
/HISTAZ  
W03  
10APR  
AMS  
HAZ100 260CT27MAR 1234567 131M80 FC00800 J  
HAZ102 260CT27MAR 1235467 075ER4 MXP0810 J  
H AZ101 260CT27MAR 1234567 131M80 0910FC0 J  
H AZ103 260CT27MAR 1235467 075ER4 0900MXP J
```

When a schedule is not considered eligible as an historic, the airline must file a new slot allocation request if the intention is to continue to operate the schedule.

### 6.8.1.2 Airline Procedures for Filing for a New Season

In order to maintain or modify historic slots and/or to request new slot allocations, the airline will use the following filing procedures with the appropriate Action Codes or combination of Action Codes in an SCR Message:

<b>FILING PROCEDURE</b>	<b>ACTION CODE(S)</b>
Maintain Historic Schedule	<b>F</b>
Modify Historic Schedule	
• Offers acceptable	<b>C and R or M and R</b>
• Offers not acceptable	<b>C and L or M and L</b>
• Continuation from previous adjacent Season – offers acceptable	<b>C and I or M and Ir</b>
New Schedule	<b>N</b>
New Schedule with New Entrant Status	<b>B</b>
New Schedule with New Entrant Status with year round status – Continuation from previous adjacent Season	<b>V</b>
New Schedule with year round status – Continuation from previous adjacent Season	<b>Y</b>

Code **N** cannot be used to file existing clearances holding historic precedence.  
Action Code **F** must be used when maintaining status quo for existing historics.

When filing for changes to historics, Action Code combinations **C/I**, **C/L**, **C/R**, **M/I**, **M/L**, **M/R** shall be used.

Under no circumstances shall these transactions be used to expand Day(s) and/or Period of Operation.

They may, however, be used to contract Day(s) and/or Period of Operation.



When filing to maintain or modify historics using the **F, C/L, C/R, C/I, M/I, M/L or M/R** procedures, airlines should base their filings on the **H** data line from the SHL.

Arrival and departure flights from different **H** data lines may not be combined unless unlinked **H** data lines are being used.

Action Codes **V** or **Y** must be used to filing for a new series of slot allocations operated in the previous **adjacent Season**.

Action Codes **B** or **N** must be used to file for either a new series of slot allocations or for slot allocations on individual dates.

When filing changes or new requests with the above Action Codes (except **C/L, M/L or F**), airlines may use the Timing Flexibility Identifier and/or Supplementary Information (SI) lines to indicate the range of timings for acceptable offers.

It is recommended that airlines file separate messages when using the SI line or Timing Flexibility Identifier.

**Note:** *Since the flight number may be used to identify slot allocations (clearances) in some coordinator systems, system problems may be encountered when a flight number is changed.*

### 6.8.1.3 Maintain Historic Schedule

#### F Procedure

The airline uses the historic eligibility information provided by the coordinator as the basis for filing schedules for the forthcoming equivalent Season and as the right to continue operating the historic schedules.

Each schedule must be filed with a SCR message using Action Code **F** to replace the Action Code **H** data line provided in the SHL message.

Coordinators may bilaterally agree with an airline to accept filings using Action Code **F** that include modifications to the **H** data line. These modifications cannot be capacity relevant items such as change of flight numbers, change of aircraft type (when not capacity relevant) and/or reduction in number of seats.

Slot allocation requests using Action Code **F** will always be validated by the coordinator to ensure the correct application of the code.

#### Example

```
SHL  
/CPH1004AF  
W03  
10APR  
CPH  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
HAF808 AF812 260CT27MAR 1234567 126733 MRS1855 2010FRA JJ
```

```
SCR  
/AF1005CPH  
W03  
10MAY  
CPH  
FAF802 AF810 260CT27MAR 1234567 245AB3 FCONCE0910 1030LHRMAN JJ  
FAF808 AF812 260CT27MAR 1234567 126733 MRS1855 2010FRA JJ
```



When the airline requested that its historics be unlinked in order to change the schedule, the airline submits a SCR message with Action Code **F** to confirm that the historics are to remain unlinked.

When the airline chooses to maintain unlinked flights, the coordinator cannot guarantee that the minimum or maximum ground times of the airline will be respected in the final result on the SAL.

***Example of confirmation of unlinked historics***

```
SHL  
/CPH1004AF  
W03  
10APR  
CPH  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
HAF808 260CT27MAR 1234567 126733 MRS1855 J  
H AF812 260CT27MAR 1234567 126733 2010FRA J
```

```
SCR  
/AF1005CPH  
W03  
10MAY  
CPH  
FAF802 AF810 260CT27MAR 1234567 245AB3 FCONCE0910 1030LHRMAN JJ  
FAF808 260CT27MAR 1234567 126733 MRS1855 J  
F AF812 260CT27MAR 1234567 126733 2010FRA J
```

#### 6.8.1.4 Modify Historic Schedule

##### C/R or M/R Procedure – Offers Acceptable

An airline may use the **C/R** or **M/R** procedure to request changes to the historic schedule.

The use of **C/R** or **M/R** indicates to the coordinator that the airline will accept offers and that the historic precedence can be replaced by the clearance being offered.

When using the **C/R** or **M/R** procedure to request changes to historics, the airline is entitled to maintain the historic if the request is only to change non-capacity relevant items.

Also, when using the **C/R** or **M/R** procedure, airlines are advised to refer to the guidelines (Section 6.8.2) established by the coordinators to evaluate the airline requests.

For each schedule to be changed, the airline submits a SCR message with:

- a data line with Action Code **C** or **M** to identify the clearance on hold (i.e. the historic);
- one or more data lines with Action Code **R** to indicate the revised slot allocation request.

The airline may indicate a range of acceptable timings using either the Timing Flexibility Identifier or the SI (Supplementary Information) line.

##### Examples

SHL  
/AF1004CPH  
W03  
10APR  
CPH  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ

SCR  
/AF1005CPH  
W03  
10MAY  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ

or

SCR  
/AF1005CPH  
W03  
10MAY  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT31DEC 1234567 290AB3 FCONCE0920 1050LHRMAN JJ  
/ FA.09100940 FD.10301115/  
RAF802 AF810 01JAN27MAR 1234567 287AB4 FCONCE0920 1050LHRMAN JJ  
/ FA.09100940 FD.10301115/  
SI ALL UTC



or

```
SCR  
/AF1005CPH  
W03  
10MAY  
CPH  
MAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0800 0920LHRMAN JJ
```

When the airline requested that its historics be unlinked in order to change the schedule, the airline submits a SCR message with:

- data lines with Action Code **C** or **M** to identify the unlinked arrival and departure clearances on hold (i.e. the appropriate unlinked arrival and departure historics);
- one or more data lines with Action Code **R** to indicate the revised slot allocation request(s). The revised slot allocation request can be submitted either as linked or unlinked flights.

When the airline chooses to maintain unlinked flights, the coordinator cannot guarantee that the minimum or maximum ground times of the airline will be respected in the final result on the SAL.

#### *Example of relinking of unlinked historics*

```
SHL  
/HISTAZ  
W03  
10APR  
AMS  
HAZ100 260CT27MAR 1234567 131M80 FC00800 J  
HAZ102 260CT27MAR 1235467 075ER4 MXP0810 J  
H AZ101 260CT27MAR 1234567 131M80 0910FC0 J  
H AZ103 260CT27MAR 1235467 075ER4 0900MXP J  
  
SCR  
/AZSUB  
W03  
11MAY  
AMS  
CAZ100 260CT27MAR 1234567 131M80 FC00800 J  
C AZ103 260CT27MAR 1234567 075ER4 0900MXP J  
RAZ100 AZ101 260CT27MAR 1234567 171321 FC00800 0900FC0 JJ  
CAZ102 260CT27MAR 1234567 075ER4 MXP0810 J  
C AZ101 260CT27MAR 1234567 131M80 0910FC0 J  
RAZ102 AZ103 260CT27MAR 1234567 131M80 MXP0810 0910MXP JJ
```

### C/L or M/L Procedure – Offers Not Acceptable

An airline may use the **C/L** or **M/L** procedure to request changes to the historic schedule.

The use of **C/L** or **M/L** indicates to the coordinator that the airline will retain the historic precedence if the requested slot allocation cannot be confirmed.

When using the **C/L** or **M/L** procedure to request changes to historics, the airline is entitled to maintain the historic if the request is only to change non-capacity relevant items.

For each schedule to be changed, the airline submits a SCR message with:

- a data line with Action Code **C** or **M** to identify the clearance on hold (i.e. the historic);
- one or more data lines with Action Code **L** to indicate the revised slot allocation request.

*Example*

```
SHL  
/CPH10004AF  
W03  
10APR  
CPH  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
```

```
SCR  
/AF1005CPH  
W03  
10MAY  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
LAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
```

An airline can request that its historics be unlinked in order to change the schedule.

For details and examples, refer 6.8.1.4 Modify Historic Schedule C/R or M/R Procedure – Offers Acceptable replacing Action Code **R** with Action Code **L**.

### C/I or M/I Procedure – Continuation from Previous Adjacent Season – Offers Acceptable

An airline uses the **C/I** or **M/I** procedure to change a schedule operated in the previous **adjacent** Season into a schedule to be operated on a year-round basis.

All provisions of the **C/R** or **M/R** procedure are applicable to the **C/I** or **M/I** procedure.

Extension of the frequencies or to the Period of Operation is not permitted when using **C/I** or **M/I** combinations prior to the Schedules Conference (SC).

For each schedule to be changed, the airline submits a SCR message with:

- a data line with Action Code **C** or **M** to identify the clearance on hold (i.e. the historic);
- one or more data lines with Action Code **I** to indicate the revised slot allocation request.



Furthermore, the airline may indicate within the SI (Supplementary Information) data line whether the schedule is a continuation from the previous Season in:

- UTC or Local Time at the coordinated airport;
- or
- Local Time at the origin airport;
- or
- Local Time at the destination airport.

*Example*

SHL  
/CPH1004AF  
W03  
10APR  
CPH  
HAF808 AF812 260CT27MAR 1234567 126733 MRS1855 2010FRA JJ

SCR  
/AF1005CPH  
W03  
10MAY  
CPH  
CAF808 AF812 260CT27MAR 1234567 126733 MRS1855 2010FRA JJ  
IAF808 AF812 260CT27MAR 1234567 126733 MRS1845 1955FRA JJ  
SI CONTINUATION FROM PREVIOUS SEASON IN LOCAL TIME  
ALL TIMES ARE UTC

An airline can request that its historics be unlinked in order to change the schedule.

For details and examples, refer 6.8.1.4 Modify Historic Schedule: C/R or M/R Procedure – Offers Acceptable replacing Action Code **R** with Action Code **I**.

#### 6.8.1.5 New Schedules and/or New Entrants Filings

New slot allocation requests using Action Codes **B**, **N**, **V** and **Y** will always be validated by the coordinator to ensure the correct application of the codes.

##### **N Procedure- New Schedule**

An airline uses the **N** procedure to request a slot allocation for an entirely new service (i.e. one that has not been previously operated) or for a schedule without any historic precedence.

For each new slot allocation request, the airline submits a SCR message with:

- a data line with Action Code **N** to identify the required slot allocation;
- or
- a data line with Action Code **N** to identify the required slot allocation with;
- either an optional additional data line to indicate the Timing Flexibility range;
- and/or optional SI data lines(s) to indicate the timing range for acceptable offers.

Action Code **N** may also be used after the Schedules Conference to file ad-hoc requests for individual flights using the same procedures for flights operated on a regular basis.

##### *Examples - Transit/Turnaround Flights*

```
SCR  
/BA1005FRA  
W03  
10MAY  
FRA  
NBA8127 BA8135 260CT27MAR 1234567 190321 DUBMAN0855 0955LGWGLA JJ
```

```
SCR  
/BA1005FRA  
W03  
10MAY  
FRA  
NBA8127 BA8135 260CT27MAR 1234567 190321 DUBMAN0855 0955LGWGLA JJ  
SI DEPARTURE TIMES BETWEEN 0940 AND 1010 OK
```

```
SCR  
/BA1005FRA  
W03  
10MAY  
FRA  
NBA8127 BA8135 260CT27MAR 1234567 190321 DUBMAN0855 0955LGWGLA JJ  
/ FD.09401010/
```

```
SCR  
/BA1005FRA  
W03  
10MAY  
FRA  
NBA8127 BA8135 260CT27MAR 1234567 190321 DUBMAN0855 0955LGWGLA JJ  
/ FD.09401010/  
SI DEPARTURE TIMES BETWEEN 0940 AND 1010 OK
```



## *Examples - Arrival Flight*

SCR  
/DL110CT  
S04  
11OCT  
MUC  
N DL076 11MAY 178762 CVGJFK0715 G

## *Examples - Departure Flight*

SCR  
/DL250CT  
S04  
25OCT  
FRA  
N BA963 10MAY 131733 1220BHXMAN G

## B Procedure – New Schedule with New Entrant Status

An airline uses the **B** procedure to request a slot allocation for a new service to be operated under its new entrant status (i.e. less than 4 clearances) and that does not have any historic precedence.

 Refer to WSG 6.8.1.4 and to, EEC N° 95/93 as amended by Regulation (EC) No 793/2004, (for European Airports) definition of new Entrant.

For each new slot allocation request, the airline submits a SCR message with:

- a data line with Action Code **B** to identify the required slot allocation;
- or
- a data line with Action Code **B** to identify the required slot allocation with;
- either an optional additional data line to indicate the Timing Flexibility range;
- and/or an optional SI data lines(s) to indicate the timing range for acceptable offers.

*Example*

 Refer to N Procedure above and replace Action Code **N** with Action Code **B**.

## V Procedure – New Schedule with New Entrant Status with Year Round Status – (Continuation from previous adjacent Season)

An airline uses the **V** procedure to request a slot allocation for a new service to be operated under its new entrant status (i.e. less than 4 clearances) as a continuation of a service from the previous adjacent Season.

 Refer to WSG 6.8.1.4 and to, EEC N° 95/93 as amended by Regulation (EC) No 793/2004, (for European Airports) definition of new Entrant.

For each new slot allocation request, the airline submits a SCR message with:

- a data line with Action Code **V** to identify the required slot allocation;
- or
- a data line with Action Code **V** to identify the required slot allocation with;
- either an optional additional data line to indicate the Timing Flexibility range;
- and/or an optional SI data lines(s) to indicate the timing range for acceptable offers.

The airline should indicate within the SI (Supplementary Information) data line whether the schedule is a continuation from the previous Season in:

- UTC or Local Time at the coordinated airport;
- or
- Local Time at the origin airport;
- or
- Local Time at the destination airport.

*Example*

 Refer to N Procedure above and replace Action Code **N** with Action Code **V**.

## Y Procedure New Schedule with year round status – (Continuation from previous adjacent Season)

An airline uses the **Y** filing procedure to request a new schedule to streamline its requested schedule with the schedule flown during the previous adjacent season.

For each new slot allocation request, the airline submits a SCR message with:

- a data line with Action Code **Y** to identify the required slot allocation;
- or
- a data line with Action Code **Y** to identify the required slot allocation with;
- either an optional additional data line to indicate the Timing Flexibility range;
- and/or an optional SI data lines(s) to indicate the timing range for acceptable offers.

*Example*

 Refer to N Procedure above and replace Action Code **N** with Action Code **Y**.



## 6.8.2 Coordinator Response: Preliminary Slot Allocation (SAL)

Coordinators should acknowledge the receipt of the original slot allocation requests from an airline using the special SCR ACK message as specified in Section 6.8.9.

In order to evaluate a request to amend an historic schedule, the coordinator must take the following guidelines into consideration.

- Under no circumstances should the coordinator make offers that would place the airline in a less favourable position than the historic schedule on hold.

This means that, if the airline has not indicated a flexibility range in his submission, the coordinator should only offer clearances that are between the historical slot and the requested slot.

If the airline indicated a flexibility range in the request, the coordinator needs to take this into account and should not place the airline at a disadvantage because this information was included in the request.

- A daily service should not be given fragmented times unless the airline has indicated that this may be considered.

This may even occur within the flexibility range.

- If an improvement cannot be offered on one of the two legs of a turnaround flight, the historical timing should be reinstated for the entire turnaround flight.

The exception to this would be when the coordinator only has to make minor adjustments to the ground time in order to improve the proposed offers.

This must always be within the flexibility range indicated by the airline unless the airline has indicated otherwise in the SI data line.

Airlines are advised that extensions to the frequencies or to the period of operation are not allowed.

The coordinator will respond to the airline requests with a SAL message using relevant Action Codes to advise the airline of the action taken. SAL messages should be transmitted to the airlines at least 6 days before the start of the relevant SC.

If the historic eligibility or the slot allocation cannot be confirmed as requested, the coordinator will advise the airline using the appropriate Coordinator Reason Code(s) as listed in SSIM Appendix J and provided in the additional schedule information data line.

For data lines with Action Codes **H**, **O**, **U** and **T**, the coordinator should respond with separate lines for arrivals and departures – **unless** both arrivals and departures have the same Action Code.



### Example

```
SAL
/FRA0406Z
W03
04JUN
FRA
KZZ123 ZZ124 260CT27MAR 0030567 154734 TKU1200 1300TKU JJ
/ CA.NE CD.NE/
OZZ500 ZZ501 260CT27MAR 1234567 180752 LHR1055 1200LHR JJ
/ CA.OK CD.T030/
OZZ257 ZZ257 300CT28DEC 1204000 00073X DUSCGN2055 2155VIEKLU FF
/ RA.2105 RD.2200 CA.R030 CD.NA/
UZZ187 14NOV 154734 MAN0850 0910MAN GP          (effective 1 March 2006)
/ CA.UA CD.UA/
```

The following table summarises the possible coordinator responses.

COORDINATOR RESPONSE to AIRLINE REQUEST	ACTION CODE(S)
Maintain historic schedule ( <b>F</b> )	<b>K</b>
Modify Historic Schedule	
• Offers acceptable ( <b>C/R, M/R</b> )*	<b>K, H, O, T</b>
• Offers not acceptable ( <b>C/L, M/L</b> )	<b>K, H, T</b>
• Continuation from previous adjacent Season – offers acceptable ( <b>C/I, M/I</b> )*	<b>K, H,O, T</b>
New Schedule ( <b>N</b> )	<b>K, O ,T, U</b>
New Schedule with New Entrant Status ( <b>B</b> )	<b>K, O ,T, U</b>
New Schedule with New Entrant Status with year round status – Continuation from previous adjacent Season ( <b>V</b> )	<b>K, O, T, U</b>
New Schedule with year round status – Continuation from previous adjacent Season ( <b>Y</b> )	<b>K, O ,T, U</b>

\* In exceptional cases, Action Codes **H** and **O** can be combined with Action Code **U**.

### 6.8.2.1 Maintain Historic Schedule

#### Response to **F** Procedure

When an airline has advised that it will continue to operate the historic schedule(s) without any changes, the coordinator will confirm the historic clearances with a SAL message using Action Code **K**.

##### *Example*

```

SCR
/AF1005
W03
10MAY
CPH
FAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
FAF808 AF812 260CT27MAR 1234567 126733 MRS1855 2010FRA JJ

```

```

SAL
/CPH0806
W03
8JUN
CPH
REYT/AF1005
KAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
KAF808 AF812 260CT27MAR 1234567 126733 MRS1855 2010FRA JJ

```



## 6.8.2.2 Response to C/R or M/R and C/I or M/I Procedures – Offer Acceptable

### Confirmation

When the coordinator can allocate the clearance as requested, this will be confirmed to the airline by a SAL message using Action Code **K**.

The historic precedence will be replaced by the new schedule **and** returned to the slot allocation pool, i.e. the information in the **C or M** data line is replaced by the information in the **R or I** data lines.

### Example

```
SHL  
/CPHAF1004  
W03  
10APR  
CPH  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
```

```
SCR  
/AF1005  
W03  
10MAY  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
```

```
SAL  
/CPHAF0806  
W03  
8JUN  
REYT/AF1005  
CPH  
KAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
```

## Offer

When the coordinator **cannot** allocate the clearance as requested, but **can** offer an acceptable clearance between the historic and the requested timings, this will be confirmed to the airline in a SAL message using Action Code **O**.

The historic precedence will be replaced by the new schedule **and** returned to the slot allocation pool, i.e. the information in the **C or M** data line is replaced by the information in the **R or I** data lines.

The slot allocation request (**R** or **I** data line) will be automatically recorded on the coordinator waitlist for improvement.

In exceptional cases, Action Code **O** can be used in combination with Action Code **U** to indicate to the airline that slots have been cleared based on other capacity elements such as aircraft types.

### Example

```
SCR  
/AF1005  
W03  
10MAY  
HEL  
CAF802 AF810 270CT29MAR 1234567 188321 CDG0910 1030LYSNCE JJ  
RAF802 AF812 270CT29MAR 1234567 126733 CDG0920 1050LYSNCE JJ
```

```
SAL  
/HEL0806  
W03  
8JUN  
HEL  
REYT/AF1005  
OAF802 AF812 270CT29MAR 1234567 126733 CDG0915 1035LYSNCE JJ  
/ CA.R010 CD.R020 RA.0920 RD.1050/
```



## Holding

When the coordinator **cannot** allocate the clearance as requested and **cannot** offer an acceptable clearance within any timing parameters specified by the airline, the historic schedule, as stated in the associated **C or M** data lines will be maintained.

This will be confirmed to the airline by a SAL message using Action Code **H**.

The slot allocation request (**R**, **L** or **I** data line) will be automatically recorded on the coordinator waitlist for improvement.

In exceptional cases, Action Code **H** can be used in combination with Action Code **U** to indicate to the airline that slots have been cleared based on other capacity elements such as aircraft types.

### Example

```
SCR  
/AF10MAY  
W03  
10MAY  
HEL  
CAF802 AF810 270CT29MAR 1234567 188321 CDG0910 1030LYSNCE JJ  
RAF802 AF812 270CT29MAR 1234567 188321 CDG0920 1050LYSNCE JJ  
SI WE ACCEPT OFFER FOR ARR BETWEEN 0910/0940 AND FOR DEP BETWEEN 1030/1115  
or  
SCR  
/AF10MAY  
W03  
10MAY  
HEL  
CAF802 AF810 270CT29MAR 1234567 188321 CDG0910 1030LYSNCE JJ  
RAF802 AF810 270CT29MAR 1234567 188321 CDG0920 1050LYSNCE JJ  
/ FA.09100940 FD.10301115/
```

```
SAL  
/HEL8JUN  
W03  
8JUN  
HEL  
REYT/AF10MAY  
HAF802 AF810 270CT29MAR 1234567 188321 CDG0910 1030LYSNCE JJ  
/ CA.R010 CD.R020 RA.0920 RD.1050/
```

## Allocated Subject to Conditions

When constraints or unusual circumstances are placed on the allocation of clearances, a coordinator may allocate a temporary clearance subject to the conditions being met.

This will be confirmed to the airline by a SAL message using Action Code **T**.

The temporary clearance may be cancelled if the conditions are not met.

If and when the conditions are met, the coordinator may either confirm the clearance using Action Code **K** or may offer a clearance within the acceptable range using Action Code **O**.

### *Example*

```
SCR  
/AF10MAY  
W03  
10MAY  
HEL  
CAF808 AF812 270CT29MAR 1234567 126733 MRS2020 2150CDG JJ  
RAF808 AF812 270CT29MAR 1234567 126733 MRS2035 2205CDG JJ
```

```
SAL  
/HEL8JUN  
W03  
8JUN  
HEL  
REYT/AF10MAY  
TAF808 AF812 270CT29MAR 1234567 126733 MRS2035 2205CDG JJ  
SI COORDINATED SUBJECT NIGHT QUOTA FINAL APPROVAL
```

## Refusal

In exceptional cases and when Action Code **U** is used in combination with Action Codes **H** or **O** to indicate to the airline that slots have been cleared based on other capacity elements such as aircraft types, the **U** data line denotes the original request

### *Example*

```
SCR  
/SV10MAY  
W03  
10MAY  
BRU  
CSV802 SV810 270CT29MAR 1234567 000M11 JED2055 2230JFK FF  
RSV802 SV812 270CT29MAR 1234567 00074F JED2055 2230JFK FF
```

```
SAL  
/BRU8JUN  
W03  
8JUN  
BRU  
REYT/AF10MAY  
HSV802 SV810 270CT29MAR 1234567 000M11 JED2055 2230JFK FF  
USV802 SV812 270CT29MAR 1234567 00074F JED2055 2230JFK FF  
SI AIRCRAFT NOT ALLOWED TO OPERATE DURING NIGHT CURFEW
```



## 6.8.2.3 Response to C/L or M/L Procedure – No Offer Acceptable

### Confirm

When the coordinator can allocate the clearance as requested, this will be confirmed to the airline by a SAL message using Action Code **K**.

The historic precedence held by the airline will be replaced by the new schedule **and** returned to the slot allocation pool. The information in the **C or M** data line is replaced by the information in the **L** data lines.

### Example

```
SCR  
/AF10MAY  
W03  
10MAY  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
LAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
```

```
SAL  
/CPH8JUN  
W03  
8JUN  
CPH  
REYT/AF10MAY  
KAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
```

### Holding

When the coordinator **cannot** allocate the clearance as requested within any timing parameters specified by the airline, the historic schedule, as stated in the associated **C or M** data lines, will be maintained.

This will be confirmed to the airline by a SAL message using Action Code **H**.

The slot allocation request (**L** data line) will be automatically placed on the coordinator waitlist for improvement.

### Example

```
SCR  
/AF10MAY  
W03  
10MAY  
FRA  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
LAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
```

```
SAL  
/FRA8JUN  
W03  
8JUN  
FRA  
REYT/AF10MAY  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
/ CA.R060 CD.R060 RA.0850 RD.1010/
```

#### 6.8.2.4 Response to New Schedule/New Entrant Requests

##### Confirm

When the coordinator can allocate the new clearance as requested, this will be confirmed to the airline by a SAL message using Action Code **K**.

##### *Example*

```
SCR  
/AC10MAY  
W03  
10MAY  
LHR  
NAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ
```

```
SAL  
/LHR8JUN  
W03  
8JUN  
LHR  
REYT/AC10MAY  
KAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ
```

##### Offer

When the coordinator cannot allocate the clearance as requested, offers should be made as close as possible to the requested timings. This will be confirmed to the airline by a SAL message using Action Code **O**.

Whenever possible, clearances should be offered **both before and after** the requested timings.

The slot allocation request will be automatically recorded on the coordinator waitlist for improvement.

##### *Example*

```
SAL  
/LHR8JUN  
W03  
8JUN  
LHR  
REYT/AC10MAY  
OAC824 AC825 270CT29MAR 1234567 292333 YUL0930 1625YUL JJ  
OAC824 AC825 270CT29MAR 1234567 292333 YUL1100 1755YUL JJ  
/ CA.RA CD.RA RA.1030 RD.1725/
```

In exceptional cases, the coordinator may use Action Code **O** in combination with Action Code **U** to indicate that slot allocations were cleared on other capacity elements such as aircraft type. Refer to 'Refusal' below for procedures.



## Allocated Subject to Conditions

When an airline has yet to meet the necessary provisions/permissions to operate a schedule, a coordinator may allocate a temporary clearance subject to the conditions being met.

This will be confirmed to the airline by a SAL message using Action Code **T**.

The temporary clearance may be cancelled if the conditions are not met.

### *Example*

```
SAL  
/LHR8JUN  
W03  
8JUN  
LHR  
TYYY024 YYY025 270CT29MAR 1234567 292333 YOW1030 1725YOW JJ
```

## Refusal

When the coordinator **cannot** allocate the clearance as requested and **cannot** offer any other choices, the airline will be advised that a clearance has **not** been allocated.

This will be confirmed to the airline by a SAL message using Action Code **U**.

The requested slot allocation will automatically be recorded on the coordinator waitlist for improvement.

## **Effective 1 March 2006**

### *Example*

```
SAL  
/REFER  
W03  
8JUN  
LHR  
UAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ  
/ CA.RA CD.RA/
```

### 6.8.3 Airline Action Prior To SC

The airline has the option to either accept the offers (Action Codes **H** and **O**) provided on the coordinator SAL or take no action so that all slot allocation requests are automatically placed on the coordinator waitlist for improvement.

Prior to the SC, airlines must advise the coordinator when existing clearances are no longer required.

The following table summarises the possible airline responses to the coordinator SAL.

AIRLINE RESPONSE to COORDINATOR SAL	ACTION CODE(S)
Modify Historic Schedule	
• Return to Historic ( <b>H</b> ) ( <b>C/R</b> , <b>C/I</b> , <b>C/L</b> <b>M/R</b> , <b>M/I</b> , <b>M/L</b> procedures)	<b>A</b>
• Offer ( <b>O</b> ) ( <b>C/R</b> , <b>C/I</b> <b>M/R</b> , <b>M/I</b> procedures)	<b>A</b>
• Delete (unwanted) schedule ( <b>K</b> )	<b>D</b>
New Schedule	
• Offer ( <b>O</b> ) ( <b>B</b> , <b>N</b> , <b>V</b> , <b>Y</b> procedures)	<b>A</b>
• Delete (unwanted) schedule ( <b>K</b> )	<b>D</b>

The airline will confirm its acceptance of the clearance being offered (Action Code **O**) or being held (Action Code **H**) by responding to the coordinator with an SCR message using Action Code **A**.

The use of Action Code **A** by the airline indicates that it will not be seeking further improvement on the clearance offered.

If the airline does not respond to an offer (Action Codes **H** and **O**), the offer is considered as being accepted.

The slot allocation request is recorded on the coordinator waitlist.

*Example*

```

SCR
/AF10MAY
W03
10MAY
CPH
CAF808 AF812 270CT29MAR 1234567 126733 MRS0920 1050FRA JJ
RAF808 AF812 270CT29MAR 1234567 126733 MRS0935 1105FRA JJ
/ FA.09200950 FD.10501140/

```



SAL  
/CPH8JUN  
W03  
8JUN  
CPH  
REYT/AF10MAY  
OAF808 AF812 270CT29MAR 1234567 126733 MRS0940 1135FRA JJ

SCR  
/AF10JUN  
W03  
10JUN  
CPH  
REYT/CPH8JUN  
AAF808 AF812 270CT29MAR 1234567 126733 MRS0940 1135FRA JJ

When the coordinator was able to offer clearances both before and after the allocation request, the airline is expected to confirm its acceptance of one of the offers.

*Example*

SCR  
/AF10MAY  
W03  
10MAY  
CPH  
CAF808 AF812 270CT29MAR 1234567 126733 MRS0920 1050FRA JJ  
RAF808 AF812 270CT29MAR 1234567 126733 MRS0935 1105FRA JJ

SAL  
/CPH8JUN  
W03  
8JUN  
CPH  
REYT/AF10MAY  
OAF808 AF812 270CT29MAR 1234567 126733 MRS0930 1050FRA JJ  
/ CA.10 CD.30 RA.0935 RD.1105/  
OAF808 AF812 270CT29MAR 1234567 126733 MRS0945 1135FRA JJ  
/ CA.10 CD.30 RA.0935 RD.1105/

SCR  
/AF10JUN  
W03  
10JUN  
CPH  
REYT/CPH8JUN  
AAF808 AF812 270CT29MAR 1234567 126733 MRS0945 1135FRA JJ

When, prior to the SC, an airline determines that it will not be operating the schedule either for an historic or a new clearance, the airline must advise the coordinator with an SCR message using Action Code **D**.

The airline is advised that, when using Action Code **D**, the clearance will be returned to the slot allocation pool.

*Example*

```
SCR  
/AF10MAY  
W03  
10MAY  
CPH  
CAF808 AF812 270CT29MAR 1234567 126733 MRS0920 1050FRA JJ  
RAF808 AF812 270CT29MAR 1234567 126733 MRS0935 1105FRA JJ
```

```
SAL  
/CPH8JUN  
W03  
8JUN  
CPH  
REYT/AF10MAY  
KAF808 AF812 270CT29MAR 1234567 126733 MRS0935 1105FRA JJ
```

```
SCR  
/AF10JUN  
W03  
10JUN  
CPH  
REYT/CPH8JUN  
DAF808 AF812 270CT29MAR 1234567 126733 MRS0935 1105FRA JJ
```

**Note:** Use of Action Code **P** during the initial coordination procedures is implied if no action is taken by the airlines. This indicates that the clearance on offer is 'acceptable' but further improvement on the clearance will be sought. Until confirmation is provided, the coordinator will record the slot allocation request on its waitlist.



## 6.8.4 Coordinator Action Prior To SC

When an airline accepts an offer prior to the start of SC, the coordinator will confirm the clearance with an SCR using Action Code **K**.

If the airline has not responded to the offer(s) (Action Codes **H** and **O**) nor contacted the coordinator at SC, the coordinator will automatically confirm the offer on the third day of SC.

The original slot allocation request and capacity relevant parameters are placed on the waitlist for improvement.

If there was more than one offer for the same request and there has been no response from the airline, the coordinator will automatically confirm one of the offers and delete the others on the third day of SC.

The coordinator must confirm this action to the airline immediately after the close of SC with an SCR message.

If an airline advised the coordinator using Action Code **D** that it would not be operating the historic or a new schedule, the coordinator will confirm the cancellation of the clearance with an SCR message using Action Code **X**.

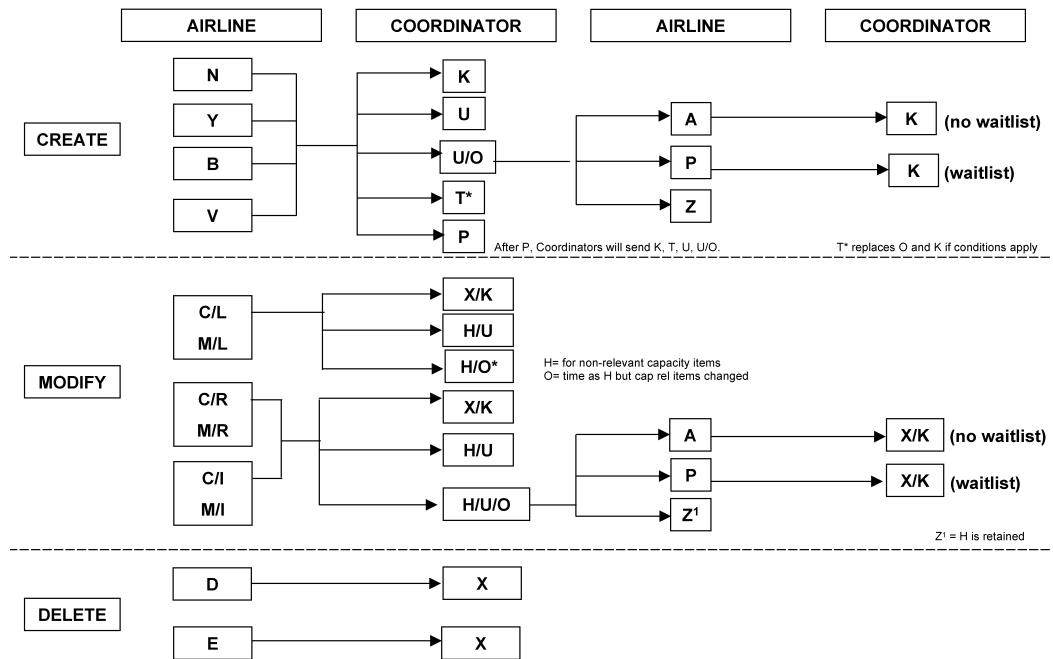
**Note:** *Use of Action Code **P** during the Initial Coordination procedures is implied if no action is taken by the airlines. This indicates that the clearance on offer is ‘acceptable’ but further improvement on the clearance will be sought.*

*Until confirmation is provided, the coordinator will record the slot allocation request on its waitlist.*

## 6.8.5 During or After the SC Coordination Procedures – Airline Filing Procedures

A diagram of the message exchange flows between airlines and coordinators during, or after SC, using the SCR message with relevant action codes is presented below.

### During or After SC (SCR message)





An airline will use the following filing procedures with the appropriate Action Codes or combination of Action Codes in an SCR Message to request new slot allocations, to request amendments to existing clearances or to delete or eliminate existing clearances.

FILING PROCEDURE	ACTION CODE(S)
Modify Existing Clearances	
• Offers acceptable	C and R or M and R
• Offers not acceptable	C and L or M and L
• Continuation from previous adjacent Season – offers acceptable	C and I or M and I
New Schedule	N
New Schedule with New Entrant Status	B
New Schedule with New Entrant Status with year round status – Continuation from previous adjacent Season	V
New Schedule with year round status – Continuation from previous adjacent Season	Y
Delete Schedule	D
Eliminate Schedule	E

When filing changes or new requests with the above Action Codes (except C/L, M/L, D and E), airlines may use the Timing Flexibility Identifier and/or Supplementary Information (SI) lines to indicate the range of timings for acceptable offers.

It is recommended that airlines file separate messages when using the SI line or Timing Flexibility Identifier.

**Note:** Since flight numbers may be used to identify slot allocations (clearances) in some coordinator systems, system problems may be encountered when a flight number is changed using Action Codes V or Y.

## 6.8.5.1 Modify Existing Clearances

### C/R or M/R Procedure – Offers Acceptable

An airline uses the **C/R** or **M/R** procedure to request changes to existing clearances. The request may include both capacity relevant and non-capacity relevant items.

The use of **C/R** or **M/R** indicates to the coordinator that the airline will accept offers and that the existing clearance can be replaced by the clearance being offered.

For each clearance to be changed, the airline submits a SCR message with:

- a data line with Action Code **C** or **M** to identify the existing clearance;
- one or more data lines with Action Code **R** to indicate the revised slot allocation request.

The airline may indicate a range of acceptable timings using either the Timing Flexibility Identifier or the SI (Supplementary Information) line.

*Example*

```

SCR
/AF1506
W03
15JUN
CPH
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
or
SCR
/AF1506
W03
15JUN
CPH
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
RAF802 AF810 260CT31DEC 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
/ FA.091000940 FD.10301115/
RAF802 AF810 01JAN27MAR 1234567 287AB4 FCONCE0920 1050LHRMAN JJ
/ FA.091000940 FD.10301115/
SI ALL UTC

```

*Example – Change in Timings*

```

SCR
/AF1506
W03
15JUN
CPH
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ

```

### C/L or M/L Procedure – Offers Not Acceptable

An airline uses the **C/L** or **M/L** procedure to request changes to existing clearances.

The use of **C/L** or **M/L** indicates to the coordinator that the airline will retain the existing clearance if the requested slot allocation cannot be confirmed.



For each schedule to be changed, the airline submits a SCR message with:

- a data line with Action Code **C** or **M** to identify the existing clearance;
- one or more data lines with Action Code **L** to indicate the revised slot allocation request.

*Example*

```
SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
LAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
```

**C/I or M/I Procedure – Continuation from Previous Adjacent Season – Offers Acceptable**

An airline uses the **C/I** or **M/I** procedure to change a schedule operated in the previous **adjacent Season** into a schedule to be operated on a year-round basis.

The request may include both capacity relevant and non-capacity relevant items.

All provisions of the **C/R** or **M/R** procedure are applicable to the **C/I** or **M/I** procedure.

For each schedule to be changed, the airline submits a SCR message with:

- a data line with Action Code **C** or **M** to identify the existing clearance;
- one or more data lines with Action Code **I** to indicate the revised slot allocation request.

Furthermore, the airline may indicate within the SI (Supplementary Information) data line whether the schedule is a continuation from the previous Season in:

- UTC or Local Time at the coordinated airport;  
or
- Local Time at the origin airport;  
or
- Local Time at the destination airport.

*Example*

```
SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF808 AF812 260CT27MAR 1234567 126733 MRS1855 2010FRA JJ  
IAF808 AF812 260CT27MAR 1234567 126733 MRS1845 1955FRA JJ  
SI CONTINUATION FROM PREVIOUS SEASON IN LOCAL TIME
```

*Example – Change in Timings*

```
SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF808 AF812 260CT27MAR 1234567 126733 MRS1855 2010FRA JJ  
IAF808 AF812 260CT27MAR 1234567 126733 MRS1845 1955FRA JJ  
SI CONTINUATION FROM PREVIOUS SEASON IN LOCAL TIME
```

*Example – Change in Timings and Non-Capacity Relevant Item*

SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
IAF802 AF810 260CT27MAR 1234567 290AB3 NAPNCE0850 1010LHRLHR JJ

#### 6.8.5.2 New Schedules and/or New Entrants

An airline will use the following filing procedures with the appropriate Action Codes or combination of Action Codes in an SCR Message to request new slot allocations.

Slot allocation requests using Action Codes **B**, **N**, **V** and **Y** will always be validated by the coordinator to ensure the correct application of the codes.

 Refer to *New Schedules and/or New Entrants Procedures in the Initial Coordination Procedures above* for details and examples.

#### 6.8.5.3 Delete Schedules

An airline uses the **D** procedure to delete an existing clearance.

*Example*

SCR  
/SR1509  
W03  
15SEP  
FRA  
DLX700 LX701 01NOV30NOV 1234567 129319 ZRH0915 0955ZRH JJ

#### 6.8.5.4 Eliminate Schedules

An airline uses the **E** procedure to permanently delete (eliminate) all clearances on a general level for a Season or to eliminate specific flights.

Airlines are cautioned to use this Action Code correctly to avoid losing their clearances.

*Example*

SCR  
/LH1610  
W03  
160CT  
PER  
ELH LH  
SCR  
/LH1710  
W03  
170CT  
CDG  
ELH116 LH117



## 6.8.6 During or After the SC Coordination Procedures – Coordinator Response to Airline Filing

The coordinator will use the following filing procedures with the appropriate Action Codes or combination of Action Codes in an SCR Message to respond to requests for new slot allocations, requests to amend existing clearances or requests to delete or eliminate existing clearances.

COORDINATOR RESPONSE to AIRLINE REQUEST	ACTION CODE(S)
Modify Existing Clearances	
<ul style="list-style-type: none"> <li>• Offers acceptable (C/R, M/R)</li> <li>• Offers not acceptable (C/L, M/L) H/O* : only to be used in exceptional cases</li> <li>• Continuation from previous adjacent Season – offers acceptable (C/I, M/I)</li> </ul>	H/U, H/U/O, X/K H/O*, H/U, X/K H/U, H/U/O, X/K
New Schedule (N)	K, P, T, U, U/O
New Schedule with New Entrant Status (B)	K, P, T, U, U/O
New Schedule with New Entrant Status with year round status – Continuation from previous adjacent Season (V)	K, P, T, U, U/O
New Schedule with year round status – Continuation from previous adjacent Season (Y)	K, P, T, U, U/O
Delete Schedule (D)	X
Eliminate Schedule (E)	X

### 6.8.6.1 Response to C/R or M/R and C/I or M/I Procedures – Offer Acceptable

#### Confirmation

When the coordinator can allocate the clearance as requested, this will be confirmed to the airline by a SCR message using Action Codes **X** and **K**.

The previous clearance will be replaced by the new clearance **and** returned to the slot allocation pool. The information in the **R** or **I** data lines replaces the information in the **C** or **M** data line.

The cancellation of the existing clearance is confirmed to the airline by using Action Code **X**. The new clearance is confirmed by using Action Code **K**.

#### Example

```
SCR
/AF1506
W03
15JUN
CPH
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
```

```
SCR
/CPHAF1806
W03
18JUN
CPH
REYT/AF1506
XAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
KAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
```

## Holding – Offers Possible

When the coordinator **cannot** confirm the slot allocation requests but can make offers, the existing clearances will be maintained until the offers are accepted or refused by the airline.

### Effective 1 March 2006

The airline will be advised of the offer(s) using a combination of Action Codes **H**, **U** and **O** where:

- Action Code **H** is used to identify the existing clearance and is the first data line in the SCR;
- Action Code **U** is used to identify the slot allocation request;
- Action Code **O** is used to identify the offer(s) being made.

Whenever possible, clearance offers should be offered **before and after** the slot allocation request and these will be advised to the airline using two **O data lines**.

When a clearance can only be offered **before or after** the slot allocation request, this will be advised to the airline using one **O data line**.

The slot allocation request (**R** data line) will be automatically recorded on the coordinator waitlist for improvement.

#### *Example*

SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ

#### *Offers possible before and after Request*

SCR  
/CPH1806  
W03  
18JUN  
CPH  
REYT/AF1506  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
UAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ  
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ  
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ



□

## **Only one Offer possible**

SCR  
/CPH1806  
W03  
18JUN  
CPH  
REYT/AF1506  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
UAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ  
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ

## **Holding – No Offers Possible**

When the coordinator **cannot** confirm the slot allocation requests and cannot make reasonable offers, the existing clearances will be maintained.

Action Code **H** is used to identify the existing clearance and Action Code **U** is used to advise that the slot allocation request cannot be confirmed.

The slot allocation request (**R** data line) will be automatically recorded on the coordinator waitlist for improvement.

### *Example*

SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ

SCR  
/CPH1806  
W03  
18JUN  
CPH  
REYT/AF1506  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
UAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ

When a slot allocation request included both capacity and non-capacity relevant items and the coordinator is unable to clear the requested slot allocation request and cannot make reasonable offers, the coordinator will reply with an offer equal to the timings of the existing clearance.

Such offers will reflect changes in any capacity non-relevant items.

Action Code **H** is used to identify the existing clearance and is the first data line in the SCR. Action Code **U** is used to identify the slot allocation request and is used in conjunction with Action Code **O** to identify the offer being made at the timings of the existing clearance.

*Example*

```

SCR
/AF1506
W03
15JUN
CPH
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
RAF802 AF810 260CT27MAR 1234567 290AB3 NAPNCE0850 1010LHRLHR JJ

```

```

SCR
/CPH1806
W03
18JUN
CPH
REYT/AF1506
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
UAF802 AF810 260CT27MAR 1234567 290AB3 NAPNCE0850 1010LHRLHR JJ
OAF802 AF810 260CT27MAR 1234567 290AB3 NAPNCE0910 1030LHRLHR JJ

```

### 6.8.6.2 Response to C/L or M/L Procedure; No Offer Acceptable

#### Confirmation

When the coordinator can allocate the clearance as requested, this will be confirmed to the airline by a SCR message using Action Codes **X** and **K**.

The previous clearance will be replaced by the new clearance **and** returned to the slot allocation pool. The information in the **L** data lines replaces the information in the **C or M** data line.

The cancellation of the existing clearance is confirmed to the airline by using Action Code **X**. The new clearance is confirmed by using Action Code **K**.

*Example*

```

SCR
/AF1506
W03
15JUN
CPH
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
LAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ

```

```

SCR
/CPHAF1806
W03
18JUN
CPH
REYT/AF1506
XAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
KAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ

```

#### Holding

When the coordinator **cannot** confirm the slot allocation requests, the existing clearances will be maintained.



Action Code **H** is used to identify the existing clearance and Action Code **U** is used to advise that the slot allocation request cannot be confirmed.

The slot allocation request (**L** data line) will be automatically recorded on the coordinator waitlist for improvement.

*Example*

```
SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
LAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
```

```
SCR  
/CPH1806  
W03  
18JUN  
CPH  
REYT/AF1506  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
UAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
```

### 6.8.6.3 Response to New Schedule/New Entrant Requests

#### Confirm

When the coordinator can allocate the new clearance as requested, this will be confirmed to the airline by a SCR message using Action Code **K**.

#### Example

```
SCR  
/AC1506  
W03  
15JUN  
LHR  
NAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ
```

```
SCR  
/LHR1806  
W03  
18JUN  
LHR  
REYT/AC1506  
KAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ
```

#### Unable – Offers Possible

##### Effective 1 March 2006

When the coordinator **cannot** allocate the requested slot allocations but can make offers, this will be confirmed to the airline using a combination of Action Codes **U** and **O** where;

- Action Code **U** is used to identify the slot allocation request and is the first data line in the SCR;
- Action Code **O** is used to identify the offer(s) being made.

Whenever possible, the clearances should be offered **before and after** the requested slot allocation using two **O** data lines.

When a clearance can only be offered **before or after** the slot allocation request, this will be advised to the airline using one **O data line**.

The slot allocation request (**N** data line) will be automatically recorded on the coordinator waitlist for improvement.

#### Example

```
SCR  
/AC1506  
W03  
15JUN  
LHR  
NAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ
```



## ***Offers possible before and after Request***

SCR  
/LHR1806  
W03  
18JUN  
LHR  
REYT/AC1506  
UAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ  
OAC824 AC825 270CT29MAR 1234567 292333 YUL1015 1700YUL JJ  
OAC824 AC825 270CT29MAR 1234567 292333 YUL1100 1745YUL JJ



## **Effective 1 March 2006**

### ***Only one offer possible***

SCR  
/LHR1806  
W03  
18JUN  
LHR  
REYT/AC1506  
UAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ  
OAC824 AC825 270CT29MAR 1234567 292333 YUL1100 1745YUL JJ

## **Pending**

When the requested slot allocation has been offered to another airline, the coordinator will advise the (requesting) airline that action on its request is dependent on the acceptance or refusal of the offer by the other airline. This will be advised to the (requesting) airline by a SCR message using Action Code **P**.

When the coordinator is able to action the request, he will advise the airline using the appropriate Action Code **K**, **T**, **U** or **U/O**.

### ***Example***

SCR  
/AC1506  
W03  
15JUN  
LHR  
NAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ

SCR  
/LHR1806  
W03  
18JUN  
LHR  
REYT/AC1506  
PAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ

## Allocated Subject to Conditions

When an airline has yet to meet the necessary provisions/permissions to operate a schedule, a coordinator may allocate a clearance on a temporary basis.

This will be confirmed to the airline by a SCR message using Action Code **T**.

The temporary clearance may be cancelled if the conditions are not met.

*Example*

```
SCR  
/REFER  
W03  
18JUN  
LHR  
TAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ
```

## Unable

When the coordinator **cannot** allocate the clearance as requested and **cannot** offer any other choices, the airline will be advised that a clearance has **not** been allocated.

This will be confirmed to the airline by a SCR message using Action Code **U**.

The requested slot allocation and any capacity relevant parameters will be placed on the coordinator waitlist for improvement.

*Example*

```
SCR  
/LHR1806  
W03  
18JUN  
LHR  
REYT/AC1506  
UAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ
```



## 6.8.6.4 Response to D and E Procedures

### Confirmation

The coordinator will confirm the deletion or elimination of clearances using Action Code **X**.

#### *Example*

SCR  
/LX1509  
W03  
15SEP  
FRA  
DLX700 LX701 01NOV30NOV 1234567 129319 ZRH0915 0955ZRH JJ

SCR  
/FRA16SEP  
W03  
16SEP  
FRA  
REYT/LX1509  
XLX700 LX701 01NOV30NOV 1234567 129319 ZRH0915 0955ZRH JJ

SCR  
/LH1610  
W03  
16OCT  
PER  
ELH LH

SCR  
/PER1810  
W03  
18OCT  
PER  
REYT/LH1610  
XLH111 LH112 26OCT27MAR 0000007 332744 FRAKUL0800 1800KULFRA JJ  
XLH114 LH115 26OCT27MAR 0030000 332744 FRASIN0820 1835SINFRA JJ

SCR  
/LH1710  
W03  
17OCT  
CDG  
ELH116 LH117

SCR  
/CDG1910  
W03  
19OCT  
CDG  
REYT/LH1710  
XLH116 LH117 26OCT27MAR 1234500 103735 MUC0800 0850MUC JJ  
XLH116 LH117 26OCT27MAR 0000067 050CR1 MUC0800 0850MUC JJ

## 6.8.7 Airline Response During or After SC

The airline has the option to accept an offer (Action Code **A**), to decline an offer (Action Code **Z**) or to accept an offer but request improvement (Action Code **P**).

The following table summarises the possible airline responses to the coordinator offer.

AIRLINE RESPONSE to COORDINATOR OFFER	ACTION CODE(S)
Modify Existing Clearances	
• Offer ( <b>H/U/O</b> ) ( <b>C/R, M/R, C/I, M/I</b> procedures)	<b>A, P, Z</b>
New Schedule/Entrant	
• Offer ( <b>U/O</b> ) ( <b>B, N, V, Y</b> procedures)	<b>A, P, Z</b>

### 6.8.7.1 Modify Existing Clearances and New Schedule/Entrant

#### Acceptance

The airline will confirm its acceptance of (one of) the clearance(s) being offered by responding to the coordinator with an SCR message using Action Code **A**.

The use of Action Code **A** by the airline indicates that it will not be seeking further improvement on the clearance offered.

If the original request included changes to non-capacity items, acceptance of the offer by the airline results in these changes being actioned by the coordinator.

#### Example

```

SCR
/AF1506
W03
15JUN
CPH
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ

SCR
/CPH1806
W03
18JUN
CPH
REYT/AF1506
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
UAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ

SCR
/AF2006
W03
20JUN
CPH
REYT/CPH1806
AAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ

```



## Acceptance with Improvement

The airline will provisionally confirm its acceptance of (one of) the clearance(s) being offered by responding to the coordinator with an SCR message using Action Code **P**.

The use of Action Code **P** by the airline indicates that it will be seeking further improvement on the clearance offered and expects the coordinator to place the original slot allocation request on the waitlist.

If the original request included changes to non-capacity items, the provisional acceptance of the offer by the airline results in these changes being actioned by the coordinator.

### *Example*

```
SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
```

```
SCR  
/CPH1806  
W03  
18JUN  
CPH  
REYT/AF1506  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
UAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ  
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ  
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ
```

```
SCR  
/AF2006  
W03  
20JUN  
CPH  
REYT/CPH1806  
PAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ
```

## Decline Offer

The airline will decline offers by responding to the coordinator with an SCR message using Action Code **Z**.

The use of Action Code **Z** by the airline indicates that none of the offers are acceptable.

Action Code **Z** must be used against all data lines with Action Code **O** when no offer has been accepted with Action Code **A**.

If the original request included changes to non-capacity items, these changes will not be actioned by the coordinator if the airline declines the offer.

For the **C/R**, **M/R**, **C/I** and **M/I** procedures, the existing clearance will be maintained.

The airline may opt to continue the **C/R**, **M/R**, **C/I** or **M/I** procedure with a new slot allocation request with different timings.

*Example*

```
SCR  
/AF1506  
W03  
15JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
```

```
SCR  
/CPH1806  
W03  
18JUN  
CPH  
REYT/AF1506  
HAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
UAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ  
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ  
OAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ
```

```
SCR  
/AF2006  
W03  
20JUN  
CPH  
REYT/CPH1806  
ZAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ  
ZAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ
```



## 6.8.8 Coordinator Response During or After SC

The following table summarises the possible coordinator responses to the airline acceptance of an offer.

COORDINATOR RESPONSE to AIRLINE ACCEPTANCE	ACTION CODE(S)
Modify Existing Clearances (C/R, M/R, C/I, M/I procedures)	
• Acceptance (A)	X/K
• Acceptance with Improvement (P)	X/K
New Schedule/Entrant	
• Acceptance (A)	K
• Acceptance with Improvement (P)	K

### 6.8.8.1 Modify Existing Clearances (C/R, M/R, C/I, M/I procedures)

The coordinator will confirm the accepted clearance (Action Code A) or waitlisted clearance and placement on the waitlist (Action Code P) using Action Code K and the cancellation of the existing clearance using Action Code X.

All other offers for the same slot allocation request will be cancelled.

*Example*

```
SCR
/AF1506
W03
15JUN
CPH
CAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
RAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
```

```
SCR
/CPH1806
W03
18JUN
CPH
REYT/AF1506
HAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
UAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ
OAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ
OAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ
```

```
SCR
/AF2006
W03
20JUN
CPH
REYT/CPH1806
AAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ
```

```
SCR
/CPHAF2206
W03
23JUN
CPH
REYT/AF2006
XAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
KAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ
```

If the airline did not respond to the offer within 3 business days, the coordinator will advise the offers are not longer valid and that the existing clearance has been maintained.

Action Code **H** is used to confirm the existing clearance and Action Code **X** is used to confirm the cancellation of the offers.

The coordinator will use the SI line to advise that a response was not received within the specified time-frame.

SCR  
/CPH1806  
W03  
18JUN  
CPH  
REYT/AF1506  
HAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
UAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0850 1010LHRMAN JJ  
OAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ  
OAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ

SCR  
/CPH2206  
W03  
23JUN  
CPH  
REYT/CPH1806  
HAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
XAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0840 1000LHRMAN JJ  
XAF802 AF810 26OCT27MAR 1234567 290AB3 FCONCE0900 1020LHRMAN JJ  
SI DEADLINE TO RESPOND WAS 21 JUN



## 6.8.8.2 New Schedule/New Entrant

The coordinator will confirm the accepted (Action Code **A**) or waitlisted clearance (Action Code **P**) using Action Code **K**.

All other offers for the same slot allocation request will be cancelled.

*Example*

SCR  
/AC1506  
W03  
15JUN  
LHR  
NAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ

SCR  
/LHR1806  
W03  
18JUN  
LHR  
REYT/AC1506  
UAC824 AC825 270CT29MAR 1234567 292333 YUL1030 1725YUL JJ  
OAC824 AC825 270CT29MAR 1234567 292333 YUL1015 1700YUL JJ  
OAC824 AC825 270CT29MAR 1234567 292333 YUL1100 1745YUL JJ

SCR  
/AC2006  
W03  
20JUN  
LHR  
REYT/LHR1806  
PAC824 AC825 270CT29MAR 1234567 292333 YUL1015 1700YUL JJ

SCR  
/LHR2206  
W03  
23JUN  
LHR  
REYT/AC2006  
KAC824 AC825 270CT29MAR 1234567 292333 YUL1015 1700YUL JJ

### 6.8.9 Acknowledgement of the Airline Filing by the Coordinator

Coordinators should acknowledge the receipt of the original slot allocation requests from an airline using the special SCR ACK message.

The ACK message will contain the complete schedule information data lines from the original request with Action Code **P** replacing Action Codes **B, F, I, L, N, R, V** or **Y**.

The Creator Reference Line will begin with a '/', followed by ACK and then the coordinator reference.

The Incoming Message Reference should repeat the creator reference and/or the time (stamp) from the original message.

If unable to provide a detailed ACK message, the coordinator should acknowledge receipt of the slot allocation requests using a SI line to confirm that the number of schedule information lines received. All data lines should be counted including any applicable C data lines.

#### *Examples*

##### *SCR filing by the airline at 191105*

```
SCR  
/AYBRU001  
S03  
19SEP  
BRU  
FAY821 AY822 30MAR250CT 1234567 141M82 HEL0630 0740HEL JJ  
CAY823 AY824 30MAR250CT 1234567 141M82 HEL1630 1740HEL JJ  
LAY823 AY824 30MAR250CT 1234567 141M82 HEL1640 1750HEL JJ
```

##### *ACK message response from the coordinator*

```
SCR  
/ACK/S03AY001  
S03  
19SEP  
BRU  
REYT/AYBRU001/191105  
PAY821 AY822 30MAR250CT 1234567 141M82 HEL0630 0740HEL JJ  
PAY823 AY824 30MAR250CT 1234567 141M82 HEL1640 1750HEL JJ
```

*or*

```
SCR  
/ACK/S03AY001  
S03  
20SEP  
BRU  
REYT/AYBRU001/191105  
SI 3 DATA LINES RECEIVED
```



## 6.9 USE OF SPECIAL REFERENCE – //BLOCK OR //SWAP

When the Special Reference facility //XX is used for //BLOCK or //SWAP in the SCR message, the coordinator should action either all the requested changes or action none of them.

This implies that the handling of the complete message by the Coordinator will be manual rather than automated.

### //BLOCK – C/L, M/L, C/R or M/R Procedure to Exchange Arrival and Departure Clearances

An airport may provide the facility for airlines to exchange arrival and departure clearances.

The request to exchange arrival and departure clearances will be submitted by the airline to the coordinator in a SCR message using the Special Reference '>//BLOCK' to ensure that all the transactions are processed as a whole.

If the whole transaction cannot be processed, the historical precedence must be maintained.

The airline submits the request to the coordinator using Action Code **C or M** to identify the existing clearances to be exchanged and using Action Code **L or R** to identify the requested slot allocations.

If the coordinator can clear the exchange as requested, this will be confirmed to the airlines in a SCR message using Action **X** to indicate that existing clearance (**C or M** data line) has been deleted and using Action Code **K** to indicate the revised clearance (**L or R** data line).

#### Examples

##### Airline Request to Exchange an Arrival to a Departure Clearance

```
SCR
//BLOCK/AN150CT
W03
150CT
SYD
CAN123 260CT27MAR 1234567 211762 MEL0100 J
R AN124 260CT27MAR 1234567 123733 0100ADL J
```

```
SCR
/SYD180CT
W03
180CT
SYD
REYT/150CT
XAN123 260CT27MAR 1234567 211762 MEL0100 J
K AN124 260CT27MAR 1234567 123733 0100ADL J
```

*Airline Request to Exchange of Transit/turnaround Clearances*

```

SCR
//BLOCK/AN150CT
W03
150CT
SYD
CAN123 AN124 260CT27MAR 1234567 211762 MEL0100 0145BNE JJ
CAN125 AN126 260CT27MAR 1234567 123733 00L0015 0125ADL JJ
RAN125 AN224 260CT27MAR 1234567 211762 00L0015 0100ADL JJ
RAN223 AN124 260CT27MAR 1234567 123733 BNE0125 0145BNE JJ

```

```

SCR
/SYD180CT
W03
180CT
SYD
REYT/AN150CT
XAN123 AN124 260CT27MAR 1234567 211762 MEL0100 0145BNE JJ
XAN125 AN126 260CT27MAR 1234567 123733 00L0015 0125ADL JJ
KAN125 AN224 260CT27MAR 1234567 211762 00L0015 0100ADL JJ
KAN223 AN124 260CT27MAR 1234567 123733 BNE0125 0145BNE JJ

```

**//BLOCK – D/N with C/L, M/I, C/R or M/R Procedures**

When an airline submits an inter-dependent set of requests to exchange slots and to request new slot allocations and/or delete existing clearances, ‘//BLOCK’ is used to indicate that the requests are to be processed as a total transaction.

If the coordinator cannot confirm one or more of the requests, status quo is maintained.

The airline submits the request to the coordinator using Action Code **C** or **M** to identify the existing clearances to be exchanged and using Action Code **L** or **R** to identify the requested slot allocations after the exchange.

Action Code **N** is used to request new slot allocations and Action Code **D** is used to delete existing clearances.

If the Coordinator cannot confirm all the requested changes, the **D** and **N** requests will not be actioned and the existing clearances (**C** data line) will be maintained.

```

SCR
//BLOCK
W03
150CT
FRA
DAY823 AY824 270CT29MAR 1234567 141M82 ARNHEL0650 0755ARNHEL JJ
CAY821 AY822 270CT29MAR 1234567 141M82 HEL0630 0740HEL JJ
LAY821 AY822 270CT29MAR 1234567 141M82 HEL0650 0755HEL JJ
CAY825 AY826 270CT29MAR 1234567 141M82 TKUAMS1120 1210AMSTKU JJ
LAY825 AY826 270CT29MAR 1234567 209757 TKUARN0630 0740ARNTKU JJ
NAY827 AY828 270CT29MAR 1234567 209754 TKUHEL1120 1210HELTNU JJ

```



## //SWAP – C/L or M/L Procedure to Exchange Clearances

When two or more carriers wish to exchange existing clearances, the SCR **C/L** or **M/L** procedure will be used with the special message header reference ‘//SWAP’.

The request to exchange existing clearances will be submitted by each airline to the coordinator in a SCR message using Action Code **C or M** to identify the existing clearances and using Action Code **L** to identify the requested allocations after the exchange.

The coordinator will acknowledge the receipt of each request in a SCR message using Action **P** to indicate that the exchange is pending until the requests have been received from all the airlines involved.

If the coordinator can clear the exchange as requested, this will be confirmed to the airlines in a SCR message using Action **X** to indicate that existing clearance (**C or M** data line) has been deleted and using Action Code **K** to indicate the revised clearance (**L** data line).

If the coordinator cannot clear the requested exchange, the existing clearances (**C or M** data line) will be maintained.

### *Example*

#### *Airline Request to Exchange Existing Clearances*

```
SCR
//SWAP/KL150CT
W03
150CT
FRA
CAY821 AY822 260CT27MAR 1234567 141M82 HEL0630 0740HEL JJ
CKL825 KL826 260CT27MAR 1234567 113733 AMS0650 0755AMS JJ
LAY821 AY822 260CT27MAR 1234567 141M82 HEL0650 0755HEL JJ
LKL825 KL826 260CT27MAR 1234567 113733 AMS0630 0740AMS JJ
```

*Reply by the coordinator prior to receiving SCR from all requesting airlines*

SCR  
/FRA170CT  
W03  
150CT  
FRA  
REYT/KL150CT  
PAY821 AY822 260CT27MAR 1234567 141M82 HEL0630 0740HEL JJ  
PKL825 KL826 260CT27MAR 1234567 113733 AMS0650 0755AMS JJ  
PAY821 AY822 260CT27MAR 1234567 141M82 HEL0650 0755HEL JJ  
PKL825 KL826 260CT27MAR 1234567 113733 AMS0630 0740AMS JJ  
SI PENDING SUBJECT TO RECEIVING MESSAGES FROM ALL AIRLINES CONCERNED

*Response by the coordinator after receiving messages from all airlines involved*

SCR  
/FRA190CT  
S98  
190CT  
FRA  
REYT/AY160CT  
XAY821 AY822 260CT27MAR 1234567 141M82 HEL0630 0740HEL JJ  
XKL825 KL826 260CT27MAR 1234567 113733 AMS0650 0755AMS JJ  
KAY821 AY822 260CT27MAR 1234567 141M82 HEL0650 0755HEL JJ  
KKL825 KL826 260CT27MAR 1234567 113733 AMS0630 0740AMS JJ



## 6.10 SCHEDULE MOVEMENT (SMA) PROCEDURES

The Schedule Movement procedures defined in this Section are applicable at non-congested airports (Level 2) and are undertaken by airlines and schedules facilitators.

These procedures comprise:

- the Schedule Movement Advice List (SAL) procedure for the exchange of schedule movement information at the start of SC;
- the Schedule Movement Advice (SMA) procedure to optimise schedule movements within the available airport capacity.
- This procedure may occur throughout the whole scheduling process.
- 

The SMA procedure is used by airlines to submit schedule movement data to schedules facilitators (i.e. data collection agents or other entities such as an airline) at non-coordinated airports.

Although these airports are not coordinated, information is required to manage the airport capacity in order to avoid the airport having to consider moving to Level 3 status.

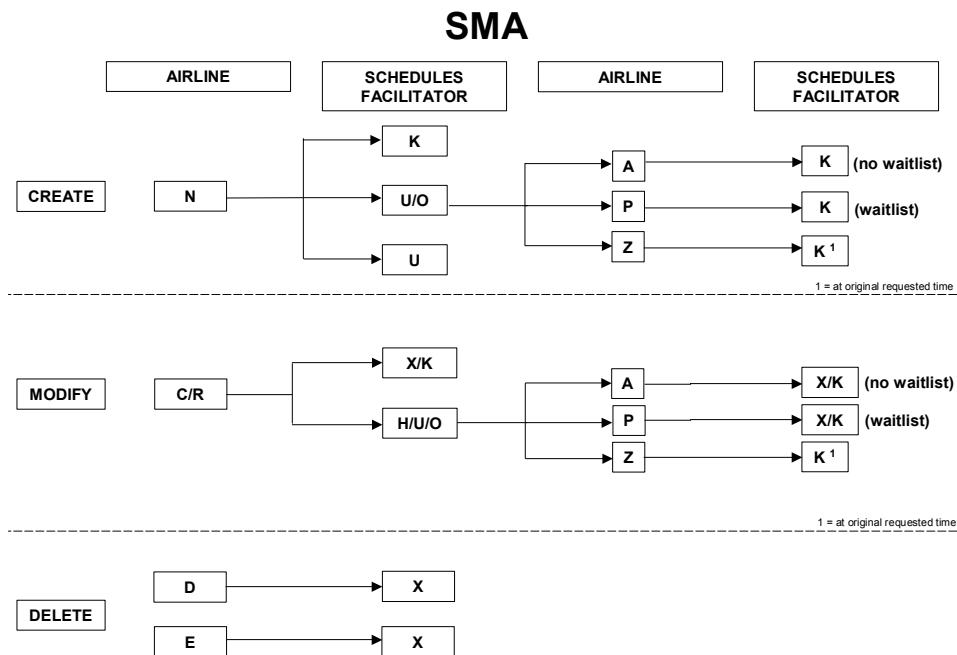
Airlines operating, or intending to operate, to a Level 2 airport must submit their proposed schedules to the schedules facilitators within the time-frames defined in the WSG.

The standard Schedule Movement Advice (SMA) message is used to exchange schedules data. Normally, a response to a schedule movement request is neither required nor expected.

However, when a confirmation is preferred, or when, in extreme cases, the schedules facilitator has requested an airline to consider a voluntary movement reschedule, message exchanges may take place using some of the level 3 procedures.

A diagram of the message exchange flows between airlines and schedules facilitators with relevant action codes is presented below.

**Note:** *For the purpose of assisting with future airport planning at Level 1 airports, the SMA message may be used to provide data to a Level 1 airport operator after the Schedules Conference using the Action Code H only.*



### 6.10.1 SMA – Airline Filing Procedures

An airline will use the following filing procedures with the appropriate Action Codes or combination of Action Codes in an SMA message to request new schedule movements, to request amendments to existing schedule movements or to delete or eliminate existing schedule movements.

FILING PROCEDURE	ACTION CODE(S)
Modify Existing Schedule Movements	
• Offers acceptable	C and R
New Schedule	N
Delete Schedule	D
Eliminate Schedule	E

When filing changes or new requests with the above Action Codes, airlines may use the Timing Flexibility Identifier and/or Supplementary Information (SI) lines to indicate the range of timings for acceptable offers.

It is recommended that airlines file separate messages when using the SI line or Timing Flexibility Identifier.



## 6.10.1.1 New Schedule Movement

An airline uses Action Code **N** in a SMA message to request a new schedule movement.

The airline may indicate a range of acceptable timings using either the Timing Flexibility Identifier or the SI (Supplementary Information) line.

*Example*

SMA  
/BD1406  
W03  
14JUN  
EDI  
NBD66 BD67 260CT27MAR 0000567 190321 LHR1930 2150LHR JJ

## 6.10.1.2 C/R Procedure – Schedule Movement to be Changed

An airline uses the **C/R** procedure to request changes to existing schedule movements.

For each schedule movement to be changed, the airline submits a SMA message with:

- a data line with Action Code **C** to identify the existing schedule movement;
- one or more data lines with Action Code **R** to indicate the revised schedule movement request.

The airline may indicate a range of acceptable timings using either the Timing Flexibility Identifier or the SI (Supplementary Information) line.

*Example*

SMA  
/EI1506  
W03  
16JUN  
DUB  
CEI265 EI272 260CT27MAR 1234567 077146 BHX1245 1310BHX JJ  
REI265 EI272 260CT27MAR 1234567 077146 BHX1255 1330BHX JJ

## 6.10.1.3 Delete or Eliminate Schedules

An airline uses the **D** procedure to delete an existing schedule movement or the **E** procedure to permanently delete (eliminate) all schedule movements.

 Refer to *New Schedules and/or New Entrants Procedures in the Initial Coordinator Procedures above for details.*

## 6.10.2 Schedules Facilitator Response to Airline SMA Request

The schedules facilitator uses the following filing procedures with the appropriate Action Codes or combination of Action Codes in a SMA Message to respond to requests for new schedule movements, requests to amend existing schedule movements or requests to delete or eliminate existing schedule movements.

SCHEDULES FACILITATOR RESPONSE to AIRLINE REQUEST	ACTION CODE(S)
Modify Existing Schedule Movements • Offers acceptable (C/R)	H/U/O, W, X/K
New Schedule (N)	K, U, U/O, W
Delete Schedule (D)	X
Eliminate Schedule (E)	X

### 6.10.2.1 Response to C/R Procedure – Offer Acceptable

#### Confirmation

When the schedules facilitator can allocate the schedule movement as requested, this will be confirmed to the airline by a SMA message using Action Codes **X** and **K**.

The existing schedule movement will be replaced by the revised schedule movement.  
The information in the **R** data line replaces the information in the **C** data line.

The cancellation of the existing schedule movement is confirmed to the airline using Action Code **X**.  
The new schedule movement is confirmed using Action Code **K**.

#### Example

```

SMA
/EI1506
W03
15JUN
DUB
CEI265 EI272 260CT27MAR 1234567 077146 BHX1245 1310BHX JJ
REI265 EI272 260CT27MAR 1234567 077146 BHX1255 1330BHX JJ

```

```

SMA
/DUB1706
W03
17JUN
DUB
REYT/EI1506
XEI265 EI272 260CT27MAR 1234567 077146 BHX1245 1310BHX JJ
KEI265 EI272 260CT27MAR 1234567 077146 BHX1255 1330BHX JJ

```



## Holding – Voluntary Re-Schedule Offer

### Effective 1 March 2006

When, **in exceptional circumstances**, the schedules facilitator **cannot** allocate the requested schedule movement but can make an offer, the existing schedule movements will be maintained until the offer is accepted or refused by the airline.

The airline will be advised of the offer using a combination of Action Codes **H**, **U** and **O**.

Whenever possible, the schedule movement offer should be **before and after** the requested schedule movement.

The schedules facilitator may offer a different schedule movement to that requested by the airline. While the airline is under no obligation to accept the offer, it should be noted that any offer is being made in an endeavour to meet the new request within the available airport capacity.

 Refer to *Modify Existing Clearances Procedures – Coordinator Responses* above for details and examples.

The schedule movement request will automatically be placed on the schedules facilitator waitlist for improvement.

### **Unable – Not confirmed**

When the schedules facilitator **cannot** confirm the new schedule movement as requested, the airline will be advised by a SMA message using Action Code **U**.

The reason why the request cannot be confirmed may be due to factors such as an inadequate runway length for the type of aircraft operating the schedule.

The requested schedule movement is waitlisted for improvement by the schedules facilitator.

#### *Example*

```
SMA  
/EDI1606  
W03  
14JUN  
DUB  
REYT/BD1406  
UBD166 BD167 260CT27MAR 0000567 190321 LHR1930 2150LHR JJ
```

## **6.10.2.2 Response to New Schedule Movement Requests**

### **Confirm**

When the schedules facilitator can allocate the new schedule movement as requested, this will be confirmed to the airline by a SMA message using Action Code **K**.

#### *Example*

```
SMA  
/BD1406  
W03  
14JUN  
EDI  
NBD066 BD067 260CT27MAR 0000567 190321 LHR1930 2150LHR JJ
```

SMA  
/EDI1606  
W03  
14JUN  
EDI  
REYT/BD1406  
KBD066 BD067 260CT27MAR 0000567 190321 LHR1930 2150LHR JJ

### **Unable – Voluntary Reschedule Offer**

In exceptional circumstances, the schedules facilitator may offer a schedule movement different from that requested by the airline. The airline is under no obligation to accept the offer but it is being made in an endeavour to satisfy new requests within the available airport capacity.

The (voluntary) re-scheduled movement will be confirmed to the airline using Action Codes **U** and **O**.

Whenever possible, the schedule movement offers should be **before and after** the requested schedule movements.

 Refer to Coordinator Responses for New Schedule/New Entrant Procedures above for details and examples.

The original schedule movement request will automatically be recorded on the schedules facilitator waitlist for improvement.



### 6.10.2.3 Response to D and E Procedures

#### Confirmation

The schedules facilitator will confirm the deletion or the elimination of schedule movements using Action Code **X**.

### 6.10.3 Airline Response to Offers by Schedule Facilitator

The airline has the option to accept an offer (Action Code **A**), to decline an offer (Action Code **Z**) or to accept an offer but request improvement (Action Code **P**).

The following table summarises the possible airline responses to the schedules facilitator offers.

AIRLINE RESPONSE to SCHEDULES FACILITATOR OFFER	ACTION CODE(S)
Modify Existing Schedule Movements	
• Offer (H/U/O) (C/R procedure)	<b>A, P, Z</b>
New Schedule Movement	
• Offer (U/O)	<b>A, P, Z</b>

#### 6.10.3.1 Modify Existing Schedule Movements and New Schedule Movements

##### Acceptance

The airline will confirm its acceptance of (one of) the schedule movement(s) being offered by responding to the schedules facilitator with a SMA message using Action Code **A**.

The use of Action Code **A** by the airline indicates that it will not be seeking further improvement on the schedule movement offered.

##### Acceptance with Improvement

The airline will provisionally confirm its acceptance of (one of) the schedule movement(s) being offered by responding to the schedules facilitator with a SMA message using Action Code **P**.

The use of Action Code **P** by the airline indicates that it will be seeking further improvement on the schedule movement offered and expects the schedules facilitator to waitlist the original schedule movement request for improvement.

##### Decline Offer

The airline will decline offers by responding to the schedules facilitator with an SMA message using Action Code **Z**.

The use of Action Code **Z** by the airline indicates that the offers are not acceptable.

Action Code **Z** must be used against all data lines with Action Code **O** when no offer has been accepted with Action Code **A**.

When the airline declines an offer requested through the **C/R** procedure, the airline will operate at the time(s) as requested in the **R** data line.

 Refer to *Modify Existing Clearances Procedures – Coordinator Responses* above for details and examples replacing SCR with SMA as the message type.

## 6.10.4 Schedules Facilitator Response

The following table summarises the possible schedules facilitator responses to the airline acceptance of an offer.

SCHEDULES FACILITATOR RESPONSE to AIRLINE ACCEPTANCE	ACTION CODE(S)
Modify Existing Schedule Movements (C/R procedure)	
• Acceptance (A) and Acceptance with Improvement (P)	X/K
• Decline (Z)	K
New Schedule Movement	
• Acceptance (A)	K
• Acceptance with Improvement (P)	K
• Decline (Z)	K

### Modify Existing Schedule Movements (C/R procedure)

The schedules facilitator will confirm the accepted schedule movement (Action Code **A**) or waitlisted schedule movement and placement on the waitlist (Action Code **P**) using Action Code **K** and the cancellation of the existing schedule movement using Action Code **X**.

All other offers for the same schedule movement request will be cancelled.

Refer to *Modify Existing Clearances Procedures – Coordinator Responses above for details and examples.*

### New Schedule Movement

The schedules facilitator will confirm the accepted (Action Code **A**) or waitlisted schedule movement (Action Code **P**) using Action Code **K**.

All other offers for the same schedule movement request will be cancelled.

Refer to *Modify Existing Clearances Procedures – Coordinator Responses above for details and examples.*

## 6.10.5 Schedule Advice List (SAL) Procedures

The standard Schedule Advice List (SAL) procedures are recommended for use by schedules facilitators at SC to inform airlines operating at Level 2 airports that:

- their schedule movement submissions have been recorded in the schedule facilitator database;
- they have been requested to consider a voluntary schedule change;
- their schedule movement requests cannot be confirmed.

When the schedules facilitator cannot confirm a schedule movement request or requests a voluntary change to the schedule movement, the reason why this action is being undertaken must be explained using the Coordinator Reason Codes listed in Appendix J.

If there is no acceptable codes or if the coordinator uses Reason Code 'UA', the reason why the request could not be granted should be provided in a SI line.

The SI line should also be used to provide further information as necessary.

The schedules facilitators use the Schedule Advice List (SAL) message to provide each airline with the status of their schedule movement requests.



The following table summarises the actions that may be undertaken by the schedules facilitators.

SCHEDULES FACILITATOR RESPONSE to AIRLINE	ACTION CODE(S)
Confirmation	K
Offer Voluntary Reschedule Request	O
Not Confirmed	U

### Confirmmg

When the schedules facilitator can confirm the schedule as requested, this will be confirmed to the airline using Action Code **K**.

This also indicates that the schedule data has been recorded in the schedules facilitator database.

### Offer Voluntary Reschedule Request

When the schedules facilitator has requested the airline to consider changing its original schedule request, the re-scheduled offer is confirmed to the airline using Action Code **O**.

If, prior to or during SC, the airline accepts the revised schedule, this will be recorded in the schedules facilitator database.

If the airlines cannot accept the revised schedule, or does not respond within reply period specified in the WSG, or does not contact the schedules facilitator at SC, the schedules facilitator records the original schedule request in its database and contacts the airline according to WSG procedures.

Once contacted by the schedules facilitator, the airline must follow the WSG procedures to accept or decline the re-schedule offer.

If the Operator then agrees to the revised schedule, the original schedule request will be held by the schedules facilitator in order that the offer might be improved at a later date. The airline has the option to advise the schedules facilitator that it will not be seeking any improvement.

### Not Confirmed

When a schedules facilitator cannot confirm the schedule request and does not record the schedule in the database, the airline will be advised using Action Code **U** together with the reason why the request could not be confirmed.

### Exceptions

When using Action Codes **O** and **U**, the schedules facilitator should advise arrival and departure schedules on different lines unless both the arrival and departure have the same Action Code.

#### Example

The fictitious example below reflects pre-Schedules Conference SAL for Airline ZZ at BRE:

```

SAL
/AIRLINE ZZ
W03
04JUN
BRE
KZZ123 ZZ124 290CT24MAR 0030567 154734 TKU1200 1300TKU JJ
KZZ500 290CT24MAR 1234567 180752 LHR1055 J
O ZZ501 290CT24MAR 1234567 180752 1155LHR J/ CD.TA/
OZZ257 ZZ257 300CT28DEC 1204000 00073X DUSCGN2100 2155VIEKLU FF
/ CA.RA CD.CF/
K ZZ258 03JAN21MAR 0030000 00073X 2355DUSCGN F
KZZ2986 ZZ2987 290CT24MAR 0230000 35674C SINBKK1400 1500BKKSIIN QQ

```

## 6.11 SLOT AND SCHEDULE INFORMATION REQUEST AND RESPONSE PROCEDURES

The Slot and Schedule Information Request and Response procedures defined in this Section are applicable at congested (Level 3) and/or non-congested (Level 2) airports and are undertaken by airlines, coordinators and schedules facilitators at a specified airport.

These procedures comprise:

- The Slot and Schedule Availability Query (SAQ) procedure allows an airline to investigate the possibility of amending existing clearances or adding new services without any definitive action being taken by the coordinator.
- This procedure may be used for the current season or the next coordinated season and may only be used at Level 3 airports.
- The Slot and Schedule Information Request and Reply (SIR) procedure allows an airline to request and receive the status of its clearances or schedule movements at the specified airport.

The SIR procedure also allows an airline to request and receive the status on clearances or schedule movements held by one or more airlines at the specified airport.

- These procedures comprise:
- The SIR procedure may only be used **after** the relevant SC and may be used at both Level 3 and Level 2 airports.
- The SIR procedure is **not** to be used by airlines during the period between the issuance of the SHLs and the start of a SC.
- The SIR procedure may also be used by a coordinator or schedules facilitator to advise an airline – on an unsolicited basis and at any time during or after the SC – the status of its clearances or schedule movements held at the specified airport.

Requests for information using the SAQ procedures will not be processed unless the airline designator in the Schedule Information data line is:

- either identical to the airline designator in the originator's SITA/ARINC address;
- or corresponds to additional authorised TTY address or the 'generic' E-mail address as listed in SSIM Attachment 2 for the requesting airline.

Requests for information using the SIR procedures will not be processed unless the airline designator in the Schedule Information data line to an authorised TTY address or the 'generic' E-mail address as listed in SSIM Attachment 2.

Responses to Slot and Schedule Information requests must only be transmitted to the originator of the request as specified in the SITA or ARINC address or the e-mail address in the Creator Reference.

Unsolicited Slot and Schedule Information originating from a coordinator or schedules facilitator must only be transmitted to the authorised TTY address or the 'generic' E-mail address of the airline holding the clearances or schedule movements at the specified airport.



The SIR message format allows for all combinations of request for information for:

- all flights (arrival, departure or transit/turnout);
- all airlines or a specific airline;
- specific flight(s) for a specific airline;
- part of a Season;
- all days and/or times throughout the whole Season;
- specific the whole Season;
- days and/or times throughout the whole Season;
- specific days and/or times.

### 6.11.1 Slot and Schedule Availability Query (SAQ) Procedure

#### Airline Request for Information on New Slot Allocation

The airline submits a SAQ message to a coordinator using Action Code **N** to request availability information for a new slot allocation.

The request may be for a whole Season, part of a Season, all days of the week or specific days of the week and all combinations of these.

*Example*

```
SAQ  
/EW1604  
S03  
16APR  
BRU  
NEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1730 1815NUE JJ
```

#### Airline Request for Information on Revised Clearance

The airline submits a SAQ message to a coordinator using a combination of Action Codes **C** and **R** to request availability information for a possible change to an existing clearance.

The **C** data line identifies the existing clearance and the **R** data line identifies the slot allocation request being considered.

*Example*

```
SAQ  
/EW1704  
S03  
17APR  
BRU  
CEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1055 1140NUE JJ  
REW881 EW882 05MAY27JUN 1234500 042AT3 NUE1130 1215NUE JJ
```

#### Coordinator Response to Request for Availability Information

##### Effective 1 March 2006

The coordinator will provide clearance availability information to the airline in a SAQ message using either Action Code **I** or a combination of Action Codes **H** and **I**.

The information provided by the coordinator is for information purposes only.

The coordinator may use the Coordinator Reason Codes listed in Appendix J to advise the airline of potential problems that could be encountered if a request to change an existing clearance is submitted.

Airlines must understand that there is **no** guarantee or obligation that the available clearance(s) advised in the SAQ message will be confirmed if and when the airline submits a formal request using the SCR procedures.

All possibilities as used in SCR requests using Action Codes **N** or **C/R** can be used for these requests for information.



□

## Effective 1 March 2006

When a clearance is available at the requested timings for a new slot allocation, the coordinator will advise the airline using Action Code **I**.

When a clearance is not available at the requested timings for a new slot allocation, the coordinator will advise the airline using Action Code **U**.

When a clearance is available at the requested timings for a revised clearance, the coordinator will advise the airline using a combination of Action Codes **H and I**.

The existing clearance (**C** data line) is replaced by the **H** data line and the **R** data line is replaced by one or more **I** data lines.

When there is no clearance available at the requested timings but there is availability close to the requested timings, the coordinator will advise the airline using one or two **I** data lines to indicate the potential availability.

If no reasonable clearance is available, the coordinator will advise the airline using Action Codes **H** and **U** where the existing clearance (**C** data line) is replaced by the **H** data line and the **R** data line is replaced by the **U** data line.

### *Example – New Clearance Availability Request with Availability at Requested Timings*

SAQ  
/EW1604  
S03  
16APR  
BRU  
NEW881 EW882 Ø5MAY27JUN 1234500 042AT3 NUE173Ø 1815NUE JJ

SAQ  
/BRU1804  
S03  
18APR  
BRU  
REYT/EW1604  
IEW881 EW882 Ø5MAY27JUN 1234500 042AT3 NUE173Ø 1815NUE JJ

### *Example – New Clearance Availability Request with Reasonable Availability close to Requested Timings*

SAQ  
/EW1604  
S03  
16APR  
BRU  
NEW881 EW882 Ø5MAY27JUN 1234500 042AT3 NUE173Ø 1815NUE JJ

SAQ  
/BRU1804  
S03  
18APR  
BRU  
REYT/EW1604  
IEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1715 1800NUE JJ  
IEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1745 1830NUE JJ

## Effective 1 March 2006

*Example - New Clearance Availability Request and no Reasonable Availability*

SAQ  
/EW1604  
S03  
16APR  
BRU  
NEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1730 1815NUE JJ

SAQ  
/BRU1804  
S03  
18APR  
BRU  
REYT/EW1604  
UEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1730 1815NUE JJ

*Example – Revised Clearance Availability Request with Availability at Requested Timings*

SAQ  
/EW1704  
S03  
17APR  
BRU  
CEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1055 1140NUE JJ  
REW881 EW882 05MAY27JUN 1234500 042AT3 NUE1130 1215NUE JJ

## Effective 1 March 2006

SAQ  
/BRU1704  
S03  
18APR  
BRU  
HEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1055 1140NUE JJ  
IEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1130 1215NUE JJ



*Example – Revised Clearance Availability Request with Reasonable Availability close to Requested Timings*

SAQ  
/EW1704  
S03  
17APR  
BRU  
CEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1055 1140NUE JJ  
REW881 EW882 05MAY27JUN 1234500 042AT3 NUE1130 1215NUE JJ



## **Effective 1 March 2006**

SAQ  
/BRU1704  
S03  
18APR  
BRU  
HEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1055 1140NUE JJ  
IEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1115 1245NUE JJ  
IEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1135 1220NUE JJ

*Example – Revised Clearance Availability Request with No Reasonable Availability*

SAQ  
/EW1704  
S03  
17APR  
BRU  
CEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1055 1140NUE JJ  
REW881 EW882 05MAY27JUN 1234500 042AT3 NUE1130 1215NUE JJ



## **Effective 1 March 2006**

SAQ  
/BRU1704  
S03  
18APR  
BRU  
HEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1055 1140NUE JJ  
UEW881 EW882 05MAY27JUN 1234500 042AT3 NUE1130 1215NUE JJ

## 6.11.2 Slot and Schedule Information Request and Reply (SIR) Procedure

### Airline Request

The airline transmits a SIR message with Action Code **Q** to a coordinator at the specified Level 3 airport to:

- request the status of its clearances submitted by the SCR procedures;
- request the status of the clearances held by other airlines.

The airline transmits a SIR message with Action Code **Q** to a schedules facilitator at the specified Level 2 airports to:

- request the status of its schedule movements submitted by the SMA procedures;
- request the status of schedule movements held by other airlines.

Requests for information for multiple airlines cannot be included in the same SIR message. There must be one SIR message per airline.

When submitting requests for information at the larger airports, the airline must be very precise in specifying the information it requires.

Otherwise, it subjects those responding to the request to an unnecessary workload and the airline, in turn, may receive large volumes of information that it did not require.

Since the SIR procedures – and the examples below – are applicable to both Level 3 and Level 2 airport, airlines requesting information are cautioned to accurately specify the airport to ensure that relevant information is provided.

### Examples

*Request for clearance information throughout the Season for Transit/Turnaround Flights  
(airline own operation or other airline)*

SIR  
/0A120CT  
W03  
120CT  
FRA  
QOA OA

*Request for clearance information throughout the Season for Arrival Flights  
(airline own operation or other airline)*

SIR  
/0A120CT  
W03  
120CT  
FRA  
QOA

*Request for clearance information throughout the Season for Departure Flights  
(airline own operation or other airline)*

SIR  
/0A120CT  
W03  
120CT  
FRA  
Q OA



*Request for clearance information for specific flight designators throughout the Season for Transit/Turnaround Flights and for Arrival and Departure Flights*

SIR  
/AF150CT  
W03  
150CT  
SKG  
QAF772 AF773  
QAF1800  
Q AF1805

*Request for clearance information for a specific flight designator for a specific period for a departure flight*

SIR  
/AZ180CT  
W03  
190CT  
FRA  
Q AZ773 18DEC15JAN

*Request for clearance information for more than one specific flight designator.*

SIR  
/BA15DEC  
W03  
15DEC  
LHR  
Q LH031  
Q LH033 24DEC05JAN

*Request for daily clearance information for the whole Season between 1700 and 1930 UTC for AY 823 (arrival) and AY824 (departure)*

SIR  
/AZ07SEP  
W03  
07SEP  
FRA  
QAY823 AY824 260CT27MAR 1234567 1700 1930

*Request for daily clearance information for the period 01MAR – 26MAR between 1200 and 1600 UTC for all AY flights*

SIR  
/SK15FEB  
W03  
15FEB  
ARN  
QAY AY 01MAR26MAR 1234567 1200 1600

*Request for clearance information throughout the Season for Transit/Turnaround Flights for all airlines*

SIR  
/0A120CT  
W03  
120CT  
FRA  
QQQQ QQQ

*Request for schedule movement information for the whole Season on Day 5 only between 1300 and 1445 UTC for all airlines (QQQ)*

SIR  
/AZ3008  
W03  
30AUG  
LGW  
QQQQ QQQ 260CT27MAR 0000500 1300 1445

*Request for all schedule movement arrival information for the whole Season on Day 7 only between 1000 and 1345 UTC for CY*

SIR  
/BA180CT  
W03  
180CT  
LCA  
QCY 260CT27MAR 0000007 1230 1450

*Request for schedule movement information for a specific flight designator for a specific period for Transit/Turnaround. Arrival and Departure Flights*

SIR  
/AZ180CT  
W03  
190CT  
PSA  
QAZ773 AZ774 18DEC15JAN  
QAZ1800 03NOV15DEC  
Q AZ1805 18NOV15FEB



## Coordinator and Schedules Facilitator Response

For Level 3 airports, the coordinator responds to the airline with a SIR message using Action Codes **H**, **O** or **P**.

When an airline request is on the waitlist for improvement, the coordinator may choose to indicate the originally requested timings using the Requested Timings facility.

For Level 2 airports, the schedules facilitator responds to the airline with an SIR message using Action Codes **H** only.

The schedules facilitator will not provide information on offers or pending acceptances.

Coordinators and schedules facilitators will always respond using the Schedule Information Line and may use the Additional Schedule Information line to provide supplementary information.

If necessary, alternative transmission methods (e.g. diskette) may be used for large volumes of data.

### Examples

*Request for clearance information throughout the Season for Transit/Turnaround Flights  
(airline own operation or other airline)*

```
SIR
/OA120CT
W03
120CT
FRA
QOA OA

SIR
/FRA150CT
W03
150CT
FRA
REYT/OA120CT
HOA750 0A751 260CT27MAR 1234567 135733 ATH0900 0955ATH JJ
00A752 0A753 260CT27MAR 1234567 111735 SKG0940 1030SKH JJ
/ RA.0950 RD.1040/
```

*Request for clearance information for specific flight designators throughout the Season for  
Transit/Turnaround Flights*

```
SIR
/AF150CT
W03
150CT
SKG
QAF772 AF773

SIR
/SKG170CT
W03
170CT
SKG
REYT/AF150CT
HAF772 AF773 01NOV31JAN 1234567 111735 CDG0900 0955CDG JJ
```

*Request for schedule movement information for a specific flight designator for a specific period for a departure flight*

SIR  
/AZ180CT  
W03  
190CT  
PSA  
Q AZ773 18DEC15JAN

SIR  
/PSA220CT  
W03  
220CT  
PSA  
REYT/AZ180CT  
P AZ773 18DEC15JAN 1234567 131M80 1220FC0 J

*Request for clearance information for more than one specific flight designator*

SIR  
/BA15DEC  
W03  
15DEC  
LHR  
Q LH031  
Q LH033 24DEC05JAN

SIR  
/LHR18DEC  
W03  
18DEC  
LHR  
REYT/BA15DEC  
H LH031 260CT27MAR 1234567 121733 1205FRA J  
H LH033 24DEC05JAN 1234567 144320 1100HAM J

*Request for schedule movement information for the whole Season on Day 5 only between 1300 and 1345 UTC for all airlines (QQQ)*

SIR  
/AZ3008  
W03  
30AUG  
LGW  
QQQQ QQQ 260CT27MAR 0000500 1300 1445



SIR  
/LGW01SEP  
W03  
30AUG  
LGW  
REYT/AZ3008  
HIB7578 IB7579 260CT27MAR 0000500 290320 ALC1300 1355ALC JJ  
HBA2725 BA2726 260CT27MAR 0000500 14573G MUC1325 1410MUC JJ  
HBA2959 BA2939 260CT27MAR 0000500 142734 GLA1330 1410EDI JJ  
HIB7556 IB7639 260CT27MAR 0000500 290AB3 BIO1335 1420BCN JJ  
/ RA.1250 RD.1335/

*Request for daily clearance information for the period 01MAR – 26MAR between 1200 and 1600 UTC for all AY flights*

SIR  
/SK15FEB  
W03  
15FEB  
ARN  
QAY AY 01MAR26MAR 1234567 1200 1600

SIR  
/ARN17FEB  
W03  
09SEP  
ARN  
REYT/SK15FEB  
HAY836 AY833 01MAR26MAR 1234567 171321 LHR1225 1305LHR JJ  
HAY872 AY873 01MAR26MAR 1234567 171321 CDG1425 1525CDG JJ  
HAY862 AY863 01MAR26MAR 1234567 171321 ZRH1435 1545ZRH JJ

*Request for all schedule movement arrival information for the whole Season on Day 7 only between 1600 and 1700 UTC for CY*

SIR  
/BA180CT  
W03  
180CT  
LCA  
QCY 260CT27MAR 0000007 1600 1700

SIR  
/BA180CT  
W03  
180CT  
LCA  
REYT/BA180CT  
HCY327 260CT27MAR 0000007 292330 LHR1610 J  
HCY317 260CT27MAR 0000007 120319 FC01630 J  
HCY305 260CT27MAR 0000007 292330 ATH1655 J

## 6.12 WAITLIST PROCEDURES

The Waitlist Procedures defined in this Section relate to the handling of waitlist information by airlines and coordinators at Level 3 airports and may be used throughout the entire coordination process.

The waitlist procedures comprise:

- the Slot Allocation and Schedule Information Request and Reply (SCR) procedure;
- the Waitlist Information Request and Reply (WIR) procedure;
- the Waitlist Change Request and Reply (WCR) procedure.

Airlines must pay special attention between the use of the WCR and SCR procedures as both are applicable within this Section.

Airlines are cautioned that the use of the wrong procedure may result in a detrimental effect on the resulting schedules.

For the purposes of this Section, waitlist data is defined as “the data from the original slot allocation request(s) as recorded on the coordinator waitlist for possible improvement”.

### 6.12.1 Slot Allocation and Schedule Information Request and Reply (SCR) Procedure

The SCR waitlist procedures are used by an airline to request from the coordinator:

- a change to the coordinated parameters without a change to the waitlist data;
- a change to the coordinated parameters with a change to the waitlist data;
- an improvement to the original slot allocation request as recorded on the coordinator waitlist.

**Note:** *Coordinated parameters' may differ from airport to airport and airlines will need to validate those applicable at the respective airports.*

Detailed SCR procedures are described in the Slot Coordination procedures (Section 6.9) above.



To avoid confusion with the WCR procedures, the SCR Waitlist Procedures and relevant Actions Codes are summarised in the tables below.

## 6.12.1.1 Initial (SCR) Coordination Procedures

Initial (SCR) Coordination Procedures	Waitlist Indication and SAL Action Code(s)
Maintain historic schedule ( <b>F</b> )	No Waitlist
Modify Historic Schedule	
• Offers acceptable ( <b>C/R, M/R</b> )	<b>H, O</b>
• Offers not acceptable ( <b>C/L, M/L</b> )	<b>H</b>
• Continuation from previous adjacent Season – offers acceptable ( <b>C/I, M/I</b> )	<b>H, O</b>
New Schedule ( <b>N</b> )	<b>O or U</b>
New Schedule with New Entrant Status ( <b>B</b> )	<b>O or U</b>
New Schedule with year round status – Continuation from previous adjacent Season ( <b>Y</b> )	<b>O or U</b>
New Schedule with New Entrant Status with year round status – Continuation from previous adjacent Season ( <b>V</b> )	<b>O or U</b>

## New Service or C/L or M/L Procedures

When a coordinator is unable to clear these slot allocation request, this will be confirmed to the airline by a SAL message using Action Codes **H**, **O** or **U**.

The original slot allocation request (**B**, **I**, **N**, **V**, or **Y** data lines) will automatically be recorded on the coordinator waitlist for improvement.

## C/R, M/R, C/I and M/I Procedures

When a coordinator is unable to clear the **C/R**, **M/R**, **C/I** or **M/I** slot allocation request, this will be confirmed to the airline by a SCR message using Action Codes **H** or **O**.

The original slot allocation request (**R** or **I** data line) will automatically be recorded on the coordinator waitlist for improvement.

At the first contact with the coordinator prior to or during SC, the airline must advise the coordinator whether the waitlisted slot allocation request is to remain on, or be deleted from, the waitlist.

The airline should submit his preference in an SCR message prior to the start of SC.

Action Code **P** is used to advise that the waitlist is to be maintained and that further improvement is being sought.

Action Code **A** is used to advise that the offer is acceptable and that the original request can be deleted from the waitlist.

If there was more than one offer for the same request and there has been no response from the airline, the coordinator will automatically confirm one of the offers and delete the others on the third day of SC.

The coordinator must confirm this action to the airline immediately after the close of SC.

If the airline cannot attend the SC and has not accepted any offers within the prescribed time-frame, the coordinator will cancel all offers.

If two offers have been given and one of them is acceptable, the airline advises the coordinator with a SCR using code **A** to indicate the offer being accepted.

If an improvement is still required, the airline sends an SCR using Action Code **P** against the offer being sought for improvement. The original request (**R** data line) remains on the waitlist for improvement.

If the operator accepts the offer (**O/H**) with Action Code **A**, the coordinator will remove the original request (**R** data line) from the waitlist.

If no contact is made prior or during the SC, the coordinator will inform the operator that all the original slot allocation requests (**R** data lines) are on waitlist for improvement using a WIR message.



### 6.12.1.2 During or After the SC Procedures

During or After the SC	Waitlist Indication and SAL Action Code(s)
Maintain historic schedule ( <b>F</b> )	No Waitlist
Modify Historic Schedule <ul style="list-style-type: none"><li>• Offers acceptable (<b>C/R, M/R</b>)</li><li>• Offers not acceptable (<b>C/L, C/L</b>)</li><li>• Continuation from previous adjacent Season – offers acceptable (<b>C/I, M/I</b>)</li></ul>	<b>H/O or H/U</b> <b>H/U</b> <b>H/O or H/U</b>
New Schedule ( <b>N</b> )	<b>O or U</b>
New Schedule with New Entrant Status ( <b>B</b> )	<b>O or U</b>
New Schedule with year round status – Continuation from previous adjacent Season ( <b>Y</b> )	<b>O or U</b>
New Schedule with New Entrant Status with year round status – Continuation from previous adjacent Season ( <b>V</b> )	<b>O or U</b>

#### New Service Procedures

When a coordinator is unable to clear the slot allocation requests, this will be confirmed to the airline by a SCR message using Action Codes **O** or **U**.

The original slot allocation request (**B, N, V, or Y** data lines) will automatically be recorded on the coordinator waitlist for improvement.

If the airline subsequently accepts the offer with an SCR message using Action Code **A**, the original slot allocation request (**B, N, V, or Y** data lines) will be deleted from the coordinator waitlist.

#### C/L or M/L Procedures

When a coordinator is unable to clear the **C/L** or **M/L** slot allocation request, this will be confirmed to the airline by a SCR message using a combination of Action Codes **H** and **U**.

The original slot allocation request (**L** data line) will automatically be recorded on the coordinator waitlist for improvement.

When the **C/L** or **M/L** procedure is used and the requested timings equals the waitlisted timings held by the coordinator, the waitlist data will not be changed.

When the **C/L** or **M/L** procedure is used and the requested timing (**L** data line) is not equal to the timing held by the coordinator (**C** or **M** data line) and when the request cannot be confirmed, the waitlisted timing will be adjusted to the new requested timing.

### C/I, M/I, C/R and M/R Procedures

When a coordinator is unable to clear the **C/I**, **M/I**, **C/R** or **M/R** slot allocation request, this will be confirmed to the airline by a SCR message using a combination of Action Codes **H** and **O** or Action Codes **H** and **U**.

The original slot allocation request (**R** or **I** data line) will automatically be recorded on the coordinator waitlist for improvement.

If the airline subsequently accepts the offer with an SCR message using Action Code **A**, the original slot allocation request (**R** or **I** data line) will be deleted from the coordinator waitlist.

If the airline subsequently accepts the offer with an SCR message using Action Code **P**, or declines the offer using Action Code **Z**, the original request remains on the waitlist for further improvement.

When the **C/I**, **M/I**, **C/R** or **M/R** procedure is used and the requested timings equals the waitlisted timings held by the coordinator, the waitlist data will not be changed.

When the **C/I**, **M/I**, **C/R** or **M/R** procedure is used and the requested timing (**I** or **R** line) is not equal to the timing held by the coordinator (**C** or **M** line) and when the request cannot be confirmed, the waitlisted timing will be adjusted to the new requested timing.



## 6.12.2 Waitlist Information Request and Reply (WIR) Procedures

The Waitlist Information Request and Reply (WIR) procedures are considered as a continuation of the SCR slot allocation procedures.

The WIR procedures allow an airline to request and to receive a response on the slot information recorded on coordinator waitlist for either its own waitlist information or the waitlist information of another airline.

They also allow a coordinator to advise an airline – on an unsolicited basis and at any time during or after the SC – the status of the slot information recorded on the waitlist.

Requests for information will not be processed unless the airline designator in the Schedule Information data line corresponds with an authorised TTY address or the generic E-mail address as listed in SSIM Attachment 2.

Responses to Waitlist Information requests must only be transmitted to the originator of the request as specified in the SITA or ARINC address.

Unsolicited Waitlist Information originating from a coordinator must only be transmitted to the authorised TTY address or the 'generic' E-mail address of the airline holding the waitlist at the specified airport.

### Airline Request for Waitlist Information

The airline submits a WIR message to a coordinator at a specified airport using Action Code **Q** to request the status of its waitlist data (new and/or changes to existing clearances) or the waitlist data for other airlines operating at the airport.

The airline will specify the 'search' criteria as one or more of the following:

- all flights (arrival, departure or transit/turnout);
- all airlines or a specific airline;
- specific flight(s) for a specific airline;
- the whole Season;
- part of a Season;
- all days and/or times throughout the whole Season;
- specific days and/or times throughout the whole Season;
- specific days and/or times.

*Example*

WIR  
/0A12FEB  
S03  
12FEB  
FRA  
QOA OA

**Coordinator Reply to Waitlist Information Request**

The coordinator advises the airline of the status of its waitlist data with a WIR message using Action Code **P**.

The coordinator may indicate the cleared times using the Cleared Time Identifier(s).

*Example*

WIR  
/0A12DEC  
S03  
12DEC  
FRA  
QOA OA

WIR  
/FRA12DEC  
S03  
12DEC  
FRA  
REYT/0A12DEC  
POA752 0A753 24MAR31MAY 1030507 111735 ATH0940 1030ATH JJ  
/ AA.0910 AD.1010/  
POA752 0A753 24MAR31MAY 0204060 111735 ATH0940 1030ATH JJ  
/ AA.0930 AD.1020/



/TP15FEB  
W03  
15FEB  
HEL  
QQQQ QQQ 260CT27MAR 1234500 1200 1555

WIR  
/HEL16FEB  
W03  
16FEB  
HEL  
REYT/TP15FEB  
PAY836 AY833 260CT27MAR 1234500 171321 LHR1225 1305LHR JJ  
PKF872 KF873 260CT27MAR 1234500 171321 CDG1425 1525CDG JJ  
PAY862 AY863 260CT27MAR 1234500 171321 ZRH1435 1545ZRH JJ

WIR  
/AZ12FEB  
W03  
12FEB  
FRA  
QOA752 OA753 24MAR31MAY 1234567 0900 1100

WIR  
/FRA12FEB  
S03  
12FEB  
FRA  
REYT/AZ12FEB  
POA752 OA753 24MAR31MAY 1030507 111735 ATH0940 1030ATH JJ  
/ AA.0910 AD.1010/  
POA752 OA753 24MAR31MAY 0204060 111735 ATH0940 1030ATH JJ  
/ AA.0930 AD.1020/

### 6.12.3 Waitlist Change Request and Reply (WCR) Procedure

The Waitlist Change Request and Reply (WCR) Procedures are used by airlines and coordinators at coordinated (Level 3) airports to change waitlist information on any new or existing slot allocation requests that could not be cleared.

These procedures allow an airline to:

- submit changes to the waitlist data without impacting the existing clearance;
- maintain the existing clearance and delete the the waitlisted data as recorded by the coordinator;
- delete the waitlisted data as recorded by the coordinator;
- request that a new slot allocation request be placed on the waitlist..

WCR may be used in standard telegraph messages or electronic data exchanges.

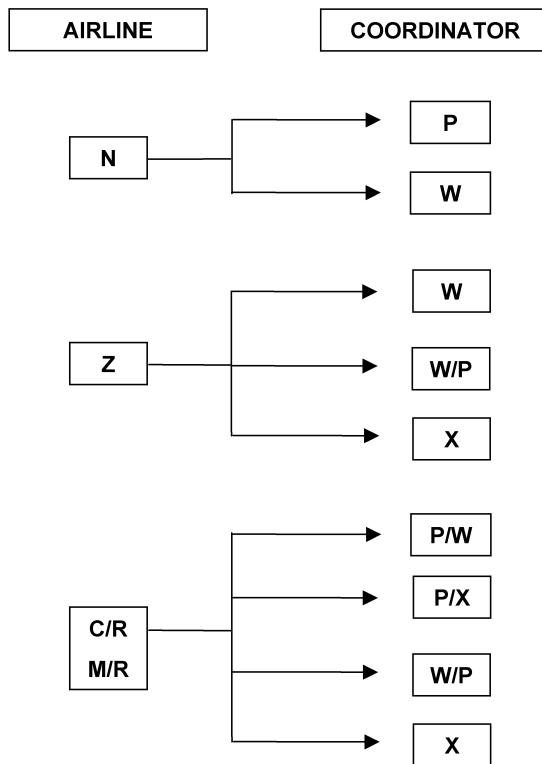
Replies will be transmitted solely to the originator of the request as per the SITA, ARINC or generic email address.

Replies will not be transmitted unless the airline designator in the Schedule Information data line is:

- either identical to the airline designator in the SITA or ARINC address of the originator;
- or corresponds to the additional authorised TTY address as listed in SSIM Attachment 2 for the requesting carrier.

A diagram of the message exchange flows between airlines and coordinators with relevant action codes is presented below.

## WCR



### 6.12.3.1 Airline Waitlist Request

The airline uses one of the following procedures with the appropriate Action Code or combination of Action Codes to request changes to its waitlisted data.

Airline Waitlist Requests	Action Code(s)
Revision to Waitlist	<b>C and R or M and R</b>
New Waitlist Request	<b>N</b>
Delete from Waitlist or Delete Waitlist and Retain Existing Clearance	<b>Z</b>

#### **C/R or M/R Procedure – Revision to Waitlist**

An airline uses the **C/R** or **M/R** procedure during or after the SC to request changes to the waitlisted data.

For each change to the waitlisted data, the airline submits a WCR message with:

- a data line with Action Code **C or M** to identify the waitlisted data recorded by the coordinator;
- one or more data lines with Action Code **R** to indicate revisions to the waitlisted data.

The use of **C/R** or **M/R** indicates to the coordinator that the waitlisted data currently recorded is to be cancelled (**C** or **M** data line) and replaced by the revisions to the waitlist data (**R** data line).

A transaction consisting of multiple **C** and **R** or **M** and **R** data lines must include all **C** or **M** data lines first followed by all associated **R** data lines. The total of such associated **C** or **M** with the **R** data lines must not exceed ten lines.

However, subject to message length constraints, an unlimited number of transactions can be contained in a single message.

Airlines must be aware that the **C or M** data line in a WCR message always refers to waitlisted data and not to an existing clearance.

#### *Example*

```
CAF2402 AF810 29MAR240CT 1234567 290AB4 NCE0910 1030LHR JJ
RAF2402 AF810 29MAR240CT 1234567 290AB4 NCE0900 1020LHR JJ
```

#### **N Procedure – New Waitlist Request**

An airline uses the **N** procedure request that an existing clearance be waitlisted for possible improvement.

This also indicates to the coordinator that the existing clearance is to be maintained if no improvement is possible.

For each new slot request to be waitlisted, the airline submits a WCR message with a data line with Action Code **N** to identify the waitlist request.

#### *Example*

```
NAF2402 AF810 29MAR240CT 1234567 290AB4 NCE0910 1030LHR JJ
```



## Z Procedure – Delete from waitlist

An airline uses the **Z** procedure to delete the waitlisted data recorded by the coordinator for either existing clearances or for new slot allocation requests.

For existing clearances, the use of **Z** indicates to the coordinator that no further improvement will be required.

When a clearance cannot be confirmed for new slot allocation requests, the use of **Z** indicates to the coordinator that the waitlisted data can be deleted as the clearance is no longer required.

*Example*

ZAF2402 AF810 29MAR240CT 1234567 290AB4 NCE0910 1030LHR JJ

### 6.12.3.2 Coordinator Waitlist Response to C/R Procedure – Revision to Waitlist

The coordinator uses one of the following procedures with the appropriate Action Code or combination of Action Codes to respond to the airline waitlist change request.

Coordinator Waitlist Responses	Action Code(s)
Revision to Waitlist ( <b>C/R, M/R</b> )	<b>W/P, X/P</b>
New Waitlist Request ( <b>N</b> )	<b>P, W</b>
Delete from Waitlist/Delete Waitlist and Retain Existing Clearance ( <b>Z</b> )	<b>W, W/P, X</b>

## Pending – Able to Confirm

When the coordinator can waitlist the requested slot, this is confirmed to the airline by a WCR message using Action Codes **P** and **X**.

The revised waitlisted data is confirmed using Action Code **P** to replace the **R** data line and the cancellation of the existing waitlisted data is confirmed using Action Code **X** to replace the **C** or **M** data line.

### *Example*

WCR  
/AF1506  
W03  
16JUN  
FRA  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ

WCR  
/FRA1606  
W03  
18JUN  
FRA  
REYT/AF1506  
XAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
PAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ

## Pending – Unable to Confirm

When the coordinator cannot waitlist the revised request due to circumstances such as curfews and airport closures, the existing waitlist (the **C** or **M** data line) is automatically retained.

The coordinator will advise the airline using Action Code **P** to identify the existing waitlist data and Action Code **U** to advise that the request cannot be confirmed.

### *Example*

WCR  
/AF1506  
W03  
16JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE2210 2350LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 350744 FCONCE2220 2350LHRMAN JJ

WCR  
/CPH1606  
W03  
18JUN  
CPH  
REYT/AF1506  
PAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE2210 2350LHRMAN JJ  
UAF802 AF810 260CT27MAR 1234567 350744 FCONCE2210 2350LHRMAN JJ  
SI 744 AIRCRAFT NOT ALLOWED TO LAND OR TAKEOFF BETWEEN 2200 AND 0900

## Pending – Unable to Reconcile Flight Information

When waitlist change request does not coincide with the waitlist data currently recorded by the coordinator, no action is taken on the request.

This will be confirmed to the airline by a WCR message using Action Codes **P** and **W**.



The waitlisted data that the airline believes has been recorded by the coordinator is returned to the airline using Action Code **W** to replace the **C** or **M** data line. The waitlisted data as recorded by the coordinator is confirmed to the airline using Action Code **P**.

No action is taken on the **R** data line.

*Example*

```
WCR  
/AF1506  
W03  
16JUN  
CPH  
CAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
RAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1050LHRMAN JJ
```

```
WCR  
/CPH1606  
W03  
18JUN  
CPH  
REYT/AF1506  
WAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
PAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0915 1040LHRMAN JJ
```

### 6.12.3.3 Response to N Procedure

#### Pending – Able to Confirm

When the coordinator can waitlist the requested slot, this is confirmed to the airline by a WCR message using Action Code **P**.

##### *Example*

WCR  
/AF1506  
W03  
16JUN  
CPH  
NAF2402 AF810 29MAR240CT 1234567 290AB4 NCE0910 1030LHR JJ

WCR  
/CPH1706  
W03  
17JUN  
CPH  
REYT/AF1506  
PAF2402 AF810 29MAR240CT 1234567 290AB4 NCE0910 1030LHR JJ

#### Pending – Unable to Confirm

When the coordinator cannot waitlist the requested slot, the coordinator will advise the airline using Action Code **U**.

##### *Example*

WCR  
/AF1506  
W03  
16JUN  
CPH  
NAF2402 AF810 29MAR240CT 1234567 290AB3 NCE0940 1030LHR JJ

WCR  
/CPH1606  
W03  
18JUN  
CPH  
REYT/AF1506  
UAF2402 AF810 29MAR240CT 1234567 290AB3 NCE0940 1030LHR JJ



## 6.12.3.4 Response to Z Procedure

### Cancellation – Able to Confirm

The coordinator confirms to the airline that the waitlisted data has been deleted from the waitlist by a WCR message using Action Code **X**.

#### *Example*

```
WCR  
/AF1506  
W03  
16JUN  
CPH  
ZAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
```

```
WCR  
/CPH1606  
W03  
16JUN  
CPH  
XAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ
```

**Cancellation – Unable to reconcile flight information**

When flight information in the waitlist cancellation request does not coincide with the waitlist information currently held by the coordinator, no action is taken on the request. This will be confirmed to the airline by a WCR message using Action Codes **P** and **W**.

The cancel waitlist request is returned to the airline using Action Code **W** to replace the **Z** data line. The waitlisted data as recorded by the coordinator is confirmed to the airline using Action Code **P** to replace the **C** data line.

*Example*

WCR  
/AF1506  
W03  
16JUN  
CPH  
ZAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ

WCR  
/CPH1606  
W03  
16JUN  
CPH  
REYT/AF1506  
WAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0910 1030LHRMAN JJ  
PAF802 AF810 260CT27MAR 1234567 290AB3 FCONCE0920 1040LHRMAN JJ  
SI PLS NOTE DIFFERENT DATA FOR THE DELETION REQUEST

**6.12.4 Improvement of Flights on the Waitlist by the Coordinator**

The SCR procedures must be used using the provisions for the conditional special reference line as outlined in Section 6.9.

Further to the normal SCR procedures for Action Code **O**, the coordinator will advise the airline that the waitlisted data can be improved using Action Code **O** for new offers.

This may be undertaken without any request for waitlist improvement being submitted by the airline.

If, within 3 business days, the airline has not accepted the offer, the coordinator will maintain the existing clearance and cancel all offers.

The airline will be advised by an SCR message using Action Code **H** to indicate the existing clearances and Action Code **X** to indicate the cancelled offer(s).

*Example*

SCR  
//WAITLIST/CPH15DEC  
W03  
15DEC  
CPH  
OAF2402 AF810 01JAN27MAR 1234567 290AB4 NCE0940 1050LHR JJ



## CHAPTER 7 — PRESENTATION AND TRANSFER OF A SCHEDULE DATA SET

### 7.1 GENERAL

This Chapter describes the rules for formatting complete schedules for processing by computerized systems. A complete schedule comprises all services operated under an Airline Designator for the Period of Schedule Validity as specified in Record Type 2.

These rules define the formats of schedules stored on physical devices such as tapes and diskettes and also to schedules to be transmitted between two computers.

Communication of schedules by direct computer-to-computer transmission depends on the hardware and software used by each party and the standards for the transmission should be agreed bilaterally.

Technical characteristics of physical devices may also be agreed bilaterally but some examples of minimum standards are defined in the Technical Specifications section.

The rules have been constructed by the Schedules Information Standards Committee in close liaison with the ATC Passenger Committee, a committee of the ATC (Air Traffic Conference of America — Division of Air Transport Association of America, ATA). This definition can thus be regarded as a world standard, equally usable for International IATA Carriers and for the American Domestic Carriers, each with their own special requirements.

This schedule transfer will also involve other organisations, such as air traffic control authorities and timetable agencies.

In order to facilitate industrywide acceptance, a range of optional features, such as the use of local times, non-weekly flight indicator, meal codes, traffic rights/prohibition notes, free text Data Elements, etc. have been included in the data formats.

### 7.2 PRINCIPLES FOR THE TRANSFER OF COMPUTERIZED SCHEDULES

7.2.1 Data transfer takes place on a bilateral basis.

7.2.2 The data transferred must not be reforwarded to other parties unless permission is granted in a bilateral agreement.

7.2.3 Unless bilaterally agreed, the SSIM Standards for transferring computerized schedules give only the facility to transmit **complete schedules**. It is the responsibility of the recipient to select those areas of the schedule which he requires, rather than for the sender to select parts of schedules. This means that the recipient determines which parts of the schedule are relevant for his own purposes and which parts of the schedule have changes since previous issues.

It is recommended that at least 360 days of advance schedules data, including Minimum Connect Time data, should be distributed on an equal basis to all schedules aggregators, reservations and ticketing systems in which a carrier participates, to maximise the efficiencies of such systems.

7.2.4 Each tape, diskette or transmission may contain for any one carrier (represented by a unique Airline Designator) sets of schedules of different status and period of validity. It is not obligatory to send schedules within discrete IATA seasons. This is, however, recommended in respect of schedules for IATA Schedules Conference.

7.2.5 Whenever a schedule is received the information contained supersedes all information covering the same period on a previously received tape.

### 7.3 TECHNICAL SPECIFICATION

#### 7.3.1 Magnetic Tape

The following are options which are commonly used for transfer of schedules data. All standards must be agreed bilaterally:

Packing density is 1600 bpi or 6250 bpi;

Tapes must be 9 track;

8 bit EBCDIC characters will be used;

IBM standard labels should be used or no labels.



## 7.3.2 PC Diskette

The following are options which are commonly used for transfer of schedules data. All standards must be agreed bilaterally:

5½ inch and 3½ inch diskettes may be used;

Standard or Double as well as High density may be used.

## 7.4 COMPUTERIZED SCHEDULES CONSTRAINTS

Five Data Records have been defined. Each complete schedule is made up of a combination of these five record types. Each record is 200 bytes long and is subdivided into Data Elements.

Each Data Element is expressed in a single fixed length format; it occupies a fixed position in a record. The Data Element Status describes whether the information is mandatory, conditional or optional, also how redundant information is to be padded, e.g. with blanks or zeroes. Incompletely filled or unused Data Elements will be padded so that all records are 200 bytes long.

It is important to recognize that schedules may be sent in Local Time or UTC. A UTC/Local Time Variation field is supplied for conversion from one standard to the other. This will mean that Local Time oriented carriers (such as American domestics) can use this format to exchange schedules between themselves in Local Time. Likewise, UTC oriented carriers can do the same in UTC. Exchange between a UTC oriented user and a Local Time oriented user will be carried out in UTC or Local Time by bilateral agreement:

All data will be expressed in EBCDIC;

A blank should be equivalent to the space character, defined as hexadecimal 40;

A zero should be equivalent to the display zero character, defined as hexadecimal F0;

Records will be blocked in 5's, i.e. one block is equivalent to 5 x 200 byte records.

## 7.5 RECORD ORGANISATION

Five Record Types are used. These are:

Header Record, Carrier Record, Flight Leg Record, Segment Data Record and Trailer Record.

### 1st Block — Header Record — Record Type 1 (Mandatory)

The first 200 bytes will comprise the record itself. The block will then be filled with 4 × 200 byte zero records to the standard 1000 byte block length.

### 2nd Block — Carrier Record — Record Type 2 (Mandatory)

The first 200 bytes will comprise the record itself. The block will then be filled with 4 × 200 byte zero records to the standard 1000 byte block length.

### 3rd and — subsequent blocks

The third block is used to commence expressing the schedule data. Subsequent 200 byte records blocked in 5's will be used to describe the total schedule desired. If the schedule terminates in the middle of a block, e.g. record 2 of block 41, then the block must be filled as appropriate with 200 byte zero records to the standard 1000 byte block length.

#### a) Flight Leg Record — Record Type 3 (Mandatory)

#### b) Segment Data Record — Record Type 4 (Conditional for Data Element Identifiers below 100 and Data Element Identifiers associated with Traffic Restrictions; Optional for others)

### Other (Repeated) Record Types 3 and 4 before Trailer Record

### Subsequent Block — Trailer Record — Record Type 5 (Mandatory)

The first 200 bytes will comprise the record itself. The block will then be filled with 4 × 200 byte zero records to the standard 1000 byte block length.

Further sets of Carrier, Flight Leg, Segment Data and Trailer records may be included.

**End of file** will be marked by a further two standard length blocks containing only zeros, followed by at least two physical tape marks.

**Note:** Segment Data Records should always immediately follow the Flight Leg Record to which they refer. Flight Leg Records should be in Flight Designator order, within that by Itinerary Variation Identifier, and within that by Leg Sequence Number.

## 7.6 RECORD COMPOSITION

### 7.6.1 Header Record — Record Type 1

The record has a standard length of 200 bytes broken into the following fields. The purpose of this record is to assure the users that the data set is being correctly read, and defines, where applicable, the number of seasons which follow.

Bytes From To	Data Element	Data Element Status	Remarks
1 1	<b>Record Type</b>	M	Always 1
2 35	<b>Title of Contents</b>	M	Always reads AIRLINE STANDARD SCHEDULE DATA SET
36 40	(Spare)	M	Blank fill
41 41	<b>Number of Seasons</b>	O	Blank fill
42 191	(Spare)	M	Blank fill
192 194	<b>Data Set Serial Number</b>	M	
195 200	<b>Record Serial Number</b>	M	Always 000001



### 7.6.2 Carrier Record — Record Type 2

The record gives an indication of the period(s) of applicability of the schedules that follow on subsequent records. The record has the standard length of 200 bytes broken into the following fields:

Bytes From To	Data Element	Data Element Status	Remarks
1 1	<b>Record Type</b>	M	Always 2
2 2	<b>Time Mode</b>	M	U = UTC L = Local Time
3 5	<b>Airline Designator</b>	M	IATA Airline Designator of carrier whose schedules are contained within this Carrier/ Trailer Record Left justify
6 10	(Spare)	M	Blank fill
11 13	<b>Season</b>	O	Blank fill
14 14	(Spare)	M	Blank fill
15 28	<b>Period of Schedule Validity</b> (from) bytes 15-21 (to) bytes 22-28	M	First and last date of the schedules contained within this Carrier/Trailer Record. Shown as day, month, year in the time mode as specified in byte 2.
			<b>Note:</b> When the Scheduled Time of Aircraft Departure (STD) is stated in Local Time and the recipient converts to UTC, or vice versa, the Period of Operation may need to be adjusted to maintain the correct Days of Operation around season boundaries and across Daylight Saving Time changes. If this is not done correctly, a lost day of operation and/or a day duplication may occur.
29 35	<b>Creation Date</b>	M	Day, month, year of data set creation (e.g. Ø1APR9Ø)
36 64	<b>Title of Data</b>	O	Free format, blank fill e.g. SAS IATA DRAFT S9Ø
65 71	<b>Release (Sell) Date</b>	O	Day, month, year or blank fill
72 72	<b>Schedule Status</b>	M	P or C
73 107	<b>Creator Reference</b>	O	Free format, blank fill
108 108	<b>Duplicate Airline Designator Marker</b>	C	Blank fill
109 169	<b>General Information</b>	O	Free format, blank fill
170 188	<b>In-Flight Service Information</b> defaults	O	The format is as defined in Chapter 2, except that the DEI (503) is not required. Left justified, blank fill

Bytes From To	Data Element	Data Element Status	Remarks
189 190	<b>Electronic Ticketing Information</b>	O	EN = default for Carrier is that flight legs are Not Electronic Ticketing Candidates ET = default for Carrier is that flight legs are Electronic Ticketing Candidates <span style="float: right;">⊗</span>
191 194	<b>Creation Time</b>	M	Hours, minutes of data set creation, e.g. 1346.
195 200	<b>Record Serial Number</b>	M	Numeric. One greater than the previous record which must have been either a Header Record or a Trailer Record. Zero fill. Right justified. See Chapter 2 Record Serial Number description if record count exceeds 999999.



### 7.6.3 Flight Leg Record — Record Type 3

The record(s) gives schedule details leg by leg for each Flight Designator. The record has a standard length of 200 bytes broken into the following fields:

Bytes From To	Data Element	Data Element Status	Remarks
1 1	<b>Record Type</b>	M	Always 3
2 2	<b>Operational Suffix</b>	C	Blank fill
(3) (9)	<b>Flight Designator</b>	M	
3 5	Airline Designator	M	Left justified. Code as in bytes 3-5 of Record Type 2
6 9	Flight Number	M	Right justified, blank fill
10 11	<b>Itinerary Variation Identifier</b>	M	Number between 01 and 99
12 13	<b>Leg Sequence Number</b>	M	Number between 01 and 99, sequencing continuous flight legs as they operate within each Itinerary Variation Identifier
14 14	<b>Service Type</b>	M	Alpha
15 28	<b>Period of Operation</b> (from) bytes 15-21 (to) bytes 22-28	M	Day, month, year This field applies to the aircraft STD and must be compatible with the Time Mode in byte 2 of Record Type 2
29 35	<b>Day(s) of Operation</b>	M	This field applies to the aircraft STD and must be compatible with the Time Mode in byte 2 of Record Type 2. This field is blank filled, for non-operational days
36 36	<b>Frequency Rate</b>	C	Blank fill
37 39	<b>Departure Station</b>	M	3-character IATA code
40 43	<b>Passenger STD</b>	M	This field must be compatible with the Time Mode in byte 2 of Record Type 2. Although this time will nearly always be the same as aircraft STD it must be completed
44 47	<b>Scheduled Time of Aircraft Departure (STD)</b>	M	This field must be compatible with Time Mode in byte 2 of Record Type 2.
48 52	<b>UTC/Local Time Variation</b> (for Departure Station)	M	Hours and Minutes variation from UTC (see Appendix F)
53 54	<b>Passenger Terminal</b> for departure station	C	Alphanumeric, left justify, blank fill
55 57	<b>Arrival Station</b>	M	3-character IATA code

<b>Bytes From To</b>	<b>Data Element</b>	<b>Data Element Status</b>	<b>Remarks</b>
58    61	<b>Scheduled Time of Aircraft Arrival (STA)</b>	M	This field must be compatible with the Time Mode in byte 2 of Record Type 2.
62    65	<b>Passenger STA</b>	M	This field must be compatible with the Time Mode in byte 2 of Record Type 2. Although this time will nearly always be the same as aircraft STA it must be completed
66    70	<b>UTC/Local Time Variation (for Arrival Station)</b>	M	Hours and Minutes variation from UTC (see Appendix F)
71    72	<b>Passenger Terminal for arrival station</b>	C	Alphanumeric, left justify, blank fill
73    75	<b>Aircraft Type</b>	M	ATA/IATA Aircraft Type. See Appendix A.
76    95	<b>Passenger Reservations Booking Designator (PRBD)</b> <b>Note:</b> Either this field or the Aircraft Configuration/Version (in bytes 173-192) is mandatory.	C	Blank fill
96    100	<b>Passenger Reservations Booking Modifier (PRBM)</b>	C	Blank fill by Passenger Reservations Booking Designator class
101    110	<b>Meal Service Note</b>	O	Blank fill by Passenger Reservations Booking Designator class
111    119	<b>Joint Operation Airline Designators</b>	C	In the case of 2 character Airline Designators bytes 113 and/or 116 and/or 119 must be blank. Left justify and blank fill if fewer than three carriers.
120    121	<b>Minimum Connecting Time International/Domestic Status</b>	O	Blank fill Two character combination of D and/or I Position 120 is leg departure status Position 121 is leg arrival status
122    127	(Spare)	M	Blank fill
128    128	<b>Itinerary Variation Identifier Overflow</b>	C	Blank fill
129    131	<b>Aircraft Owner</b>	C	Left justify, blank fill
132    134	<b>Cockpit Crew Employer</b>	C	Left justify, blank fill
135    137	<b>Cabin Crew Employer</b>	C	Left justify, blank fill
(138) (146)	<b>Onward Flight</b>	O	Blank fill
138    140	Airline Designator	M	Left justify, blank fill
141    144	Flight Number	M	Right justify, blank fill
145    145	Aircraft Rotation Layover	C	Blank fill



Bytes From	To	Data Element	Data Element Status	Remarks
146	146	Operational Suffix	C	Blank fill
147	147	<b>Spare</b>	M	Blank fill
148	148	<b>Flight Transit Layover</b>	C	Blank fill
149	149	<b>Code Sharing — Commercial Duplicate</b> or <b>Code Sharing — Shared Airline Designation or Wet Lease Airline Designation</b>	C	Blank fill
150	160	<b>Traffic Restriction Code</b>	C	Blank fill
161	161	<b>Traffic Restriction Code Leg Overflow Indicator</b>	C	Blank fill
162	172	(Spare)	M	Blank fill
173	192	<b>Aircraft Configuration/Version</b> <b>Note:</b> Either this field or the Passenger Reservations Booking Designator (bytes 76-95) is mandatory.	C	Blank fill
193	194	<b>Bilateral Information</b>	O	Blank fill
195	200	<b>Record Serial Number</b>	M	Right justified, Ø filled and sequential to previous record irrespective of its Record Type. See Chapter 2 Record Serial Number description if record count exceeds 999999.

## 7.6.4 Segment Data Record — Record Type 4

The record(s) specifies the information applicable to a unique Flight Leg Record as specified in bytes 02-14.

Although no order is prescribed when multiple Data Element Identifiers follow the same Flight Leg Record, the following is recommended:

- when multiple Segment Data Records apply to different Off Points, the Segment Data Records should be ordered according to the occurrence of the Off Point in the itinerary;
- if multiple Segment Data Records apply to the same Off Point, they should appear together and be ordered according to the numeric sequence of the Data Element Identifiers starting with the lowest number.

However, systems should be able to process data elements in any order.

The record has a standard length of 200 bytes broken into the following fields:

<b>Bytes</b>		<b>Data Element</b>	<b>Data Element Status</b>	<b>Remarks</b>
	<b>From To</b>			
1	1	<b>Record Type</b>	M	Always 4
2	2	<b>Operational Suffix</b>	C	Blank fill
(3)	(9)	<b>Flight Designator</b>	M	
3	5	Airline Designator	M	Left justified. Code as in bytes 3-5 of Record Type 2.
6	9	Flight Number	M	Right justified, blank fill
10	11	<b>Itinerary Variation Identifier</b>	M	Number between 01 and 99
12	13	<b>Leg Sequence Number</b>	M	Number between 01 and 99 sequencing continuous flight legs as they operate within each Itinerary Variation Identifier
14	14	<b>Service Type</b>	M	Alpha
15	27	(Spare)	M	Blank fill
28	28	<b>Itinerary Variation Identifier Overflow</b>	C	Blank fill
29	29	<b>Board Point Indicator</b>	M	Alpha
30	30	<b>Off Point Indicator</b>	M	Alpha
31	33	<b>Data Element Identifier</b>	M	Right justify, zero fill
(34)	(39)	<b>Segment</b>	M	
34	36	Board Point	M	3-character IATA Code
37	39	Off Point	M	3-character IATA Code
40	194	<b>Data</b> (associated with Data Element Identifier)	C	The format for each data element is defined in Chapter 2. Blank fill.
195	200	<b>Record Serial Number</b>	M	Sequential to previous record irrespective of its Record Type. 0 filled. Right justified. See Chapter 2 Record Serial Number description if record count exceeds 999999.



### 7.6.5 Trailer Record — Record Type 5

The record defines the end of the data under the preceding Carrier Record. Further Carrier/Trailer Record combinations may appear on this data set. The record has a standard length of 200 bytes broken into the following fields:-

Bytes From To	Data Element	Data Element Status	Remarks
1 1	<b>Record Type</b>	M	Always 5
2 2	(Spare)	M	Blank fill
3 5	<b>Airline Designator</b>	M	Left justify
6 12	<b>Release (Sell) Date</b>	O	As in bytes 65-71 of Carrier Record or blank fill
13 187	(Spare)	M	Blank fill
188 193	<b>Serial Number Check Reference</b>	M	6-digit numeric Serial Number. Equal to the Record Serial Number of the previous record irrespective of its Record Type and one less than the Record Serial Number of this Trailer Record (bytes 195-200).
194 194	<b>Continuation/End Code</b>	M	C or E
195 200	<b>Record Serial Number</b>	M	Sequential to previous record irrespective of its Record Type Ø filled. Right justified. See Chapter 2 Record Serial Number description if record count exceeds 999999.

This block is then padded to the standard length (5 x 200 bytes) with zeroes. If a new period or season is to be put on the same physical device, as the first period or seasons, then it must commence with the new Carrier Record, and then follow the rules described in this Chapter.

At the end of the data set there must be 2 further length (5 x 200 bytes) blocks, which contain only zeros. For magnetic tapes two physical tape marks must follow.

## CHAPTER 8 — EDIFACT PROCEDURES

### 8.1 GENERAL

This Chapter describes the rules for formatting partial or complete schedules, current flight data, Minimum Connect Time data and UTC/Local Time comparisons to EDIFACT standards for processing by computerized systems. It covers the definition of Message and Segment formats. Reference should be made to Chapter 1 for an explanation of EDIFACT terminology, and to sections 8.4 and 8.5 of this Chapter for an explanation of EDIFACT structure. Reference should be made to Chapter 2 for specific Airline Data Element formats. It should be noted, however, that field lengths contained in Chapter 2 are normally more restrictive than those appearing in this Chapter. This is because this Chapter is designed with a view to multi-modal (e.g. rail, ship) usage. It is the intention that the field lengths in Chapter 2 be adhered to when this Chapter is used for IATA purposes. Reference should also be made to the 'SSIM EDIFACT Implementation Guide: Scheduling Messages' for detailed message implementation guidelines. Copies of the 'SSIM Edifact Implementation Guide' can be obtained from Customer Services. Contact details are located in the introduction section of SSIM.

The transmission media may be machine links, either direct or through Network providers, using file transfer or message handling systems. Alternatively, tapes or diskettes may be used, or telegraphic message, although the latter is not recommended.

EDIFACT standards assume that an EDIFACT convertor is used to check the syntax of the messages and, using a data dictionary, convert (translate) the EDIFACT format into an in-house format, or vice versa. These EDIFACT convertors are available as commercial software for a wide range of system platforms.

Data transfer takes place on a bilateral basis. The data transferred must not be reforwarded to other parties unless permission is granted in a bilateral agreement.

The examples shown in this Chapter have linefeeds after each Segment for the sake of clarity. In practice, however, the Message consists of a single data string; for example:

```
UIB+UNOA:4+REF123/449++++SR:04+ABC:04+970401:1125'UIH+SKDUPD:97:1::IA+144++1:C'MSD+1+4'  
ORG+SR:GVA'HDR+C+L+REF123/449+01APR97+ANYTITLE'IFT++ANYTEXT'TRA+SR:544'IFT++ANYTEXT'
```

When telegraphic messages are being used, the Trading Partners must agree between themselves how to meet message line length and maximum character constraints.

It is intended that the standards contained within this Chapter will eventually supercede those contained within Chapter 7 of SSIM. They may also be used as an alternative to the standards contained in Chapters 4, 5 and 6.

#### 8.1.1 The Objectives and Benefits of EDIFACT

Electronic Data Interchange (EDI) is a business strategy. It adds value to products and services through improved customer service. It has become essential within the air transport industry due to the need to exchange increasing volumes of data with increasing numbers of trading partners. It can reduce errors, administrative expense, and business transaction cycles. It allows faster, more accurate information flows, closer links with trading partners, use of modern communication networks, and a competitive edge. It facilitates productivity, profitability and enhanced customer service.

Since computer systems 'speak' many different languages, it is both difficult and very costly to put into practice a system whereby a function required by computer system A might actually be performed by computer system B in a manner completely transparent to the user. This also applies in situations where computer system A might wish to communicate the same information to different trading partners, all of whom use different computer systems. In order for one computer system to understand another a direct link of some sort is necessary which acts as an interpreter. If a common language is used across the industry, computer system A need only use one format to send its data to one interpreter (its EDIFACT handler). The interpreter sends the data to the receiving computer system's interpreter, which then converts the data into the format required for processing by that system. The philosophy of EDIFACT is not to be dependent on how the messages are processed within different computer system applications.



EDIFACT provides the common language. It uses a common data dictionary to reduce implementation and maintenance costs within computer systems. It provides greater flexibility and lower administration costs since changes need only be effected on one system running many applications. It provides ease of link-ups with additional trading partners without incurring additional programming costs. It takes advantage of modern technology.

Within SSIM, EDIFACT meets the need for specific and efficient computer-to-computer data transfer standards. It provides one standard for complete and partial data transfer, for all computer media, for interactive or batch use, and for multi-modal use. It also follows the strategic direction being taken now by new IATA standards developments for data transfer.

Changes in business requirements can usually be met by simply adding new codes to existing Code Sets, or adding new Data Elements to the end of existing Data Segments. This, plus version compatibility, allows for ease of handling business change.

## 8.2 EDIFACT STANDARDS

EDIFACT is the United Nations standard for Electronic Data Interchange For Administration, Commerce and Transport.

It is a set of internationally agreed standards for electronic data interchange — electronic transfer from computer to computer of transactions using an agreed standard to structure the transaction or message data. Its purpose is to facilitate the exchange of business data by electronic means.

Standards for Data Elements, codes and syntax rules are developed by the Centre for Facilitation of Procedures and Practices for Administration Commerce and Transport (CEFACT), a sub-group of the UN Economic Commission for Europe, and approved by the International Organisation for Standardisation (ISO). The rules contained within this Chapter have been constructed by the IATA Schedule Information Standards Committee for use within the IATA EDIFACT SSIM standards.

IATA EDIFACT Databases (IATED) containing the full details of all IATA approved EDIFACT messages and the UN EDIFACT messages such as SSIM and PADIS used in the airline industry can be obtained from:

Senior Manager, Passenger Standards  
International Air Transport Association  
800 Place Victoria  
P.O. Box 113  
Montreal, Quebec  
Canada H4Z 1M1  
Teletype: YMQMCXB  
Telephone: +1 (514) 874 0202, ext. 3519  
Fax: +1 (514) 874 1779  
E-mail: ssim@iata.org

## 8.3 CHARACTER SET

There are several UN approved character sets. For SSIM, Level A character set is recommended for use. This consists of:

Letters, upper case	A to Z
Numerals	0 to 9
Space character	
Full stop	.
Comma	,
Hyphen-minus sign	-
Opening parentheses	(
Closing parentheses	)
Oblique stroke (slash)	/

Additionally, the following characters are part of the Level A character set, but they are reserved for special purposes only:

Apostrophe	,	Reserved for use as: segment terminator
Plus sign	+	segment tag and data element separator
Colon	:	component data element separator
Question mark	?	release character (if used immediately preceding one of the characters ' +: ? it restores their normal meaning)

The following characters are part of the Level A character set but cannot be used internationally in telex transmissions:

Exclamation mark	!
Quotation mark	"
Percentage sign	%
Ampersand	&
Asterisk	*
Semi-colon	;
Less-than sign	<
Greater-than sign	>

The separator characters being used can be redefined by using the UNA Service Segment, but this is not recommended for SSIM.

Other character sets may be used for machine to machine links if bilaterally agreed between the interchanging parties.

## 8.4 MESSAGE STRUCTURE

The Message is contained within an EDIFACT envelope. This contains headers and trailers, including data separator definitions, the standard being used, date, interchange sender and recipient, who is involved in the transaction, and the number of Segments used. These Segments are usually referred to as Service Segments. Reference should be made to the UN Edifact Directory for detailed syntax rules.

A Segment is a predefined and identified set of functionally related data element values which are identified by their sequential positions within the set. A Segment starts with a Segment tag and ends with a Segment terminator. It can be a Service Segment or a User Data Segment. A Segment Tag is a Data Element which uniquely identifies a Segment. For example, TRF identifies the Segment containing all Traffic Restriction information. A Segment Terminator is a character which indicates the end of all data contained in a particular Segment. For example, the ' character. So the User Data Segment may look like TRF+A:2' meaning that Traffic Restriction code A is applicable for cargo/mail only.

The Data Elements contain individual items of data, split by the separator defined in the interchange header. The inclusion of Data Elements may be Mandatory or Conditional. Where a Data Element is omitted, separators may appear together, and it is assumed that the data either defaults to data specified at a higher level, or to a basic assumption, or is not relevant in the context of the message. After Mandatory Data Elements, the Segment line may stop at any point. The Data Element Tags (for example, 0338 or 9984) are used to identify individual Data Elements, but are not transmitted in the Message. Composite Data Elements are groups of functionally related Data Elements and can be distinguished from Component (single) Data Elements by their Tags (for example, S001 or E972) which are not transmitted in the Message. Composite Data Elements and stand-alone single Data Elements are usually separated by the + character, and Component Data Elements within a Composite Data Element are usually separated by the : character (see section 8.3).

For full details of standards for data compression, repetition and nesting, reference should be made to ISO 9735.



## 8.5 EDIFACT ENVELOPE COMPOSITION

### 8.5.1 The EDIFACT Envelope Structure Recommended for Use

UIB	UIH	Data segments	Mandatory	Interchange header
			Mandatory	Message header
			As required	
UIT			Mandatory	Message trailer
UIZ			Mandatory	Interchange trailer

An EDIFACT interchange consists of UIB to UIZ.

An EDIFACT message consists of UIH to UIT. Multiple messages may be contained within one interchange.

The UN service segments described later in this Chapter are examples only; reference should be made to the ISO 9735 document for complete information.

The standards within this Chapter have been developed for Interactive EDIFACT (I-EDI). The messages may also be used for Batch EDIFACT.

## 8.6 MESSAGE TYPES

The following messages will be used to exchange updates related to minimum connect times, acknowledgement, application error, airport coordination/advice, new schedule information, partial new schedule information, schedule cancellation, request for repeat of schedule information, current (flight) data messages and UTC/Local Time comparisons.

**MCTUPD      Minimum Connect Time Update**
**Version 00  
Release 2**

### **8.6.1 Minimum Connect Time Update**

Purpose:

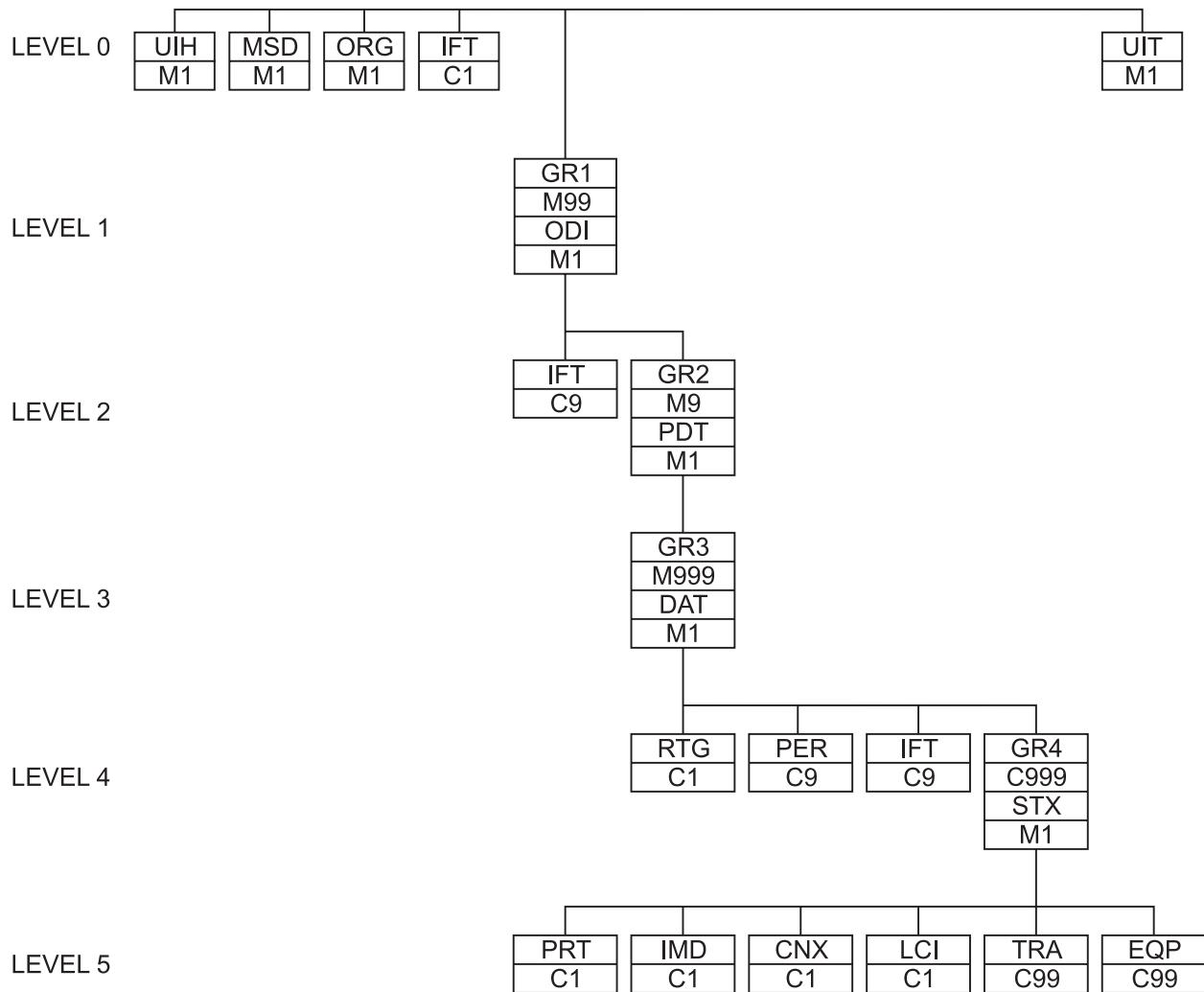
To transmit airline minimum connecting times.

#### **8.6.1.1 Rules for Message Construction**

UIH	M1	Message header
MSD	M1	Message Action Details
ORG	M1	Originator of Request Details
IFT	C0-1	Free Text
<b>Group 1 M1-99</b>		
ODI	M1	Origin and Destination Details
IFT	C0-9	Free Text
<b>Group 2 M1-9</b>		
PDT	M1	Product Information
<b>Group 3 M1-999</b>		
DAT	M1	Date and Time Details
RTG	C0-1	Routing Information
PER	C0-9	Date/Time/Period
IFT	C0-9	Free Text
<b>Group 4 C0-999</b>		
STX	M1	Status Details
PRT	C0-1	Terminal/Time Information
IMD	C0-1	Item Description
CNX	C0-1	Connection Details
LCI	C0-1	Location Information
TRA	C0-99	Transport Id. to be Updated/Cancelled
EQP	C0-99	Equipment Information
UIT	M1	Message trailer

### 8.6.1.2 MCTUPD Message Branching Diagram

MCTUPD — Minimum Connect Time Update



**SKDACK**
**Schedule and Transport Service  
Acknowledgement**
**Version 00  
Release 1**

## **8.6.2 Schedule and Transport Service Acknowledgement**

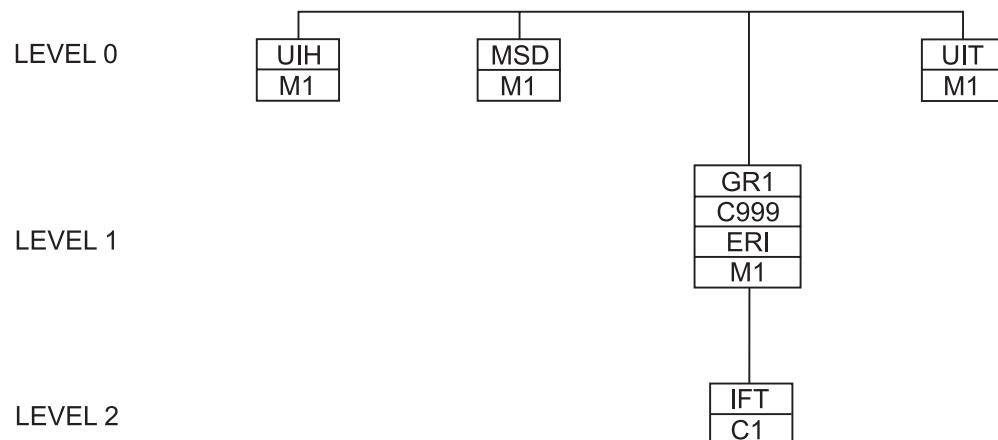
Purpose:

To acknowledge receipt of a Schedule Update, Schedule Cancellation or Transport Service Update Message, and specify whether it was processed successfully or identify any application errors which occurred. The Message will include all Mandatory Data Elements, and may include one or more Conditional Data Elements.

### **8.6.2.1 Rules for Message Construction**

UIH	M1	Message header
MSD	M1	Message action details
Group 1	C1-999	
ERI	M1	Application error information
IFT	C0-1	Free Text
UIT	M1	Message trailer

### **8.6.2.2 SKDACK Message Branching Diagram**





## SKDSLT Airport Coordination/Advice

Version 99  
Release 1

### 8.6.3 Airport Coordination/Advice

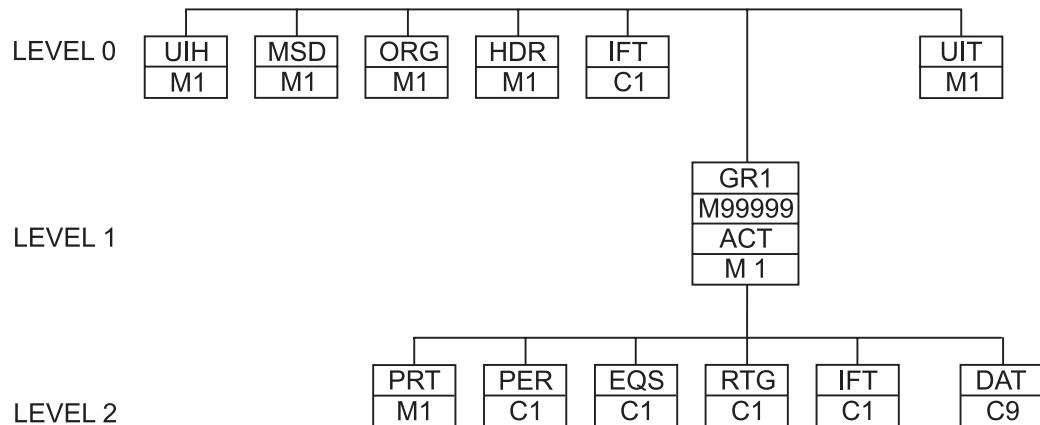
#### Purpose:

To request, and to reply to requests for, flight clearances at Airports which require slot allocation; to provide Airport movement information to schedules facilitators; to request, and reply to requests for, information held by Airport Coordinators or schedules facilitators.

#### 8.6.3.1 Rules for Message Construction

UIH	M1	Message header
MSD	M1	Message action details
ORG	M1	Originator details
HDR	M1	Message header information
IFT	C0-1	Free text
Group 1	M1-99999	
	ACT	Action identification
	PRT	Airport/timings/terminals information
	PER	Period/frequency information
	EQS	Equipment/service information
	RTG	Routing information
	IFT	Free text
	DAT	Date and Time information
UIT	M1	Message trailer

#### 8.6.3.2 SKDSLT Message Branching Diagram



**SKDUPD Schedule Update**
**Version 00  
Release 1**

### **8.6.4 Schedule Update**

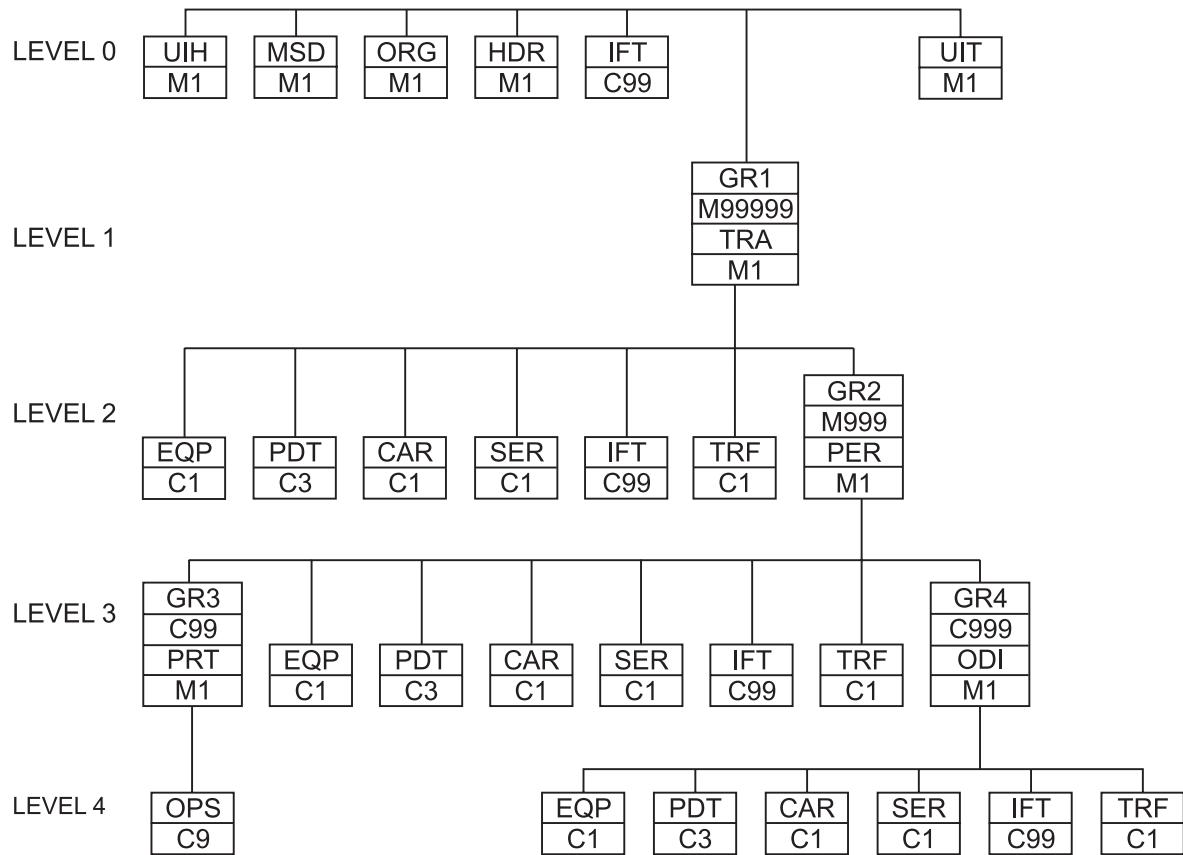
Purpose:

To transmit new schedule information for the Carrier specified in the ORG Segment of the Message. Each Message will include all Mandatory Data Elements, and may include one or more Conditional Data Elements.

#### **8.6.4.1 Rules for Message Construction**

UIH	M1	Message header
MSD	M1	Message action details
ORG	M1	Originator details
HDR	M1	Message header Information
IFT	C0-99	Free Text
Group 1	M1-99999	
TRA	M1	<b>Transport identifier information</b>
EQP	C0-1	Equipment information
PDT	C0-3	Product information
CAR	C0-1	Commercial agreements
SER	C0-1	Additional service information
IFT	C0-99	Free Text
TRF	C0-1	Traffic Restriction information
Group 2	M1-999	
PER	M1	<b>Period/frequency information</b>
Group 3	C0-99	
PRT	M1	Timing/Terminals information
	OPS	C0-9 Port of Call information
EQP	C0-1	Equipment information
PDT	C0-3	Product information
CAR	C0-1	Commercial agreements
SER	C0-1	Additional service information
IFT	C0-99	Free Text
TRF	C0-1	Traffic Restriction information
Group 4	C0-999	
ODI	M1	<b>Origin/Destination details</b>
EQP	C0-1	Equipment information
PDT	C0-3	Product information
CAR	C0-1	Commercial agreements
SER	C0-1	Additional service information
IFT	C0-99	Free Text
TRF	C0-1	Traffic Restriction information
UIT	M1	Message trailer

#### 8.6.4.2 SKDUPD Message Branching Diagram (New Schedule Information)



## 8.6.5 Schedule Cancellation

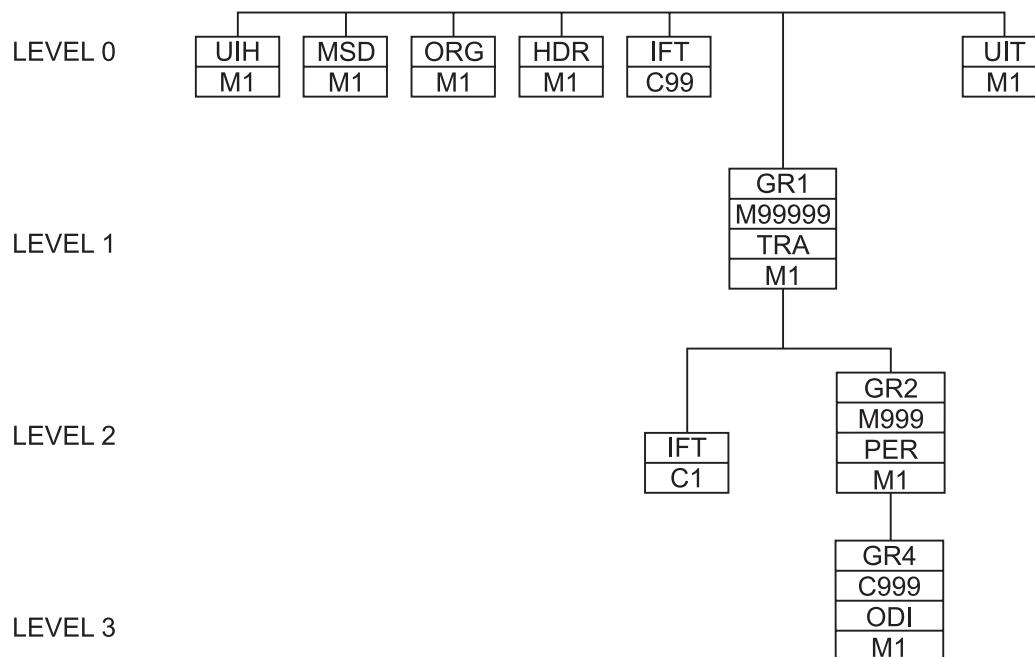
### Purpose:

To transmit schedule cancellation information for the service specified in the TRA Segment of the Message, for the period and frequency specified in the PER Segment of the Message and, optionally, for the leg(s) specified in the ODI Segments of the Message. The Message will include all Mandatory Data Elements, and may include one or more Conditional Data Elements.

### 8.6.5.1 Rules for Message Construction

UIH	M1	Message header
MSD	M1	Message action details
ORG	M1	Originator details
HDR	M1	Message header information
IFT	C0-1	Free Text
Group 1	M1-99999	
TRA	M1	Transport identifier information
IFT	C0-1	Free Text
Group 2	M1-999	
PER	M1	Period/frequency information
Group 4	C0-999	
ODI	M1	Origin/Destination
UIT	M1	Message trailer

### 8.6.5.2 SKDUPD Message Branching Diagram (Schedule Update/Schedule Cancellation)



## 8.6.6 Schedule Information Repeat Request

Purpose:

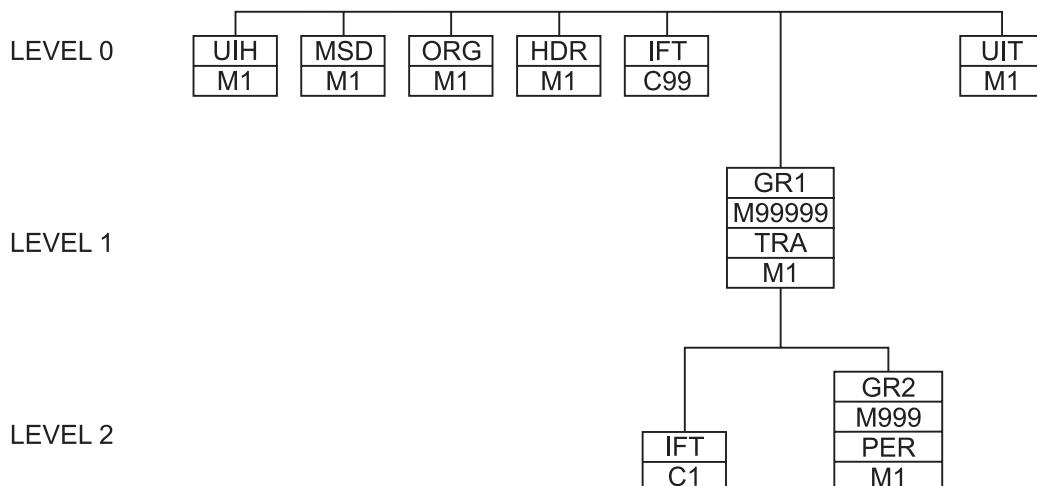
To transmit a request for a repeat of schedule information for the service specified in the TRA Segment of the Message, for the period and frequency specified in the PER Segment of the Message. The Message will include all Mandatory Data Elements, and may include one or more Conditional Data Elements.

### 8.6.6.1 Rules for Message Construction

UIH	M1	Message header
MSD	M1	Message action details
ORG	M1	Originator details
HDR	M1	Message header information
IFT	C0-1	Free Text
Group 1	M1-99999	
TRA	M1	Transport identifier information
IFT	C0-1	Free Text
Group 2	M1-999	
PER	M1	Period/frequency information
UIT	M1	Message trailer

### 8.6.6.2 SKDUPD Message Branching Diagram (Schedule Update/Schedule Information Repeat Request)

SKDUPD — Schedule Update / Schedule Information Repeat Request



**TRAUPD Transport Service Update**
**Version 00  
Release 1**

### **8.6.7 Update of the Data of a Transport Service**

Purpose:

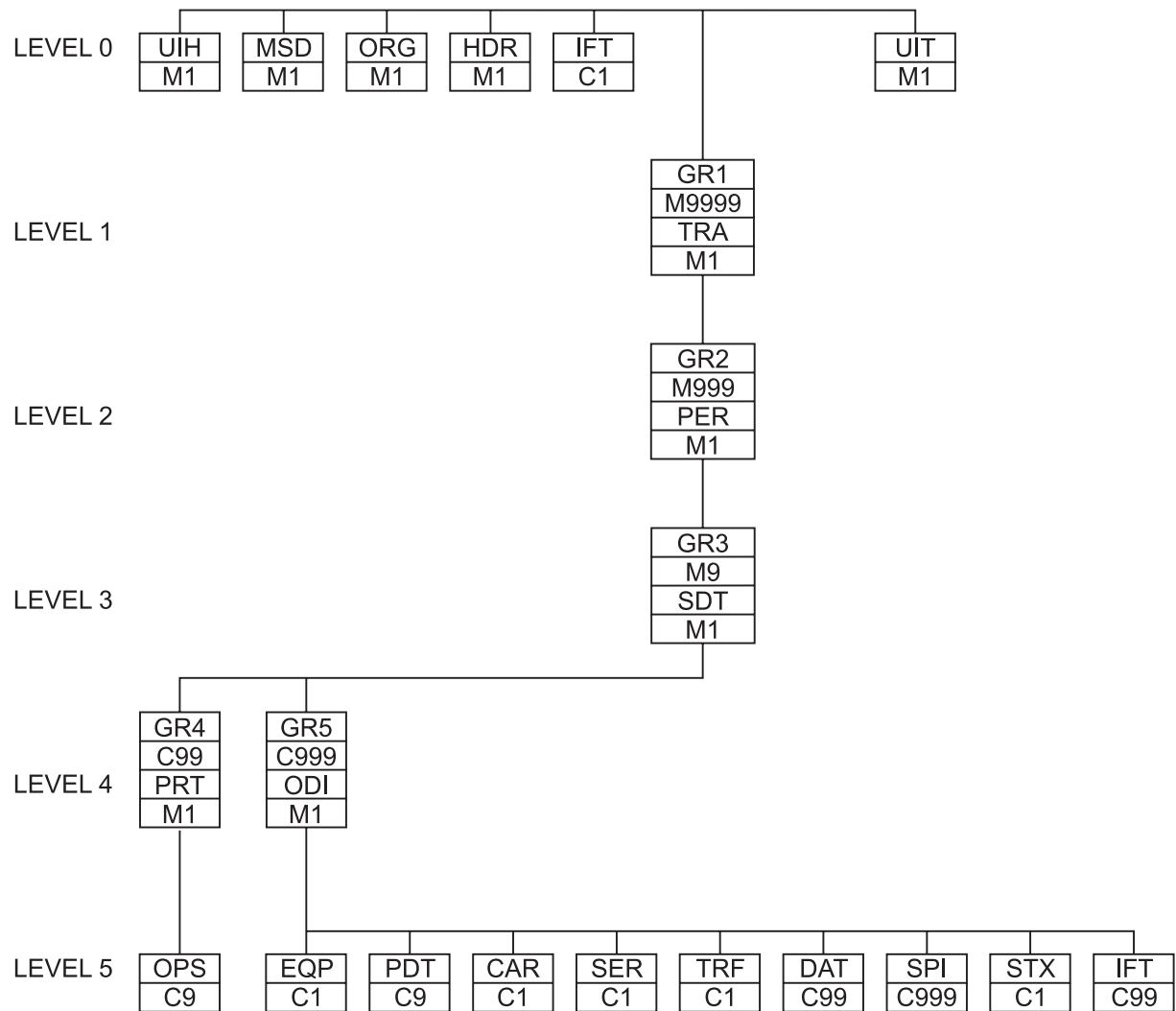
To transmit new or updated schedule and/or current information for the Transport Service specified in the TRA and PER Segments of the Message.

Each Message will include all Mandatory Data Elements, and may include one or more Conditional Data Elements.

#### **8.6.7.1 Rules for Message Construction**

UIH	M1	Message header
MSD	M1	Message action details
ORG	M1	Originator details
HDR	M1	Message header information
IFT	C0-99	Free text
Group 1 M1-9999		<b>Transport Identifier information</b>
TRA	M1	
Group 2 M1-999		<b>Date information</b>
PER	M1	
Group 3 M1-9		Selection details
SDT	M1	
Group 4 C2-99		Timing/Terminals information
PRT	M1	
OPS C0-9		Port of call information
Group 5 C0-999		<b>Origin/Destination details</b>
ODI	M1	
EQP C0-1		Equipment information
PDT C0-9		Product information
CAR C0-1		Commercial agreements
SER C0-1		Additional service information
TRF C0-1		Traffic restriction information
DAT C0-99		Movement information
SPI C0-999		Specific data information
STX C0-1		Status details
IFT C0-99		Free text
UIT	M1	Message trailer

### 8.6.7.2 TRAUPD Message Branching Diagram



**TIZUPD Time Zone Update**
**Version 00  
Release 1**

### **8.6.8 Time Zone Update**

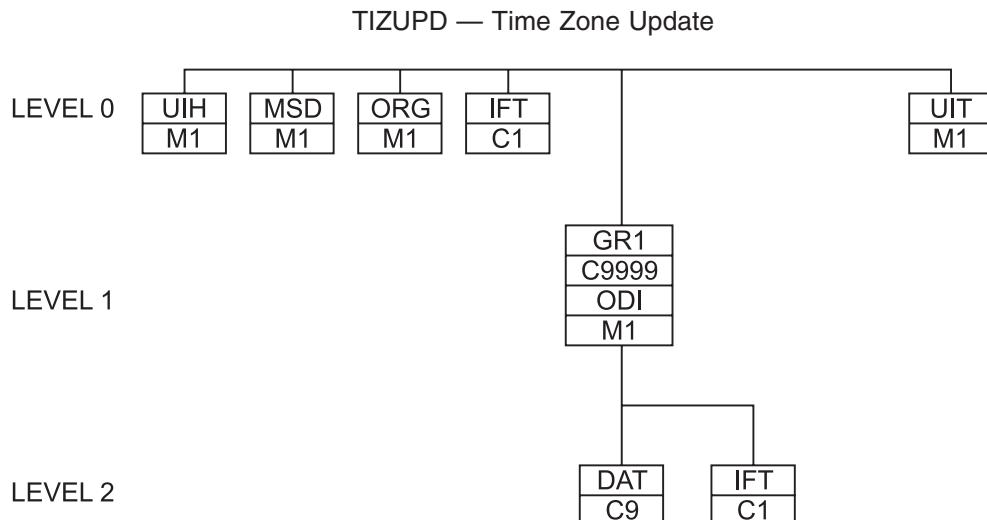
**Purpose:**

To transmit UTC (Universal Time Coordinated) Standard and Daylight Saving Time — Local Time variations for countries and time zones.

#### **8.6.8.1 Rules for Message Construction**

UIH	M1	Message header
MSD	M1	Message action details
ORG	M1	Originator of Request Details
IFT	C0-1	Free Text
Group 1	C0-9999	
ODI	M1	Origin and Destination Details
DAT	C0-9	Date and Time Information
IFT	C0-1	Free Text
UIT	M1	Message Trailer

#### **8.6.8.2 TIZUPD Message Branching Diagram**





## 8.7 SEGMENT COMPOSITION

The data value representations in this section have the following meanings:

a	alphabetic characters
n	numeric characters
an	alphanumeric characters
a3	3 alphabetic characters, fixed length
n3	3 numeric characters, fixed length
an3	3 alphanumeric characters, fixed length
a..3	up to 3 alphabetic characters
n..3	up to 3 numeric characters
an..3	up to 3 alphanumeric characters
M	Mandatory element
C	Conditional element

Hyphen-minus sign (-) and comma (,) are not counted in the fixed length formats.

Note that a mandatory component data element in a conditional composite data element must appear when the composite data element is used.

### 8.7.1 UIB Interactive Interchange Header

Purpose:

To head and identify an interchange.

S001	SYNTAX IDENTIFIER .....	M
	0001 Syntax identifier .....	M a4
	0002 Syntax version number .....	M an1
	0080 Service code list directory version number .....	C an..6
	0133 Character encoding, coded .....	C an..3
S302	DIALOGUE REFERENCE .....	C
	0300 Initiator control reference .....	M an..35
	Unique reference assigned by sender	
	0303 Initiator reference identification .....	C an..35
	0051 Controlling agency, coded .....	C an..3
	0304 Responder control reference .....	C an..35
S303	TRANSACTION REFERENCE .....	C
	0306 Transaction control reference .....	M an..35
	0303 Initiator reference identification .....	C an..35
	0051 Controlling agency, coded .....	C an..3
S018	SCENARIO IDENTIFICATION .....	C
	0127 Scenario identification .....	M an..14
	0128 Scenario version number .....	C an..3
	0130 Scenario release number .....	C an..3
	0051 Controlling agency, coded .....	C an..3
S305	DIALOGUE IDENTIFICATION .....	C
	0311 Dialogue identification .....	M an..14
	0342 Dialogue version number .....	C an..3
	0344 Dialogue release number .....	C an..3
	0051 Controlling agency, coded .....	C an..3
S002	INTERCHANGE SENDER .....	C
	0004 Interchange sender identification .....	M an..35
	0007 Identification code qualifier .....	C an..4
	0008 Interchange sender internal identification .....	C an..35
	0042 Interchange sender internal sub-identification .....	C an..35

<b>S003</b>	INTERCHANGE RECIPIENT .....	<b>C</b>
0010	Interchange recipient Identification .....	M an..35
0007	Identification code qualifier .....	C an..4
0014	Interchange recipient internal identification .....	C an..35
0046	Interchange recipient internal sub-identification .....	C an..35
<b>S300</b>	DATE AND/OR TIME OF INITIATION .....	<b>C</b>
0338	Event date .....	C n..8
0314	Event time .....	C an..15
0336	Time offset .....	C n4
<b>0325</b>	DUPLICATE INDICATOR .....	<b>C</b> a1
<b>0035</b>	TEST INDICATOR .....	<b>C</b> n1

Examples:

UIB+UNOA:4+REF 123/449++++AA:04+OAG:04+970401:1225++1' Test message  
 UIB+UNOA:4+ABCDE0001++++AA:04+OAG:04+970401:1225' Normal message

Note that these UIB Segments would be followed, in each case, by UIH, Data, UIT and UIZ Segments.

### 8.7.2 UIH Interactive Message Header

Purpose:

To head, identify and specify a Message.

<b>S306</b>	INTERACTIVE MESSAGE IDENTIFIER .....	<b>M</b>
0065	Message type .....	M an..6
0052	Message version number .....	M an..3
0054	Message release number .....	M an..3
0113	Message type sub-function identification .....	C an..6
0051	Controlling agency, coded .....	C an..3
0057	Association assigned code .....	C an..6
<b>0340</b>	INTERACTIVE MESSAGE REFERENCE NUMBER .....	<b>C</b> an..35
<b>S302</b>	DIALOGUE REFERENCE .....	<b>C</b>
0300	Initiator control reference .....	M an..35
0303	Initiator reference identification .....	C an..35
0051	Controlling agency, coded .....	C an..3
0304	Responder control reference .....	C an..35
<b>S301</b>	STATUS OF THE TRANSFER — INTERACTIVE .....	<b>C</b>
0320	Sender sequence number .....	C n..6
0323	Transfer position, coded .....	C a1
0325	Duplicate indicator .....	C a1
<b>S300</b>	DATE AND/OR TIME OF INITIATION .....	<b>C</b>
0338	Event date .....	C n..8
0314	Event time .....	C an..15
0336	Time offset .....	C n4
<b>0035</b>	TEST INDICATOR .....	<b>C</b> n1

Examples:

UIH+SKDUPD:97:1::IA+144++1:C'  
 UIH+TRAUPD:00:1::IA+2345++1:F'



### 8.7.3 UIT Interactive Message Trailer

Purpose:

To end and check the completeness of a Message.

0340	INTERACTIVE MESSAGE REFERENCE NUMBER .....	C	an..35
0074	NUMBER OF SEGMENTS IN THE MESSAGE .....	C	n..10

Example:

UIT+144+6'

### 8.7.4 UIZ Interchange Trailer

Purpose:

To end and check the completeness of an interchange.

S302	DIALOGUE REFERENCE .....	C	
0300	Initiator control reference .....	M	an..35
0303	Initiator reference identification .....	C	an..35
0051	Controlling agency, coded .....	C	an..3
0304	Responder control reference .....	C	an..35
0036	INTERCHANGE CONTROL COUNT .....	C	n..6
0325	DUPLICATE INDICATOR .....	C	a1

Example:

UIZ+REF 123/449+1649'

### 8.7.5 ACT Action Identification

Purpose:

To provide action required information.

1229	ACTION REQUEST/NOTIFICATION, CODED .....	M	an..3
E988	COMPANY IDENTIFICATION .....	C	
3036	Party name .....	M3	an..35
E989	PRODUCT IDENTIFICATION DETAILS .....	C	
7135	Product Identification .....	M	an..35
7037	Characteristic Identification .....	C	an..17
7139	Product Identification Characteristic .....	C	an..3
7009	Item Description Identification .....	C3	an..7
E988	COMPANY IDENTIFICATION .....	C	
3036	Party name .....	M3	an..35
E989	PRODUCT IDENTIFICATION DETAILS .....	C	
7135	Product Identification .....	M	an..35
7037	Characteristic Identification .....	C	an..17
7139	Product Identification Characteristic .....	C	an..3
7009	Item Description Identification .....	C3	an..7
E369	REASON INFORMATION .....	C	
9013	Status reason, coded .....	M9	an..3

Examples:

ACT+NS+AB+123+AB+456'  
ACT+UU+AB+123+AB+456+GA  
ACT+UU+AB+123+AB+456+N80:N80'

New flight information  
Refusal due gate capacity  
Refusal due no 80% use of slots

## **8.7.6 CAR Commercial Agreements**

Purpose:

To specify Commercial Agreements between two or more companies related to joint, shared, lease operations etc.

<b>E374</b>	COMPANY ROLE IDENTIFICATION .....	<b>C99</b>
8051	Transport Stage Qualifier .....	M an..3
3036	Party name .....	M an..35
7135	Product Identification .....	C an..35
7139	Product Identification Characteristic .....	C an..3

Examples:

CAR+D:LH:504:C'	Duplicate Flight Number
CAR+R:UA'	Reservations Control Carrier
CAR+S:IJ'	Shared Airline Designator
CAR+A:ANYNAME'	Partnership Specification
CAR+L:ABC AIRWAYS FOR XYZ AIRWAYS'	Commercial Duplicate and Wet Lease
CAR+S:ABC AIRWAYS DBA XYZ EXPRESS'	Shared Airline Designation Airline name AND a corporate, or network, name

## **8.7.7 CNX Connection Details**

Purpose:

To specify connection city and airline designator.

<b>E312</b>	CONNECTION DETAILS .....	<b>M</b>
3225	Place/location identification .....	C an..25
9906	Company identification .....	C an..35
9918	First time .....	C n..4
9922	Second time .....	C n..4
<b>E312</b>	CONNECTION DETAILS .....	<b>C</b>
3225	Place/location identification .....	C an..25
9906	Company identification .....	C an..35
9918	First time .....	C n..4
9922	Second time .....	C n..4

Example:

CNX+MAD'	MCT Origin or Destination Station
----------	-----------------------------------

## **8.7.8 DAT Date and Time Information**

Purpose:

To provide date and time details relative to movements of a vehicle or date and time details relative to ground activities (e.g. ground movements of the aircraft, check in, boarding), or to provide date and time details for changes to Standard and Daylight Saving Time Variations.

<b>E688</b>	DATE AND TIME DETAILS .....	<b>C99</b>
2005	Date/Time/Period Qualifier .....	M an..3
9916	First Date .....	C an..35
9918	First Time .....	C n..4
2005	Date/Time/Period Qualifier .....	C an..3
9918	First Time .....	C n..4
8335	Movement Type, coded .....	C an..3
3225	Place/Location Identification .....	C an..25

Examples:

DAT+AA::1200+AD::1245'	Cleared times — 1200 arrival, 1245 departure
------------------------	--

DAT+RA::1300+RD::1345'	Requested timings — 1300 arrival, 1345 departure
------------------------	--



DAT+FA::1200::1415+FD::1245::1530'	Timing Flexibility Identifier — 1200-1415 arrival, 1245-1530 departure
DAT+ACT:27NOV99:1720:COR:1732:TDN'	Actual touchdown time 1720
DAT+NIL:27NOV99:1820:::OFB'	Next information about offblock 1850 (in local time mode)
DAT+EST:27NOV99:1717::1723:ONB'	Estimated onblock time 1717
DAT+ACL::1919:PRE:::OFB'	Preliminary actual offblock time 1919 (in local time mode)
DAT+EST::2355:::RCL:LHR'	Estimated time 2355 at airport of reclearance LHR
DAT+EST::1746:HOL::TDN'	Holding estimate time 1746
DAT+EST:28NOV99:0016:::DIV:LGW'	Diversion to LGW, estimated onblock time 0016
DAT+STL::1700:::CK+ENL::2145:::CK'	Start and end of check in (in local time mode)
DAT+SV:::-0400'	Standard UTC — LT variation is -0400
DAT+SV:::-0500+STT:01APR01:0700'	Change of Standard UTC — LT variation
DAT+DV:::-0300+STT:02APR00: 0600+ENT:29OCT00:0500'	Daylight saving time period
DAT+MCT::0075'	MCT is 1 hour 15 minutes (mmmm)

## 8.7.9 EQP Equipment information

Purpose:

To specify information relating to the vehicle type.

<b>E220</b>	MODE OF TRANSPORT .....	<b>C</b>
8067	Mode of Transport, coded .....	M an..3
8066	Mode of Transport .....	C an..17
<b>E360</b>	EQUIPMENT IDENTIFICATION .....	<b>C</b>
8179	Type of means of transport identification .....	M an..8
7139	Product Identification Characteristic .....	C an..3
8212	Identification of the means of transport .....	C an..17
8260	Equipment Identification Number .....	C an..17
<b>E988</b>	COMPANY IDENTIFICATION .....	<b>C</b>
3036	Party name .....	M an..35
3036	Party name .....	C an..35
3036	Party name .....	C an..35

Examples:

EQP+G+M80+SR:LH:LH'  
 EQP+J+320:A'  
 EQP+F+74F:74X:DABY0:747'

## 8.7.10 EQS Equipment/Service Information

Purpose:

To provide equipment and service information.

<b>E359</b>	EQUIPMENT INFORMATION .....	<b>C</b>
8067	Mode of Transport, coded .....	M an..3
8179	Type of means of transport identification .....	M an..8
4510	Requested information .....	M an..3
9984	Type of Call at Port .....	C n..3
<b>E359</b>	EQUIPMENT INFORMATION .....	<b>C</b>
8067	Mode of Transport, coded .....	M an..3
8179	Type of means of transport identification .....	M an..8
4510	Requested information .....	M an..3
9984	Type of Call at Port .....	C n..3

**E523** NUMBER OF UNIT DETAILS ..... C  
6350 Number of Units ..... M n.15  
6353 Number of Units, qualifier ..... M an.3

**E523** NUMBER OF UNIT DETAILS ..... C  
6350 Number of Units ..... M n..15  
6353 Number of Units, qualifier ..... M an..3

## Examples:

EQS+J:744:400+C:744:400

EQS+X:744:400:1+X:744:400:1+Ø:PX+Ø:PX'

## Technical landing with no traffic load

### **8.7.11 ERI Application Error Information**

## Purpose:

To identify the type of application error within a message.

<b>E901</b>	APPLICATION ERROR DETAIL .....	<b>M</b>
9321	Application error, coded .....	<b>M</b>
1131	Code list qualifier .....	<b>C</b>
3055	Code list responsible agency, coded .....	<b>C</b>

### Example:

ERI+102'

Invalid departure date

### 8.7.12 HDR Header Information

## Purpose:

To specify header information applicable to the entire message.

<b>4405</b>	STATUS, CODED .....	<b>M</b>	an..3
<b>E507</b>	DATE/TIME/PERIOD .....	<b>M</b>	
2005	Date/Time/Period qualifier .....	<b>M</b>	an..3
2380	Date/Time/Period .....	<b>C</b>	an..35
2379	Date/Time/Period format qualifier .....	<b>C</b>	an..3
<b>1154</b>	REFERENCE NUMBER .....	<b>C</b>	an..35
<b>2380</b>	TIME/DATE/PERIOD .....	<b>C</b>	an..35
<b>4440</b>	FREE TEXT .....	<b>C</b>	an..70
<b>7135</b>	PRODUCT IDENTIFICATION .....	<b>C</b>	an..35
<b>7135</b>	PRODUCT IDENTIFICATION .....	<b>C</b>	an..35

## Examples:

HDR+K+U+REF1234++ANYTITLE'

HDR+K+L+REFID+ANYTITLE  
HDR+K+L:01MAR990XXXX00+ABC1234+05JAN99+ANYTITLE+2000+2999+

### **8.7.13 IFT Interactive Free Text**

## Purpose:

To provide free form or coded text information.

<b>E971</b>	FREE TEXT QUALIFICATION .....	<b>C</b>
To specify the type, purpose, status, and language of free text.		
4451	Text Subject Qualifier .....	M an..3
4473	Information type identification .....	C an..4
4405	Status, coded .....	C an..3
3036	Party name .....	C an..35
3453	Language, coded .....	C an..3



**4440 FREE TEXT .....** **C99** an..70  
Free text field available to the message sender for information.

Examples:

IFT++ANY TEXT'	Free text information
IFT+ZZZ+ANY BILATERAL INFORMATION'	Bilateral or internal information or
IFT+ZZZ+800/ANYTEXT'	Bilateral or internal information
IFT+SIM:101+N'	Arrival Passenger Terminal Segment Override
IFT+SIM:OD'	Segment is domestic at Off Point
IFT+SIM:ET'	Electronic Ticketing Information
IFT+SIM:TSG'	Subject to Government Approval
IFT+OPS:TA+6'	Traffic area
IFT+OPS:AC+DLK'	Aircraft information
IFT+CKI:WN+12'	Weight Table Number
IFT+NAM+AUSTRALIA - TASMANIA (TS)'	Time zone name
IFT+SPH:SHW'	Slot waitlist message
IFT+TFI+12001400+12451530'	Timing flexibility information

### 8.7.14 IMD Item Description

Purpose:

To describe an item in either an industry or free format.

<b>7077 ITEM DESCRIPTION TYPE, CODED .....</b>	<b>C</b>	an..3
<b>7081 ITEM CHARACTERISTIC, CODED .....</b>	<b>C</b>	an..3
<b>E273 ITEM DESCRIPTION .....</b>	<b>C</b>	
7009 Item description identification .....	C	an..7
1131 Code list qualifier .....	C	an..3
3055 Code list responsible agency, coded .....	C	an..3
7008 Item description .....	C	an..35
7008 Item description .....	C	an..35
3453 Language, coded .....	C	an..3
<b>7383 SURFACE/LAYER INDICATOR, CODED .....</b>	<b>C</b>	an..3

Example:

IMD+N' Narrow bodied (single aisle) aircraft

### 8.7.15 LCI Location/Country Information

Purpose:

To specify location/country information.

<b>E329 COUNTRY IDENTIFICATION .....</b>	<b>C</b>	
3207 Country, coded .....	C	an..3
3229 Country sub-entity identification .....	C	an..9
<b>3224 PLACE/LOCATION .....</b>	<b>C</b>	an..17

Examples:

LCI+IE'	MCT Origin or destination in Ireland
LCI++EUROPE'	MCT Origin or destination in Europe

### **8.7.16 MSD Message Action Details**

Purpose:

To specify the message processing requirements.

<b>E972</b>	MESSAGE PROCESSING DETAILS .....	<b>C</b>
	To indicate message processing information.	
4025	Business function, coded .....	C an..3
1225	Message function, coded .....	C an..3
3055	Code list responsible agency, coded .....	C an..3
1225	Message function, coded .....	C9 an..3
<b>4343</b>	RESPONSE TYPE, CODED .....	<b>C5</b> an..3

Examples:

MSD+1:18'	Complete new schedule
MSD+1:F18'	Complete new schedule for a flight number range
MSD+1:4'	Partial schedule update
MSD+1:A4'	Partial schedule update - Ad hoc changes
MSD+1:1'	Cancellation
MSD+1:13'	Request for repeat of information
MSD+1:SCR'	Slot Clearance Request/Reply
MSD+1:82'	Movement message
MSD+1:83'	Diversion
MSD+1:57'	Modification of current flight data or UTC-LT variations
MSD+1+Ø3'	Acknowledgement update processed successfully
MSD+1:SØ1'	MCT Query

### **8.7.17 ODI Origin and Destination Details**

Purpose:

To identify the origin and destination of a journey.

<b>3225</b>	PLACE/LOCATION IDENTIFICATION .....	<b>C</b>	an..25
<b>3225</b>	PLACE/LOCATION IDENTIFICATION .....	<b>C</b>	an..25

Examples:

ODI'	Journey segment is entire transport event
ODI+GVA'	Journey segment has origin GVA
ODI+AU2A'	Time zone Australia - Tasmania
ODI++FRA'	Journey segment has destination FRA
ODI+GVA+FRA'	Journey segment GVA to FRA

### **8.7.18 OPS Port of Call Information**

Purpose:

To provide additional information relating to the port of call used by a service.

<b>E368</b>	ON-TIME PERFORMANCE .....	<b>C</b>	
2380	Date/time/period .....	M	an..35
5482	Percentage .....	C	n..8
5245	Percentage qualifier .....	C	an..3
<b>E370</b>	PORT OF CALL DETAILS .....	<b>C</b>	
9984	Type of Call at Port .....	C	n..3
9982	Restricted Payload .....	C	an..17
9417	Government Action, Coded .....	C	an..3
<b>E988</b>	COMPANY IDENTIFICATION .....	<b>C</b>	
3036	Party name .....	M3	an..35



<b>E989</b>	PRODUCT IDENTIFICATION DETAILS .....	<b>C</b>
7135	Product Identification .....	M an..35
7037	Characteristic Identification .....	C an..17
7139	Product Identification Characteristic .....	C an..3
7009	Item Description Identification .....	C3 an..7

Examples:

OPS+MAR93:73:0'	On-time performance — SSIM Format 2
OPS+MAR93:6:T'	On-time performance — SSIM Format 1
OPS+MAR93::N'	On-time performance — SSIM Format 3
OPS++1'	Technical landing
OPS++2'	Flaglanding
OPS++3'	Plane change without Aircraft Type change
OPS++:3251@K'	Restricted Payload
OPS++5+AA+1234'	Onward flight
OPS++6+AA/COUNTER 61'	Passenger Check-In

### 8.7.19 ORG Originator of Request Details

Purpose:

To specify details related to the originator of the schedule update.

<b>E973</b>	DELIVERING SYSTEM DETAILS .....	<b>C</b>
3036	Party name .....	C an..35
3225	Place/Location identification .....	C an..25
3224	Place/Location name .....	C an..70
<b>E974</b>	ORIGINATOR IDENTIFICATION DETAILS .....	<b>C</b>
3197	Agent identification .....	C an..9
3465	In-house identification .....	C an..9
3197	Agent identification .....	C an..9
3036	Party name .....	C an..35
<b>E975</b>	LOCATION .....	<b>C</b>
3225	Place/Location identification .....	C an..25
3224	Place/Location name .....	C an..70
<b>3036</b>	PARTY NAME .....	<b>C</b> an..35
<b>3457</b>	ORIGINATOR TYPE CODED .....	C an..3
<b>E976</b>	ORIGINATOR DETAILS .....	<b>C</b>
3207	Country, coded .....	C an..3
6345	Currency, coded .....	C an..3
3453	Language, coded .....	C an..3
<b>3503</b>	ORIGINATORS AUTHORITY IDENTIFICATION .....	C an..9

Examples:

ORG+AA:DFW'  
ORG+LH:QLH+:TANGO+FRA'

### **8.7.20 PDT Product Information**

Purpose:

To specify information relating to the physical configuration and/or Passenger Reservations classes, meals etc.

<b>7133</b>	PRODUCT DETAILS QUALIFIER .....	<b>C</b>	an..3
<b>E996</b>	PRODUCT DETAILS .....	<b>C26</b>	
7037	Characteristic Identification .....	M	an..17
4510	Requested information .....	C	an..3
7161	Special Services, coded .....	C	an..3
7009	Item Description Identification .....	C	an..7
7009	Item Description Identification .....	C	an..7
7009	Item Description Identification .....	C	an..7

Examples:

PDT+2+F:10+C:20+M:100'	ACV
PDT+2+F+C+Y:100'	ACV with Total Seat Configuration
PDT+2+F+J+M+VVB4J05'	ACV with Version Reference code
PDT+2+PP:6'	ACV Cargo
PDT+1+F+C+Y+M+L'	PRBD
PDT+1+F:::N+C:::N+Y+M+L'	PRBD with PRBM
PDT+1+F+A:10+C+D+Z:20+Y+M+L:100'	PRBD with grouped number of seats
PDT+1+F:::D+C:::S+Y::C+M::C+L::C'	PRBD with Meal Codes
PDT+1+QQQ::B'	Same Meal Code in all classes
PDT+3+F:1+Y:1'	Blocked seats
PDT+CS+C:16+M:80'	Convertible Seat Version
PDT+MCD+C:20+M:86'	Movable Class Divider Version
PDT+CN+F:::F+A:::F+J:::C+C::: C+Y:::M+M:::M+K:::M'	Class Nesting
PDT+ID'	MCT International to Domestic Connection

### **8.7.21 PER Date/Time/Period**

Purpose:

To specify date, time, period, frequency.

<b>E507</b>	DATE/TIME/PERIOD .....	<b>M</b>	
2005	Date/time/period qualifier .....	M	an..3
2380	Date/time/period .....	C	an..35
2379	Date/time/period format qualifier .....	C	an..3
<b>6072</b>	FREQUENCY VALUE .....	<b>M</b>	n..9
<b>6071</b>	FREQUENCY QUALIFIER .....	<b>C</b>	an..3
<b>1245</b>	STATUS INDICATOR, CODED .....	<b>C</b>	an..3

Examples:

(in SKDUPD, SKDSLT)

PER+L:12AUG9320SEP93+6+2'	Fortnightly operation
PER+U:13APR9323OCT93+25'	
PER+L:12AUG9409SEP94+134++5'	Partial update — replacement

(in TRAUPD)

PER+U:12AUG99'	
PER+L:31AUG99+++DIV'	Diversion



## 8.7.22 PRT Terminal/Time Information

Purpose:

To provide information relating to service times and terminals used by a service.

<b>E517</b>	LOCATION IDENTIFICATION .....	<b>C</b>	
3225	Place/Location identification .....	M	an..25
1131	Code list qualifier .....	C	an..3
3055	Code list responsible agency, coded .....	C	an..3
3224	Place/Location name .....	C	an..70
<b>E362</b>	TIME INFORMATION .....	<b>C</b>	
2002	First Time .....	M	n4
2002	Second Time .....	C	n4
9986	UTC/Local Time Variation .....	C	n4
2148	Date Variation .....	C	n1
<b>E362</b>	TIME INFORMATION .....	<b>C</b>	
2002	First Time .....	M	n4
2002	Second Time .....	C	n4
9986	UTC/Local Time Variation .....	C	n4
2148	Date Variation .....	C	n1
<b>E992</b>	POSITION .....	<b>C</b>	
3223	Related place/location one identification .....	C	an..25
3223	Related place/location one identification .....	C	an..25
<b>E992</b>	POSITION .....	<b>C</b>	
3223	Related place/location one identification .....	C	an..25
3223	Related place/location one identification .....	C	an..25

Examples:

PRT+LAX+183Ø+1915+1+2'	Arrival/Departure terminals differ
PRT+LAX+183Ø+1915+6:7+6:7'	Aircraft/Passenger terminals differ
PRT+GVA+183Ø:1845+1915:19ØØ'	Aircraft/Passenger times differ
PRT+LHR++153Ø++1'	Departure information — LHR is routing origin
PRT+LHR+1125++4'	Arrival information — LHR is final destination
PRT++++4'	MCT origin or destination terminal

## 8.7.23 RTG Routing Information

Purpose:

To provide routing information.

<b>E316</b>	PRODUCT LOCATION DETAILS .....	<b>C99</b>	
3225	Place/Location identification .....	M2	an..25
3227	Place/Location qualifier .....	C	an..3

Example:

RTG+FC0+BRU+LHR+CDG+FC0'

## 8.7.24 SDT Selection Details Information

Purpose:

To specify a selected option and associated information.

<b>E010</b>	SELECTION DETAILS INFORMATION .....	<b>M99</b>	
4009	Option, coded .....	M	an..3
4018	Associated option information .....	C	an..35

Examples:

SDT+CUR'	Current data
SDT+SKD'	Schedule data

SDT+DLG'	Dead leg data (Legs removed by diversion or rerouting)
SDT+HIS'	Historical data (not valid any more)

### 8.7.25 SER Additional Service Information

Purpose:

To provide additional service information.

<b>E965</b>	PRODUCT FACILITIES, CODED .....	<b>C99</b>
9039	Facility type, coded .....	C an..3
9038	Facility description text .....	C an..70
7133	Product details qualifier .....	C an..3
7037	Characteristic identification .....	C26 an..17

Examples:

SER+9'	Non-Smoking Flight Leg in all classes
SER+1::1:F+4::1:Y'	Movie in First Class compartment, Audio programming in Economy Class compartment (by ACV compartment).
SER+2::2:F:J:D'	Telephone for selling classes F, J and D only (by PRBD).
SER+GTE:B25+GTE:B26'	Service at gates B25 and B26
SER+POS:123'	Aircraft at position 123
SER+CCT:45+CCT:46+CCT:47'	Service at check-in counters 45-47

### 8.7.26 SPI Specific Data Information

Purpose:

To specify miscellaneous data by first identifying the type of data to be sent and then the current data.

<b>E658</b>	DATA TYPE INFORMATION .....	<b>M</b>
9989	Data type, coded .....	M an..3
9011	Status event, coded .....	C an..3
<b>E659</b>	DATA INFORMATION .....	<b>C</b>
9988	Data indicator .....	C an..3
6060	Quantity .....	C n..15
6411	Measure unit qualifier .....	C an..3
<b>E659</b>	DATA INFORMATION .....	<b>C98</b>
9988	Data indicator .....	C an..3
6060	Quantity .....	C n..15
6411	Measure unit qualifier .....	C an..3

Examples:

SPI+DEL++17:9+63:6'	Total delay of 15 minutes, 9 minutes because of reason '17' and 6 minutes because of reason '63'
SPI+DEL+QQQ:Ø115'	
or	
SPI+DEL+:115'	Total delay of 75 minutes, reason not yet known
SPI+DIV+73'	Flight diverted due to transit weather
SPI+TOT:OK++F:6+C:34+Y:127'	Total number of booked passengers
SPI+:TRS++F:3+C:23+M:123'	Total number of transit passengers
SPI+PAD:BD++F:3+J:2+M:6'	Number of (already) boarded PAD
SPI+:WL+UA::PRB+F:Ø+A:1+C:3+D:Ø+...'	Waitlisted pax of cooperation partner (related to PRBD)
SPI+:TFC+BA:246+C:1+M:4'	Checked in passengers transferring to flight BA246 (related to ACV)
SPI+BAG+QQQ:588'	
or	
SPI+BAG+:588'	Number of bags
SPI+JMP+:4'	Number of jump seats
SPI+WC+:1'	Number of wheel chairs



## 8.7.27 STX Status Details

Purpose:

To identify a status and related information.

<b>E656</b>	STATUS DETAILS .....	<b>M</b>
1245	Status indicator, coded .....	C an..3
1229	Action request/notification, coded .....	C an..3
9015	Status type, coded .....	C an..3
4440	Free text .....	C an..70
<b>E656</b>	STATUS DETAILS .....	<b>C98</b>
1245	Status indicator, coded .....	C an..3
1229	Action request/notification, coded .....	C an..3
9015	Status type, coded .....	C an..3
4440	Free text .....	C an..70

Examples:

STX+SC'	Flight closed for check in
STX+DIV+EEE'	Flight diverted and with emergency lock
STX+A'	Arrival information follows

## 8.7.28 TRA Transport Identifier to be Updated/Cancelled

Purpose:

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

<b>E988</b>	COMPANY IDENTIFICATION .....	<b>M</b>
3036	Party name .....	M an..35
3036	Party name .....	C an..35
3036	Party name .....	C an..35
<b>E989</b>	PRODUCT IDENTIFICATION DETAILS .....	<b>C9</b>
7135	Product Identification .....	M an..35
7037	Characteristic Identification .....	C an..17
7139	Product Identification Characteristic .....	C an..3
7009	Item Description Identification .....	C an..7
7009	Item Description Identification .....	C an..7
7009	Item Description Identification .....	C an..7

Examples:

TRA+SR+544::A'	Flight SR544A
TRA+BD'	All flights for Carrier BD
TRA+AC+8100+8299'	Flight number range

## 8.7.29 TRF Traffic Restriction Information

Purpose:

To provide information relating to traffic restrictions.

<b>E007</b>	TRAFFIC RESTRICTION INFORMATION .....	<b>C9</b>
8015	Traffic Restriction, coded .....	C an..3
8017	Traffic Restriction Type, coded .....	C an..3
8035	Traffic Restriction Type Qualifier, coded .....	C an..3
4440	Free text .....	C an..70

Examples:

TRF+A:2'	Traffic Restriction Code A applicable to cargo/mail only
TRF+S::1'	Stopover only, stopover must occur at the Board point

## 8.8 CODE SETS

**Legend:**

**Data Element Number and Name**

Code	Definition
0001	<b>Syntax Identifier</b>
UNOA	UN/ECE character set level A
0007	<b>Partner Identification Code Qualifier</b>
04	IATA
0051	<b>Controlling Agency</b>
IA	IATA
UN	UN/ECE
0323	<b>Transfer Position, coded</b>
C	Continuation Code
F	End Code
0325	<b>Duplicate Indicator</b>
D	Duplicate interchange/message
1225	<b>Message Function, coded</b>
1	Cancellation — to basic schedule
4	Partial schedule update — to basic schedule
13	Request for a repeat of schedule information
18	Complete new schedule information — basic schedule
42	Event, non-flight movement related
57	Modification
82	Flight information movement function
83	Flight information diversion function
A4	Partial schedule update — ad hoc changes/additions/deletions to schedule
F18	Complete new schedule information for a flight number range — basic schedule
S01	MCT Query
S02	MCT Complete Database Replacement
S03	MCT Complete Replacement for a single airport as defined in the ODI segment
S04	MCT Add detail item
S05	MCT Change detail item
S06	MCT Delete detail item
S07	MCT Replace all detail items at the airport defined in the ODI segment for the carrier defined in the ARR/DEP" segment
SAL	Slot Preliminary Allocation List
SAQ	Slot/Schedule Availability Query
SCR	Slot Clearance Request/Reply
SHL	Slot Historical and Non-Historical Allocation List
SIE	Slot/Schedule Information Enquiry
SIR	Slot/Schedule Information Request/Reply
SMA	Schedule Movement Advice
WCR	Waitlist Change Request/Reply
WIE	Waitlist Information Enquiry
WIR	Waitlist Information Request/Reply

**0001 Syntax Identifier**

UNOA UN/ECE character set level A

**0007 Partner Identification Code Qualifier**

04 IATA

**0051 Controlling Agency**

IA IATA

UN UN/ECE

**0323 Transfer Position, coded**

C Continuation Code

F End Code

**0325 Duplicate Indicator**

D Duplicate interchange/message

**1225 Message Function, coded**

1 Cancellation — to basic schedule

4 Partial schedule update — to basic schedule

13 Request for a repeat of schedule information

18 Complete new schedule information — basic schedule

42 Event, non-flight movement related

57 Modification

82 Flight information movement function

83 Flight information diversion function

A4 Partial schedule update — ad hoc changes/additions/deletions to schedule

F18 Complete new schedule information for a flight number range — basic schedule

S01 MCT Query

S02 MCT Complete Database Replacement

S03 MCT Complete Replacement for a single airport as defined in the ODI segment

S04 MCT Add detail item

S05 MCT Change detail item

S06 MCT Delete detail item

S07 MCT Replace all detail items at the airport defined in the ODI segment for the carrier defined in the ARR/DEP" segment

SAL Slot Preliminary Allocation List

SAQ Slot/Schedule Availability Query

SCR Slot Clearance Request/Reply

SHL Slot Historical and Non-Historical Allocation List

SIE Slot/Schedule Information Enquiry

SIR Slot/Schedule Information Request/Reply

SMA Schedule Movement Advice

WCR Waitlist Change Request/Reply

WIE Waitlist Information Enquiry

WIR Waitlist Information Request/Reply



1229	<b>Action Request/Notification, Coded</b>
	AO Acceptance of an offer — no further improvement desired format
	CH Schedule to be changed, or waitlist to be changed when used with Message Function code WCR
	DS Delete schedule
	ES Eliminate schedule
	FS Historic schedule
	HH Holding
	IN Revised schedule (Continuation from previous adjacent Season), or Availability information when used with Message Function code SAQ
	KK Confirmation
	LS Revised schedule (No offer acceptable)
	NE New Entrant status as stated in the EU Regulation 95/93 Art 2 b ii as amended by Regulation (EC) No 793/2004, or as covered in local legislation that will have precedence
	NS New schedule, or new waitlist request when used with Message Function code WCR
	NY New Entrant with year round status as stated in the EU Regulation 95/93 Art 2 b ii as amended by Regulation (EC) No 793/2004, or as covered in local legislation that will have precedence
	OO Offer
	PP If used by Operator, means acceptance of an offer with request to remain on waitlist. If used by Coordinator, means pending
	QA Request for arrival schedule information
	QD Request for departure schedule information
	QS Request for schedule information
	RS Revised schedule (Offer acceptable), or revised waitlist request when used with Message Function code WCR
	TS Allocated subject to conditions
	UU Refusal
	WW Unable to reconcile flight information
	XX Cancellation
	YY New schedule (Continuation from previous adjacent Season)
	ZZ Decline offer, or remove from waitlist when used with Message Function code WCR
1245	<b>Status Indicator, coded</b>
	2 Cancellation
	2RR Cancellation — leg rerouted
	2DV Cancellation — leg diverted
	3 Created new
	5 Replacement
	A Arrival
	AA Actual Arrival — Movement
	AD Actual Departure — Movement
	ADM Change of administration information
	AW2 Cancellation with ASM Withdrawal Indicator
	AW3 New information with ASM Withdrawal Indicator
	AW5 Replacement with ASM Withdrawal Indicator
	CKG Check-in restricted to gate VDT
	CON Change of aircraft configuration version
	D Departure
	DIV Flight / Leg diverted
	EA Estimated Arrival — Movement
	EB Estimated On Block — Movement
	ED Estimated Departure — Movement
	EEE EMERGENCY Lock
	EQT Change of equipment information

HE	Hold exists on this flight
N	Not authorized to load
NI	Next Info Departure — Movement
NON	Check-in mode NON
NTA	Transfer check-in not allowed to airline this city or from this airlines flights departing at this city
NTF	Transfer check-in not allowed to flight this city or from this flight departing at this city
PA	Free seating
PB	Name check-in
PD	Numeric check-in
PGM	Passenger gender mandatory
PNM	Check-in mode PNM
RFA	Return from Airborne — Movement
RIN	Flight reinstated
RRT	Flight rerouted
RST	Return to Stand / Ramp — Movement
SA	Flight open for check-in
SB	Flight temporarily closed
SC	Flight closed for check-in
SD	Flight closed for finalizing (flight initial close)
SE	Flight held
SEI	All flights into this city held
SEO	All flights out of this city held
SER	Reject when flight held
SES	Standby when flight held
SK	Flight open for through check-in
SL	Flight boarding
SM	Flight deboarding
SN	Flight closed for through check-in
SO	Flight cancelled
TIM	Change of time information
TL	Technical Landing
<b>2005</b>	<b>Date/Time/Period format qualifier</b>
AA	Cleared Time — Arrival
ACL	Actual time in local
ACT	Actual time
AD	Cleared Time — Departure
COR	Corrected
COT	Confirmed time
D	Discontinue date
DV	Daylight Saving Time (DST) Variation
E	Effective date
ENL	End time, in local
ENT	End time
EST	Estimated time, in local
EST	Estimated time
FA	Timing Flexibility Identifier — Arrival
FD	Timing Flexibility Identifier — Departure
HOL	Holding time
ISK	Informative schedule time
ISL	Informative schedule time, in local
L	Local Time Mode
MCT	Minimum connect time
NIL	Next Info time, in local
NIT	Next Info time)
PRE	Preannounced time



	REM	Removed
	RA	Requested Timings — Arrival
	RD	Requested Timings — Departure
	REV	Revised
	STT	Start time
	STL	Start time, in local
	SV	Standard Time Variation
	U	UTC Time Mode
3229	<b>Country Sub-entity Identification</b> ( <i>Note: see Appendix I for detail lists of countries/states</i> )	
	AFR	Africa (IATA TC2)
	CAR	Caribbean (IATA TC1)
	CEM	Central America (IATA TC1)
	EUR	Europe (IATA TC2)
	JAK	Japan/ Korea (IATA TC3)
	MDE	Middle East (IATA TC2)
	NOA	North America (IATA TC1)
	SAS	South Asian Subcontinent (IATA TC3)
	SCH	Schengen Agreement
	SEA	South East Asia (IATA TC3)
	SOA	South America (IATA TC1)
	SWP	South West Pacific (IATA TC3)
	WRI	Wright Amendment
4009	<b>Option, coded</b>	
	SKD	Schedule data
	CUR	Current data
	DLG	Dead leg data — Legs removed by diversion or rerouting message
	HIS	Historical data — not valid any more
4025	<b>Business Function, coded</b>	
	1	Air
4343	<b>Response Type, coded</b>	
	03	Successfully processed
	06	Partially processed
	07	Received but not processed
	08	Received and rejected
4405	<b>Status, coded</b>	
	K	Confirmed, Effective, Working, Firm, etc
	P	Provisional, Draft, Proposed, Subject to Change, etc
4451	<b>Text Subject Qualifier</b>	
	APT	Airport related information
	CAT	Catering information
	CHG	Change information
	CKI	Check-in
	IFC	Interface information
	NAM	Name
	OPS	Operations information
	PRD	Product information
	SAF	Safety information
	SIM	IATA SSIM defined information
	SPH	Special handling
	STN	Statutory notice
	TRA	Transportation information
	VEH	Vehicle related information
	WAB	Weight and balance information
	ZZZ	Mutually defined (Bilateral or Internal information)

<b>4473</b>	<b>Information type</b>
101	Passenger Terminal Segment Override — Arrival
102	Passenger Terminal Segment Override — Departure
AC	Aircraft information
AHS	Arrival high security flight
BD	Minimum Connecting Time International/Domestic Status Override — Domestic at Board Point
BI	Minimum Connecting Time International/Domestic Status Override — International at Board Point
BN	Boarding number
CCV	Check in control VDT
CFT	Calculated flying time
CTL	Operations control unit
DHS	Departure high security flight
EN	Not Electronic Ticketing Candidate
ER	Electronic Ticketing Required
ET	Electronic Ticketing Candidate
ISD	In Flight Service Information default
MCA	Row after movable class divider
MCB	Row before movable class divider
MCD	Movable class divider used
OD	Domestic at Off Point
OI	International at Off Point
PVD	Protective cover VDT
RAR	Request all Reservations
RCP	Recipient
RMK	Remark
RN	Redirection not required
RR	Requires Redirection
SFT	Scheduled flying time
SHB	Handle as complete package
SHS	Handle as swap
SHW	Handle as waitlist
SV	Check-in supervisory agent id
TA	Traffic area
TRG	Trigger
TSG	Subject to Government Approval
WB	Accepted Baggage Weight in kg
WCB	Accepted Cabin Weight in kg
WCL	Check-in Weight Limit in kg
WN	Weight Table Number in kg
WSB	Stand-by Baggage Weight in kg
WT	Accepted Weight in kg
<b>5245</b>	<b>Percentage qualifier</b>
N	No information available
O	1 percent accuracy
T	10 percent accuracy
U	Undetermined
<b>6353</b>	<b>Number of Units, Qualifier</b>
PX	Number of seats occupied by passengers on board
<b>6411</b>	<b>Measure Unit Qualifier</b>
ACV	Physical configuration (ACV)
PRB	Data related to Reservations classes (PRBD)



7077	<b>Item Description Type, coded</b>
	N Narrow body aircraft (single aisle)
	T Turbo-prop
	W Wide body aircraft (twin aisle)
7133	<b>Product Details Qualifier</b>
	1 Reservations classes (Passenger Reservations Booking Designator — PRBD)
	2 Physical configuration (Aircraft Configuration/Version — ACV)
	3 Blocked Seats and/or Unit Load Devices
	CN Class Nesting
	CS Physical configuration modified by convertible seats
	DD Domestic to Domestic connection
	DI Domestic to International connection
	ID International to Domestic connection
	II International to International connection
	IA Inter-Airport connection
	MCD Physical configuration modified by movable class divider
8017	<b>Traffic Restriction Type, coded</b>
	1 Traffic Restriction Applicable to Passengers Only
	2 Traffic Restriction Applicable to Cargo/Mail Only
	3 Traffic Restriction Applicable to Cargo Only
	4 Traffic Restriction Applicable to Mail Only
8035	<b>Traffic Restriction Qualifier, coded</b>
	1 Traffic Restriction Code Qualifier at Board Point
	2 Traffic Restriction Code Qualifier at Off Point
	3 Traffic Restriction Code Qualifier at Board and Off Points
8051	<b>Transport Stage Qualifier</b>
	A Partnership Specification
	D Duplicate Leg Cross Reference — Duplicate Leg Identification
	F Flight Number Override
	L Code Sharing — Commercial Duplicate
	O Duplicate Leg Cross Reference — Operational Leg Identification
	P Joint Operation Airline Designators (Participating carriers)
	R Joint Operation Airline Designators (Reservations control carrier)
	S Code Sharing — Shared Airline Designation or Wet Lease Airline Designation
8335	<b>Movement Type, coded</b>
	BD Boarding
	CK Check in
	DIV Diversion
	GMV Ground Movement
	OFB Off Blocks
	OFS Off stand
	ONB On Blocks
	ONS On stand
	RCL Reclearance information
	RFA Return from airborne
	RST Return to stand
	TDN Touch down
	TDP 10 minutes before departure
	TEN 10 minutes out
	THM 30 Minutes out
	TKO Take Off

<b>9011</b>	<b>Status Event, coded</b>
ALL	Allocated
AVA	Available
BD	Boarded
CK	Checked in
DB	Deboarded
DIS	Disembarking
DN	Denied boarding
EMB	Embarking
EST	Estimated / Forecasted
EXS	Extra Seats
MAX	Maximum
MIN	Minimum
NC	Not checked in
OF	Offloaded
OK	Confirmed Booking
SA	Space Available
SB	Standby
SPS	Space Protected Seats
TFB	Transfer Booked
TFC	Transfer Checked in
TRS	Transit
WL	Waitlist Booking
<b>9013</b>	<b>Status Reason, coded</b>
AA	Apron capacity
AB	ATC restriction
CF	Curfew
GA	Gate capacity
HA	High security flight restriction
MU	Misuse of slots
N80	Failure to use slots on at least 80% of occasions
NA	Night allocation
NB	Noise ban
NE	New Entrant status under the provisions of the EU Regulation 95/93 Art 2 b ii or as covered in local legislation that will have precedence
NP	No recognisable period
PA	Post SC coordination for ad hoc
QT	Quota limitations
R05	Runway 5 minute limitation
R10	Runway 10 minute limitation
R15	Runway 15 minute limitation
R30	Runway 30 minute limitation
R60	Runway 60 minute limitation
RA	Runway congestion
SEC	Security
T10	Terminal congestion 10 minutes
T15	Terminal congestion 15 minutes
T30	Terminal congestion 30 minutes
T60	Terminal congestion 60 minutes
T2H	Terminal congestion 2 hours
T3H	Terminal congestion 3 hours
TA	Terminal congestion
UA	Unable to allocate slot for miscellaneous reason
<b>9039</b>	<b>Facility type, coded</b>
1	Movie
2	Telephone
3	Telex



4	Audio programming
5	Television
6	Reservation booking service
7	Duty Free sales
8	Smoking
9	Non smoking
10	Short Feature Video
11	No Duty Free sales
12	In-seat power source
13	Internet access
14	E-Mail
15	In-seat Video Player/Library
AHA	Aircraft handling agent
BBT	Baggage belt
CCT	Check-in counter
CON	Concourse
EXI	Passenger exit
FHA	Freight handling agent
GTE	Gate
PHA	Passenger handling agent
POS	Aircraft position
RWY	Runway
TWY	Taxiway

**9321 Application error, coded**

1	Invalid date
2	Invalid time
3	Invalid transfer sequence
4	Invalid City/Airport code
5	Invalid time mode
6	Invalid operational suffix
7	Invalid period of schedule validity
8	Invalid days of operatio
9	Invalid frequency rate
10	Invalid service type code
11	Invalid aircraft type coded
12	Invalid product details qualifier coded
13	Invalid aircraft configuration/version coded
14	Invalid meal service note coded
15	Invalid UTC/local time variation
16	Invalid date variation
17	Invalid terminal coded
18	Invalid on-time performance indicator
19	Invalid type of call at port coded
20	Invalid Government action coded
21	Invalid facility type coded
22	Invalid Traffic Restriction coded
23	Invalid Traffic Restriction type coded
24	Invalid Traffic Restriction qualifier code
25	Invalid transport stage qualifier coded
100	Invalid place of departure coded
101	Invalid place of destination coded
102	Invalid departure date
103	Invalid departure time
104	Invalid reservations booking designator
105	Invalid reservations booking modifier
107	Invalid airline designator
109	Invalid country code

	112	Invalid requester identification
	113	Invalid period of operation
	114	Invalid flight number
	115	Invalid arrival date
	116	Invalid arrival time
	120	Invalid action code
	154	Message function invalid
	156	Business function invalid
	408	No more data available
	409	Request is outside system data range
	410	Flight does not operate due to weather, mechanical or other operational conditions
	417	Repeat request updating in progress
	900	Inactivity time out value exceeded
	901	Communications line unavailable
	902	Prior message being processed
<b>9984</b>	<b>Type of Call at Port</b>	
	1	Technical Landing
	2	Flaglanding
	3	Plane Change without Aircraft Type Change
	5	Onward Flight
	6	Passenger Check-In
<b>9988</b>	<b>Data Indicator</b>	
	QQQ	Total numbers without specification of reasons, classes, etc
		Other codes see SPI segment composition
<b>9989</b>	<b>Data Type, coded</b>	
	ANI	Animals
	BAG	Bags
	CHD	Child passenger
	CSH	Passenger of code share partner
	DEL	Delay (departure) reason
	DIV	Diversion reason
	FEM	Female passenger
	INF	Infants
	JMP	Jump Seats
	MAL	Male passenger
	OCC	Other occupants
	OD	Origin — Destination
	OWN	Passenger of operating carrier
	PAD	Passenger available for disembarkment
	PET	Pets in cabin
	STR	Stretchers
	TOT	Total
	UM	Unaccompanied minors
	WC	Wheelchairs



## CHAPTER 9 — LEG SCHEDULE MESSAGE PROCEDURE

### 9.1 GENERAL

The Leg Schedule Message (LSM) is an interline telegraph message intended for the transmission of changes to, or descriptions of, schedule information. It is a simple, leg oriented, message. It is intended primarily for use in advising schedule information to ATC Authorities and Handling Agents. The format of the LSM has much in common with that used in Chapter 6, and does not replace the functionality of Chapters 4 and 5.

In order to ensure full interline exchangeability, the common rules for the data elements as described in Chapter 2 of this manual, and the rules for the construction of the message as described in this Chapter, must be completely adhered to.

The rules for the use and composition of the message are explained in the following sections of this Chapter and include a Technical Specification and examples.

### 9.2 PRINCIPLES OF LEG SCHEDULE MESSAGE EXCHANGE

- 9.2.1 All dates, days and times are in UTC.
- 9.2.2 Periods of Operation may not be open-ended.
- 9.2.3 LSM messages may contain schedule data defined by either period/season (flights with regular frequency) or by single dates (individual flights). Both formats are described in this Chapter. They can be used jointly or separately.
- 9.2.4 Periods and Days of Operation always relate to the leg for which information is being stated, and not, in the case of multi-leg flights, to the first leg.
- 9.2.5 At the changeover between seasons some multi-leg flights may contain legs which start or end outside the Season stated in the Message Heading. In such cases, the Period of Operation or Departure Date of the first leg should be used to decide in which season the flight belongs, and subsequent legs which start or end outside the Season stated in the Message Heading may still be stated.
- 9.2.6 In the case of multi-leg flights, the legs should be stated in operational sequence.
- 9.2.7 The LSM exchange takes place on the basis of bilateral understanding.

### 9.3 MESSAGE CONSTRAINTS

A standard message will be enclosed within the usual communications “envelope”, ie. signal identifiers, serial number, priority, address, originator, and date/time of transmission. The schedule message will then read line by line, always starting at the left, ie. left justified.

The maximum line length of the message must not exceed 69 printable characters and spaces.

Although the Systems and Communications Reference Manual defines the maximum number of characters for one telegraph (Type B) message as 3,840, some service providers have the capability to increase this limit to 64,000 characters.

Type B users are, however, cautioned that some systems may not be able to receive or process messages with more than 3,840 characters.

This maximum length limitation takes into account all printed and non-printed characters, such as letter shifts, figure shifts, carriage return and line feed.

### 9.4 LSM MESSAGE COMPOSITION

The Composition of the LSM is explained in this section in general terms. A technical specification of the message construction using the guidelines contained in section 9.5. Message composition and examples for the various messages are given in section 9.6.



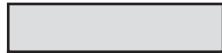
**Note:** Where the Leg Schedule Message Form has been incorporated to illustrate the correct use, the following legend applies:



*mandatory fields*



*conditional fields*



*fields to be left blank*

The LSM consists of:

- the message address/originator envelope in accordance with communications instructions;
- the message heading which always includes the Standard Message Identifier LSM, optional Creator Reference, Season and Date of Message;
- one or more schedule records which always include the Action Code, the flight identification, a Period/Frequency or Date of Operation and the appropriate data elements;
- optional Supplementary Information applicable to the whole message;
- the end of message in accordance with communication instructions;

The following Action Codes can be used in the composition of an LSM message.

#### **N — New schedule:**

This code is used when adding an entirely new flight, defined by the Flight Designator within the Period, Date, Days of Operation (at the Frequency Rate, if stated).

#### **D — Delete schedule:**

This code is used to cancel (ie. withdraw) an existing flight, defined by the Flight Designator within the Period, Date, Days of Operation (at the Frequency Rate and for the Leg, if stated).

#### **C — Schedule to be changed:**

This code is used to indicate an existing flight, or flight leg, which is to be changed, defined by the Flight Designator within the Period, Date, Days of Operation (at the Frequency Rate and for the Leg, if stated). It is used in conjunction with one or several **R** records which follow it.

#### **R — Revised schedule:**

This code is used to replace schedule information for an existing flight, or flight leg, defined in the preceding **C** record. It is used in conjunction with one or several **C** records which precede it.

#### **H — Holding:**

This code may optionally be used by an agency to indicate the information held for an existing flight, or flight leg, defined by the Flight Designator within the Period, Date, Days of Operation (at the Frequency Rate if stated). It is only used in responding to a Carrier's request for information held by the agency, or in helping to resolve situations where a Carrier's requested change to existing information does not match that held by the agency or would result in Flight Designator duplication for the dates in question.

## 9.5 TECHNICAL SPECIFICATION

The following describes the logical structure of the LSM giving the status and format description for each data element. Further reference should be made to Chapter 2 for detailed description of the data elements.

Data Element	Data Element Status				Format (including separators)
	Action Codes				
	N	D	C	R	
<b>Message Heading</b>					
<i>Standard Message Identifier</i>	M	M	M	—	LSM
End of line	M	M	M	—	<≡
<i>Creator Reference</i>	O	O	O	—	/x(x[·34])
End of line	C	C	C	—	<≡
<i>Season</i>	M	M	M	—	ann
End of line	M	M	M	—	<≡
<i>Date of Message</i>	M	M	M	—	nnaaa
End of line	M	M	M	—	<≡
<b>Schedule Information</b>					
<i>Action Code</i>	M	M	M	M	a
<i>Flight Designator</i>	M	M	M	C	→xx(a)nnn(n)
<i>Operational Suffix</i>	C	C	C	C	a
<i>Period of Operation or Departure Date of this leg</i>	M	M	M	C	→nnaaa(nnaaa)
<i>Day(s) of Operation of this leg</i>	C	C	C	C	→nnnnnnn
<i>Frequency Rate</i>	C	C	C	C	→2
<i>Aircraft Type</i>	M	O	O	C	→xxx
<i>Departure Station</i>	M	O	M	C	→aaa
<i>Scheduled Time of Aircraft Departure</i>	M	O	O	C	nnnn
<i>Arrival Station</i>	M	O	M	C	→aaa
<i>Scheduled Time of Aircraft Arrival</i>	M	O	O	C	nnnn
<i>Service Type</i>	M	O	O	C	→a
<i>Supplementary Information</i>	O	O	O	O	/SI→x(x[·10])
End of line	M	M	M	M	<≡
For more schedule information records repeat from Schedule Information	C	C	C	C	
<b>Supplementary Information for Whole Message</b>					
<i>Supplementary Information</i>	O	O	O	O	SI→x(x)... (up to 3 lines)



Intentionally left blank



# Leg Schedule Message Procedure

## LEG SCHEDULE MESSAGE FORM

TELEGRAPH	IATA STANDARD END OF MESSAGE
OPERATORS	LEAVE NO BLANKS ON TEXT LINES
INSTRUCTIONS	SPACE SHOULD ONLY BE TRANSMITTED WHERE SHOWN

FORM OF SUBMISSION  
(Delete as applicable)

1 FOR COMPUTER PROCESSING/HARD COPY  
2 FOR TELEGRAPH TRANSMISSION

AIRLINE: \_\_\_\_\_ SITA ADDRESS: \_\_\_\_\_ PAGE NO: \_\_\_\_\_ OF \_\_\_\_\_

MESSAGE PREFIX AND ADDRESSEES/S ORIGINATOR DATE/TIME TRANSMIT	•	<=
--	---	----

CREATOR'S REFERENCE	<=
MESSAGE	<=

PERIOD OF OPERATION FROM/ON (1) TO	DAY(S) OF OPERATION (UTC)	AIRCRAFT TYPE STD (UTC)	ARRIVAL STATION STA (UTC)	SERVICE TYPE O	SUPPLEMENTARY INFORMATION
Day Month Day Month	1 2 3 4 5 6 7	J K L	M N	P	
F1 F2 G1 G2	H				
E1 E2 E3					
D	Action Code	Flight Number	Operator Suffix	Arriline Designator	
E					
1 3 10 12					
21 23 29 31					
35 37 43 45					
51 53 54 66					

PLEASE SEND TO:  
Note: 1) Do not fill in G1-G2 for a single date.

SIGNATURE OF AIRLINE OFFICIAL



COLUMN	ENTRIES TO BE MADE BY THE OPERATOR/AGENCY
A	Season: IATA Season as per SSIM Chapter 2, i.e. S95, W95 etc.
B, C	Date of Message, e.g. 24AUG
D	Action code: following codes apply:

Operator	Agency
N New schedule	
C Schedule to be changed	
R Revised schedule	
D Delete Schedule	H Holding

- E Flight Designator: In column E1 insert IATA Airline Designator. In the case of Joint Operation Airline Designators (e.g. LHSK) insert only the Administrative Carrier. In column E2 insert the numeric Flight Number (3 or 4 digits). An alphabetic Operational Suffix can be specified in column E3. Left justified; e.g. LH512 numeric portion should be in columns 5-7, not in columns 6-8. No Flight Designator duplications per day allowed.
- F, G Period of Operation (from/to): Insert Period of Operation according to UTC departure of the leg. Enter date, then month using 3-letter abbreviations for month, i.e. JAN, FEB, MAR, APR etc. DO NOT FILL IN BLOCK G WHEN SENDING SINGLE DATES.
- H Day(s) of Operation: Use numerics 1 to 7 in appropriate columns. Zero ( $\emptyset$ ) should be inserted for non-operational days. DO NOT FILL IN BLOCK H WHEN SENDING SINGLE DATES.
- I Frequency Rate: 2 ..... Every 2 weeks
- J Aircraft Type — see Appendix A.
- K Departure Station — as per SSIM Chapter 2 (IATA 3-letter Location Identifier).
- L Scheduled Time of Departure in UTC.
- M Arrival Station — as per SSIM Chapter 2 (IATA 3-letter Location Identifier).
- N Scheduled Time of Arrival in UTC.
- O Service Type: Use codes listed in Appendix C.
- P Supplementary information: Free text information up to a maximum of 10 characters.

## **9.6 MESSAGE COMPOSITION**

- 9.6.1 Where a minimum of numerics is required use leading zeros to meet the specified minimum.
- 9.6.2 Data Elements explained in Chapter 2 are printed in *italics*. In the examples all mandatory or conditional data is printed in **bold** type.

### **9.6.3 New Flight Information (Action code N) or Schedule Held (Action Code H)**

9.6.3.1	<i>Standard Message Identifier</i> .....	LSM
9.6.3.2	<i>Creator Reference</i> (optional) preceded by a slash (/).....	/REF 123/449
9.6.3.3	<i>Season</i> .....	S94
9.6.3.4	<i>Date of Message</i> .....	04FEB
9.6.3.5	Schedule Information	
	(a) <i>Action Code</i> .....	N
	(b) <i>Flight Designator</i>	
	(i) <i>Airline Designator</i> preceded by a space .....	SR
	(ii) <i>Flight Number</i> .....	544
	(c) <i>Operational Suffix</i> (if applicable) .....	A
	(d) <i>Period of Operation</i> or <i>Departure Date</i> of this leg preceded by a space.....	12AUG30SEP
	(e) <i>Day(s) of Operation</i> of this leg (if <i>Period of Operation</i> stated above) preceded by a space.....	1234567
	(f) <i>Frequency Rate</i> (if applicable) preceded by a space .....	2
	(g) <i>Aircraft Type</i> preceded by a space .....	M80
	(h) <i>Departure Station</i> preceded by a space .....	GVA
	(i) <i>Scheduled Time of Aircraft Departure</i> .....	1830
	(j) <i>Arrival Station</i> preceded by a space .....	FRA
	(k) <i>Scheduled time of Aircraft Arrival</i> .....	1945
	(l) <i>Service Type</i> preceded by a space .....	J
	(m) <i>Supplementary Information</i> (optional)	
	(i) <i>Supplementary Information Identifier</i> preceded by a slash (/) .....	/SI
	(ii) Free text information preceded by a space and not to exceed 12 characters .....	ABCDEF
	More Schedule Information may be repeated on separate lines	
9.6.3.6	Supplementary Information for the Whole Message (optional)	
	(a) <i>Supplementary Information</i> .....	SI
	(b) Free text information preceded by a space and recommended not to exceed 3 lines.....	ABCDEF



### 9.6.3.7 Example of New Flight Information Message:

FLIGHT DESIGNATOR		PERIOD OF OPERATION		DAY(S) OF OPERATION (UTC)		Aircraft Type		Service Type		Supplementary Information	
Airline Designator		FROM/ON (1) TO		Day Month Day Month		Frequency Rate		STD (UTC)		Arrival Station STA (UTC)	
Flight Number				1 2 3 4 5 6 7		I		K L		M N	
E1	E2	E3		F1	F2	G1	G2			M	N
<b>N</b>	<b>S R</b>	<b>5 4 4</b>	<b>A</b>	<b>1 2 A U G</b>	<b>3 0 S E P</b>	<b>1 2 3 4 5 6 7</b>	<b>M 8 0</b>	<b>G V A 1 8 3 0</b>	<b>K L</b>	<b>F R A 1 9 4 5</b>	<b>J / S I A B C D E F</b>

LSM

/REF 123/449

S94

04FEB

N SR544A 12AUG30SEP 1234567 2 M80 GVA1830 FRA1945 J/SI ABCDEF

or if single date operation

FLIGHT DESIGNATOR		PERIOD OF OPERATION		DAY(S) OF OPERATION (UTC)		Aircraft Type		Service Type		Supplementary Information	
Airline Designator		FROM/ON (1) TO		Day Month Day Month		Frequency Rate		STD (UTC)		Arrival Station STA (UTC)	
Flight Number				1 2 3 4 5 6 7		I		K L		M N	
E1	E2	E3		F1	F2	G1	G2			M	N
<b>N</b>	<b>S R</b>	<b>5 4 4</b>	<b>A</b>	<b>1 2 A U G</b>			<b>M 8 0</b>	<b>G V A 1 8 3 0</b>	<b>K L</b>	<b>F R A 1 9 4 5</b>	<b>J / S I A B C D E F</b>

N SR544A 12AUG M80 GVA1830 FRA1945 J/SI ABCDEF

or agency providing information held

FLIGHT DESIGNATOR		PERIOD OF OPERATION		DAY(S) OF OPERATION (UTC)		Aircraft Type		Service Type		Supplementary Information		
Airline Designator		FROM/ON (1) TO		Day Month Day Month		Frequency Rate		STD (UTC)		Arrival Station STA (UTC)		
Flight Number				1 2 3 4 5 6 7		I		K L		M N		
H		E1	E2	E3	A	F1	F2	G1	G2			
<b>H</b>		<b>S R</b>	<b>5 4 4</b>	<b>A</b>		<b>1 2 A U G</b>	<b>3 0 S E P</b>	<b>1 2 3 4 5 6 7</b>	<b>M 8 0</b>	<b>G V A 1 8 3 0</b>	<b>F R A 1 9 4 5</b>	<b>J / S I A B C D E F</b>

H SR544A 12AUG30SEP 1234567 2 M80 GVA1830 FRA1945 J/SI ABCDEF

### 9.6.4 Flight Cancellation (Action Code D)

- 9.6.4.1 Standard Message Identifier..... **LSM**
- 9.6.4.2 Creator Reference (optional) preceded by a slash (/)..... **/REF 150/212**
- 9.6.4.3 Season..... **S94**
- 9.6.4.4 Date of Message..... **13JUN**
- 9.6.4.5 Scheduled Information
  - (a) Action Code..... **D**
  - (b) Flight Designator
    - (i) Airline Designator preceded by a space .....
    - (ii) Flight Number .....
  - (c) Operational Suffix (if applicable) .....



## **Leg Schedule Message Procedure**

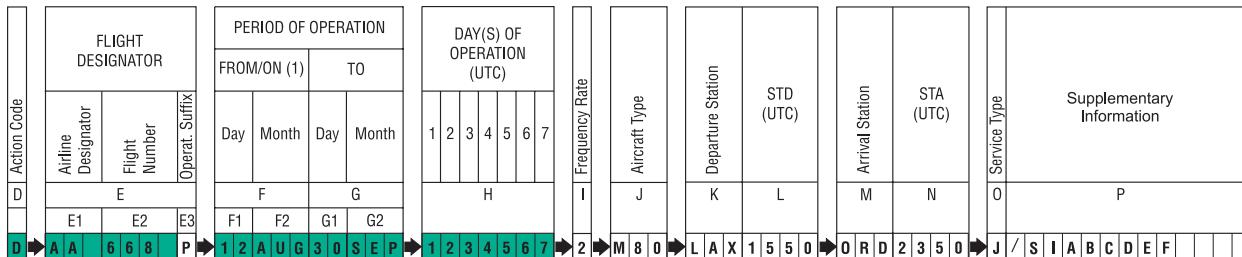
- (d) *Period of Operation* or *Departure Date* of this leg preceded by a space.....12AUG30SEP  
(e) *Day(s) of Operation* of this leg (if *Period of Operation* stated above)  
preceded by a space.....1234567  
(f) *Frequency Rate* (if applicable) preceded by a space .....2  
(g) *Aircraft Type* (optional) preceded by a space.....M80  
(h) *Departure Station* (optional) preceded by a space .....LAX  
(i) *Scheduled Time of Aircraft Departure* (optional) .....1550  
(j) *Arrival Station* (optional) preceded by a space .....ORD  
(k) *Scheduled Time of Aircraft Arrival* (optional) .....2350  
(l) *Service Type* preceded by a space .....J

More Schedule Information may be repeated on separate lines

#### 9.6.4.6 Supplementary Information for the Whole Message (optional)

- (a) *Supplementary Information* ..... SI  
(b) Free text information preceded by a space and recommended not to exceed 3 lines ..... ABCDEF

#### 9.6.4.7 Example of Flight Cancellation Message:



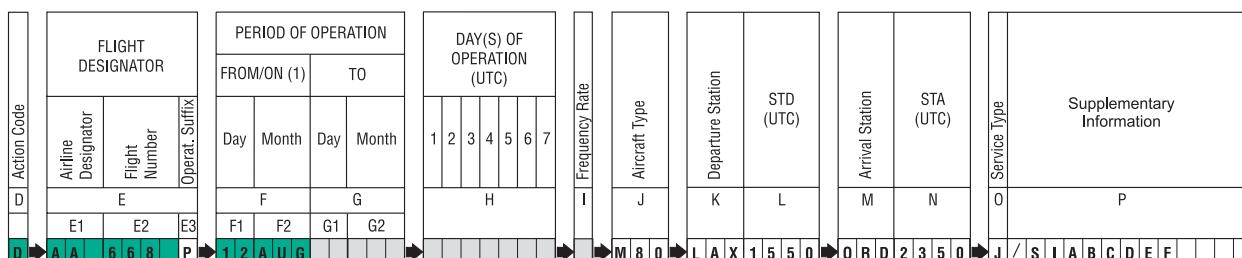
LSM  
/REF 150/212

S94

13JUN

D AA668P 12AUG30SEP 1234567 2 M80 LAX1550 ORD2350 J/SI ABCDEF

or if single date cancellation



D AA668P 12AUG M80 LAX1550 ORD2350 J/SI ABCDEF

#### **9.6.5 Change to Existing Flight Information (Action Codes C and B)**

- |         |  |              |
|---------|--|--------------|
| 9.6.5.1 | <i>Standard Message Identifier</i> .....                         | LSM          |
| 9.6.5.2 | <i>Creator Reference</i> (optional) preceded by a slash (/)..... | /REF 992/101 |
| 9.6.5.3 | <i>Season</i> .....  | S94          |
| 9.6.5.4 | <i>Date of Message</i> .....                                     | 13JUL        |



## 9.6.5.5 Existing Schedule Information

(a) <i>Action Code</i> .....	C
(b) <i>Flight Designator</i>	
(i) <i>Airline Designator</i> preceded by a space .....	SQ
(ii) <i>Flight Number</i> .....	102
(c) <i>Operational Suffix</i> (if applicable) .....	C
(d) <i>Period of Operation or Departure Date</i> of this leg preceded by a space.....	12AUG30SEP
(e) <i>Days(s) of Operation</i> of this leg (if <i>Period of Operation</i> stated above) preceded by a space.....	1234567
(f) <i>Frequency Rate</i> (if applicable) preceded by a space .....	2
(g) <i>Aircraft Type</i> (optional) preceded by a space .....	310
(h) <i>Departure Station</i> preceded by a space .....	SIN
(i) <i>Scheduled Time of Aircraft Departure</i> (optional) .....	0730
(j) <i>Arrival Station</i> preceded by a space .....	KUL
(k) <i>Scheduled Time of Aircraft Arrival</i> (optional) .....	0820
(l) <i>Service Type</i> preceded by a space .....	C
(m) <i>Supplementary Information</i> (optional)	
(i) <i>Supplementary Information Identifier</i> preceded by a slash (/) .....	/SI
(ii) Free text information preceded by a space and not to exceed 12 characters .....	ABCDEF

## 9.6.5.6 New Schedule Information

(a) <i>Action Code</i> .....	R
(b) <i>Flight Designator</i> (if changed)	
(i) <i>Airline Designator</i> preceded by a space .....	SQ
(ii) <i>Flight Number</i> .....	102
(c) <i>Operational Suffix</i> (if applicable) .....	C
(d) <i>Period of Operation or Departure Date</i> of this leg (if changed) preceded by a space.....	13AUG29SEP
(e) <i>Day(s) of Operation</i> of this leg (if <i>Period of Operation</i> stated above and days changed) preceded by a space.....	1234067
(f) <i>Frequency Rate</i> (if changed) preceded by a space .....	2
(g) <i>Aircraft Type</i> (if changed) preceded by a space.....	744
(h) <i>Departure Station</i> (if routing/timings changed) preceded by a space .....	SIN
(i) <i>Scheduled Time of Aircraft Departure</i> (if routing/timings changed).....	0830
(j) <i>Arrival Station</i> (if routing/timings changed) preceded by a space .....	CGK
(k) <i>Scheduled Time of Aircraft Arrival</i> (if routing/timings changed) .....	1040
(l) <i>Service Type</i> preceded by a space .....	C
(m) <i>Supplementary Information</i> (optional)	
(i) <i>Supplementary Information Identifier</i> preceded by a slash (/) .....	/SI
(ii) Free text information preceded by a space and not to exceed 12 characters .....	ABCDEF

More Schedule Information may be repeated on separate lines

## 9.6.5.7 Supplementary Information for the Whole Message (optional)

(a) <i>Supplementary Information</i> .....	SI
(b) Free text information preceded by a space and recommended not to exceed 3 lines.....	ABCDEF

### 9.6.5.8 Examples of Changes to Existing Flight Information Message:

		FLIGHT DESIGNATOR			PERIOD OF OPERATION		DAY(S) OF OPERATION (UTC)		Frequency Rate		Aircraft Type		Departure Station		STD (UTC)		Arrival Station		STA (UTC)		Service Type		Supplementary Information		
		FROM/ON (1)		TO																					
		Airline Designator	Flight Number	Operat. Suffix					1	2	3	4	5	6	7	I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
		E			F		G	H								I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
		E1	E2	E3	F1	F2	G1	G2								I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
<b>C</b>		S Q	1 0 2	C	1 2 A U G	3 0 S E P			1	2	3	4	5	6	7	2	3 1 0	S I N	0 7 3 0	K U L	0 8 2 0			C / S I A B C D E F	
<b>R</b>		S Q	1 0 2	C	1 2 A U G											7 4 4	S I N	0 8 3 0	C G K	1 0 4 0			C / S I A B C D E F		

**LSM**

/REF 992/101

**S94**

**13JUL**

**C SQ102C 12AUG30SEP 1234567 2 310 SIN0730 KUL0820 C/SI ABCDEF**

**R SQ102C 744 SIN0830 CGK1040/SI ABCDEF**

(routing/timings/aircraft type changes)

or if single date operation

		FLIGHT DESIGNATOR			PERIOD OF OPERATION		DAY(S) OF OPERATION (UTC)		Frequency Rate		Aircraft Type		Departure Station		STD (UTC)		Arrival Station		STA (UTC)		Service Type		Supplementary Information		
		FROM/ON (1)		TO																					
		Airline Designator	Flight Number	Operat. Suffix					1	2	3	4	5	6	7	I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
		E			F		G	H								I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
		E1	E2	E3	F1	F2	G1	G2								I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
<b>C</b>		S Q	1 0 2	C	1 2 A U G											3 1 0	S I N	0 7 3 0	K U L	0 8 2 0			C / S I A B C D E F		
<b>R</b>		S Q	1 0 2	C	1 2 A U G											7 4 4	S I N	0 8 3 0	C G K	1 0 4 0			C / S I A B C D E F		

**C SQ102C 12AUG 310 SIN0730 KUL0820 C/SI ABCDEF**

**R SQ102C 744 SIN0830 CGK1040/SI ABCDEF**

(routing/timings/aircraft type changes)

or if multi-leg flight

		FLIGHT DESIGNATOR			PERIOD OF OPERATION		DAY(S) OF OPERATION (UTC)		Frequency Rate		Aircraft Type		Departure Station		STD (UTC)		Arrival Station		STA (UTC)		Service Type		Supplementary Information		
		FROM/ON (1)		TO																					
		Airline Designator	Flight Number	Operat. Suffix					1	2	3	4	5	6	7	I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
		E			F		G	H								I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
		E1	E2	E3	F1	F2	G1	G2								I	J	K	L	M	N	O	P	C / S I A B C D E F	/ S I A B C D E F
<b>C</b>		S Q	1 0 2	C	1 2 A U G	3 0 S E P			1	2	3	4	5	6	7	2	3 1 0	S I N	0 7 3 0	K U L	0 8 2 0			C / S I A B C D E F	
<b>C</b>		S Q	1 0 2	C	1 2 A U G	3 0 S E P			1	2	3	4	5	6	7	3	1 0	K U L	0 9 3 0	B K K	1 0 5 0			C / S I A B C D E F	
<b>R</b>		S Q	1 0 2	C	1 2 A U G	3 0 S E P										7 4 4	S I N	0 8 3 0	K U L	1 0 0 0			C / S I A B C D E F		
<b>R</b>		S Q	1 0 2	C	1 2 A U G	3 0 S E P										7 4 4	K U L	1 0 0 0	B K K	1 1 5 0			C / S I A B C D E F		

**C SQ102C 12AUG30SEP 1234567 310 SIN0730 KUL0820**

**C SQ102C 12AUG30SEP 1234567 310 KUL0900 BKK1050**

**R SQ102C 744 SIN0830 KUL0920**

**R SQ102C 744 KUL1000 BKK1150**

(timings/aircraft type changes)

(timings/aircraft type changes)



or implied cancellation

		FLIGHT DESIGNATOR		PERIOD OF OPERATION		DAY(S) OF OPERATION (UTC)		Frequency Rate		Aircraft Type		Departure Station		STD (UTC)		Arrival Station		STA (UTC)		Service Type		Supplementary Information				
		Airline Designator		Flight Number		FROM/ON (1)		TO																		
D	Action Code					Day	Month	Day	Month	1	2	3	4	5	6	7	I	J	K	L	M	N	O	P		
C		S	Q	1	0	2	C	1	2	A	U	G	3	0	S	E	P	1	2	3	4	5	6	7		
R		S	Q	1	0	2	C	1	3	A	U	G	2	9	S	E	P	1	2	3	4	0	6	7		

C SQ102C 12AUG30SEP 1234567 SIN KUL

R SQ102C 13AUG29SEP 1234067

(changed period/days of operation)

---

## **Appendix A**

### **ATA/IATA AIRCRAFT TYPES**

The Aircraft Types listed in this Appendix are designed for schedulers, airport authorities, and airport coordinators. They are available for use both in the planning stage of scheduling as well as in day-to-day operations. They also are recommended for public timetable purposes and for all internal airline planning purposes.

Codes are included for all aircraft that are currently flown, or are soon to be flown, for commercial scheduled or charter services only, or which have been announced by the manufacturer and for which airline orders have been placed. In principle new aircraft type codes are only assigned when the new aircraft has been certified.

There are two levels of codes:

#### **(a) Aircraft Type codes**

Each aircraft type is assigned a specific code. Within a group of aircraft covered by an Aircraft Group code, multiple Aircraft Type Codes may be assigned where substantial differences (e.g. fuselage length, wingspan, category) exist between different models of the same aircraft family. However, Aircraft Type codes will not be assigned to differentiate technical characteristics of an aircraft (i.e. engines, range, cockpit configuration etc.).

For certain categories of Aircraft Types, different codes have been assigned to reflect different service characteristics (Passenger, Mixed Configuration, Freighter).

Aircraft Type codes are designed to be used wherever precision in the specification of aircraft types is required. This applies especially in SSIM Chapter 6 applications.

#### **(b) Aircraft Group codes**

For aircraft sharing a family name, a common fuselage cross section and a common service character (e.g. Passenger, Cargo or Mixed Configuration) a unique Aircraft Group code will be assigned.

Aircraft Group codes are designed to be used wherever a lesser degree of precision in the specification of aircraft types is required.

## **AIRCRAFT TYPE PUBLICATION OVERRIDE**

When exceptional requirements exist to use codes not listed in Appendix A (e.g. to identify specific types of trains), then the non-standard code should be stated using Data Element Identifier 121 (Aircraft Type Publication Override).

A valid Aircraft Type code should always be stated in the position reserved for Aircraft Type specification.

## **SURFACE EQUIPMENT**

Aircraft Type Codes have been included to specify surface vehicle categories to cater for such passenger and cargo operations performed by airlines or Travel Partners.

## **GENERAL AVIATION**

While some codes have been assigned to Aircraft Types serving General Aviation purposes, Appendix A does not claim completeness in these assignments.

Requests for additional codes should be directed to the IATA Management in accordance with the procedure described under "Revisions" below.

## **ICAO CODES**

ICAO aircraft codes are included in Appendix A for reference purposes only in order to facilitate conversion between IATA and ICAO codes. ICAO codes are used in the ATC environment and should not be used in any procedure described in SSIM.

When a conversion of an IATA code involves multiple ICAO codes, an asterisk (\*) is shown instead of the ICAO code.

In cases where ICAO has not yet assigned a code for a new aircraft type, 'ZZZZ' is shown to indicate that the ICAO assignment is still pending.



## CATEGORY

Category of each Aircraft Type is indicated as follows:

- H ..... Helicopter
- J ..... Jet-engined aircraft (preceded by number of engines)
- P ..... Piston-engined aircraft (preceded by number of engines)
- S ..... Surface equipment
- T ..... Turboprop-engined aircraft (preceded by number of engines)

## REVISIONS

Requests for changes or additions to the contents of this Appendix should be addressed to the IATA Management (E-mail: ssim@iata.org, tty: YMQMCXB) for consideration by the Schedules Information Standards Committee.

Aircraft Types found to be out of use for a substantial time will be deleted as revised copies of the Appendix are issued.

No changes are to be made by the IATA Schedules Conference to existing Aircraft Types without at least six months notice being given to IATA and ATA members.

## DELETIONS

N/A

Manufacturer and Aircraft Name/Model	Aircraft Type	Aircraft Group	Category	ICAO Code
<b>ENCODING LIST</b>				
<b>Aerospatiale (Nord) 262</b>	<b>ND2</b>	ND2	2T	N262
<b>Aerospatiale (Sud) SE210 Caravelle</b>	<b>CRV</b>	CRV	2J	S210
<b>Aerospatiale SN601 Corvette</b>	<b>NDC</b>	NDC	2J	S601
<b>Aerospatiale / British Aerospace Concorde</b>	<b>SSC</b>	SSC	4J	CONC
<b>Agusta A109</b>	<b>AGH</b>	AGH	H	A109
<b>Airbus Industrie A300 Passenger</b>		<b>AB3</b>		
Airbus Industrie A300B2 / A300B4 Passenger	<b>AB4</b>	AB3	2J	A30B
Airbus Industrie A300-600 Passenger	<b>AB6</b>	AB3	2J	A306
<b>Airbus Industrie A300 Freighter</b>		<b>ABF</b>		
Airbus Industrie A300B4 / A300C4 / A300F4 Freighter	<b>ABX</b>	ABF	2J	A30B
Airbus Industrie A300-600 Freighter	<b>ABY</b>	ABF	2J	A306
Airbus Industrie A300-600ST Beluga Freighter	<b>ABB</b>	ABF	2J	A3ST
<b>Airbus Industrie A310 Passenger</b>		<b>31Ø</b>		
Airbus Industrie A310-200 Passenger	<b>312</b>	31Ø	2J	A310
Airbus Industrie A310-300 Passenger	<b>313</b>	31Ø	2J	A310
<b>Airbus Industrie A310 Freighter</b>		<b>31F</b>		
Airbus Industrie A310-200 Freighter	<b>31X</b>	31F	2J	A310
Airbus Industrie A310-300 Freighter	<b>31Y</b>	31F	2J	A310
<b>Airbus Industrie A318 / A319 / A320 / A321</b>		<b>32S</b>		
Airbus Industrie A318	<b>318</b>	32S	2J	A318
Airbus Industrie A319	<b>319</b>	32S	2J	A319
Airbus Industrie A320	<b>32Ø</b>	32S	2J	A320
Airbus Industrie A321	<b>321</b>	32S	2J	A321
<b>Airbus Industrie A330</b>		<b>33Ø</b>		
Airbus Industrie A330-200	<b>332</b>	33Ø	2J	A332
Airbus Industrie A330-300	<b>333</b>	33Ø	2J	A333
<b>Airbus Industrie A340</b>		<b>34Ø</b>		
Airbus Industrie A340-200	<b>342</b>	34Ø	4J	A342
Airbus Industrie A340-300	<b>343</b>	34Ø	4J	A343
Airbus Industrie A340-500	<b>345</b>	34Ø	4J	A345
Airbus Industrie A340-600	<b>346</b>	34Ø	4J	A346
<b>Airbus Industrie A350</b>		<b>35Ø</b>		
Airbus Industrie A350-800	<b>358</b>	35Ø	2J	0000
Airbus Industrie A350-900	<b>359</b>	35Ø	2J	0000
<b>Airbus Industrie A380-800 Passenger</b>	<b>38Ø</b>	38Ø	4J	A388
<b>Airbus Industrie A380-800F Freighter</b>	<b>38F</b>	38F	4J	A388
<b>Antonov An-12</b>	<b>ANF</b>	ANF	4T	AN12

AAAA ICAO code pending

\* Multiple ICAO Codes



# Standard Schedules Information Manual

Manufacturer and Aircraft Name/Model	Aircraft Type	Aircraft Group	Category	ICAO Code
<b>Antonov An-22</b>	<b>A22</b>	A22	4T	AN22
<b>Antonov An-24</b>	<b>AN4</b>	AN4	2T	AN24
<b>Antonov An-26 / An-30 / An-32</b>		<b>AN6</b>		
Antonov An-26	<b>A26</b>	AN6	2T	AN26
Antonov An-30	<b>A30</b>	AN6	2T	AN30
Antonov An-32	<b>A32</b>	AN6	2T	AN32
<b>Antonov An-28 / PZL Mielec M-28 Skytruck</b>	<b>A28</b>	A28	2T	AN28
<b>Antonov An-38</b>	<b>A38</b>	A38	2T	AN38
<b>Antonov An-72 / An-74</b>	<b>AN7</b>	AN7	2J	AN72
<b>Antonov An-124 Ruslan</b>	<b>A4F</b>	A4F	4J	A124
<b>Antonov An-140</b>	<b>A40</b>	A40	2T	A140
<b>Antonov AN148-100</b>	<b>A81</b>	A81	2J	0000
<b>Antonov An-225</b>	<b>A5F</b>	A5F	6J	A225
<b>ATR 42 / ATR 72</b>		<b>ATR</b>		
ATR 42-300 / 320	<b>AT4</b>	ATR	2T	AT43
ATR 42-400	<b>ATD</b>	ATR	2T	AT44
ATR 42-500	<b>AT5</b>	ATR	2T	AT45
ATR 72	<b>AT7</b>	ATR	2T	AT72
<b>Avro RJ70 / RJ85 / RJ100</b>		<b>ARJ</b>		
Avro RJ70	<b>AR7</b>	ARJ	4J	RJ70
Avro RJ85	<b>AR8</b>	ARJ	4J	RJ85
Avro RJ100	<b>AR1</b>	ARJ	4J	RJ1H
<b>Beech (Light aircraft)</b>		<b>BEC</b>		
Beech (Light aircraft – single piston engine)	<b>BEP</b>	BEC	1P	*
Beech (Light aircraft – twin piston engines)	<b>BE2</b>	BEC	2P	*
Beech (Light aircraft – twin turboprop engines)	<b>BET</b>	BEC	2T	*
<b>Beech 1900 Airliner</b>		<b>BE1</b>		
Beech 1900C Airliner	<b>BES</b>	BE1	2T	B190
Beech 1900D Airliner	<b>BEH</b>	BE1	2T	B190
<b>Bell (Helicopters)</b>	<b>BH2</b>	BH2	H	*
<b>Boeing 707 / 720 Passenger</b>		<b>707</b>		
Boeing 707-320B / 320C Passenger	<b>703</b>	707	4J	B703
Boeing 720-020B	<b>B72</b>	707	4J	B720
<b>Boeing 707-320B / 320C Mixed Configuration</b>	<b>70M</b>	70M	4J	B703
<b>Boeing 707-320B / 320C Freighter</b>	<b>70F</b>	70F	4J	B703
<b>Boeing 717-200</b>	<b>717</b>	717	2J	B712

ZZZZ ICAO code pending  
\* Multiple ICAO Codes

<b>Manufacturer and Aircraft Name/Model</b>	<b>Aircraft Type</b>	<b>Aircraft Group</b>	<b>Category</b>	<b>ICAO Code</b>
<b>Boeing 727 Passenger</b>		<b>727</b>		
Boeing 727-100 Passenger	721	727	3J	B721
Boeing 727-200 Passenger	722	727	3J	B722
<b>Boeing 727 Mixed Configuration</b>		<b>72M</b>		
Boeing 727-100 Mixed Configuration	72B	72M	3J	B721
Boeing 727-200 Mixed Configuration	72C	72M	3J	B722
<b>Boeing 727 Freighter</b>		<b>72F</b>		
Boeing 727-100 Freighter	72X	72F	3J	B721
Boeing 727-200 Freighter	72Y	72F	3J	B722
<b>Boeing 737 Passenger</b>		<b>737</b>		
Boeing 737-100 Passenger	731	737	2J	B731
Boeing 737-200 Passenger	732	737	2J	B732
Boeing 737-300 Passenger	733	737	2J	B733
Boeing 737-300 (winglets) Passenger	73C	737	2J	B733
Boeing 737-400 Passenger	734	737	2J	B734
Boeing 737-500 Passenger	735	737	2J	B735
Boeing 737-600 Passenger	736	737	2J	B736
Boeing 737-700 Passenger	73G	737	2J	B737
Boeing 737-700 (winglets) Passenger	73W	737	2J	B737
Boeing 737-800 Passenger	738	737	2J	B738
Boeing 737-800 (winglets) Passenger	73H	737	2J	B738
Boeing 737-900 Passenger	739	737	2J	B739
<b>Boeing 737-200 Mixed Configuration</b>	73M	73M	2J	B732
<b>Boeing 737 Freighter</b>		<b>73F</b>		
Boeing 737-200 Freighter	73X	73F	2J	B732
Boeing 737-300 Freighter	73Y	73F	2J	B733
<b>Boeing 747 Passenger</b>		<b>747</b>		
Boeing 747-100 Passenger	741	747	4J	B741
Boeing 747-200 Passenger	742	747	4J	B742
Boeing 747-300 / 747-100/200 SUD Passenger	743	747	4J	B743
Boeing 747-400 Passenger	744	747	4J	B744
Boeing 747-400 (Domestic) Passenger	74J	747	4J	B74D
Boeing 747SP Passenger	74L	747	4J	B74S
Boeing 747SR Passenger	74R	747	4J	B74R
<b>Boeing 747 Mixed Configuration</b>		<b>74M</b>		
Boeing 747-200 Mixed Configuration	74C	74M	4J	B742
Boeing 747-300 / 747-200 SUD Mixed Configuration	74D	74M	4J	B743
Boeing 747-400 Mixed Configuration	74E	74M	4J	B744
<b>Boeing 747 Freighter</b>		<b>74F</b>		
Boeing 747-100 Freighter	74T	74F	4J	B741
Boeing 747-200 Freighter	74X	74F	4J	B742
Boeing 747-300 / 747-200 SUD Freighter	74U	74F	4J	B743
Boeing 747-400 Freighter	74Y	74F	4J	B744
Boeing 747SR Freighter	74V	74F	4J	B74R

ZZZZ ICAO code pending

\* Multiple ICAO Codes



# Standard Schedules Information Manual

Manufacturer and Aircraft Name/Model	Aircraft Type	Aircraft Group	Category	ICAO Code
<b>Boeing 757 Passenger</b>		<b>757</b>		
Boeing 757-200 Passenger	752	757	2J	B752
Boeing 757-200 (winglets) Passenger	75W	757	2J	ZZZZ
Boeing 757-300 Passenger	753	757	2J	B753
<b>Boeing 757-200 Mixed Configuration</b>	75M	75M	2J	B752
<b>Boeing 757-200 Freighter</b>	75F	75F	2J	B752
<b>Boeing 767 Passenger</b>		<b>767</b>		
Boeing 767-200 Passenger	762	767	2J	B762
Boeing 767-300 Passenger	763	767	2J	B763
Boeing 767-400 Passenger	764	767	2J	B764
<b>Boeing 767 Freighter</b>		<b>76F</b>		
Boeing 767-200 Freighter	76X	76F	2J	B762
Boeing 767-300 Freighter	76Y	76F	2J	B763
<b>Boeing 777</b>		<b>777</b>		
Boeing 777-200/ 200ER	772	777	2J	B772
Boeing 777-200LR	77L	777	2J	B772
Boeing 777-300	773	777	2J	B773
Boeing 777-300ER	77W	777	2J	B773
<input type="checkbox"/> <b>Boeing 777 Freighter</b>		<b>77F</b>		
<input type="checkbox"/> Boeing 777-200F Freighter	77X	77F	2J	0000
<input type="checkbox"/> <b>Boeing 787</b>		<b>787</b>		
<input type="checkbox"/> Boeing 787-300	783	787	2J	0000
<input type="checkbox"/> Boeing 787-800	788	787	2J	0000
<input type="checkbox"/> Boeing 787-900	789	787	2J	0000
<b>Boeing (Douglas) DC-3 Passenger</b>	DC3	DC3	2P	DC3
<b>Boeing (Douglas) DC-3 Freighter</b>	D3F	D3F	2P	DC3
<b>Boeing (Douglas) DC-4</b>	DC4	DC4	4P	DC4
<b>Boeing (Douglas) DC-6B Passenger</b>	DC6	DC6	4P	DC6
<b>Boeing (Douglas) DC-6A / DC-6B / DC-6C Freighter</b>	D6F	D6F	4P	DC6
<b>Boeing (Douglas) DC-8 Passenger</b>		<b>DC8</b>		
Boeing (Douglas) DC-8-62 Passenger	D8L	DC8	4J	DC86
Boeing (Douglas) DC-8-72 Passenger	D8Q	DC8	4J	DC87
<b>Boeing (Douglas) DC-8-62 Mixed Configuration</b>	D8M	D8M	4J	DC86
<b>Boeing (Douglas) DC-8 Freighter</b>		<b>D8F</b>		
Boeing (Douglas) DC-8-50 Freighter	D8T	D8F	4J	DC85
Boeing (Douglas) DC-8-61 / 62 / 63 Freighter	D8X	D8F	4J	DC86
Boeing (Douglas) DC-8-71 / 72 / 73 Freighter	D8Y	D8F	4J	DC87

ZZZZ ICAO code pending

\* Multiple ICAO Codes

<b>Manufacturer and Aircraft Name/Model</b>	<b>Aircraft Type</b>	<b>Aircraft Group</b>	<b>Category</b>	<b>ICAO Code</b>
<b>Boeing (Douglas) DC-9 Passenger</b>		<b>DC9</b>		
Boeing (Douglas) DC-9-10 Passenger	D91	DC9	2J	DC91
Boeing (Douglas) DC-9-20 Passenger	D92	DC9	2J	DC92
Boeing (Douglas) DC-9-30 Passenger	D93	DC9	2J	DC93
Boeing (Douglas) DC-9-40 Passenger	D94	DC9	2J	DC94
Boeing (Douglas) DC-9-50 Passenger	D95	DC9	2J	DC95
<b>Boeing (Douglas) DC-9 Freighter</b>		<b>D9F</b>		
Boeing (Douglas) DC-9-10 Freighter	D9X	D9F	2J	DC91
Boeing (Douglas) DC-9-30 Freighter	D9C	D9F	2J	DC93
Boeing (Douglas) DC-9-40 Freighter	D9D	D9F	2J	DC94
<b>Boeing (Douglas) DC-10 Passenger</b>		<b>D10</b>		
Boeing (Douglas) DC-10-10 / 15 Passenger	D11	D10	3J	DC10
Boeing (Douglas) DC-10-30 / 40 Passenger	D1C	D10	3J	DC10
<b>Boeing (Douglas) DC-10-30 Mixed Configuration</b>	D1M	D1M	3J	DC10
<b>Boeing (Douglas) DC-10 Freighter</b>		<b>D1F</b>		
Boeing (Douglas) DC-10-10 Freighter	D1X	D1F	3J	DC10
Boeing (Douglas) DC-10-30 / 40 Freighter	D1Y	D1F	3J	DC10
<b>Boeing (Douglas) MD-11 Passenger</b>	M11	M11	3J	MD11
<b>Boeing (Douglas) MD-11 Mixed Configuration</b>	M1M	M1M	3J	MD11
<b>Boeing (Douglas) MD-11 Freighter</b>	M1F	M1F	3J	MD11
<b>Boeing (Douglas) MD-80</b>		<b>M80</b>		
Boeing (Douglas) MD-81	M81	M80	2J	MD81
Boeing (Douglas) MD-82	M82	M80	2J	MD82
Boeing (Douglas) MD-83	M83	M80	2J	MD83
Boeing (Douglas) MD-87	M87	M80	2J	MD87
Boeing (Douglas) MD-88	M88	M80	2J	MD88
<b>Boeing (Douglas) MD-90</b>	M90	M90	2J	MD90
<b>Bombardier BD-700 Global Express</b>	CCX	CCX	2J	GLEX
<b>British Aerospace (BAC) One-Eleven</b>		<b>B11</b>		
British Aerospace (BAC) One-Eleven 200	B12	B11	2J	BA11
British Aerospace (BAC) One-Eleven 300	B13	B11	2J	BA11
British Aerospace (BAC) One-Eleven 400 / 475	B14	B11	2J	BA11
British Aerospace (BAC) One-Eleven 500 / RomBac One-Eleven 560	B15	B11	2J	BA11
<b>British Aerospace (De Havilland) 104 Dove</b>	DHD	DHD	2P	DOVE
<b>British Aerospace (De Havilland) 114 Heron</b>	DHH	DHH	4P	HERN
<b>British Aerospace (Hawker Siddeley) 748 / Andover</b>	HS7	HS7	2T	A748
<b>British Aerospace (Vickers) Viscount</b>	VCV	VCV	4T	VISC

ZZZZ ICAO code pending

\* Multiple ICAO Codes



# Standard Schedules Information Manual

Manufacturer and Aircraft Name/Model	Aircraft Type	Aircraft Group	Category	ICAO Code
<b>British Aerospace 146 Passenger</b>		<b>146</b>		
British Aerospace 146-100 Passenger	141	146	4J	B461
British Aerospace 146-200 Passenger	142	146	4J	B462
British Aerospace 146-300 Passenger	143	146	4J	B463
<b>British Aerospace 146 Freighter</b>		<b>14F</b>		
British Aerospace 146-100 Freighter	14X	14F	4J	B461
British Aerospace 146-200 Freighter	14Y	14F	4J	B462
British Aerospace 146-300 Freighter	14Z	14F	4J	B463
<b>British Aerospace Jetstream</b>		<b>JST</b>		
British Aerospace Jetstream 31	J31	JST	2T	JS31
British Aerospace Jetstream 32	J32	JST	2T	JS32
British Aerospace Jetstream 41	J41	JST	2T	JS41
<b>British Aerospace ATP</b>	ATP	ATP	2T	ATP
<b>Britten-Norman BN-2A / BN-2B Islander</b>	BNI	BNI	2P	BN2P
<b>Britten-Norman BN-2A Mk.III Trislander</b>	BNT	BNT	3P	TRIS
<b>Canadair CL-600 / 601 / 604 Challenger</b>	CCJ	CCJ	2J	CL60
<b>Canadair Regional Jet</b>		<b>CRJ</b>		
Canadair Regional Jet 100	CR1	CRJ	2J	CRJ1
Canadair Regional Jet 200	CR2	CRJ	2J	CRJ2
Canadair Regional Jet 700	CR7	CRJ	2J	CRJ7
Canadair Regional Jet 705	CRA	CRJ	2J	ZZZZ
Canadair Regional Jet 900	CR9	CRJ	2J	CRJ9
<b>CASA / IPTN 212 Aviocar</b>	CS2	CS2	2T	C212
<b>CASA / IPTN CN-235</b>	CS5	CS5	2T	CN35
<b>Cessna (Light aircraft)</b>		<b>CNA</b>		
Cessna (Light aircraft – single piston engine)	CN1	CNA	1P	*
Cessna (Light aircraft – twin piston engines)	CN2	CNA	2P	*
Cessna (Light aircraft – single turboprop engine)	CNC	CNA	1T	*
Cessna (Light aircraft – twin turboprop engines)	CNT	CNA	2T	*
<b>Cessna Citation</b>	CNJ	CNJ	2J	*
<b>Cessna 750 Citation X</b>	CN7	CNJ	2J	0000
<b>Convair 240 / 440 / 580 Passenger</b>		<b>CVR</b>		
Convair 240 Passenger	CV2	CVR	2P	CVLP
Convair 440 Metropolitan Passenger	CV4	CVR	2P	CVLP
Convair 580 Passenger	CV5	CVR	2T	CVLT
<b>Convair 240 / 340 / 440 / 580 / 5800 / 600 / 640 Freighter</b>		<b>CVF</b>		
Convair 240 Freighter	CVV	CVF	2P	CVLP
Convair 340 / 440 Freighter	CVX	CVF	2P	CVLP
Convair 580 / 5800 / 600 / 640 Freighter	CVY	CVF	2T	CVLT
<b>Curtiss C-46 Commando</b>	CWC	CWC	2P	C46

ZZZZ ICAO code pending

\* Multiple ICAO Codes

<b>Manufacturer and Aircraft Name/Model</b>	<b>Aircraft Type</b>	<b>Aircraft Group</b>	<b>Category</b>	<b>ICAO Code</b>
<b>Dassault Falcon</b>		<b>DFL</b>		
Dassault Falcon 10 / 100 / 20 / 200 / 2000	DF2	DFL	2J	*
Dassault Falcon 50 / 900	DF3	DFL	3J	*
<b>De Havilland DHC-2 Beaver / Turbo Beaver</b>		<b>DHB</b>		
De Havilland DHC-2 Beaver	DHP	DHB	1P	DHC2
De Havilland DHC-2 Turbo Beaver	DHR	DHB	1T	DH2T
<b>De Havilland DHC-3 Otter / Turbo Otter</b>		<b>DHO</b>		
De Havilland DHC-3 Otter	DHS	DHO	1P	DHC3
De Havilland DHC-3 Turbo Otter	DHL	DHO	1T	DH3T
<b>De Havilland DHC-4 Caribou</b>	<b>DHC</b>	DHC	2P	DHC4
<b>De Havilland DHC-6 Twin Otter</b>	<b>DHT</b>	DHT	2T	DHC6
<b>De Havilland DHC-7 Dash 7</b>	<b>DH7</b>	DH7	4T	DHC7
<b>De Havilland DHC-8 Dash 8</b>		<b>DH8</b>		
De Havilland DHC-8-100 Dash 8 / 8Q	DH1	DH8	2T	DH8A
De Havilland DHC-8-200 Dash 8 / 8Q	DH2	DH8	2T	DH8B
De Havilland DHC-8-300 Dash 8 / 8Q	DH3	DH8	2T	DH8C
De Havilland DHC-8-400 Dash 8Q	DH4	DH8	2T	DH8D
<b>EMBRAER 110 Bandeirante</b>	<b>EMB</b>	EMB	2T	E110
<b>EMBRAER 120 Brasilia</b>	<b>EM2</b>	EM2	2T	E120
<b>EMBRAER RJ135 / RJ140 / RJ145</b>		<b>ERJ</b>		
EMBRAER RJ135	ER3	ERJ	2J	E135
EMBRAER RJ140	ERD	ERJ	2J	E135
EMBRAER RJ145	ER4	ERJ	2J	E145
<b>EMBRAER 170 / 175 / 190 / 195</b>		<b>EMJ</b>		
EMBRAER 170	E70	EMJ	2J	E170
EMBRAER 175	E75	EMJ	2J	E170
EMBRAER 190	E90	EMJ	2J	E190
EMBRAER 195	E95	EMJ	2J	E190
<b>Eurocopter (Aerospatiale) SA330 Puma / AS332 Super Puma</b>	<b>APH</b>	APH	H	*
<b>Eurocopter (Aerospatiale) AS350 Ecureuil / AS355 Ecureuil 2</b>	<b>NDE</b>	NDE	H	*
<b>Eurocopter (Aerospatiale) SA365C / SA365N Dauphin 2</b>	<b>NDH</b>	NDH	H	*
<b>Eurocopter (MBB) BO105</b>	<b>MBH</b>	MBH	H	B105
<b>Eurocopter EC130</b>	<b>EC3</b>	EC3	H	EC30
<b>Fairchild Dornier 228</b>	<b>D28</b>	D28	2T	D228
<b>Fairchild Dornier 328-100</b>	<b>D38</b>	D38	2T	D328
<b>Fairchild Dornier 328JET</b>	<b>FRJ</b>	FRJ	2J	J328

ZZZZ ICAO code pending

\* Multiple ICAO Codes



# Standard Schedules Information Manual

Manufacturer and Aircraft Name/Model	Aircraft Type	Aircraft Group	Category	ICAO Code
Fairchild (Swearingen) SA26 / SA226 / SA227 Merlin / Metro / Expediter	SWM	SWM	2T	*
Fairchild Industries FH-227	FK7	FK7	2T	F27
Fokker F27 Friendship / Fairchild Industries F-27	F27	F27	2T	F27
<b>Fokker F28 Fellowship</b>	<b>F28</b>			
Fokker F28 Fellowship 1000	F21	F28	2J	F28
Fokker F28 Fellowship 2000	F22	F28	2J	F28
Fokker F28 Fellowship 3000	F23	F28	2J	F28
Fokker F28 Fellowship 4000	F24	F28	2J	F28
Fokker 50	F50	F50	2T	F50
Fokker 70	F70	F70	2J	F70
Fokker 100	100	100	2J	F100
Government Aircraft Factories N22B / N24A Nomad	CD2	CD2	2T	NOMA
Grumman G-21 Goose (Amphibian)	GRG	GRG	2P	G21
Grumman G-73 Turbo Mallard (Amphibian)	GRM	GRM	2T	G73T
Gulfstream Aerospace (Grumman) G-159 Gulfstream I	GRS	GRS	2T	G159
Gulfstream Aerospace (Grumman) Gulfstream II / III / IV / V	GRJ	GRJ	2J	*
Harbin Yunshuji Y12	YN2	YN2	2T	Y12
Hawker (Hawker Siddeley / British Aerospace 125)	H25	H25	2J	*
Helio H-250 Courier / H-295 / 395 Super Courier	HEC	HEC	1P	COUR
Ilyushin Il-18	IL8	IL8	4T	IL18
Ilyushin Il-62	IL6	IL6	4J	IL62
Ilyushin Il-76	IL7	IL7	4J	IL76
Ilyushin Il-86	ILW	ILW	4J	IL86
Ilyushin Il-96 Passenger	IL9	IL9	4J	IL96
Ilyushin Il-96 Freighter	I9F	I9F	4J	IL96
Ilyushin Il-114	I14	I14	2T	I114
Israel Aircraft Industries 1124 Westwind	WWP	WWP	2J	WW24
Junkers Ju 52/3m	JU5	JU5	3P	JU52
Learjet	LRJ	LRJ	2J	*
Let 410	L4T	L4T	2T	L410

ZZZZ ICAO code pending  
\* Multiple ICAO Codes

<b>Manufacturer and Aircraft Name/Model</b>	<b>Aircraft Type</b>	<b>Aircraft Group</b>	<b>Category</b>	<b>ICAO Code</b>
<b>Lockheed L-749 Constellation / L-1049 Super Constellation</b>	<b>L49</b>	L49	4P	CONI
<b>Lockheed L-182 / L-282 / L-382 (L-100) Hercules</b>	<b>L0H</b>	L0H	4T	C130
<b>Lockheed L-188 Electra</b>	<b>LOE</b>	LOE	4T	L188
<b>Lockheed L-188 Electra <i>Mixed Configuration</i></b>	<b>LOM</b>	LOM	4T	L188
<b>Lockheed L-188 Electra <i>Freighter</i></b>	<b>LOF</b>	LOF	4T	L188
<b>Lockheed L-1011 TriStar <i>Passenger</i></b>		<b>L1Ø</b>		
Lockheed L-1011 TriStar 1 / 50 / 100 / 150 / 200 / 250 <i>Passenger</i>	<b>L11</b>	L1Ø	3J	L101
Lockheed L-1011 TriStar 500 <i>Passenger</i>	<b>L15</b>	L1Ø	3J	L101
<b>Lockheed L-1011 TriStar <i>Freighter</i></b>	<b>L1F</b>	L1F	3J	L101
<b>MD Helicopters MD 900 Explorer</b>	<b>MD9</b>	MD9	H	EXPL
<b>Mil Mi-8 / Mi-17 / Mi-171 / Mi-172</b>	<b>MIH</b>	MIH	H	MI8
<b>Mitsubishi MU-2</b>	<b>MU2</b>	MU2	2T	MU2
<b>NAMC YS-11</b>	<b>YS1</b>	YS1	2T	YS11
<b>Partenavia P.68</b>	<b>PN6</b>	PN6	2P	P68
<b>Pilatus PC-6 Turbo Porter</b>	<b>PL6</b>	PL6	1T	PC6T
<b>Pilatus PC-12</b>	<b>PL2</b>	PL2	1T	PC12
<b>Piper (Light aircraft)</b>		<b>PAG</b>		
Piper (Light aircraft – single piston engine)	<b>PA1</b>	PAG	1P	*
Piper (Light aircraft – twin piston engines)	<b>PA2</b>	PAG	2P	*
Piper (Light aircraft – twin turboprop engines)	<b>PAT</b>	PAG	2T	*
<b>Saab 340</b>	<b>SF3</b>	SF3	2T	SF34
<b>Saab 2000</b>	<b>S2Ø</b>	S2Ø	2T	SB20
<b>Shorts SC.5 Belfast</b>	<b>SHB</b>	SHB	4T	BELF
<b>Shorts Skyvan (SC-7)</b>	<b>SHS</b>	SHS	2T	SC7
<b>Shorts 330 (SD3-30)</b>	<b>SH3</b>	SH3	2T	SH33
<b>Shorts 360 (SD3-60)</b>	<b>SH6</b>	SH6	2T	SH36
<b>Sikorsky S-58T</b>	<b>S58</b>	S58	H	S58T
<b>Sikorsky S-61</b>	<b>S61</b>	S61	H	S61
<b>Sikorsky S-76</b>	<b>S76</b>	S76	H	S76
<b>Surface Equipment – Bus</b>	<b>BUS</b>	BUS	S	0000
<b>Surface Equipment – Hovercraft</b>	<b>HOV</b>	HOV	S	0000

ZZZZ ICAO code pending

\* Multiple ICAO Codes



Manufacturer and Aircraft Name/Model	Aircraft Type	Aircraft Group	Category	ICAO Code
Surface Equipment – Launch / Boat	LCH	LCH	S	0000
Surface Equipment – Limousine	LMO	LMO	S	0000
Surface Equipment – Road Feeder Service (Truck)	RFS	RFS	S	0000
Surface Equipment – Train	TRN	TRN	S	0000
Tupolev Tu-134	TU3	TU3	2J	T134
Tupolev Tu-154	TU5	TU5	3J	T154
Tupolev Tu-204 / Tu-214	T2Ø	T2Ø	2J	T204
<b>Twin (Aero) Commander / Turbo Commander / Jetprop Commander</b>		<b>ACD</b>		
Twin (Aero) Commander	ACP	ACD	2P	*
Twin (Aero) Turbo Commander / Jetprop Commander	ACT	ACD	2T	*
Xian Yunshuji Y7 / MA-60	YN7	YN7	2T	AN24
Yakovlev Yak-40	YK4	YK4	3J	YK40
Yakovlev Yak-42 / Yak-142	YK2	YK2	3J	YK42

ZZZZ ICAO code pending  
\* Multiple ICAO Codes

Aircraft Type	Aircraft Group	Manufacturer and Aircraft Name/Model	Category	ICAO Code
<b>DECODING LIST</b>				
100	100	Fokker 100	2J	F100
141	146	British Aerospace 146-100 <i>Passenger</i>	4J	B461
142	146	British Aerospace 146-200 <i>Passenger</i>	4J	B462
143	146	British Aerospace 146-300 <i>Passenger</i>	4J	B463
—	146	British Aerospace 146 <i>Passenger</i>		
—	14F	British Aerospace 146 <i>Freighter</i>		
14X	14F	British Aerospace 146-100 <i>Freighter</i>	4J	B461
14Y	14F	British Aerospace 146-200 <i>Freighter</i>	4J	B462
14Z	14F	British Aerospace 146-300 <i>Freighter</i>	4J	B463
—	310	Airbus Industrie A310 <i>Passenger</i>		
312	310	Airbus Industrie A310-200 <i>Passenger</i>	2J	A310
313	310	Airbus Industrie A310-300 <i>Passenger</i>	2J	A310
318	32S	Airbus Industrie A318	2J	A318
319	32S	Airbus Industrie A319	2J	A319
—	31F	Airbus Industrie A310 <i>Freighter</i>		
31X	31F	Airbus Industrie A310-200 <i>Freighter</i>	2J	A310
31Y	31F	Airbus Industrie A310-300 <i>Freighter</i>	2J	A310
320	32S	Airbus Industrie A320	2J	A320
321	32S	Airbus Industrie A321	2J	A321
—	32S	Airbus Industrie A318 / A319 / A320 / A321		
—	330	Airbus Industrie A330		
332	330	Airbus Industrie A330-200	2J	A332
333	330	Airbus Industrie A330-300	2J	A333
—	340	Airbus Industrie A340		
342	340	Airbus Industrie A340-200	4J	A342
343	340	Airbus Industrie A340-300	4J	A343
345	340	Airbus Industrie A340-500	4J	A345
346	340	Airbus Industrie A340-600	4J	A346
—	350	Airbus Industrie A350		
358	350	Airbus Industrie A350-800	2J	0000
359	350	Airbus Industrie A350-900	2J	0000
380	380	Airbus Industrie A380-800 <i>Passenger</i>	4J	A388
38F	38F	Airbus Industrie A380-800F <i>Freighter</i>	4J	A388
703	707	Boeing 707-320B / 320C <i>Passenger</i>	4J	B703
—	707	Boeing 707 / 720 <i>Passenger</i>		
70F	70F	Boeing 707-320B / 320C <i>Freighter</i>	4J	B703
70M	70M	Boeing 707-320B / 320C <i>Mixed Configuration</i>	4J	B703
717	717	Boeing 717-200	2J	B712
721	727	Boeing 727-100 <i>Passenger</i>	3J	B721

ZZZZ ICAO code pending

\* Multiple ICAO codes





# Standard Schedules Information Manual

Aircraft Type	Aircraft Group	Manufacturer and Aircraft Name/Model	Category	ICAO Code
722	727	Boeing 727-200 <i>Passenger</i>	3J	B722
—	727	Boeing 727 <i>Passenger</i>		
72B	72M	Boeing 727-100 <i>Mixed Configuration</i>	3J	B721
72C	72M	Boeing 727-200 <i>Mixed Configuration</i>	3J	B722
—	72F	Boeing 727 <i>Freighter</i>		
—	72M	Boeing 727 <i>Mixed Configuration</i>		
72X	72F	Boeing 727-100 <i>Freighter</i>	3J	B721
72Y	72F	Boeing 727-200 <i>Freighter</i>	3J	B722
731	737	Boeing 737-100 <i>Passenger</i>	2J	B731
732	737	Boeing 737-200 <i>Passenger</i>	2J	B732
733	737	Boeing 737-300 <i>Passenger</i>	2J	B733
734	737	Boeing 737-400 <i>Passenger</i>	2J	B734
735	737	Boeing 737-500 <i>Passenger</i>	2J	B735
736	737	Boeing 737-600 <i>Passenger</i>	2J	B736
—	737	Boeing 737 <i>Passenger</i>		
738	737	Boeing 737-800 <i>Passenger</i>	2J	B738
739	737	Boeing 737-900 <i>Passenger</i>	2J	B739
73C	737	Boeing 737-300 (winglets) <i>Passenger</i>	2J	B733
—	73F	Boeing 737 <i>Freighter</i>		
73G	737	Boeing 737-700 <i>Passenger</i>	2J	B737
73H	737	Boeing 737-800 (winglets) <i>Passenger</i>	2J	B738
73M	73M	Boeing 737-200 <i>Mixed Configuration</i>	2J	B732
73W	737	Boeing 737-700 (winglets) <i>Passenger</i>	2J	B737
73X	73F	Boeing 737-200 <i>Freighter</i>	2J	B732
73Y	73F	Boeing 737-300 <i>Freighter</i>	2J	B733
741	747	Boeing 747-100 <i>Passenger</i>	4J	B741
742	747	Boeing 747-200 <i>Passenger</i>	4J	B742
743	747	Boeing 747-300 / 747-100/200 SUD <i>Passenger</i>	4J	B743
744	747	Boeing 747-400 <i>Passenger</i>	4J	B744
—	747	Boeing 747 <i>Passenger</i>		
74C	74M	Boeing 747-200 <i>Mixed Configuration</i>	4J	B742
74D	74M	Boeing 747-300 / 747-200 SUD <i>Mixed Configuration</i>	4J	B743
74E	74M	Boeing 747-400 <i>Mixed Configuration</i>	4J	B744
—	74F	Boeing 747 <i>Freighter</i>		
74J	747	Boeing 747-400 (Domestic) <i>Passenger</i>	4J	B74D
74L	747	Boeing 747SP <i>Passenger</i>	4J	B74S
—	74M	Boeing 747 <i>Mixed Configuration</i>		
74R	747	Boeing 747SR <i>Passenger</i>	4J	B74R
74T	74F	Boeing 747-100 <i>Freighter</i>	4J	B741
74U	74F	Boeing 747-300 / 747-200 SUD <i>Freighter</i>	4J	B743

ZZZZ ICAO code pending  
\* Multiple ICAO codes

Aircraft Type	Aircraft Group	Manufacturer and Aircraft Name/Model	Category	ICAO Code
74V	74F	Boeing 747SR <i>Freighter</i>	4J	B74R
74X	74F	Boeing 747-200 <i>Freighter</i>	4J	B742
74Y	74F	Boeing 747-400 <i>Freighter</i>	4J	B744
752	757	Boeing 757-200 <i>Passenger</i>	2J	B752
753	757	Boeing 757-300 <i>Passenger</i>	2J	B753
—	757	Boeing 757 <i>Passenger</i>		
75F	75F	Boeing 757-200 <i>Freighter</i>	2J	B752
75M	75M	Boeing 757-200 <i>Mixed Configuration</i>	2J	B752
75W	757	Boeing 757-200 (winglets) <i>Passenger</i>	2J	ZZZZ
762	767	Boeing 767-200 <i>Passenger</i>	2J	B762
763	767	Boeing 767-300 <i>Passenger</i>	2J	B763
764	767	Boeing 767-400 <i>Passenger</i>	2J	B764
—	767	Boeing 767 <i>Passenger</i>		
—	76F	Boeing 767 <i>Freighter</i>		
76X	76F	Boeing 767-200 <i>Freighter</i>	2J	B762
76Y	76F	Boeing 767-300 <i>Freighter</i>	2J	B763
772	777	Boeing 777-200/ 200ER	2J	B772
773	777	Boeing 777-300	2J	B773
—	777	Boeing 777		
77L	777	Boeing 777-200LR	2J	B772
77W	777	Boeing 777-300ER	2J	B773
—	77F	Boeing 777 <i>Freighter</i>		
77X	77F	Boeing 777-200F <i>Freighter</i>	2J	0000
—	787	Boeing 787		
783	787	Boeing 787-300	2J	0000
788	787	Boeing 787-800	2J	0000
789	787	Boeing 787-900	2J	0000
A22	A22	Antonov An-22	4T	AN22
A26	AN6	Antonov An-26	2T	AN26
A28	A28	Antonov An-28 / PZL Mielec M-28 Skytruck	2T	AN28
A30	AN6	Antonov An-30	2T	AN30
A32	AN6	Antonov An-32	2T	AN32
A38	A38	Antonov An-38	2T	AN38
A40	A40	Antonov An-140	2T	A140
A4F	A4F	Antonov An-124 Ruslan	4J	A124
A5F	A5F	Antonov An-225	6J	A225
A81	A81	Antonov AN148-100	2J	0000
—	AB3	Airbus Industrie A300 <i>Passenger</i>		
AB4	AB3	Airbus Industrie A300B2 / A300B4 <i>Passenger</i>	2J	A30B
AB6	AB3	Airbus Industrie A300-600 <i>Passenger</i>	2J	A306

ZZZZ ICAO code pending  
\* Multiple ICAO codes



# Standard Schedules Information Manual

Aircraft Type	Aircraft Group	Manufacturer and Aircraft Name/Model	Category	ICAO Code
ABB	ABF	Airbus Industrie A300-600ST Beluga <i>Freighter</i>	2J	A3ST
—	<b>ABF</b>	Airbus Industrie A300 <i>Freighter</i>		
ABX	ABF	Airbus Industrie A300B4 / A300C4 / A300F4 <i>Freighter</i>	2J	A30B
ABY	ABF	Airbus Industrie A300-600 <i>Freighter</i>	2J	A306
—	<b>ACD</b>	Twin (Aero) Commander / Turbo Commander / Jetprop Commander		
ACP	ACD	Twin (Aero) Commander	2P	*
ACT	ACD	Twin (Aero) Turbo Commander / Jetprop Commander	2T	*
AGH	AGH	Agusta A109	H	A109
AN4	AN4	Antonov An-24	2T	AN24
—	<b>AN6</b>	Antonov An-26 / An-30 / An-32		
AN7	AN7	Antonov An-72 / An-74	2J	AN72
ANF	ANF	Antonov An-12	4T	AN12
APH	APH	Eurocopter (Aerospatiale) SA330 Puma / AS332 Super Puma	H	*
AR1	ARJ	Avro RJ100	4J	RJ1H
AR7	ARJ	Avro RJ70	4J	RJ70
AR8	ARJ	Avro RJ85	4J	RJ85
—	<b>ARJ</b>	Avro RJ70 / RJ85 / RJ100		
AT4	ATR	ATR 42-300 / 320	2T	AT43
AT5	ATR	ATR 42-500	2T	AT45
AT7	ATR	ATR 72	2T	AT72
ATD	ATR	ATR 42-400	2T	AT44
ATP	ATP	British Aerospace ATP	2T	ATP
—	<b>ATR</b>	ATR 42 / ATR 72		
—	<b>B11</b>	British Aerospace (BAC) One-Eleven		
B12	B11	British Aerospace (BAC) One-Eleven 200	2J	BA11
B13	B11	British Aerospace (BAC) One-Eleven 300	2J	BA11
B14	B11	British Aerospace (BAC) One-Eleven 400 / 475	2J	BA11
B15	B11	British Aerospace (BAC) One-Eleven 500 / RomBac One-Eleven 560	2J	BA11
B72	707	Boeing 720-020B	4J	B720
—	<b>BE1</b>	Beech 1900 Airliner		
BE2	BEC	Beech (Light aircraft – twin piston engines)	2P	*
—	<b>BEC</b>	Beech (Light aircraft)		
BEH	BE1	Beech 1900D Airliner	2T	B190
BEP	BEC	Beech (Light aircraft – single piston engine)	1P	*
BES	BE1	Beech 1900C Airliner	2T	B190
BET	BEC	Beech (Light aircraft – twin turboprop engines)	2T	*
BH2	BH2	Bell (Helicopters)	H	*
BNI	BNI	Britten-Norman BN-2A / BN-2B Islander	2P	BN2P
BNT	BNT	Britten-Norman BN-2A Mk.III Trislander	3P	TRIS
BUS	BUS	Surface Equipment – Bus	S	0000

ZZZZ ICAO code pending  
\* Multiple ICAO codes

Aircraft Type	Aircraft Group	Manufacturer and Aircraft Name/Model	Category	ICAO Code
CCJ	CCJ	Canadair CL-600 / 601 / 604 Challenger	2J	CL60
CCX	CCX	Bombardier BD-700 Global Express	2J	GLEX
CD2	CD2	Government Aircraft Factories N22B / N24A Nomad	2T	NOMA
CN1	CNA	Cessna (Light aircraft – single piston engine)	1P	*
CN2	CNA	Cessna (Light aircraft – twin piston engines)	2P	*
CN7	CNJ	Cessna 750 Citation X	2J	0000
—	CNA	Cessna (Light aircraft)		
CNC	CNA	Cessna (Light aircraft – single turboprop engine)	1T	*
CNJ	CNJ	Cessna Citation	2J	*
CNT	CNA	Cessna (Light aircraft – twin turboprop engines)	2T	*
CR1	CRJ	Canadair Regional Jet 100	2J	CRJ1
CR2	CRJ	Canadair Regional Jet 200	2J	CRJ2
CR7	CRJ	Canadair Regional Jet 700	2J	CRJ7
CR9	CRJ	Canadair Regional Jet 900	2J	CRJ9
CRA	CRJ	Canadair Regional Jet 705	2J	ZZZZ
—	CRJ	Canadair Regional Jet		
CRV	CRV	Aerospatiale (Sud) SE210 Caravelle	2J	S210
CS2	CS2	CASA / IPTN 212 Aviocar	2T	C212
CS5	CS5	CASA / IPTN CN-235	2T	CN35
CV2	CVR	Convair 240 <i>Passenger</i>	2P	CVLP
CV4	CVR	Convair 440 Metropolitan <i>Passenger</i>	2P	CVLP
CV5	CVR	Convair 580 <i>Passenger</i>	2T	CVLT
—	CVF	Convair 240 / 340 / 440 / 580 / 5800 / 600 / 640 <i>Freighter</i>		
—	CVR	Convair 240 / 440 / 580 <i>Passenger</i>		
CVV	CVF	Convair 240 <i>Freighter</i>	2P	CVLP
CVX	CVF	Convair 340 / 440 <i>Freighter</i>	2P	CVLP
CVY	CVF	Convair 580 / 5800 / 600 / 640 <i>Freighter</i>	2T	CVLT
CWC	CWC	Curtiss C-46 Commando	2P	C46
—	D10	Boeing (Douglas) DC-10 <i>Passenger</i>		
D11	D10	Boeing (Douglas) DC-10-10 / 15 <i>Passenger</i>	3J	DC10
D1C	D10	Boeing (Douglas) DC-10-30 / 40 <i>Passenger</i>	3J	DC10
—	D1F	Boeing (Douglas) DC-10 <i>Freighter</i>		
D1M	D1M	Boeing (Douglas) DC-10-30 <i>Mixed Configuration</i>	3J	DC10
D1X	D1F	Boeing (Douglas) DC-10-10 <i>Freighter</i>	3J	DC10
D1Y	D1F	Boeing (Douglas) DC-10-30 / 40 <i>Freighter</i>	3J	DC10
D28	D28	Fairchild Dornier 228	2T	D228
D38	D38	Fairchild Dornier 328-100	2T	D328
D3F	D3F	Boeing (Douglas) DC-3 <i>Freighter</i>	2P	DC3
D6F	D6F	Boeing (Douglas) DC-6A / DC-6B / DC-6C <i>Freighter</i>	4P	DC6
—	D8F	Boeing (Douglas) DC-8 <i>Freighter</i>		

ZZZZ ICAO code pending

\* Multiple ICAO codes



# Standard Schedules Information Manual

Aircraft Type	Aircraft Group	Manufacturer and Aircraft Name/Model	Category	ICAO Code
D8L	DC8	Boeing (Douglas) DC-8-62 Passenger	4J	DC86
D8M	D8M	Boeing (Douglas) DC-8-62 Mixed Configuration	4J	DC86
D8Q	DC8	Boeing (Douglas) DC-8-72 Passenger	4J	DC87
D8T	D8F	Boeing (Douglas) DC-8-50 Freighter	4J	DC85
D8X	D8F	Boeing (Douglas) DC-8-61 / 62 / 63 Freighter	4J	DC86
D8Y	D8F	Boeing (Douglas) DC-8-71 / 72 / 73 Freighter	4J	DC87
D91	DC9	Boeing (Douglas) DC-9-10 Passenger	2J	DC91
D92	DC9	Boeing (Douglas) DC-9-20 Passenger	2J	DC92
D93	DC9	Boeing (Douglas) DC-9-30 Passenger	2J	DC93
D94	DC9	Boeing (Douglas) DC-9-40 Passenger	2J	DC94
D95	DC9	Boeing (Douglas) DC-9-50 Passenger	2J	DC95
D9C	D9F	Boeing (Douglas) DC-9-30 Freighter	2J	DC93
D9D	D9F	Boeing (Douglas) DC-9-40 Freighter	2J	DC94
—	D9F	Boeing (Douglas) DC-9 Freighter		
D9X	D9F	Boeing (Douglas) DC-9-10 Freighter	2J	DC91
DC3	DC3	Boeing (Douglas) DC-3 Passenger	2P	DC3
DC4	DC4	Boeing (Douglas) DC-4	4P	DC4
DC6	DC6	Boeing (Douglas) DC-6B Passenger	4P	DC6
—	DC8	Boeing (Douglas) DC-8 Passenger		
—	DC9	Boeing (Douglas) DC-9 Passenger		
DF2	DFL	Dassault Falcon 10 / 100 / 20 / 200 / 2000	2J	*
DF3	DFL	Dassault Falcon 50 / 900	3J	*
—	DFL	Dassault Falcon		
DH1	DH8	De Havilland DHC-8-100 Dash 8 / 8Q	2T	DH8A
DH2	DH8	De Havilland DHC-8-200 Dash 8 / 8Q	2T	DH8B
DH3	DH8	De Havilland DHC-8-300 Dash 8 / 8Q	2T	DH8C
DH4	DH8	De Havilland DHC-8-400 Dash 8Q	2T	DH8D
DH7	DH7	De Havilland DHC-7 Dash 7	4T	DHC7
—	DH8	De Havilland DHC-8 Dash 8		
—	DHB	De Havilland DHC-2 Beaver / Turbo Beaver		
DHC	DHC	De Havilland DHC-4 Caribou	2P	DHC4
DHD	DHD	British Aerospace (De Havilland) 104 Dove	2P	DOVE
DHH	DHH	British Aerospace (De Havilland) 114 Heron	4P	HERN
DHL	DHO	De Havilland DHC-3 Turbo Otter	1T	DH3T
—	DHO	De Havilland DHC-3 Otter / Turbo Otter		
DHP	DHB	De Havilland DHC-2 Beaver	1P	DHC2
DHR	DHB	De Havilland DHC-2 Turbo Beaver	1T	DH2T
DHS	DHO	De Havilland DHC-3 Otter	1P	DHC3
DHT	DHT	De Havilland DHC-6 Twin Otter	2T	DHC6
EM2	EM2	EMBRAER 120 Brasilia	2T	E120

ZZZZ ICAO code pending  
\* Multiple ICAO codes

Aircraft Type	Aircraft Group	Manufacturer and Aircraft Name/Model	Category	ICAO Code
E70	EMJ	EMBRAER 170	2J	E170
E75	EMJ	EMBRAER 175	2J	E170
E90	EMJ	EMBRAER 190	2J	E190
E95	EMJ	EMBRAER 195	2J	E190
EC3	EC3	Eurocopter EC130	H	EC30
EMB	EMB	EMBRAER 110 Bandeirante	2T	E110
—	EMJ	EMBRAER 170 / 175 / 190 / 195		
ER3	ERJ	EMBRAER RJ135	2J	E135
ER4	ERJ	EMBRAER RJ145	2J	E145
ERD	ERJ	EMBRAER RJ140	2J	E135
—	ERJ	EMBRAER RJ135 / RJ140 / RJ145		
F21	F28	Fokker F28 Fellowship 1000	2J	F28
F22	F28	Fokker F28 Fellowship 2000	2J	F28
F23	F28	Fokker F28 Fellowship 3000	2J	F28
F24	F28	Fokker F28 Fellowship 4000	2J	F28
F27	F27	Fokker F27 Friendship / Fairchild Industries F-27	2T	F27
—	F28	Fokker F28 Fellowship		
F50	F50	Fokker 50	2T	F50
F70	F70	Fokker 70	2J	F70
FK7	FK7	Fairchild Industries FH-227	2T	F27
FRJ	FRJ	Fairchild Dornier 328JET	2J	J328
GRG	GRG	Grumman G-21 Goose (Amphibian)	2P	G21
GRJ	GRJ	Gulfstream Aerospace (Grumman) Gulfstream II / III / IV / V	2J	*
GRM	GRM	Grumman G-73 Turbo Mallard (Amphibian)	2T	G73T
GRS	GRS	Gulfstream Aerospace (Grumman) G-159 Gulfstream I	2T	G159
H25	H25	Hawker (Hawker Siddeley / British Aerospace 125)	2J	*
HEC	HEC	Helio H-250 Courier / H-295 / 395 Super Courier	1P	COUR
HOV	HOV	Surface Equipment – Hovercraft	S	0000
HS7	HS7	British Aerospace (Hawker Siddeley) 748 / Andover	2T	A748
I14	I14	Ilyushin Il-114	2T	I114
I9F	I9F	Ilyushin Il-96 <i>Freighter</i>	4J	IL96
IL6	IL6	Ilyushin Il-62	4J	IL62
IL7	IL7	Ilyushin Il-76	4J	IL76
IL8	IL8	Ilyushin Il-18	4T	IL18
IL9	IL9	Ilyushin Il-96 <i>Passenger</i>	4J	IL96
ILW	ILW	Ilyushin Il-86	4J	IL86
J31	JST	British Aerospace Jetstream 31	2T	JS31
J32	JST	British Aerospace Jetstream 32	2T	JS32
J41	JST	British Aerospace Jetstream 41	2T	JS41
—	JST	British Aerospace Jetstream		

ZZZZ ICAO code pending

\* Multiple ICAO codes



# Standard Schedules Information Manual

Aircraft Type	Aircraft Group	Manufacturer and Aircraft Name/Model	Category	ICAO Code
JU5	JU5	Junkers Ju 52/3m	3P	JU52
—	L1Ø	Lockheed L-1011 TriStar <i>Passenger</i>	3J	L101
L11	L1Ø	Lockheed L-1011 TriStar 1 / 50 / 100 / 150 / 200 / 250 <i>Passenger</i>	3J	L101
L15	L1Ø	Lockheed L-1011 TriStar 500 <i>Passenger</i>	3J	L101
L1F	L1F	Lockheed L-1011 TriStar <i>Freighter</i>	3J	L101
L49	L49	Lockheed L-749 Constellation / L-1049 Super Constellation	4P	CONI
L4T	L4T	Let 410	2T	L410
LCH	LCH	Surface Equipment – Launch / Boat	S	0000
LMO	LMO	Surface Equipment – Limousine	S	0000
LOE	LOE	Lockheed L-188 Electra	4T	L188
LOF	LOF	Lockheed L-188 Electra <i>Freighter</i>	4T	L188
LOH	LOH	Lockheed L-182 / L-282 / L-382 (L-100) Hercules	4T	C130
LOM	LOM	Lockheed L-188 Electra <i>Mixed Configuration</i>	4T	L188
LRJ	LRJ	Learjet	2J	*
M11	M11	Boeing (Douglas) MD-11 <i>Passenger</i>	3J	MD11
M1F	M1F	Boeing (Douglas) MD-11 <i>Freighter</i>	3J	MD11
M1M	M1M	Boeing (Douglas) MD-11 <i>Mixed Configuration</i>	3J	MD11
—	M8Ø	Boeing (Douglas) MD-80	2J	
M81	M8Ø	Boeing (Douglas) MD-81	2J	MD81
M82	M8Ø	Boeing (Douglas) MD-82	2J	MD82
M83	M8Ø	Boeing (Douglas) MD-83	2J	MD83
M87	M8Ø	Boeing (Douglas) MD-87	2J	MD87
M88	M8Ø	Boeing (Douglas) MD-88	2J	MD88
M9Ø	M9Ø	Boeing (Douglas) MD-90	2J	MD90
MBH	MBH	Eurocopter (MBB) BO105	H	B105
MD9	MD9	MD Helicopters MD 900 Explorer	H	EXPL
MIH	MIH	Mil Mi-8 / Mi-17 / Mi-171 / Mi-172	H	MI8
MU2	MU2	Mitsubishi MU-2	2T	MU2
ND2	ND2	Aerospatiale (Nord) 262	2T	N262
NDC	NDC	Aerospatiale SN601 Corvette	2J	S601
NDE	NDE	Eurocopter (Aerospatiale) AS350 Ecureuil / AS355 Ecureuil 2	H	*
NDH	NDH	Eurocopter (Aerospatiale) SA365C / SA365N Dauphin 2	H	*
PA1	PAG	Piper (Light aircraft – single piston engine)	1P	*
PA2	PAG	Piper (Light aircraft – twin piston engines)	2P	*
—	PAG	Piper (Light aircraft)		
PAT	PAG	Piper (Light aircraft – twin turboprop engines)	2T	*
PL2	PL2	Pilatus PC-12	1T	PC12
PL6	PL6	Pilatus PC-6 Turbo Porter	1T	PC6T
PN6	PN6	Partenavia P.68	2P	P68
RFS	RFS	Surface Equipment – Road Feeder Service (Truck)	S	0000

ZZZZ ICAO code pending  
\* Multiple ICAO codes

<b>Aircraft Type</b>	<b>Aircraft Group</b>	<b>Manufacturer and Aircraft Name/Model</b>	<b>Category</b>	<b>ICAO Code</b>
S2Ø	S2Ø	Saab 2000	2T	SB20
S58	S58	Sikorsky S-58T	H	S58T
S61	S61	Sikorsky S-61	H	S61
S76	S76	Sikorsky S-76	H	S76
SF3	SF3	Saab 340	2T	SF34
SH3	SH3	Shorts 330 (SD3-30)	2T	SH33
SH6	SH6	Shorts 360 (SD3-60)	2T	SH36
SHB	SHB	Shorts SC.5 Belfast	4T	BELF
SHS	SHS	Shorts Skyvan (SC-7)	2T	SC7
SSC	SSC	Aerospatiale / British Aerospace Concorde	4J	CONC
SWM	SWM	Fairchild (Swearingen) SA26 / SA226 / SA227 Merlin / Metro / Expediter	2T	*
T2Ø	T2Ø	Tupolev Tu-204 / Tu-214	2J	T204
TRN	TRN	Surface Equipment – Train	S	0000
TU3	TU3	Tupolev Tu-134	2J	T134
TU5	TU5	Tupolev Tu-154	3J	T154
VCV	VCV	British Aerospace (Vickers) Viscount	4T	VISC
WWP	WWP	Israel Aircraft Industries 1124 Westwind	2J	WW24
YK2	YK2	Yakovlev Yak-42 / Yak-142	3J	YK42
YK4	YK4	Yakovlev Yak-40	3J	YK40
YN2	YN2	Harbin Yunshuji Y12	2T	Y12
YN7	YN7	Xian Yunshuji Y7 / MA-60	2T	AN24
YS1	YS1	NAMC YS-11	2T	YS11

ZZZZ ICAO code pending  
 \* Multiple ICAO codes



---

## Appendix B

### MEAL SERVICE CODES

Code	Meaning
B .....	Breakfast
C .....	Alcoholic Beverages — Complimentary
D .....	Dinner
F .....	Food for Purchase
G .....	Food and Beverages for Purchase
H .....	Hot Meal
K .....	Continental Breakfast
L .....	Lunch
M .....	Meal (to be used as a generalization if no specific meal is intended)
N .....	No Meal Service
O .....	Cold Meal
P .....	Alcoholic Beverages for Purchase
R .....	Refreshments — Complimentary
S .....	Snack or Brunch
V .....	Refreshments for Purchase



## Appendix C

### SERVICE TYPES

Service Type	Meaning
	<i>Scheduled</i>
	Passenger
J .....	Normal Service
S .....	Shuttle Mode
U .....	Service operated by surface vehicle (not for Chapter 6 and 9 applications)
	<i>Cargo/Mail</i>
F .....	Loose loaded cargo and/or preloaded devices
V .....	Service operated by surface vehicle (not for Chapter 6 and 9 applications)
M .....	Mail only
Q .....	Passenger/Cargo in cabin (pax cum freighter)
	<i>Additional Flights</i>
	Passenger
G .....	Normal Service
B .....	Shuttle Mode
A .....	Cargo/Mail
R .....	Passenger/Cargo in cabin (pax cum freighter)
	<i>Charter</i>
C .....	Passenger only
O .....	Charter requiring special handling (e.g. Migrants/Immigrant flights)
H .....	Cargo and/or Mail
L .....	Passenger and Cargo and/or Mail
	<i>Others</i>
P .....	Non-revenue (Positioning/Ferry/Delivery/Demo)
T .....	Technical Test
K .....	Training (School/Crew check)
D .....	General Aviation
E .....	Special (FAA/Government)
W .....	Military
X .....	Technical Stop (for Chapter 6 applications only)

It is presumed that limited amounts of cargo/mail may be accommodated on all passenger services.

The codes I N Y Z are for special internal company purposes, but they may later be assigned for specific purposes.



## Appendix D

### PASSENGER TERMINAL INDICATORS

#### INTRODUCTION

This Appendix lists airports which have been identified as having more than one PASSENGER terminal or uniquely designated embarkation/disembarkation facility. A one- or two-character code has been assigned to each Passenger Terminal or facility. The intent of airport terminal nomenclature is to more clearly define departure/arrival areas for the benefit of the PASSENGER.

In producing this Appendix, the following criteria have been used to determine which airports qualify as having more than one terminal.

- (a) Terminals, including Train/Bus Stations, should be physically separated from one another or be very well defined parts of an airport complex.
- (b) If terminals are linked together, each facility must have unique terminal signage, otherwise the various sections are considered to be concourses and not separate terminals.
- (c) Terminals should be referred to as such by the authorities of the airport they belong to in their publicity material.
- (d) Changes to Appendix D will be advised by E-mail or SITA/ARINC messages. In order to maintain sequential control the message heading includes a message reference 'APP/D/number/date' e.g. APP/D/009/15JAN04. The revised information is presented in the same format as in SSIM Appendix D tables.

#### ASSIGNMENT PRINCIPLES

The Passenger Terminal is identified by a one or two character code. In assigning codes, the following principles have been used:

- (a) Numeric and alphabetic characters only have been used.
- (b) Terminals are identified in many different ways. Whenever possible, codes have been assigned in a standard way:

<b>Code</b>	<b>Meaning</b>
I .....	International
D .....	Domestic
E .....	East
N .....	North
S .....	South
W .....	West
A, B, C, etc.....	A, B, C etc.
1, 2, 3 etc.....	1, 2, 3 etc.
Airline Designator .....	Name of airline
First letter of surname .....	Name of person
U .....	Shuttle
M .....	Main, Central etc.
H .....	Charter
R .....	Regional/Commuter
Z* .....	Other

\* Z has been assigned to all other terminal identifications such as Marine, Inter-Island etc.

- (c) One-character codes are always left justified, e.g. M (not M1) and 1 (not 1).
- (d) One-character codes have been assigned to avoid any possible confusion with Airline Designators.
- (e) If the terminal used by a flight at an airport included in Appendix D is not pre-determined, or when different terminals apply to different passenger categories, the Passenger Terminal shall be stated as Ø (zero).
- (f) In general new terminal codes will be published at least one year prior to the terminal being opened.



## LIST OF PASSENGER TERMINALS

This list contains changes notified to airlines attending Schedules Conferences up to message  
 APP/D/007/23JUN05.

<b>ADELAIDE, Australia</b>	(ADL)	<b>BOGOTA, Colombia</b>	(BOG)
International Terminal.....	I	Terminal 1 .....	1
Domestic Terminal .....	D	Terminal 2 .....	2
General Aviation Terminal.....	R		
Lloyd Aviation Jet Charter.....	UD		
<b>AMMAN, Jordan</b>	(AMM)	<b>BORDEAUX, France</b>	(BOD)
North Terminal.....	N	Hall A.....	A
South Terminal .....	S	Hall B.....	B
<b>ANCHORAGE AK, USA</b>	(ANC)	<b>BOSTON MA, USA</b>	(BOS)
South Terminal (Domestic) .....	S	Terminal A .....	A
North Terminal (International) .....	N	Terminal B .....	B
		Terminal C .....	C
		Terminal D .....	D
		Terminal E .....	E
<b>ANTALYA, Turkey</b>	(AYT)	<b>BRISBANE, Australia</b>	(BNE)
Domestic Terminal .....	D	International Terminal.....	I
International Terminal.....	I	Domestic Terminal .....	D
<b>ATLANTA GA, USA</b>	(ATL)	<b>BUDAPEST, Hungary</b>	(BUD)
Terminal North.....	N	Ferihegy 1 .....	1
Terminal South .....	S	Ferihegy 2A .....	2A
		Ferihegy 2B .....	2B
<b>AUCKLAND, New Zealand</b>	(AKL)	<b>CAIRNS, Australia</b>	(CNS)
International Terminal.....	I	International Terminal.....	I
Domestic Terminal .....	D	Domestic Terminal .....	D
Qantas NZ .....	ZQ	General Aviation Terminal.....	R
<b>BAGHDAD, Iraq</b>		<b>CAIRO, Egypt</b>	(CAI)
<b>Saddam International</b>	(SDA)	Terminal 1 .....	1
Terminal A .....	A	Terminal 2 .....	2
Terminal B .....	B		
<b>BANGKOK, Thailand</b>	(BKK)	<b>CHENNAI, India</b>	(MAA)
Terminal 1 .....	1	International Terminal.....	I
Terminal 2 .....	2	Domestic Terminal .....	D
Domestic Terminal .....	D		
<b>BARCELONA, Spain</b>	(BCN)	<b>CHICAGO IL, USA</b>	
Terminal A .....	A	<b>O'Hare International</b>	(ORD)
Terminal B .....	B	Terminal 1 .....	1
Terminal C.....	C	Terminal 2 .....	2
		Terminal 3 .....	3
		Terminal 4 (Bus Station) .....	BS
		International Terminal 5 .....	5
<b>BIRMINGHAM, United Kingdom</b>	(BHX)	<b>CHRISTCHURCH, New Zealand</b>	(CHC)
Terminal 1 (Main Terminal).....	1	Main Terminal.....	M
Terminal 2 (Eurohub) .....	2	Qantas NZ .....	ZQ
Train Station .....	TN		

<b>CINCINNATI OH, USA</b>	(CVG)	<b>GENEVA, Switzerland</b>	(GVA)
Terminal 1 .....	1	Main Terminal.....	M
Terminal 2 .....	2	Charter Terminal .....	H
Terminal 3 .....	3	Train Station .....	TN
<b>COLOGNE, Germany</b>	(CGN)	<b>GLASGOW, United Kingdom</b>	(GLA)
Terminal 1 .....	1	Main Terminal.....	M
Terminal 2 .....	2	Terminal B .....	B
<b>COPENHAGEN, Denmark</b>	(CPH)	<input type="checkbox"/> <b>HAMBURG, Germany</b>	(HAM)
Terminal 1 .....	1	Terminal 1 .....	1
Terminal 2 .....	2	Terminal 2 .....	2
Terminal 3 .....	3		
<b>DALLAS/FORT WORTH TX, USA</b>		<b>HARARE, Zimbabwe</b>	(HRE)
<b>Dallas/Fort Worth International</b>	(DFW)	International Terminal.....	I
Terminal A .....	A	Domestic Terminal .....	D
Terminal B .....	B		
Terminal C .....	C	<b>HELSINKI, Finland</b>	(HEL)
Terminal D .....	D	T1 (Domestic).....	1
Terminal E .....	E	T2 (International) .....	2
<b>DELHI, India</b>	(DEL)	<b>HOBART, Australia</b>	(HBA)
Terminal 1 .....	1	International Terminal.....	I
Terminal 2 .....	2	Domestic Terminal .....	D
<b>DETROIT MI, USA</b>		<b>HONOLULU HI, USA</b>	(HNL)
<b>Wayne County</b>	(DTW)	Main Terminal.....	M
E.M. McNamara Terminal (Northwest) .....	EM	Inter-Island Terminal .....	Z
L.C. Smith Terminal .....	LS	Commuter Terminal.....	R
International Terminal.....	I		
<b>DUBAI, United Arab Emirates</b>	(DXB)	<b>HOUSTON TX, USA</b>	
Terminal 1 .....	1	<b>George Bush Intercontinental</b>	(IAH)
Terminal 2 .....	2	Terminal A .....	A
		Terminal B .....	B
		Terminal C.....	C
		Terminal D .....	D
		Terminal E .....	E
<b>FORT LAUDERDALE FL, USA</b>	(FLL)	<b>ISTANBUL, Turkey</b>	(IST)
Terminal 1 .....	1	International Terminal.....	I
Terminal 2 .....	2	Domestic Terminal .....	D
Terminal 3 .....	3		
Terminal 4 .....	4		
Commuter Terminal.....	R		
<b>FRANKFURT, Germany</b>	(FRA)	<b>JAKARTA, Indonesia</b>	
Terminal 1 .....	1	<b>Soekarno-Hatta International</b>	(CGK)
Terminal 2 .....	2	Terminal One.....	1
ICE Train Station.....	TN	Terminal Two.....	2
<b>FUKUOKA, Japan</b>	(FUK)	<b>JEDDAH, Saudi Arabia</b>	(JED)
International Terminal.....	I	North Terminal.....	N
Domestic Terminal 1 .....	D1	Saudia .....	SV
Domestic Terminal 2 .....	D2		
Domestic Terminal 3 .....	D3		
		<b>JOHANNESBURG, South Africa</b>	(JNB)
		Terminal A .....	A
		Terminal B .....	B



**KANSAS CITY MO, USA**

<b>International</b>	(MCI)
Terminal Building A .....	A
Terminal Building B .....	B
Terminal Building C .....	C

**KIEV, Ukraine**

<b>Borispol</b>	(KBP)
Terminal A (Domestic and CIS) .....	A
Terminal B (International).....	B

**LAGOS, Nigeria**

Domestic Terminal .....	D
International Terminal.....	I

**LAS VEGAS NV, USA**

T1 .....	1
T2 .....	2

**LONDON, United Kingdom**

<b>Gatwick</b>	(LGW)
North Terminal.....	N
South Terminal.....	S

**Heathrow**

Terminal 1 .....	1
Terminal 2 .....	2
Terminal 3 .....	3
Terminal 4 .....	4
Central Train Station (Terminal 1/2/3).....	TN

**LOS ANGELES CA, USA**

Terminal 1 .....	1
Terminal 2 .....	2
Terminal 3 .....	3
Terminal 4 .....	4
Terminal 5 .....	5
Terminal 6 .....	6
Terminal 7 .....	7
Terminal 8 .....	8
Tom Bradley International Terminal .....	B
West Imperial Terminal .....	W

**LYON, France**

Terminal 1 .....	1
Terminal 2 .....	2
Train Station.....	TN

**MADRID, Spain**

T1 .....	1
T2 .....	2
T3 .....	3

**MALAGA, Spain**

Terminal 1 .....	1
Terminal 2 .....	2

**MANCHESTER, United Kingdom**

(MAN)
Terminal 1 .....
Terminal 2 .....
Terminal 3 .....
Train Station .....

**MANILA, Philippines**

(MNL)
International Terminal 1 .....
Terminal 2 (Centennial).....
Domestic Terminal 1 .....
Domestic Terminal 2 .....

**MARSEILLE, France**

(MRS)
Terminal 1 (International) .....
Terminal 3 (Domestic).....
Terminal 4 (Domestic) .....

**MELBOURNE, Australia**

(MEL)
T1 (Qantas Domestic) .....
T2 (International) .....
T3 (South Terminal) .....

**MILAN, Italy**

<b>Malpensa</b>	(MXP)
Terminal 1 .....	1
Terminal 2 .....	2

**MINNEAPOLIS/ST. PAUL MN, USA**

(MSP)
Lindbergh Terminal .....
Hubert H. Humphrey Terminal .....

**MOMBASA, Kenya**

(MBA)
Terminal 1 (Domestic & International) .....
Terminal 2 (Temporarily Not In Use) .....

**MOSCOW, Russian Federation**

(SVO)
Sheremetyevo 1 (Domestic).....
Sheremetyevo 2 (International).....

**MUMBAI, India**

(BOM)
Terminal 1 (Domestic).....
Terminal 2 (International) .....

**MUNICH, Germany**

(MUC)
Terminal 1 .....
Terminal 2 .....

**NAGOYA, Japan**

(NGO)
Domestic Terminal .....
International Terminal.....

**NANTUCKET MA, USA**

(ACK)
Main Terminal.....
Continental Express .....

<b>NEWARK NJ, USA</b>	(EWR)	<b>PHILADELPHIA PA, USA</b>	(PHL)
Terminal A .....	A	Terminal A .....	A
Terminal B .....	B	Terminal B .....	B
Terminal C .....	C	Terminal C .....	C
Train Station .....	TN	Terminal D .....	D
		Terminal E .....	E
		Terminal F .....	F
<b>NEW YORK NY, USA</b>		<b>PHOENIX AZ, USA</b>	(PHX)
<b>John F. Kennedy International</b>	(JFK)	Terminal 2 .....	2
Terminal 1 .....	1	Terminal 3 .....	3
Terminal 2 (Delta Air Lines) .....	2	Terminal 4 .....	4
Terminal 3 (Delta Air Lines) .....	3		
Terminal 4 .....	4		
Terminal 5 (Temporarily closed) ....	5		
Terminal 6 (Jet Blue).....	6		
Terminal 7 (British Airways, United Airlines) .....	7		
Terminal 8 (American Airlines)....	8		
Terminal 9 (American Airlines)....	9		
<b>La Guardia</b>	(LGA)	<b>Raleigh/Durham NC, USA</b>	(RDU)
Central Terminal.....	M	Terminal A .....	A
Marine Air Terminal.....	Z	Terminal C .....	C
Delta Air Lines.....	DL		
USAir La Guardia Terminal.....	US		
<b>NICE, France</b>	(NCE)	<b>RIO DE JANEIRO RJ, Brazil</b>	(GIG)
Aerogare 1.....	1	Terminal 1 .....	1
Aerogare 2.....	2	Terminal 2 .....	2
<b>OAKLAND CA, USA</b>	(OAK)		
Terminal 1 .....	1		
Terminal 2 (Lionel J. Wilson) .....	2		
<b>ONTARIO CA, USA</b>	(ONT)	<b>RIYADH, Saudi Arabia</b>	(RUH)
Terminal 2 .....	2	Terminal 1 .....	1
Terminal 4 .....	4	Terminal 2 .....	2
International Terminal.....	I	Terminal 3 .....	3
<b>PARIS, France</b>		<b>ROME, Italy</b>	
<b>Charles de Gaulle</b>	(CDG)	<b>Fiumicino</b>	(FCO)
Aerogare 1.....	1	Terminal A .....	A
Aerogare 2 Terminal A.....	2A	Terminal B .....	B
Aerogare 2 Terminal B.....	2B	Terminal C.....	C
Aerogare 2 Terminal C.....	2C		
Aerogare 2 Terminal D.....	2D		
Aerogare 2 Terminal E.....	2E		
Aerogare 2 Terminal F .....	2F		
Aerogare 3.....	3		
Train Station .....	TN		
<b>Orly</b>	(ORY)	<b>SACRAMENTO CA, USA</b>	(SMF)
Orly-Ouest .....	W	Terminal A .....	A
Orly-Sud .....	S	Terminal B .....	B
<input checked="" type="checkbox"/> <b>PERTH, Australia</b>	(PER)	Commuter Terminal.....	R
T1 (International) .....	1		
T2 (Qantas) .....	2		
T3 (Domestic) .....	3		
Flight Centre Terminal.....	Z		
		<b>ST. LOUIS MO, USA</b>	(STL)
		Main Terminal.....	M
		East Terminal .....	E
		<b>ST. PETERSBURG, Russian</b>	
		<b>Federation</b>	(LED)
		Pulkovo 1 .....	1
		Pulkovo 2 .....	2
		<b>SALT LAKE CITY UT, USA</b>	(SLC)
		Terminal Unit 1 .....	1
		Terminal Unit 2 .....	2
		<b>SAN ANTONIO TX, USA</b>	(SAT)
		Terminal 1 .....	1
		Terminal 2 .....	2



# Standard Schedules Information Manual

<b>SAN DIEGO CA, USA</b>	(SAN)	<b>SYDNEY, Australia</b>	(SYD)
Terminal 1 .....	1	Terminal 1 (International) .....	1
Terminal 2 .....	2	Terminal 2 (Domestic) .....	2
Commuter Terminal.....	R	Terminal 3 (Qantas Domestic) .....	3
<b>SAN FRANCISCO CA, USA</b>	(SFO)	<b>TAIPEI, Taiwan</b>	(TPE)
Terminal 1 .....	1	Chiang Kai Shek Airport	
Terminal 2 .....	2	Terminal 1 .....	1
Terminal 3 .....	3	Terminal 2 .....	2
International Terminal.....	I		
<b>SAN JOSE CA, USA</b>	(SJC)	<b>TAMPERE, Finland</b>	(TMP)
Terminal A .....	A	Terminal 1 .....	1
Terminal C.....	C	Terminal 2 .....	2
<b>SAN JUAN, Puerto Rico</b>	(SJU)	<b>TEHRAN, Iran</b>	(THR)
Terminal B .....	B	Terminal 1 .....	1
Terminal C.....	C	Terminal 2 .....	2
Terminal D.....	D	Terminal 3 Haj (Charter) .....	3
Terminal 4 .....		Terminal 4 .....	4
<b>SANTIAGO, Chile</b>	(SCL)	<b>TEL AVIV, Israel</b>	(TLV)
International Terminal.....	I	Terminal 1 .....	1
Domestic Terminal .....	D	Terminal 2 .....	2
Terminal 3 .....		Terminal 3 (International) .....	3
<b>SAO PAULO, Brazil</b>		<b>TOKYO, Japan</b>	
<b>Guarulhos</b>	(GRU)	<b>Haneda</b>	(HND)
Terminal 1 .....	1	International Terminal.....	I
Terminal 2 .....	2	Domestic Terminal 1 .....	D1
		Domestic Terminal 2 .....	D2
<b>SARASOTA/BRADENTON FL, USA</b>	(SRQ)	<b>Narita</b>	(NRT)
Main Terminal.....	M	Terminal 1 .....	1
Commuter Terminal.....	R	Terminal 2 .....	2
<b>SEOUL, Korea, Republic of</b>		<b>TORONTO ON, Canada</b>	
<b>Gimpo Airport</b>	(GMP)	<b>Pearson International</b>	(YYZ)
Terminal 1 .....	1	Terminal 1 .....	1
Terminal 2 .....	2	Terminal 2 .....	2
Domestic Terminal .....	D	Terminal 3 .....	3
<b>SINGAPORE, Singapore</b>	(SIN)	<b>VANCOUVER BC, Canada</b>	(YVR)
Terminal 1 .....	1	Main Terminal.....	M
Terminal 2 .....	2	South Terminal .....	S
<b>STOCKHOLM, Sweden</b>		<b>WARSAW, Poland</b>	(WAW)
<b>Arlanda</b>	(ARN)	Terminal 1 .....	1
Terminal 2 .....	2	Domestic Terminal .....	D
Terminal 3 .....	3		
Terminal 4 .....	4		
Terminal 5 .....	5		
SJ Train Station.....	TN	<b>WASHINGTON DC, USA</b>	
Arlanda Express Train Station .....	TX	<b>Ronald Reagan National</b>	(DCA)
		Terminal A .....	A
		Terminal B .....	B
		Terminal C .....	C
<b>STUTTGART, Germany</b>	(STR)		
Terminal 1 .....	1		
Terminal 2 .....	2		
Terminal 3 .....	3		
Terminal 4 .....	4		

## **Appendix E**

### **REJECT REASON**

This Appendix lists in alphabetical order the standard texts to be used as Reject Reason on SSM and ASM messages using Action Identifier NAC. See Chapter 4 or 5 for application.

ACTION IDENTIFIER INVALID
ACV CODE INVALID
AIRCRAFT TYPE INVALID
AIRLINE DESIGNATOR INVALID
AIRLINE DESIGNATOR IS REQUIRED
DATE DISCREPANCY INVALID
DATE INVALID
DATE OF ARRIVAL INVALID
DATE OF DEPARTURE INVALID
DATE VARIATION INVALID
DAYS OF OPERATION INVALID
DAYS/DATES OVERLAPPING
DEI 2/3/4/5/9 AIRLINE DESIGNATOR INVALID
DEI 7 INVALID
DEI 7 WITH INVALID CLASS
DEI 710/711 INVALID
DEI 8 CODE INVALID
DEI 8 CONFLICT
DEI 8 TRAFFIC RESTRICTION TYPE INVALID
DEI 10 AND 50 NOT ALLOWED ON SAME LEG
DEI 98/99 CONFLICT
DEI 113/114/115 IS REQUIRED
DEI 127 IS REQUIRED
DEI 201 INVALID
DEI 501 CONFLICT
DEI 503 CODE INVALID
DEI 505 CODE INVALID
DEI DUPLICATION
DEI FORMAT ERROR
DEI IS REQUIRED
DEI NOT ALLOWED IN SEGMENT INFORMATION
DEI NOT ALLOWED ON FIRST LEG
DEI NOT ALLOWED ON SEGMENT
DEI NUMBER INVALID
DEI SEGMENT/LEG INVALID
DEI TEXT IS REQUIRED
DEI WITH NIL NOT ALLOWED



EQUIPMENT CHANGE NOT ALLOWED
EQUIPMENT CHANGE USED TOO MANY TIMES
EQUIPMENT DATA IS REQUIRED
FLIGHT ARRIVAL — ONLY ONE PER AIRPORT PER DAY
FLIGHT DEPARTURE — ONLY ONE PER AIRPORT PER DAY
FLIGHT DESIGNATOR IS REQUIRED
FLIGHT DOES NOT OPERATE FOR DATE AND FREQUENCY
FLIGHT NUMBER INVALID
FLIGHT/DATE LIMITED TO ONE OCCURRENCE
INTERNAL PROCESSING ERROR — PLEASE RESUBMIT
LEG CHANGE NOT ALLOWED
LEG DATA CANNOT BE COMPLETELEY DELETED
LEG DATA CONFLICT WITH EXISTING SCHEDULE
LEG DATA INVALID
LEG DATA IS REQUIRED
LEG NUMBER GREATER THAN MAXIMUM ALLOWED
MESSAGE FUNCTION INVALID
MESSAGE SEQUENCE REFERENCE INVALID
ON-TIME PERFORMANCE INVALID
OPERATIONAL SUFFIX INVALID
PERIOD — FREQUENCY RATE INVALID
PERIOD OF OPERATION INVALID
PERIOD OF SCHEDULE VALIDITY INVALID
PERIOD OUTSIDE SYSTEM DATA RANGE
PERIOD/FREQUENCY CONFLICT WITH EXISTING
PERIOD/FREQUENCY NOT ALLOWED
PRBD DUPLICATION
PRBD INVALID
PRBD/PRBM OR ACV DO NOT MATCH
PRBM INVALID
REPEAT REQUEST — UPDATING IN PROGRESS
RTNS NOT USED PROPERLY
SECONDARY ACTION IDENTIFIER INVALID
SERVICE TYPE CODE INVALID
STATION CODE INVALID
STATION OF ARRIVAL INVALID
STATION OF DEPARTURE DIFFERS FROM PREVIOUS ARRIVAL
STATION OF DEPARTURE INVALID
TERMINAL CODE INVALID

TIME INVALID
TIME MODE INVALID
TIME OF ARRIVAL INVALID
TIME OF DEPARTURE EARLIER THAN PREVIOUS ARRIVAL
TIME OF DEPARTURE INVALID
UNAUTHORISED TO AMEND THIS FLIGHT
UTC/LT VARIATION INVALID
XASM NOT USED PROPERLY



## Appendix F

### UTC — LOCAL TIME COMPARISONS AND ISO TWO LETTER COUNTRY CODES

#### GENERAL

The Air Transport industry operates in an environment where local time and days vary from country to country. With the added complication caused by many countries adopting Daylight Saving Time during summer months, airlines require access to information displaying worldwide UTC (Universal Time Coordinated) — Local Time comparisons.

Appendix F provides UTC Standard and Daylight Saving Time — Local Time variations for each country where regular scheduled services operate.

While IATA is responsible for the administration of this Appendix, the information is deemed to be '**the best available**' at the time of publication.

The validity and use of the document relies entirely on the quality of the input, so your attention is directed to the section headed **AMENDMENT PROCEDURE**.

It should be remembered that this Appendix is an essential data base to other SSIM Chapters, particularly Chapter 7 in respect of the exchange of schedule data sets. For this reason alone, the Appendix must be an unambiguous accurate statement of time variations throughout the World.

The large number of countries included in the Appendix is intended to accommodate the needs of all first and second level air transport operators, for both on-line and connection purposes.

#### HOW TO USE APPENDIX F COUNTRY LISTING SHOWING UTC – LOCAL TIME COMPARISONS

The Appendix is arranged alphabetically by country name, each followed by its International Standards Organisation two letter country code. (Note that the country names are based on the "Codes For the Presentation of Names of Countries" adopted by the ISO, but edited slightly for the purposes of this Manual). Thus, it can be used to establish the ISO code for any included country. A decode of ISO Country Codes appears at the end of Appendix F.

Each country's ISO Code is used as the basic element in the Time Zone code. Within their borders, some countries have multiple Time Zones, each having a different standard UTC – Local Time variation. In such instances, numerics are appended to the Country Code to uniquely identify each basic Time Zone. Where variations in the application of Daylight Saving Time apply within a basic Time Zone, an additional alpha character is added to form a unique code for each sub-zone.

For each unique Time Zone the Standard Variation to UTC is displayed as plus (+) or minus (-) hours and minutes.

Examples:

- +0430 is 4.5 hours ahead of UTC;
- 1100 is 11 hours behind UTC.

Where applicable, the DST Variation to UTC is similarly quoted following the Start Time/Date and End Time/Date, expressed in UTC, showing the period when DST is applied. A DST Start Time at midnight (UTC) is expressed as 0000 and refers to the date just starting. A DST End Time at midnight (UTC) is expressed as 2400 and refers to the date just ending. Three years DST information is included.

Generally, the Time Zone applicable for each individual location can be determined from the geographical description for each Time Zone. However, specific Local Time Zone airport information for each **individual** Location Identifier should be obtained within the **Airline Coding Directory** published by IATA.



## AMENDMENT PROCEDURE

- (a) The Appendix is updated for each edition of this Manual.
- (b) Confirmed and planned amendments to Standard Times and Daylight Saving Times should be reported to IATA by E-mail ([ssim@iata.org](mailto:ssim@iata.org)) or SITA/ARINC message (YMQMCXB).
- (c) Verified changes will be advised by E-mail or SITA/ARINC messages. In order to maintain sequential control the message heading includes a message reference 'APP/F/number/date' e.g. APP/F/012/23JUNE05. The revised information is presented in the same format as in SSIM Appendix F tables.

## COUNTRY LISTING SHOWING UTC — LOCAL TIME COMPARISONS

Countries are abbreviated in this Manual by the use of the following two letter country codes which are based on the 'Codes For the Presentation of Names of Countries' adopted by the International Organization for Standardization, but have been edited slightly for the purpose of this Manual.

The information below includes DST information for:

- Northern Hemisphere summers 2005, 2006, 2007;
- Southern Hemisphere summers 2004/2005, 2005/2006, 2006/2007;

and reflects changes notified to airlines attending Schedules Conferences up to message APP/F/012/23JUNE05. Additionally it includes new data for Northern Hemisphere summer 2007.

<b>Country Name</b>	<b>Time Zone</b>	<b>Standard Variation</b>	<b>DST Start</b>		<b>DST End</b>		<b>DST Variation</b>
<b>Afghanistan</b>	AF	+0430					
<b>Aland Islands</b>	AX	Aland Islands +0200	0100	27MAR05	0100	30OCT05	+0300
			0100	26MAR06	0100	29OCT06	+0300
			0100	25MAR07	0100	28OCT07	+0300
<b>Albania</b>	AL	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Algeria</b>	DZ	+0100					
<b>American Samoa</b>	AS	-1100					
<b>Andorra</b>	AD	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Angola</b>	AO	+0100					
<b>Anguilla</b>	AI	-0400					
<b>Antigua and Barbuda</b>	AG	-0400					
<b>Argentina</b>	AR	-0300					
<b>Armenia</b>	AM	+0400	2300	26MAR05	2300	29OCT05	+0500
			2300	25MAR06	2300	28OCT06	+0500
			2300	24MAR07	2300	27OCT07	+0500
<b>Aruba</b>	AW	-0400					
<b>Australia</b>	AU 1	Lord Howe Island +1030	1530	29OCT05	1530	25MAR06	+1100
			1530	28OCT06	1530	24MAR07	+1100
			1530	27OCT07	1530	29MAR08	+1100
	AU 2	Australian Capital Territory, New South Wales (excluding Lord Howe Island and Broken Hill), Victoria					
		+1000	1600	29OCT05	1600	25MAR06	+1100
			1600	28OCT06	1600	24MAR07	+1100
			1600	27OCT07	1600	29MAR08	+1100
	AU 2A	Tasmania +1000	1600	01OCT05	1600	25MAR06	+1100
			1600	07OCT06	1600	24MAR07	+1100
			1600	06OCT07	1600	29MAR08	+1100



# Standard Schedules Information Manual

Country Name	Time Zone	Standard Variation	DST Start Time	DST Start Date	DST End Time	DST End Date	DST Variation
<b>Australia (continued)</b>							
	AU 2B	Queensland +1000					
	AU 3	South Australia, Broken Hill +0930	1630	29OCT05	1630	25MAR06	+1030
			1630	28OCT06	1630	24MAR07	+1030
			1630	27OCT07	1630	29MAR08	+1030
	AU 3A	Northern Territory +0930					
	AU 4	Western Australia +0800					
<b>Austria</b>	AT	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Azerbaijan</b>	AZ	+0400	2100	26MAR05	2000	29OCT05	+0500
			2100	25MAR06	2000	28OCT06	+0500
			2100	24MAR07	2000	27OCT07	+0500
<b>Bahamas (excluding Turks and Caicos Islands)</b>							
	BS	-0500	0700	03APR05	0600	30OCT05	-0400
			0700	02APR06	0600	29OCT06	-0400
			0700	01APR07	0600	28OCT07	-0400
<b>Bahrain</b>	BH	+0300					
<b>Bangladesh</b>	BD	+0600					
<b>Barbados</b>	BB	-0400					
<b>Belarus</b>	BY	+0200	0000	27MAR05	2400	29OCT05	+0300
			0000	26MAR06	2400	28OCT06	+0300
			0000	25MAR07	2400	27OCT07	+0300
<b>Belgium</b>	BE	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Belize</b>	BZ	-0600					
<b>Benin</b>	BJ	+0100					
<b>Bermuda</b>	BM	-0400	0600	03APR05	0500	30OCT05	-0300
			0600	02APR06	0500	29OCT06	-0300
			0600	01APR07	0500	28OCT07	-0300
<b>Bhutan</b>	BT	+0600					
<b>Bolivia</b>	BO	-0400					
<b>Bosnia and Herzegovina</b>	BA	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200

<b>Country Name</b>	<b>Time Zone</b>	<b>Standard Variation</b>	<b>DST Start</b>		<b>DST End</b>		<b>DST Variation</b>
			<b>Time</b>	<b>Date</b>	<b>Time</b>	<b>Date</b>	
<b>Botswana</b>	BW	<b>+0200</b>					
<b>Brazil</b>	BR 1	Rio Grande do Sul, Santa Catarina, Parana, Sao Paulo, Rio de Janeiro, Espirito Santo, Minas Gerais, Goias, Distrito Federal					
		-0300	0300	16OCT05	0200	12FEB06	-0200
			0300	15OCT06	0200	11FEB07	-0200
			0300	21OCT07	0200	10FEB08	-0200
	BR 1A	Amapa, Para – eastern part, Pernambuco, Ceara, Maranhao, Paraiba, Tocantins, Rio Grande do Norte, Alagoas, Sergipe, Piaui, Bahia					
		-0300					
	BR 2	Mato Grosso do Sul					
		-0400	0400	16OCT05	0300	12FEB06	-0300
			0400	15OCT06	0300	11FEB07	-0300
			0400	21OCT07	0300	10FEB08	-0300
	BR 2A	Amazonas (excluding Tabatinga), Para – western part, Rondonia, Roraima, Mato Grosso					
		-0400					
	BR 3	Acre, Tabatinga					
		-0500					
	BR 4	Fernando de Noronha					
		-0200					
<b>Brunei Darussalam</b>	BN	<b>+0800</b>					
<b>Bulgaria</b>	BG	<b>+0200</b>	2200	26MAR05	2100	29OCT05	+0300
			2200	25MAR06	2100	28OCT06	+0300
			2200	24MAR07	2100	27OCT07	+0300
<b>Burkina Faso</b>	BF	<b>+0000</b>					
<b>Burundi</b>	BI	<b>+0200</b>					
<b>Cambodia</b>	KH	<b>+0700</b>					
<b>Cameroon</b>	CM	<b>+0100</b>					
<b>Canada</b>	CA 1	Newfoundland Time Zone (excluding Labrador)					
		-0330	0530	03APR05	0430	30OCT05	-0230
			0530	02APR06	0430	29OCT06	-0230
			0530	01APR07	0430	28OCT07	-0230
	CA 2	Atlantic Time Zone – areas observing DST (including Labrador)					
		-0400	0600	03APR05	0500	30OCT05	-0300
			0600	02APR06	0500	29OCT06	-0300
			0600	01APR07	0500	28OCT07	-0300
	CA 2A	Atlantic Time Zone – areas not observing DST					
		-0400					
	CA 3	Eastern Time Zone – areas observing DST					
		-0500	0700	03APR05	0600	30OCT05	-0400
			0700	02APR06	0600	29OCT06	-0400
			0700	01APR07	0600	28OCT07	-0400



# Standard Schedules Information Manual

Country Name	Time Zone	Standard Variation	DST Start Time	DST Start Date	DST End Time	DST End Date	DST Variation
<b>Canada (continued)</b>							
	CA 3A	Eastern Time Zone – areas not observing DST <b>-0500</b>					
	CA 4	Central Time Zone (excluding Saskatchewan) <b>-0600</b>	0800	03APR05	0700	30OCT05	-0500
			0800	02APR06	0700	29OCT06	-0500
			0800	01APR07	0700	28OCT07	-0500
	CA 4A	Central Time Zone – Saskatchewan <b>-0600</b>					
	CA 5	Mountain Time Zone – areas observing DST <b>-0700</b>	0900	03APR05	0800	30OCT05	-0600
			0900	02APR06	0800	29OCT06	-0600
			0900	01APR07	0800	28OCT07	-0600
	CA 5A	Mountain Time Zone – areas not observing DST <b>-0700</b>					
	CA 6	Pacific Time Zone <b>-0800</b>	1000	03APR05	0900	30OCT05	-0700
			1000	02APR06	0900	29OCT06	-0700
			1000	01APR07	0900	28OCT07	-0700
<b>Cape Verde</b>	CV	<b>-0100</b>					
<b>Cayman Islands</b>	KY	<b>-0500</b>					
<b>Central African Republic</b>	CF	<b>+0100</b>					
<b>Chad</b>	TD	<b>+0100</b>					
<b>Chile</b>	CL 1	Mainland <b>-0400</b>	0400	09OCT05	0300	12MAR06	-0300
			0400	08OCT06	0300	11MAR07	-0300
			0400	14OCT07	0300	09MAR08	-0300
	CL 2	Easter Island <b>-0600</b>	0600	09OCT05	0500	12MAR06	-0500
			0600	08OCT06	0500	11MAR07	-0500
			0600	14OCT07	0500	09MAR08	-0500
<b>China, Peoples Republic of</b>	CN	<b>+0800</b>					
<b>Chinese Taipei</b>	TW	<b>+0800</b>					
<b>Christmas Island (Indian Ocean)</b>	CX	<b>+0700</b>					
<b>Cocos (Keeling) Islands</b>	CC	<b>+0630</b>					
<b>Colombia</b>	CO	<b>-0500</b>					
<b>Comoros</b>	KM	<b>+0300</b>					

<b>Country Name</b>	<b>Time Zone</b>	<b>Standard Variation</b>	<b>DST Start Time</b>	<b>DST Start Date</b>	<b>DST End Time</b>	<b>DST End Date</b>	<b>DST Variation</b>
<b>Congo</b>	CG	+0100					
<b>Congo, Democratic Republic of</b>	CD 1	Kinshasa, Bandundu, Bas-Congo, Equateur +0100					
	CD 2	Kasai Occidental, Kasai Oriental, Nord-Kivu, Sud-Kivu, Maniema, Orientale, Katanga +0200					
<b>Cook Islands</b>	CK	-1000					
<b>Costa Rica</b>	CR	-0600					
<b>Côte d'Ivoire</b>	CI	+0000					
<b>Croatia</b>	HR	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Cuba</b>	CU	-0500	0500	27MAR05	0400	30OCT05	-0400
			0500	26MAR06	0400	29OCT06	-0400
			0500	25MAR07	0400	28OCT07	-0400
<b>Cyprus</b>	CY	+0200	0100	27MAR05	0100	30OCT05	+0300
			0100	26MAR06	0100	29OCT06	+0300
			0100	25MAR07	0100	28OCT07	+0300
<b>Czech Republic</b>	CZ	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Denmark</b>	DK	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Djibouti</b>	DJ	+0300					
<b>Dominica</b>	DM	-0400					
<b>Dominican Republic</b>	DO	-0400					
<b>Ecuador</b>	EC 1	Mainland -0500					
		EC 2 Galapagos Islands -0600					
<b>Egypt</b>	EG	+0200	2200	27APR06	2100	28SEP06	+0300
			2200	26APR07	2100	27SEP07	+0300
			2200	24APR08	2100	25SEP08	+0300
<b>EI Salvador</b>	SV	-0600					
<b>Equatorial Guinea</b>	GQ	+0100					
<b>Eritrea</b>	ER	+0300					
<b>Estonia</b>	EE	+0200	0100	27MAR05	0100	30OCT05	+0300
			0100	26MAR06	0100	29OCT06	+0300
			0100	25MAR07	0100	28OCT07	+0300



# Standard Schedules Information Manual

Country Name	Time Zone	Standard Variation	DST Start Time	DST Start Date	DST End Time	DST End Date	DST Variation
Ethiopia	ET	+0300					
Falkland Islands (Malvinas)	FK	-0400	0600 0600 0600	04SEP05 03SEP06 02SEP07	0500 0500 0500	22APR06 22APR07 22APR08	-0300 -0300 -0300
Faroe Islands	FO	+0000	0100 0100 0100	27MAR05 26MAR06 25MAR07	0100 0100 0100	30OCT05 29OCT06 28OCT07	+0100 +0100 +0100
Fiji	FJ	+1200					
Finland	FI	+0200	0100 0100 0100	27MAR05 26MAR06 25MAR07	0100 0100 0100	30OCT05 29OCT06 28OCT07	+0300 +0300 +0300
France	FR	+0100	0100 0100 0100	27MAR05 26MAR06 25MAR07	0100 0100 0100	30OCT05 29OCT06 28OCT07	+0200 +0200 +0200
French Guiana	GF	-0300					
French Polynesia	PF 1	Marquesas Islands -0930					
	PF 2	Society Archipelago (including Tahiti), Tubuai Islands, Tuamotu Archipelago (excluding Gambier Islands) -1000					
	PF 3	Gambier Islands -0900					
Gabon	GA	+0100					
Gambia	GM	+0000					
Georgia	GE	+0300	0000 0000 0000	27MAR05 26MAR06 25MAR07	2300 2300 2300	29OCT05 28OCT06 27OCT07	+0400 +0400 +0400
Germany	DE	+0100	0100 0100 0100	27MAR05 26MAR06 25MAR07	0100 0100 0100	30OCT05 29OCT06 28OCT07	+0200 +0200 +0200
Ghana	GH	+0000					
Gibraltar	GI	+0100	0100 0100 0100	27MAR05 26MAR06 25MAR07	0100 0100 0100	30OCT05 29OCT06 28OCT07	+0200 +0200 +0200
Greece	GR	+0200	0100 0100 0100	27MAR05 26MAR06 25MAR07	0100 0100 0100	30OCT05 29OCT06 28OCT07	+0300 +0300 +0300
Greenland	GL 1	Greenland (excluding Pituffik, Ittoqqortoormiit, Nerlerit Inaat) -0300	0100 0100 0100	27MAR05 26MAR06 25MAR07	0100 0100 0100	30OCT05 29OCT06 28OCT07	-0200 -0200 -0200

<b>Country Name</b>	<b>Time Zone</b>	<b>Standard Variation</b>	<b>DST Start Time</b>	<b>DST Start Date</b>	<b>DST End Time</b>	<b>DST End Date</b>	<b>DST Variation</b>
<b>Greenland (continued)</b>							
	GL 2	Pituffik -0400	0600	03APR05	0500	30OCT05	-0300
			0600	02APR06	0500	29OCT06	-0300
			0600	01APR07	0500	28OCT07	-0300
	GL 3	Ittoqqortoormiit, Nerlerit Inaat -0100	0100	27MAR05	0100	30OCT05	+0000
			0100	26MAR06	0100	29OCT06	+0000
			0100	25MAR07	0100	28OCT07	+0000
<b>Grenada</b>	GD	-0400					
<b>Guadeloupe (including St. Barthelemy and Northern St. Martin)</b>	GP	-0400					
<b>Guam</b>	GU	+1000					
<b>Guatemala</b>	GT	-0600					
<b>Guinea</b>	GN	+0000					
<b>Guinea-Bissau</b>	GW	+0000					
<b>Guyana</b>	GY	-0400					
<b>Haiti</b>	HT	-0500	0500	03APR05	0400	30OCT05	-0400
			0500	02APR06	0400	29OCT06	-0400
			0500	01APR07	0400	28OCT07	-0400
<b>Honduras</b>	HN	-0600					
<b>Hong Kong (SAR), China</b>	HK	+0800					
<b>Hungary</b>	HU	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Iceland</b>	IS	+0000					
<b>India (including Andaman Islands)</b>	IN	+0530					
<b>Indonesia</b>	ID 1	Western Time Zone (including Sumatera, Jawa, Kalimantan Barat, Kalimantan Tengah) +0700					
	ID 2	Central Time Zone (including Kalimantan Selatan, Kalimantan Timur, Sulawesi, Nusa Tenggara) +0800					
	ID 3	Eastern Time Zone (including Maluku, Papua) +0900					
<b>Iran (Islamic Republic of)</b>	IR	+0330	2030	21MAR06	1930	21SEP06	+0430
			2030	21MAR07	1930	21SEP07	+0430
			2030	21MAR08	1930	21SEP08	+0430



# Standard Schedules Information Manual

Country Name	Time Zone	Standard Variation	DST Start Time	DST Start Date	DST End Time	DST End Date	DST Variation
Iraq	IQ	+0300	0000	01APR06	2300	30SEP06	+0400
			0000	01APR07	2300	30SEP07	+0400
			0000	01APR08	2300	30SEP08	+0400
Ireland	IE	+0000	0100	27MAR05	0100	30OCT05	+0100
			0100	26MAR06	0100	29OCT06	+0100
			0100	25MAR07	0100	28OCT07	+0100
Israel	IL	+0200	2400	31MAR05	2300	08OCT05	+0300
			2400	30MAR06	2300	30SEP06	+0300
			2400	29MAR07	2300	15SEP07	+0300
Italy	IT	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
Jamaica	JM	-0500					
Japan	JP	+0900					
Jordan	JO	+0200	2200	31MAR05	2200	27OCT05	+0300
			2200	30MAR06	2200	26OCT06	+0300
			2200	29MAR07	2200	25OCT07	+0300
Kazakhstan	KZ 1	Aktau, Atyrau, Aktyubinsk, Uralsk +0500					
	KZ 2	Almaty, Astana, Karaganda, Kokshetau, Kostanay, Kyzl-Orda, Petropavlovsk, Semipalatinsk, Shimkent Ust-Kamenogorsk, Zhezkazgan +0600					
Kenya	KE	+0300					
Kiribati	KI 1	Gilbert Islands +1200					
			KI 2	Line Islands +1400			
			KI 3	Phoenix Islands +1300			
Korea, Democratic People's Republic of	KP	+0900					
Korea, Republic of	KR	+0900					
Kuwait	KW	+0300					
Kyrgyzstan	KG	+0500	2130	26MAR05	2030	29OCT05	+0600
			2130	25MAR06	2030	28OCT06	+0600
			2130	24MAR07	2030	27OCT07	+0600
Lao People's Democratic Republic	LA	+0700					
Latvia	LV	+0200	0100	27MAR05	0100	30OCT05	+0300
			0100	26MAR06	0100	29OCT06	+0300
			0100	25MAR07	0100	28OCT07	+0300

<b>Country Name</b>	<b>Time Zone</b>	<b>Standard Variation</b>	<b>DST Start</b>		<b>DST End</b>		<b>DST Variation</b>
			<b>Time</b>	<b>Date</b>	<b>Time</b>	<b>Date</b>	
<b>Lebanon</b>	LB	<b>+0200</b>	2200	26MAR05	2100	29OCT05	+0300
			2200	25MAR06	2100	28OCT06	+0300
			2200	24MAR07	2100	27OCT07	+0300
<b>Lesotho</b>	LS	<b>+0200</b>					
<b>Liberia</b>	LR	<b>+0000</b>					
<b>Libyan Arab Jamahiriya</b>	LY	<b>+0200</b>					
<b>Liechtenstein</b>	LI	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Lithuania</b>	LT	<b>+0200</b>	0100	27MAR05	0100	30OCT05	+0300
			0100	26MAR06	0100	29OCT06	+0300
			0100	25MAR07	0100	28OCT07	+0300
<b>Luxembourg</b>	LU	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Macao (SAR, China)</b>	MO	<b>+0800</b>					
<b>Macedonia, The Former Yugoslav Republic of</b>	MK	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Madagascar</b>	MG	<b>+0300</b>					
<b>Malawi</b>	MW	<b>+0200</b>					
<b>Malaysia</b>	MY	<b>+0800</b>					
<b>Maldives</b>	MV	<b>+0500</b>					
<b>Mali</b>	ML	<b>+0000</b>					
<b>Malta</b>	MT	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Marshall Islands</b>	MH	<b>+1200</b>					
<b>Martinique</b>	MQ	<b>-0400</b>					
<b>Mauritania</b>	MR	<b>+0000</b>					
<b>Mauritius</b>	MU	<b>+0400</b>					
<b>Mayotte</b>	YT	<b>+0300</b>					
<b>Mexico</b>	MX 1	Mexico (excluding Baja California Norte, Baja California Sur, Nayarit, Sinaloa, Sonora, Chihuahua)					
		<b>-0600</b>	0800	03APR05	0700	30OCT05	-0500
			0800	02APR06	0700	29OCT06	-0500
			0800	01APR07	0700	28OCT07	-0500



# Standard Schedules Information Manual

Country Name	Time Zone	Standard Variation	DST Start Time	DST Start Date	DST End Time	DST End Date	DST Variation
<b>Mexico (continued)</b>							
	MX 2	Baja California Sur, Nayarit, Sinaloa, Chihuahua -0700	0900	03APR05	0800	30OCT05	-0600
			0900	02APR06	0800	29OCT06	-0600
			0900	01APR07	0800	28OCT07	-0600
	MX 2A	Sonora -0700					
	MX 3	Baja California Norte -0800	1000	03APR05	0900	30OCT05	-0700
			1000	02APR06	0900	29OCT06	-0700
			1000	01APR07	0900	28OCT07	-0700
<b>Micronesia (Federated States of)</b>							
	FM 1	Micronesia (excluding Kosrae, Pohnpei) +1000					
	FM 2	Kosrae, Pohnpei +1100					
<b>Moldova, Republic of</b>							
	MD	+0200	2200	26MAR05	2100	29OCT05	+0300
			2200	25MAR06	2100	28OCT06	+0300
			2200	24MAR07	2100	27OCT07	+0300
<b>Monaco</b>							
	MC	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Mongolia</b>							
	MN	+0800	2000	24MAR06	1900	29SEP06	+0900
			2000	30MAR07	1900	28SEP07	+0900
			2000	28MAR08	1900	26SEP08	+0900
<b>Montserrat</b>							
	MS	-0400					
<b>Morocco</b>							
	MA	+0000					
<b>Mozambique</b>							
	MZ	+0200					
<b>Myanmar</b>							
	MM	+0630					
<b>Namibia</b>							
	NA	+0100	0100	04SEP05	2400	01APR06	+0200
			0100	03SEP06	2400	07APR07	+0200
			0100	02SEP07	2400	05APR08	+0200
<b>Nauru</b>							
	NR	+1200					
<b>Nepal</b>							
	NP	+0545					
<b>Netherlands</b>							
	NL	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Netherlands Antilles (including Southern St. Martin)</b>							
	AN	-0400					
<b>New Caledonia</b>							
	NC	+1100					

<b>Country Name</b>	<b>Time Zone</b>	<b>Standard Variation</b>	<b>DST Start Time</b>	<b>DST Start Date</b>	<b>DST End Time</b>	<b>DST End Date</b>	<b>DST Variation</b>
<b>New Zealand</b>	NZ 1	New Zealand (excluding Chatham Islands)					
		+1200	1400	01OCT05	1400	18MAR06	+1300
			1400	07OCT06	1400	17MAR07	+1300
			1400	06OCT07	1400	15MAR08	+1300
	NZ 2	Chatham Islands					
		+1245	1400	01OCT05	1400	18MAR06	+1345
			1400	07OCT06	1400	17MAR07	+1345
			1400	06OCT07	1400	15MAR08	+1345
<b>Nicaragua</b>	NI	-0600	0600	10APR05	0500	11OCT05	-0500
<b>Niger</b>	NE	+0100					
<b>Nigeria</b>	NG	+0100					
<b>Niue</b>	NU	-1100					
<b>Norfolk Island</b>	NF	+1130					
<b>Northern Mariana Islands (includes Mariana Islands except Guam)</b>	MP	+1000					
<b>Norway (excluding Svalbard and Jan Mayen)</b>	NO	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Oman</b>	OM	+0400					
<b>Pakistan</b>	PK	+0500					
<b>Palau</b>	PW	+0900					
<b>Palestinian Territory, Occupied</b>	PS	+0200	2300	31MAR05	2200	29SEP05	+0300
			2300	30MAR06	2200	28SEP06	+0300
			2300	29MAR07	2200	20SEP07	+0300
<b>Panama</b>	PA	-0500					
<b>Papua New Guinea</b>	PG	+1000					
<b>Paraguay</b>	PY	-0400	0400	17OCT04	0300	13MAR05	-0300
			0400	16OCT05	0300	12MAR06	-0300
			0400	15OCT06	0300	11MAR07	-0300
<b>Peru</b>	PE	-0500					
<b>Philippines</b>	PH	+0800					
<b>Poland</b>	PL	+0100	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200



# Standard Schedules Information Manual

Country Name	Time Zone	Standard Variation	DST Start Time	DST Start Date	DST End Time	DST End Date	DST Variation
Portugal	PT 1	Mainland, Madeira <b>+0000</b>	0100	27MAR05	0100	30OCT05	+0100
			0100	26MAR06	0100	29OCT06	+0100
			0100	25MAR07	0100	28OCT07	+0100
	PT 2	Azores <b>-0100</b>	0100	27MAR05	0100	30OCT05	+0000
			0100	26MAR06	0100	29OCT06	+0000
			0100	25MAR07	0100	28OCT07	+0000
Puerto Rico	PR	<b>-0400</b>					
Qatar	QA	<b>+0300</b>					
Reunion	RE	<b>+0400</b>					
Romania	RO	<b>+0200</b>	2200	26MAR05	2100	29OCT05	+0300
			2200	25MAR06	2100	28OCT06	+0300
			2200	24MAR07	2100	27OCT07	+0300
Russian Federation	RU 01	Zone 1 (including Kaliningrad) <b>+0200</b>	0000	27MAR05	2400	29OCT05	+0300
			0000	26MAR06	2400	28OCT06	+0300
			0000	25MAR07	2400	27OCT07	+0300
	RU 02	Zone 2 (including Moscow, St. Petersburg, Astrakhan, Naryan Mar) <b>+0300</b>	2300	26MAR05	2300	29OCT05	+0400
			2300	25MAR06	2300	28OCT06	+0400
			2300	24MAR07	2300	27OCT07	+0400
	RU 03	Zone 3 (including Izhevsk, Samara) <b>+0400</b>	2200	26MAR05	2200	29OCT05	+0500
			2200	25MAR06	2200	28OCT06	+0500
			2200	24MAR07	2200	27OCT07	+0500
	RU 04	Zone 4 (including Perm, Nizhnevartovsk, Ekaterinburg) <b>+0500</b>	2100	26MAR05	2100	29OCT05	+0600
			2100	25MAR06	2100	28OCT06	+0600
			2100	24MAR07	2100	27OCT07	+0600
	RU 05	Zone 5 (including Omsk, Novosibirsk) <b>+0600</b>	2000	26MAR05	2000	29OCT05	+0700
			2000	25MAR06	2000	28OCT06	+0700
			2000	24MAR07	2000	27OCT07	+0700
	RU 06	Zone 6 (including Norilsk, Kyzyl) <b>+0700</b>	1900	26MAR05	1900	29OCT05	+0800
			1900	25MAR06	1900	28OCT06	+0800
			1900	24MAR07	1900	27OCT07	+0800
	RU 07	Zone 7 (including Bratsk, Ulan-Ude) <b>+0800</b>	1800	26MAR05	1800	29OCT05	+0900
			1800	25MAR06	1800	28OCT06	+0900
			1800	24MAR07	1800	27OCT07	+0900

<b>Country Name</b>	<b>Time Zone</b>	<b>Standard Variation</b>	<b>DST Start Time</b>	<b>DST Start Date</b>	<b>DST End Time</b>	<b>DST End Date</b>	<b>DST Variation</b>
<b>Russian Federation (continued)</b>							
	RU 08	Zone 8 (including Chita, Yakutsk)					
		+0900	1700	26MAR05	1700	29OCT05	+1000
			1700	25MAR06	1700	28OCT06	+1000
			1700	24MAR07	1700	27OCT07	+1000
	RU 09	Zone 9 (including Khabarovsk, Vladivostok, Yuzhno-Sakhalinsk)					
		+1000	1600	26MAR05	1600	29OCT05	+1100
			1600	25MAR06	1600	28OCT06	+1100
			1600	24MAR07	1600	27OCT07	+1100
	RU 10	Zone 10 (including Magadan)					
		+1100	1500	26MAR05	1500	29OCT05	+1200
			1500	25MAR06	1500	28OCT06	+1200
			1500	24MAR07	1500	27OCT07	+1200
	RU 11	Zone 11 (including Petropavlovsk-Kamchatsky)					
		+1200	1400	26MAR05	1400	29OCT05	+1300
			1400	25MAR06	1400	28OCT06	+1300
			1400	24MAR07	1400	27OCT07	+1300
<b>Rwanda</b>	RW	<b>+0200</b>					
<b>Saint Helena</b>	SH	<b>+0000</b>					
<b>Saint Kitts and Nevis</b>	KN	<b>-0400</b>					
<b>Saint Lucia</b>	LC	<b>-0400</b>					
<b>Saint Pierre and Miquelon</b>	PM	<b>-0300</b>	0500	03APR05	0400	30OCT05	-0200
			0500	02APR06	0400	29OCT06	-0200
			0500	01APR07	0400	28OCT07	-0200
<b>Saint Vincent and The Grenadines</b>	VC	<b>-0400</b>					
<b>Samoa</b>	WS	<b>-1100</b>					
<b>San Marino</b>	SM	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Sao Tome and Principe</b>	ST	<b>+0000</b>					
<b>Saudi Arabia</b>	SA	<b>+0300</b>					
<b>Senegal</b>	SN	<b>+0000</b>					
<b>Serbia and Montenegro</b>	CS	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Seychelles</b>	SC	<b>+0400</b>					
<b>Sierra Leone</b>	SL	<b>+0000</b>					
<b>Singapore</b>	SG	<b>+0800</b>					



# Standard Schedules Information Manual

Country Name	Time Zone	Standard Variation	--- DST Start ---		--- DST End ---		DST Variation
			Time	Date	Time	Date	
<b>Slovakia</b>	SK	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Slovenia</b>	SI	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Solomon Islands</b>	SB	<b>+1100</b>					
<b>Somalia</b>	SO	<b>+0300</b>					
<b>South Africa</b>	ZA	<b>+0200</b>					
<b>Spain</b>	ES 1	Mainland, Baleares, Melilla, Ceuta					
		<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
	ES 2	Canary Islands					
		<b>+0000</b>	0200	27MAR05	0200	30OCT05	+0100
			0200	26MAR06	0200	29OCT06	+0100
			0200	25MAR07	0200	28OCT07	+0100
<b>Sri Lanka</b>	LK	<b>+0600</b>					
<b>Sudan</b>	SD	<b>+0300</b>					
<b>Suriname</b>	SR	<b>-0300</b>					
<b>Svalbard and Jan Mayen</b>	SJ	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Swaziland</b>	SZ	<b>+0200</b>					
<b>Sweden</b>	SE	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Switzerland</b>	CH	<b>+0100</b>	0100	27MAR05	0100	30OCT05	+0200
			0100	26MAR06	0100	29OCT06	+0200
			0100	25MAR07	0100	28OCT07	+0200
<b>Syrian Arab Republic</b>	SY	<b>+0200</b>	2200	31MAR05	2100	31OCT05	+0300
			2200	31MAR06	2100	31OCT06	+0300
			2200	31MAR07	2100	31OCT07	+0300
<b>Tajikistan</b>	TJ	<b>+0500</b>					
<b>Tanzania, United Republic of</b>	TZ	<b>+0300</b>					
<b>Thailand</b>	TH	<b>+0700</b>					
<b>Timor-Leste</b>	TL	<b>+0900</b>					
<b>Togo</b>	TG	<b>+0000</b>					
<b>Tonga</b>	TO	<b>+1300</b>					

<b>Country Name</b>	<b>Time Zone</b>	<b>Standard Variation</b>	<b>DST Start Time</b>	<b>DST Start Date</b>	<b>DST End Time</b>	<b>DST End Date</b>	<b>DST Variation</b>
<b>Trinidad and Tobago</b>	TT	<b>-0400</b>					
<b>Tunisia</b>	TN	<b>+0100</b>	2300	30APR05	2200	30SEP05	+0200
<b>Turkey</b>	TR	<b>+0200</b>	0100	27MAR05	0100	30OCT05	+0300
			0100	26MAR06	0100	29OCT06	+0300
			0100	25MAR07	0100	28OCT07	+0300
<b>Turkmenistan</b>	TM	<b>+0500</b>					
<b>Turks and Caicos Islands</b>	TC	<b>-0500</b>	0500	03APR05	0400	30OCT05	-0400
			0500	02APR06	0400	29OCT06	-0400
			0500	01APR07	0400	28OCT07	-0400
<b>Tuvalu</b>	TV	<b>+1200</b>					
<b>Uganda</b>	UG	<b>+0300</b>					
<b>Ukraine</b>	UA	<b>+0200</b>	0100	27MAR05	0100	30OCT05	+0300
			0100	26MAR06	0100	29OCT06	+0300
			0100	25MAR07	0100	28OCT07	+0300
<b>United Arab Emirates (Abu Dhabi, Dubai, Sharjah, Ras al Khaymah, Umm Alquwain, Al Ain, Al-Fujairah)</b>	AE	<b>+0400</b>					
<b>United Kingdom</b>	GB	<b>+0000</b>	0100	27MAR05	0100	30OCT05	+0100
			0100	26MAR06	0100	29OCT06	+0100
			0100	25MAR07	0100	28OCT07	+0100
<b>United States</b>	US 1	Eastern Time Zone					
		<b>-0500</b>	0700	03APR05	0600	30OCT05	-0400
			0700	02APR06	0600	29OCT06	-0400
			0700	01APR07	0600	28OCT07	-0400
	US 2	Central Time Zone					
		<b>-0600</b>	0800	03APR05	0700	30OCT05	-0500
			0800	02APR06	0700	29OCT06	-0500
			0800	01APR07	0700	28OCT07	-0500
	US 3	Mountain Time Zone (excluding Arizona)					
		<b>-0700</b>	0900	03APR05	0800	30OCT05	-0600
			0900	02APR06	0800	29OCT06	-0600
			0900	01APR07	0800	28OCT07	-0600
	US 3A	Mountain Time Zone – Arizona					
		<b>-0700</b>					
	US 4	Pacific Time Zone					
		<b>-0800</b>	1000	03APR05	0900	30OCT05	-0700
			1000	02APR06	0900	29OCT06	-0700
			1000	01APR07	0900	28OCT07	-0700



# Standard Schedules Information Manual

Country Name	Time Zone	Standard Variation	DST Start Time	DST Start Date	DST End Time	DST End Date	DST Variation
<b>United States (continued)</b>							
	US 5	Alaska Time Zone -0900	1100	03APR05	1000	30OCT05	-0800
			1100	02APR06	1000	29OCT06	-0800
			1100	01APR07	1000	28OCT07	-0800
	US 6	Aleutian Time Zone -1000	1200	03APR05	1100	30OCT05	-0900
			1200	02APR06	1100	29OCT06	-0900
			1200	01APR07	1100	28OCT07	-0900
	US 6A	Hawaiian Time Zone -1000					
<b>United States Minor Outlying Islands</b>							
	UM 1	Johnston Atoll -1000					
	UM 2	Midway Islands -1100					
	UM 3	Wake Island +1200					
<b>Uruguay</b>	UY	-0300	0300	19SEP04	0200	27MAR05	-0200
<b>Uzbekistan</b>	UZ	+0500					
<b>Vanuatu</b>	VU	+1100					
<b>Venezuela</b>	VE	-0400					
<b>Viet Nam</b>	VN	+0700					
<b>Virgin Islands (British)</b>	VG	-0400					
<b>Virgin Islands (U.S.)</b>	VI	-0400					
<b>Wallis and Futuna Islands</b>	WF	+1200					
<b>Yemen</b>	YE	+0300					
<b>Zambia</b>	ZM	+0200					
<b>Zimbabwe</b>	ZW	+0200					

## **DECODING**

AD ....Andorra	DE ....Germany
AE ....United Arab Emirates	DJ .....Djibouti
AF.....Afghanistan	DK .....Denmark
AG ....Antigua and Barbuda	DM.....Dominica
AI.....Anguilla	DO ....Dominican Republic
AL.....Albania	DZ ....Algeria
AM.....Armenia	EC ....Ecuador
AN ....Netherlands Antilles (including Southern St. Martin)	EE ....Estonia
AO ....Angola	EG ....Egypt
AR ....Argentina	ER ....Eritrea
AS ....American Samoa	ES ....Spain (including Canary Islands, Melilla)
AT.....Austria	ET.....Ethiopia
AU ....Australia	FI .....Finland
AW ....Aruba	FJ .....Fiji
AX ....Åland Islands	FK.....Falkland Islands (Malvinas)
AZ.....Azerbaijan	FM ....Micronesia (Federated States of)
BA ....Bosnia and Herzegovina	FO ....Faroe Islands
BB ....Barbados	FR ....France
BD ....Bangladesh	GA ....Gabon
BE ....Belgium	GB ....United Kingdom
BF.....Burkina Faso	GD.....Grenada
BG ....Bulgaria	GE ....Georgia
BH ....Bahrain	GF ....French Guiana
BI.....Burundi	GH....Ghana
BJ.....Benin	GI .....Gibraltar
BM....Bermuda	GL ....Greenland
BN ....Brunei Darussalam	GM ....Gambia
BO ....Bolivia	GN.....Guinea
BR ....Brazil	GP ....Guadeloupe (including St. Barthelemy and Northern St. Martin)
BS ....Bahamas	GQ.....Equatorial Guinea
BT.....Bhutan	GR.....Greece
BW ....Botswana	GT ....Guatemala
BY ....Belarus	GU ....Guam
BZ.....Belize	GW ....Guinea-Bissau
CA ....Canada	GY ....Guyana
CC ....Cocos (Keeling) Islands	HK ....Hong Kong (SAR, China)
CD ....Congo, Democratic Republic of	HN ....Honduras
CF ....Central African Republic	HR ....Croatia
CG.....Congo	HT ....Haiti
CH ....Switzerland	HU ....Hungary
CI.....Côte d'Ivoire	ID.....Indonesia
CK ....Cook Islands	IE .....Ireland
CL.....Chile	IL .....Israel
CM.....Cameroon, Republic of	IN.....India (including Andaman Islands)
CN ....China, People's Republic of	IQ .....Iraq
CO ....Colombia	IR.....Iran (Islamic Republic of)
CR ....Costa Rica	IS .....Iceland
CS ....Serbia and Montenegro	IT .....Italy
CU ....Cuba	JM ....Jamaica
CV ....Cape Verde	JO.....Jordan
CX ....Christmas Island (Indian Ocean)	JP .....Japan
CY ....Cyprus	
CZ ....Czech Republic	



KE ....Kenya	NZ ....New Zealand (including Chatham Is.)
KG ....Kyrgyzstan	OM ....Oman
KH ....Cambodia	PA ....Panama
KI .....Kiribati (including Christmas Island, Canton and Enderbury Islands)	PE ....Peru
KM ....Comoros	PF .....French Polynesia (including Marquezas Islands, Society Archipelago, Tubuai Islands, Tuamotu Archipelago, Tahiti and Gambier Islands)
KN ....Saint Kitts and Nevis	PG ....Papua New Guinea
KP ....Korea, Democratic People's Republic of	PH ....Philippines
KR ....Korea, Republic of	PK ....Pakistan
KW ....Kuwait	PL.....Poland
KY ....Cayman Islands	PM....Saint Pierre and Miquelon
KZ.....Kazakhstan	PR ....Puerto Rico
LA .....Lao People's Democratic Republic	PS ....Palestinian Territory, Occupied
LB.....Lebanon	PT.....Portugal (including Azores and Madeira)
LC.....Saint Lucia	PW ....Palau
LI .....Liechtenstein	PY ....Paraguay
LK.....Sri Lanka	QA ....Qatar
LR.....Liberia	RE ....Reunion
LS.....Lesotho	RO ....Romania
LT .....Lithuania	RU .....Russian Federation
LU.....Luxembourg	RW ....Rwanda
LV .....Latvia	SA ....Saudi Arabia
LY.....Libyan Arab Jamahiriya	SB ....Solomon Islands
MA.....Morocco	SC ....Seychelles
MC....Monaco	SD ....Sudan
MD ....Moldova, Republic of	SE ....Sweden
MG ....Madagascar	SG ....Singapore
MH.....Marshall Islands	SH ....Saint Helena
MK.....Macedonia, The Former Yugoslav Republic of	SI.....Slovenia
ML ....Mali	SJ ....Svalbard and Jan Mayen
MM ....Myanmar	SK ....Slovakia
MN.....Mongolia	SL.....Sierra Leone
MO ....Macao (SAR, China)	SM....San Marino
MP.....Northern Mariana Islands (including Mariana Islands except Guam)	SN ....Senegal
MQ ....Martinique	SO ....Somalia
MR....Mauritania	SR ....Suriname
MS ....Montserrat	ST.....Sao Tome and Principe
MT ....Malta	SV ....El Salvador
MU.....Mauritius	SY ....Syrian Arab Republic
MV ....Maldives	SZ.....Swaziland
MW ....Malawi	TC ....Turks and Caicos Islands
MX ....Mexico	TD ....Chad
MY ....Malaysia	TG ....Togo
MZ ....Mozambique	TH ....Thailand
NA ....Namibia	TJ .....Tajikistan
NC ....New Caledonia	TL .....Timor-Leste
NE ....Niger	TM ....Turkmenistan
NF ....Norfolk Island	TN ....Tunisia
NG ....Nigeria	TO ....Tonga
NI.....Nicaragua	TR ....Turkey
NL.....Netherlands	TT.....Trinidad and Tobago
NO ....Norway	TV.....Tuvalu
NP ....Nepal	TW.....Chinese Taipei
NR ....Nauru	TZ.....Tanzania, United Republic of
NU ....Niue	

UA .....Ukraine  
UG.....Uganda  
UM.....United States Minor Outlying Islands  
    (including Johnston Atoll, Midway Islands  
    and Wake Island)  
US .....United States (including Alaska and Hawaii)  
UY .....Uruguay  
UZ .....Uzbekistan  
VC .....Saint Vincent and The Grenadines  
VE .....Venezuela  
VG .....Virgin Islands (British)  
VI.....Virgin Islands (U.S.)  
VN .....Viet Nam  
VU .....Vanuatu  
WF.....Wallis and Futuna Islands  
WS ....Samoa  
YE .....Yemen  
YT.....Mayotte  
ZA.....South Africa  
ZM ....Zambia  
ZW.....Zimbabwe  
ZZ.....Fictitious



---

## Appendix G

### TRAFFIC RESTRICTION CODES TABLE

The next pages represent a complete table of Traffic Restriction Codes and their associated appropriate texts. It gives a general definition of each code and detailed information on how the Airline Guides and Computer Reservations Systems will publish and display restricted segments in both passenger and cargo applications.

Traffic Restrictions apply on a segment basis. The codes in this table condense the expression of the conditions under which traffic may be enplaned at the board point and/or deplaned at the off point of the segment to which the restriction is applied. Direct flights should be published and displayed for all restricted segments except restrictions **A, I, K, N, O** and **Y**, and additionally restrictions **M, Q, T, V, W** and **X** in cargo/mail applications, as no local traffic is allowed.

Any **connection** which satisfies the applicable restriction should not have the appropriate text displayed.

Traffic restrictions can be specified to apply only at the board point or the off point by using data elements 'Traffic Restriction Code Qualifier at Board Point' and 'Traffic Restriction Code Qualifier at Off Point' respectively, or can be expanded upon by using data element 'Traffic Restriction Code Information — Free Format'.

Traffic Restrictions which restrict carriage to Online Connecting Traffic mean that the Flight Designators of the flights involved in a connection must both use the same Airline Designator for the connection to be valid. The same rule applies when carriage is restricted to Stopover Traffic — meaning that a valid Stopover can only be Online.

**Default:** *In the absence of any information to the contrary, it is assumed that any Traffic Restriction stated applies to all forms of traffic (passenger, cargo, mail) at Board and/or Off Point.*



# Standard Schedules Information Manual

Traffic Restriction Code	Meaning and Description	Display of Restricted Direct Flight Segment	Construction of Transfer Connections Involving Restricted Flight Segment
A	NO LOCAL TRAFFIC No traffic may be enplaned at the board point for carriage to, and subsequent deplaning at the off point. See also Restriction I.	No display.	Not allowed.
B	LOCAL TRAFFIC ONLY No restriction applies, but the segment is not to be used as part of any published connection.	Normal display.	Not allowed.
C	LOCAL AND DOMESTIC CONNECTING TRAFFIC ONLY No restriction applies, but the segment is not to be used as part of any published connection where the preceding connecting segment, or where the following connecting segment, is an international flight segment.	Normal display.	Construct only Domestic connections.
D	QUALIFIED INTERNATIONAL ONLINE CONNECTING OR STOPOVER TRAFFIC ONLY The 'D' restriction equals the 'Q' restriction in that it restricts the <b>segment</b> to international online connecting and international online stopover traffic only. Additionally, the <b>trip</b> will be invalid if the 'D', 'E' or 'G' restriction exists into <b>and</b> out of <b>all</b> online connect points for the carrier(s) filing the restriction.  ☞ For further guidance, see also Appendix H: Traffic Restriction Codes D/E/G.	<i>Passenger applications:</i> Displayed, but must be accompanied by appropriate text, eg. INTL ONLINE CONNEX/STPVR TFC ONLY  <i>Cargo/Mail applications:</i> No display.	Construct only International Online connections except if the 'D', 'E' or 'G' restriction exists into <b>and</b> out of <b>all</b> online connect points for the carrier(s) filing the restriction.
E	QUALIFIED ONLINE CONNECTING OR STOPOVER TRAFFIC ONLY The 'E' restriction equals the 'X' restriction in that it restricts the <b>segment</b> to online connecting and online stopover traffic only. Additionally, the <b>trip</b> will be invalid if the 'D', 'E' or 'G' restriction exists into <b>and</b> out of <b>all</b> online connect points for the carrier(s) filing the restriction.  ☞ For further guidance, see also Appendix H: Traffic Restriction Codes D/E/G.	<i>Passenger applications:</i> Displayed, but must be accompanied by appropriate text, eg. ONLINE CONNEX/STPVR TFC ONLY  <i>Cargo/Mail applications:</i> No display.	Construct only Online connections except if the 'D', 'E' or 'G' restriction exists into <b>and</b> out of <b>all</b> online connect points for the carrier(s) filing the restriction.
F	LOCAL AND ONLINE CONNECTING TRAFFIC ONLY. No restriction applies, but the segment is not to be used as part of any published interline connecting segment.	Normal display	Construct only Online connections
G	QUALIFIED ONLINE CONNECTING TRAFFIC ONLY. The 'G' restriction equals the 'Y' restriction in that it restricts the <b>segment</b> to online connecting traffic only. Additionally, the <b>trip</b> will be invalid if the 'D', 'E' or 'G' restrictions exist into <b>and</b> out of <b>all</b> online connect points for the carrier(s) filing the restriction.  ☞ For further guidance, see also Appendix H: Traffic Restriction Code D/E/G.	No display	Construct only Online connections except if the 'D', 'E' or 'G' restriction exists into <b>and</b> out of <b>all</b> online connect points for the carrier(s) filing the restriction.
H	SEGMENT NOT TO BE DISPLAYED No restriction applies, but the segment is not to be displayed or used as part of any published connection.	No display.	Not allowed.
I <sup>1</sup>	TECHNICAL LANDING Due to non-commercial (technical) landing no traffic may be enplaned at the board point for carriage to, and subsequent deplaning at the off point. All segments, where the board point and/or off point is a technical stop, should be restricted using Code I.	No display.	Not allowed.
K	CONNECTING TRAFFIC ONLY Carriage is limited to connecting traffic only. The segment must have at least one connection.	No display.	Construction allowed.
M	INTERNATIONAL ONLINE STOPOVER TRAFFIC ONLY Carriage is limited to international online stopover traffic only; traffic may be carried if all conditions are satisfied. In respect of carriage of cargo and/or mail, this code is interpreted as Traffic Restriction Code A.	<i>Passenger applications:</i> Displayed, but must be accompanied by appropriate text, eg.  INTL ONLINE STPVR TFC ONLY  <i>Cargo/Mail applications:</i> No display.	Not allowed.

<sup>1</sup> For Chapter 8 purposes, the OPS segment, data element 9984, code 1 should be used instead of Traffic Restriction Code I.

Traffic Restriction Code	Meaning and Description	Display of Restricted Direct Flight Segment	Construction of Transfer Connections Involving Restricted Flight Segment
<b>N</b>	INTERNATIONAL CONNECTING TRAFFIC ONLY Carriage is limited to international connecting traffic only. The segment must have at least one international connection. All connecting segments must be from/to a station <b>in another country</b> .	No display.	Construct only International connections.
<b>O</b>	INTERNATIONAL ONLINE CONNECTING TRAFFIC ONLY Carriage is limited to international online connecting traffic only. The segment must have at least one international online connection. All connecting segments must be from/to a station <b>in another country</b> with the <b>same airline designator</b> .	No display.	Construct only International Online connections.
<b>Q</b>	INTERNATIONAL ONLINE CONNECTING OR STOPOVER TRAFFIC ONLY Carriage is limited to international online connecting or international online stopover traffic only; traffic may be carried if either set of conditions is satisfied. In respect of carriage of cargo and/or mail, this code is interpreted as Traffic Restriction Code <b>O</b> .	<i>Passenger applications:</i> Displayed, but must be accompanied by appropriate text, eg. INTL ONLINE CONNEX/STPVR TFC ONLY  <i>Cargo/Mail applications:</i> No display.	Construct only International Online Connections.
<b>T</b>	ONLINE STOPOVER TRAFFIC ONLY Carriage is limited to online stopover traffic only. The segment must have at least one online stopover. All stopover segments must be online.  In respect of carriage of cargo and/or mail, this code is interpreted as Traffic Restriction Code <b>A</b> .	<i>Passenger applications:</i> Displayed, but must be accompanied by appropriate text, eg. ONLINE STPVR TFC ONLY  <i>Cargo/Mail applications:</i> No display.	Not allowed.
<b>V</b>	CONNECTING OR STOPOVER TRAFFIC ONLY Carriage is limited to connecting or stopover traffic only; traffic may be carried if either condition is satisfied.  In respect of the carriage of cargo and/or mail, this code is interpreted as Traffic Restriction Code <b>K</b> .	<i>Passenger applications:</i> Displayed, but must be accompanied by appropriate text, eg. CONEX/STPVR TFC ONLY  <i>Cargo/Mail applications:</i> No display.	Construction allowed.
<b>W</b>	INTERNATIONAL CONNECTING OR STOPOVER TRAFFIC ONLY Carriage is limited to international connecting or international stopover traffic only; traffic may be carried if either set of conditions is satisfied.  In respect of carriage of cargo and/or mail, this code is interpreted as Traffic Restriction Code <b>N</b> .	<i>Passenger applications:</i> Displayed, but must be accompanied by appropriate text, eg. INTL CONEX/STPVR TFC ONLY  <i>Cargo/Mail applications:</i> No display.	Construct only International connections.
<b>X</b>	ONLINE CONNECTING OR STOPOVER TRAFFIC ONLY Carriage is limited to online connecting or online stopover traffic only; traffic may be carried if either set of conditions is satisfied. In respect of carriage of cargo and/or mail, this code is interpreted as Traffic Restriction Code <b>Y</b> .	<i>Passenger applications:</i> Displayed, but must be accompanied by appropriate text, eg. ONLINE CONEX/STPVR TFC ONLY  <i>Cargo/Mail applications:</i> No display.	Construct only Online connections.
<b>Y</b>	ONLINE CONNECTING TRAFFIC ONLY Carriage is limited to online connecting traffic only. The segment must have at least one online connection. All connecting segments must be online.	No display.	Construct only Online connections.
<b>Z</b>	Traffic restrictions do not apply equally to passenger/cargo/mail <i>and/or</i> Multiple traffic restrictions apply. <i>Refer to associated Data Element Identifiers 170 through 173.</i>	Not applicable.	Not applicable.



## **Appendix H**

### **EXPLANATORY NOTES ON SSIM APPLICATIONS**

#### **GENERAL**

The objective of the Standard Schedules Information Manual is to communicate information relating to a flight or service without any ambiguity.

Apart from the essential information, like Flight Designators, Day(s) and Period of Operation, Aircraft Type, routing and timings, additional information can be added for operational and reservations purposes.

Each item has been allocated a particular position in the schedule information, and is called a 'data element'.

Each data element and its relationship to others with a common subject have been defined in Chapter 2. For the implementation and the proper use of SSIM, it is important to be aware of such relationships.

The objective of this Appendix is to explain and guide the treatment of particular cases that require special attention or handling.

It is assumed, however, that the definition of each data element used in this Appendix is known or can be referenced in Chapter 2.

#### **CONTENTS**

##### **Ad Hoc Schedules Messages in the Operations Control Environment**

- Schedule Information Processing
- Operational Situations

##### **Aircraft Seating Description**

- Aircraft Configuration/Version (ACV)
- Passenger Reservations Booking Designator (PRBD)

##### **Clearances/Movement Advices for Flights Partly out of Scheduling Season**

##### **Commercial Agreements Between Two or More Airlines**

- Wet/Dry Lease
- Joint Operation
- Code Sharing — Shared Airline Designation
- Code Sharing — Commercial Duplicate
- Code Sharing — Multiple Names
- Code Sharing: Code Sharing and Wet Leasing Handling in Chapters 4, 5, 7 and 8
  - Chapters 4 and 5 Applications
  - Chapter 7 Applications
  - Chapter 8 Applications

##### **Daylight Saving Time**

##### **Defaults**

##### **Duplicate Flight Legs**

##### **Electronic Ticketing Information**

- Carrier Defaults
- Electronic Ticketing for Segments



## Fictitious Points

### Legs/Segments

- Segment Override Data Elements
- Segment Default Assumptions
- Electronic Ticketing Information
- Passenger Reservations Booking Designator

## Partial Cancellation of Flights

### Partnership Specification

- Direct Flights
- Single Connections
- Double Connections

### Time Mode

- UTC/LT Relationship
- UTC Flight Number Duplication at Origin or Individual Stations
- UTC Flight Number Duplication due to Daylight Saving Time
- Local Date Flight Number Duplication
- Summary

## Traffic Restriction Code D, E and G

- Online Connection Scenario
- Interline Connection Scenario

## Traffic Restriction Code Qualifiers 710-712

## Train Stations at Multi-Terminal Airports

## Withdrawal of Ad Hoc Schedule Changes

- ASM Withdrawal Indicator
- Change Reason Code RTNS

## AD HOC SCHEDULES MESSAGES IN THE OPERATIONS CONTROL ENVIRONMENT

Whilst the references in this section are to schedule updates using ASMs, the same principles apply to Chapter 8 EDIFACT Message Function code A4 (Partial schedule update — ad hoc changes/additions/deletions to schedule).

The implementation of Ad Hoc Schedules Messages (ASM) in on-the-day Operations Control Environment is increasing. The subsequent processing of these messages in both in-house and external applications such as reservations, cargo and departure control applications, have created a number of conflicts between the ideal scheduling philosophy of SSIM and real operational situations.

Proposals for the resolution of the most typical situations are included below.

It should be noted that, for a clear understanding by human beings of the operational decisions published by means of an ASM, the actions must be obvious and cannot be hidden behind any technical solutions made possible by SSIM rules.

### Schedule Information Processing

Operations Control decision makers must be aware of the basic restrictions that are to be followed to enable other systems to process their scheduling information:

- no duplicate Flight Number/date from Origin Station in UTC;
- no duplicate Flight Number/date from Origin Station in local time;
- no duplicate departure of the same Flight Number at the same station on the same local date (except in case of diversion/forced return);
- no duplicate arrival of the same Flight Number at the same station on the same local date (except in case of diversion/forced return);

(all duplications refer to schedule time and **not** to actual or estimated times as reported by Movement Messages).

### Operational Situations

Proposed solutions for typical operational situations:

- Cancellation of part of a flight by a CNL sub-message:
  - cancellation of the first leg where the second leg departs with a date variation (removal of the first leg would cause a change of Flight Identifier);
  - cancellation of a middle leg (removal of this leg would break the routing continuity of the flight).

The solution is a cancel action that leaves the leg in existence (commonly called FLIFO Cancel). The reinstatement of such a cancelled leg to operating status is possible by an RIN sub-message or by an RPL sub-message for the whole flight or by a RRT sub-message starting with the departure Station of the cancelled middle leg as the point of rerouting.

For coordination purposes, previously cancelled slots cannot be assumed to be available for reinstatement, but must be re-applied for.



- Diversion/rerouting of a flight:

The diversion of a flight with a pending operational decision as to its continuation (that could potentially break the routing continuity) has no equivalent scheduling action.

After the decision to terminate the flight or to continue the flight to its intended or next/final destination with a new schedule, the RRT sub-message should be used starting with the departure Station of the diverted leg as the point of rerouting.

The following special cases may require special solutions in a receiving application:

- diversion to current leg departure Station (return from airborne/forced return)  
i.e. routing AAA-BBB becomes AAA-AAA-BBB;  
The solution could be to accept the second departure as a revised departure time from that Station ignoring the newly created leg AAA-AAA
- diversion/rerouting to a previous leg departure Station i.e. routing AAA-BBB-CCC-DDD becomes AAA-BBB-CCC-BBB-DDD.

Currently most reservations systems cannot handle this situation.

## AIRCRAFT SEATING DESCRIPTION

This section describes the relationship between the **Aircraft Configuration/Version** and the **Passenger Reservations Booking Designator** and their associated information.

The seating layout of an aircraft may be categorised from either a technical/operational (physical layout) aspect or a sales-oriented (reservations) aspect.

As these need not be identical, two different data elements exist within SSIM to specify the **physical layout** description by means of the **Aircraft Configuration/Version (ACV)** and **reservations** description by means of the **Passenger Reservations Booking Designator (PRBD)**.

### Aircraft Configuration/Version (ACV)

The ACV specifies the different physical seats on an aircraft irrespective of how they are sold on a flight. It is purely aircraft-related and does not change unless a physical re-arrangement of seats takes place.

The ACV is always leg-oriented, and uses SSIM Class of Service Codes for specification.

In general, the number of seats fitted in the aircraft as specified within the ACV is also the number of seats available for sale unless they are to be reduced by '**Blocked Seats**' in each Class of Service, e.g. crew-rest seats or stretcher.

If the saleable seating is less than the fitted configuration, Data Element Identifier 104 (Blocked Seats and/or Unit Load Devices) should be used to explain the difference.

The ACV and its associated data are mainly used in the technical areas, in operations, and for seat selection within check-in systems.

The ACV is also used to specify the cargo capacity on an aircraft, e.g. containers and/or pallets, or to refer to an aircraft version reference code assigned by the airline.

### Passenger Reservations Booking Designator (PRBD)

The PRBD specifies for each leg how the saleable seats on the aircraft will be used, i.e. which seats will be sold to a certain passenger category.

The codes for the specification of these reservation categories may therefore differ from those used for the physical description of the ACV if this is required for selling/reservations purposes.

It is important to note that the PRBD may change from leg to leg **without** changing the ACV.

The following items of information are associated with the PRBD and therefore use the same booking class codes for specification:

- the data element '**Meal Service Note**' defines the appropriate meals served in each class, and,
- the data element '**Passenger Reservations Booking Modifier**' (PRBM) indicates applicable fare modifications, e.g. night class.

It is assumed that the information given by the PRBD, Meal Service Note, and the PRBM for each individual leg on a multi-leg flight also applies to all possible city pair combinations of these legs provided they are in consecutive order and that the information provided is identical.

In all other cases, the appropriate city pair information must be stated using the respective segment override data elements for clarification.

These are:

- '**Passenger Reservations Booking Designator Segment Override**' (Data Element Identifier 101);
- '**Passenger Reservations Booking Modifier Segment Override**' (Data Element Identifier 102); and
- '**Meal Service Segment Override**' (Data Element Identifier 111).

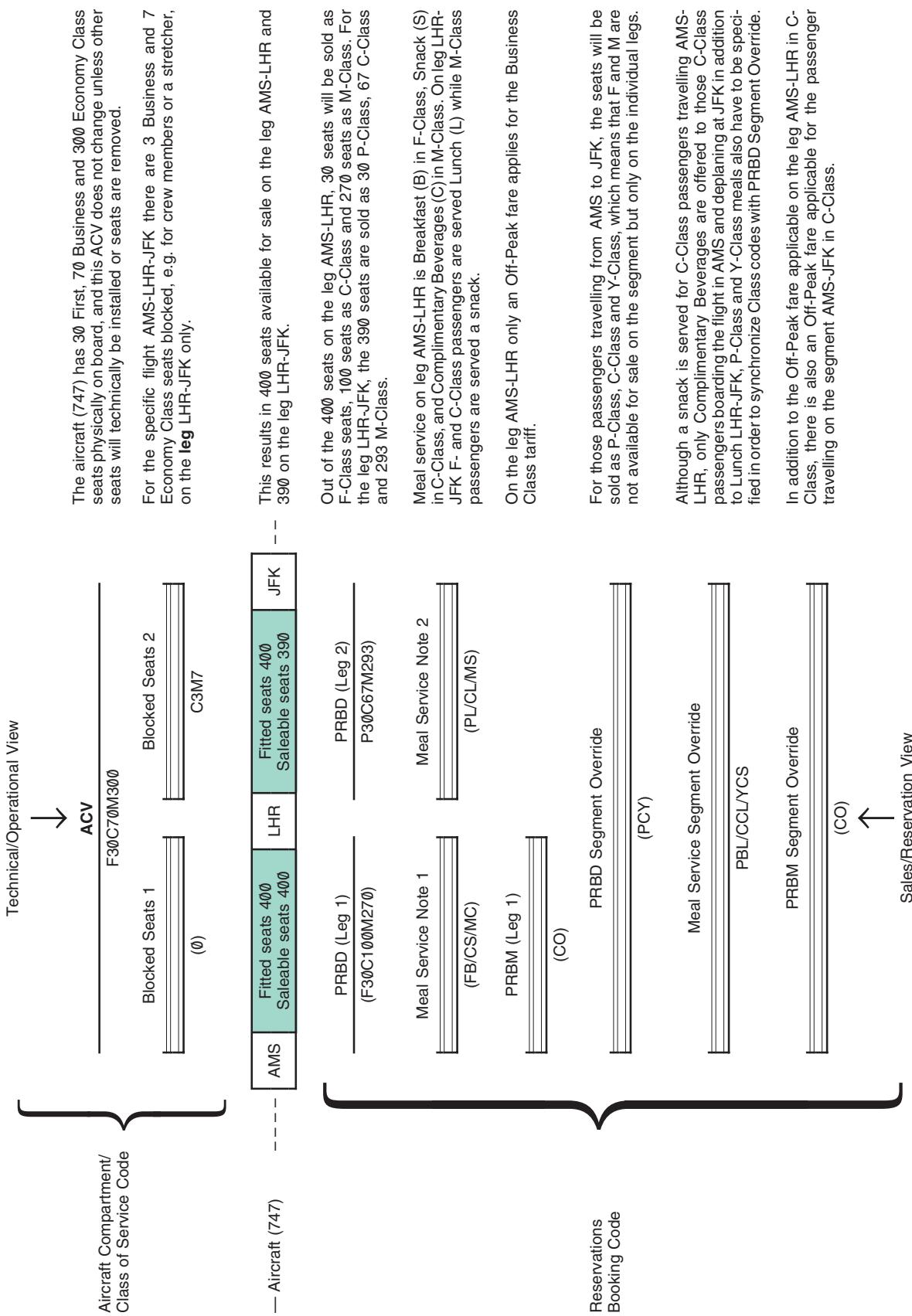
In cases where both ACV and PRBD are used, the Meal Service Note shall apply to the PRBD.



# Standard Schedules Information Manual

The example below shows the ACV and PRBD with their associated data elements on a flight AMS-LHR-JFK

Explanation



## **CLEARANCES/MOVEMENT ADVICES FOR FLIGHTS PARTLY OUT OF SCHEDULING SEASON**

Scheduling Seasons are predetermined, and, as such, all Coordinators and Schedules Facilitators handle slot timings in accordance within Season date limits applicable to their respective airports.

At the changeover between Seasons, some services commence their final trip(s) within the current season on the Friday and/or the Saturday and complete them on the first days of the next Season, i.e. either the Sunday and/or the Monday.

If the timings at any airport are not identical for both scheduling Seasons, it becomes necessary to submit a separate clearance/advice for this (these) itineraries in the new Season at the time SCRs/SMAs are submitted for the next IATA Schedules Conference.

### **Example (Times UTC):**

Scheduling Season				Single Date views of changeover flights		SCR/SMA for individual airports S01/W01				
S01	W01									
25MAR01	280CT01									
270CT01	30MAR02			260CT01	270CT01					
QF2	QF2			QF2	QF2					
1234567	1234567			5	6					
LHR	D	2115	2045	S01	S01	LHR	S01	25MAR	270CT	2115
							W01	280CT	30MAR	2045
BAH	A	0240+1	0305+1	S01	W01	BAH	S01	26MAR	270CT	0240/0355
BAH	D	0355+1	0420+1	S01	W01		W01	280CT	280CT	0240/0355
							W01	290CT	30MAR	0305/0420
SIN	A	1245+1	1215+1	S01	W01	SIN	S01	26MAR	270CT	1245/1405
SIN	D	1405+1	1410+1	S01	W01		W01	280CT	280CT	1245/1405
							W01	290CT	30MAR	1215/1410
SYD	A	2125+1	2120+1	S01	W01	SYD	S01	26MAR	270CT	2125/2300
SYD	D	2300+1	2250+1	S01	W01		W01	280CT	280CT	2115/2300
							W01	290CT	30MAR	2120/2250
MEL	A	0020+2	0015+2	W01	W01	MEL	S01	27MAR	270CT	0020
							W01	280CT	290CT	0020
							W01	30OCT	30MAR	0015



## COMMERCIAL AGREEMENTS BETWEEN TWO OR MORE AIRLINES

This Section includes procedures to notify data recipients of the existence of the following agreements.

- Wet/Dry Lease
- Joint Operation
- Code Sharing — Shared Airline Designation
- Code Sharing — Commercial Duplicate

Additional advice is provided on the following topics:

- Code Sharing — Multiple Names
- Code Sharing — Code Sharing and Wet Lease Handling in Chapters 4, 5, 7 and 8

### **Wet/Dry Lease**

A wet/dry lease operation is one where the aircraft is not part of the fleet of the Administrating Carrier and/or the crew is not employed by that carrier.

***Use data elements Aircraft Owner, Cabin Crew Employer, Cockpit Crew Employer as appropriate.***

Such agreements are usually made for operational reasons, to overcome problems such as aircraft capacity shortfalls and/or supplement crew numbers.

The aircraft/crew lessor or leasing carrier may be disclosed to potential passengers.

Where it is a legal requirement, it is mandatory to disclose a Wet Lease Airline.

The method used for disclosing a Wet Lease is the same as that used for Shared Airline Designation.

 Refer to '**Code Sharing - Shared Airline Designation**' below.

Wet/Dry Lease agreements must not be confused with those types of agreements defined below that are for marketing purposes.

 Refer to '**Code Sharing - Shared Airline Designation**' and '**Code Sharing - Commercial Duplicate**' below for how to handle cases of combined Wet Lease and Code Share.

### **Joint Operation**

Joint Operation is where two or more carriers jointly operate a service using one aircraft on any one leg of a flight. There is one Administrating Carrier and one Reservations Control Carrier with one Flight Designator irrespective of the number of participating carriers.

***Use data element Joint Operation Airline Designators to specify a joint operation of flights or legs of flights.***

To specify a Joint Operation on Segments consisting of more than one leg (multi-leg segments) requires the use of Data Element Identifier 125 (Joint Operation Airline Designators Segment Override) in Chapters 4, 5 and 7.

In Chapter 8, this information is contained in a CAR segment following an ODI segment.

Example:

Carrier XA operates a flight 901 over itinerary AAA-BBB-CCC-DDD.

The leg AAA-BBB is a joint operation with carrier XB, segment BBB-DDD is jointly operated with carrier XC.

The Flight Designator of the service will be XA901.

The Joint Operation Airline Designators for the leg AAA-BBB will be XA/XB (XA is the Reservations Control Carrier and is listed first).

<b>Application</b>	<b>Example</b>	<b>Segment</b>
Chapters 4,5	1/XA/XB	AAABBB
Chapter 7	XABXB#/#/#	AAABBB
Chapter 8	CAR+R:XA+P:XB'	AAABBB

The Joint Operation Airline Designators for the segment BBB-DDD will be XA/XC specified by use of Data Element Identifier 125 (XA is the Reservations Control Carrier and is listed first).

<b>Application</b>	<b>Example</b>	<b>Segment</b>
Chapters 4,5	125/XA/XC	BBBDDD
Chapter 7	XABXC#/#/#	BBBDDD
Chapter 8	CAR+R:XA+P:XC'	BBBDDD

The Data Element Identifier 125 (Joint Operation Airline Designators Segment Override) can also be used to indicate the absence of a Joint Operation on a Segment by overriding the given leg information with a single Airline Designator.



In Chapter 8, the absence of a Transport Stage Qualifier code "P" in the CAR segment following an ODI segment has the same effect.

Example:

Carrier XA operates a flight 901 over itinerary AAA-BBB-CCC.

The legs AAA-BBB and BBB-CCC are jointly operated with carrier XB but on the segment AAA-CCC no Joint Operation is defined.

The Joint Operation Airline Designators for the legs AAA-BBB and BBB-CCC will be XA/XB (XA is the Reservations Control Carrier and is listed first) with the implied XA/XB for the segment AAA-CCC overridden by the single Airline Designator XA specified by use of Data Element Identifier 125.

Application	Example	Segment
Chapters 4,5	1/XA/XB 1/XA/XB 125/XA	AAABBB BBBCCC AAACCC
Chapter 7	XABXB// XABXB// XABXB//	AAABBB BBBCCC AAACCC
Chapter 8	CAR+R:XA+P:XC' CAR+R:XA+P:XC' CAR+R:XA'	AAABBB BBBCCC AAACCC

## **Code Sharing — Shared Airline Designation**

Shared Airline Designation operations are where one carrier operates flights or flight legs on behalf of another carrier using the Airline Designator of the other carrier.

Such agreements are prevalent where a smaller commuter airline provides feeder service to a mainline carrier's hub, or gateway, and in franchise style operations.

*The mainline carrier's Airline Designator is exclusively used to market the flights and also denotes that it is the Administrating Carrier and Reservations Control Carrier. The flights will not be displayed as flights of the operating carrier. Only the Airline Designator of the non-operating airline is used in the Flight Designator(s) of the operating flight.*

**Use data element Code Sharing — Shared Airline Designation to specify the carrier actually providing the service.**

Example:

Carrier XC (Anytown Commuter Inc.) operates a service AAA-BBB on behalf of carrier XA under the terms of a Shared Airline Designation agreement. Carrier XA is both the Administrating Carrier and the Reservations Control Carrier.

Application (Carrier XA)	Example	Aircraft Owner	Leg
Chapter 4,5	9/XC	—	AAA/BBB
Chapter 7	S	XC\	AAA/BBB
Chapter 8	CAR+S:XC'	—	AAA/BBB

If Anytown Commuter Inc. does not have an IATA assigned Airline Designator, Data Element Identifier 127 must be used to identify the operator in Chapters 4, 5 and 7.

If the operator of the Shared Airline Designation service wants to provide additional text to its incorporated/registered name for marketing purposes, it can be specified using Data Element Identifier 127 using plain text after the Airline Designator and separated by a slash (/) (Chapters 4, 5 and 7):

In Chapter 8, the text is specified in the same place as, but instead of, the Airline Designator in the CAR segment.

Application (Carrier XA)	Example	Data Element Identifier	Leg
Chapter 4,5	9/X	127/ANYTOWN COMMUTER INC. or 127/AB\ANYTOWN EXPRESS	AAA/BBB
Chapter 7	X	127/ANYTOWN\COMMUTER\INC. or 127/AB/ANYTOWN\EXPRESS	AAA/BBB
Chapter 8	CAR+S:ANYTOWN EXPRESS'	—	AAA/BBB

**Note:** Shared Airline Designation data will not necessarily apply to all legs of a flight. Hence, recipients of this data must take notice that segments of such a flight may contain some legs operated under a Shared Airline Designation agreement and others that are not.



## Code Sharing — Commercial Duplicate

Commercial Duplicate operations (also known as ‘Code Sharing’ or ‘Shared Operations’) are where a carrier allows seats/space to be sold by one or more other airlines with each airline using its own Flight Designator.

More than one Flight Designator is used for a single operating flight, including at least one with the Airline Designator of the Administrating Carrier, and at least one with the Airline Designator of another carrier.

*Each participant airline will be a Reservations Control Carrier for seats/space sold under its own Flight Designator(s) and is responsible for the display in reservations systems, etc. of such flights.*

It is, therefore, possible that Flight Number, Aircraft Type Code (General Designator versus Sub-Type Code), Class of Service Codes and, in certain respects, arrival/departure times *may* vary carrier to carrier amongst participants.

Non-operating carriers must use the Code Sharing — Commercial Duplicate data element to specify the actual operating carrier.

With potential variations in data from carrier to carrier for the shared flights, it is important that all participating carriers provide an explicit cross-reference. This is provided by use of Data Element Identifiers 10 (Duplicate Leg Cross Reference — Duplicate Leg Identification) and 50 (Duplicate Leg Cross Reference — Operational Leg Identification).

In Chapter 8, the CAR segment is used with codes “D” (Duplicate Leg Cross Reference — Duplicate Leg Identification) and “O” (Duplicate Leg Cross Reference — Operational Leg Identification).

Example 1:

Carrier XB (XB Airways Inc.) operates a flight XB810 over itinerary AAA-BBB-CCC.

Carrier XB allows a number of seats on leg BBB-CCC to be sold by carrier XA who sells these seats under Flight Designator XA2810. Carrier XB controls the sale of the remaining seats under Flight Designator XB810.

The Code Sharing — Commercial Duplicate for the leg BBB-CCC will show XB as the operating carrier in data sent to interested parties by XA (the non-operating carrier) relating to their flight XA2810.

Application (Carrier XA)	Example	Aircraft Owner	Leg
Chapter 4,5	2/XB	—	BBB/CCC
Chapter 7	L	XB/	BBB/CCC
Chapter 8	CAR+L:XB'	—	BBB/CCC

If XB Airways Inc. does not have an IATA assigned Airline Designator, Data Element Identifier 127 must be used to identify the operator in Chapters 4, 5 and 7.

If the operator of the Commercial Duplicate service wants to provide additional text to its incorporated/registered name for marketing purposes, it can be specified using Data Element Identifier 127 using plain text after the Airline Designator and separated by a slash (/) (Chapters 4, 5 and 7).

In Chapter 8, the text is specified in the same place as, but instead of, the Airline Designator in the CAR segment.

<b>Application (Carrier XA)</b>	<b>Example</b>	<b>Data Element Identifier</b>	<b>Leg</b>
Chapter 4,5	2/X	127/XB AIRWAYS INC. or 127/XB/ XB COMMUTER	BBB/CCC
Chapter 7	Z	127/XB AIRWAYS INC. or 127/XB/ XB COMMUTER	BBB/CCC
Chapter 8	CAR+L:XB AIRWAYS INC.'	—	BBB/CCC

XB as the Administrating Carrier must also specify Data Element Identifier 10 and XA must specify Data Element Identifier 50 for leg BBB-CCC in Chapters 4, 5 and 7.

In Chapter 8, the CAR segment is used with codes “D” and “O” respectively.

<b>Application (Carrier XA)</b>	<b>Data Element Identifier 50</b>	<b>Leg</b>
Chapter 4,5	50/XB810	BBB/CCC
Chapter 8	CAR+O:XB:810'	BBB/CCC

<b>Application (Carrier XB)</b>	<b>Data Element Identifier 10</b>	<b>Leg</b>
Chapter 4,5	10/XA2810	BBB/CCC
Chapter 7	XA/2810	BBB/CCC
Chapter 8	CAR+D:XB:2810'	BBB/CCC

For further advice on this use of Data Element Identifiers 10 and 50, refer to Appendix H: Duplicate Flight Legs, Example 2.

Note that in Chapter 8, disclosure of operating carrier and duplicate Flight Designators can be dealt with in a single use of the CAR segment. In this example, carrier XA would show:

CAR+L:XB+O:XB:810'

Example 2:

Carrier XB operates a flight XB810 over itinerary AAA-BBB-CCC.

Carrier XA operates a flight XA2810 over itinerary EEE-BBB-CCC where leg BBB-CCC is not physically operated by XA, being a leg on which it may sell seats on carrier XB flight XB810.

The Code Sharing — Commercial Duplicate for the leg BBB-CCC and the application of Data Element Identifiers 10 and 50.

However, recipients of data from carrier XA relating to Flight Number XA2810 must additionally take notice that segment EEE-CCC includes a leg (BBB-CCC) where the carrier has been allowed to sell seats by carrier XB and is thus non-operational by carrier XA.



## Example 3:

Carrier XC (Anytown Commuter Inc.) operates a service AAA-BBB on behalf of carrier XB under the terms of a Shared Airline Designation agreement, using Flight Designator XB810.

Furthermore, carrier XB allows a number of seats on service AAA-BBB to be sold by carrier XA that sells these seats under Flight Designator XA2810.

Carrier XB controls the sale of the remaining seats under Flight Designator XB810.

Carrier XB should use data element Code Sharing — Shared Airline Designation to specify the carrier actually providing the service — (Anytown Commuter Inc.) — in data sent to interested parties relating to their flight XB810.

Application (Carrier XB)	Example	Aircraft Owner	Leg
Chapter 4,5	9/XC	—	AAA/BBB
Chapter 7	S	XC	AAA/BBB
Chapter 8	CAR+S:XC'	XC	AAA/BBB

If Anytown Commuter Inc. does not have an IATA assigned Airline Designator, Data Element Identifier 127 must be used to identify the operator in Chapters 4, 5 and 7.

In Chapter 8, the text is specified in the same place as, but instead of, the Airline Designator in the CAR segment.

Application (Carrier XB)	Example	Data Element Identifier	Leg
Chapter 4,5	9/X	127/ANYTOWN COMMUTER INC.	AAA/BBB
Chapter 7	X	127/ANYTOWN COMMUTER INC.	AAA/BBB
Chapter 8	CAR+S:ANYTOWN COMMUTER INC.'	—	AAA/BBB

Furthermore, Carrier XA should use data element Code Sharing — Commercial Duplicate for the leg AAA-BBB to show XC (Anytown Commuter Inc.) as the operating carrier in data sent to interested parties relating to their flight XA2810.

Application (Carrier XA)	Example	Aircraft Owner	Leg
Chapter 4,5	2/XC	—	AAA/BBB
Chapter 7	L	XC	AAA/BBB
Chapter 8	CAR+L:XC'	XC	AAA/BBB

If Anytown Commuter Inc. does not have an IATA assigned Airline Designator, Data Element Identifier 127 must be used to identify the operator in Chapters 4, 5 and 7.

In Chapter 8, the text is specified in the same place as, but instead of, the Airline Designator in the CAR segment.

<b>Application (Carrier XA)</b>	<b>Example</b>	<b>Data Element Identifier</b>	<b>Leg</b>
Chapter 4,5	2/X	127/ANYTOWN COMMUTER INC.	AAA/BBB
Chapter 7	Z	127/ANYTOWN COMMUTER INC.	AAA/BBB
Chapter 8	CAR+L:ANYTOWN COMMUTER INC.'	—	AAA/BBB

XB as the Administrating Carrier, must also specify Data Element Identifier 10 for leg AAA-BBB in Chapters 4, 5 and 7.

In Chapter 8, the CAR segment is used with code “D”.

<b>Application (Carrier XB)</b>	<b>Data Element Identifier 10</b>	<b>Leg</b>
Chapter 4,5	1Ø/XA281Ø	AAA/BBB
Chapter 7	XAØ281Ø	AAA/BBB
Chapter 8	CAR+D:XA:281Ø'	AAA/BBB

XA must specify Data Element Identifier 50 for leg AAA-BBB.

In Chapter 8, the CAR segment is used with code “O”.

<b>Application (Carrier XA)</b>	<b>Data Element Identifier 50</b>	<b>Leg</b>
Chapter 4,5	5Ø/XB81Ø	AAA/BBB
Chapter 8	CAR+O:XB:81Ø'	AAA/BBB

Note that in Chapter 8, disclosure of operating carrier and duplicate Flight Designators can be specified in a single use of the CAR segment.

In this example, carrier XA would show:

CAR+L:XC+O:XB:81Ø'

and carrier XB would show:

CAR+S:XC+D:XA281Ø'



## Example 4:

Carrier XB (XB Airways Inc.) operates a flight XB810 over itinerary AAA-BBB-CCC.

Carrier XB allows a number of seats on leg BBB-CCC to be sold by carrier XA who sells these seats under Flight Designator XA2810.

Carrier XB controls the sale of the remaining seats under Flight Designator XB810.

Under a separate agreement, carrier XA allows a number of seats allocated to Flight Designator XA2810 to be sold by carrier XC under Flight Designator XC3810.

The Code Sharing — Commercial Duplicate for leg BBB-CCC will show XB as the operating carrier in data sent to interested parties by XA and XC (both non-operating carriers) relating to their flights XA2810 and XC3810 respectively.

Application (Carrier XA/XC)	Example	Aircraft Owner	Leg
Chapter 4,5	2/XB	—	BBB/CCC
Chapter 7	L	XB	BBB/CCC
Chapter 8	CAR+L:XB'	XB	BBB/CCC

XB as the Administrating Carrier must also specify Data Element Identifier 10 and both XA and XC must specify Data Element Identifier 50 for leg BBB-CCC in Chapters 4, 5 and 7.

In Chapter 8, the CAR segment is used with codes “D” and “O” respectively.

Application (Carrier XA/XC)	Data Element Identifier 50	Leg
Chapter 4,5	5Ø/XB81Ø	BBB/CCC
Chapter 8	CAR+O:XB:81Ø'	BBB/CCC

Application (Carrier XB)	Data Element Identifier 10	Leg
Chapter 4,5	1Ø/XA281Ø/XC381Ø	BBB/CCC
Chapter 7	XAØ281Ø/XCØ381Ø	BBB/CCC
Chapter 8	CAR+D:XA: 281Ø+D:XC:381Ø'	BBB/CCC

Note that in Chapter 8, disclosure of operating carrier and duplicate Flight Designators can be specified in a single use of the CAR segment.

In this example, carriers XA and XC would show:

CAR+L:XB+O:XB:81Ø'

## Code Sharing — Multiple Names

Multiple Names may be required when using Data Element Identifier 127 in Chapters 4, 5 and 7, or Party Name in Chapter 8.

When there is a requirement to disclose an Airline name **and** a corporate (or network) name, it is recommended that the form "**AIRLINE X DBA ABC EXPRESS**" be used where '**DBA**' means 'doing business as'.

This may occur in commuter or express style operations.

When Code Share and Wet Lease conditions exist on the same flight, and there is a requirement to disclose both Airlines, it is recommended that the form "**AIRLINE ABC FOR AIRLINE XYZ**" be used.

**AIRLINE ABC** is the Airline providing the aircraft and crew and is actually operating the flight (the Wet Lease Carrier), and **AIRLINE XYZ** is the Airline which is the operating carrier in a Code Share arrangement.

For example, if flight **AB123** is actually operated by airline **CD** aircraft and cockpit crew on behalf of airline **EF** that has a Shared Airline Designation arrangement with airline **AB**, then airline **AB** would, when distributing the schedule for flight **AB123**, use the disclosure format "**CD AIRWAYS FOR EF AIRLINES**".

In this example, **CD Airways** and **EF Airlines** are the full names of airlines **CD** and **EF** respectively.

The same principle would apply if the Code Sharing arrangement was a **Commercial Duplicate** rather than a Shared Airline Designation.

When Shared Airline Designation and Commercial Duplicate Code Sharing conditions exist on the same flight, and there is a requirement to disclose both Airlines, it is recommended that the form "**AIRLINE ABC FOR AIRLINE XYZ**" be used.

**AIRLINE ABC** is the Airline providing the aircraft and crew and is actually operating the flight (the Shared Airline Designation Carrier), and **AIRLINE XYZ** is the Airline that is the operating carrier in a Code Share — Commercial Duplicate arrangement.

For example, if flight **AB123** is actually operated by airline **CD** under a Shared Airline Designation arrangement between airlines **AB** and **CD**, and airline **EF** also markets the flight under their own Flight Designator as **EF789**, then airline **EF** would, when distributing the schedule for flight **EF789**, use the disclosure format "**CD AIRWAYS FOR AB AIR**".

In this example, **CD Airways** and **AB Air** are the full names of airlines **CD** and **AB** respectively.

When using a full company name, or multiple names, be aware that some computer systems have limitations on the number of characters they can store/display.

As such, specifications of more than 35 characters may be truncated.



## **Code Sharing — Code Sharing and Wet Leasing Handling in Chapters 4, 5, 7 and 8**

The following section summarises the procedures to handle Code Sharing and Wet Lease operations in Chapters 4, 5, 7 and 8.

When there is a legal requirement to disclose the Actual Operator of the flight, and the Actual Operator is different from both the Administrating Carrier and the Aircraft Owner, use of one of the following procedures becomes mandatory.

### ***Chapters 4 and 5 Applications***

If disclosing ***Code Sharing — Commercial Duplicate:***

- use Data Element Identifier 2 for the Airline Designator of the Operating Carrier;
- if a full name is required, specify “X” in Data Element Identifier 2 and use Data Element Identifier 127 to provide a free text statement of the disclosure required.

If disclosing ***Code Sharing — Shared Airline Designation or Wet Lease Airline Designation:***

- use Data Element Identifier 9 for the Airline Designator of the Operating Carrier;
- if a full name is required, specify “X” in Data Element Identifier 9 and use Data Element Identifier 127 to provide a free text statement of the disclosure required.

If disclosing ***Code Sharing — Commercial Duplicate AND Wet Lease:***

- specify “X” in Data Element Identifier 2, and use Data Element Identifier 127 to provide a free text statement of the disclosure required.

If disclosing ***Code Sharing — Shared Airline Designation AND Wet Lease Airline Designation:***

- specify “X” in Data Element Identifier 9 and use Data Element Identifier 127 to provide a free text statement of the disclosure required.

If disclosing ***Code Sharing — Shared Airline Designation AND Code Sharing — Commercial Duplicate:***

- specify “X” in Data Element Identifier 2 and use Data Element Identifier 127 to provide a free text statement of the disclosure required.

**Chapter 7 Applications**

If disclosing **Code Sharing — Commercial Duplicate**:

specify "L" in byte 149 in record type 3 to point to Aircraft Owner in bytes 129-131 for the Airline Designator of the Operating Carrier;

or

specify "Z" in byte 149 to point to a following record type 4 with a Data Element Identifier 127 to provide a free text statement of the disclosure required.

If disclosing **Code Sharing — Shared Airline Designation or Wet Lease Airline Designation**:

specify "S" in byte 149 in record type 3 to point to Aircraft Owner in bytes 129-131 for the Airline Designator of the Operating Carrier;

or

specify "X" in byte 149 to point to a following record type 4 with a Data Element Identifier 127 to provide a free text statement of the disclosure required.

If disclosing **Code Sharing — Commercial Duplicate AND Wet Lease**:

specify "Z" in byte 149 in record type 3 to point to a following record type 4 with a Data Element Identifier 127 to provide a free text statement of the disclosure required.

If disclosing **Code Sharing — Shared Airline Designation AND Wet Lease Airline Designation**:

specify "X" in byte 149 in record type 3 to point to a following record type 4 with a Data Element Identifier 127 to provide a free text statement of the disclosure required.

If disclosing **Code Sharing — Shared Airline Designation AND Code Sharing — Commercial Duplicate**:

specify "Z" in byte 149 in record type 3 to point to a following record type 4 with a Data Element Identifier 127 to provide a free text statement of the disclosure required.



## **Chapter 8 Applications**

If disclosing **Code Sharing — Commercial Duplicate**:

use a **CAR** segment with **Transport Stage Qualifier** code “**L**” , and the Airline Designator of the Operating Carrier in the **Party Name** data element;

if a full name is required, the name of the Operating Carrier is specified in **Party Name** instead of the airline designator.

If disclosing **Code Sharing — Shared Airline Designation or Wet Lease Airline Designation**:

use a **CAR** segment with **Transport Stage Qualifier** code “**S**” , and the Airline Designator of the Operating Carrier in the **Party Name** data element;

if a full name is required, the name of the Operating Carrier is specified in **Party Name** instead of the airline designator.

If disclosing **Code Sharing — Commercial Duplicate AND Wet Lease**:

use a **CAR** segment with **Transport Stage Qualifier** code “**L**” , and a free text statement of the disclosure required in the **Party Name** data element.

If disclosing **Code Sharing — Shared Airline Designation AND Wet Lease Airline Designation**:

use a **CAR** segment with **Transport Stage Qualifier** code “**S**” , and a free text statement of the disclosure required in the **Party Name** data element.

If disclosing **Code Sharing — Shared Airline Designation AND Code Sharing — Commercial Duplicate**:

use a **CAR** segment with **Transport Stage Qualifier** code “**L**” , and a free text statement of the disclosure required in the **Party Name** data element.

## **DAYLIGHT SAVING TIME**

In Chapters 4 and 5 formats, all date and leg schedule information is expressed in **either UTC or Local Time** depending on the Time Mode provided in the Message Heading.

In Chapter 7 format, the Leg Departure Data and Leg Arrival Data **includes the UTC/Local Time Variation** for the stations involved. This provision enables the recipient of the data set to process the data using either UTC or Local Time as the basis for updating his own systems irrespective of the Time Mode provided in Record Type 2, byte 2.

In Chapter 8 EDIFACT format the UTC/Local Time Variation may be used in the PRT segment.

It is important that the same principles described here for Chapter 7 format are also applied to Chapter 8 complete schedule data sets.

When a data set is produced, it is particularly important to ensure that any changes to the UTC/Local Time Variations are accurately reflected to avoid any miscalculation of local timings being made by the recipient of the data.

Such changes may be a result of the start and/or end of Daylight Saving Time, or a planned change of Standard Local Time, occurring during the validity of the data set as specified in the Period of Schedule Validity in Record Type 2.

For each Flight Itinerary, this is achieved by creating as many Itinerary Variations as necessary, with appropriate Period of Operation dates, for each change to the UTC/Local Time Variation occurring within the flight's overall Period of Operation.

When the data set is valid indefinitely (end date of Period of Schedule Validity is "00XXXX00"), it is recommended that any Flight Itinerary, also with indefinite validity, has sufficient Itinerary Variations created with appropriate Period of Operation dates, to reflect accurate UTC/Local Time Variations.

These would be established for a minimum of one year and a maximum of three years from the start date specified in the Period of Schedule Validity.

When receiving schedule data through SSM/ASM messages, the recipient may have to assume his own system's UTC/Local Time Variation tables in order to establish the applicable reciprocal times and dates. If the schedule data provided extends across DST or LT, changes may become ambiguous to the receiver what conversion will be required, especially in the case of open-ended schedules.

Example 1:

Record Type 2: — Period of Schedule Validity: 01JUN01 00XXXX00

Time Mode: U

Record Type 3: —

IV01	01JUN01270CT01	JFK	1300	-0400	LAX	1835	-0700
	01JUN01270CT01	LAX	2000	-0700	SFO	2100	-0700
IV02	280CT0106APR02	JFK	1400	-0500	LAX	1935	-0800
	280CT0106APR02	LAX	2100	-0800	SFO	2200	-0800
IV03	07APR0200XXXX00	JFK	1300	-0400	LAX	1835	-0700
	07APR0200XXXX00	LAX	2000	-0700	SFO	2100	-0700

Example 2:

Record Type 2: — Period of Schedule Validity: 01JUN01 00XXXX00

Time Mode: L

Record Type 3: —

IV01	01JUN01270CT01	JFK	0900	-0400	LAX	1135	-0700
	01JUN01270CT01	LAX	1300	-0700	SFO	1400	-0700
IV02	280CT0106APR02	JFK	0900	-0500	LAX	1135	-0800
	280CT0106APR02	LAX	1300	-0800	SFO	1400	-0800
IV03	07APR0200XXXX00	JFK	0900	-0400	LAX	1135	-0700
	07APR0200XXXX00	LAX	1300	-0700	SFO	1400	-0700



## Example 3:

SSM message: — Period of Schedule Validity:  $\emptyset 1JUN\emptyset 1 \emptyset\emptyset XXX\emptyset\emptyset$

SSM  
LT  
TIM  
 $AA\emptyset\emptyset 1$   
 $\emptyset 1JUN\emptyset 1 \emptyset\emptyset XXX\emptyset\emptyset 1234567$   
JFK $\emptyset\emptyset\emptyset$  LAX1135  
LAX13 $\emptyset\emptyset$  SF014 $\emptyset\emptyset$

In order to also store UTC timings in the system, the message receiver would apply those LT/UTC variations effective at the start of the Period of Operation, but the system may not be in a position to determine any further variations without breaking the schedule into sub-periods.

If the above unbroken schedule is passed on to third parties in Chapter 7 format, the result could be:

Record Type 2: — Period of Schedule Validity:  $\emptyset 1JUN\emptyset 1 \emptyset\emptyset XXX\emptyset\emptyset$

Time Mode: U

Record Type 3: —

IV $\emptyset 1$	$\emptyset 1JUN\emptyset 1\emptyset\emptyset XXX\emptyset\emptyset$	JFK	13 $\emptyset\emptyset$	- $\emptyset 4\emptyset\emptyset$	LAX	1835	- $\emptyset 7\emptyset\emptyset$
	$\emptyset 1JUN\emptyset 1\emptyset\emptyset XXX\emptyset\emptyset$	LAX	2 $\emptyset\emptyset\emptyset$	- $\emptyset 7\emptyset\emptyset$	SFO	21 $\emptyset\emptyset$	- $\emptyset 7\emptyset\emptyset$

A subsequent UTC/LT conversion results in either of the following discrepancies:

- applying own system data for UTC/LT Variation (according to SSIM Appendix F) results in an incorrect LT schedule for the period 28OCT01-06APR02:  
JFK $\emptyset 8\emptyset\emptyset$  LAX1 $\emptyset 35$   
LAX12 $\emptyset\emptyset$  SF013 $\emptyset\emptyset$
- accepting the incorrect UTC/LT Variation from SSIM Chapter 7 input results in an incorrect UTC schedule for the period 28OCT01-06APR02:  
JFK13 $\emptyset\emptyset$  LAX1835  
LAX2 $\emptyset\emptyset\emptyset$  SF021 $\emptyset\emptyset$

In each of the three above examples, the actual local operating times of the flight remain constant irrespective of the occurrence of Daylight Saving Time at the stations concerned.

## DEFAULT

There are two methods of establishing defaults within SSIM.

The first is by the rules defined in each Data Element entry in Chapter 2.

The second is by using separate Data Elements to allow the default to be specified.

The nature of the Data Element is likely to dictate which default method is used.

It could also be argued that all Conditional Data Elements have a default mechanism since they are not required (default) unless the specified conditions exist.

The following data elements have a default mechanism:

Data Element	Default
Aircraft Owner	Administrating Carrier
Cabin Crew Employer	Aircraft Owner
Cockpit Crew Employer	Aircraft Owner
Electronic Ticketing Information	EN, but, in Chapters 7/8 a Data Element can be used to specify a default
Frequency Rate	Weekly
In-Flight Service Information	Code 9 (Non-smoking)
Minimum Connecting Time International/Domestic Status	Where the countries of origin and destination of the leg are the same, the status is domestic. Where the countries of origin and destination of the leg are different, the status is international.
Passenger STA	The same as the Scheduled Time of Aircraft Arrival (STA)
Passenger STD	The same as the Scheduled Time of Aircraft Departure (STD)
Traffic Restriction Code	Applies to all Traffic types and at Board and/or Off Point unless qualified
Traffic Restriction Note	Applies to all Traffic types and at Board and/or Off Point unless qualified



Refer also to Appendix H: Legs/Segments — Segment Default Assumptions.

## DUPLICATE FLIGHT LEGS

For commercial/technical reasons, it is sometimes necessary for the itinerary of two or more Flight Designators (not necessarily within the same carrier) to include one or more common legs operated by one aircraft.

It is necessary for the recipient of data to be able to distinguish the operational Flight Designator from the duplicate Flight Designator(s).

The distinction of **operational** versus **duplicate** Flight Designator is represented by the use of Data Element Identifier 10 (Duplicate Leg Cross Reference — Duplicate Leg Identification) and/or Data Element Identifier 50 (Duplicate Leg Cross Reference — Operational Leg Identification).

Unless the common (duplicated) leg(s) are saleable under each of the Flight Designators where they are shown, the appropriate Traffic Restriction Code applies to the leg(s) (and any segment(s)) of those Flight Designator(s) where the carriage of traffic is restricted.

The existence of Traffic Restriction Codes alone will not convey the operational versus duplicate Flight Designator relationship.

Example 1:

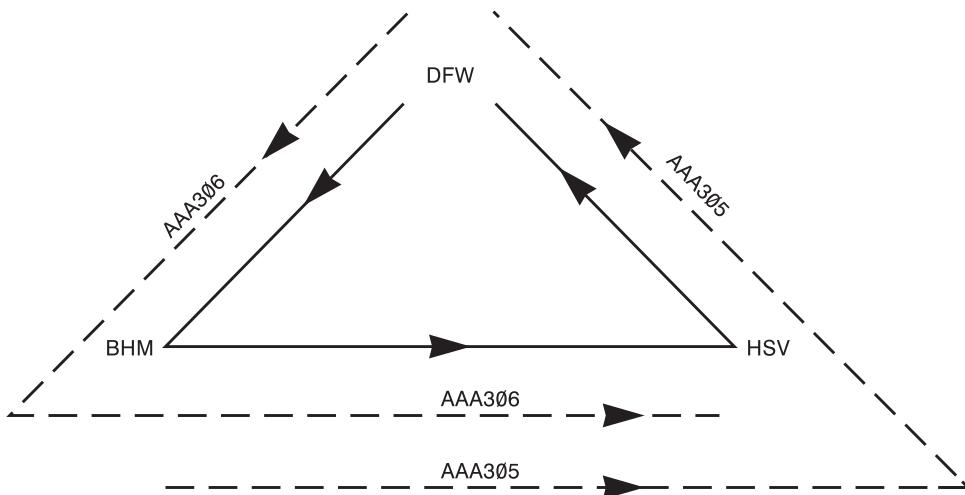
Assume the physical operation of an aircraft routing DFW-BHM-HSV-DFW.

Flight Designator AAA306 is scheduled DFW-BHM-HSV and Flight Designator AAA305 is scheduled BHM-HSV-DFW.

The operational Flight Designator for the leg BHM-HSV is AAA306.

Solid lines indicate  
aircraft movement.

Dashed lines indicate  
the flight schedule.



The Flight Designator **AAA305** BHM-HSV must have Data Element Identifier 50 stating that Flight Designator AAA306 is the Operational Leg.

The Flight Designator **AAA306** BHM-HSV shall have a Data Element Identifier 10 stating that Flight Designator AAA305 is a duplicate.

**Example 2:**

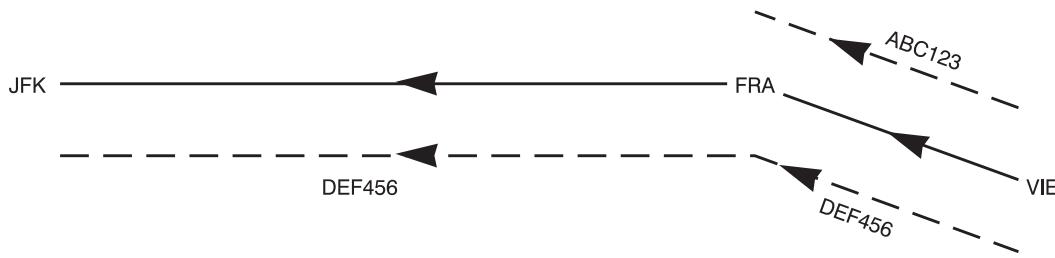
Assume the physical operation of an aircraft owned by airline ABC operating as Flight Designator ABC123 VIE-FRA and the physical operation of an aircraft owned by airline DEF operating as Flight Designator DEF456 FRA-JFK.

It is desired to show Flight Designator DEF456 VIE-FRA-JFK (where airline DEF has leased space from airline ABC on the VIE-FRA leg).

ABC has traffic rights VIE-FRA.

DEF has full traffic rights VIE-JFK and FRA-JFK and online stopover traffic rights VIE-FRA.

The operational Flight Designator for VIE-FRA is ABC123.



The Flight Designator DEF456 VIE-FRA must have a Data Element Identifier 50 stating that Flight Designator ABC123 is the operational leg.

Traffic Restriction Code 'T' applies to VIE-FRA.

Additionally, DEF456 must, by the use of Data Element Identifier 2 (Code Sharing — Commercial Duplicate), specify that the operating carrier for the VIE-FRA leg is airline ABC.

The Flight Designator ABC123 VIE-FRA shall have a Data Element Identifier 10 stating that Flight Designator DEF456 is a duplicate.

Refer also to Appendix H: Commercial Agreements between two or more Airlines — Commercial Duplicate.



Example 3:

## Composite Flight (see Chapter 1 — Definitions)

Assume that the physical operation of two separate flights operated by airline ABC route SLC-ATL using Flight Designator ABC454, and ATL-LGW using Flight Designator ABC12.

It is desired to show a through flight SLC-LGW using a Flight Designator that is different from both the Flight Designators used on the constituent legs which make up the through flight — for example, ABC6062.

Flight ABC6062 is known as a Composite Flights.



When information for Flight Designator ABC6062 is being transmitted, it must show both physical legs under Flight Designator ABC6062.

Each leg shall have a Data Element Identifier 50 stating the Flight Designator of the operational flight for that leg — ABC454 for the leg SLC-ATL, and ABC12 for the leg ATL-LGW.

Traffic Restrictions shall be applied to the individual legs/segments under Flight Designator ABC6062 to ensure that they are not displayable under more than one Flight Designator.

Flight Designators ABC454 and ABC12 shall have a Data Element Identifier 10, stating that Flight Designator ABC6062 is a duplicate.

The result of this should be that the following Flight Designators are displayed:

SLC-ATL	ABC454 (ABC6062 for this leg is suppressed/non-operational)
SLC-LGW	ABC6062
ATL-LGW	ABC12 (ABC6062 for this leg is suppressed/non-operational)

Note that the operational flights need not have the same Airline Designator as the Composite Flight.

Example 4:

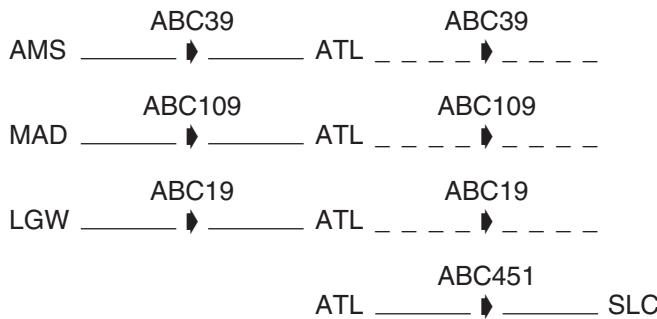
**Funnel Flight** (*see Chapter 1 — Definitions*)

Assume that the physical operation of four separate flights is as follows:

ABC39	AMS-ATL
ABC109	MAD-ATL
ABC19	LGW-ATL
ABC451	ATL-SLC

It is desired to show through flights from AMS, MAD and LGW to SLC using Flight Designators ABC39, ABC109 and ABC19 respectively.

In doing this, the legs AMS-ATL, MAD-ATL and LGW-ATL will become constituent parts of Funnel Flights AMS-ATL-SLC (ABC39), MAD-ATL-SLC (ABC109) and LGW-ATL-SLC (ABC19).



When information for the leg ATL-SLC is being transmitted using Flight Designators ABC39, ABC109 and ABC19.

Data Element Identifier 50 shall be used to state that the Flight Designator of the operational flight for the leg ATL-SLC is ABC451. A Traffic Restriction shall be applied to the ATL-SLC leg to ensure that it is not displayed under more than one Flight Designator.

Flight Designators ABC451 for the ATL-SLC leg shall have a Data Element Identifier 10 to state that Flight Designators ABC39, ABC109 and ABC19 are duplicates.

The result of this should be that the following Flight Designators are displayed:

AMS-ATL	ABC39
AMS-SLC	ABC39
MAD-ATL	ABC109
MAD-SLC	ABC109
LGW-ATL	ABC19
LGW-SLC	ABC19
ATL-SLC	ABC451 (ABC39, ABC109 and ABC19 for this leg are suppressed/non-operational)

Note that a Funnel Flight may be built in either direction, from many legs into one segment (as in the example above), or from one leg into many segments.



Example 5:

## Change of Equipment en Route (see Chapter 1 —Definitions)

On a multi-leg flight, a Flight Designator need not relate to the operation of one single aircraft.

Normally, a change of equipment en route is evident from the Aircraft Types used on each leg of the flight.

If, however, there is a change from one aircraft to another **of the same type**, the Data Element ‘Plane Change without Aircraft Type Change’ (Data Element Identifier 210) shall be used.

Referring to Example 3 above relating to a Composite Flight, assume that flight ABC6062 SLC-ATL-LGW uses Aircraft Type L10 on the SLC-ATL leg, and M11 on the ATL-LGW leg.

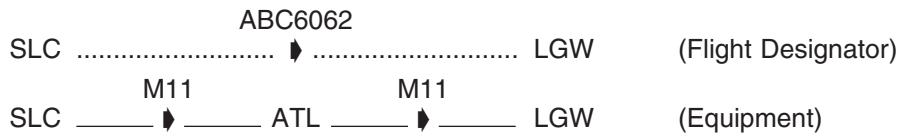
There is a change of equipment at ATL from L10 to M11.

Although passengers must physically change aircraft, their Flight Designator remains the same throughout the journey — ABC6062.



If, however, the Aircraft Type were M11 for both legs of the flight—SLC-ATL and ATL-LGW—but passengers must still physically change aircraft at ATL, it would be necessary to use Data Element Identifier 210 as follows:

ATLLGW 210



Note that the data element is used on the leg where the Board Point has the Plane Change, i.e. in this case ATL:

Also, stating the Data Element Identifier 210 is all that is required as this implies the condition that passengers have to change planes at ATL.

## ELECTRONIC TICKETING INFORMATION

The concept of Electronic Ticketing, or 'Ticketless Travel', promises faster and simpler reservations and Airport Handling for air travel, as well as a reduction in distribution costs.

In order to facilitate this, and to make it available on an Interline basis, it is necessary to provide Industry standards for transmitting information:

- whether a flight leg is, or is not, a candidate for Electronic Ticketing — i.e. whether reservations can be accepted without a paper ticket being issued; and,
- whether both the origin and destination airports of the leg can handle customers who do not have paper tickets.

It is essential that Airlines, CRSs and Agents have this information available when a booking is made to be able to offer an Electronic Ticketing service to the customer, or be advised of the Carrier's ticketing acceptance of only Electronic Tickets.

The codes used in SSIM to specify this information are:

EN ..... Not Electronic Ticketing Candidate

ET ..... Electronic Ticketing Candidate



In Chapters 4, 5 and 7, these codes are used in conjunction with Data Element Identifier 505.

In Chapter 8, they are used in the IFT segment, following an ODI segment that specifies the leg concerned.

## Carrier Defaults

To save the Carrier having to specify for every leg whether it is, or is not, a candidate for Electronic Ticketing, a means of allowing a Carrier to specify their default position is required.

This can be achieved in SSIM in three ways:

- (i) For Chapter 7, by specifying "ET" or "EN" in bytes 189 and 190 of Record Type 2.
- (ii) For Chapter 8, by using the IFT segment at level 0, following the HDR segment, specifying "ET" or "EN" in data element 4473 of composite data element E971.
- (iii) By bilateral agreement between the parties concerned.

It is not possible to specify a default for a Carrier using Chapters 4 or 5, because the SSM and ASM messages may not be a complete transmission of a Carrier's schedules, and there is no Carrier specific header to use.

It is therefore assumed that the Carrier will already have transmitted this information using Chapters 7 or 8, or that they have reached a bilateral agreement with the recipient as to their default.

Chapters 4 and 5 can be used to transmit specific Electronic Ticketing Information for the legs specified using Data Element Identifier 505.

In the absence of any default information for a Carrier, the default assumed will be that that Carrier's flight legs are **not** eligible for Electronic Ticketing.



## Electronic Ticketing for Segments

The Electronic Ticketing Information data element is specifically a LEG BASED data element.

The determination that a segment of a passenger's journey is a candidate for Electronic Ticketing has to be deduced from the sum of the information provided for all the legs contained within the journey.

This applies regardless of whether the passenger's journey is on one multi-stop flight under one flight number, or more than one flight of the same Carrier (online connection), or on more than one flight using different Carriers (interline connection).

Any journey segment that is made up of more than one leg, regardless of whether one or more Carriers are involved in the journey, can ONLY be an Electronic Ticketing Candidate if ALL the legs contained within the segment are Electronic Ticketing Candidates.

i.e. For a passenger travelling from AAA to CCC on an itinerary AAA-BBB-CCC;

if the segment AAA-CCC is to be an Electronic Ticketing Candidate, then both the AAA-BBB and BBB-CCC legs must be Electronic Ticketing Candidates.

Examples:

- (i) Carrier's **default** is that its legs are Not Electronic Ticketing Candidates (**EN**).  
Itinerary is AAA-BBB-CCC, with **all legs eligible** for Electronic Ticketing.  
Carrier sends code ET for both legs AAA-BBB and BBB-CCC.  
AAA-BBB, BBB-CCC, AAA-CCC are all eligible for Electronic Ticketing.
- (ii) Carrier's **default** is that its legs are Not Electronic Ticketing Candidates (**EN**).  
Itinerary is DDD-EEE-FFF, with **only leg DDD-EEE eligible** for Electronic Ticketing.  
Carrier sends code ET for leg DDD-EEE.  
DDD-EEE is eligible for Electronic Ticketing.  
DDD-FFF and EEE-FFF are not eligible for Electronic Ticketing.
- (iii) Carrier's **default** is that its legs are Electronic Ticketing Candidates (**ET**).  
Itinerary is AAA-BBB-CCC, with **all legs eligible** for Electronic Ticketing.  
Carrier does not need to send any further Electronic Ticketing Information.  
AAA-BBB, BBB-CCC, AAA-CCC are all eligible for Electronic Ticketing.
- (iv) Carrier's **default** is that its legs are Electronic Ticketing Candidates (**ET**).  
Itinerary is DDD-EEE-FFF, with **only leg DDD-EEE eligible** for Electronic Ticketing.  
Carrier sends code EN for leg EEE-FFF.  
DDD-EEE is eligible for Electronic Ticketing.  
DDD-FFF and EEE-FFF are not eligible for Electronic Ticketing.

## FICTITIOUS POINTS

The definition of Flight Number states that a flight cannot originate more than once on the same day (see Chapter 2 — Flight Number).

This rule presents a problem when one flight itinerary encounters a date change and the adjacent day's flight itinerary does not have the same date change characteristics.

When this problem occurs, a non-operational leg must be used to prevent the problem of originating more than once on the same day.

It is therefore recommended that fictitious Stations be used to create the non-operational leg.

It is necessary to define this leg as **non-operational** by use of a fictitious point. When such a fictitious point (see SSIM Chapter 2 — Station) is used at the beginning or the end of a routing, the leg(s) containing such a point is deemed as non-operational.

It should be noted that segments with fictitious Stations are deemed never saleable.

If another Station is used for creation of a non-operational leg, Traffic Restriction Code “**A**” must be specified for all segments using this Station as Board/Off Point.

The following examples deal with problems in **local time mode**.

It is possible for the problem not to exist in **local time mode** but still exist in **UTC time mode**.

 Refer to **Appendix H: Time Mode** for the use of Operational Suffix “**Z**” to correct the problem.

However, carriers not wishing to use the Operational Suffix “**Z**” may use the non-operational leg principle to overcome problems also in UTC time mode.

Example 1:

Both itineraries operate over a common leg but one itinerary originates one Station upline of the other.

		Problem		Solution	
		XYZ123	XYZ123	XYZ123	XYZ123
		1237	567	1237	456
ZRH	D	235Ø		235Ø	
QPX	D				235Ø
		1234		1234	567
LHR	A	ØØ15		ØØ15	ØØ15
LHR	D	Ø1ØØ	Ø1ØØ	Ø1ØØ	Ø1ØØ
JFK	A	Ø35Ø	Ø35Ø	Ø35Ø	Ø35Ø

A problem occurs in this schedule because a day change occurs between ZRH and LHR and therefore two flights originate on the same day of the week (day 7).

This problem can be overcome by adding a fictitious point as Station of origin (QPX) with a UTC variation compatible to the point of origin of the other itinerary (ZRH).



## Example 2:

A problem may occur in some computer systems that index flights on points other than the Station of origin (i.e. last departure Station in an itinerary).

This problem can be overcome by adding a fictitious point as final destination.

		Problem		Solution	
		XYZ123	XYZ123	XYZ123	XYZ123
		1237	456	1237	456
JFK	D	2145	<b>2145</b>	2145	2145
		<u>1234</u>	<u>567</u>	<u>1234</u>	<u>567</u>
LHR	A	1Ø1Ø	1Ø1Ø	1Ø1Ø	1Ø1Ø
LHR	D	11ØØ		11ØØ	11ØØ
ZRH	A	1315		1315	
QPX	A				1315

The UTC variation of a fictitious point has to be compatible with the final destination of the other itinerary to obtain the same day variation characteristics.

## LEGS/SEGMENTS

In the examples used below, a flight routing AAA-BBB-CCC is used.

AAA-BBB and BBB-CCC are the legs that make up the multi-leg segment AAA-CCC.

As many data elements are specifically LEG BASED, it is necessary to clarify the data that can be assumed for a multi-leg segment.

In general, no assumptions can be made.

The underlying concept for leg based data elements is that the data being provided for a leg is only valid for that specific leg.

For example:

The aircraft travels physically by leg such that the Aircraft Configuration/Version (ACV) may differ by leg, or be the same for both legs (AAA-BBB and BBB-CCC).

There is no ACV for the segment AAA-CCC as such and if the ACV differed by leg, it would be meaningless.

The passenger however, travels by segments where there may be a Selling Class applicable to the segment AAA-CCC. The Selling Class may not be applicable to any or both of the legs that comprise the segment.

A multi-leg segment must normally be seen as the data being provided separately for each leg.

A further example of this might be In-Flight Service Information, where leg AAA-BBB is shown as code "9" (Non smoking) and leg BBB-CCC as code "8" (Smoking).

The passenger travelling AAA-CCC should expect the first leg of the flight to be 'Non smoking' and the second leg to be 'Smoking'.

If no In-Flight Service Information was provided for the leg BBB-CCC, no assumption can be made as to whether it is 'Smoking' or 'Non smoking'.

In both cases, the multi-leg segment data is simply the sum of the data for the two legs — AAA-BBB 'Non smoking', BBB-CCC 'Smoking' or no information.



## Segment Override Data Elements

Some leg based data elements have complementary segment override data elements.

For example, a flight might have Meal Service Note code “**S**” for all classes on each leg (AAA-BBB and BBB-CCC).

The assumption here is that a passenger travelling AAA-CCC will get a Snack on each leg of the flight, i.e. two Snacks in total.

However, a Meal Service Segment Override data element might be used to state code “**M**” for the segment AAA-CCC.

In this case, the passenger travelling AAA-CCC will get one Meal instead of the two Snacks.

This principle applies whether the data is the same for each constituent leg, or whether it differs by leg.

The following leg based data elements have complementary segment override data elements:

### Data Element (leg based)

- Joint Operation Airline Designators
- Meal Service Note
- Minimum Connecting Time International/  
Domestic Status
- Passenger Reservations Booking Designator
- Passenger Reservations Booking Modifier
- Passenger Terminal Identifier — Arrival
- Passenger Terminal Identifier — Departure

### Data Element (segment override)

- Joint Operation Airline Designators Segment Override
- Meal Service Segment Override
- Minimum Connecting Time  
International/Domestic Status Override
- Passenger Reservations Booking Designator Segment  
Override
- Passenger Reservations Booking Modifier Segment  
Override
- Passenger Terminal Identifier Segment Override —  
Arrival
- Passenger Terminal Identifier Segment Override —  
Departure

## Segment Default Assumptions

The following data elements are leg based, but also have rules about assumptions that can be made about information for related multi-leg segments:

### ***Electronic Ticketing Information***

A multi-leg segment can only be an Electronic Ticketing candidate if all its legs are also Electronic Ticketing Candidates.

 *For further information, refer to Appendix H: Electronic Ticketing Information.*

### ***Passenger Reservations Booking Designator***

A default assumption can be made when the PRBD Segment Override data element has not been used.

For example, a flight having a PRBD of CDSBM on leg AAA-BBB, and SBM on leg BBB-CCC, may have no PRBD Segment Override data element stated for AAA-CCC.

In this case, it should be assumed that the PRBD stated for the leg which has the same Board Point as the multi-leg segment (in this case AAA-BBB) is used — CDSBM in this example.

It is strongly recommended, however, that the PRBD Segment Override be used in such cases, in order to ensure data is complete and unambiguous.

 *For further information, refer to Chapter 2, Passenger Reservations Booking Designator.*

**In all cases, it is the responsibility of the sender to ensure that information being transmitted is complete and unambiguous.**



## PARTIAL CANCELLATION OF FLIGHTS

Chapter 5 allows the cancellation of single flight legs that are part of a multi leg flight by using ASM/CNL with a Flight Leg(s) Change Identifier.

As mentioned in Chapter 5, partial cancellations may lead to Flight Designator duplication problems.

Even the use of ASM/RPL cannot resolve such duplication problems completely as shown by the following example:

Example:

LH3444/14JUL  
J 733.C123  
HAMØ645 FRAØ75Ø  
FRAØ830 MUCØ925  
MUC1Ø1Ø BUD1125  
QQQQQQ 5Ø3/9

Cancellation of the second leg FRA/MUC splits up the flight.  
It leaves two flights with the same Flight Identifier Date remaining.

LH 3444/14JUL (part 1)

LH 3444/14JUL  
J 733.C123 DABWH  
HAMØ645 FRAØ75Ø  
HAMFRA 5Ø3/9

LH 3444/14JUL (part 2)

LH 3444/14JUL  
J 319.C126  
MUC1Ø1Ø BUD1125  
MUCBUD 5Ø3/9

or one flight without airport continuity:

LH 3444/14JUL  
J 733.C123  
HAMØ645 **FRAØ75Ø**  
*(FRAØ830 MUCØ925 cancelled)*  
MUC1Ø1Ø BUD1125  
HAMFRA 5Ø3/9  
MUCBUD 5Ø3/9

The problem of such duplications may also arise where the first leg is cancelled and the identifier date of the second leg does not equal the Flight Identifier Date from the original flight origin.

Such flights cannot be processed in accordance with ASM rules.

To enable automated data exchange during the operations control timeframe, it would be helpful to transmit complete flight information with all associated legs by using ASM/RPL Messages and assigning cancel status "XXXX" to those legs concerned.

Such a method as described below here may only be used by bilateral agreement.

RPL  
LH3444/14JUL  
J 733.C123 DABWH  
HAMØ645 FRAØ75Ø  
**XXXX** FRAØ83Ø MUCØ925  
MUC1Ø1Ø BUD1125  
QQQQQQ 5Ø3/9

Processing flights in this way ensures that:

- Schedule information is complete with all associated data, e.g. references to marketing flights, traffic restrictions etc.,
- Complete set of segment information for the cancelled leg(s) can be accessed,
- Key information remains unchanged, automated processing is possible,
- Flight identifier duplications do not occur,
- Reinstatement of the entire flight is easily possible.

An equivalent EDIFACT solution is shown below and this, too, may only be used by bilateral agreement.

Assign **cancel status XXXX** to a **leg** using IFT Interactive Free Text — E971 / 4473.

Example:

ODI+FRA+MUC '  
**IFT+ZZZ:XXXX** '



## PARTNERSHIP SPECIFICATION

The following matrix is provided for guidance as to the application of Data Element Identifier 11 (Partnership Specification) in Computer Reservations Systems displays and publications.

Partnership Specification can be disclosed in a code bilaterally agreed between partnership carriers and distributing systems.

However, where space allows, it is preferred to disclose a partnership name for marketing recognition.

For screen display an indicator (for example \*\* as used in the table below) that multiple matches exist can be used to avoid displaying the same trip multiple times using each partnership match. This helps to avoid screen padding.

In the tables below, aaaa, bbbb and cccc are used to denote different airline partnerships, "Y" equates to 'Display' and "N" equates to 'Do Not Display'.

### Direct Flights

DEI 11s	DEI 11 which is used for match	Neutral Availability – Partnership/Code/Name	Secondary Displays – Partnership/Code/Name	Alliance Availability: Display Trip
Single DEI 11	aaaa	Y	Y	Y
Multiple DEI 11s (aaaa, bbbb, cccc)	**	**	Y all	Y For each

### Single Connections

DEI 11s filed on each flight segment	DEI 11 which is used for match	Neutral Availability: Partnership/Code/Name	Secondary Displays – Partnership/Code/Name	Alliance Availability – Display Trip
Seg 1: aaaa Seg 2: aaaa	aaaa	Y	Y	Y
Seg 1: aaaa Seg 2: none	n/a	N	N	N
Seg 1: none Seg 2: aaaa	n/a	N	N	N
Seg 1: aaaa, bbbb Seg 2: bbbb	bbbb	Y	Y bbbb only	Y
Seg 1: aaaa,bbbb Seg 2: bbbb, aaaa	aaaa bbbb	**	Y aaaa/bbbb	Y
Seg 1: aaaa,bbbb,cccc Seg 2: aaaa,cccc	aaaa cccc	**	Y aaaa/cccc	Y
Seg 1: aaaa,bbbb,cccc Seg 2: cccc,bbbb,aaaa	aaaa bbbb cccc	**	Y aaaa/bbbb/cccc	Y
Seg 1: aaaa Seg 2: bbbb	n/a	N	N	N

## Double Connections

<b>DEI 11s filed on each flight segment</b>	<b>DEI 11 which is used for match</b>	<b>Neutral Availability – Partnership/Code/Name</b>	<b>Secondary Displays – Partnership/Code /Name</b>	<b>Alliance Availability: Display Trip</b>
Seg 1: aaaa Seg 2: aaaa Seg 3: aaaa	aaaa	Y	Y aaaa	Y
Seg 1: aaaa Seg 2: none Seg 3: none	n/a	N	N	N
Seg 1: none Seg 2: aaaa Seg 3: none	n/a	N	N	N
Seg 1: aaaa, bbbb Seg 2: bbbb Seg 3: none	n/a	N	N	N
Seg 1: aaaa, bbbb Seg 2: bbbb, aaaa Seg 3: none	n/a	N	N	N
Seg 1: aaaa, bbbb, cccc Seg 2: aaaa, cccc Seg 3: aaaa	aaaa	Y aaaa	Y aaaa	Y Aaaa
Seg 1: aaaa Seg 2: aaaa, bbbb Seg 3: bbbb	n/a	N	N	N
Seg 1: aaaa, bbbb, cccc Seg 2: cccc, bbbb, aaaa Seg 3: cccc	cccc	Y cccc	Y cccc	Y Cccc
Seg 1: aaaa, bbbb, cccc Seg 2: cccc, bbbb, aaaa Seg 3: aaaa,bbbb, cccc	aaaa bbbb cccc	**	Y aaaa/bbbb/ cccc	Y aaaa/bbbb/ cccc
Seg 1: aaaa, bbbb, cccc Seg 2: cccc, bbbb, aaaa Seg 3: bbbb, cccc	bbbb cccc	**	Y bbbb/cccc	Y bbbb/cccc
Seg 1: aaaa Seg 2: aaaa Seg 3: none	n/a	N	N	N
Seg 1: aaaa Seg 2: none Seg 3: aaaa	n/a	N	N	N
Seg 1: aaaa Seg 2: bbbb Seg 3: cccc	n/a	N	N	N



## TIME MODE

The main purpose of the Manual is to define standard schedule data. Handling procedures on how the information is processed internally by the recipient are not defined.

Information transmitted by a sender can be open to ambiguous interpretation by the recipient if not working under the same set of assumptions as the sender.

As a result, the input information may be accepted and falsely interpreted and then likely to incur penalties.

The ambiguous information is often returned to the sender for clarification and thus incurring additional costs to both parties.

To lessen possible sources of ambiguity with time applications, it is recommended that **UTC times and days** be used for the exchange of schedule information.

Airlines may, however, bilaterally agree to exchange their data in local times and days.

This section attempts to describe some possible sources of ambiguity.

While the references are to schedule updates using SSMs and ASMs, the same principles apply to Chapter 8 EDIFACT Message Function codes 4 (Partial schedule update — to basic schedule) and A4 (Partial schedule update — ad hoc changes/additions/deletions to schedule) respectively.

When the Scheduled Time of Aircraft Departure (STD) is stated in Local Time and the recipient converts to UTC, or vice versa, the Period of Operation may need to be adjusted to maintain the correct Days of Operation around season boundaries and across Daylight Saving Time changes. If this is not done correctly, a lost day of operation and/or a day duplication may occur.

Note throughout this section the application of the rule defining Flight Number in Chapter 2, and particularly note that this rule applies to ALL STATIONS IN THE ROUTING of a flight. This means that, for ANY given STATION on ANY DATE a Carrier may have:

- NO MORE THAN ONE departure of a Flight Number in UTC time mode;
- NO MORE THAN ONE arrival of a Flight Number in UTC time mode;
- NO MORE THAN ONE departure of a Flight Number in LOCAL time mode;
- NO MORE THAN ONE arrival of a Flight Number in LOCAL time mode.

## UTC/LT Relationship

For SSMs, the relationship between the (effective) Period of Operation expressed in UTC, and the (effective) Period of Operation expressed in Local Time (LT), should not be changed for an operating flight.

(If a cancellation causes a break in a chain of services, it may then be acceptable that a fresh input should imply a different UTC/Local Time Period of Operation relationship to that existing before the cancellation.)

Similarly, for ASMs, the relationship of Flight Identifier Date expressed in UTC and in LT should not be changed. This also applies where an ASM modifies a flight previously submitted by an SSM.

Extra care has to be taken when a timing change by ASM changes the UTC day and results in two services with the same Flight Identifier on the same UTC day.

Since the local time day does not change, no problem exists for reservations systems.

A scheduler may be tempted to use local time to avoid the UTC day problem but this does not solve the problem. The correct manner would be to show the service with the Operational Suffix 'Z'.

The Operational Suffix 'Z' applies to the UTC version of schedules and may be suppressed in commercial publications and systems that use LT for display purposes.

Suffix 'Z' may be used in a data transmission regardless of whether the Time Mode used is UTC or LT.

If data is transmitted in LT and the receiving system needs to convert it to UTC, the lack of Suffix 'Z' may cause problems when UTC day/date duplications occur.

Example:

Flight held in airline XY computer:

XY123 Ø1APR 26MAY 1234567 JFK 183Ø FRA Ø755 +1 (local)  
XY123 Ø1APR 26MAY 1234567 JFK 223Ø FRA Ø555 +1 (UTC)

Airline XY wants to operate the Tuesday frequency two hours later.

**Wrong Procedure**

XY sends SSM  
LT  
TIM  
XY123  
Ø1APR 26MAY 2  
JFKØØ3Ø FRAØ955/1

The equivalent in UTC would be  
XY123  
Ø2APR 27MAY 3  
JFKØØ3Ø FRAØ755

There will now be two flights  
XY123 on day 3 in UTC

**Correct Procedure**

XY sends SSM  
UTC  
CNL  
XY123  
Ø1APR 26MAY 2  
//  
NEW  
XY123Z  
Ø2APR 27MAY 3  
JFKØØ3Ø FRAØ755

Each flight on UTC day 3  
can now be uniquely identified:-  
Flight XY123Z dep ØØ3Ø.  
Flight XY123 dep 223Ø.

**Note:** The Operational Suffix 'Z' may be suppressed from display in the LT version of the schedule.

### **UTC Flight Number Duplication due to Daylight Saving Time**

Airlines working on a Local Time basis should consider the problems that may be created for recipients working in UTC regarding Daylight Saving Time.

Example:

Flight XYZ123 operates SYD-AKL with a year-round local departure time 1030 from SYD.

Considering the application of Daylight Saving Time, the UTC schedule for the period 01JAN02-31DEC02 is:

XY123  
Ø1JANØ2 29MARØ2 1234567  
...  
SYD233Ø AKLØ23Ø/1

- There is no flight on 30MAR02 in UTC Time Mode.
- From the DST shift onwards the flight will become an early morning (UTC) flight  
XY123  
31MARØ2 26OCTØ2 1234567  
...  
SYDØØ3Ø AKLØ33Ø
- From the shift back to Standard Time the flight would again become a late evening (UTC) flight  
XY123  
26OCTØ2 31DECØ2 1234567  
...  
SYD233Ø AKLØ23Ø/1



However, in UTC Time Mode, there would be two flights departing on 26OCT02.

In order to overcome flight identification problems, a solution is provided by the separation of one of the two operations by the application of Operational Suffix 'Z'.

The 'Z' Operational Suffix may be suppressed from display in Local Time representations of the schedule, e.g. for reservations and publications purposes.

```
XY123Z  
26OCT02 26OCT02 6  
...  
SYD233Ø AKLØ23Ø/1  
XY123  
27OCT02 31DEC02 1234567  
...  
SYD233Ø AKLØ23Ø/1
```

This may not be a complete solution since the level of sophistication of the computer system receiving the information may not be known. Receiving systems may have to allow for manual intervention to process messages such as those described above.

## UTC Flight Number Duplication at Origin or Individual Stations

The basis of SSIM reference to a flight is the UTC and local date at the point of origin and Flight Numbers may therefore not be duplicated. This is also the case for arrivals and departures at each individual Station included in the itineraries of the same Flight Number.

However, the Reservations and Sales Systems are interested in segments that can be sold on a Local Time basis.

This means that each segment must be uniquely identifiable on a Local Time basis.

It frequently occurs that flights contain ambiguous information when considered on a UTC basis.

This problem comes up more frequently on daily flights or flights operating on consecutive days:

Flight XY789 operates three times weekly SYD-MEL-HKG and four times weekly MEL-SYD-HKG with the same Flight Number for commercial reasons.

The local time schedule is:

LT	LT
XY789	XY789
Ø1APR 26MAY 246	Ø1APR 26MAY 1357
...	...
SYD1Ø3Ø MEL115Ø	MELØ915 SYD1Ø35
MEL13ØØ HKG2ØØ5	SYD1145 HKG1845

and

The UTC equivalent is:

UTC	UTC
XY789	XY789
Ø1APR 26MAY 246	31MAR 25MAY 2467
...	...
SYDØØ3Ø MELØ15Ø	MEL 2315 SYDØØ35/1
MEL Ø3ØØ HKG12Ø5	SYDØ145/1 HKG1Ø45/1

and

There are two originating XY789 flights on days 246 in UTC Time Mode and two XY789 departures at MEL on days 246. There is no duplication in Local Time mode.

Whilst it would be preferable to use a different Flight Number, commercial considerations may not allow a flight number change.

In this case, the Operational Suffix 'Z' should be used on one of the flights to ensure that the flight can be handled in the receiving carrier's system on a UTC-basis.

The suffix 'Z' may be suppressed from displaying in the LT version of the schedule or in reservations systems.

- Days 246 XY789Z SYD 0030 ...
- Days 2467 XY789 MEL2315 ...

Problems can also arise at en-route Stations on daily flights with the same routing each day, either caused by Daylight Saving Time change or having different departure times on one or more days. Flight AB123 operates daily LHR-SIN-SYD.

The Local time schedule is:

LT AB123 01APR 26MAY 12457 ... LHR1200 SIN0805/1 SIN0930/1 SYD1850/1	and LT AB123 01APR 26MAY 36 ... LHR1130 SIN0735/1 SIN0900/1 SYD1820/1
---	---

The UTC schedule is:

UTC AB123 01APR 26MAY 12457 ... LHR1100 SIN0005/1 SIN0130/1 SYD0850/1	and UTC AB123 01APR 26MAY 36 ... LHR1030 SIN2335 SIN0100/1 SYD0820/1
--	--

There are two AB123 flights arriving in SIN on days 36 in UTC Time Mode. There is no duplication in Local Time mode.

Again, whilst it would be preferable to use a different Flight Number on days 36, commercial considerations may not allow a flight number change.

The Operational Suffix 'Z' should again be used, on days 36, to ensure that the flight can be handled in the receiving carrier's system on a UTC-basis.

## Local Date Duplication

The use of Operational Suffix 'Z' does not solve duplicate day problems in Local Time mode.

Therefore, the following situations require the use of a different Flight Designator since the day duplication appears only in the local time schedule affecting commercial publication and reservations systems.

- Airline XY operates a daily service XY991 LAX-HNL-AKL, departing Los Angeles at 2000 LT year round and from Honolulu at 2330 LT (0930 UTC) from early April to late October (Summer) and 0030 LT (1030 UTC) from late October to early April (Winter) because of local time changes at LAX.

Every year, at the change-over from winter to summer, there will be a duplicate service on the change-over day with the last winter flight leaving at 0030 LT and the first summer service at 2330 LT.

The first summer service would have to use a different Flight Designator e.g. XY9911.

- Airline DL operated a daily service DL072 LAX-JFK-FRA-ATH.

During the scheduling season, the service was extended to originate at HNL and thus maintaining the daily service between LAX and ATH at all times.



The respective schedules were as follows:

	LAST LAX ORIGINATOR DL072			FIRST HNL ORIGINATOR DL072		
	UTC	LT		UTC	LT	
HNL				TUE	0845	MON 2245
LAX				TUE	1403	TUE 0703
LAX	MON	1530	MON 0830	TUE	1530	TUE 0830
JFK	MON	2100	MON 1700	TUE	2100	TUE 1700
JFK	MON	2215	MON 1815	TUE	2215	TUE 1815
FRA	TUE	0540	TUE 0740	WED	0540	WED 0740
FRA	TUE	0650	TUE 0850	WED	0650	WED 0850
ATH	TUE	1035	TUE 1335	WED	1035	WED 1335

While there was no problem with the UTC schedule, the local time schedule had the two flights originating on the same day and this is not acceptable in reservations systems.

After the schedule change, the new routing would require a new Flight Designator to overcome the problem.

Airline AB operates a daily service AB123 SYD-SIN-LHR. It departs SYD at 1600 Local Time (0600 UTC) on days 12457, and at 1700 Local Time (0700 UTC) on days 36.

The Local time schedule is:

LT	LT
AB123	AB123
01APR 26MAY 12457	01APR 26MAY 36
...	...
SYD1600 SIN2140	SYD1700 SIN2240
SIN2310 LHR0640/1	SIN0010/1 LHR 0740/1

The UTC schedule is:

UTC	UTC
AB123	AB123
01APR 26MAY 12457	01APR 26MAY 36
...	...
SYD0600 SIN1340	SYD0700 SIN1440
SIN1510 LHR0540/1	SIN1610 LHR0640/1

There is no problem with the UTC schedule, but the Local Time schedule has two flights departing from SIN on days 47 and this is not acceptable in reservations systems.

A new Flight Designator is required for the flights which depart SYD days 36 in order to overcome the problem.

## Summary

When day duplications occur in regular schedules or on an ad-hoc basis, problems can be overcome by use of:

- A different Flight Designator if it occurs in local time mode only.
- Operational Suffix 'Z' if it occurs in UTC mode only.

It should also be noted that the use of leading zeros does not create a different Flight Number.

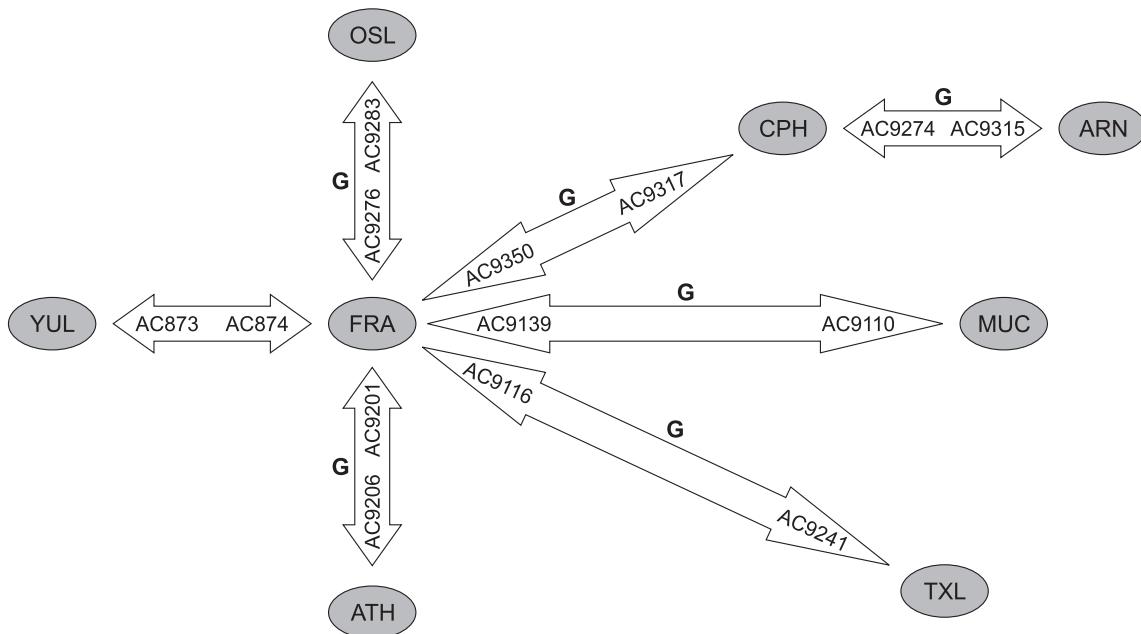
For example, Flight Numbers 123 and 0123 are the same.

Therefore, this cannot be used to resolve either the UTC or the local time day duplication problems.

## TRAFFIC RESTRICTION CODE D, E and G

**Note:** Although the scenarios shown below only portray the application of Traffic Restriction Code G, they are also valid for application of Traffic Restriction Codes D and E with the added requirements that the use of Traffic Restriction Code D is qualified to make International connections only. Additionally Traffic Restriction Codes D and E allow Stopovers at the connect point.

### On-line Connection Scenario



The following examples of on-line routings/connections may be constructed:

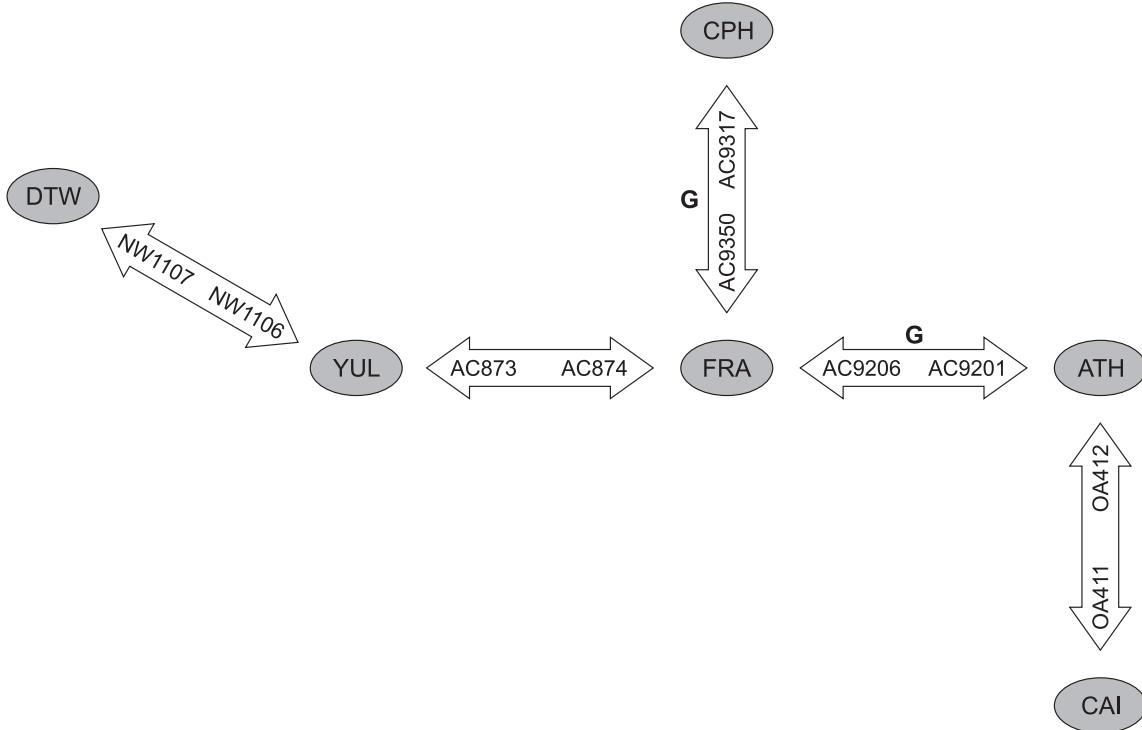
YUL-FRA-OSL  
 YUL-FRA-CPH  
 YUL-FRA-CPH-ARN  
 YUL-FRA-MUC  
 YUL-FRA-TXL  
 YUL-FRA-ATH  
 and vice versa

Traffic Restrictions, however, prohibit the following interline connections from being constructed:

ARN-CPH-FRA  
 ARN-CPH-FRA-ATH  
 ARN-CPH-FRA-OSL  
 ARN-CPH-FRA-MUC  
 ARN-CPH-FRA-TXL  
 CPH-FRA-OSL  
 CPH-FRA-MUC  
 CPH-FRA-TXL  
 CPH-FRA-ATH  
 OSL-FRA-MUC  
 OSL-FRA-ATH  
 OSL-FRA-TXL  
 MUC-FRA-ATH  
 MUC-FRA-TXL  
 TXL-FRA-ATH  
 and vice versa.

In order to restrict these connections, Traffic Restriction 'G' is used as shown in the diagram above.

## Interline Connection Scenario



The following examples of interline routings/connections may be constructed:

DTW-YUL-FRA  
 DTW-YUL-FRA-CPH  
 DTW-YUL-FRA-ATH  
 and vice versa.

Traffic Restrictions, however, prohibit the following interline connections from being constructed:

DTW-YUL-FRA-ATH-CAI  
 YUL-FRA-ATH-CAI  
 CPH-FRA-ATH-CAI  
 FRA-ATH-CAI  
 and vice versa.

In order to restrict these connections, Traffic Restriction “G” is used as shown in the diagram above.

## **TRAFFIC RESTRICTION CODE QUALIFIERS 710-712**

The following presents examples of applying the following data elements on Traffic Restrictions:

- DEI 710 — Traffic Restriction Qualifier at Board Point;
- DEI 711 — Traffic Restriction Qualifier at Off Point;
- DEI 712 — Traffic Restriction Qualifier at Board and Off Points.

Traffic Restrictions not including one of these Data Element Identifiers relate to the Board Point and/or the Off Point. DEI 710-712 make the Traffic Restriction specific to the Board Point (DEI 710), the Off Point (DEI 711) or both the Board and Off Points (DEI 712).

The examples show various combinations of Segments, Carriers, Traffic Restrictions and Traffic Restriction Qualifiers. The Traffic Restriction Qualifiers have been illustrated to reflect their DEI number. DEI 710 is shown to the **left** of the applicable Traffic Restriction, DEI 711 is shown on the **right** while DEI 712 is shown on both left and right to emphasize that the qualifier applies to **both** Board Point **and** Off Point.

### **Use of the DEI 710, 711 and 712 in the direct market:**

Ref. No.	Carrier UA					Display ?	Explanation
	Board Point	D E I	Traffic Restr.	D E I	Off Point		
1	CPH		K		FRA	No	Required connection at CPH <b>or</b> FRA.
2	FRA	7 1 0	K		TXL	No	Required connection at FRA.
3	DUB		K	7 1 1	LHR	No	Required connection at LHR.
4	VIE	7 1 2	K	7 1 2	CPH	No	Required connection at VIE <b>and</b> CPH.

### **Use of the DEI 710, 711 and 712 to identify where the restriction applies to the segment:**

Ref. No.	Carrier DL					Carrier DL					Display ?	Explanation
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point			
5	DFW				CDG		Y		FCO	Yes	On-line connection exists at CDG ( <b>or</b> FCO).	
6	JFK				CDG	7 1 0	Y		MRS	Yes	On-line connection exists at CDG.	
7	ATL				CDG		Y	7 1 1	NCE	No	Required on-line connection at NCE not included in trip.	
8	ATL				CDG	7 1 2	Y	7 1 2	AMS	No	Required on-line connection at CDG <b>and</b> AMS (only CDG is on-line connection included in trip).	



# Standard Schedules Information Manual

**Use of Traffic Restriction G to prevent display of trips where all connections have the G restriction inbound and outbound:**

Ref. No.	Carrier DL				Carrier DL				Display ?	Explanation			
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I					
9	BFL		G	7 1 1	LAX	7 1 0	G		SAN	No	Traffic restriction G exists inbound and outbound on all on-line connections for DL.		
10	SAN		G	7 1 1	LAX		G		BFL	No	Traffic restriction G exists inbound and outbound on all on-line connections for DL.		
11	SAN		G		LAX		G		FAT	No	Traffic restriction G exists inbound and outbound on all on-line connections for DL.		

Ref. No.	Carrier UA				Carrier UA				Carrier UA				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
12	LAX		G	7 1 1	HNL		G	7 1 1	NAN	7 1 0	G		RAR	Yes	On-line connections exist at HNL and NAN. No G restriction outbound from HNL for UA.

Ref. No.	Carrier AC				Carrier AC				Carrier AC				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
13	LAX		G	7 1 1	HNL		G		NAN	7 1 0	G		RAR	No	The G restriction exists inbound and outbound for all AC connections.
14	LAX		Y	7 1 1	HNL		Y		NAN	7 1 0	Y		RAR	Yes	On-line connections exist at HNL and NAN.

**Example of DEI 710 with Traffic Restriction Q:**

Ref. No.	Carrier DL				Carrier DL				Carrier DL				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
15	LAX				JFK				CDG	7 1 0	Q		MRS	Yes	International on-line connection/ stopover exists at CDG.

**Example of DEI 712 requiring the segment to be used only for transferring passengers at both board and off points:**

Ref. No.	Carrier UA				Carrier UA				Carrier UA				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
16	VIE	7 1 2	G	7 1 2	CPH	7 1 2	G	7 1 2	BKK				NRT	No	On-line connection required at VIE.
17	ORD		Y	7 1 1	VIE	7 1 2	G	7 1 2	CPH	7 1 0	G		ARN	Yes	On-line connection exists at VIE and CPH. G restriction does not exist in and out of all connect points.

**Use of DEI 710 and 711 with Traffic Restriction G to allow the double connection to be displayed, but to restrict the single connection:**

Ref. No.	Carrier DL				Carrier DL				Carrier DL				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
18	BFL		G	7 1 1	LAX	7 1 0	G		SAN				SJD	Yes	On-line connection at LAX. G restriction does not exist for all DL connections.

Ref. No.	Carrier DL				Carrier DL				Display ?	Explanation				
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point					
19	BFL		G	7 1 1	LAX	7 1 0	G		SAN	No				Traffic Restriction G exists inbound and outbound on all on-line connections for DL.



# Standard Schedules Information Manual

**Use of the Traffic Restriction G (or Y) with DEI 711 to prevent interline connections at the off points:**

Ref. No.	Carrier NZ				Carrier NZ				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
20	YVR		G	7 1 1	LAX				SYD	Yes	On-line connection exists at LAX. No Traffic Restriction G outbound from LAX.

Ref. No.	Carrier NZ				Carrier QF				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
21	YVR		G	7 1 1	LAX				SYD	No	On-line connection required at LAX.

**Example to show that the G restriction disallows trips which contain the restriction into and out of all connections for the same carrier:**

Ref. No.	Carrier BA				Carrier AY				Carrier AY				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
22	ABZ				GLA		G	7 1 1	LHR	7 1 0	G		LIS	No	All AY on-line connections have the G restriction into and out of the connection.
23	ABZ				GLA		G	7 1 1	LHR				HEL	Yes	On-line connection exists at LHR.

**If a Y restriction were used in place of the G restriction in examples 22 and 23, the trips would be displayed:**

Ref. No.	Carrier BA				Carrier AY				Carrier AY				Display ?	Explanation	
	Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off/ Board Point	D E I	Traffic Restr.	D E I	Off Point		
24	ABZ				GLA		Y	7 1 1	LHR	7 1 0	Y		LIS	Yes	On-line connection exists at LHR.
25	ABZ				GLA		Y	7 1 1	LHR				HEL	Yes	On-line connection exists at LHR.

## TRAIN STATIONS AT MULTI-TERMINAL AIRPORTS

Some multi-terminal airports have more than one train station.

For example, LHR has one train station serving terminals 1, 2 and 3, and another serving terminal 4.

This means that the schedule for a train service that serves both the LHR train stations will have more than one scheduled arrival and/or departure at LHR on the same day.

This cannot be achieved under the same Flight Number - see definition of Flight Number in Chapter 2.

For example, Flight Designator 2E123 on routing QQP-LHR(TN)-LHR(4)-QQP (where TN and 4 are the Passenger Terminal Indicators).

This is clearly in contravention of the definition of Flight Number whereby the 2E123 has two scheduled arrivals and two scheduled departures from LHR on the same day although occurring at different Terminals.

In reservations and publication systems, the recommended solution is to split the schedule into 2E123 QQP-LHR(TN)-QQP, and 2E124 QQP-LHR(4)-QQP.

The 2E123 would be treated as the operating flight, and the 2E124 would be treated as a Duplicate (non-operational) flight.

Data Element Identifiers 10 and 50 and Traffic Restriction Codes should be used as appropriate.

 Refer to Appendix H : *Duplicate Flight Legs*.



## WITHDRAWAL OF AD HOC SCHEDULE CHANGES

One of the SSIM principles regarding schedule updates is the precedence that ad hoc updates (ASM — Chapter 5) take over schedule changes, using SSM (Chapter 4) or SSIM Schedule Data Set (Chapter 7) features.

While the references in this section are to schedule updates using SSIM Chapter 4 for SSM, Chapter 5 for ASM and Chapter 7 for the complete data set, the same principles apply to Chapter 8 EDIFACT Message Function code 4 (Partial schedule update — to basic schedule), code A4 (Partial schedule update — ad hoc changes/additions/deletions to schedule), and code 18 or code F18 (Complete new schedule information) respectively.

There are two different initial steps to realize the ad hoc priority in EDP schedule systems by either a **one level** or a **two level** database.

In a two level data base solution, the master data (SSM and data sets) are kept in one level and the ad-hoc data (ASM) are kept in a logically different level.

This allows a combined view of the current schedule data, where ad hoc schedules take precedence over the master data. It also allows a view onto the pure master data as they are kept unchanged by ASM schedules.

In a one level data base all ASM updates change the existing schedule data and are flagged as ad hoc to retain priority over master updates (i.e. the master changes are made around the ad hoc dates).

There are two possibilities to withdraw ASM-type updates:

### ASM Withdrawal Indicator (see also Chapter 2 ASM Withdrawal Indicator)

The ASM Withdrawal Indicator (XASM) is used within SSM messages to wipe out all existing ad hoc schedule information for the appropriate Flight Designator and the relevant Period/Day(s) of Operation, potentially replacing it with new schedule information.

XASM is only to be used in conjunction with Action Identifiers SKD/NEW/RPL/CNL.

Example:

```
SSM
UTC
25MAY0006E001/REF 92/0234
RPL XASM
AF345
J 310 FCMBK.Y230
26AUG 200CT 123
CDG0850 MRS1005
```

In Chapter 8, Status Indicator codes AW2 (Cancellation with ASM Withdrawal Indicator), AW3 (New information with ASM Withdrawal Indicator) or AW5 (Replacement with ASM Withdrawal Indicator) are used in the PER segment to remove existing ad hoc schedule information.

Example:

```
PER+U:26AUG00200CT00+123++AW5'
```

## Change Reason Code RTNS (see also Chapter 2 Change Reason)

The Change Reason Code RTNS is used within ASM messages to reinstate the 'original' (basic) schedule. This procedure requires the reconstruction of the master data, therefore restricting the use of the RTNS facility to Action Identifiers NEW, RPL and CNL only in the case of a one level data base.-

Irrespective of the precedence of ASM schedule data for the same flights, two level data bases maintaining the master data intact are able to process the RTNS facility in conjunction with all Action Identifiers.

Action Identifier NEW is required to reinstate a flight cancelled by ASM.

It must contain all the data to reconstruct a one day master period.

The ad hoc flag has to be eliminated.

Example:

```
ASM
UTC
26SEP00123E005/REF 245/92
NEW RTNS
LH123/250CT
J 733 C88
FRA0800 MUC0915
```

Action Identifier RPL is normally required to change the flight to its original or current master data and to open it for further master updates.

The ad hoc flag has to be eliminated.

Example:

```
ASM
LT
26SEP00123E005/REF 245/92
RPL RTNS
BA1265/11NOV
J 733 C88
FRA0800 LHR0930
```

Action Identifier CNL is **only** required to cancel an additional flight created by ASM and to open this flight for a potential creation by master input.

Example:

```
ASM
LT
23AUG00423C003/REF 045/92
CNL RTNS
LT120/12DEC
```

In every case, the ad hoc flag has to be eliminated in order to remove the precedence of the ad hoc schedule information over the master schedule information.

In Chapter 8, Change Reason Code RTNS is used in the TRA segment.

Example:

```
TRA+LH+123:::RTNS'
```



## Appendix I

### REGION CODES

Region Codes may be transmitted in the Chapter 8 Minimum Connect Time Update (MCTUPD) EDIFACT Message to reduce the number of MCT exceptions that need to be filed when such exceptions apply equally to flights to or from groups of Countries or States.

The region codes are transmitted in data element 3229: Country Sub-entity Identification in the LCI: LOCATION/COUNTRY INFORMATION segment.

This Appendix lists the Countries and US States that constitute these Regions.

#### **1. SCHENGEN AGREEMENT COUNTRIES (REGION CODE SCH)**

Country	ISO Country Code
Åland Islands	AX
Austria	AT
Belgium	BE
Denmark	DK
Finland	FI
France	FR
Germany	DE
Greece	GR
Iceland	IS
Italy	IT
Luxembourg	LU
Netherlands	NL
Norway	NO
Portugal	PT
Spain and Canary Islands	ES
Sweden	SE

#### **2. WRIGHT AMENDMENT STATES (REGION CODE WRI)**

Flights limited out of Love Field Airport, (DAL) in the State of Texas to the following States:

Alabama

Arkansas

Kansas

Louisiana

Mississippi

New Mexico

Oklahoma



## 3. IATA TRAFFIC CONFERENCE AREAS (TC)

### 3.1 IATA Region Codes and Names

Region Code	Name	TC
AFR	Africa	TC2
CAR	Caribbean	TC1
CEM	Central America	TC1
EUR	Europe	TC2
JAK	Japan / Korea	TC3
MDE	Middle East	TC2
NOA	North America	TC1
SAS	South Asian Subcontinent	TC3
SEA	South East Asia	TC3
SOA	South America	TC1
SWP	South West Pacific	TC3

### **3.2 Country Name and Region Code List**

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and Name</b>
Afghanistan	AF	TC3	SAS - South Asian Subcontinent
Åland Islands	AX	TC2	EUR - Europe
Albania	AL	TC2	EUR - Europe
Algeria	DZ	TC2	EUR - Europe
American Samoa	AS	TC3	SWP -South West Pacific
Andorra	AD	TC2	EUR - Europe
Angola	AO	TC2	AFR - Africa
Anguilla	AI	TC1	CAR - Caribbean
Antarctica	AQ		(No IATA Area)
Antigua and Barbuda	AG	TC1	CAR - Caribbean
Argentina	AR	TC1	SOA- South America
Armenia	AM	TC2	EUR - Europe
Aruba	AW	TC1	CAR - Caribbean
Australia	AU	TC3	SWP -South West Pacific
Austria	AT	TC2	EUR - Europe
Azerbaijan	AZ	TC2	EUR - Europe
Bahamas	BS	TC1	CAR - Caribbean
Bahrain	BH	TC2	MDE - Middle East
Bangladesh	BD	TC3	SAS - South Asian Subcontinent
Barbados	BB	TC1	CAR - Caribbean
Belarus	BY	TC2	EUR - Europe
Belgium	BE	TC2	EUR - Europe
Belize	BZ	TC1	CEM - Central America
Benin	BJ	TC2	AFR - Africa
Bermuda	BM	TC1	CAR - Caribbean
Bhutan	BT	TC3	SAS - South Asian Subcontinent
Bolivia	BO	TC1	SOA- South America
Bosnia and Herzegovina	BA	TC2	EUR - Europe
Botswana	BW	TC2	AFR - Africa
Bouvet Island	BV	TC2	AFR - Africa
Brazil	BR	TC1	SOA- South America
British Indian Ocean Territory	IO	TC2	AFR - Africa
Brunei Darussalam	BN	TC3	SEA - South East Asia
Bulgaria	BG	TC2	EUR - Europe



Country Name	ISO Country Code	TC	Region Code and Name
Burkina Faso	BF	TC2	AFR - Africa
Burundi	BI	TC2	AFR - Africa
Cambodia	KH	TC3	SEA - South East Asia
Cameroon	CM	TC2	AFR - Africa
Canada	CA	TC1	NOA - North America
Cape Verde	CV	TC2	AFR - Africa
Cayman Islands	KY	TC1	CAR - Caribbean
Central African Republic	CF	TC2	AFR - Africa
Chad	TD	TC2	AFR - Africa
Chile	CL	TC1	SOA - South America
China	CN	TC3	SEA - South East Asia
Chinese Taipei	TW	TC3	SEA - South East Asia
Christmas Island	CX	TC3	SEA - South East Asia
Cocos (Keeling) Islands	CC	TC3	SEA - South East Asia
Colombia	CO	TC1	SOA - South America
Comoros	KM	TC2	AFR - Africa
Congo	CG	TC2	AFR - Africa
Congo, Democratic Republic of	CD	TC2	AFR - Africa
Cook Islands	CK	TC3	SWP - South West Pacific
Costa Rica	CR	TC1	CEM - Central America
Côte d'Ivoire	CI	TC2	AFR - Africa
Croatia	HR	TC2	EUR - Europe
Cuba	CU	TC1	CAR - Caribbean
Cyprus	CY	TC2	EUR - Europe
Czech Republic	CZ	TC2	EUR - Europe
Denmark	DK	TC2	EUR - Europe
Djibouti	DJ	TC2	AFR - Africa
Dominica	DM	TC1	CAR - Caribbean
Dominican Republic	DO	TC1	CAR - Caribbean
Ecuador	EC	TC1	SOA - South America
Egypt	EG	TC2	MDE - Middle East
El Salvador	SV	TC1	CEM - Central America
Equatorial Guinea	GQ	TC2	AFR - Africa
Eritrea	ER	TC2	AFR - Africa

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and Name</b>
Estonia	EE	TC2	EUR - Europe
Ethiopia	ET	TC2	AFR - Africa
Falkland Islands	FK	TC1	SOA- South America
Faroe Islands	FO	TC2	EUR - Europe
Fiji	FJ	TC3	SWP -South West Pacific
Finland	FI	TC2	EUR - Europe
France	FR	TC2	EUR - Europe
French Guiana	GF	TC1	SOA- South America
French Polynesia	PF	TC3	SWP -South West Pacific
French Southern Territories	TF	TC2	AFR - Africa
Gabon	GA	TC2	AFR - Africa
Gambia	GM	TC2	AFR - Africa
Georgia	GE	TC2	EUR - Europe
Germany	DE	TC2	EUR - Europe
Ghana	GH	TC2	AFR - Africa
Gibraltar	GI	TC2	EUR - Europe
Greece	GR	TC2	EUR - Europe
Greenland	GL	TC1	NOA - North America
Grenada	GD	TC1	CAR - Caribbean
Guadeloupe	GP	TC1	CAR - Caribbean
Guam	GU	TC3	SEA - South East Asia
Guatemala	GT	TC1	CEM - Central America
Guinea	GN	TC2	AFR - Africa
Guinea-Bissau	GW	TC2	AFR - Africa
Guyana	GY	TC1	SOA- South America
Haiti	HT	TC1	CAR - Caribbean
Heard and McDonald Islands	HM	TC2	AFR - Africa
Honduras	HN	TC1	CEM - Central America
Hong Kong (SAR), China	HK	TC3	SEA - South East Asia
Hungary	HU	TC2	EUR - Europe
Iceland	IS	TC2	EUR - Europe
India	IN	TC3	SAS - South Asian Subcontinent
Indonesia	ID	TC3	SEA - South East Asia



Country Name	ISO Country Code	TC	Region Code and Name
Iran	IR	TC2	MDE - Middle East
Iraq	IQ	TC2	MDE - Middle East
Ireland	IE	TC2	EUR - Europe
Israel	IL	TC2	MDE - Middle East
Italy	IT	TC2	EUR - Europe
Jamaica	JM	TC1	CAR - Caribbean
Japan	JP	TC3	Japan/Korea
Jordan	JO	TC2	MDE - Middle East
Kazakhstan	KZ	TC3	SEA - South East Asia
Kenya	KE	TC2	AFR - Africa
Kiribati	KI	TC3	SWP -South West Pacific
Korea, Democratic People's Rep. of	KP	TC3	JAK - Japan/ Korea
Korea, Republic of	KR	TC3	JAK - Japan/ Korea
Kuwait	KW	TC2	MDE - Middle East
Kyrgyzstan	KG	TC3	SEA - South East Asia
Lao People's Democratic Republic	LA	TC3	SEA - South East Asia
Latvia	LV	TC2	EUR - Europe
Lebanon	LB	TC2	MDE - Middle East
Lesotho	LS	TC2	AFR - Africa
Liberia	LR	TC2	AFR - Africa
Libya (Libyan Arab Jamahiriya)	LY	TC2	AFR - Africa
Liechtenstein	LI	TC2	EUR - Europe
Lithuania	LT	TC2	EUR - Europe
Luxembourg	LU	TC2	EUR - Europe
Macao (SAR), China	MO	TC3	SEA - South East Asia
Macedonia (FYROM)	MK	TC2	EUR - Europe
Madagascar	MG	TC2	AFR - Africa
Malawi	MW	TC2	AFR - Africa
Malaysia	MY	TC3	SEA - South East Asia
Maldives	MV	TC3	SAS - South Asian Subcontinent
Mali	ML	TC2	AFR - Africa
Malta	MT	TC2	EUR - Europe

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and Name</b>
Marshall Islands	MH	TC3	SEA - South East Asia
Martinique	MQ	TC1	CAR - Caribbean
Mauritania	MR	TC2	AFR - Africa
Mauritius	MU	TC2	AFR - Africa
Mayotte	YT	TC2	AFR - Africa
Mexico	MX	TC1	NOA - North America
Micronesia	FM	TC3	SEA - South East Asia
Moldova, Republic of	MD	TC2	EUR - Europe
Monaco	MC	TC2	EUR - Europe
Mongolia	MN	TC3	SEA - South East Asia
Montserrat	MS	TC1	CAR - Caribbean
Morocco	MA	TC2	EUR - Europe
Mozambique	MZ	TC2	AFR - Africa
Myanmar	MM	TC3	SEA - South East Asia
Namibia	NA	TC2	AFR - Africa
Nauru	NR	TC3	SWP -South West Pacific
Nepal	NP	TC3	SAS - South Asian Subcontinent
Netherlands	NL	TC2	EUR - Europe
Netherlands Antilles	AN	TC1	CAR - Caribbean
New Caledonia	NC	TC3	SWP -South West Pacific
New Zealand	NZ	TC3	SWP -South West Pacific
Nicaragua	NI	TC1	CEM - Central America
Niger	NE	TC2	AFR - Africa
Nigeria	NG	TC2	AFR - Africa
Niue	NU	TC3	SWP -South West Pacific
Norfolk Island	NF	TC3	SWP -South West Pacific
Northern Mariana Islands	MP	TC3	SEA - South East Asia
Norway	NO	TC2	EUR - Europe
Oman	OM	TC2	MDE - Middle East
Pakistan	PK	TC3	SAS - South Asian Subcontinent
Palestinian Territory, Occupied	PS	TC2	MDE - Middle East
Palau	PW	TC3	SEA - South East Asia
Panama	PA	TC1	SOA- South America
Papua New Guinea	PG	TC3	SWP -South West Pacific



Country Name	ISO Country Code	TC	Region Code and Name
Paraguay	PY	TC1	SOA- South America
Peru	PE	TC1	SOA- South America
Philippines	PH	TC3	SEA - South East Asia
Pitcairn Island	PN	TC3	SWP -South West Pacific
Poland	PL	TC2	EUR - Europe
Portugal	PT	TC2	EUR - Europe
Puerto Rico	PR	TC1	CAR - Caribbean
Qatar	QA	TC2	MDE - Middle East
Reunion	RE	TC2	AFR - Africa
Romania	RO	TC2	EUR - Europe
Russian Federation (East of the Urals) <sup>Note</sup>	XU	TC3	SEA - South East Asia
Russian Federation (West of the Urals) <sup>Note</sup>	RU	TC2	EUR - Europe
Rwanda	RW	TC2	AFR - Africa
Saint Helena	SH	TC2	AFR - Africa
Saint Kitts and Nevis	KN	TC1	CAR - Caribbean
Saint Lucia	LC	TC1	CAR - Caribbean
Saint Pierre and Miquelon	PM	TC1	NOA - North America
Saint Vincent and the Grenadines	VC	TC1	CAR - Caribbean
Samoa	WS	TC3	SWP -South West Pacific
San Marino	SM	TC2	EUR - Europe
Sao Tome and Principe	ST	TC2	AFR - Africa
Saudi Arabia	SA	TC2	MDE - Middle East
Senegal	SN	TC2	AFR - Africa
Serbia and Montenegro	CS	TC2	EUR - Europe
Seychelles	SC	TC2	AFR - Africa
Sierra Leone	SL	TC2	AFR - Africa
Singapore	SG	TC3	SEA - South East Asia
Slovakia	SK	TC2	EUR - Europe
Slovenia	SI	TC2	EUR - Europe
Solomon Islands	SB	TC3	SWP -South West Pacific
Somalia	SO	TC2	AFR - Africa

**Note:** For all other purposes, Country Code RU is used exclusively to identify the Russian Federation.

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and TC Sub-Area Name</b>
South Africa	ZA	TC2	AFR - Africa
South Georgia and the South Sandwich Island	GS	TC1	SOA- South America
Spain and Canary Islands	ES	TC2	EUR - Europe
Sri Lanka	LK	TC3	SAS - South Asian Subcontinent
Sudan	SD	TC2	AFR - Africa
Suriname	SR	TC2	AFR - Africa
Svalbard & Jan Mayen Island	SJ	TC2	EUR - Europe
Swaziland	SZ	TC2	AFR - Africa
Sweden	SE	TC2	EUR - Europe
Switzerland	CH	TC2	EUR - Europe
Syrian Arab Republic	SY	TC2	MDE - Middle East
Tajikistan	TJ	TC3	SEA - South East Asia
Tanzania, United Rep. of	TZ	TC2	AFR - Africa
Thailand	TH	TC3	SEA - South East Asia
Timor-Leste	TL	TC3	SEA - South East Asia
Togo	TG	TC2	AFR - Africa
Tokelau	TK	TC3	SWP - South West Pacific
Tonga	TO	TC3	SWP - South West Pacific
Trinidad and Tobago	TT	TC1	CAR - Caribbean
Tunisia	TN	TC2	EUR - Europe
Turkey	TR	TC2	EUR - Europe
Turkmenistan	TM	TC3	SEA - South East Asia
Turks and Caicos Islands	TC	TC1	CAR - Caribbean
Tuvalu	TV	TC3	SWP - South West Pacific
Uganda	UG	TC2	AFR - Africa
Ukraine	UA	TC2	EUR - Europe
United Arab Emirates	AE	TC2	MDE - Middle East
United Kingdom	GB	TC2	EUR - Europe
United States of America	US	TC1	NOA - North America
Uruguay	UY	TC1	SOA- South America
US Minor Outlying Islands	UM	TC1	NOA - North America
Uzbekistan	UZ	TC3	SEA - South East Asia



Country Name	ISO Country Code	TC	Region Code and TC Sub-Area Name
Vanuatu	VU	TC3	SWP -South West Pacific
Vatican City State	VA	TC2	EUR - Europe
Venezuela	VE	TC1	SOA- South America
Viet Nam	VN	TC3	SEA - South East Asia
Virgin Islands, British	VG	TC1	CAR - Caribbean
Virgin Islands, U.S.	VI	TC1	CAR - Caribbean
Wallis and Futuna Islands	WF	TC3	SWP -South West Pacific
Western Sahara	EH	TC2	EUR - Europe
Yemen, Republic of	YE	TC2	MDE - Middle East
Zaire (see Congo, Democratic Republic)		TC2	AFR - Africa
Zambia	ZM	TC2	AFR - Africa
Zimbabwe	ZW	TC2	AFR - Africa

### 3.3 IATA Traffic Conference Area and Region Code List

Country Name	ISO Country Code	TC	Region Code and Name
Antarctica	AQ		(No IATA Area)
Anguilla	AI	TC1	CAR - Caribbean
Antigua and Barbuda	AG	TC1	CAR - Caribbean
Aruba	AW	TC1	CAR - Caribbean
Bahamas	BS	TC1	CAR - Caribbean
Barbados	BB	TC1	CAR - Caribbean
Bermuda	BM	TC1	CAR - Caribbean
Cayman Islands	KY	TC1	CAR - Caribbean
Cuba	CU	TC1	CAR - Caribbean
Dominica	DM	TC1	CAR - Caribbean
Dominican Republic	DO	TC1	CAR - Caribbean
Grenada	GD	TC1	CAR - Caribbean
Guadeloupe	GP	TC1	CAR - Caribbean
Haiti	HT	TC1	CAR - Caribbean
Jamaica	JM	TC1	CAR - Caribbean

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and Name</b>
Martinique	MQ	TC1	CAR - Caribbean
Montserrat	MS	TC1	CAR - Caribbean
Netherlands Antilles	AN	TC1	CAR - Caribbean
Puerto Rico	PR	TC1	CAR - Caribbean
Saint Kitts and Nevis	KN	TC1	CAR - Caribbean
Saint Lucia	LC	TC1	CAR - Caribbean
Saint Vincent and the Grenadines	VC	TC1	CAR - Caribbean
Trinidad and Tobago	TT	TC1	CAR - Caribbean
Turks and Caicos Islands	TC	TC1	CAR - Caribbean
Virgin Islands, British	VG	TC1	CAR - Caribbean
Virgin Islands, U.S.	VI	TC1	CAR - Caribbean
Belize	BZ	TC1	CEM - Central America
Costa Rica	CR	TC1	CEM - Central America
El Salvador	SV	TC1	CEM - Central America
Guatemala	GT	TC1	CEM - Central America
Honduras	HN	TC1	CEM - Central America
Nicaragua	NI	TC1	CEM - Central America
Canada	CA	TC1	NOA - North America
Greenland	GL	TC1	NOA - North America
Mexico	MX	TC1	NOA - North America
Saint Pierre and Miquelon	PM	TC1	NOA - North America
United States of America	US	TC1	NOA - North America
US Minor Outlying Islands	UM	TC1	NOA - North America
Argentina	AR	TC1	SOA - South America
Bolivia	BO	TC1	SOA - South America
Brazil	BR	TC1	SOA - South America
Chile	CL	TC1	SOA - South America
Colombia	CO	TC1	SOA - South America
Ecuador	EC	TC1	SOA - South America
Falkland Islands	FK	TC1	SOA - South America
French Guiana	GF	TC1	SOA - South America
Guyana	GY	TC1	SOA - South America
Panama	PA	TC1	SOA - South America
Paraguay	PY	TC1	SOA - South America



Country Name	ISO Country Code	TC	Region Code and Name
Peru	PE	TC1	SOA - South America
South Georgia and the South Sandwich Island	GS	TC1	SOA - South America
Suriname	SR	TC1	SOA - South America
Uruguay	UY	TC1	SOA - South America
Venezuela	VE	TC1	SOA - South America
Angola	AO	TC2	AFR - Africa
Benin	BJ	TC2	AFR - Africa
Botswana	BW	TC2	AFR - Africa
Bouvet Island	BV	TC2	AFR - Africa
British Indian Ocean Territory	IO	TC2	AFR - Africa
Burkina Faso	BF	TC2	AFR - Africa
Burundi	BI	TC2	AFR - Africa
Cameroon	CM	TC2	AFR - Africa
Cape Verde	CV	TC2	AFR - Africa
Central African Republic	CF	TC2	AFR - Africa
Chad	TD	TC2	AFR - Africa
Comoros	KM	TC2	AFR - Africa
Congo	CG	TC2	AFR - Africa
Congo, Democratic Republic of	CD	TC2	AFR - Africa
Côte d'Ivoire	CI	TC2	AFR - Africa
Djibouti	DJ	TC2	AFR - Africa
Equatorial Guinea	GQ	TC2	AFR - Africa
Eritrea	ER	TC2	AFR - Africa
Ethiopia	ET	TC2	AFR - Africa
French Southern Territories	TF	TC2	AFR - Africa
Gabon	GA	TC2	AFR - Africa
Gambia	GM	TC2	AFR - Africa
Ghana	GH	TC2	AFR - Africa
Guinea	GN	TC2	AFR - Africa
Guinea-Bissau	GW	TC2	AFR - Africa
Heard and McDonald Islands	HM	TC2	AFR - Africa
Kenya	KE	TC2	AFR - Africa
Lesotho	LS	TC2	AFR - Africa
Liberia	LR	TC2	AFR - Africa
Libya (Libyan Arab Jamahiriya)	LY	TC2	AFR - Africa
Madagascar	MG	TC2	AFR - Africa

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and Name</b>
Malawi	MW	TC2	AFR - Africa
Mali	ML	TC2	AFR - Africa
Mauritania	MR	TC2	AFR - Africa
Mauritius	MU	TC2	AFR - Africa
Mayotte	YT	TC2	AFR - Africa
Mozambique	MZ	TC2	AFR - Africa
Namibia	NA	TC2	AFR - Africa
Niger	NE	TC2	AFR - Africa
Nigeria	NG	TC2	AFR - Africa
Reunion	RE	TC2	AFR - Africa
Rwanda	RW	TC2	AFR - Africa
Saint Helena	SH	TC2	AFR - Africa
Sao Tome and Principe	ST	TC2	AFR - Africa
Senegal	SN	TC2	AFR - Africa
Seychelles	SC	TC2	AFR - Africa
Sierra Leone	SL	TC2	AFR - Africa
Somalia	SO	TC2	AFR - Africa
South Africa	ZA	TC2	AFR - Africa
Swaziland	SZ	TC2	AFR - Africa
Tanzania, United Rep. of	TZ	TC2	AFR - Africa
Togo	TG	TC2	AFR - Africa
Uganda	UG	TC2	AFR - Africa
Zaire (see Congo, Democratic Republic)		TC2	AFR - Africa
Zambia	ZM	TC2	AFR - Africa
Zimbabwe	ZW	TC2	AFR - Africa
Åland Islands	AX	TC2	EUR - Europe
Albania	AL	TC2	EUR - Europe
Algeria	DZ	TC2	EUR - Europe
Andorra	AD	TC2	EUR - Europe
Armenia	AM	TC2	EUR - Europe
Austria	AT	TC2	EUR - Europe
Azerbaijan	AZ	TC2	EUR - Europe
Belarus	BY	TC2	EUR - Europe
Belgium	BE	TC2	EUR - Europe
Bosnia and Herzegovina	BA	TC2	EUR - Europe
Bulgaria	BG	TC2	EUR - Europe



Country Name	ISO Country Code	TC	Region Code and Name
Croatia	HR	TC2	EUR - Europe
Cyprus	CY	TC2	EUR - Europe
Czech Republic	CZ	TC2	EUR - Europe
Denmark	DK	TC2	EUR - Europe
Estonia	EE	TC2	EUR - Europe
Faroe Islands	FO	TC2	EUR - Europe
Finland	FI	TC2	EUR - Europe
France	FR	TC2	EUR - Europe
Georgia	GE	TC2	EUR - Europe
Germany	DE	TC2	EUR - Europe
Gibraltar	GI	TC2	EUR - Europe
Greece	GR	TC2	EUR - Europe
Hungary	HU	TC2	EUR - Europe
Iceland	IS	TC2	EUR - Europe
Ireland	IE	TC2	EUR - Europe
Italy	IT	TC2	EUR - Europe
Latvia	LV	TC2	EUR - Europe
Liechtenstein	LI	TC2	EUR - Europe
Lithuania	LT	TC2	EUR - Europe
Luxembourg	LU	TC2	EUR - Europe
Macedonia (FYROM)	MK	TC2	EUR - Europe
Malta	MT	TC2	EUR - Europe
Moldova, Republic of	MD	TC2	EUR - Europe
Monaco	MC	TC2	EUR - Europe
Morocco	MA	TC2	EUR - Europe
Netherlands	NL	TC2	EUR - Europe
Norway	NO	TC2	EUR - Europe
Poland	PL	TC2	EUR - Europe
Portugal	PT	TC2	EUR - Europe
Romania	RO	TC2	EUR - Europe
Russian Federation (West of the Urals )	RU	TC2	EUR - Europe
San Marino	SM	TC2	EUR - Europe
Serbia and Montenegro	CS	TC2	EUR - Europe
Slovakia	SK	TC2	EUR - Europe
Slovenia	SI	TC2	EUR - Europe
Spain and Canary Islands	ES	TC2	EUR - Europe
Svalbard & Jan Mayen Island	SJ	TC2	EUR - Europe

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and Name</b>
Sweden	SE	TC2	EUR - Europe
Switzerland	CH	TC2	EUR - Europe
Tunisia	TN	TC2	EUR - Europe
Turkey	TR	TC2	EUR - Europe
Ukraine	UA	TC2	EUR - Europe
United Kingdom	GB	TC2	EUR - Europe
Vatican City State	VA	TC2	EUR - Europe
Western Sahara	EH	TC2	EUR - Europe
Bahrain	BH	TC2	MDE - Middle East
Egypt	EG	TC2	MDE - Middle East
Iran	IR	TC2	MDE - Middle East
Iraq	IQ	TC2	MDE - Middle East
Israel	IL	TC2	MDE - Middle East
Jordan	JO	TC2	MDE - Middle East
Kuwait	KW	TC2	MDE - Middle East
Lebanon	LB	TC2	MDE - Middle East
Oman	OM	TC2	MDE - Middle East
Palestinian Territory, Occupied	PS	TC2	MDE - Middle East
Qatar	QA	TC2	MDE - Middle East
Saudi Arabia	SA	TC2	MDE - Middle East
Sudan	SD	TC2	MDE - Middle East
Syrian Arab Republic	SY	TC2	MDE - Middle East
United Arab Emirates	AE	TC2	MDE - Middle East
Yemen, Republic of	YE	TC2	MDE - Middle East
Korea, Democratic People's Rep. of	KP	TC3	JAK - Japan/ Korea
Korea, Republic of	KR	TC3	JAK - Japan/ Korea
Japan	JP	TC3	JAK - Japan/ Korea
Afghanistan	AF	TC3	SAS - South Asian Subcontinent
Bangladesh	BD	TC3	SAS - South Asian Subcontinent
Bhutan	BT	TC3	SAS - South Asian Subcontinent
India	IN	TC3	SAS - South Asian Subcontinent
Maldives	MV	TC3	SAS - South Asian Subcontinent
Nepal	NP	TC3	SAS - South Asian Subcontinent
Pakistan	PK	TC3	SAS - South Asian Subcontinent



## Standard Schedules Information Manual

Country Name	ISO Country Code	TC	Region Code and Name
Sri Lanka	LK	TC3	SAS - South Asian Subcontinent
Brunei Darussalam	BN	TC3	SEA - South East Asia
Cambodia	KH	TC3	SEA - South East Asia
China	CN	TC3	SEA - South East Asia
Christmas Island	CX	TC3	SEA - South East Asia
Cocos (Keeling) Islands	CC	TC3	SEA - South East Asia
Guam	GU	TC3	SEA - South East Asia
Hong Kong (SAR, China)	HK	TC3	SEA - South East Asia
Indonesia	ID	TC3	SEA - South East Asia
Kazakhstan	KZ	TC3	SEA - South East Asia
Kyrgyzstan	KG	TC3	SEA - South East Asia
Lao People's Democratic Republic	LA	TC3	SEA - South East Asia
Macao (SAR, China)	MO	TC3	SEA - South East Asia
Malaysia	MY	TC3	SEA - South East Asia
Marshall Islands	MH	TC3	SEA - South East Asia
Micronesia	FM	TC3	SEA - South East Asia
Mongolia	MN	TC3	SEA - South East Asia
Myanmar	MM	TC3	SEA - South East Asia
Northern Mariana Islands	MP	TC3	SEA - South East Asia
Palau	PW	TC3	SEA - South East Asia
Philippines	PH	TC3	SEA - South East Asia
Russian Federation (East of the Urals) <sup>Note</sup>	XU	TC3	SEA - South East Asia
Singapore	SG	TC3	SEA - South East Asia
Taiwan	TW	TC3	SEA - South East Asia
Tajikistan	TJ	TC3	SEA - South East Asia
Thailand	TH	TC3	SEA - South East Asia
Timor-Leste	TL	TC3	SEA - South East Asia
Turkmenistan	TM	TC3	SEA - South East Asia
Uzbekistan	UZ	TC3	SEA - South East Asia
Viet Nam	VN	TC3	SEA - South East Asia
American Samoa	AS	TC3	SWP - South West Pacific
Australia	AU	TC3	SWP - South West Pacific
Cook Islands	CK	TC3	SWP - South West Pacific
Fiji	FJ	TC3	SWP - South West Pacific

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and Name</b>
French Polynesia	PF	TC3	SWP - South West Pacific
Kiribati	KI	TC3	SWP - South West Pacific
Nauru	NR	TC3	SWP - South West Pacific
New Zealand	NZ	TC3	SWP - South West Pacific

**Note:** For all other purposes, Country Code RU is used exclusively to identify the Russian Federation.

<b>Country Name</b>	<b>ISO Country Code</b>	<b>TC</b>	<b>Region Code and Name</b>
New Caledonia	NC	TC3	SWP - South West Pacific
Niue	NU	TC3	SWP - South West Pacific
Norfolk Island	NF	TC3	SWP - South West Pacific
Papua New Guinea	PG	TC3	SWP - South West Pacific
Pitcairn Island	PN	TC3	SWP - South West Pacific
Samoa	WS	TC3	SWP - South West Pacific
Solomon Islands	SB	TC3	SWP - South West Pacific
Tokelau	TK	TC3	SWP - South West Pacific
Tonga	TO	TC3	SWP - South West Pacific
Tuvalu	TV	TC3	SWP - South West Pacific
Vanuatu	VU	TC3	SWP - South West Pacific
Wallis and Futuna Islands	WF	TC3	SWP - South West Pacific



---

## **Appendix J**

### **INFORMATION CODES FOR USE IN THE AIRPORT COORDINATION PROCESS**

#### **ADDITIONAL INFORMATION CODES**

AA	Cleared time — Arrival
AD	Cleared time — Departure
CA	Coordinator Reason — Arrival
CD	Coordinator Reason — Departure
FA	Flexibility Range — Arrival
FD	Flexibility Range — Departure
LT	Schedules in Local Time
MT	Minimum Ground Time
NA	Reference number arrival
ND	Reference number departure
RA	Requested Timings — Arrival
RD	Requested Timings — Departure
RE	Aircraft Registration
SA	Arrival (followed by free text information)
SD	Departure (followed by free text information)
TA	Passenger Terminal Identifier — Arrival
TD	Passenger Terminal Identifier — Departure

#### **COORDINATOR REASON CODES (SAL/SAQ/SCR)**

AA	Apron capacity
AB	ATC restriction
CF	Curfew
GA	Gate capacity
HA	High security flight restriction
NA	Night allocation
NB	Noise ban
NE	New entrant status under the provisions of the EU Regulation 95/93 Art 2 b ii as amended by Regulation (EC) No 793/2004, or as covered in local legislation that will have precedence
OK	Cleared as requested (SAL/SCR only)
PA	Post SC coordination for ad hoc
QT	Quota limitations
RA	Runway congestion (general code)
Rnnn	Runway congestion — nnn denotes the minute limitation expressed in minutes (i.e. R020 20 minutes; R120 120 minutes)
SE	Security
TA	Terminal congestion (general code)
Tnnn	Terminal congestion — nnn denotes the minute limitation expressed in minutes (i.e. T020 20 minutes; T120 120 minutes)
UA	Unable to allocate slot for miscellaneous reason



## COORDINATOR REASON CODES (SHL)

- N80 Failure to use slots on at least 80% of occasions
- NP No recognizable period
- MU Misuse of slots
- NE New entrant status under the provisions of the EU Regulation 95/93 Art 2 b ii as amended by Regulation (EC) No 793/2004, or as covered in local legislation that will have precedence

## Attachment 1

### SISC MEMBERS AND OBSERVERS

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>AIRLINE MEMBERS AND OBSERVERS</b>		
<b>AEROMEXICO</b> Avenida de la Reforma 445 Col. Cuauhtemoc Mexico City Mexico	Laura Lechuga Gutierrez Director, Product Distribution	TTY: MEXDZAM Tel: (5255) 5133 4084 Fax: (5255) 5133 4616 E-mail: llechuga@ aeromexico.com.mx
<b>AEROMEXICO *</b> Avenida de la Reforma 445 Col. Cuauhtemoc Mexico City Mexico	Angel Porras Manager Global Distribution	TTY: MEXDZAM Tel: (5255) 5133 4597 Fax: (5255) 5133 4616 E-mail: aporras@ aeromexico.com.mx
<b>AIR CANADA *</b> 5100 De maisonneuve Blvd. West 6th floor, Zip 1167 Montreal, Quebec Canada H4A 3T2	Debra Begg Product Distribution CRS Manager	TTY: — Tel: +1 (514) 205 7384 Fax: +1 (514) 205 7379 E-mail: debra.begg@aircanada.ca
<b>AIR CANADA</b> Centre Air Canada 1257 C.P. 14000 Saint-Laurent, Quebec H4Y 1H4 Canada Additional TTY and/or E-mail authorised to send SCRs: slots@aircanada.ca	Volker Wackernagel Manager, Slots and IATA Coordination	TTY: YULSPAC Tel: +1 (514) 422 6336 Fax: +1 (514) 422 5049 E-mail: volker.wackernagel@ aircanada.ca
<b>AIR FRANCE *</b> 45, rue de Paris F-95747 Roissy CDG Cedex France	Elisabeth Hebrard Code Share Data Base Maintenance	TTY: PARPIAF Tel: +33 (1) 41 56 62 10 Fax: +33 (1) 41 56 83 69 E-mail: elhebrard@airfrance.fr
<b>ALITALIA AIRLINES *</b> V. LE A. Marchetti 111 00148 Rome Italy	Olimpia Denise Scafidi Slot Manager	TTY: — Tel: +39 (06) 65622590 Fax: +39 (06) 6562830 E-mail: Scafidi.Olimpia.Denise@ alitalia.it
<b>ALL NIPPON AIRWAYS</b> Shiodome City Center 1-5-2 Higashi – Shimbashi, Minato-ku Tokyo 105-7133 Japan	Kazuomi Kimoto Assistant Manager, Network Planning	TTY: TYOCBNH Tel: +81 (3) 6735 1389 Fax: +81 (3) 6735 1285 E-mail: k.kimoto@ana.co.jp
<b>ALL NIPPON AIRWAYS *</b> Shiodome City Center 1-5-2 Higashi-Shimbashi, Minato-ku Tpkyo 105-7133 Japan	Yoko Kubo Manager, Marketing Automation	TTY: TYOCLNH Tel: +81 (3) 6735 1840 Fax: +81 (3) 6735 1835 E-mail: yokokubo@ana.co.jp

\* The asterisk (\*) denotes an IATA Member Airline and its SISC representative.



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>AMERICAN AIRLINES *</b> MD5544 PO Box 619616 Dallas/Fort Worth Airport USA	Reid Appleby Manager Competitive Analysis & Schedule Publications	TTY: — Tel: +1 (817) 967 1991 Fax: +1 (817) 967 3275 E-mail: reid.appleby@aa.com
<b>AUSTRIAN *</b> Head Office, Fontanastrasse 1 A-1107 Vienna Austria	Christian Steyer Head of Schedule Publication, [Chairman]	TTY: VIERCOS Tel: +43 (5) 1766 2170 Fax: +43 (5) 1766 52170 E-mail: sty@aua.com
<b>bmi *</b> Donington Hall, Castle Donington Derby DE74 2SB United Kingdom	Andy Gee Current Schedule Manager	TTY: EMARCBD Tel: +44 (1332) 854 206 Fax: +44 (1332) 854 238 E-mail: andy.gee@flybmi.com
<b>BRITANNIA AIRWAYS *</b> Luton Airport Luton, Beds., LU2 9ND United Kingdom	Terry Lee Licensing and Planning Support Manager	TTY: LTNOZBY Tel: +44 (1582) 521128 Fax: +44 (1582) 521166 E-mail: terry.lee@uk.britanniaairways.com
<b>BRITISH AIRWAYS P.L.C. *</b> Waterside (HBA1) P.O. Box 365 Harmondsworth UB7 0GB United Kingdom	Farrah Amjad Schedules Planning Executive	TTY: LHRBLBA Tel: +44 (20) 8738 3626 Fax: +44 (20) 8738 3626 E-mail: farrah.y.amjad@britishairways.com
<b>CONTINENTAL AIRLINES *</b> 1600 Smith Street 8th Floor HQSSD Houston, TX 77002 USA	Steve D. Brown Manager Schedule Distribution	TTY: HDQSPCO Tel: +1 (713) 324 6132 Fax: +1 (713) 324 6311 E-mail: sbrown01@coair.com
<b>CZECH AIRLINES *</b> Praha 6 Kolejni 2 Czech Republic	Michal Novak Schedule Planning Manager	TTY: PRGSPOK Tel: +420 (2) 2010 4440 Fax: +420 (2) 24314265 E-mail: michal.novak@csa.cz
<b>DELTA AIR LINES</b> Department 663 P.O. Box 20706 Atlanta, GA 30320-6001 USA	Kris Harrison Team Leader – Schedules	TTY: — Tel: +1 (404) 715 8998 Fax: +1 (404) 715 2338 E-mail: Kris.Harrison@delta.com
<b>DELTA AIR LINES *</b> Dept. 663 P.O. Box 20706 Atlanta, GA 30320-6001 USA	Wanda Mizell Manager Distribution & Code Share Schedules, [Vice Chairman]	TTY: ATLRTDL Tel: +1 (404) 715 5444 Fax: +1 (404) 715 2338 E-mail: wanda.mizell@delta.com

\* The asterisk (\*) denotes an IATA Member Airline and its SISC representative.

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>DEUTSCHE LUFTHANSA AG *</b> Lufthansa Base, Dept. FRA EP/O D-60546 Frankfurt/Main Germany	Horst Nikl Manager – Network Planning, Schedule Management	TTY: FRALY LH Tel: +49 (69) 696 5672 Fax: +49 (69) 696 91577 E-mail: horst.nikl@dlh.de
<b>FINNAIR OYJ *</b> NT/96 FIN-01053 Finnair Finland	Anja Alho Manager Schedule Information	TTY: HELNTAY Tel: +358 (9) 8188 308 Fax: +358 (9) 8188 334 E-mail: anja.alho@finnair.com
<b>FINNAIR OYJ</b> RK/61 01053 FINNAIR Finland	Riitta Vaisanen Revenue & Yield Manager	TTY: HELRKAY Tel: +358 (9) 818 8491 Fax: +358 (9) 818 8736 E-mail: riitta.vaisanen@finnair.com
<b>IATA *</b> 800 Place Victoria P.O. Box 113 Montreal, Quebec Canada H4Z 1M1	Michael Clark Senior Manager, Passenger Standards, [Secretary]	TTY: YMQMCXB Tel: +1 (514) 874 0202 Fax: +1 (514) 874 1779 E-mail: clarkm@iata.org
<b>IATA</b> 800 Place Victoria P.O. Box 113 Montreal, Quebec Canada H4Z 1M1	Marisa Pereira Assistant, Passenger Standards Development	TTY: YMQFDXB Tel: +1 (514) 874 0202 Fax: +1 (514) 874 1779 E-mail: pereiram@iata.org
<b>JAPAN AIRLINES INTERNATIONAL *</b> 2-4-11 Higashi Shinagawa Shinagawa-ku Tokyo 140-8637 Japan	Yusuke Ito Strategy & Network Planning	TTY: — Tel: +81 (3) 5460 3725 Fax: +81 (3) 5460 5982 E-mail: yusuke.ito@jal.com
<b>KLM ROYAL DUTCH AIRLINES *</b> Schedule Distribution (AMS/MH) Amsterdamseweg 55 1182 GP Amstelveen The Netherlands	Rob van Dommelen Manager – Schedule Distribution	TTY: AMSMHKL Tel: +31 (20) 649 9067 Fax: +31 (20) 648 8134 E-mail: rob-van.dommelen@klm.com
<b>KOREAN AIR LINES *</b> 1370, Gonghang-dong Gangseo-gu, Seoul Korea Additional TTY and/or E-mail authorised to send SCRs: selcsg@koreanair.co.kr	Jusil Lee Manager, Schedule Distribution	TTY: — Tel: +82 (2) 2656 7489 Fax: +82 (2) 2656 7503 E-mail: jusil.lee@koreanair.co.kr
<b>LOT POLISH AIRLINES *</b> 17 Stycznia 39 Sched Dept/HSR 00906 Warsaw Poland	Grzegorz Jarczewski Manager – Scheduling & Coordination	TTY: WAWSPO Tel: +48 (22) 6068454 Fax: +48 (22) 6069815 E-mail: g.jarczewski@lot.pl

\* The asterisk (\*) denotes an IATA Member Airline and its SISC representative.



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>MEXICANA *</b> Xola 535 piso 26 Colonia del Valle 03100 Mexico	Cuitlahuac Gutierrez Martinez Scheduling Analyst	TTY: MEXTLMX Tel: (5255) 5448 3000 Fax: (5255) 5543 9240 E-mail: cuitlahuacgm@mexicana.com.mx
<b>NORTHWEST AIRLINES *</b> 5101 Northwest Drive P.O. Box A6100 St. Paul, MN 55111-3034 USA	Karyl Cogswell Manager – Schedule Distribution	TTY: HDQRXNW Tel: +1 (612) 726 7160 Fax: +1 (612) 726 7947 E-mail: Karyl.cogswell@nwa.com
<b>QANTAS AIRWAYS LTD. *</b> Qantas Centre Building A/7 203 Coward Street Mascot 2020 Australia	Clive Meadows Manager – Schedule Distribution	TTY: SYDYMZF Tel: +02 9691 4316 Fax: +02 9691 4201 E-mail: cmeadows@qantas.com.au
<b>SCANDINAVIAN AIRLINES SYSTEM (SAS) *</b> CPHRUSK Hedegrdsvej 88 2300 Copenhagen S Denmark	Henrik-Falk Hansen System Specialist – Network Scheduling & Distribution	TTY: CPHRUSK Tel: +45 (32) 32 55 76 Fax: +45 (32) 32 23 50 E-mail: Henrik-Falk.Hansen@sas.dk
<b>SOUTH AFRICAN AIRWAYS *</b> Airways Park, Jones Road Private Bag X13 Johannesburg International Airport 1627 South Africa	Adre Venter Senior Manager – Scheduling	TTY: JNBSPSA Tel: +011 978 1124 Fax: +011 978 1717 E-mail: adreventer@flysaa.com
<b>SOUTH AFRICAN AIRWAYS</b> Airways Park, Jones Road Private Bag X13 Johannesburg International Airport 1627 South Africa	Ann Verster Senior Manager, Schedule Support & Distribution	TTY: JNBRLSA Tel: +011 978 1769 Fax: +011 978 1694 E-mail: annverster@flysaa.com
<b>SWISS INTERNATIONAL AIRLINES LTD. *</b> ZRHCRX/NRD-SINR P O Box 8058 Zurich Switzerland	Renato A. Sinelli General Manager	TTY: BSLRULX Tel: +41 (1) 564 87 48 Fax: +41 (1) 564 66 26 E-mail: Renato.Sinelli@swiss.com
<b>UNITED AIRLINES *</b> P.O. Box 66100 Chicago, IL 60666 USA	Dorothy Janousek Manager – Schedule Support	TTY: HDQASUA Tel: +1 (847) 700 6987 Fax: +1 (847) 364 2439 E-mail: dorothy.janousek@united.com

\* The asterisk (\*) denotes an IATA Member Airline and its SISC representative.

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>NON-AIRLINE OBSERVERS</b>		
<b>AIRPORT COORDINATION – AUSTRALIA</b> P.O. Box 3047 Sydney International Airport NSW 2020 Australia	Ernst J. Krolke Chief Executive	TTY: HDQACXH Tel: +61 (2) 9313 5469 Fax: +61 (2) 9313 4210 E-mail: ejkrolke@coordaus.com.au
<b>AIRPORT COORDINATION – AUSTRIA</b> Office Building 610 A-1300 Wien-Flughafen Austria	Andreas Sager Head of Coordination	TTY: — Tel: +43 (1) 7007 23610 Fax: +43 (1) 7007 23615 E-mail: a.sager@slots-austria.com
<b>AIRPORT COORDINATION – BRUSSELS</b> Brussels National Airport Old Terminal 5th Floor P.B. 119 1930 Zaventem 4 Belgium	Edwin Codde Manager – Slot Coordination – Brussels, [Vice Chairman]	TTY: BRUACXH Tel: +32 (2) 753 5791 Fax: +32 (2) 753 5790 E-mail: edwin.codde@biac.be
Additional TTY and/or E-mail authorised to send SCRs: BRUACXH@biac.be		
<b>AIRPORT COORDINATION – FRANCE</b> Orly FRET626 94392 Orly Cedex France	Eric Herbane Chief Executive	TTY: HDQCOXH Tel: +33 (1) 4975 8810 Fax: +33 (1) 4975 8820 E-mail: eric.herbane@cohor.org
<b>AIRPORT COORDINATION – GERMANY</b> Terminal 2-E, FAG-P.O. Box 37 D-60549 Frankfurt Germany	Armin Obert Head of Coordination and Slot Monitoring	TTY: FRAZTXH Tel: +49 (69) 690 52331 Fax: +49 (69) 690 50811 E-mail: armin.obert@fhkd.org
<b>AIRPORT COORDINATION – GERMANY</b> Terminal 2E, FAG-P.O. Box 37 D-60549 Frankfurt Germany	Silke Schreuder EDV – Administration	TTY: FRAZRXH Tel: +49 (69) 690 73366 Fax: +49 (69) 690 50811 E-mail: silke.schreuder@fhkd.org
<b>AIRPORT COORDINATION – SPAIN</b> AENA Edificio La Piovera Peonias 2, 2 Planta E-28023 Madrid Spain	Paloma Enebral Head of Monitoring Department	TTY: — Tel: +36 (91) 3211 495 Fax: +36 (91) 3211 348 E-mail: penebral@aena.es
<b>AIRPORT COORDINATION – SWITZERLAND</b> P.O. Box 350 CH-8058 Zurich Airport Switzerland	Erich Rindlisbacher Head of Coordination	TTY: ZRHACXH Tel: +41 (43) 816 77 66 Fax: +41 (43) 816 77 67 E-mail: info@slotcoord.ch



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>AIRPORT COORDINATION – THE NETHERLANDS</b> Evert de Bekkstraat 23 1118 CL Schiphol The Netherlands	Michiel van der Zee Managing Director	TTY: SPLACXH Tel: +31 (20) 4059730 Fax: +31 (20) 4059731 E-mail: info@slotcoordination.nl
<b>Airport Coordination Limited – UNITED KINGDOM</b> Axis House 242 Bath Road Hayes, Middlesex UB3 5AY United Kingdom	Tony Simons IS Manager	TTY: LONACXH Tel: +44 (20) 8564 0662 Fax: +44 (20) 8564 0691 E-mail: tony.simons@acl-uk.org
<b>AMADEUS GLOBAL TRAVEL DISTRIBUTION, S.A.</b> 485 Route du Pin Montard P.O. Box 69 06902 Sophia Antipolis Cedex France	Jean-Pascal Doucet	TTY: — Tel: +33 (0) 497 154 286 Fax: +33 (0) 492 946 404 E-mail: jdoucet@amadeus.net
<b>EXPEDIA INC.</b> 13810 SE Eastgate Way 3/3284, Suite 400 Bellevue, WA 98005 USA	Paul Archer Senior Software Design Engineer	TTY: — Tel: +1 (425) 546 7306 Fax: +1 (425) 564 7240 E-mail: paularc@expedia.com
<b>EXPEDIA INC.</b> 13810 SE Eastgate Way, 3/3332, Suite 400 Bellevue, WA 98005 USA	Mark Stepich Program Manager, Product Development	TTY: — Tel: +1 (425) 564 7470 Fax: +1 (425) 564 7524 E-mail: markstep@expedia.com
<b>GALILEO INTERNATIONAL</b> 5350 S. Valentia Way Greenwood Village, CO 80111 USA	Pat Charlton System Engineer – Vendor Development	TTY: — Tel: +1 (303) 397 6182 Fax: +1 (303) 397 5199 E-mail: pat.charlton@den.galileo.com
<b>GALILEO INTERNATIONAL</b> 9700 W. Higgins Rd. Rosemont, IL 60018 USA	Lynette Marable Business Analyst	TTY: — Tel: +1 (847) 518-4325 Fax: — E-mail: lynette.marable@chi.galileo.com
<b>INNOVATA</b> 2800 Vista Ridge Dr. Suwanee, GA 30024 USA	Robin Aborn Manager, Data Acquisition	TTY: ATLDSXD Tel: +1 (770) 614 4912 Fax: +1 (770) 614 4902 E-mail: raborn@innovata-llc.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>INNOVATA</b> 2800 Vista Ridge Dr. Suwanee, GA 30024 USA	John Meeks Director, Operations, [Editor]	TTY: ATLDSXD Tel: +1 (770) 614 4910 Fax: +1 (770) 614 4902 E-mail: jmeeks@innovata-llc.com
<b>ITA SOFTWARE, INC.</b> 141 Portland Street Suite 700 Cambridge, MA 02139 USA	David Baggett Chief Operating Officer	TTY: — Tel: +1 (617) 714 2124 Fax: — E-mail: dmb@itasoftware.com
<b>LUFTHANSA SYSTEMS</b> FRA AP/E, Am Weiher 24 D-65451 Kelsterbach Germany	Axel Floerke Product Manager, Schedule Management Systems	TTY: — Tel: +49 (69) 696 95580 Fax: +49 (69) 696 94374 E-mail: axel.floerke@lhsystems.com
<b>NRT/KIX SCHEDULE COORDINATION</b> c/o Japan Airlines 4-11 Higashi-Shinagawa 2 Chome Shinagawa-ku, Tokyo 140-8637 Japan	Eiichi Ohara Head Coordinator	TTY: TYOPIJL Tel: +81 (3) 5460 3768 Fax: +81 (3) 5460 5985 E-mail: eiichi.ohara@jal.com
<b>OAG WORLDWIDE</b> Church Street Dunstable, Bedfordshire LU5 4HB United Kingdom	Jacky Young Manager, Database Maintenance & Development	TTY: LTNABCR Tel: +44 (0) 1582 695224 Fax: +44 (0) 1582 845613 E-mail: jyoung@oag.com
<b>ORBITZ, INC.</b> 200 S. Wacker Dr., Suite 1900 Chicago, IL 60606 USA	Anne Marie Razza Product Manager/Technical Subject Matter Expert	TTY: — Tel: +1 (312) 894 4913 Fax: +1 (312) 894 5001 E-mail: amrazza@orbitz.com
<b>Sabre Airline Solutions</b> 1 East Kirkwood Blvd. Southlake, TX 76092 USA	Yusuf Mauladad Director, Flight Scheduling Products	TTY: — Tel: +1 (682) 605 4394 Fax: — E-mail: yusuf.mauladad@sabre.com
<b>Sabre Holdings</b> 4200 American Blvd., MD3119 Fort Worth, TX 76155 USA	Robert Moore Manager CRS Industry Affairs	TTY: HDQWEAA Tel: +1 (682) 605 2706 Fax: +1 (682) 605 8706 E-mail: robert.moore@sabre.com
<b>Sabre Holdings</b> 3150 Sabre Drive Southlake, TX 76092 USA	Rusty Murphy Application Systems Analyst	TTY: — Tel: +1 (682) 605 1852 Fax: +1 (682) 605 7829 E-mail: Rusty.Murphy@sabre-holdings.com



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>TRAVELSKY TECHNOLOGY LIMITED</b> No. 155 Dongsi Western Street Beijing 100710 China	Chen Xi	TTY: — Tel: +86 (10) 8401 8097 Fax: +86 (10) 8401 9508 E-mail: chenxi@travelsky.com
<b>WORLDSPAN L.P.</b> 2850 N. Commerce Pkwy. Miramar, FL 33025 USA	Susan Mansfield Product Specialist	TTY: — Tel: +1 (954) 447 8418 Fax: +1 (954) 447 8272 E-mail: Susan.Mansfield@worldspan.com

## Attachment 2

### PARTICIPANTS IN IATA SCHEDULES CONFERENCES

Attachment 2 contains a listing of Airlines, Coordinators and Schedules Facilitators and Non Airline Contacts attending Schedules Conferences. IATA members are marked with an asterisk. The list is divided into three sections:

- I Airlines
- II Airport Coordinators and Schedules Facilitators
- III Non Airline Contacts

Attachment 2 will be re-issued twice yearly, following the IATA Schedules Conferences. If you have any amendment to your contact details below, please send an e-mail to [sked@iata.org](mailto:sked@iata.org).

#### I. AIRLINES

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>ADRIA AIRWAYS *</b> Kuzmiceva 7 1000 Ljubljana Slovenia	Janko Lepin Head of Commercial Planning	TTY: LJUCJP Tel: +386 (1) 369 1287 Fax: +386 (1) 369 1311 E-mail: <a href="mailto:janko.lepin@adria.si">janko.lepin@adria.si</a>
Additional TTY and/or E-mail authorised to send SCRs: LJUOCJP, <a href="mailto:comm.plan@adria.si">comm.plan@adria.si</a>		
<b>AEGEAN AIRLINES *</b> 31 Viltanioti str GR – 14564 Kifissia Greece	Anastasios Raftopoulos Manager Network Planning	TTY: ATHSPA3 Tel: +30 (210) 626 1766 Fax: +30 (210) 626 1901 E-mail: <a href="mailto:raftota@aegeanair.com">raftota@aegeanair.com</a>
<b>AER LINGUS *</b> Head Office PA06-08 Dublin Airport Dublin Ireland	Finbar Whelan Manager Schedules Coordination	TTY: DUBSPEI Tel: +353 (1) 886 2057 Fax: +353 (1) 886 3023 E-mail: <a href="mailto:finbar.whelan@aerlingus.com">finbar.whelan@aerlingus.com</a>
Additional TTY and/or E-mail authorised to send SCRs: DUBOSEI		
<b>AERIS</b> Centreda 2 Avenue Didier Daurat BP 44 31700 Blagnac France	Marie Dall'Olmo Schedule Manager	TTY: TLSPGSH Tel: +33 (5) 61 16 76 83 Fax: +33 (5) 61 16 76 89 E-mail: <a href="mailto:m.dallolmo@aeris.fr">m.dallolmo@aeris.fr</a>
<b>AERO FLIGHT GmbH &amp; Co</b> <b>Luftverkehrs-KG</b> Lessingstr. 7-9 D-61440 Oberursel Germany	Sebastien Heckerl Flight Scheduler	TTY: FRASSGV Tel: +49 (6171) 899562 Fax: +49 (6171) 899569 E-mail: <a href="mailto:Sebastien.heckerl@flyaeroflight.de">Sebastien.heckerl@flyaeroflight.de</a>
<b>AEROFLOT *</b> 37/9 Leningradsky Prospect Moscow 125167 Russia	Andrey Opolev Schedules Planning Manager	TTY: MOWSPSU Tel: +7 (095) 753 8626 Fax: +7 (095) 155 6692 E-mail: <a href="mailto:aaopolev@aeroflot.ru">aaopolev@aeroflot.ru</a>



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>AEROLINEAS ARGENTINAS *</b> Bouchard 547 – 5 Piso C1106ABG Buenos Aires Argentina	Raul Carignan Scheduling Manager	TTY: — Tel: +54 (11) 4130 3107 Fax: +54 (11) 4130 E-mail: rcarigna@aerolineas.com.ar
<b>AEROMEXICO *</b> Paseo de al Reforma 445 5th floor, Col. Cuahtemoc Mexico DF 06500 Mexico Additional TTY and/or E-mail authorised to send SCRs: MEXWRAM, MEXXYAM	Luis Miguel Guerrero Silva Long Term Planning Schedules Director	TTY: MEXSPAM Tel: +52 (55) 5063 4211 Fax: +52 (55) 5063 4561 E-mail: mguerrero@ aeromexico.com.mx
<b>AEROPOSTAL ALAS DE VENEZUELA *</b> Ave. Paseo Colon Torre Polar, Oeste Piso 23 Caracas 1050 Venezuela	Juan I. Godoy G. Scheduling Manager	TTY: CCSSPVH Tel: +58 (212) 794 0024 // 708 6121 Fax: +58 (212) 793 4348 E-mail: juan.godoy@ aeropostal.com
<b>AEROSVIT AIRLINES *</b> 58A T. Shevchenka Blvd 01032 Kyiv Ukraine	Nina Shulga Schedule Planning Manager	TTY: IEVCDVV Tel: +380 (44) 230 0374 Fax: +380 (44) 246 5046 E-mail: shulha@aerosvit.com
<b>AFFRETAIR *</b> P. O. Box AP13 Harare Airport Harare Zimbabwe	Phelede Critchlow Commercial Director	TTY: HRECMZL Tel: +263 (4) 575000-9 Fax: +263 (4) 575011 E-mail: —
<b>AFRIQIYAH AIRWAYS *</b> Omar Almokhtar St. P.O. BOX 83428 Tripoli Libya Additional TTY and/or E-mail authorised to send SCRs: mrlibyano@afriqiyah.com	Ragiab Sghayer Head of Commercial Planning Section	TTY: — Tel: +218 (21) 4449734 ext 512 Fax: +218 (21) 3341181 E-mail: rsghayer@afriqiyah.aero
<b>AIGLE AZUR</b> 4 Avenue Marcel Paul 93297 Tremblay en France Cedex France	Remi Scotti Schedule Planner	TTY: CDGPGZI Tel: +33 (1) 41 51 00 36 Fax: +33 (1) 41 51 00 10 E-mail: r.scotti@aigle-azur.fr
<b>AIR ALFA</b> Faith Caddesi – No. 21 34540 Günesli İstanbul Turkey	Hamit Kahveci Commercial Manager	TTY: ISTSPH7 Tel: +90 (212) 630 3348 Fax: +90 (212) 657 5869 E-mail: hkahveci@airalfa.com.tr

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>AIR ALGERIE *</b> 29 Boulevard Zirouth Youcef Alger Algeria	Hosnia Zoubir Kaouah Schedules Manager	TTY: — Tel: +213 (21) 73 67 64 Fax: +213 (21) 73 97 87 E-mail: program@airalgerie.dz
<b>AIR ALPS AVIATION</b> Eduard-Bodem-Gasse 1 A-6020 Innsbruck Austria Additional TTY and/or E-mail authorised to send SCRs: innopag@airalps.at	Koen Hertoge Network Planning	TTY: — Tel: +43 (512) 292729 Fax: +43 (512) 29272927 E-mail: koen.hertoge@airalps.at
<b>AIR ANATOLIA</b> Florya Cad, Ozgen Sok No. 6 34810 Senlikkoy Istanbul Turkey	Ufuk Sen Commercial Manager	TTY: ISTSPTD Tel: +90 (212) 624 0757 Fax: +90 (212) 624 2413 E-mail: ufuksen@airanatolia.com.tr
<b>AIR ASIA</b> Lot N1, Level4, Main Terminal Building KL International Airport 64000 KLIA Sepang, Selangor Darul Ehsan Malaysia	Kamaleswaran Sarveswaran Route Revenue Executive	TTY: — Tel: +006 (03) 86604272 Fax: +006 (03) 87760222 E-mail: kamaleswaransarveswaran@airasia.com
<b>AIR ASTANA CJSC *</b> Almaty, 97 Zholdasbekov Str Business Centre, Samal Towers 8 480099 Republic of Kazakhstan	Aiman Tileubayeva Commercial Planning Manager	TTY: — Tel: +7 (3272) 584135 Fax: +7 (3272) 584139 E-mail: aiman.tileubayeva@air-astana.kz
<b>AIR ATLANTA ICELANDIC</b> Atlanta House 270 Mosfellsbaer Iceland Additional TTY and/or E-mail authorised to send SCRs: LGWPSXH	Hoskuldur Eliasson Manager Flight Operations Support	TTY: REKOFCC Tel: +354 515 7700 Fax: +354 515 7766 E-mail: perform@atlanta.is
<b>AIR AUSTRAL *</b> Zone Aeroportuaire de Gillot F-97438 Sainte Marie Cedex France	Jacques Atchapa Schedule Planning & Crew Manager	TTY: RUNSPUU Tel: +33 (2) 62 93 10 10 Fax: +33 (2) 62 29 55 89 E-mail: —
<b>AIR BALTIC *</b> Riga International Airport Riga LV-1053 Latvia	Edgars Silins Director Network Planning	TTY: RIXSPBT Tel: +371 (7) 207 409 Fax: +371 (7) 207 828 E-mail: ess@airbaltic.lv
<b>AIR BERLIN *</b> Saatwinkler Damm 42-43 13627 Berlin Germany Additional TTY and/or E-mail authorised to send SCRs: slotcoordination@airberlin.com	Dirk Helf Manager Slot Coordiantion & Traffic Rights	TTY: TXLSPAB Tel: +49 (30) 3434 2902 Fax: +49 (30) 3434 2999 E-mail: dhelp@airberlin.com



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>AIR BOTSWANA *</b> Head Office SIR Seretse Khama Airport P.O. Box 92 Gaborone Botswana	Phillip Nkokou Assistant Manager- Planning	TTY: GBECBPB Tel: +267 352812 Fax: +267 374802 E-mail: PNKOKOU@ airbotswana.co.bw
<b>AIR CANADA *</b> Centre Air Canada 1257 C.P. 14000 Saint-Laurent, Quebec H4Y 1H4 Canada	Volker Wackernagel Manager, Slots and Intermediate Scheduling	TTY: YULSPAC Tel: +1 (514) 422 6336 Fax: +1 (514) 422 5049 E-mail: volker.wackernagel@ aircanada.ca
		Additional TTY and/or E-mail authorised to send SCRs: slots@aircanada.ca
<b>AIR CHINA *</b> Air China Room 633, Jing Xin Building A-2 Dongsanhuan Bei Road Beijing 100027 P. R. of China	Jian Zhang Project Manager	TTY: PEKSPCA Tel: +86 (10) 8454 1773 Fax: +86 (10) 6463 4649 E-mail: zhangj@ mail.airchina.com.cn
		Additional TTY and/or E-mail authorised to send SCRs: schedule@mail.airchina.com.cn
<b>AIR CONTRACTORS *</b> The Plaza New Street Swords Co. Dublin Ireland	John Rawl Operations Manager	TTY: DUBOOAG Tel: +353 (1) 812 1950 Fax: +353 (1) 812 0950 E-mail: jrawl@aircontractors.com
<b>AIR DOLOMITI</b> Trieste Airport Ronchi dei Legionari I-34077 Gorizia Italy	Stefano Barone Schedule Planning	TTY: TRSADEN Tel: +39 (045) 8605 205 Fax: +39 (045) 8605 249 E-mail: sbarone@airdolomiti.it
		Additional TTY and/or E-mail authorised to send SCRs: TRSOWEN, TRSOOEN, VRNADEN, fsalaorn@ airdolomiti.it
<b>AIR EUROPA *</b> Centro Empresarial Globalia P.O. Box 132 07620 Llucmajor, Mallorca Baleares Spain	Marta Birba Schedules Coordination Manager	TTY: PMICTUX Tel: +34 (971) 178 187 Fax: +34 (971) 187 141 E-mail: mbirba@air-europa.com
		Additional TTY and/or E-mail authorised to send SCRs: pmictux@air-europa.com
<b>AIR EUROPE</b> c/o Corso Garibaldi 186 36016 Thiene (VI) Italy	Valeria Finozzi Slot Coordinator	TTY: VRNAUVA Tel: +39 (0445) 800 148 Fax: +39 (0445) 800 117 E-mail: finozzi.valeria@ volare-group.it

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>AIR FRANCE *</b> 45 rue de Paris 95747 Roissy CDG Cedex France	Alain Bernard Scheduling Director	TTY: PARSPAF Tel: +33 (1) 415 68312 Fax: +33 (1) 415 38369 E-mail: ahbernard@airfrance.fr
Additional TTY and/or E-mail authorised to send SCRs: PARPCAF, HDQOOAF		
<b>AIR GABON *</b> B.P. 2206 Libreville Gabon	Francois Engohang Schedule Planning Manager	TTY: LBVDPGN Tel: +241 77 92 93 Fax: +241 73 11 56 E-mail: —
<b>AIR HORIZONS</b> Batiment Jupiter Continental Square 1/4 Place de Londres 95527 Roissy Charles de Gaulle France	Onestas Pierre Schedule Manager	TTY: — Tel: +33 (1) 41 84 31 71 Fax: +33 (1) 41 84 32 32 E-mail: pierre.onestas@airhorizons.com
<b>AIR INDIA *</b> Air India Building 17th Floor, Marketing/Scheduling Nariman Point Mumbai 400 021 India	Krishnan Lakshmanan Manager Schedules	TTY: BOMSPAI Tel: +91 (22) 22024142 extn 6391 Fax: +91 (22) 22855001 E-mail: K.Lakshmanan@airindia.com
<b>AIR JAMAICA *</b> 72 Harbour St. Kingston Jamaica, W.I.	Patrick Hoo Sue Director Schedules Planning	TTY: KINZRJM Tel: +1 (876) 967 9070 Fax: +1 (876) 967 3125 E-mail: PHoosue@airjamaica.com
Additional TTY and/or E-mail authorised to send SCRs: KINQPJM		
<b>AIR LIB</b> Batiment 363 B.P. 854 94551 Orly Aerogare CEDEX France	Jean-Francois Gautherie VP Schedule & Development	TTY: PARCSIW Tel: +33 (1) 49 79 10 86 Fax: +33 (1) 49 79 11 97 E-mail: —
<b>AIR LITTORAL</b> Aeroport Montpellier CS 10014 34137 Mauguio CEDEX France	Michel Parache Schedule Manager	TTY: MPLSPFU Tel: +33 (4) 67 20 66 39 Fax: +33 (4) 67 20 03 49 E-mail: mparache@air-littoral.fr
<b>AIR LUXOR S.A. *</b> Luxor Plaza Av. Da Republica 101-2A 1050-190 Lisbon Portugal	Jose Alves Director – DPCO	TTY: — Tel: +351 (21) 006 22 70 Fax: +351 (21) 006 22 71/51 E-mail: jalves@airluxor.com



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>AIR MACAU *</b> 693 Avenida Da Praia Grande Edif. Tai Wah 9-12 Andar Macau	Mavis Chan Acting Marketing Planning Supervisor	TTY: MFMSPNX Tel: +853 396 6211 Fax: +853 396 6366 E-mail: mpmavisc@airmacau.com.mo
<b>AIR MADAGASCAR *</b> 31 Av. de L' Independence Antananarivo 101 Madagascar	Tinah Paule Randrianasolo Manager Schedules Department	TTY: TNRPGMD Tel: +261 (20) 22 222 22 Fax: +261 (20) 22 337 60 E-mail: tinah.randrianasolo@airmadagascar.mg
<b>AIR MALAWI *</b> Robins Road PO Box 84 Blantyre Malawi	Temwa Changwa Planning Manager (Designate)	TTY: BLZCPQM Tel: +265 620811 Fax: +265 623070 E-mail: mpmavisc@airmacau.com.mo
<b>AIR MALTA *</b> Luqa LQA 01 Malta	Sandro Tonna Head of Schedules Planning	TTY: MLASPKM Tel: +356 229 99120 Fax: +356 229 99269 E-mail: sandro.tonna@airmalta.com.mt
Additional TTY and/or E-mail authorised to send SCRs: MLA00KM, schedules.planning@airmalta.com.mt		
<b>AIR MAURITIUS LTD *</b> President John Kennedy Street Port Louis Mauritius	Pravin Jogoo Ground Services Senior Manager	TTY: MRUSPMK Tel: +230 603 3799 Fax: +230 202 3238 E-mail: pjogoo@airmauritius.com
<b>AIR MOLDOVA *</b> Head Office Air Moldova Bvd. Dacia 80/2 Chisinau MD-2026 Republic of Moldova	Ruslana Mihailova Schedule Manager	TTY: — Tel: +373 (22) 525162 Fax: +373 (22) 525162 E-mail: rmihailova@airmoldova.md
Additional TTY and/or E-mail authorised to send SCRs: info@airmoldova.md		
<b>AIR NAMIBIA *</b> P.O. Box 731 Windhoek Namibia 9000	Arend Cornelius De Waal Senior Manager: Commerical	TTY: WDHSZSW Tel: +264 (61) 299 6138 Fax: +264 (61) 299 6159 E-mail: acdewaal@airnamibia.com.na
<b>AIR NEW ZEALAND *</b> Private Bag 92007 Auckland New Zealand	Paul Murray Schedules Planning Manager	TTY: AKLSPNZ Tel: +64 (9) 336 3328 Fax: +64 (9) 336 3675 E-mail: paul.murray1@airnz.co.nz
<b>AIR NIUGINI *</b> P.O. Box 7186 Boroko Papa New Guinea	Iamo Ralai Schedules Planning and Development Manager	TTY: POMSPPX Tel: +675 (3) 273 370 Fax: +675 (3) 273 550 E-mail: —

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>AIR NOSTRUM *</b> Avda. Comarques del País Valencià,2 46930 Quart de Poblet Valencia Spain	Luis Aulet Marrero Planning and Programme Manager	TTY: VLCSMYW Tel: +34 (96) 196 0200 Fax: +34 (96) 196 0287 E-mail: laulet@airnostrum.es
Additional TTY and/or E-mail authorised to send SCRs: smora@airnostrum.es		
<b>AIR ONE *</b> Via Cesare Giulio Viola, 27 00148 Roma Italy	Silvana Deffereria Scheduling and Planning Manager	TTY: FCOSCAP Tel: +39 (06) 6568 1394 Fax: +39 (06) 6568 1356 E-mail: s.deffereria@flyairone.it
<b>AIR PACIFIC LIMITED *</b> Private Mailing Bag Nadi Airport Fiji Islands	Robert Rounds Schedule Coordinator	TTY: NANSPFJ Tel: 679 6737404 Fax: 679 6721990 E-mail: rrounds@airpacific.com.fj
<b>AIR PLUS COMET S.A.</b> Baron de Pinopar No. 4-4 Palma De Mallorca Balearic Islands Spain C-P 07012	Juan Garcia Thornes Traffic Rights & Schedule Co-ordination Manager	TTY: — Tel: +00 (34) 971 71 80 73 Fax: +00 (34) 971 71 73 58 E-mail: jthornes@aircomet.com
<b>AIR POLONIA LTD</b> 106 Al. Krakowska Str 02-256 Warsaw Poland	Marek Slawatyniec Director Sales & Marketing	TTY: — Tel: +48 (22) 332 0801 Fax: +48 (22) 332 0960 E-mail: marek.slawatyniec@airpolonia.com.pl
Additional TTY and/or E-mail authorised to send SCRs: info@dirpolonia.com.pl		
<b>AIR SAHARA *</b> 3rd Floor, Dr. Gopal Das Bhavan 28. Barakhamba Road Cannaught Place New Delhi 110001 India	Debashis Saha Manager, Schedule Planning & Support Svcs	TTY: — Tel: +91 (11) 23326851 Fax: +91 (11) 23704209 E-mail: debashis@airsahara.net
<b>AIR SEYCHELLES *</b> P.O. Box 386 Victoria Seychelles	Patrick Elizabeth Manager Commercial Planning	TTY: SEZCPHM Tel: +248 381 009 Fax: +248 324 194 E-mail: pelizabeth@airseychelles.com
<b>AIR TAHITI NUI *</b> BP 1673 98713 Papeete Tahiti French Polynesia	F. Barry Zorn Senior Vice President Network	TTY: PPTSCTN Tel: +689 46 02 00 Fax: +689 46 02 15 E-mail: bzorn@airtahitinui.pf
Additional TTY and/or E-mail authorised to send SCRs: PPTSPTN		



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>AIR TANZANIA CORPORATION *</b> P.O. Box 543 Dar-es-Salaam Tanzania	Edward F.X. Komba Principal Marketing Officer – Schedules	TTY: DARSPTC Tel: +255 (22) 212 3211 Fax: +255 (22) 212 4806 E-mail: marketing@airtanzania.com
<b>AIR TRANSAT</b> 11600 Louis Bisson Aéroport International de Montreal Mirabel, QC, J7N 1G9 Canada	Martin Bourassa Supervisor Flight Scheduling	TTY: — Tel: +1 (514) 906 0330 ext 3094 Fax: +1 (514) 906 5128 E-mail: mbourassa@airtransat.com
<b>AIR UKRAINE</b> Office 1107, 14 Prospekt Peremogy, Kyiv, 01135 Ukraine	Olena Dyadyuk Head of Schedule Department	TTY: IEVSA6U Tel: +380 (44) 216 7751 Fax: +380 (44) 216 3005 E-mail: schedule@airukraine.com.ua
<b>AIR VIA BULGARIAN AIRWAYS</b> Business Centre of Transport 54 G. M. Dimitrov Blvd 1125 Sofia Bulgaria Additional TTY and/or E-mail authorised to send SCRs: SOFOCVL	Stoyan Loutchev Schedule Manager	TTY: SOFTOVL Tel: +359 (2) 971 2869/3625 Fax: +359 (2) 973 3454 E-mail: airvia@techno-link.com
<b>AIR ZIMBABWE *</b> P.O. Box AP 1 Harare International Airport Harare Zimbabwe Additional TTY and/or E-mail authorised to send SCRs: HREDVUM	Forbes Zaranyika Planning Manager	TTY: HRESPUM Tel: +263 (4) 582 02457 Fax: +263 (4) 575 460 E-mail: fzaranyika@airzim.co.zw
<b>ALASKA AIRLINES, INC *</b> P.O. Box 68900 19300 Pacific Highway South Seattle WA 98168-0900 USA	Mike McQueen Manager Schedule Planning	TTY: SEAVZAS Tel: +1 (206) 392 5463 Fax: +1 (206) 392 5031 E-mail: mike.mcqueen@alaskaair.com
<b>ALITALIA *</b> Centro Direzionale Viale Alessandro Marchetti 111 00148 Rome Italy	Marco Comani Network and Scheduling Director	TTY: ROMEHAZ Tel: +39 (06) 6562 7128 Fax: +39 (06) 6562 6830 E-mail: comani.marco@alitalia.it
<b>ALL NIPPON AIRWAYS *</b> Shiodome City Center 1-5-2 Higashi – Shimbashi Minato – ku Tokyo 105 – 7133 Japan Additional TTY and/or E-mail authorised to send SCRs: endo.s@ana.co.jp	Satoru Endo Manager, Network Planning	TTY: TYOCBNH Tel: +81 (3) 6735 1379 Fax: +81 (3) 6735 1285 E-mail: endo.s@ana.co.jp

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>ALPI EAGLES *</b> Via E. Mattei 1/C 30020 Marcon Venezia Italy	Gianluca Grassini Operation Control Center Manager	TTY: VCEOEE8 Tel: +39 (041) 5997710 Fax: +39 (041) 5997991 E-mail: gianluca.grassini@alpieagles.com
<b>AMERICAN AIRLINES INC. *</b> 4333 Amon Carter Blvd MD5639 Ft. Worth, TX 76155 USA	Jim Watt Manager Capacity Planning	TTY: HDQILAA Tel: +1 (817) 967 1233 Fax: +1 (817) 967 0763 E-mail: jim.watt@aa.com
	Additional TTY and/or E-mail authorised to send SCRs: HDQSPAA	
<b>ARKIA ISRAELI AIRLINES LTD. *</b> Dov Airport P. O. Box 39301 Tel-Aviv 61392 Israel	Rina Sion Flights Coordination Manager	TTY: TLVSPIZ Tel: +972 (3) 690 3438 Fax: +972 (3) 699 9397 E-mail: rinas@arkia.co.il
	Additional TTY and/or E-mail authorised to send SCRs: TLVSBIZ	
<b>ARMENIAN AIRLINES</b> Zvartnots Airport 375042 Yerevan Republic of Armenia	Seyran Vantsyan General Director	TTY: EVNEVR3 Tel: +374 (1) 225 444 Fax: +374 (1) 151 393 E-mail: artkhach@mailcity.com
	Additional TTY and/or E-mail authorised to send SCRs: EVNSDR3	
<b>ASIANA AIRLINES *</b> A-Dong, Asiana Town Osaedong, Gangseogu Seoul Korea	KwangHee Ryu Team Leader	TTY: SELCPOZ Tel: +82 (2) 2669-5521 Fax: +82 (2) 2669-5370 E-mail: aarnz@flyasiana.com
<b>ASTRAEUS LTD</b> Astraeus House Faraday Court Faraday Road, Manor Royal Crawley, RH10 9PU United Kingdom	Rob Johnson Commercial Operations Manager	TTY: — Tel: +44 (1293) 819843 Fax: +44 (1293) 819 832 E-mail: rob.johnson@flyastraeus.com
<b>ATA AIRLINES INC.</b> 7337 West Washington St, 46231 P. O. Box 51609 Indianapolis, IN 46251-0609 USA	Barbara D. Greene Supervisor, Government Affairs	TTY: HDQSSTZ Tel: +1 (317) 282 7353 Fax: +1 (317) 282 8735 E-mail: barb.greene@iflyata.com
	Additional TTY and/or E-mail authorised to send SCRs: FRAKKTZ, ATHTOTZ, DELTOTZ, SNNKKTZ, CIAKKTZ, LISOOTZ, MADTSXH, LGWOOTZ, HDQSOTZ, CDGCF7X	
<b>ATLANTIC AIRLINES</b> 1 Rue des Roses 14270 St Cyr du Ronceray France	Peter Somers OBE Planning Controller	TTY: — Tel: +33 (2) 31483180 Fax: +33 (2) 31483181 E-mail: petersomersfr@aol.com



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>ATLAS AIR *</b> 2000 Westchester Ave Purchase, NY 10577 USA	John Aliberti Commercial Planning	TTY: — Tel: +1 (914) 701 8341 Fax: +1 (914) 701 8338 E-mail: JAliberti@AtlasAir.com
<b>ATLAS BLUE</b> Siege Atlas Blue Aeroport Marrakech Menara Terminal B BP 440 Marrakech Medina Morocco Additional TTY and/or E-mail authorised to send SCRs: alaaroussi@royalairmaroc.com	Abderrazak Laaroussi Schedule Manager	TTY: RAKSPAT Tel: +212 (44) 424245 Fax: +212 (44) 424244 E-mail: alaaroussi@atlas-blue.com
<b>ATLASJET INTERNATIONAL AIRLINES *</b> Yesilyurt Mahallesi Eski Halkali Yolu Alacati Evleri Yani No:5/B 34810 Florya-Istanbul Turkey Additional TTY and/or E-mail authorised to send SCRs: commercial@atlasjet.com	Batuhan Karatas Commercial Director	TTY: — Tel: +90 (212) 663 2000 Fax: +90 (212) 663 4000 E-mail: batu@atlasjet.com
<b>AUGSBURG AIRWAYS</b> Beim Glaspalast 1 D-86153 Augsburg Germany	Bernd Behrend Manager Network Development	TTY: AGBSPIQ Tel: +49 (821) 27097 620 Fax: +49 (821) 27097 629 E-mail: bernd.behrend@ augsburgair.de
<b>AUSTRIAN *</b> Fontanastrasse 1 1107 Vienna Austria Additional TTY and/or E-mail authorised to send SCRs: VIESHOS, shortterm.scheduling@aua.com	Klaus Meisterl Head of Short Term Network Scheduling	TTY: VIESPOS Tel: +43 (5) 1766 2470 Fax: +43 (5) 1766 2468 E-mail: klaus.meisterl@aua.com
<b>AVENSA (Aerovias Venezolanas S.A.) *</b> Av. Roa Caura Torre Humboldt PH1 Prados del Este, Baruta Caracas, Miranda 1080 Venezuela	J. Andreas Forteza Logistic Manager	TTY: — Tel: +58 (2) 907 8044 Fax: +58 (2) 907 8056 E-mail: aforty@telcel.net.ve
<b>AVIANCA (Aerovias Nacionales de Colombia S.A.) *</b> AVIANCA (Aerovias Nacionales de Colombia S.A.) Avenida Eldorado #92-30 Piso 4 Bogota Colombia	Eduardo Asmar Network Management Division	TTY: BOGSPAV Tel: +57 (1) 4578662 Ext 2984 Fax: +57 (1) 4878790 E-mail: avita@avianca.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>AVIOIMPEX</b> 11 Oktomvri 32 91000 Skopje Macedonia	Tatijana Ilievska Manager Planning & Scheduling	TTY: SKPCCM4 Tel: +389 (91) 112 739 Fax: +389 (91) 119 348 E-mail: tilievska@avioimpex.com.mk
<b>AXIS AIRWAYS</b> Centre Aviation Generale Aeroport Marseille-Provence B.P. 90 13728 Marignane Cedex France	Charlotte Rocca Schedule Manager	TTY: — Tel: +33 (4) 42 46 2336 Fax: +33 (4) 42 46 2360 E-mail: crocca@axis-airways.com
<b>BANGKOK AIRWAYS CO. LTD.</b> * Bangkok Airport Domestic Terminal Donmuang Bankok 10210 Thailand Additional TTY and/or E-mail authorised to send SCRs: kanok.mohjo@bangkokair.co.th	Jirapon Hirunrat Senior Flight Operations Control Manager	TTY: BKKYYPG Tel: +66 2535 6455 ext 303 Fax: +66 2504 3981 E-mail: jirapon.hiru@bangkokair.co.th
<b>BELAVIA</b> * 14 Nemiga Str Minsk 220004 Republic of Belarus	Alexandre Nikolaev Schedule Manager	TTY: MSQSPB2 Tel: +375 (17) 229 2090 Fax: +375 (17) 229 2383 E-mail: alexander.nikolaev@belavia.by
<b>BELLVIEW AIRLINES LIMITED</b> * Bellview Plaza 66B Operi Road Ikeja, Lagos Nigeria	Gabriel Olowo Executive Director	TTY: — Tel: +234 (1) 4974750 Fax: +234 (1) 2707934 E-mail: gabriel@flybellviewair.com
<b>BIMAN BANGLADESH AIRLINES</b> * Zia Admin. Bldg. Zia Intl. Airport Kurmitola Dhaka Bangladesh Additional TTY and/or E-mail authorised to send SCRs: DACKWBG, DACOQBG	A.B.M. Fazle Sobhani General Manager Central Control	TTY: DACOCBG Tel: +88 (2) 8914 581 Fax: +88 (2) 8914 634 E-mail: sobhani2002bd@yahoo.com
<b>BINTER CANARIAS</b> * Aeropuerto De Los Rodeos 38297 La Laguna Canary Islands Spain Additional TTY and/or E-mail authorised to send SCRs: TFNCZNT	Victor Siverio Commercial Director	TTY: TFNKKNT Tel: +34 (922) 635 644 Fax: +34 (922) 635797 E-mail: vsiverio@bintercanarias.es
<b>BLUE1</b> * Rahtitie 3 P.O. Box 168 FIN-01531 Vantaa Finland	Satu Pallonen Manager, Network Planning and Scheduling	TTY: HELYEKF Tel: +358 (20) 585 6144 Fax: +358 (20) 585 6039 E-mail: satu.pallonen@blue1.fi



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>BLUELINE</b> 27 Av Louis de Broglie BP 870 Le Thillay 95508 Gounesse Cedex France	Jean-Michel Delecluse Ground Operations Director	TTY: — Tel: +33 (1) 30 181403 Fax: +33 (1) 34 389316 E-mail: jm.delecluse@flyblueline.com
<b>bmi *</b> Donington Hall Castle Donington Derby DE74 2SB United Kingdom  Additional TTY and/or E-mail authorised to send SCRs: EMAOWBD, EMARCBD, EMACSBD, emacpb@flybmi.com, emarcbd@flybmi.com	Simon Foster Schedule Planning Manager	TTY: EMACPB Tel: +44 (1332) 854214 Fax: +44 (1332) 854155 E-mail: simon.foster@flybmi.com
<b>bmibaby</b> Donington Hall Castle Donington Derby DE74 ZSB UK	Andrew Meredith Network Planning Manager	TTY: — Tel: +33 (2) 854405 Fax: +33 (2) 854752 E-mail: ANDREW.MEREDITH@BMIBABY.COM
<b>BRIT AIR</b> Aeroport – CS 27325 23679 Morlaix CEDEX France	Bruno Lierman General Deputy Manager – Marketing	TTY: — Tel: +33 (02) 98 62 1022 Fax: +33 (02) 98 68 7767 E-mail: br.lierman@britair.fr
<b>BRITANNIA AIRWAYS AB</b> Luton Airport Luton, Bedfordshire LU2 9ND United Kingdom	Terry Lee External Affairs Manager	TTY: LTNOZBY Tel: +44 (1582) 521 128 Fax: +44 (1582) 521 166 E-mail: Terry.Lee@uk.britanniaairways.com
Additional TTY and/or E-mail authorised to send SCRs: LTNPOBY, LTNOOBY, LTNSPBY		
<b>BRITANNIA AIRWAYS LTD</b> Luton Airport Luton, Bedfordshire LU2 9ND United Kingdom	Terry Lee External Affairs Manager	TTY: LTNOZBY Tel: +44 (1582) 521 128 Fax: +44 (1582) 521 166 E-mail: Terry.Lee@uk.britanniaairways.com
Additional TTY and/or E-mail authorised to send SCRs: LTNPOBY, LTNOOBY, LTNSPBY		
<b>BRITISH AIRWAYS *</b> Waterside (HBA1) Australasia House P.O. Box 365 Harmondsworth, Middx, UB7 0GB United Kingdom  Additional TTY and/or E-mail authorised to send SCRs: schedules.planning@britishairways.com	Hugh Boulter Senior Manager Schedules Planning	TTY: LHRBLBA Tel: +44 (208) 738 3621 Fax: +44 (208) 738 9956 E-mail: hugh.j.boulter@britishairways.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>BRITISH AIRWAYS CITIEXPRESS</b> Pioneer House Towers Business Park Wilmslow Roaf Didsbury, Manchester M20 2BA United Kingdom	Matthew Pascoe Network Delivery Manager	TTY: MANMPBA Tel: +44 (161) 447 5409 Fax: +44 (161) 447 5481/2 E-mail: Matthew.Pascoe@britishairways.com
Additional TTY and/or E-mail authorised to send SCRs: BACXNetDel.BACXNetDel@britishairways.com		
<b>BRITISH MEDITERRANEAN AIRWAYS</b> Cirrus House Bedfont Road, London Heathrow Airport Staines, Middlesex TW19 7NL United Kingdom	Richard Cann Commercial Manager	TTY: LONSMKJ Tel: +44 (1784) 266312 Fax: +44 (1784) 266354 E-mail: richard.cann@british-mediterranean.com
Additional TTY and/or E-mail authorised to send SCRs: LHRKZKJ		
<b>BULGARIA AIR *</b> 1 Brussels Blvd. Sofia Airport 1540 Sofia Bulgaria	Mariya Nikolova Stoyanova Manager Marketing & Sales	TTY: SOFSPFB Tel: +359 (2) 937 3261 Fax: +359 (2) 937 3260 E-mail: sched@balkanairlines.bg
Additional TTY and/or E-mail authorised to send SCRs: SOFPCLZ, sched@air.bg		
<b>BWIA WEST INDIES AIRWAYS *</b> P.O. Box 604 Port-of-Spain Trinidad & Tobago West Indies	Dayanand Birju Director of Scheduling	TTY: POSSPBW Tel: +1 (868) 669 3000 extn 2499 Fax: +1 (868) 669 0453 E-mail: dbirju@bwee.com
Additional TTY and/or E-mail authorised to send SCRs: POSTPBW		
<b>CAMEROON AIRLINES *</b> 3 Avenue General de Gaulle Douala B.P. 4092 United Rep. of Cameroon	Henry Elo Biyo'o Schedules & Reservations Manager	TTY: DLAURUY Tel: +237 420 111 Fax: +237 433 543 E-mail: —
Additional TTY and/or E-mail authorised to send SCRs: DLAEPUY		
<b>CARGOLUX AIRLINES *</b> Findel Airport L-2990 Luxembourg Luxembourg	Guy Thommes Vice-President, Network Management	TTY: LUXSOCV Tel: +352 421 13221 Fax: +352 421 13581 E-mail: gthommes@cargolux.com
<b>CATHAY PACIFIC AIRWAYS LTD *</b> Airline Planning Department 9/F South Tower, Cathay Pacific City 8 Scenic rd, Hong Kong International Airport Lantau Hong Kong SAR	Philippe De Gentile Williams General Manager Airline Planning	TTY: HKGVBCX Tel: +852 2747 5327 Fax: +852 2521 8298 E-mail: philippe_williams@cathaypacific.com



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>CAYMAN AIRWAYS</b> Owen Roberts Drive Airport Road George Town Grand Cayman Island British West Indies	Alexandra Powery Scheduling Coordinator	TTY: — Tel: +345 949 8200 Fax: +345 949 6878 E-mail: alexpowery@ caymanairways.net
<b>CCM AIRLINES *</b> CCM Airlines B.P. 505 Aeroport Campo dell'oro 20186 Ajaccio Cedex 2 Corsica France	Luc Bereni Commercial Operations Director	TTY: AJASPXK Tel: +33 (4) 95 29 07 20 Fax: +33 (4) 95 29 07 22 E-mail: l.bereni@ccm-airlines.com
Additional TTY and/or E-mail authorised to send SCRs: infos@ccm-airlines.com		
<b>CENTRALWINGS</b> 00-906 Warsaw 17 Stycznia 39 Poland	Andrzej Kobielski Director Network & Revenue Management	TTY: — Tel: +48 (22) 6068153 Fax: +48 (22) 6066120 E-mail: a.kobielski@ centralwings.com
<b>CHANNEL EXPRESS (AIRSERVICES) LTD</b> Building 470 Bournemouth International airport Bournemouth Dorset BH23 6EA UK	Philip Ward General Manager Passenger Sales	TTY: — Tel: +44 1202 577813 Fax: — E-mail: pward@ channelexpress.co.uk
Additional TTY and/or E-mail authorised to send SCRs: charters@channelexpress.co.uk		
<b>CHINA AIRLINES LTD *</b> 7F, No. 131, Section 3 Nanking E. Road Taipei, 105 Chinese Taipei	Stephen An General Manager, Schedule Planning Dept.	TTY: TPEBDCI Tel: +886 (2) 2514 5645 Fax: +886 (2) 2514 5644 E-mail: stephen.an@ china-airlines.com
<b>CHINA CARGO AIRLINES LTD. *</b> Room 321, China Cargo Center Shanghai Hongqiao Airport 200335 P.R. China	Haiyong Zhao Manager Schedule Planning Section Marketing Dept.	TTY: — Tel: +86 (21) 51137947 Fax: +86 (21) 62683466 E-mail: zhaohaiyong@cc-air.com
<b>CHINA EASTERN AIRLINES *</b> Hongqiao Lu 2550 Shanghai P.R. China	Li Wei Dong Deputy Director	TTY: SHAUFMU Tel: +86 (21) 51131559 Fax: +86 (21) 63683663 E-mail: WDLI@CE-AIR.COM
<b>CHINA NORTHWEST AIRLINES *</b> 2 Fenghao Rd Xi Guan Airport Xi'an, Shaaxi Province 710082 P. R. of China	Congbin Liu Vice Manager	TTY: — Tel: +86 (29) 870 2040 Fax: +86 (29) 870 2338 E-mail: erlanghe@sohu.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>CHINA SOUTHERN AIRLINES *</b> Capacity and Network Management Center No.27-29, FeiYun East Street Airport Road Guangzhou, GuangDong Province P.R. China	Bo Yang Manager, Network Planning	TTY: — Tel: +86 (20) 86130120 Fax: +86 (20) 86120787 E-mail: yangbo@cs-air.com
<b>CHINA SOUTHWEST AIRLINES</b> Marketing Department Shuangliu International Airport Chengdu 610202 Sichuan Province P. R. of China	Yan Zeng Schedule Coordination Manager	TTY: CTUUTSZ Tel: +86 (28) 8570 3275 Fax: +86 (28) 8586 3217 E-mail: jgsc05@cswa.com
<b>CHINA YUNNAN AIRLINES *</b> Kunming Airport Kun Ming 650200 Yun Nan Province P. R. China	Shen Yong Executive	TTY: — Tel: +86 (871) 711 3011 Fax: +86 (871) 717 4752 E-mail: wenbin95@sina.com
Additional TTY and/or E-mail authorised to send SCRs: schedule@mail.airchina.com.cn		
<b>CIMBER AIR</b> Sonderborg Airport Lufthavnsvej 2 DK-6400 Sonderborg Denmark	Jochen Bauerfeind V. P. Industry Affairs	TTY: SGDADQI Tel: +45 (7) 442 2277 Fax: +45 (7) 442 6511 E-mail: jochen.bauerfeind@cimber.dk
Additional TTY and/or E-mail authorised to send SCRs: SGDOPQI, SGDACQI		
<b>CIRRUS AIRLINES *</b> Airport 66131 Saarbruecken Germany	Stephen Ryan Deputy Manager Operations Control Center	TTY: SCNOPC9 Tel: +49 (6893) 80047710 Fax: +49 (6893) 80047705 E-mail: Stephen.Ryan@cirrus-airlines.de
<b>CITYJET *</b> Swords Buisness Campus Balheary Road Swords Co. Dublin Ireland	Laura Finegan Schedule Coordinator	TTY: DUBSPWX Tel: +353 (1) 870 0174 Fax: +353 (1) 870 0175 E-mail: laura.finegan@cityjet.com
Additional TTY and/or E-mail authorised to send SCRs: info@cityjet.com		
<b>CLUB AIR S.P.A.</b> Via Paolo Bembo 70 37062 Dossobuono (VR) Italy	Mario Favero Ground Operations Post Holder	TTY: — Tel: +39 (045) 861 7715 Fax: +39 (045) 861 7848 E-mail: m.Favero@clubair.it
Additional TTY and/or E-mail authorised to send SCRs: valentina.vassanelli@clubair.it		



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>COMPANIA MEXICANA DE AVIACION SA *</b> Xola No. 535 Piso 26 Col. Del Valle C. P. 03100 Mexico D.F. Mexico	Julian Silva de la Cerda Scheduling Manager	TTY: MEXTLMX Tel: +52 (5) 54 48 30 42 Fax: +52 (5) 55 43 92 40 E-mail: julian.silva@mexicana.com.mx
<b>CONDOR FLUGDIENST GMBH</b> Zimmersmuhlenweg 55 D – 61440 Oberursel Germany	Peter Hones Manager Scheduling	TTY: FRASPDE Tel: +49 (6171) 653181 Fax: +49 (6171) 652674 E-mail: pho@condor.de
		Additional TTY and/or E-mail authorised to send SCRs: hx2@condor.de
<b>CONTINENTAL AIRLINES, INC. *</b> 1600 Smith Street Schedule Planning Department HQSSK Houston TX 77002 USA	Ray Harrell Director, Intl. Schedules & Slot Coordination	TTY: HDQRHCO Tel: +1 (713) 324 6643 Fax: +1 (713) 324 2660 E-mail: rharre@coair.com
		Additional TTY and/or E-mail authorised to send SCRs: HDQSPCO@coair.com
<b>CONTINENTAL MICRONESIA *</b> 1600 Smith St. HQSSK Houston TX 77002 USA	Keith Ohira Director Pacific Schedules	TTY: HDQSPCO Tel: +1 (713) 324 6606 Fax: +1 (713) 324 6311 E-mail: kohira@coair.com
<b>CORSAIR *</b> 2 Avenue Charles Lindbergh F-94636 Rungis Cedex France	Karline Lemoine Schedule Manager	TTY: ORYSRSS Tel: +33 (1) 49 79 49 22 Fax: +33 (1) 49 79 49 28 E-mail: k.lemoine@corsair.fr
		Additional TTY and/or E-mail authorised to send SCRs: ORYSKSS, ORYSPSS, ORYSHSS, programme@corsair.fr
<b>CROATIA AIRLINES *</b> Savska Cesta 41/13 10000 Zagreb Croatia	Silvio Posavec Schedule Planning Manager	TTY: ZAGLROU Tel: +385 (1) 616 0023 Fax: +385 (1) 616 0152 E-mail: silvio.posavec@croatiaairlines.hr
		Additional TTY and/or E-mail authorised to send SCRs: ZAGMCOU, sched@croatiaairlines.hr
<b>CRONUS AIRLINES</b> 517 Vouliagmenis Ave. 16341- Athens Greece	Costas Tarnatoros Operations Manager	TTY: ATHGSX5 Tel: +30 (1) 995 6400 Fax: +30 (1) 995 6405 E-mail: ops@cronus.gr

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>CUBANA DE AVIACION *</b> Ave Van Troi José Marti Airport Terminal 1 Vice Presidencia Operaciones Ciudad Habana Cuba C19219	David Rivera Sánchez Schedule Planning Manager	TTY: HAVSPCU Tel: +53 (7) 2664745 Fax: +53 (7) 2664745 E-mail: iti@ope.cubana.avianet.cu
<b>CYPRUS AIRWAYS LTD *</b> 21 Alkeou Street Engomi 2404 Nicosia Cyprus	Errikos Kontos Head of Schedules Planning	TTY: NICSPCY Tel: +357 (2) 396 130 Fax: +357 (2) 666 243 E-mail: ekontos@cypusair.com.cy
Additional TTY and/or E-mail authorised to send SCRs: cyairways6@cytanet.com.cy		
<b>CZECH AIRLINES *</b> Praha 6 Dejvice Kolejni 2 Czech Republic	Jiri Zezula Network Development Executive Director	TTY: PRGSPOK Tel: +420 (2) 2010 4444 Fax: +420 (2) 2431 4265 E-mail: jiri.zezula@csa.cz
<b>DAS AIR CARGO</b> P.O. Box 75771 NL-1118 ZS Schiphol The Netherlands	Patricia Heilbrink Manager Benelux	TTY: — Tel: +31 (20) 653 1707 Fax: +31 (20) 653 2341 E-mail: —
<b>dauair AG</b> Flugplatz 7-9 D – 44319 Dortmund Germany	Andre Hlava Member of the Board	TTY: LBCDAZH Tel: +49 1749292065 Fax: +49 23147643960 E-mail: a.hlava@dauair.de
Additional TTY and/or E-mail authorised to send SCRs: d.doeberth@daudair.de		
<b>dba *</b> Terminal 1, Modul A, Terminalstrasse West 85356 Munchen Flughafen Germany	Helmut Kuehn Manager Commercial & Network Development	TTY: MUCSPDI Tel: +49 (89) 97591234 Fax: +49 (89) 97591506 E-mail: Helmut.Kuehn@flydba.com
<b>DELTA AIR LINES, INC. *</b> Dept 663 P.O. Box 20706 Atlanta GA 30320-6001 USA	Nadia Adams Manager, Slot Coordination	TTY: ATLRTDL Tel: +1 (404) 715 4307 Fax: +1 (404) 715 2338 E-mail: nadia.adams@delta.com
Additional TTY and/or E-mail authorised to send SCRs: ATLRTDL@delta.com		
<b>DENIM AIR *</b> P.O. Box 7053 5605 DB Eindhoven Netherlands	Carst Lindeboom Business Development & Sales	TTY: — Tel: +31 (40) 2352 100 Fax: +31 (40) 2352 139 E-mail: C.LINDEBOOM@ DENIMAIR.NL



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>DEUTSCHE LUFTHANSA A.G. *</b> Lufthansa Base (FRA EL/S) D-60546 Frankfurt/Main Germany Additional TTY and/or E-mail authorised to send SCRs: FRAOALH, FRAZGLH, FRA3FLH, FRAL2LH, DTMSPEW, DTMDOEW, FRAL2LH@services.dlh.de	Wolfgang Queissner General Manager Slotpolitics & Schedule Management	TTY: FRAEL LH Tel: +49 (69) 696 5666 Fax: +49 (69) 696 6487 E-mail: wolfgang.queissner@dlh.de
<b>DUTCHBIRD</b> PO Box 75798 1118ZX Schipol The Netherlands	Bart Renckens Flight Scheduler	TTY: SPLCC5D Tel: +31 (20) 605 5838 Fax: +31 (20) 605 5810 E-mail: renckens@dutchbird.nl
<b>EASYJET</b> Easyland London Luton Airport Luton Bedfordshire, LU2 9LS United Kingdom	Richard Matthews Slot & Schedule Manager	TTY: LTNOMCR Tel: +44 (1582) 52 52 68 Fax: +44 (1582) 44 33 55 E-mail: richard.matthews@easyjet.com
<b>EASYJET SWITZERLAND</b> Route de l'Aeroport 5 CH-1215 Geneve15 Switzerland	Andreas Haerer Ground Operations Manager	TTY: GVAKKCR Tel: +41 (22) 717 8836 Fax: +41 (22) 788 2700 E-mail: andreas.haerer@easyjet.com
<b>EDELWEISS AIR</b> Operations Center P.O. Box CH-8058 Zurich Airport Switzerland	Daniel Sager Duty Ground Operations Manager/ Head Scheduling	TTY: ZRHEO8R Tel: +41 (43) 816 5573 Fax: +41 (43) 816 5570 E-mail: daniel.sager@edelweissair.ch
<b>EGYPTAIR *</b> Egyptair Admin Building Cairo International Airport 3rd floor, Finger 4, Planning Division Cairo Egypt Additional TTY and/or E-mail authorised to send SCRs: CAITTMS, CAITTMS@EGYPTAIR.COM.EG	Zeinab AbdelGalil General Manager Planning	TTY: CAIGAMS Tel: +20 (2) 696 4355 Fax: +20 (2) 266 3775 E-mail: gm_planning@egyptair.com.eg
<b>EL AL ISRAEL AIRLINES *</b> P.O. Box 41 Ben Gurion Int'l. Airport Tel Aviv 70100 Israel Additional TTY and/or E-mail authorised to send SCRs: LHROWLY, ORYKKLY, TLVEBLY, ROMCCLY, TLVSHLY, MADKKLY, TLVSILY	Anat Levy Manager, Seasonal Schedule Planning	TTY: TLVSPLY Tel: +972 (3) 971 6752 Fax: +972 (3) 971 6896 E-mail: anatl@elal.co.il
<b>EMIRATES *</b> P.O. Box 686 Dubai Business Centre Dubai U.A.E. Additional TTY and/or E-mail authorised to send SCRs: ekslots@emirates.com	Azhar Kapadwanjwala Manager, Schedules Planning	TTY: DXBSPEK Tel: +971 (4) 203 3206 Fax: +971 (4) 295 5208 E-mail: azhark@emirates.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>ESTONIAN AIR *</b> 13 Lennujaama St. 11101 Tallinn Estonia	Priit Veiermann Director, International Relations	TTY: TLLSPOV Tel: +372 6401 222 Fax: +372 6016 092 E-mail: priit@estonian-air.ee
Additional TTY and/or E-mail authorised to send SCRs: TLLFPOV, ov@estonian-air.ee		
<b>ETHIOPIAN AIRLINES *</b> P.O. Box 1755 Addis Ababa Ethiopia	Mesfin Ayalew Manager Schedules & Passenger Charter & Lease	TTY: ADDSPET Tel: +251 (1) 612 222 ext. 8420 Fax: +251 (1) 611 474 E-mail: mesfina@ethiopianairlines.com
<b>ETIHAD AIRWAYS *</b> P.O. Box 35566 New Airport Road Abud Dhabi United Arab Emirates	Wolfgang Reuss Manager Scheduled Planning	TTY: — Tel: +971 (21) 505 8087 Fax: +971 (21) 505 8044 E-mail: wreuss@etihad.ae
Additional TTY and/or E-mail authorised to send SCRs: slots@etihad.ae		
<b>EU JET OPS</b> Debis Airfinance House Shannon Airport Shannon Ireland	Diane Keleghar Consultant	TTY: LONKNCR Tel: +44 (20) 8552 3070 Fax: +44 (20) 8552 4667 E-mail: diane@knassociates.co.uk
<b>EUROCYPRIA AIRLINES</b> 97, Artemidos Avenue Artemis Building, P.O. Box 40970 Larnaca 6308 Cyprus	Stalo Lambraki Jasonides Marketing & Sales Officer	TTY: LCAOOUI Tel: +357 (24) 658 003 Fax: +357 (24) 658 009 E-mail: sjasonides@eurocypria.com
Additional TTY and/or E-mail authorised to send SCRs: sales@eurocypria.com.cy		
<b>EUROFLY S.P.A.</b> Via ettore Bugatti 15 20142 Milano Italy	Fabio Marco Moltani Network & Long Term Planning Manager	TTY: MILSPSX Tel: +39 (02) 82688872 Fax: +39 (02) 82688062 E-mail: marco.moltani@eurofly.it
<b>EUROPE AIRPOST</b> Paris Nord 2, Batiment le Raphael 22 Avenue des Nations BP 49015 Villepinte 95911 Roissy CDG Cedex France	Henda Zaiani Sales and Schedules Manager	TTY: — Tel: +33 (1) 48177540 Fax: +33 (1) 48177545 E-mail: hzaiani@europeairpost.fr
<b>EUROPEAN AIR EXPRESS *</b> Flughafenstrasse 81 41066 Moenchengladbach Germany	Ingo Schoenbrunn Project Manager Flight Planning & Market Research	TTY: MGLKKEA Tel: +49 (2161) 6699 201 Fax: +49 (2161) 6699 122 E-mail: I.schoenbrunn@eae.aero



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>EUROPEAN AIR TRANSPORT *</b> Building 4-5 Brussels National Airport B-1930 Zaventem Belgium	Stan Wilski Manager Charter & Contract Services	TTY: BRUOOQY Tel: +32 (2) 718 1431 Fax: +32 (2) 718 1555 E-mail: stan.wilski@dhl.com
Additional TTY and/or E-mail authorised to send SCRs: BRUWWER, BRUSPER		
<b>EUROPEAN AVIATION AIR CHARTER</b> European House Bournemouth International Airport Christchurch, Dorset BH23 6EA United Kingdom	Joanne Chapman Operations Planning Supervisor	TTY: BOHNPE7 Tel: +44 (1202) 581 111 ext 106 Fax: +44 (1202) 591 026 E-mail: jo.chapman@eaac.co.uk
Additional TTY and/or E-mail authorised to send SCRs: operations@eaac.co.uk		
<b>EUROSUN AIRLINES</b> Fener Mah Ozguruk Bulyali 7/17 Antalya Turkey	Alper Sert Sales Manager	TTY: — Tel: +90 (242) 323 5060 Fax: +90 (242) 324 1252 E-mail: alpersert@ixir.com
<b>EUROWINGS LUFTVERKEHRS AG *</b> Flugplatz 21 D-44319 Dortmund Germany	Thomas Storck Vice President Network Planning	TTY: DTMSPEW Tel: +49 (231) 9245 7355 Fax: +49 (231) 9245 7375 E-mail: thomas.storck@eurowings.com
<b>EVA AIRWAYS *</b> 15 F, 376 Hsin-Nan Rd. Sec 1 Luchu, Taoyuan Hsien 338 Chinese Taipei	Wendy Lin Manager	TTY: TPESPBR Tel: +886 (3) 351 6219 Fax: +886 (3) 351 0023 E-mail: wendylin@evaair.com
<b>EVERGREEN INTL. AIRLINES INC.</b> 3850 Three Mile Lane McMinnville OR 97128 USA	Glen P. Burlingame Director, Fleet Planning	TTY: HDQFPEZ Tel: +1 (503) 472 0011 Fax: +1 (503) 434 4038 E-mail: glen.burlingame@evergreenaviation.com
Additional TTY and/or E-mail authorised to send SCRs: KPDXEIAO		
<b>EXCEL AIRWAYS</b> 147 Altmore Avenue East Ham London E6 2BU United Kingdom	Diane Keleghar Consultant, KN Associates	TTY: LONKNJN Tel: +44 (208) 552 3070 Fax: +44 (208) 552 4667 E-mail: licensing@knassociates.com
<b>FALCON AIR AB *</b> Box 36 S-230 32 Malmoe-Sturup Sweden	Jens Holmstrom Manager Ground Operations	TTY: MMXOPIH Tel: +46 (40) 502 092 Fax: +46 (40) 500 615 E-mail: jens.a.holmstrom@falconair.se

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>FAR EASTERN AIR TRANSPORT CORP.</b> No. 5, Alley 123, Lane 405 Tun-Hwa N. Road Taipei, 105 Chinese Taipei	Pearl Pan Assistant Specialist	TTY: TPEBZEF Tel: +886 (2) 27121555 Fax: +886 (2) 25140405 E-mail: ppan@fat.com.tw
<b>FARNAIR EUROPE</b> Farnair Europe PO Box CH-4030 Basel Airport Switzerland	Jean-Pierre De Mailly Slot Coordinator	TTY: HDQOW8X Tel: +41 (61) 325 4820 Fax: +41 (61) 325 1818 E-mail: jeanpierre.demailly@farnair.com
		Additional TTY and/or E-mail authorised to send SCRs: coordination@farnair.com
<b>FEDEX EXPRESS *</b> 3680 Hacks Cross Road Building H, First Floor Memphis Tennessee USA, 38125	David Branch Global Linehaul Specialist	TTY: MEMASFX Tel: — (901) 434 8668 Fax: — (901) 434 9426 E-mail: dbbranch@fedex.com
<b>FINNAIR OYJ *</b> Network Strategy and Management NL/96 01053 Finnair Finland	Eero Laks Assistant Vice President	TTY: HELNLAY Tel: +358 (9) 818 8302 Fax: +358 (9) 818 8338 E-mail: eero.laks@finnair.fi
		Additional TTY and/or E-mail authorised to send SCRs: HELNVAY, HELUOAY
<b>FIRST CHOICE AIRWAYS</b> Commonwealth House Chicago Avenue Manchester Airport M90 3DP United Kingdom	Karen Switzer Head of Commercial Operations	TTY: MANSPDP Tel: +44 (161) 489 0233 Fax: +44 (161) 489 0711 E-mail: karen.switzer@firstchoice.co.uk
<b>FISCHER AIR</b> Letiste Ruzyne 1017 160 08 Prague 6 Czech Republic	Jan Cernik OPS Timetables and Co-ordination	TTY: PRGZO8F Tel: +420 (220) 114 618 Fax: +420 (220) 113 179 E-mail: jan.cernik@Fischer-air.cz
		Additional TTY and/or E-mail authorised to send SCRs: PRGOP8F
<b>FLIGHTLINE</b> Viscount House Southend Airport Southend Essex UK	Diane Keleghar Consultant	TTY: LONKNCR Tel: +44 (20) 8552 3070 Fax: +44 (20) 8552 4667 E-mail: diane@knassociates.co.uk



## Postal Address

**FLY AIR**  
Senlikkoy Mah.  
Cevizli Sok.  
Ugur Is Merkezi No.7  
34153 Bakirkoy Istanbul  
Turkey

**FLY ME SWEDEN AB**  
Molndalsvagen 24  
SE-41263 Gothenburg  
Sweden

**flybe.**\*  
Jack Walker House  
Exeter International Airport  
Exeter  
Devon EX5 2HL  
UK

**FLYGLOBESPAÑ**  
Colinton House  
10 West Mill Road  
Edinburgh EH13 0NX  
Scotland

**FLYJET LTD**  
Le Meridien  
North Terminal  
London Gatwick Airport  
West Sussex RH6 0P4  
England

Additional TTY and/or E-mail authorised to send SCRs: info@fly-jet.com

**FREE BIRD AIRLINES**  
Yesilkoy Cad  
No. 9 A Blok  
Daire 3-4 34810  
Florya – İstanbul  
Turkey

Additional TTY and/or E-mail authorised to send SCRs: info@freebirdairlines.com

**FUTURA INTL. AIRWAYS**  
Gran Via Asima, 17  
Poligono son Castello  
07009 Palma de Mallorca  
Balerics  
Spain

**G SEVEN AIRLINES**  
Via Paleocapa 3/D  
24122 Bergamo  
Italy

## Representative Name and Title

Ipek Erdogmus  
Deputy Commercial  
Manager

Mathias Larsson  
Slot Manager

Steve Lilley  
Network Planning  
Development Manager

Karan Brown  
Deputy Managing Director

Mike Hawkins  
Director/CEO

Murat Senturk  
Chief Flight Dispatch

Ana Maria Gonzalez  
Scheduling & Traffic Rights  
Manager

Sara Rosati Bauer  
Network Planning Manager

## TTY Tel Fax E-mail

TTY: ISTFHXH  
Tel: +90 (212) 624 4094  
Fax: +90 (212) 426 1810  
E-mail: commercial@flyair.com.tr

TTY: —  
Tel: 46 73 682 22 21  
Fax: 46 31 301 10 99  
E-mail: mathias.larsson@flyme.com

TTY: EXTFPB  
Tel: +44 (1392) 266712  
Fax: +44 (1392) 446903  
E-mail: steve.lilley@flybe.com

TTY: —  
Tel: +44 (131) 441 6115  
Fax: +44 (131) 441 5033  
E-mail: k.brown@globespan.com

TTY: —  
Tel: +44 (1293) 602014  
Fax: +44 (1293) 602001  
E-mail: mike.hawkins@fly-jet.com

TTY: ISTFOXH  
Tel: +90 (212) 663 7777  
Fax: +90 (212) 663 2353  
E-mail: murat@freebirdairlines.com

TTY: PMISPFH  
Tel: +34 (971) 910 744  
Fax: +34 (971) 910 702  
E-mail: agonzalez@futura-aer.com

TTY: —  
Tel: +39 (035) 19 900 718  
Fax: +39 (035) 19 900 730  
E-mail: s.rosati@gseven.it

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>GARUDA INDONESIA *</b> Ji. Medan Merdeka Seiataan No 13 Jakarta Pusat Indonesia	Tenten Wardaya General Mgr. Schedule Planning & Charter	TTY: JKTCNGA Tel: +62 (21) 34517011 Fax: +62 (21) 38900103 E-mail: scheduleplanning@ garuda-indonesia.com
<b>GB AIRWAYS LTD. *</b> The Beehive Beehive Ring Road Gatwick Airport West Sussex RH6 0LA United Kingdom	Jim Beauchamp Operations Manager	TTY: LGWSPGT Tel: +44 (1293) 664 329 Fax: +44 (1293) 664 317 E-mail: jim.beauchamp@ gbairways.com
<b>GERMANIA</b> Airport Tegel Gebaude Z3 13405 Berlin Germany Additional TTY and/or E-mail authorised to send SCRs: TXLOWST	Bodo Kruse Sales Assistant	TTY: TXLSPST Tel: +49 (30) 4101 3520 Fax: +49 (30) 4101 3615 E-mail: sales@germaniaairline.de
<b>GERMANWINGS GMBH</b> Flugplatz 21 44319 Dortmund Germany	Thomas Storck Vice President Network Planning	TTY: — Tel: +49 (231) 92457355 Fax: +49 (231) 92457375 E-mail: thomas.storck@ eurowings.com
<b>GESTION AEREA EJECUTIVA</b> Rambla Catalunya 23 2 1 08007 Barcelona Spain Additional TTY and/or E-mail authorised to send SCRs: info@girjet.com	Fernando Zarza Ground Ops Manager	TTY: — Tel: +34 (93) 471 2986 Fax: +34 (93) 471 2724 E-mail: ops@girjet.com
<b>GHANA INTERNATIONAL AIRLINES</b> 5 Alema Avenue, Airport Res. Area P.O. Box 14352 Accra Ghana	Sean C. Mendis Special Assistant to the CEO	TTY: — Tel: +233 (21) 767346 Fax: — E-mail: scmendis@ ghanainternationalairlines.com
<b>GILL AVIATION</b> New Aviation House Newcastle Intl. Airport Newcastle upon Tyne NE13 8BT United Kingdom Additional TTY and/or E-mail authorised to send SCRs: NCLOO9C	Colin T. Pollard Commercial Director	TTY: NCLSS9C Tel: +44 (191) 214 6600 Fax: +44 (191) 214 6699 E-mail: —
<b>GULF AIR *</b> P.O. Box 5246 Manama Bahrain Additional TTY and/or E-mail authorised to send SCRs: BAHCSGF, bahspgf@gulfairco.com	Mohammad Razzaq Chaudhry Manager Capacity Planning & Scheduling	TTY: BAHSPGF Tel: +973 338 497 Fax: +973 320 933 E-mail: razzaq.chaudhry@ gulfairco.com

**Postal Address**

**HAHN AIR \***  
An der Trift 65  
D-63303 Dreieich  
Germany

**HAMBURG INTERNATIONAL AIRLINES**  
Hamburg International  
Luftverkehrsgesellschaft  
Oben Hauptstrasse 3  
D-22335 Hamburg  
Germany

**HAPAG-LLOYD \***  
Postfach 42 02 40  
D-30662 Hannover  
Germany

**HAPAG-LLOYD EXPRESS**  
Benkendorffstr 22B  
30885 Hannover  
Germany

**HARMONY AIRWAYS**  
500-1201 West Pender St.  
Vancouver, B.C. V6E 2V2  
Canada

**HELIOS AIRWAYS \***  
KN Associates  
147 Altmore Ave  
East Hame, London  
E6 2B4  
UK

Additional TTY and/or E-mail authorised to send SCRs: s.dewey@helios-airways.com

**HELLAS JET S.A. \***  
91, Michalakopoulou str  
11528 Athens  
Greece

**HELVETIC AIRWAYS**  
P.O. Box 250  
CH-8058 Zurich Airport  
Switzerland

**HEMUS AIR \***  
Sofia Airport  
1540 Sofia  
Bulgaria

**Representative Name and Title**

Peter Hauptvogel  
Executive V.P.

Kerstin Rudolph  
Scheduling Manager

Ansgar Kruse  
Head of Schedules  
Planning & Slot  
Coordination

Marjan Schoeke  
Netwrok & Strategy  
Development

Spencer Dane

David French  
Consultant

Mais Anastasios  
Commercial Director

Juerg Haeberli  
Manager Planning

Trayan Peshev  
Director Operations

**TTY  
Tel  
Fax  
E-mail**

TTY: HHNH9HR  
Tel: +49 (6103) 5013 111  
Fax: +49 (6103) 5013 119  
E-mail: p.hauptvogel@hahnair.net

TTY: —  
Tel: +49 (30) 63499501  
Fax: +49 (30) 63497642  
E-mail: kerstin.rudolph@hamburg-international.de

TTY: HAJSPHF  
Tel: +49 (511) 9727 248  
Fax: +49 (511) 9727 196  
E-mail: a.kruse@hlf.de

TTY: —  
Tel: +49 (511) 5900616  
Fax: +49 (511) 5900709  
E-mail: marjan.schoeke@hlx.com

TTY: —  
Tel: +1 (604) 630 2127  
Fax: +1 (604) 630 2035  
E-mail: sdane@harmonyairways.com

TTY: LONKNCR  
Tel: +44 (208) 552 3070  
Fax: +44 (208) 552 4667  
E-mail: david@knassociates.co.uk

TTY: —  
Tel: +30 (210) 745 7706  
Fax: +30 (210) 745 7799  
E-mail: tmais@hellas-jet.com

TTY: ZRHOAXH  
Tel: +41 (43) 816 78 34  
Fax: +41 (43) 816 78 21  
E-mail: Juerg.Haeberli@helvetic.com

TTY: SOFDDDU  
Tel: +359 (2) 9420247  
Fax: +359 (2) 9420228  
E-mail: peshev@hemusair.bg

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>HONG KONG DRAGON AIRLINES *</b> L5 Dragonair House 11 Tung Fai Road Hong Kong International Airport Lantau Hong Kong SAR	Eva Choi Manager – Airline Planning	TTY: HKGVOKA Tel: +852 3193 3713 Fax: +852 3193 8831 E-mail: eva.choi@dragonair.com
Additional TTY and/or E-mail authorised to send SCRs: HKGVZKA, HKGVWKA		
<b>IBERIA *</b> Martinez Villergas 52 4th Floor 28027 Madrid Spain	Javier Nunez Accredited Representative	TTY: MADSPIB Tel: +34 (91) 587 7447 Fax: +34 (91) 587 7444 E-mail: mfalcon@iberia.es
Additional TTY and/or E-mail authorised to send SCRs: MADWZIB		
<b>IBERWORLD AIRLINES S.A.</b> Gran Via Asima 23 07009 Palma de Mallorca Baleares Spain	Catalina Servera Scheduling Manager	TTY: PMISPTY Tel: +34 (971) 788 222 Fax: +34 (971) 713 184 E-mail: catalina.servera@iberworld.com
Additional TTY and/or E-mail authorised to send SCRs: PMICCTY		
<b>ICELANDAIR *</b> Icelandair Head Office Reykjavik Airport 101 Reykjavik Iceland	Hannes Arnason Manager Scheduling	TTY: REKSPFI Tel: +354 354 5050 349 Fax: +354 354 5050 766 E-mail: hannesA@icelandair.is
<b>INDIAN AIRLINES *</b> Airlines House 113 Gurdwara Rakabganj Road New Delhi 110001 India	Rakesh Batra Manager Scheduling	TTY: DELSPIC Tel: +91 (11) 23422202 Fax: +91 (11) 23422113 E-mail: rakeshbatra@indianairlines.co.in
<b>INTER AIRLINES *</b> Caglayan MH 2004 SK NO 26 Barinaklar 07160 / Antalya Turkiye	Pelin Turan Commercial Manager	TTY: — Tel: +90 (242) 3104400 – 464 Fax: +90 (242) 3240223 E-mail: pturan@interekspres.com
<b>INTERSKY</b> Bahnhofstv 10 A-6900 Bregenz Austria	Andreas Velbinger Operations Manager	TTY: — Tel: +49 (174) 1946 950 Fax: — E-mail: andreas.velbinger@intersky.biz
<b>IRAN AIR *</b> Iran Air HQ, No 361 – 3rd Floor Iran Air HQ, Mehrabad Airport, Tehran IRAN	Jamal Zavichi Senior Manager Scheduling	TTY: THRSPIR Tel: +98 (21) 464 7682 Fax: +98 (21) 601 2941 E-mail: zavichi@iranair.com
Additional TTY and/or E-mail authorised to send SCRs: sked@iranair.com		



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>IRAN ASEMAN AIRLINES</b> Mehrabad Intl Airport Tehran Po Box 13145 1476 Islamic Republic of Iran	Samad Aminzadeh Vahed Deputy DG	TTY: — Tel: — Fax: — E-mail: —
<b>ISRAIR AIRLINES *</b> 23 Ben Yehuda Street P.O. Box 26444 Tel Aviv 63806 Israel	Keren Arran Scheduling & Planning Manager	TTY: TLVSH6H Tel: +972 (3) 795 5884 Fax: +972 (3) 795 5890 E-mail: kerena@israir.co.il
<b>JAPAN AIRLINES INTERNATIONAL *</b> JAL Bldg., 2-4-11. Higashi-Shinagawa Shinagawa-ku Tokyo 140-8637 Japan	Hikaru Aihara Manager Strategy & Network Planning International Passenger	TTY: TYOCSJL Tel: +81 (3) 5460 3724 Fax: +81 (3) 5460 5982 E-mail: hikaru.aihara@jal.com
<b>JAPAN ASIA AIRWAYS</b> JAL Bldg. 19F, 4-11 Higashi-shinagawa 2chome Shinagawa-ku Tokyo 140-0002 Japan	Hideaki Moriya Manager	TTY: TYOCZEG Tel: +81 (3) 5460 6793 Fax: +81 (3) 5460 7286 E-mail: hideaki.moriya@ jaa.jalgroup.or.jp
<b>JAT AIRWAYS *</b> Bulevar Umetnosti, 16A 11070 Belgrad Serbia & Montenegro Additional TTY and/or E-mail authorised to send SCRs: cp_scheduling@jat.com	Djordje Najdanovic Deputy Head Planning & Scheduling	TTY: begshju Tel: +381 (11) 2133 475 Fax: +381 (11) 2142 448 E-mail: najdanovicd@jat.com
<b>JET AIRWAYS (INDIA) LTD. *</b> S. M. Centre Marol Nako Andhert – Kurla Complex Andhert (E) Mumbai 400 059	Gilbert George General Manager – Planning	TTY: BOMDV9W Tel: +91 (022) 2850 9350 Fax: +91 (022) 2859 0134 E-mail: ggeorge@jetairways.com
<b>JETSTAR ASIA</b> Singapore Changi Airport Terminal 1, P.O. Box 115 Singapore 918144	Paul Daff Head of Strategy & Network	TTY: — Tel: +65 6318 0826 Fax: +65 6546 0571 E-mail: paul.daff@jetstarasia.com
<b>KENYA AIRWAYS *</b> Airport North Road, Embakasi P.O. Box 19002 Nairobi Kenya Additional TTY and/or E-mail authorised to send SCRs: jimmy.kibati@kenya-airways.com	Jimmy Kibati Head of Network Planning & Airline Strategy	TTY: NBOCVKQ Tel: +254 (20) 3282 2036 Fax: +254 (20) 823 204 E-mail: richard.mwikamba@ kenya-airways.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>KIBRIS TURKISH AIRLINES</b> Buyukdere Cad. 56/B Meciciylkoy Istanbul Turkey	Ekrem Barlas Schedule Planning Manager	TTY: ISTCPYK Tel: +90 (392) 2283 438 Fax: +90 (392) 2281 462 E-mail: ekrem.barlas@kthy.aero
<b>KLM – ROYAL DUTCH AIRLINES *</b> P.O. Box 7700 Schipol Airport 1117 ZL Amsterdam Netherlands Additional TTY and/or E-mail authorised to send SCRs: OCCLMKL, SPLLUKL, OCCLUKL, HDQLRKL@EWMS.KLM.COM	Bert Imminga Director Infrastructure Planning & Support	TTY: HDQLRKL Tel: +31 (20) 648 9343 Fax: +31 (20) 648 8082 E-mail: bert.imminga@klm.com
<b>KUWAIT AIRWAYS *</b> Kuwait Airways P.O. Box 394 Safat Safat 13004 Kuwait	Khaled Al-Ajmi Assistant Director Marketing & Sales	TTY: KWISPKU Tel: +965 471 7773 Fax: +965 472 7558 E-mail: ajmi@kuwait-airways.net
<b>KUZU AIRLINES CARGO</b> Kuzu Plaza, Yesilkoy Cad.7 34153 Istanbul Turkey Additional TTY and/or E-mail authorised to send SCRs: commercial@kuzuairlines.com	Michael Asher Commercial Manager	TTY: ISTBNXH Tel: +90 (212) 6632666 Fax: +90 (212) 573 3258 E-mail: michael.asher@kuzuairlines.com
<b>LACSA (Lineas Aereas Costarricenses) *</b> P.O. Box 1531 San Jose 1000 Costa Rica	Luz Marina Sanchez G. Schedule Planning	TTY: SJOSILR Tel: +506 323 555 Fax: — E-mail: —
<b>LAN AIRLINES S.A. *</b> Av. Americo Vespucio 901 4th Floor Renca, Santiago Chile	Jorge Grainger Director Commercial Planning	TTY: SCLPILA Tel: +56 (2) 565 2088 Fax: +56 (2) 565 2876 E-mail: jgrainge@lanchile.cl
<b>LAUDA AIR ITALY S.P.A. *</b> Strada Provinciale 52 Airport Milano Malpensa 21010 VizzolaTicino (VA) Italy	Alessandra Mantovani Network & International Affairs Manager	TTY: MILCSL4 Tel: +39 (331) 267 276 Fax: +39 (331) 267 488 E-mail: mantovani@lauda.it
<b>LIBYAN ARAB AIRLINES *</b> Omar Mokhtar Street Tripoli Libya Additional TTY and/or E-mail authorised to send SCRs: a.gadgud@mail.ln.aero	Abdul Hakim Lakluk Planning Supervisor	TTY: — Tel: +218 (21) 3614282 Fax: +218 (21) 3614882 E-mail: TIPDPLN@YAHOO.CO.UK



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>LINEAS AEREAS PARAGUAYAS – LAP</b> P.O. Box 1332 Assuncion Paraguay	Roberto Aguilar Traffic System Assit. Manager	TTY: ASUSPPZ Tel: +595 (21) 208 071 Fax: +595 (21) 208 071 E-mail: —
Additional TTY and/or E-mail authorised to send SCRs: ASURCPZ		
<b>LITHUANIAN AIRLINES *</b> A. Gustaicio 4 LT – 2038 Vilnius Lithuania	Aidas Miliunas Schedules Planning Manager	TTY: VNORCTE Tel: +370 (5) 252 5584 Fax: +370 (5) 216 6828 E-mail: a.miliunas@lal.lt
<b>LIVINGSTON SpA</b> Strada Provinciale 52 Airport Milano Malpensa 6 – 21010 Vizzola Ticino (VA) Italy	Alessandra Mantovani Network & International Affairs Manager	TTY: MILCSL4 Tel: +390 (331) 267476 Fax: +390 (331) 267444 E-mail: mantovani@lauda.it
Additional TTY and/or E-mail authorised to send SCRs: MILSPL4, info@lauda.it		
<b>LOT – POLISH AIRLINES *</b> ul. 17 Stycznia 39 00-906 Warszawa Poland	Grzegorz Jarczewski Manager of Scheduling & Coordination	TTY: WAWSPL0 Tel: +48 (22) 606 8454 Fax: +48 (22) 606 9815 E-mail: schedules@lot.pl
Additional TTY and/or E-mail authorised to send SCRs: WAHDLO WAWOSLO, slotcoordination@lot.pl		
<b>LTE INTERNATIONAL AIRWAYS S.A.</b> Calle Del Ter 27 07009 Palma de Mallorca Spain	Maria Luisa Moreno Scheduling & Traffic Rights Manager	TTY: PMISPXO Tel: +34 (971) 475700 Fax: +34 (971) 478886 E-mail: marialuisa.moreno@lte.es
Additional TTY and/or E-mail authorised to send SCRs: comercial@lte.es		
<b>LTU INTERNATIONAL AIRWAYS *</b> Airport Hangar 8 40474 Dusseldorf Germany	Dietrich Mundt Head of Network Planning & Slot Coordination	TTY: DUSWWLT Tel: +49 (211) 9418 520 Fax: +49 (211) 941 8523 E-mail: Dietrich.Mundt@ltu.de
Additional TTY and/or E-mail authorised to send SCRs: schedule.coordination@ltu.de		
<b>LUXAIR *</b> Aeroport de Luxembourg Commercial Dpt. L-2987 Luxembourg Luxembourg	Pascal Reiland Manager Schedule Planning	TTY: LUXSPLG Tel: +352 2456 4225 Fax: +352 2456 4679 E-mail: pascal.reiland@luxair.lu
<b>MAERSK AIR A/S *</b> Copenhagen Airport South DK-2791 Dragør Denmark	Erik Johansen Manager Traffic Planning	TTY: CPHSPDM Tel: +45 (32) 314 146 Fax: +45 (32) 450 656 E-mail: sp@maersk-air.dk
Additional TTY and/or E-mail authorised to send SCRs: CPHSEDM		

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>MAHAN AIRLINES *</b> Mahan tower 21 A. Zodeganst Po Box 14515/411 Tehran 148 1655 761 Iran	Andreas Diederich Managing Director	TTY: — Tel: +98 (21) 407 6081 Fax: +98 (21) 407 0404 E-mail: info@mahan-air.de
	Additional TTY and/or E-mail authorised to send SCRs: a.diederich@mahan-air.de	
<b>MALAYSIA AIRLINES *</b> 2nd Floor, Cabin Services Building Administration Building 3B, Complex B 47200 Subang, Selangor Malaysia	Liow Ngit Sing Assistant General Manager, Operations Planning	TTY: KULSPMH Tel: +60 (3) 7840 2019/2510 Fax: +60 (3) 7846 2605 E-mail: liow@mas.com.my
	Additional TTY and/or E-mail authorised to send SCRs: HDQFQMH, weept@mas.com.my	
<b>MALEV HUNGARIAN AIRLINES *</b> Knyves Kalman KRT 12-14 1097 Budapest Hungary	Kata Racz Deputy head of network planning and scheduling	TTY: BUDSPMA Tel: +36 (1) 235 3422 Fax: +36 (1) 235 3456 E-mail: racz.kata@malev.hu
<b>MALMO AVIATION *</b> Jagershillgatan 18 P.O. Box 37 SE-201 20 Malmo Sweden	Stellan Nilsson Director Traffic Planning	TTY: — Tel: +46 (40) 660 29 00 Fax: +46 (40) 660 28 49 E-mail: stellan.nilsson@ malmoaviation.se
<b>MARTINAIR HOLLAND N.V.</b> P.O. Box 7507 Schipol Airport NL-1118 ZG Schiphol The Netherlands	Koos J. Lokhorst Manager Planning & Scheduling	TTY: SPLSPMP Tel: +31 (20) 601 1604 Fax: +31 (20) 601 1640 E-mail: koos.lokhorst@ nl.martinair.com
	Additional TTY and/or E-mail authorised to send SCRs: MADTOMP, ATHTOMP, ISTAPMP, SYSTOMP	
<b>MAT-MACEDONIAN AIRLINES *</b> Vasil Glavinov 3 Skopje 1000 Republic of Macedonia	Tamara Jovanova Obocki Manager Schedules Planning Dept	TTY: SKPSPIN Tel: +389 (2) 292 397 Fax: +389 (2) 292 330 E-mail: schedule@mat.com.mk
<b>MERIDIANA S.P.A. *</b> Zona Industriale A I-07026 Olbia (SS) Italy	Asara Antonio Head of Planning	TTY: OLBCPIG Tel: +39 (0789) 52834 Fax: +39 (0789) 52922 E-mail: antonio.asara@meridiana.it
<b>MIAT MONGOLIAN AIRLINES *</b> Marketing Department MIAT Building, Buyant-Ukhaa 45 Ulaanbaatar 210134 Mongolia	Enkhbat Usukhjargal	TTY: ULNDDOM Tel: +976 (11) 379935 Fax: +976 (11) 379877 E-mail: enkhbat@miat.com
	Additional TTY and/or E-mail authorised to send SCRs: marketing@miat.com	



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>MIDDLE EAST AIRLINES *</b> MEA Building Airport road P.O. Box 11-206 Beirut Lebanon	Bechara Antonios Manager Scheduling	TTY: BEYSPME Tel: +961 (1) 622 009 Fax: +961 (1) 629 260 E-mail: antoniosb@mea.com.lb
<b>MNG AIRLINES</b> Ataturk Airport C Terminal, 34149 Y.koy – Istanbul Turkey	Tekin Ertemel Manager, Schedule Planning	TTY: ISTMDXH Tel: +90 (212) 465 4413 Fax: +90 (212) 465 4496 E-mail: scheduling@mngairlines.com
<b>MONARCH AIRLINES</b> London Luton Airport Luton, Bedfordshire LU2 9NU United Kingdom Additional TTY and/or E-mail authorised to send SCRs: LTNSPZB, LTNCBZB, LTNCMZB, LTNCSZB, LTNCPZB, slot.coord@flymonarch.com	Stefan H. Kupsc Head of Scheduling	TTY: LTNOKZB Tel: +44 (1582) 398 032 Fax: +44 (1582) 453 431 E-mail: stef.kupsc@flymonarch.com
<b>MY TRAVEL AIRWAYS A/S</b> Copenhagen Airport South Hangar 276 DK-2791 Dragoer Denmark	John Alexandersen Manager Operation Administration	TTY: CPHNTDK Tel: +45 (32) 477 305 Fax: +45 (32) 457 385 E-mail: john.alexandersen@mytravel.dk
<b>MY WAY AIRLINES</b> Via Brescia 4 36040 Torri Di Quartesolo Vicenza Italy	Valeria Finozzi Slot Coordinator	TTY: — Tel: +39 (0444) 267758 Fax: +39 (0444) 267700 E-mail: valeria.finozzi@myair.com
<b>MYTRAVEL AIRWAYS</b> Parkway Three 300 Princess Road Manchester M14 7QU UK	Elaine Harvey Commercial Planning Manager	TTY: — Tel: +44 (161) 232 6669 Fax: +44 (161) 232 6618 E-mail: elaine.harvey@mytravel.co.uk
<b>N.L. LUFTFAHRT GmbH</b> Saatwinkler Damm 42-43 13627 Berlin Germany Additional TTY and/or E-mail authorised to send SCRs: slotcoordination@airberlin.com	Dirk Helf Manager Slot Coordination & Traffic Rights	TTY: TXLSPAB Tel: +49 (30) 3434 2902 Fax: +49 (30) 3434 2999 E-mail: dhelf@airberlin.com
<b>NEOS SpA</b> Via della Chiesa, 68 21019 Somma Lombrado (Va) Italy	Ansgar J. Kruse Hapag-Lloyd Rep for Neos SpA	TTY: HAJSPHF Tel: +49 (511) 9727 248 Fax: +49 (511) 9727 196 E-mail: a.kruse@hlf.de

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>NIPPON CARGO AIRLINES *</b> Shiodome City Center 8F 1-5-2 Higashi-Shinbashi Minato-ku, Tokyo Japan	Katsutoshi Nomura Senior Manager, Network Planning	TTY: TYOSPKZ Tel: +81 (3) 6735 5583 Fax: +81 (3) 6735 5639 E-mail: katsutoshi.nomura@nca.aero
<b>NORDIC NR REGIONAL AB</b> Sveavagen 33 SE-111 34 Stockholm Sweden  Additional TTY and/or E-mail authorised to send SCRs: info@nordic.aero	Andreas Becker Vice President Sales	TTY: CGNGAXH Tel: +49 (2203) 9551550 Fax: +49 (2203) 9551555 E-mail: becker@nordic.aero
<b>NORTHWEST AIRLINES INC. *</b> Department A-6120 2700 Lone Oak Parkway Eagan, MN 55121-1534 USA	Jennifer J. Sayre Director, Airport Access	TTY: HDQZONW Tel: +1 (612) 726 6963 Fax: +1 (612) 727 4057 E-mail: jennifer.sayre@nwa.com
<b>NORWEGIAN AIR SHUTTLE ASA</b> P.O. Box 115 N- 1330 Fornebu Norway  Additional TTY and/or E-mail authorised to send SCRs: OSLSPDY	Richard A. Deryckere Route Planning & Production	TTY: OSLOPDY Tel: +47 6759 3005 Fax: +47 6759 3051 E-mail: RAD@NORWEGIAN.NO
<b>NOUVELAIR TUNISIE</b> Zone Touristique DKHILA Monastir 5065 Tunisia	Sami Bouzguenda Schedule Coordinator	TTY: MIRPGBJ Tel: +216 (7) 3520 600 Fax: +216 (7) 3520 666 E-mail: programmation@nouvelair.com.tn
<b>NOVA AIRLINES AB / NOVAIR</b> Sveavagen 155 9tr SE 11346 Stockholm Sweden	Hansine Hjellum Traffic Planning	TTY: STOSO 1I2 Tel: +46 (8) 673 8643 Fax: +46 (8) 673 8639 E-mail: hansine.hjellum@novair.se
<b>OLYMPIC AIRLINES *</b> Syngrou Avenue 96 Athens 11741 Greece  Additional TTY and/or E-mail authorised to send SCRs: scheduling@olympic-airways.gr	Eleni Papaioannou Scheduling Manager	TTY: ATHCAOA Tel: +30 (210) 9267960 Fax: +30 (210) 9267155 E-mail: epapaioannou@olympic-airways.gr
<b>OLYMPIC AVIATION</b> West Airport 16604 – Athens Greece	Alexander V. Averkiadis General Manager Sales & Marketing	TTY: ATHBVOA Tel: +30 (1) 936 2189 Fax: +30 (1) 936 3474 E-mail: athant@olav.gr



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>OMAN AIR *</b> SEEB International Airport P.O. Box 58 PC 111 Sultanate of Oman	K. Ravindran Marketing Planning Manager	TTY: MCTCDWY Tel: +968 519952 Fax: +968 521073 E-mail: ravik@oas.com.om
<b>ONUR AIR TASIMACILIK</b> Senlik Mah Catal Sak No 3 34153 Florya Istanbul Turkey	Kemal Kismir Commercial & Planning Manager	TTY: ISTTO8Q Tel: +90 (212) 663 6068 Fax: +90 (212) 663 3180 E-mail: kkismir@onurair.com.tr
<b>OY AIR SCANDIC INTERNATIONAL AVIATION AB</b> 4A Britannia Place Bath Street St. Weller Jersey United Kingdom	John James Welsh Chairman	TTY: — Tel: +44 (1584) 519 033 Fax: +44 (1584) 519 044 E-mail: jwelsh@airscandic.com
<b>PAKISTAN INTERNATIONAL AIRLINES *</b> Marketing Department PIA Head Office Karachi Airport Karachi Pakistan	Muhammed Tahir Manager Schedules Planning	TTY: KHISPPK Tel: +92 (21) 4579 4855 Fax: +92 (21) 4579 4784 E-mail: khisppk@piac.com.pk
<b>PAN AIR</b> Edif. TNT, Planta 2, Parcela 1.5b5 Avda Central, Centro de Carga Aerea Aeropuerto de Madrid – Barajas 28042 Madrid Spain	Alvaro Delgado Operations Manager	TTY: MADOO3V Tel: +34 (91) 312 0427 Fax: +34 (91) 312 0455 E-mail: alvaro.delgado@tnt.com
<b>PEGASUS AIRLINES</b> Istasyon Caddesi No. 24 Kat 1 Yesilyurt Istanbul 34800 Turkey	Harika Akkent Commercial Manager	TTY: ISTTO1I Tel: +90 (212) 663 9666 Fax: +90 (212) 663 2930 E-mail: hakkent@pgtair.com
<b>PHILIPPINE AIRLINES *</b> 7/F Pal Center, Legazpi St. Legazpi Village, Makati City Philippines Additional TTY and/or E-mail authorised to send SCRs: gemma_mangabat@pal.com.ph	Milagros L. Abarro Assistant Vice President – Planning Dept.	TTY: — Tel: +632 816 1697 Fax: +632 812 2484 E-mail: mila_abarro@pal.com.ph

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>PLUNA S.A. (Pluna Lineas Aereas Uruguayas) *</b> Puntas de Santiago 1604 11500 Montevideo Uruguay	Teresa Guglielmini Encargada de Division Relaciones con la Industria	TTY: MVDQTPU Tel: +598 (2) 642 244 Fax: +598 (2) 642 247 E-mail: —
Additional TTY and/or E-mail authorised to send SCRs: MVDDZPU		
<b>POLAR AIR CARGO INC.</b> 2000 Westchester Avenue Purchase, NY 10577 USA	Terrence McShea Manager Operations Planning	TTY: LGBODPO Tel: +1 (914) 701 8694 Fax: +1 (914) 701 6455 E-mail: terrence.mcshea@polaraircargo.com
<b>PORUTGALIA *</b> Aeroporto de Lisboa Rua C Edificio 70 1749-078 Lisboa Portugal	Alfredo Sales Esteves Schedule Planning Manager	TTY: LISSPNI Tel: +351 (21) 842 5624 Fax: +351 (21) 842 5623 E-mail: aesteves@dgc.pga.pt
Additional TTY and/or E-mail authorised to send SCRs: spgh@pga.pt		
<b>PRIVATAIR S. A.</b> 18 Chemin du Papillione POB 572 1215 Geneva 15 Switzerland	Paul de Salis Vice President	TTY: GVAPAXH Tel: +41 (22) 92 96 738 Fax: +41 (22) 92 96 726 E-mail: pds@privatair.com
<b>PULKOVY AVIATION ENTERPRISE *</b> 18/4 Pilotov Str St. Petersburg 196210 Russia	Vladimir Matveev Schedule Planning Manager	TTY: LEDSPFV Tel: +7 (812) 104 3453 Fax: +7 (812) 104 3413 E-mail: matveev@pulkovo.ru
Additional TTY and/or E-mail authorised to send SCRs: LEDFPFV, schedule@pulkovo.ru		
<b>QANTAS AIRWAYS LTD *</b> 203 Coward St. (QCA7) Mascot NSW 2020 Australia	Hope Antzoulatos Schedule Development Manager, Longhaul	TTY: SYDQPQF Tel: +61 (2) 9691 3203 Fax: +61 (2) 9691 5858 E-mail: hantzoulatos@qantas.com.au
Additional TTY and/or E-mail authorised to send SCRs: SYDSPQF, HDQOCQF, SYDWWQF, schedule@qantas.com.au		
<b>QATAR AIRWAYS *</b> Qatar Airways Tower P. O. Box 22550 Doha Qatar	Joachim Lobo Manager Route Scheduling & Charters	TTY: DOHSPQR Tel: +974 449 6260 Fax: +974 462 6440 E-mail: jlobo@qatarairways.com.qa
Additional TTY and/or E-mail authorised to send SCRs: DOHRMQR		
<b>RAF-AVIA AIRLINES</b> 1 rue des Roses 14 290 St Cyr du Ronceray France	Peter Somers Director, Schedule Services & Network	TTY: LGWPSXH Tel: +33 (2) 31 48 31 80 Fax: +33 (2) 31 48 31 81 E-mail: petersomersfr@aol.com



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>REGIONAL, COMPAGNIE AERIENNE EUROPENNE</b> Aeroport Nantes Atlantique 44340 Bouguenais France	Sophie Clemence Network Planning Manager	TTY: NTECSYS Tel: +33 (2) 40 13 52 18 Fax: +33 (2) 40 13 53 13 E-mail: sclemence@regional.com
		Additional TTY and/or E-mail authorised to send SCRs: progdeveco@regional.com
<b>ROYAL AIR MAROC *</b> Aeropor Casa Anfa Siege Social Direction de Reseau et du Revenue Management Casablanca Morocco	Najib Ezzahr Chef Departement Elaboration Programme	TTY: CASSPAT Tel: +212 (22) 912 445 Fax: +212 (22) 912 999 E-mail: nezzahr@royalarmaroc.com
		Additional TTY and/or E-mail authorised to send SCRs: hbenhima@royalarmaroc.com
<b>ROYAL BRUNEI AIRLINES *</b> P.O. Box 737 Bandar Seri Begawan BS 8671 Brunei	Joan Lim Manager Schedule Development	TTY: BWNSPBI Tel: +673 (2) 342193 Fax: +673 (2) 342194 E-mail: onjoan@rba.com.bn
		Additional TTY and/or E-mail authorised to send SCRs: cacheegy@rba.com.bn
<b>ROYAL JORDANIAN *</b> P.O. Box 302 Amman 11118 Jordan	Hagop Serpekian Director, Scheduling and Charters	TTY: AMMSPRJ Tel: +962 (6) 568 6235 Fax: +962 (6) 568 6235 E-mail: hagop@rja.com.jo
		Additional TTY and/or E-mail authorised to send SCRs: FRAKZRJ, ORYKZRJ, VIEKZRJ, ATHKZRJ, BRUKZRJ, GVAKZRJ, ammsprj@rja.com.jo
<b>ROYAL NEPAL AIRLINES</b> Kantipath P.O. Box 401 Kathmandu Nepal	P.K. Neupane Schedule Manager	TTY: KTMCdra Tel: +977 (1) 4220757 Fax: +977 (1) 4225348 E-mail: md@rnac.com.np
<b>RYANAIR LTD</b> Corporate Head Office Dublin Airport Co. Dublin Ireland	Rory Keane Scheduling Analyst	TTY: DUBCSFR Tel: +353 (1) 812 1251 Fax: +353 (1) 812 1338 E-mail: keaner@ryanair.com
<b>SAS BRAATHENS *</b> Oksenøyvg 5 P. O. Box 55 N-1330 Oslo Lufthavn Norway	Lars Draagen Director Network Management	TTY: OSLNZBU Tel: +47 675 97000 Fax: +47 675 86129 E-mail: lars.draagen@braathens.no
		Additional TTY and/or E-mail authorised to send SCRs: OSLNCBU, FBUOPBU, slot@braathens.no

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY</b> <b>Tel</b> <b>Fax</b> <b>E-mail</b>
<b>SATA AIR ACORES *</b> Avenida Infante d.Henrique 55-2nd Ponta Delgada 9504-528 Acores Portugal	Humberto Amaral Planning and Coordination Manager	TTY: PDLRWSP Tel: +351 (296) 209783 Fax: +351 (296) 209705 E-mail: PDLRWSP@SATA.PT
Additional TTY and/or E-mail authorised to send SCRs: PDLCHSP, PDLCHSP@SATA.PT		
<b>SAUDI ARABIAN AIRLINES *</b> P.O. Box 167 Jeddah 21231 Saudi Arabia	Arshad M. Longi Section Manager Schedule Support	TTY: JEDSPSV Tel: +966 (2) 686 3906 Fax: +966 (2) 686 3113 E-mail: aml@saudiacity.com
<b>SCANDINAVIAN AIRLINES SYSTEM *</b> Arianda Airport DEP STOON SE-195 87 Stockholm Sweden	Anne Sjogren-Schmidt Manager, Fleet Scheduling	TTY: STOONSK Tel: +46 (8) 797 1907 Fax: +46 (8) 797 3047 E-mail: ann.sjogren@sas.se
Additional TTY and/or E-mail authorised to send SCRs: CPHYBSK, CPHYCSK, OSLONSK, stoyp.slot@sas.se		
<b>SHANGHAI AIRLINES *</b> 18F No. 212 Jiangning Road Shanghai 200041 P.R. China	Tang Hao Da Deputy Director Flight Schedule Mngmt. Div.	TTY: — Tel: +86 (21) 6255 888 ext 6851 Fax: +86 (21) 6255 6293 E-mail: tanghd@shanghai-air.com
<b>SHENZHEN AIRLINES *</b> Baoan Airport Shenzhen 518128 P.R. China	Yu Xiaohui Vice Manager of Marketing Dept.	TTY: — Tel: +86 (755) 27777360 Fax: +86 (755) 27777257 E-mail: yuxiaohui@shenzhenair.com
<b>SIBERIA AIRLINES *</b> Tolmachevo Airport OB-4 Novosibirsk 633104 Russia	Alexander Bashinov Head of Scheduling & Network Planning	TTY: OVBSPS7 Tel: +7 (3832) 276 396 Fax: +7 (3832) 106 052 E-mail: a.bashinov@s7.ru
<b>SIEM REAP AIRWAYS CO. LTD.</b> 2nd Floor, Domestic Passenger Terminal Bangkok International Airport Vibhavadi Rangsit Road, Sikun Donmuang, Bangkok 10210 Thailand	Jirapon Hirunrat Senior Flight Operation Control Manager	TTY: BKKOCPG Tel: — (66) 2535 6455 Fax: — (66) 2504 3981 E-mail: jirapon.hiru@bangkokair.co.th
Additional TTY and/or E-mail authorised to send SCRs: BKKYYPG, kanok.mohjo@bangkokair.co.th		
<b>SILKAIR *</b> Core L, 5th Storey SIA Superhub (Aft5) 30 Airline Rd Singapore 918144 Republic of Singapore	Shareen Song Head Market Planning	TTY: SINMPMI Tel: +65 540 6424 Fax: +65 542 6286 E-mail: shareen_song@singaporeair.com.sg



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>SINGAPORE AIRLINES LTD *</b> 08-F Airline House 25 Airline Road Singapore 819829	Vinod Kannan Network Planning Analyst	TTY: SINSPSQ Tel: +65 6541 5614 Fax: +65 6545 5749 E-mail: vinod_kannan@singaporeair.com.sg
<b>SKY AIRLINES</b> Goglayan Mah. 2052 Sok No. 44 Barinakler Antalya Turkey	Yalim Tilev Managing Director & Executive Vice President	TTY: AYTSPCR Tel: +90 (242) 323 7576 Fax: +90 (242) 323 4339 E-mail: yt@skyairlines.net
<b>SKY EUROPE AIRLINES A.S</b> Ivanska cesta 26 P.O. Box 24 820 01 Bratislava 21 Slovak Republic Additional TTY and/or E-mail authorised to send SCRs: info@skyeurope.com	Roman Mor Stations Coordinator	TTY: BTSOGNE Tel: +421 (2) 4850 1166 Fax: +421 (2) 4850 7166 E-mail: roman.mor@skyeurope.com
<b>SKYLINK AIRWAYS</b> 44965 Aviation Drive Dulles Virginia U.S.A.	Bruce Cunningham Vice President Planning	TTY: — Tel: +1 (571) 246 5864 Fax: — E-mail: bcunningham@skylinkairways.com
<b>SKYSERVICE AIRLINES INC.</b> 31 Fasken Drive Etobicoke, Ontario M9W 1K6 Canada	Susan Danks Manager, Aircraft Scheduling	TTY: — Tel: +1 (416) 679 5715 Fax: +1 (416) 679 5918 E-mail: susan_danks@skyservice.com
<b>SKYWAYS *</b> Box 915 SE 195 86 Arlanda Stad Stockholm Sweden Additional TTY and/or E-mail authorised to send SCRs: ARNOPJZ	Pär Gustavsson Traffic Manager	TTY: STOSPJZ Tel: +46 (8) 5951 3541 Fax: +46 (8) 5951 3592 E-mail: par.gustavsson@skyways.aero
<b>SLOVAK AIRLINES</b> M.R. Stefanik Airport 820 01 Bratislava 21 Slovak Republic	Vladimir Zaborsky, Senior	TTY: BTSKK6Q Tel: +421 (2) 4870 4801 Fax: +421 (2) 4870 4515 E-mail: v.zaborsky@sll.sk
<b>SN BRUSSELS AIRLINES *</b> The Corporate Village Da Vinicilaan 9, Box 42 1935 Zaventem Belgium	Erik Follet Executive Vice President Network	TTY: BRUSJSN Tel: +32 (02) 723 73 81 Fax: +32 (02) 723 84 99 E-mail: scheduling@brusselsairlines.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>SOBELAIR</b> Airport Building 45 Brussels Airport B-1930 Zaventem Belgium	Delphine Rommel Planning Officer	TTY: BRUXJQ7 Tel: +32 (2) 723 3174 Fax: +32 (2) 723 3128 E-mail: passenger.services@sobelair.com
<b>SOUTH AFRICAN AIRWAYS *</b> Room 108F, Airways Park Johannesburg International Airport Johannesburg 1627 South Africa Additional TTY and/or E-mail authorised to send SCRs: JNBRLSA	Adre Venter Senior Manager Scheduling & Distribution	TTY: JNBSPSA Tel: +27 (11) 978 1124 Fax: +27 (11) 978 1694 E-mail: adreventer@flysaa.com
<b>SOUTHERN WINDS *</b> Av Santa Fe 788, Piso 4 Capital Federal Buenos Aires CP 1059ABO Argentina Additional TTY and/or E-mail authorised to send SCRs: afrattari@sw.com.ar	Rita Andrea Frattari Schedules Planning Department	TTY: BUESPA4 Tel: +54 (11) 4515 8642 Fax: +54 (11) 4515 8642 E-mail: afrattari@sw.com.ar
<b>SPANAIR *</b> Edificio Spanair Palma de Mallorca Airport 07611 Palma de Mallorca Baleares Spain	Emilio Monagas Strategical Planning Director	TTY: PMICAJK Tel: +34 (971) 745 020 Fax: +34 (971) 490 622 E-mail: emonagas@spanair.es
<b>SRILANKAN AIRLINES *</b> L21, East Tower World Trade Centre Echelon Square Colombo 1 Sri Lanka	Manique Gunasekera Manager Planning & Int'l Relations	TTY: CMSPUL Tel: +94 73 1352 Fax: +94 73 5144 E-mail: maniqueg@srilankan.lk
<b>STAR AIR</b> Copenhagen Airport South 2791 Dragoer Denmark	Erik Johansen Manager Traffic Planning	TTY: — Tel: +45 (32) 31 41 46 Fax: +45 (32) 31 41 95 E-mail: sp@maersk-air.dk
<b>STAR AIRLINES</b> Immeuble Horizon 10 Allée Bienvenue F-93885 Noisy LeGrand CEDEX France	Luc Preher V.P. Schedules and Stations	TTY: PARSPSE Tel: +33 (1) 48 15 90 00 Fax: +33 (1) 48 15 90 50 E-mail: dep@star-airlines.fr
<b>STERLING EUROPEAN AIRLINES A/S</b> Copenhagen Airport South DK-2791 Dragoer Denmark Additional TTY and/or E-mail authorised to send SCRs: CPHOPNB, slot@sterling.dk	Allan Petersen Manager Traffic Planning	TTY: CPHSPNB Tel: +45 (32) 890 004 Fax: +45 (32) 453 947 E-mail: allan.petersen@sterling.dk



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>STYRIAN AIRWAYS AG</b> Seering 8 A-8141 Unterpremstatten bei Graz Seering 8 Austria	René Pinter Manager Flight Operations Support	TTY: — Tel: +43 (0) 50805 1350 Fax: +43 (0) 50805 9001 E-mail: rene.pinter@styrianspirit.com
Additional TTY and/or E-mail authorised to send SCRs: office@styrianairways.com		
<b>SUDAN AIRWAYS *</b> Commercial Dept. P.O. Box 253 Khartoum Sudan	Fadl Bashir Schedule Manager	TTY: KRTCZSD Tel: +249 (11) 781 550 Fax: +249 (11) 472 377 E-mail: schedule@sudanair.com
<b>SUN D'OR INTERNATIONAL AIRLINES</b> Ben Gurion Airport P.O.Box 161 70100 Israel	Bezalel Karvat V.P. Commercial	TTY: TLVEBLY Tel: +972 (3) 9714567 Fax: +972 (3) 9721371 E-mail: bezalelk@elal.co.il
<b>SUN-AIR</b> Cumulusvej 10 DK-7190 Billund Denmark	Jorgen Schmidt Route Coordinator	TTY: BLLADEZ Tel: +45 (7) 650 0100 Fax: +45 (7) 533 8618 E-mail: joergen.schmidt@sunair.dk
<b>SUNEXPRESS</b> Am Grunen Wg 1-3, Postfach 1547 D-65451 Kelsterbach Germany	Dirk App Scheduling Manager	TTY: FRAHQLH Tel: +49 (6107) 1939 284 Fax: +49 (6107) 1939 293/294 E-mail: dia@condor.de
Additional TTY and/or E-mail authorised to send SCRs: AYTODXQ, ahr@condor.de		
<b>SUNWING AIRLINES</b> 27 Fasken Drive Etobicoke Ontario M9W 1K6 Canada	Donald Maclean Slot Coordinator	TTY: — Tel: +1 (416) 620 4955 Fax: +1 (416) 620 4433 E-mail: pdesrochers@flysunwing.com
<b>SWISS *</b> PO Box CH-8058 Zurich Flughafen Switzerland	Peter Dellenbach General Manager Schedule Planning	TTY: ZRHSPLEX Tel: +41 (1) 564 87 42 Fax: +41 (1) 564 66 26 E-mail: peter.dellenbach@swiss.com
<b>SYRIAN ARAB AIRLINES *</b> P.O. Box 417 Damascus ALHIJAZ – SQR Syria	Amir Suleiman Scheduling Planner	TTY: DAMSPRB Tel: +963 94635787 Fax: +963 112372598 E-mail: amir.su@mail.sy
Additional TTY and/or E-mail authorised to send SCRs: amisu@operamail.com		

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>TAAG – Angola Airlines (Linhos Aereas de Angola) *</b> Rua da Missao 123 – 5th Floor P.O. Box 79 Luanda R. P. Angola	Joao Ramos Queiva Schedules Planning Manager	TTY: LADSPDT Tel: +244 (2) 365 10 Fax: — E-mail: —
<b>TACV – CABO VERDE AIRLINES</b> C.P. 1 Praia Cabo Verde – Africa Ocidental Cabo Verde	Antonio Pedro Monteiro Schedules Manager	TTY: RAICAVR Tel: +238 608 200 Fax: +238 615 905 E-mail: psapinho@tacv.aero
<b>TAM BRAZILIAN AIRLINES *</b> Av Jurandir 856 Lote 4 5 Andar Sao Paulo CEP 04072-000 Jd. Cecy Brazil Additional TTY and/or E-mail authorised to send SCRs: planeja@tam.com.br	Mauro Vieira Schedule Planning Assistant	TTY: SAOSPJ Tel: +55 (11) 5582 8042 Fax: +55 (11) 5582 9643 E-mail: mauro.vieira@tam.com.br
<b>TAP AIR PORTUGAL *</b> Portela Airport Building AR 27 – , 4 DTO Portugal	Alexandre Coutinho Head of Schedules and Distribution Dept.	TTY: LISCJTP Tel: +351 (21) 841 5078 Fax: +351 (21) 841 5525 E-mail: acoutinho@tap.pt
<b>TAROM *</b> Otopeni Airport Departures Terminal 2nd Floor Bucharest – Ploiesti Hwy, KM 1615 Romania Additional TTY and/or E-mail authorised to send SCRs: orarri@tarom.ro	Paul Geana Network Planning Manager	TTY: BUHSPRO Tel: +40 (21) 2014728 Fax: +40 (21) 2014761 E-mail: paul.geana@tarom.ro
<b>TCH OF RUSSIAN AIRLINES</b> 59 build. 1 Bolshaya Grouzinskaya Street Moscow 123056 Russian Federation	Mikhail Fatin Head of Schedule Department	TTY: MOWTO4T Tel: +7 (095) 950 3976 Fax: +7 (095) 950 3983 E-mail: rds1@tch.ru
<b>THAI AIRWAYS INTERNATIONAL *</b> 89 Vibhavadi Rangsit Rd P.O. Box 1075 Bangkok 10900 Thailand	Veeraphong Phongpaitoon Director Traffic Planning	TTY: BKKYYTG Tel: +66 (2) 545 2857 Fax: +66 (2) 545 3896 E-mail: veeraphong.p@thaiairways.com
<b>THOMAS COOK AIRLINES BELGIUM N.V.</b> Tramstraat 65-67 B-9052 Zwijnaarde Belgium	Nancy Van de Putte Scheduling	TTY: — Tel: +09 2411634 Fax: +09 2411645 E-mail: nancy.vandeputte@thomascook.be



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>THOMAS COOK AIRLINES UK LTD.</b> 2nd Floor Commonwealth House Chicago Avenue Manchester Airport Manchester M90 3FL United Kingdom	Louise Oliva Slot Portfolio and Planning Manager	TTY: MANSSMT Tel: +44 (161) 489 6435 Fax: +44 (161) 489 5162 E-mail: louise.oliva@thomascook.com
<b>TIGER AIRWAYS</b> Changi Airport Post Office PO Box 82 Singapore 918143 Singapore	Donna Clarkstone Head of Distribution and Revenue Management	TTY: SINAPTR Tel: +65 9072 2833 Fax: +65 6542 2795 E-mail: donnaclarkstone@tigerairways.com
<b>TNT AIRWAYS S.A. *</b> Rue de l'Aeroport B-4460 Grace-Hollogne Belgium Additional TTY and/or E-mail authorised to send SCRs: LGGSP3V@tnt.com	Russell Joste Manager – Flight Operations Scheduline	TTY: LGGSP3V Tel: +32 (4) 239 5209 Fax: +32 (4) 239 5111 E-mail: russell.joste@tnt.com
<b>TNT INTERNATIONAL AVIATION SVCS</b> TNT Airways S.A. Rue de l'Aeroport B-4460 Grace Hollogne Belgium Additional TTY and/or E-mail authorised to send SCRs: LGGSP3V@tnt.com	Russell Joste Manager – Flight Operations Scheduling	TTY: LGGSP3V Tel: +32 (4) 239 5209 Fax: +32 (4) 239 5111 E-mail: russell.joste@tnt.com
<b>TRANSAERO AIRLINES *</b> 2nd Smolensky per.,3/4 Moscow 121099 Russia Additional TTY and/or E-mail authorised to send SCRs: interrel@transaero.ru	Alexander Gureev Head of Schedule Department	TTY: MOWSPUN Tel: +7 (095) 543 9813 Fax: +7 (095) 937 84 61 E-mail: schedule@transaero.ru
<b>TRANSASIA AIRWAYS *</b> 9F No. 139 Cheng Chou Rd Taipei Taiwan Republic of China	Jason Chou Supervisor	TTY: TPESPGE Tel: +886 (2) 2554 6776 Fax: +886 (2) 2553 6811 E-mail: jcchou@email.tna.com.tw
<b>TRANSAVIA AIRLINES</b> P.O. Box 7777 NL-1118ZM Schiphol Airport The Netherlands	Henk Vos Director of Scheduling & Commerical Planning	TTY: SPLCCHV Tel: +31 (20) 604 6283 Fax: +31 (20) 604 6446 E-mail: voshw@transavia.nl
<b>TRAVEL SERVICE A.S.</b> K. Letisti 1068/30 Prague 16008 Czech Republic	Ales Kuba Dispatcher/Coordinator	TTY: — Tel: +420 (220) 11 6046 Fax: +420 (220) 11 5511 E-mail: ales.kuba@travelservice.aero
<b>TUI AIRLINES BELGIUM</b> Gistelsesteenweg 1 8400 Oostende Belgium	Anja Vandriessche Slot Coordination Manager	TTY: HAJTBHF Tel: +32 (59) 566015 Fax: +32 (59) 566029 E-mail: avandriessche@jetair.be

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>TUI AIRLINES NEDERLAND B.V.</b> Jan Revelstraat 20 1069 AC Amsterdam Netherlands	Jaap Buitenhuis Manager External Affairs	TTY: — Tel: +31 (20) 6557357 Fax: +31 (20) 6557396 E-mail: jaap.buitenhuis@tui-airlines.nl
<b>TUNISAIR *</b> Boulevard 07 Novembre 1987-2035 Tunis Carthage Tunisia	Mlouki Mouelhi Rym Schedule Manager	TTY: TUNSPTU Tel: +70 837000 Fax: +70 836716 E-mail: rim.mouelhi@tunisair.com.tn
<b>TURKISH AIRLINES *</b> General Management Bldg. 8th Floor Ataturk Airport Yesilkoy Istanbul 34830 Turkey	Orhan Sivrikaya V. P. Product	TTY: ISTSNTK Tel: +90 (212) 663 47 21 Fax: +90 (212) 663 49 31 E-mail: osivrikaya@thy.com
<b>TURKMENISTAN AIRLINES *</b> Chary Nurimova Street 3A 744000 Ashkabad Turkmenistan	Juma Shirmamedov	TTY: — Tel: — Fax: +993 12 35 4636 E-mail: —
<b>UKRAINE INTERNATIONAL AIRLINES *</b> 63a, B. Khmelnytskoho St. Kiev 01054 Ukraine Additional TTY and/or E-mail authorised to send SCRs: schedule.dept@ps.kiev.ua	Svetlana Popova Schedule Manager	TTY: IEVPSPS Tel: +380 (44) 461 5389 Fax: +380 (44) 461 5160 E-mail: popova.svetlana@ps.kiev.ua
<b>UNITED AIRLINES *</b> HDQRL P.O. Box 66100 Chicago, IL 60666 USA Additional TTY and/or E-mail authorised to send SCRs: HDQASUA, slots@united.com	Michele Boyce Manager, Airport Coordination	TTY: HDQRLUA Tel: +1 (847) 700 5270 Fax: +1 (847) 364 2439 E-mail: Michele.Boyce@ual.com
<b>UNITED PARCEL SERVICE *</b> 1400 North Hurstbourne Parkway Louisville, Kentucky 40223-4017 USA	James Todd Scott International Network Planning Manager	TTY: — Tel: +1 (502) 329 3881 Fax: +1 (502) 329 3140 E-mail: NIE1JTS@UPS.COM
<b>US AIRWAYS, INC *</b> 2345 Crystal Drive H560 Arlington, VA 22227 USA	Jordan Kayloe Manager, International Planning	TTY: — Tel: +1 (703) 872 5409 Fax: +1 (703) 872 6050 E-mail: kayloe@usairways.com



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>UZBEKISTAN AIRWAYS</b> Mavorounnahr Str. 41 Tashkent GSP – 700060 Uzbekistan	Vadim Bunich Head of Schedule Department	TTY: TASSPHY Tel: +998 (71) 133 0310 Fax: +998 (71) 133 1885 E-mail: vadim_bunich@airways.uz
Additional TTY and/or E-mail authorised to send SCRs: TASDBHY, schedule@airways.uz		
<b>VARIG (Viacao Aerea Rio Grandense) *</b> Av. Alm Silvio de Noronha 365 – Terreo 20021-010 Rio de Janeiro RJ Brazil	Helder Silva Schedules Manager Planning	TTY: RIOSPRG Tel: +55 (21) 3814 5767 Fax: +55 (21) 3814 5642 E-mail: holder.silva@varig.com
Additional TTY and/or E-mail authorised to send SCRs: scheduling@varig.com		
<b>VIETNAM AIRLINES</b> 200 Nguyen Son Str. Gia Lam Airport Hanoi 10000 Vietnam	Nguyen Manh Quan Deputy General Manager, Route Planning	TTY: HDQTSVN Tel: +84 (4) 827 1652 Fax: +84 (4) 827 1007 E-mail: quannm.mkpl@vietnamair.com.vn
<b>VIKING AIRLINES</b> 22A Pergamon street, Glyfada 16675 Athens Greece	Doug Palmer Operations manager	TTY: — Tel: +30 (210) 960 3776 Fax: +30 (210) 960 1375 E-mail: doug@vikingair.se
Additional TTY and/or E-mail authorised to send SCRs: ols@vikingair.se		
<b>VIRGIN ATLANTIC AIRWAYS *</b> The Office Manor Royal Crawley, West Sussex RH10 9NU United Kingdom	Jonathan Green Commercial Planning Manager	TTY: LGWSPVS Tel: +44 (1293) 747391 Fax: +44 (1293) 444479 E-mail: jonathan.green@fly.virgin.com
Additional TTY and/or E-mail authorised to send SCRs: commercial.planning@fly.virgin.com		
<b>VIRGIN BLUE AIRLINES PTY LTD</b> P.O Box 1034 Spring Hill Brisbane QLD Australia	David Chudleigh Schedule controller	TTY: — Tel: +61 (7) 329 53180 Fax: +61 (7) 383 94024 E-mail: david.chudleigh@virginblue.com.au
<b>VIRGIN EXPRESS BELGIUM</b> Melsbroek Airport Building 116 B-1820 Melsbroek Belgium	Daniella Massart Head of Scheduling & Cap Coordination	TTY: BRUDSTV Tel: +32 (2) 752 0546 Fax: +32 (2) 752 0509 E-mail: Daniella.Massart@virgin-exp.com
<b>VIRGIN NIGERIA AIRWAYS</b> The office ( O2), CBQ, Manor Royal Crawley, West Sussex England RH10 9NU	Asim Hussain Commercial Planning Manager	TTY: — Tel: +44 (1293) 747030 Fax: +44 (1293) 744635 E-mail: asim.hussain@virginnigeria.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY</b> <b>Tel</b> <b>Fax</b> <b>E-mail</b>
<b>VLM</b> Antwerp International Airport Airport Building Box 50 B-2100 Antwerp Belgium	Desmond Langham Strategy Planning Manager	TTY: ANRSCVG Tel: +32 (3) 285 6812 Fax: +32 (3) 285 6829 E-mail: Desmond.Langham@flyvlm.com
<b>VOLARE AIRLINES *</b> Via Carlo Noe -3 21013- Gallarate (VA) Italy	Isabella Petroli Commercial Planning Manager	TTY: VRNAUVA Tel: +39 (0331) 713775 Fax: +39 (0331) 713787 E-mail: petroli.isa@volare-group.it
<b>VOLGA-DNEPR AIRLINES *</b> 35, Usacheva Street 119048 Moscow Russia	Alexander Roshchupkin Commercial Planning & Scheduling Manager	TTY: — Tel: +7 (095) 7862613 Fax: +7 (095) 7556581 E-mail: alex.roshchupkin@airbridgecargo.com
Additional TTY and/or E-mail authorised to send SCRs: faxgrp@msk.vda.ru		
<b>VUELING AIRLINES SA</b> Parque de Negocios Mas Blau Edificio Muntadas 1, Modulo A Bergeda 1, 08820 Barcelona Spain	Susan Smith Operations Manager	TTY: — Tel: +00 (34) 933787878 Fax: +00 (34) 933787879 E-mail: sue.smith@vueling.com
<b>WEST AIR SWEDEN</b> Hovbg Airport SE 531 92 Liduoping Sweden	Bjorn Landelius Planning Manager	TTY: — Tel: +46 (510) 485536 Fax: +46 (510) 485535 E-mail: bjorn.landelius@westair.se
<b>WEST JET AIRLINES</b> 5055-11 St. N.E. Calgary, AB T2E 8N4 Canada	Brenda Trockstad Director, Revenue & Scheduling	TTY: — Tel: +1 (403) 444 2645 Fax: +1 (403) 444 2261 E-mail: btrockstad@westjet.com
<b>WHITE EAGLE AVIATION</b> 18 Woloska Str 02-675 Warsaw Poland	Andrzej Betlej Vice President	TTY: — Tel: +48 (22) 650 1030 Fax: +48 (22) 650 1640 E-mail: —
<b>WIDEROE'S FLYVESELSKAP ASA *</b> P.O. Box 312 1301 Sandvika Norway	Stig Kvistle Scheduling Manager	TTY: OSLMNWF Tel: +47 75 51 35 00 Fax: +47 67 11 61 95 E-mail: stig.kvistle@wideroe.no
<b>WIZZ AIR</b> Airport Business Park H-2220 Vecses Lorinci UT 59 Hungary	Peter Tavoly Network Development Manager	TTY: — Tel: +36 30626 6613 Fax: +36 1 777 9444 E-mail: peter.tavoly@wizzair.com



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>WORLDFOCUS AIRLINES</b> Yesilkoy caddesi no:13 k:4 34153 Florya, Turkey Istanbul Additional TTY and/or E-mail authorised to send SCRs: info@worldfocusair.com	Serhan Ozsoysal Commercial Manager	TTY: ISTWFXH Tel: +90 (212) 6634201 ext 134 Fax: +90 (212) 6634294 E-mail: serhan@worldfocusair.com
<b>XIAMEN AIRLINES *</b> 22 Dailiao Road Xiamen 361006 P.R. China	Guohui Huang Assistant to the President	TTY: — Tel: +86 (592) 573 9950 Fax: +86 (592) 573 9777 E-mail: huang_gh@xiamenair.com.cn
<b>YEMENIA YEMEN AIRWAYS *</b> P.O. Box 1183 Alhasabah Road Sanaa Republic of Yemen	Abdurhman Arman Schedule Manager	TTY: SAHSPIY Tel: +967 (1) 232379 Fax: +967 (1) 231470 E-mail: complng@yemenia.com
<b>ZOOM AIRLINES INC.</b> 380 Hunt Club Rd. Suite 200 Ottawa, Ontario Canada K1V 1C1	Lynda Viola Manager, Aircraft Scheduling	TTY: — Tel: +1 (905) 796 3551 Fax: +1 (905) 451 1762 E-mail: lynda.viola@flyzoom.com
<b>ZRG AIRLINES INC.</b> Senlik Mah. Yesil Ada Sk. Beyaz Plaza No.5 Floriya Istanbul Turkey	Senol Sezer Commercial Manager	TTY: — Tel: +90 (212) 574 5110 PBX or 5176 Fax: +90 (212) 574 5154 E-mail: senol.sezer@zrgairlines.com

## **II. AIRPORT COORDINATORS AND SCHEDULES FACILITATORS**

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>AUSTRALIA</b> Airport Coordination Australia P.O. Box 3047 Mascot 2020 NSW Australia	Ernst J. Krolke Chief Executive	TTY: HDQACXH Tel: +61 (2) 9313 5469 Fax: +61 (2) 9313 4210 E-mail: ejkrolke@coordaus.com.au
		Additional TTY and/or E-mail authorised to send SCRs: slots@coordaus.com.au
<b>AUSTRIA</b> Schedule Coordination Austria GmbH Office Building 610 A-1300 Vienna Airport Austria	Andreas Sager Head of Coordination	TTY: VIECPXH Tel: +43 (1) 7007 2361 Fax: +43 (1) 7007 23615 E-mail: a.sager@slots-austria.com
		Additional TTY and/or E-mail authorised to send SCRs: viecpjh@slots-austria.com
<b>BELGIUM</b> Brussels Slot Coordination Brussels National Airport Old Terminal Old Terminal, 5th Floor, PB119 1930 Zaventem 4 Belgium	Edwin Codde Manager, Brussels Airport Slots Coordination	TTY: BRUACXH Tel: +32 (2) 753 5791 Fax: +32 (2) 753 5790 E-mail: edwin.codde@biac.be
		Additional TTY and/or E-mail authorised to send SCRs: BRUACXH@biac.be
<b>BRAZIL</b> Civil Aviation Department of Brazil Rua Santa Luzia 651 9th Flr Room 901 20030-040 Rio de Janeiro -RJ Brazil	Jefferson de Lucena Costa Colonel Aviator – Division of Operations	TTY: RIOABYA Tel: +55 (21) 3814 6713 Fax: +55 (21) 3814 6882 E-mail: comclar@dac.gov.br
<b>BULGARIA</b> Sofia Airport 1540 bul.Christofor Columb 1Sofia Airport Sofia Bulgaria	Rostislav Batchvarov Head of Slot Operation Center Sofia Airport	TTY: — Tel: +359 (2) 9372151 Fax: +359 (2) 9459048 E-mail: batchvarovr@ sofia-airport.bg
		Additional TTY and/or E-mail authorised to send SCRs: slot-oprs@sofia-airport.bg
<b>CAMBODIA</b> State Secretariat of Civil Aviation Cambodia Phnom Penh Airport National Road No. 4 P.O. Box 1256 Phnom Penh Kingdom of Cambodia	Ouk Soben Slot Coordinator	TTY: — Tel: +855 (12) 916 359 Fax: +855 (23) 890 458 E-mail: slot.com@online.com.kh



# Standard Schedules Information Manual

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>CANADA-YUL</b> Pierre Elliott Trudeau Airport 975 Romeo-Vachon Blvd North Suite 317 Dorval, Quebec Canada	Jaime Leiva Schedules Facilitator	TTY: — Tel: +1 (514) 633 2959 Fax: +1 (514) 633 3138 E-mail: jaime.leiva@admtl.com
Additional TTY and/or E-mail authorised to send SCRs: horairedevol@admtl.com		
<b>CANADA-YVR</b> Vancouver International Airport 6001 Grant McConachie Way Richmond, BC V7B 1K3 Canada	Lak Sangha IATA Coordinator – YVR	TTY: YVRGLAC Tel: +1 (604) 231 6535 Fax: +1 (604) 231 6627 E-mail: lak.sangha@aircanada.ca
Additional TTY and/or E-mail authorised to send SCRs: coordination@yvr.ca		
<b>CANADA-YYZ</b> Airport Coordination Canada Ltd. 210-5955 Airport Road Mississauga, Ontario Canada L4V 1R9	Munro Smith Head Coordinator	TTY: YYZSCAC Tel: +1 (905) 673 6380 Fax: +1 (905) 673 9892 E-mail: MunroSmith@accl.aero
Additional TTY and/or E-mail authorised to send SCRs: cyyzslots@accl.aero		
<b>CHINA</b> ATM Bureau of CAAC No. 12 East San-huan Road Middle, Chaoyang District China	Tongguo Zhang Vice Director of ATMB	TTY: — Tel: +86 (10) 87786551 Fax: +86 (10) 87786580 E-mail: ztg@atmb.net.cn
Additional TTY and/or E-mail authorised to send SCRs: sunshaohua@atmb.net.cn		
<b>CZECH REPUBLIC</b> Slot Coordination Prague Airport Prague Ruzyne P.O. Box 67 160 08 Prague 6 Czech Republic	Michal Simacek Head Coordinator	TTY: PRGSP7X Tel: +420 (2) 2011 3204 Fax: +420 (2) 2011 5301 E-mail: michal.simacek@csl.cz
Additional TTY and/or E-mail authorised to send SCRs: slot.coord@csl.cz		
<b>DENMARK</b> Airport Coordination Denmark Vilhelm Lauritsen Alle 1 DK-2770 Kastrup Denmark	Frank Holton Managing Director and Chief Coordinator, Airport Coordination	TTY: CPHACXH Tel: +45 (32) 31 4280 Fax: +45 (32) 31 4281 E-mail: holton@ airportcoordination.dk
Additional TTY and/or E-mail authorised to send SCRs: scr@airportcoordination.dk		
<b>FINLAND</b> Helsinki – Vantaa Slot Coordination Association PL 77, Lentäjäntie 1 E 01531 Vantaa Finland	Tiina Nokkala Head of Slot Coordination	TTY: HELACXH Tel: +358 (9) 818 2830 Fax: +358 (9) 818 2831 E-mail: helslot@slotcoord.com

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>FRANCE</b> COHOR BAT 360 – Orly Fret 626 94392 Orly Aerogare Cedex France	Eric Herbane Head of Coordination	TTY: HDQCOXH Tel: +33 (1) 497 58810 Fax: +33 (1) 497 58820 E-mail: eric.herbane@cohor.org
Additional TTY and/or E-mail authorised to send SCRs: hdqcoxh@cohor.org		
<b>GERMANY</b> FRG Coordination HBK 37, Frankfurt Airport FAC 2, Room 5335, Terminal 2 D-60549 Frankfurt Germany	Claus Ulrich Airport Coordinator	TTY: FRAZRXH Tel: +49 (69) 690 52321 Fax: +49 (69) 690 59603 E-mail: ulrich@fhkd.org
Additional TTY and/or E-mail authorised to send SCRs: coordination@fhkd.org		
<b>GHANA</b> Kotoka International Airport Private Mail Bag Kotoka International Airport Accra Ghana	Joyce Sandra Dodoo Airport Manager	TTY: — Tel: +233 (21) 776171 ext 1456 Fax: +233 (21) 773293 E-mail: joycesandra2002@ yahoo.co.uk
<b>GREECE</b> Airport Coordination Greece Olympic Airways 96, Sygrou Avenue Athens 11741 Greece	Dimitris Plionis Coordinator	TTY: ATHSPOA Tel: +30 (1) 926 7213 Fax: +30 (1) 926 7155 E-mail: dplionis@ olympic-airways.gr
Additional TTY and/or E-mail authorised to send SCRs: slot-coord@olympic-airways.gr		
<b>HONG KONG SAR</b> HKG Schedule Coordination 9/F South Tower, Cathay Pacific City 8 Scenic Rd, Hong Kong Int'l Airport Lantau Hong Kong SAR	Augustus Tang Director Corporate Development	TTY: HKGSPCX Tel: +852 2747 5316 Fax: +852 2521 8298 E-mail: augustus_tang@ cathaypacific.com
Additional TTY and/or E-mail authorised to send SCRs: birdie_yuen@cathaypacific.com		
<b>HUNGARY</b> Hungarocontrol Hungarian Air Navigation Services PO Box 80 H-1675 Budapest Hungary	László Szeness Head of Airport Coordination	TTY: BUDLR7X Tel: +36 (1) 293 4050 Fax: +36 (1) 293 4049 E-mail: budcoord@ hungarocontrol.hu
<b>ICELAND</b> Keflavik Airport IS-235 Iceland	Frank Holton Coordinator	TTY: KEFACXH Tel: +45 3231 4280 Fax: +45 3231 4281 E-mail: holton@ airportcoordination.is
Additional TTY and/or E-mail authorised to send SCRs: scr@airportcoordination.is		



# Standard Schedules Information Manual

## Postal Address

### INDIA

Air-India  
Air-India Building 17th Floor  
Nariman Point, Mumbai 400-021  
Maharashtra  
India

### Representative Name and Title

V.J. Cassyhap  
Deputy Commercial  
Director Marketing

### TTY Tel Fax E-mail

TTY: BOMSPAI  
Tel: +91 (22) 202 4142  
Fax: +91 (22) 285 5001  
E-mail: —

### IRAN

Iran Air  
Head Office  
Mehrabad Airport  
Teheran  
Iran

### Jamal Zavichi Senior Manager Scheduling

TTY: THRSPIR  
Tel: +98 (21) 464 7682  
Fax: +98 (21) 601 2941  
E-mail: zavichi@iranair.com

### ISRAEL

Israel Airports Authority  
Ben-Gurion Airport  
P.O. Box 7  
70100 TEL AVIV  
Israel

### Judith Fichman Schedule Planning Manager/Slot Coordinator TLV

TTY: TLVACXH  
Tel: +972 (3) 9756212  
Fax: +972 (3) 9756221  
E-mail: JudithF@iaa.gov.il

### ITALY

Assoclearance  
Piazza di Priscilla 4  
00199 Roma  
Italy

### Carlo Griselli President

TTY: ROMSPXH  
Tel: +39 (06) 8622 0433  
Fax: +39 (06) 8622 0426  
E-mail: assoclearance@assoclearance.it

### JAPAN

NRT/KIX Schedule Coordination  
c/o Japan Airlines  
4-11 Higashi-Shinagawa 2 Chome  
Shinagawa-ku, Tokyo 140-8637  
Japan

### Eiichi Ohara Head Coordinator

TTY: TYOPIJL  
Tel: +81 (3) 5460 3768  
Fax: +81 (3) 5460 5985  
E-mail: eiichi.ohara@schedule-coordination.jp

Additional TTY and/or E-mail authorised to send SCRs: NRT.KIX@schedule-coordination.jp

### JAPAN – CENTRAIR

Central Japan International Airport  
Civil Aviation Bureau, MLIT

### Mineto Habu Schedules Facilitator

TTY: —  
Tel: +81 (569) 38 2155 Ext. 1406  
Fax: +81 (569) 38 2172  
E-mail: sked.coord@chubu-cab.go.jp

### KOREA

KASO  
Room 2069  
Incheon Interantional Airport 2851  
Unseo-Dong, Joong-Gu, Incheon-City  
400-340 Republic of Korea

### Gun Seok Jee Head Coordinator

TTY: SELACXH  
Tel: +82 (32) 7402156  
Fax: +82 (32) 7413982  
E-mail: kaso-korea@hanmail.net

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>KOSOVO</b> Airport Prishtina – Kosovo Prishtina International Airport Sllantina e Madhe Pristina Kosovo Additional TTY and/or E-mail authorised to send SCRs: slot.coordinator@airportpristina.com	Driton Hyseni Slot Coordinator	TTY: — Tel: +381 (38) 59 59 195 Fax: +381 (38) 59 59 189 E-mail: driton.hyseni@ airportpristina.com
<b>MACEDONIA</b> Public Enterprise for Airport Services Macedonia Airport Skopje S. Petrovec 1000 Skopje Republic of Macedonia Additional TTY and/or E-mail authorised to send SCRs: SKPAPXH	Hisah Hasani Operating Center Manager & Facilitator	TTY: SKPSCXH Tel: +389 (2) 148 305 Fax: +389 (2) 148 360/379 E-mail: hisah@airports.com.mk
<b>MALAYSIA</b> Malaysian Airline System 2nd Floor, Cabin Services Building Administration Building 3B, Complex B 47200 Subang, Selangor Malaysia Additional TTY and/or E-mail authorised to send SCRs: HDQFQMH, zaihal@mas.com.my	Liow Ngit Sing Assistant General Manager, Operations Planning	TTY: KULSPMH Tel: +60 (3) 7840 2019/3802 Fax: +60 (3) 7846 2605 E-mail: liow@mas.com.my
<b>MALTA</b> Malta International Airport Aviation Avenue Gudja Malta Additional TTY and/or E-mail authorised to send SCRs: norman.cassar@maltaairport.com	Norman Cassar Division Manager Operations	TTY: MLASLXH Tel: +356 (21) 249 600 Fax: +356 (21) 249 563 E-mail: scm@maltaairport.com
<b>MAURITIUS</b> Air Mauritius SSR International Airport Plaine Magnien Mauritius	Pravin Jogoo Ground Services Manager	TTY: MRUSPMK Tel: +230 603 3151 Fax: +230 637 6285 E-mail: pjogoo@airmauritus.com
<b>NETHERLANDS</b> Airport Coordination Netherlands Triport 1 Evert-Van De Beekstr 23 1118 CL Schiphol The Netherlands	Michiel van der Zee Managing Director	TTY: SPLACXH Tel: +31 (20) 405 9730 Fax: +31 (20) 405 9731 E-mail: info@slotcoordination.nl
<b>NEW ZEALAND</b> New Zealand Coordination Private Bag 92007 Auckland 1 New Zealand	Lawrence Hannan NZ Schedule Coordinator	TTY: AKLSPNZ Tel: +64 (9) 336 2714 Fax: +64 (9) 336 3675 E-mail: laurie.hannan@airnz.co.nz



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>NORWAY</b> Airport Coordination Norway Flyporten 2060 Gardermoen Norway	Terje Tonnesen Coordinator	TTY: OSLACXH Tel: +47 6481 9050 Fax: +47 6481 9051 E-mail: acntt@online.no
Additional TTY and/or E-mail authorised to send SCRs: slot@osl.no		
<b>PAKISTAN</b> Civil Aviation Authority of Pakistan Jinnah International Airport Terminal – 1, Karachi 75200 Pakistan	Zahid Hussain Khan General Manager Air Transport	TTY: — Tel: +92 (21) 9248116 Fax: +92 (21) 9248220 E-mail: zhkjiap@hotmail.com
<b>PHILIPPINES</b> Philippine Airlines 7th Floor, Pal Centre Legazpi St., Legazpi Village Makati City Philipines	Milagros L. Abarro Assistant Vice President – Planning Dept.	TTY: — Tel: +63 (2) 816 1697 Fax: +63 (2) 812 2484 E-mail: mila_abarro@pal.com.ph
<b>PORTUGAL</b> ANA, Aeropostos de Portugal SA Alameda das Comunidades Portuguesas 1700-007 Lisbon Portugal	Isabel Cysneiros Head of Coordination	TTY: LISCSXH Tel: +351 (21) 8445219 Fax: +351 (21) 8445222 E-mail: idcysneiros@ana-aeroportos.pt
Additional TTY and/or E-mail authorised to send SCRs: LISCSXH@ana-aeroportos.pt		
<b>RUSSIA-SVO</b> Moscow Airport Coordination (SVO) Sheremetyevo International Airport 124340 Moscow Russian Federation	Youry Timchenko Head of Operations	TTY: SVOHP7X Tel: +7 (095) 578 33 16 Fax: +7 (095) 234 31 15 E-mail: coordination@sheremetyevo-airport.ru
Additional TTY and/or E-mail authorised to send SCRs: SVOFS7X		
<b>RUSSIA-VNUKOVO</b> Vnukovo Airport Moscow 12, st. 1-st Reisovaya Moscow 119027 Russia	Dmitry Khartunyan Deputy Head of Ground Handling	TTY: VKOACXH Tel: +7 (095) 4368753 Fax: +7 (095) 4367855 E-mail: dkhartunyan@vnukovo.com.ru
Additional TTY and/or E-mail authorised to send SCRs: ac@vnukovo.com.ru		
<b>SAUDI ARABIA</b> Presidency of Civil Aviation P.O.Box 887 Air Transport Department Jeddah-21165 Kingdom of Saudi Arabia	Emad Sadiq Arab Manager, Commercial Flights Clearances	TTY: — Tel: +966 (2) 640 5000 ext. 3334 Fax: +966 (2) 629 8897 E-mail: emadarab2003@yahoo.com
Additional TTY and/or E-mail authorised to send SCRs: felimban_64@yahoo.com		

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>SINGAPORE</b> Singapore Airlines 08-F Airline House 25 Airline Road Singapore 819829	Vinod Kannan Head Coordinator	TTY: SINACXH Tel: +65 6541 5614 Fax: +65 6545 5749 E-mail: vinod_kannan@ singaporeair.com.sg
<b>SOUTH AFRICA</b> South African Airways Room 108F, Airways Park Johannesburg International Airport Johannesburg 1627 South Africa	Adre Venter Senior Manager	TTY: — Tel: +27 (11) 978 1124 Fax: +27 (11) 978 1717 E-mail: adreventer@flysaa.com
<b>SPAIN</b> AENA c/Peonias No. 2 28042 Madrid Spain	Ignacio Monasterio Coordination & Planning Manager	TTY: MADCHYA Tel: +34 (91) 321 1374 Fax: +34 (91) 321 1348 E-mail: imonasterio@aena.es
<b>SRI LANKA</b> SriLankan Airlines – Bandaranaike Int'l Airport L21 East Tower World Trade Centre, Echelon Square Colombo 1 Sri Lanka	Manique Gunasekera Manager Planning & International Relations	TTY: CMBSPUL Tel: +94 73 1617 Fax: +94 73 5612 E-mail: maniqueg@srilankan.lk
<b>SWEDEN</b> Airport Coordination, Sweden PO Box 202 S-19047 Stockholm-Arlanda Sweden	Anders Nordfalk Coordinator	TTY: ARNACXH Tel: +46 (8) 797 8266 Fax: +46 (8) 797 8265 E-mail: anders.nordfalk@ airportcoordination.se
<b>SWITZERLAND</b> Slot Coordination, Switzerland P.O. Box 350 CH-8058 Zurich-Airport Switzerland	Erich Rindlisbacher Head of Coordination	TTY: ZRHACXH Tel: +41 (43) 816 77 66 Fax: +41 (43) 816 77 67 E-mail: erich.rindlisbacher@ slotcoord.ch
<b>THAILAND</b> Thai Airways International 89 Vibhavadi Rangsit Road P.O. Box 1075 Bangkok 10900 Thailand	Veeraphong Phongpaitoon Director Traffic Planning	TTY: BKKYYTG Tel: +66 (2) 545 2857 Fax: +66 (2) 545 3896 E-mail: veeraphong.p@ thaiairways.com



Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>TURKEY</b> Turkish Airlines (Coordination) General Management Building 7th Floor Yesilkoy 34830 Istanbul Turkey Additional TTY and/or E-mail authorised to send SCRs: ISTTUTK@thy.com	Billur Atagündüz Manager Slot Coordination	TTY: ISTTUTK Tel: +90 (212) 663 63 00 ext. 1760 Fax: +90 (212) 663 24 46 E-mail: batagunduz@thy.com
<b>UK</b> Airport Coordination Ltd Axis House 242 Bath Road Hayes, Middlesex UB3 5AY United Kingdom	James Cole Head of Coordination	TTY: LONACXH Tel: +44 (20) 8564 0600 Fax: +44 (20) 8564 0690 E-mail: LONACXH@acl-uk.org
<b>UKRAINE</b> Boryspil State International Airport Boryspil – 7 Kyiv Region 08307 Ukraine Additional TTY and/or E-mail authorised to send SCRs: KBPDC7X	Serge V. Murashkin Deputy General Director	TTY: KBPOC7X Tel: +38 (044) 296 7522 Fax: +38 (044) 296 7544 E-mail: cdarh@kbp.kiev.ua
<b>USA – CIAG</b> Chicago International Airlines Group P.O. Box 661125 O'Hare Intl. Airport Chicago, IL 60666 USA	Jack W. Ranttila Schedule Coordinator	TTY: CHICTCR Tel: +1 (773) 894 2525 Fax: +1 (773) 894 2549 E-mail: jackranttila@ciatec.com
<b>USA – EWR</b> Newark Liberty International Airport 171 Hackett Place Rutherford New Jersey, 07070 USA Additional TTY and/or E-mail authorised to send SCRs: ewrcoordination@comcast.net	Kaare H. Hansen Head Coordinator	TTY: EWRKKSK Tel: +1 (201) 438 5897 Fax: — E-mail: kaarehh@comcast.net
<b>USA – GOAA</b> Greater Orlando Aviation Authority Orlando International Airport One Airport Boulevard Orlando, FL 32827-4399 USA	Ed Russ Operations Administrator Airline Division	TTY: MCOAPXH Tel: +1 (407) 825 2052 Fax: +1 (407) 825 2772 E-mail: eruss@goaa.org
<b>USA – LAX</b> Los Angeles World Airports 1 World Way Los Angeles CA 90009 USA Additional TTY and/or E-mail authorised to send SCRs: laxiata@lawa.org	Sara Harland Superintendent of Operations	TTY: LAXIACR Tel: +1 (310) 6466258 Fax: +1 (310) 4170873 E-mail: sharland@lawa.org

<b>Postal Address</b>	<b>Representative Name and Title</b>	<b>TTY Tel Fax E-mail</b>
<b>USA – SFO</b> San Francisco International Airport P.O. Box 250400 San Francisco, CA 94125-0400 USA	Jeff Seid Executive Director	TTY: SFOJSCR Tel: +1 (650) 821 0401 Fax: +1 (650) 821 0408 E-mail: jeffseid@aol.com
<b>USA – USAG/FAA</b> US Airports Group/FAA Slot Administration Office, AGC-220 800 Independence Ave., S.W. Washington DC 20591 USA Additional TTY and/or E-mail authorised to send SCRs: 7-awa-slotadmin@faa.gov	Lorelei Peter Senior Attorney	TTY: DCAYAXD Tel: +1 (202) 267 3134 / 3073 Fax: +1 (202) 267 7277 E-mail: lorelei.peter@faa.gov
<b>VIETNAM</b> Vietnam Airlines Gialam Airport Hanoi 10000 Vietnam	Nguyen Manh Hung Deputy General Manager – Route Planning	TTY: HDQTSVN Tel: +84 (4) 827 2821 Fax: +84 (4) 827 1007 E-mail: hungnm.mkpl@vietnamair.com.vn



### III. NON AIRLINE CONTACTS

Postal Address	Representative Name and Title	TTY Tel Fax E-mail
<b>EUACA/ WWACG</b> c/o Edwin Codde, Vice Chairman EUACA Brussels National Airport, New Terminal 4th Floor, TMA570, PB 119 B-1930 Zaventem 4 Belgium	Pam Morrisroe Secretary	TTY: — Tel: +44 (1344) 626899 Fax: +44 (1344) 626613 E-mail: euaca@aol.com
<b>IATA</b> 800 Place Victoria PO Box 113 Montreal, Quebec H4Z 1M1 Canada	Juan Catala Assistant Director, Scheduling Services	TTY: YMSPXB Tel: +1 (514) 874 0202 Fax: +1 (514) 874 1779 E-mail: catalaj@iata.org
<b>IATA</b> 800 Place Victoria PO Box 113 Montreal, Quebec H4Z 1M1 Canada	Michael Clark Senior Manager, Passenger Standards	TTY: YMCMXB Tel: +1 (514) 874 0202 Fax: +1 (514) 874 1779 E-mail: clarkm@iata.org
<b>IATA</b> 33 Route de l'Aeroport CH-1215 Geneva 15 Airport Switzerland	Michael Feldman Director, IDFS – Passenger	TTY: GVAZZXB Tel: +41 (22) 770 2724 Fax: +41 (22) 770 2662 E-mail: feldmanm@iata.org
<b>IATA</b> 800 Place Victoria PO Box 113 Montreal, Quebec H4Z 1M1 Canada	Mike Nenadovich Manager, Scheduling Services	TTY: YMSPXB Tel: +1 (514) 874 0202 Fax: +1 (514) 874 1779 E-mail: nenadovicm@iata.org
<b>IATA</b> 800 Place Victoria PO Box 113 Montreal, Quebec H4Z 1M1 Canada	Michel Arcand Manager, Scheduling Services Support	TTY: — Tel: +1 (514) 874 0202 Fax: +1 (514) 874 1779 E-mail: arcandm@iata.org
<b>IATA</b> 800 Place Victoria PO Box 113 Montreal, Quebec H4Z 1M1 Canada	Marisa Pereira Coordinator, Scheduling Services	TTY: — Tel: +1 (514) 874 0202 Fax: +1 (514) 874 1779 E-mail: pereiram@iata.org