SITA Telegrammer

SITA Telegrammer

vias fids

- IATA
- SITA
- BATAP
- SITA Type-B
- EMI
- Database
- Telegrammer
- SSIM

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IATA (International Air Transport Association)

- IATA er en international forening for flyselskaber. IATA blev grundlagt i april 1945 i Havanna på Cuba med 57 medlemmer fra 31 lande, som efterfølger til den International Air Traffic Association der blev grundlagt i 1919 i Haag i Holland. I dag har International Air Transport Association hovedkontor i Montreal i Canada.
- Hovedformålet med IATA er at sikre på den ene side lovlig konkurrence mellem selskaberne, men på den anden side også ensartede priser. Med henblik på ensartede priser har flyselskaberne i de enkelte lande fået en dispensation af landenes samhandels-myndigheder, der giver dem lov til at koordinere deres priser indbyrdes gennem IATA.

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SITA (Société Internationale de Télécommunications Aéronautiques)

- Blev grundlagt i februar 1949 af 11 flyselskaber for at skabe fælles infrastruktur omkostningseffektivitet ved at kombinere deres kommunikationsnet. De 11 oprindelige flyselskaber var: Air France, KLM, Sabena, Swissair, TWA, britiske europæiske Airways Corporation (BOAC), British Overseas Airways Corporation (BOAC), British South American Airways (BSAA), svensk AGAerotransport, Dansk Air Lines, og Norwegian Air Lines. SITA var det første selskab til at håndtere datatrafik i realtid via et pakkekoblet netværk via fælles leased line kredsløb.
- X.25
- MQ

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X.25

- X.25 er en ITU-T standard-protokol suite for pakkekoblede wide area network (WAN) kommunikation. En X.25 WAN består af packet-skifte valuta (PSE) noder som networking hardware og faste kredsløb, almindelig gamle telefonitjeneste forbindelser eller ISDN-forbindelser som fysiske forbindelser. X.25 er en familie af protokoller, der var populær i 1980'erne med teleselskaber og i systemer finansielle transaktioner såsom pengeautomater. X.25 blev oprindeligt defineret af Den Internationale Telegraph and Telephone Rådgivende Udvalg (CCITT, nu ITU-T) i en række udkast, og færdiggøre i en publikation kaldet The Orange Book i 1976.
- SITA X.25 netværket er redundant opbygget således at det ikke er følsomt overfor kabel brud.

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MQ

- IBM MQ er en familie af netværk software produkter, som IBM lanceret i marts 1992. Det blev oprindeligt kaldt MQSeries, og blev omdøbt WebSphere MQ i 2002 for at slutte sig til suite af WebSphere produkter. I april 2014 blev det omdøbt IBM MQ.

- IBM MQ, (ofte kaldet "MQ"), er IBMs Messaging løsning til Enterprise og IBMs Besked Oriented Middleware udbud. Det tillader uafhængige og potentielt ikke-samtidige programmer på et distribueret system til sikkert at kommunikere med hinanden. MQ er tilgængelig på en lang række platforme (både IBM og ikke-IBM), herunder z / OS (mainframe), OS / 400 (IBM System i eller AS / 400), Transaction Processing Facility, UNIX (AIX, HP-UX , Solaris), HP NonStop, OpenVMS, Linux, OS 2200, og Microsoft Windows.

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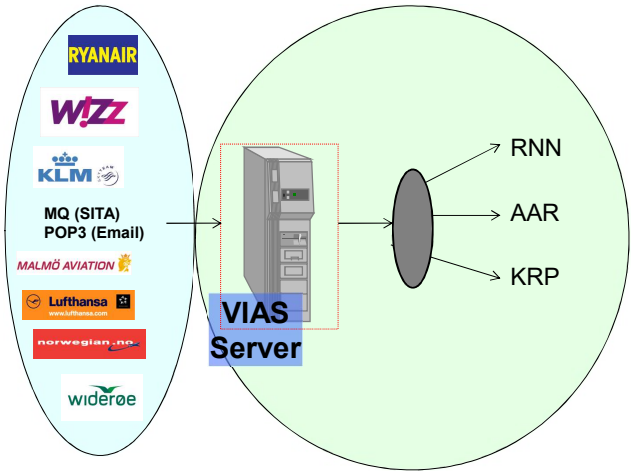
Oversigt VIAS system



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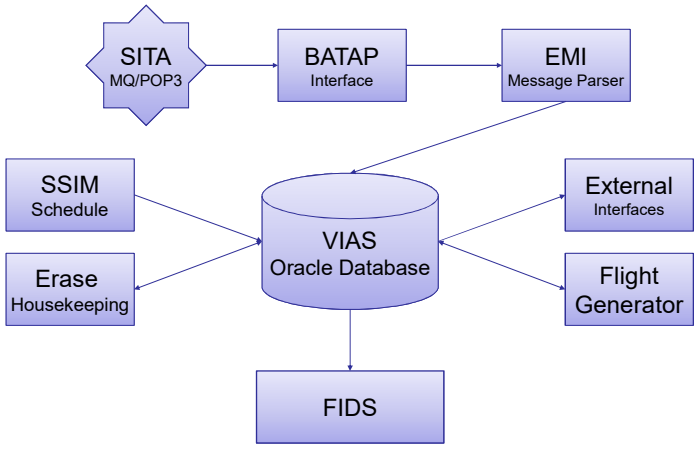
VIAS



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BATAP

- The BATAP application is able to receive IATA messages which are communicated in accordance with IATA's type B Application To Application Protocol and store these messages in an ORACLE database. The supported medias are X.25 through UNISYS UNIX SVR4 Network Layer Interface (NLI), sockets MQ and pop3 (email).

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SITA Type-B

- The addressing system is based on the ATA/IATA 7-character address code and messages contain up to 32 destination addresses at the same time. There is also a facility for defining group addresses. This means that one address is used as the network destination and messages sent to that address are then automatically distributed to other terminals defined as part of that "group".
- Type B is a store-and-forward communications system that supports worldwide operational applications, database services, and interpersonal communications. As with all store-and-forward services, Type B communications are often one-way. Delivery is carried out according to a four-level system of priority codes which range from immediate to deferred delivery. Type B provides a multi-address delivery system with guaranteed end-to-end message security.

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SITA Type-B

Data Element	Format	Data Element Example	Notes
Address			
Standard Message Identifier	CR LF SOH	CR LF SOH	
Priority Code	mm	QC	Optional
Separator (Space)	→	Space	Mandatory
Addresses	aaaaaaa	OSLNOYA	Addressee indicator (s) - Maximum 8 per address line (Space separated) - Maximum 4 address lines (CR LF separated) - Maximum 32 addressee indicators
Originator Indikator	Full stop	.	
Originator	aaaaaaa	CPHBOSK	
Separator (Space)	→	Space	Mandatory
Double Signature	aa/	MS/	Optional
Message Identity	ff(ffff)	311710	Date/Time group. Time (UTC) is optional.
Text			
Start of Text	CR LF STX	CR LF STX	
Text Indicator	CR LF PDM		Each indicator on a separate line and in this order if more than one used.
Text	CR LF Text		Information itself
	DUPE TO FOLLOW PART N CONTINUED / END		Each indicator on a separate line and in this order if both are used.
End-of-Text signal	CR LF ETX	CR LF ETX	

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EMI

- The EMI **E**lectronic **M**essage **I**nterface has been constructed upon the Easy*Translate library for string parsing. This library is used to parse and decode incoming SITA messages received by the Batap interface. Once successfully decoded, the database I adequately updated according to the data in the message.

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EMI

- EMI Supporteret typer
  - MVT Movement — Flyets aktuelle bevægelse
  - DIV Diversion — Omdirigering
  - LDM Load Message — Last og fordeling pr. destination
  - SLS Stat Load — Last statistik
  - SSM Scheduled Plan — Sæson plan (sommer/vinter)
  - ASM Adhoc Plan — Adhoc flyvninger
  - ADM Administration — Allokering af fly til ruter
  - RAD Revised Admin. — Ændring af allokering af fly til ruter
  - IR1 Fuel — Fuel rekvirering
  - PLE Pax load Estimate — Forventet pax antal pr. destination
  - KMBL Amadeus PLE — Forventet pax antal pr. destination

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EMI

- EMI Supporteret typer
  - PTM Pax Transfer — Antal pax til efterfølgende destination
  - PAL Pax Assistance List — Liste med pax som kræver assistance ved afgang
  - CAL Change PAL — Ændring af liste med pax som kræver assistance
  - PSM Pax Service Message — Liste med pax som kræver assistance ved ankomst

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Database

- The raw message received by the Batap interface is stored in the table names **COM_LOG**.
- If the Batap protocol is not fulfilled a message is logged in the **MX_MESSAGE_LOG** with a reference to the **COM_LOG** entry.
- A message is composed of some header information and a sequence of lines. The header information is stored in a table named **IATA_LOG** and the lines are stored in a table named **IATA_LINE_LOG**. Between these two tables exists a reference integrity constraint which connects the header in **IATA_LOG** with the lines in **IATA_LINE_LOG**.
- Upon successfully processing the message, the EMI is setting the Status to PROC-OK otherwise an error status is written.

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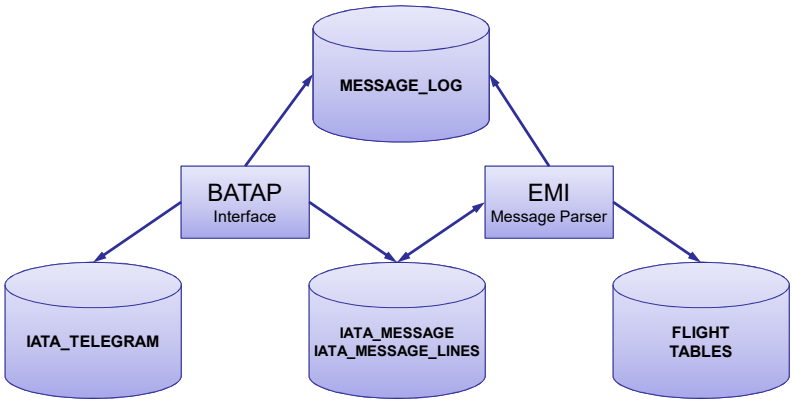
Database



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Standards for message formats (AHM)

- a Represents a single alphabetic character.
- f Represents a single numeric character.
- m Represents mixed alpha (characters A through Z) and digits (numerals 0 through 9); excludes graphics, spaces, and other special characters.
- t Represents a character in free form text (alphabetic, numeric, graphic or space)
- ( ) Brackets framing the symbols “a”, “f” or “t” indicate the optional status of the character(s)
- .[N] Indicates a number N of characters or group of characters
- a[N] Represents a number N of alphabetic characters
- aaa[N] Represents a number N of the group of 3 alphabetic characters
- [..N] Indicates a number of characters up to and including a number N
- [M..N] Indicates M is lower limit and N is the upper limit inclusively
- → Indicates a space character; a number of space characters is indicated by →[N] or →[..N]
- < Indicates a carriage return
- ≡ Indicates a line feed onto the next line; a number of line feeds is indicated by ≡[N] or ≡[..N]

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- Hvad er VIAS’s primære funktion?
- Hvor mange forbindelser er der mod VIAS?
- Hvilken protocol modtager vi fra SITA?
- Hvad udfører Batap processen?
- Hvilke informationer modtager vi fra SITA?
- Hvem skriver PROC-OK i databasen?
- Hvis modtaget telegram er i IATA_TELEGRAM, men ikke i IATA_MESSAGE hvad er årsagen?

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Pause

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MVT

- The standard format for Aircraft Movement Message (MVT) will be used for manually issued as well as machine-issued departure, arrival and delay messages and can be found in AHM 780.
  - The standard format for Aircraft Initiated Movement Message (MVA) will be used for Aircraft Initiated (e.g. ACARS) departure, arrival and delay messages. The description of this message has been separated from MVT and can now be found in AHM 785.
- Dispatch of MVT Messages:
  - departure and arrival message to be dispatched immediately after departure or arrival of an aircraft;
  - delay message to be dispatched as soon as delay is known.
- All dates/times expressed in UTC.

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MVT

- Standard Message Identifier
- Flight Record
- Aircraft Movement Information
  - Departure Message
  - Arrival Message
  - Delay Message
  - Delayed Take-off Message
  - Return to Ramp Message
  - Revised Estimated Time of Arrival Message
  - Arrival Taxi Time Variance Information Message
- Supplementary Information

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MVT

- Standard Message Identifier and Flight Record

Element No.	M/C/O	Element	Format
1.	M	Standard Message Identifier	
1.1	C	Standard Message Identifier MVT	MVT<=
2.	M	Flight Identifier, composed of maximum 11 characters	mm(a)fff(f)(a)/ff
2.1	M	Airline designator, 2–3 characters. The third character included for possible extension of the airline designator.	mm(a)
2.2	M	Flight Number with Optional Operational Suffix if applicable	fff(f)(a)
2.3	M	Scheduled UTC date of departure out of its initial point of departure of that flight number, oblique followed by two numerics which are included in the 11 characters of the flight identifier. Example: XY347/12 or XY347A/12 Note: A separator slash is required between Element 2.3 and the airline designator/flight number.	/ff
3.	M	Aircraft registration 2–10 printable characters, pre- ceded by a full stop. No hyphen to be transmitted. Note: When the aircraft registration is not known, (XXXXX) shall be shown for ED and NI messages.	.mm(m)(m)(m)(m)(m)(m)(m)(m)
4.	M	Airport of Movement, IATA three-letter code preceded by a full stop. Note: Element Nos. 2–4 will be on one line. The Airport of Movement for messages 3A Departure, 3C Delay, 3D Delayed Take Off, 3E Return to Ramp, 3F Return from Airborne is the Departure Airport. For messages 3B Arrival, 3G Revised Estimated Time of Arrival, 3H Arrival Taxi Time Variance Information it is the Destination Airport.	. aaa<=

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MVT

- Departure Message

Element No.	M/C/O	Element	Format
5.	M	Departure Information is composed of maximum	AD(ff)ffff(/(ff)ffff)≡
5.1	M	Departure Identifier	AD
5.2	M	Off-block time in four-digit time group or six-digit date/time group. ***Note:*** *Date field in six-digit group refers to UTC date Of event.* ***Note:*** *Off-block time—time the aircraft commences to roll with its own or external power.*	(ff)ffff
5.3	O	Airborne time in four-digit time group or six-digit date/time group preceded by an oblique. ***Note:*** *Date field in six-digit group refers to UTC date of event.* Example: AD1325 or AD1325/1332 or AD052355/060012	(/(ff)ffff)
6.	C	Estimated Arrival (Touchdown) Information, composed of identifier EA and followed by the four-digit time group or six-digit date/time group, space and airport of destination, IATA three-letter code. Mandatory for sectors scheduled in excess of three hours. Note: Element Nos. 5 and 6 to be on one line.	EA(ff)ffff≡aaa<≡

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- Departure Message (continued)

Element No.	M/C/O	Element	Format
7.	C	Actual Delay Information is composed of maximum 17 characters	DLmm(/mm)/ffff(/ffff)<≡
7.1	C	Delay Identifier DL	DL
7.2	C	One delay reason—two character delay code followed by an oblique and four-digit group to shown duration of delay (hours and minutes).	mm/ffff
7.3	C	Two delay reasons—two character delay code for each delay and four-digit time groups for duration of each delay. All figure groups to be separated by obliques. Example: DL72/0120 or DL13/81/0020/0015 ***Note:*** *Where more than two delay reasons apply use optional element 8.4 Additional Delay Information for additional delay codes.*	mm/mm/ffff/ffff
8.	O	Passenger Information Per Destination is composed of the Passenger Identifier PX and the number of seats occupied by passengers per destination, shown in sequence of routing commencing with the next station ahead. Figure groups to be separated by an oblique. Example: PX5 PX112 PX12/134/56	PXf(f)(f)(/f(f)(f))R[.N]<≡

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- Departure Message (continued)

Element No.	M/C/O	Element	Format
8.1	O	Re-clearance Information composed of identifier RC followed by the four-digit time group of the estimated time at re-clearance point, space and airport of re-clearance (re-fuelling airport if re-clearance not possible).	RCffff→aaa<≡
8.2	O	Estimated On-block Time composed of Identifier EB followed by four digit UTC time group or six-digit date/time group. Example: EB1025 or 181025	EB(ff)ffff<≡
8.3	O	Flight Leg Date Indicator is composed of five characters. The identifier FLD followed by two digits to signify UTC Scheduled Date of Departure for Flight Leg. Example: FLD03	FLDff<≡
8.4	O	Extra Delay Information is composed of maximum 18 characters. Example: EDL72/0120	EDLmm(/mm)/ffff(/ffff)<≡
8.4.1	O	Extra Delay Identifier EDL.	EDL
8.4.2	O	One additional delay reason—two character delay mm/ffff code followed by an oblique and four-digit group to show duration of delay (hours and minutes)	mm/ffff
8.4.3	O	Two additional delay reasons—two character delay mm/mm/ffff/ffff code for each delay and four-digit time groups for duration of each delay. All figure groups to be separated by obliques. Note: Where more than one additional delay reason applies no more than two shall be given. Example: EDL72/0120 or EDL13/81/0020/0015	mm/mm/ffff/ffff

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- Departure Message (continued)

Element No.	M/C/O	Element	Format
8.5	O	Crew Report Time composed of Identifier CRT followed by the four digit UTC time group or six-digit UTC date/time group. Where differing report times for Flight Deck and Cabin Crew are both required, the Flight Deck will be shown first. Example: CRT041530 or CRT041530/041550	CRT(dd)hhmm(/(dd)hhmm)<≡
8.6	O	Movement After Pushback composed of identifier MAP followed by the four digit UTC time group or sixdigit UTC date/time group. Example: MAP041530 or MAP1530	MAP(dd)hhmm<≡
8.7	O	Sub Delay Code to further define DL and EDL composed of the identifier DLA followed by four fields of 3 characters per code (in the same order as DL and EDL lines) separated by a slash. All three slashes as separator must be present. Examples: DLA85A/// DLA11C/14A/93B/65C DLA//93A/	DLA(mmm)/(mmm)/(mmm)/(mmm)<≡
8.8	O	Take Off Fuel composed of identifier TOF followed by 4–6 characters. Example: TOF102100 or TOF6400	TOFffff(ff)<≡

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- Departure Message (continued)

Element No.	M/C/O	Element	Format
8.9	O	Take Off Weight composed of identifier TOW followed by 5–6 characters. Example: TOW362030 or TOW63452	TOWfffff(f)<≡
8.10	O	Zero Fuel Weight composed of identifier ZFW followed by 5–6 characters. Example: ZFW132500 or ZFW62400	ZFWfffff(f)<≡
8.11	O	Category of Operation (Landing Capability) composed of identifier ALC followed by 1 or 2 characters. Where differing Categories for Crew and Aircraft are both required, the Crew will be shown first. Example: ALC3B or ALC3B/2	ALCm(m)(/m(m))<≡

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- Arrival Message

Element No.	M/C/O	Element	Format
9.	M	Arrival Information is composed of maximum 15 characters	AA((ff)ffff)(/(ff)ffff)<≡
9.1	M	Arrival Identifier ***Note:*** *Either element 9.2 or 9.3 or both shall be present.*	AA
9.2	O	Touch-down time in a four-digit time group or six-digit date/time group.	((ff)ffff)
9.3	M	On-block time in a four-digit time group or six-digit date/time group preceded by an oblique. Example: AA1218/1225 or AA/1225 or AA032355/040005	(/(ff)ffff)
9.4	O	Flight Leg Date Indicator is composed of five characters. The identifier FLD followed by two digits to signify UTC Scheduled Date of Departure for Flight Leg. Example: FLD03	FLDff<≡

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- Delay Message

Element No.	M/C/O	Element	Format
10.	C	Estimated Departure Time information is composed of eight characters for the Estimated Departure Information and optionally a maximum of eight characters for Rough/Revised Arrival Time followed by the next Airport of Arrival.	EDffffff≡RAffffff≡aaa<≡
10.1	C	Estimated Departure Time information is composed of the identifier ED followed by two digits to indicate the UTC date and four digits for the UTC time group of the event. Example: ED041630	EDffffff
10.2	O	Rough/revised Arrival Time information is composed of eight characters. The identifier RA is followed by two digits to indicate the UTC date and four digits for the UTC time group of the event. The Airport of Arrival follows separated by a space. Example: RA041920 MAD	RAffffff≡aaa<≡
11.	O	Estimated On-block Time composed of Identifier EB followed by four digit UTC time group or six-digit date/time group. Example: EB1025 or EB051025	EB(ff)ffff<≡
12.	C	Next Information is composed of eight characters. The identifier NI is followed by two digits to indicate the UTC date and four digits for the UTC time group of the event. Example: NI052215 NI to be used instead of Element No. 10 to indicate date/time when further information will be given in case of indefinite delay	NIffffff<≡

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- Delay Message (continued)

Element No.	M/C/O	Element	Format
13.	O	Delay Reason Information is composed of maximum seven characters.	DLmm(/mm)<≡
13.1	O	Delay Identifier	DL
13.2	O	Delay code(s), maximum two codes to be shown. The two-digit groups to be separated by an oblique. Example: DL91 or DL93/83	mm(/mm)
13.3	O	Flight Leg Date Indicator is composed of five characters. The identifier FLD followed by two digits to signify UTC Scheduled Date of Departure for Flight Leg. Example: FLD03	FLDff<≡
13.4	O	Extra Delay Information is composed of maximum 8 characters. Example: EDL72 or EDL93/72	EDLmm(/mm)<≡
13.5	O	Sub Delay Code to further define DL and EDL composed of the identifier DLA followed by four fields of 3 characters per code (in the same order as DL and EDL lines) separated by a slash. All three slashes as separator must be present. Examples: DLA85A/// DLA11C/14A/93B/65C DLA//93A/	DLA(mmm)/(mmm)/(mmm)/(mmm)<≡

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- Delayed Take-off Message

Element No.	M/C/O	Element	Format
14.	C	Departure Information	AD(ff)ffff
14.1	C	Departure Identifier AD	AD
14.2	C	Off-block Time in four-digit time group or six-digit date/time group. Example: AD1234 or AD051234	(ff)ffff
15.	C	Estimated Take-off information	→EO(ff)ffff
15.1	C	Estimated Take-off identifier	→EO
15.2	C	Estimated Take-off time in four-digit time group or six-digit date/time group. Example: EO1310 or EO051310	(ff)ffff
16.	O	Estimated Arrival (Touchdown) Information (see Element No. 6). Example: EA1410 LHR or EA051410 LHR	→EA(ff)ffff→aaa<≡

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MVT

- Delayed Take-off Message (continued)

Element No.	M/C/O	Element	Format
17.	O	Delay Information (see Element No. 7). Example: DL72/0120	DLmm(/mm)/ffff(/ffff)<≡
17.1	O	Passenger Information Per Destination is composed of the Passenger Identifier PX and the number of seats occupied by passengers per destination, shown in sequence of routing commencing with the next station ahead. Figure groups to be separated by an oblique. Example: PX5 PX112 PX12/134/56	PXf(f)(f)(/f(f)(f))R[.N]<≡
17.2	O	Re-clearance Information composed of identifier RC followed by the four-digit time group of the estimated time at re-clearance point, space and airport of re-clearance (re-fuelling airport if re-clearance not possible).	RCffff→aaa<≡
17.3	O	Estimated On-block Time composed of Identifier EB followed by four digit UTC time group or six-digit date/time group. Example: EB1025 or EB051025	EB(ff)ffff<≡
17.4	O	Flight Leg Date Indicator is composed of five characters. The identifier FLD followed by two digits to signify UTC Scheduled Date of Departure for Flight Leg. Example: FLD03	FLDff<≡

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- Delayed Take-off Message (continued)

Element No.	M/C/O	Element	Format
17.5	O	Extra Delay Information is composed of maximum 18 characters. Example: EDL72/0120	EDLmm(/mm)/ffff(/ffff)<≡
17.5.1	O	Extra Delay Identifier EDL.	EDL
17.5.2	O	One additional delay reason—two character delay mm/ffff code followed by an oblique and four-digit group to show duration of delay (hours and minutes)	mm/ffff
17.5.3	O	Two additional delay reasons—two character delay mm/mm/ffff/ffff code for each delay and four-digit time groups for duration of each delay. All figure groups to be separated by obliques. Note: Where more than one additional delay reason applies no more than two shall be given. Example: EDL72/0120 or EDL13/81/0020/0015	mm/mm/ffff/ffff
17.6	O	Crew Report Time composed of Identifier CRT followed by the four digit UTC time group or six-digit UTC date/time group. Where differing report times for Flight Deck and Cabin Crew are both required, the Flight Deck will be shown first. Example: CRT041530 or CRT041530/041550	CRT(dd)hhmm(/(dd)hhmm)<≡
17.7	O	Movement After Pushback composed of identifier MAP followed by the four digit UTC time group or sixdigit UTC date/time group. Example: MAP041530 or MAP1530	MAP(dd)hhmm<≡

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- Delayed Take-off Message (continued)

Element No.	M/C/O	Element	Format
17.8	O	Sub Delay Code to further define DL and EDL composed of the identifier DLA followed by four fields of 3 characters per code (in the same order as DL and EDL lines) separated by a slash. All three slashes as separator must be present. Examples: DLA85A/// DLA11C/14A/93B/65C DLA//93A/	DLA(mmm)/(mmm)/(mmm)/(mmm)<≡
17.9	O	Take Off Fuel composed of identifier TOF followed by 4–6 characters. Example: TOF102100 or TOF6400	TOFffff(ff)<≡
17.10	O	Take Off Weight composed of identifier TOW followed by 5–6 characters. Example: TOW362030 or TOW63452	TOWfffff(f)<≡
17.11	O	Zero Fuel Weight composed of identifier ZFW followed by 5–6 characters. Example: ZFW132500 or ZFW62400	ZFWfffff(f)<≡
17.12	O	Category of Operation (Landing Capability) composed of identifier ALC followed by 1 or 2 characters. Where differing Categories for Crew and Aircraft are both required, the Crew will be shown first. Example: ALC3B or ALC3B/2	ALCm(m)(/m(m))<≡

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- Return to Ramp Message

Element No.	M/C/O	Element	Format
18.	C	Departure Information (see Element No. 13). Example: AD1210 or AD051210	AD(ff)ffff
19.	C	Return to Ramp Information	→RR((ff)ffff)<≡
19.1	C	Return to Ramp Identifier	→RR
19.2	O	Return to Ramp Time in four-digit time group or six-digit date/time group. Example: RR1230 or RR or RR051230	((ff)ffff)<≡
20.	C	Actual Return to Ramp justification is composed of maximum 4 characters	RJmm
20.1	O	Return to Ramp justification Identifier RJ	RJ
20.2	O	Two character justification code	mm
21.	O	Original Delay Information (see Element No. 7)	DLmm(/mm)/ffff(/ffff)<≡
21.1	O	Estimated On-block Time Example: EB1025 or EB051025	EB(ff)ffff<≡
21.2	O	Flight Leg Date Indicator is composed of five characters. The identifier FLD followed by two digits to signify UTC Scheduled Date of Departure for Flight Leg. Example: FLD03	FLDff<≡

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MVT

- Return from Airborne Message

Element No.	M/C/O	Element	Format
22.	C	Forced Return Information	FR((ff)ffff)(/(ff)ffff)<≡
22.1	C	Forced Return Identifier	FR
22.2	O	Touch-down Time in a four-digit time group or six-digit date/time group.	((ff)ffff)
22.3	O	On-block Time in a four-digit time group or six-digit date/time group preceded by an oblique. Example: FR1315/1325 or FR/1325 or FR1315 or FR or FR051315/051325	(/(ff)ffff)<≡
22.4.	C	Actual Return to Ramp justification is composed of maximum 4 characters	RJmm
22.5	O	Return to Ramp justification Identifier RJ	RJ
22.6	O	Two character justification code	mm
22.7	O	Estimated Arrival Information, composed of identifier EA and followed by the four-digit time group or sixdigit date/time group. Example: EA1205 or EA051205	EA(ff)ffff<≡
22.8	O	Estimated On-block Time composed of Identifier EB followed by four digit UTC time group or six-digit date/time group. Example: EB1025 or EB051025	EB(ff)ffff<≡
22.9	O	Flight Leg Date Indicator is composed of five characters. The identifier FLD followed by two digits to signify UTC Scheduled Date of Departure for Flight Leg. Example: FLD03	FLDff<≡

SITA Telegrammer

MVT

- Revised Estimated Time of Arrival Message

Element No.	M/C/O	Element	Format
23.	C	Revised Estimated Time of Arrival (Touchdown).	EA(ff)ffff<≡
23.1	C	Estimated Arrival Identifier	EA
23.2	C	Revised ETA in a four-digit time group or six-digit date/time group. Example: EA1515 or EA051515	(ff)ffff<≡
23.3	O	Estimated On-block Time composed of Identifier EB followed by four digit UTC time group or six-digit date/time group. Example: EB1025 or EB051025	EB(ff)ffff<≡

SITA Telegrammer

MVT

- Arrival Taxi Time Variance Information Message

Element No.	M/C/O	Element	Format
24.	C	Touch-down Time Information	AA(ff)ffff
24.1	C	Arrival Identifier	AA
24.2	C	Touch-down Time in a four-digit time group or six-digit date/time group. Example: AA1235 or AA031235	(ff)ffff
25.	C	Estimated on-block Time	→EB(ff)ffff<≡
25.1	C	Estimated on-block Time Identifier	→EB
25.2	C	Estimated on-block Time in a four-digit time group or six-digit date/time group. Example: EB1315 or EB051315	(ff)ffff<≡
25.3	O	Flight Leg Date Indicator is composed of five characters. The identifier FLD followed by two digits to signify UTC Scheduled Date of Departure for Flight Leg. Example: FLD03	FLDff<≡

SITA Telegrammer

MVT

- Supplementary Information

Element No.	M/C/O	Element	Format
26.	C	Supplementary Information. Any other information pertaining to aircraft movement may be printed at the bottom of the MVT Message. It may show delay reasons in plain language or other company requirements. It must begin in a new line with the indicator SI followed by a space.	SI→

SITA Telegrammer

DIV Aircraft Diversion Message

- The standard format for Aircraft Diversion Message (DIV) will be used for manual, machine issued and aircraft initiated messages.
- Dispatch of DIV to be sent immediately upon receipt of diversion notification.
- The message is composed of four parts.
- All dates/times expressed in UTC.
- Handling agents and carriers acting as handling companies shall transmit all mandatory elements, and specified optional elements as bilaterally agreed. The elements shall be in the order presented in each part of the Table of Format.
- For correction of DIV message, new DIV message shall be transmitted.

SITA Telegrammer

DIV

- Standard Message Identifier and Flight Record

Element No.	M/C/O	Element	Format
1.	M	Standard Message Identifier	
1.1	C	Standard Message Identifier DIV	DIV<=
2.	M	Flight Identification	
2.1	M	Airline designator, 2–3 characters. The third character included for XY possible extension of the airline designator	mm(a)*
2.2	M	Flight Number with optional operational suffix if applicable.	fff(f)(a)
2.3	M	Separator Oblique	/
2.4	M	Date of Month (of scheduled UTC departure of originating station)	ff
3.	M	Aircraft Registration 2–10 printable characters.	
3.1	M	Separator Full stop	.
3.2	M	Registration	mm(m)(m)(m)(m)(m)(m)(m)
4.		Airport of Originally Intended Landing (or previously entered diversion station)	
4.1	M	Separator Full stop	.
4.2	M	Airport Code (of originally intended landing)	aaa<≡

SITA Telegrammer

DIV

- Diversion Information

Element No.	M/C/O	Element	Format
5.	M	Estimated Arrival (Touchdown) Information	
5.1	M	Estimated Arrival Identifier	EA
5.2	M	Estimated time of arrival at diversion airport (in UTC)	ffff
5.3	M	Airport Code (of intended diversion)	→aaa<≡
6.	O	Reason for Diversion	
6.1	C	Identifier for reason of diversion	DR
6.2	C	Reason Code (as per AHM 730)	mm<≡→
7.	O	Number of Passengers on Board	
7.1	C	Passenger on Board Identifier	→PX
7.2	C	Total number of seats occupied by passenger	f(f)(f)<≡
8.	O	Estimated On-block Time Identifier composed of Identifier EB followed by four digit UTC time group.	Effff
9.	O	Flight Leg Date Indicator is composed of five characters. The identifier FLD followed by two digits to signify UTC Scheduled Date of Departure for Flight Leg.	FLDff
10.	O	Flight Termination Indicator. Flight will terminate at diversion point.	TERM
11.	O	Flight Continuation Indicator. Having diverted, the flight will continue to specified airport.	CONT aaa
12.	O	Estimated Departure Time information is composed of eight characters. The identifier ED is followed by two digits to indicate the UTC date and four digits for the UTC time group of the event	EDffffff

SITA Telegrammer

DIV

- Supplementary Information

Element No.	M/C/O	Element	Format
13.	C	Supplementary Information. Any other information pertaining to aircraft movement may be printed at the bottom of the DIV Message. It may show delay reasons in plain language or other company requirements. It must begin in a new line with the indicator SI followed by a space.	SI→

SITA Telegrammer

LDM Load Message

- Use the standard format for manual and automatically composed loadmessages.
- Abolish the loadmessage on point-to-point flight as well as on the last leg of multi-sector flight, except for wide-bodied freighter aircraft.
- The loadmessage is sent primarily to enable the transit station to know in advance the load which continues on the same aircraft.
- Note 2: If load information is needed for point-to-point flights or for its last sector of multi-sector flights see AHM 587.
- The message is composed of four parts.

SITA Telegrammer

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LDM

- Standard Message Identifier and Flight Record

Element No.	M/C/O	Element	Format
1.	M	Standard Message Identifier	LDM<≡
2.	M	Flight Identifier, composed of maximum 11 characters	mm(a)fff(f)(a)(/ff)
2.1	M	Airline designator, 2–3 characters. The third character included for possible extension of the airline designator.	
2.2	M	Flight Number	
2.3	O	Scheduled GMT date of departure out of its originating station, oblique followed by two numerics, which are included in the 11 characters of the flight identifier. Example: XY347 XY347 XY347/12 XY347A/12	
3.	M	Registration of aircraft. 2–10 printable characters preceded by a full stop. No hyphen to be transmitted. Example: .XZABC	.mm(m)(m)(m)(m)(m)(m)(m)(m)
4.	M	Version of aircraft. 1–12 printable characters preceded by a full stop. Example: .20/180 .8064A	.t[..12]
5.	M	Number of crew Option 1: One digit for cockpit crew, oblique, 1–2 digits for cabin crew, preceded by a full stop. Example: .2/5 or .3/15 Option 2: One digit for cockpit crew, oblique, 1–2 digits for male cabin crew, oblique, 1–2 digits for female cabin crew, preceded by a full stop. Example: .2/2/3 or .3/5/10 Note: Element Nos. 2–5 will be on one line.	.f/f(f)(/f(f))<≡

SITA Telegrammer

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LDM

- Load Information and Remarks per Destination (Pax or Pax/Cargo)

Element No.	M/C/O	Element	Format
6.	M	Destination. Airport of disembarkation of passengers and/or unloading of deadload. Use new line, preceded by hyphen. Example: -JFK	-aaa
7.	O	NIL, if there is no traffic load to this destination. NIL is printed and preceded by a full stop.	.NIL <≡
8.	M	Number of passengers, per weight category Option 1: Adults/children/infants, preceded by a full stop. Example: .8/3/0 .120/11/3 Option 2: Males/females/children/infants, preceded by a full stop. Example: .5/3/3/0 or .100/20/11/3 Note: If there is deadload to this destination but no passengers, zeros must be filled in.	.f(f)(f)/f(f)(f)/f(f)(f)(/f(f)(f))
9.	O	Cabin baggage weight. 1–4 digits for cabin baggage weight, preceded by a full stop. Example: .218	.f(f)(f)(f)
10.	M	Total deadload. 1–6 digits, preceded by a full stop and letter T. Example: .T4156	.Tf(f)(f)(f)(f)(f)
11.	M	Load in compartments and/or positions of unitised load. 1–3 digits compartment/unitised load designator, oblique, 1–5 digits weight of deadload, preceded by a full stop. This element repeated for each compartment containing deadload for this destination. Example: .1/615.3/500.4/350.A/2150	.m(m)(m)/f(f)(f)(f)(f)

SITA Telegrammer

LDM

- Load Information and Remarks per Destination (Pax or Pax/Cargo)

Element No.	M/C/O	Element	Format
12.	O	Seat occupying passengers per class including PADs (see AHM 516). Element identifier PAX, preceded by a full stop and followed by an oblique and class information. The class information is composed of 1–3 numerics for the number of seat occupying passengers. Class information is repeated for each class and this is separated by obliques. The sequence of the classes is shown in descending order of priority. Example: .PAX/11/32 .PAX/0/140 .PAX/32/101/44	.PAX/f(f)(f)/f(f)(f)(/f(f)(f))
12.1	O	PAD, seats occupied by outgoing PADs per class including LMC. Identifier PAD preceded by a full stop, followed by an oblique and class information. The class information is composed of 1–3 numerics for the number of PADs. Class information is repeated for each class and this is separated by obliques. The sequence of the classes is shown in descending order of priority. All PADs are included in PAX distribution. Example: .PAD/3/2 .PAD/0/16 .PAD/0/12/6 Note: If there are no passengers to this destination, elements 12 and 12.1 will not be transmitted.	.PAD/f(f)(f)/f(f)(f)(/f(f)(f))
13.	O	Remarks for this destination. Remarks to be in accordance with AHM 510 Note: Element Nos. 6–13 are repeated per destination.	.aaa/m[1–6](/m[1–5])R[..N]<≡

SITA Telegrammer

LDM

- Load Information per Destination (Cargo)

Element No.	M/C/O	Element	Format
6.	M	Destination. Airport of unloading of deadload. Use new line, preceded by hyphen. Example: -JFK	-aaa
7.	C	NIL, if there is no traffic load to this destination. NIL is printed and preceded by a full stop.	.NIL <≡
11A	M	Load in position of unitised load and/or in compartment. 1–3 digits unitised load and/or compartment designator, oblique, 1–5 digits weight of deadload, preceded by a full stop. This element repeated for each unitised load position and compartment containing deadload for this destination. Example: .A/2150.B/2100.E/250.3/500	.m(m)(m)/f(f)(f)(f)(f)
11B	M	Total weight of load. 1–6 digits preceded by a full stop and TW. Example: .TW28337	.TWf(f)(f)(f)(f)(f)<≡

SITA Telegrammer

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LDM

- Supplementary Information

Element No.	M/C/O	Element	Format
14.	O	Supplementary Information passenger and passenger/cargo flights. Any other information pertaining to the whole flight may be printed at the bottom of the loadmessage. It must begin a new line with the letters SI followed by a space.	SI→t[..N]
14.1	O	Supplementary Information passenger and passenger/cargo flights. Any other information pertaining to the whole flight may be printed at the bottom of the loadmessage. It must begin a new line with the letters SI followed by a space Actual baggage, cargo, mail and equipment net weight per destination Example: SI YYZ B/265.C/527.M/56.E/42 For multi-leg flights SI YYZ B/265.C/527.M/56 YUL B/252.C/345.M/34.E/42	SI→aaa→B/f(f)(f)(f)(f)(f).C/ f(f)(f)(f)(f)(f).M/ f(f)(f)(f)(f)(f).E/ f(f)(f)(f)(f)(f).

SITA Telegrammer

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LDM

- Supplementary Information (continued)

Element No.	M/C/O	Element	Format
15.	C	Supplementary Information and LMC for cargo flights only. Enter remarks and any other information pertaining to the whole flight. It must begin a new line with the letters SI followed by a space.	SI →t[..N]
15.1	C	Supplementary Information and LMC for cargo flights only. Enter remarks and any other information pertaining to the whole flight. It must begin a new line with the letters SI followed by a space Destination Code. In case of a multi-sector flight the remarks for individual destinations are to be preceded by a full stop and the destination code. Example: .THR.BIG/DE/2250.ICE/4	.aaa.aaa/m[16](/m[1–5])R[..N] <→
15.2	CR	LMC. LMC identifier always to be shown on a separate line. LMC information must be transmitted according to the entries in the LMC box of the loadsheet. Destination code is always preceded and followed by a full stop. Specification, compt./pal. pos, plus/minus and weight are separated by an oblique. Example: LMC .THR.MAIL/A/MINUS/70	LMC <→.aaa.a[1–5]/m(m)(m)/aaaa(a) /f[1–5] R[..N]<≡

SITA Telegrammer

- Hvor mange sub typer har MVT?
- Hvad betyder AD i MVT?
- Hvad er minimum antal karakterer i Aircraft Registration?
- Hvor kan vi se afsender adressen?
- Hvad betyder TERM i DIV?
- Når sendes LDM normalt?
- Er Cookpit Crew segregeret?
- Kan Cabin Crew være segregeret?
- Hvad betyder NIL?

SITA Telegrammer

Pause

SITA Telegrammer

SLS Statistical Load Summary

- Automatically compose and transmit or prepare and send a Statistical Load Summary (SLS) using the message format shown in this AHM, or where required prepare a manual report with the revenue and the statistical documents, to the address given by the carrier as soon as possible after flight departure.
- Use only the following codes to identify load.
- Appropriate class indicator as used on the loadsheet, doubled up, e.g. FF, YY, BB, CC, MM, etc.—revenue passengers by class of service.

SITA Telegrammer

SLS

- Standard Message Identifier and Flight Record

Element No.	M/C/O	Element	Format
1.	M	Standard Message Identifier	SLSM<≡
2.	M	Flight Identifier, composed of maximum 11 characters	mm(a)fff(f)(a)(/ff)
2.1	M	Airline designator, 2–3 characters. The third character included for possible extension of the airline designator.	
2.2	M	Flight Number	
2.3	O	Scheduled GMT date of departure out of its originating station, oblique followed by two numerics, which are included in the 11 characters of the flight identifier. Example: XY347 XY347 XY347/12 XY347A/12	
3.	M	Registration of aircraft. 2–10 printable characters preceded by a full stop. No hyphen to be transmitted. Example: .XZABC	.mm(m)(m)(m)(m)(m)(m)(m)(m)
4.	M	Version of aircraft. 1–12 printable characters preceded by a full stop. Example: .20/180 .8064A	.t[..12]
5.	M	Station of loading. Full stop followed by three-letter airport code.	.aaa
6.	M	Local date. Full stop followed by two numerics for day, three alpha for month and two numerics for year. Note: Element Nos. 2–6 will be on one line	.ffaaaff<≡

SITA Telegrammer

SLS

- Statistical Load Summary by Destination (continued)

Element No.	M/C/O	Element	Format
7.	M	Destination code, three-letter airport code preceded by a hyphen. Use a new line for each destination. Note: If there is no traffic load to a destination, the destination code is followed by a full stop and the code NIL, e.g. -CCS.NIL.	-aaa
8.	M	Total number of revenue passengers per class (see Paragraph 2) and weight categories. (see 8.1, 8.2 and 8.3). The text element identifier (class indicator, doubled up) is preceded by a full stop and followed by maximum 12 characters including obliques.	
8.1	C	Option 1: Total	.aa/f(f)(f)
8.2	C	Option 2: Adults and children	.aa/f(f)(f)/f(f)(f)
8.3	C	Option 3: Males, females and children	.aa/f(f)(f)/f(f)(f)/f(f)(f)

SITA Telegrammer

SLS

- Statistical Load Summary by Destination (continued)

Element No.	M/C/O	Element	Format
9.	O	Total number of electronic ticketed passengers.	
		Option 1: electronic ticketed passengers (see Paragraph 2). The text element identifier EG is preceded by a full stop and followed by an oblique and maximum three numerics.	.EE/f(f)(f)
		Option 2: electronic ticketed passengers with infants shown separately. The text element identifier EG is preceded by a full stop and followed by an oblique and maximum three numerics for total number of electronic ticketed passengers incl. infants. Infants to be shown separately by an additional oblique followed by maximum two numerics.	.EE/f(f)(f)/f(f)
		Option 3: electronic ticketed passengers with infants shown separately by class of service at check-in. The text element identifier EF, EY, EB, etc. is preceded by a full stop and followed by an oblique and maximum three numeric for total number of electronic ticketed passengers including infants for that class. Infants to be shown separately by an additional oblique followed by maximum two numerics.	.aa/f(f)(f)/f(f)

SITA Telegrammer

SLS

- Statistical Load Summary by Destination (continued)

Element No.	M/C/O	Element	Format
10.	M	Total number of non-revenue passengers	
		Option 1: Total number of non-revenue passengers (see Paragraph 2). The text element identifier GG is preceded by a full stop and followed by an oblique and maximum three numerics.	.GG/f(f)(f)
		Option 2: Non-revenue passengers with infants shown separately. The text element identifier GG is preceded by a full stop and followed by an oblique and maximum three numerics for total number of non revenue passengers incl. infants. Infants to be shown separately by an additional oblique followed by maximum two numerics.	.GG/f(f)(f)/f(f)
		Option 3: Non-revenue passengers with infants shown separately by class of service at check-in. The text element identifier GF, GY, GB, etc. is preceded by a full stop and followed by an oblique and maximum three numerics for total number of non-revenue passengers including infants for that class. Infants to be shown separately by an additional oblique followed by maximum two numerics.	.aa/f(f)(f)/f(f)

SITA Telegrammer

SLS

- Statistical Load Summary by Destination (continued)

Element No.	M/C/O	Element	Format
11.	O	Total weight of baggage. The text element identifier B is preceded by a full stop and followed by maximum five numerics.	.B/f(f)(f)(f)(f)
12.	M	Total weight of manifested cargo (including non-revenue cargo). The text element identifier C is preceded by a full stop and followed by an oblique and maximum six numerics.	.C/f(f)(f)(f)(f)(f)
13.	M	Weight of manifested non-revenue cargo. The text element identifier S is preceded by a full stop and followed by an oblique and maximum six numerics.	.S/f(f)(f)(f)(f)(f)
14.	M	Total weight of mail (LC+AO+CP+SAL*). The text element identifier M is preceded by a full stop and followed by an oblique and maximum five numerics. Note: Element Nos. 8–13 to be transmitted only if there is Pax or Load in respective element.	.M/f(f)(f)(f)(f)<≡

SITA Telegrammer

SLS

- Supplementary Information (continued)

Element No.	M/C/O	Element	Format
14.	O	Supplementary information. Enter information on changes and irregularities to transit or joining load and documents. Enter also details of seats purchased for other than passenger use (stretcher case, etc.). Enter details of passengers occupying jump seats and state whether included in passenger totals (elements 8 and 9)	SI→t[..N]

SITA Telegrammer

SSM Standard Schedules Message

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.

SITA Telegrammer

Standards for message formats (SSIM)

- a Represents a single alphabetic character.
- n Represents a single numeric character.
- x Represents mixed alpha (characters A through Z) and digits (numerals 0 through 9); excludes graphics, spaces, and other special characters.
- t Represents a character in free form text (alphabetic, numeric, graphic or space)
- ( ) Brackets framing the symbols “a”, “f” or “t” indicate the optional status of the character(s)
- .[N] Indicates a number N of characters or group of characters
- a[N] Represents a number N of alphabetic characters
- aaa[N] Represents a number N of the group of 3 alphabetic characters
- [..N] Indicates a number of characters up to and including a number N
- [M..N] Indicates M is lower limit and N is the upper limit inclusively
- → Indicates a space character; a number of space characters is indicated by →[N] or →[..N]
- < Indicates a carriage return
- ≡ Indicates a line feed onto the next line; a number of line feeds is indicated by ≡[N] or ≡[..N]

SITA Telegrammer

SSM Standard Schedules Message

The SSM Action Sub-Messages.

- NEW Insertion of New Flight Information.
- CNL Cancellation.
- RPL Replacement of Existing Flight Information.
- SKD Schedule Update.
- ADM Change of Existing Information.
- CON Change of Aircraft Configuration/Version.
- EQT Change of Equipment Information.
- FLT Change of Flight Designator.
- REV Revision of Period of Operation and/or Day(s) of Operation.
- TIM Change of Time Information.

SITA Telegrammer

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Message Heading																
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	Default UTC
Message Reference																
Message Sequence Reference	C	C	C	M	C	C	C	C	C	C	C	-	C	nnaaannnnnannn	24MAY00144E003	
Creator Reference	O	O	O	O	C	O	O	O	O	C	O	O	O	/x[x[-34])	/REF 123/449	
End of line	C	C	C	M	C	C	C	C	C	C	C	C	C	<=		
Action Information																
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	<=		

SITA Telegrammer

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Flight Information																
Flight Designator	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	a	A	If included
Separator (Space)											M			→	Space	
Existing Period of Operation From											M			nnaaa(nn)	08AUG16	Year is Optional
Separator (Space)											M			→	Space	
Existing Period of Operation To											M			nnaaa(nn)	30AUG16	Year is Optional
Separator (Space)											M			→	Space	
Existing Day(s) of Operation											M			n(n)(n)(n)(n)(n)(n)	1234567	
Existing Frequency Rate											O			/an	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
Separator (Space)	C		C			C	C	C						→	Space	Mandatory if the next element included
Operating Airline Disclosure Code Share (DEI 2)	C		C			C	C	C						2/xx(a) or 2/X	2/DL or 2/X	If required

SITA Telegrammer

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Flight Information																
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 5X	5/LX or 5/X	If required
Separator (Space)	C		C			C	C	C						→	Space	Mandatory if the next element included
Operating Airline Disclosure—Shared Airline or Wet Lease 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	<≡		

SITA Telegrammer

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Period/Frequency Information																
Schedule Validity Effective Date				M								M		nnaaa(nn)	08AUG16	Year is Optional
Separator (Space)				C								C		→	Space	Mandatory if Schedule Validity Discontinue Date included
Schedule Validity Discontinue Date				O								O		nnaaa(nn)	08AUG16	Year is Optional
Period of Operation From	M	M	M			M	M	M	M		M		M	nnaaa(nn)	08AUG16	Year is Optional
Separator (Space)	M	M	M			M	M	M	M		M		M	→	Space	
Period of Operation To	M	M	M			M	M	M	M		M		M	nnaaa(nn)	30AUG16	Year is Optional
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)	1234567	
Frequency Rate	C	C	C			C	C	C	C		C		C	/an	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

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Period/Frequency Information																
Separator (Space)	C		C			C	C	C						→	Space	Mandatory if the next element included
Operating Airline Disclosure Code Share (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 5X	5/LX or 5/X	If required
Separator (Space)	C		C			C	C	C						→	Space	Mandatory if the next element included
Operating Airline Disclosure—Shared Airline or Wet Lease 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	<=		

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
New Flight Information																
Flight Designator									M					xx(a)nnn(n)	LX544	
Operational Suffix									C					a	A	If included
End of line									M					<=		
Equipment Information																
Service Type	M		M				M	M						a	J	
Separator (Space)	M		M				M	M						→	Space	
Aircraft Type	M		M				M	M						xxx	M80	
Separator (Space)	M		M				M	M						→	Space	
Passenger Reservations Booking Designator	C		C				C	C						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 (.)
Operating Airline Disclosure Code Share (DEI 2)	C		C				C	C						2/xx(a) or 2/X	2/DL or 2/X	If required

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Equipment Information																
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 5X	5/LX or 5/X	If required
Separator (Space)	C		C				C	C						→	Space	Mandatory if the next element included
Onward Flight (DEI 6)	C		C				C	C						6/xx(a)nnn(n)(a)(/n)	6/SQ103C/1	If required
Separator (Space)	C		C				C	C						→	Space	Mandatory if the next element included
Operating Airline Disclosure—Shared Airline or Wet Lease 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						<=		

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Routing or Leg Information																
Flight Leg(s) Change Identifier						C	C	C						aaa/aaa(/aaa[·10])	LOS/ABJ	Included if change does not apply to whole routing
Departure Station	M		M										M	aaa	BLL	
Scheduled Time of Aircraft Departure (Aircraft STD)	M		M										M	nnnn	1420	
Date Variation for STD	C		C											/(M)n	/0	If included, must begin with a slash (/)
Scheduled Time of Passenger Departure (Passenger STD)	C		C										C	/nnnn	/1415	If included, must begin with a slash (/)
Separator (Space)	M		M										M	→	Space	
Arrival Station	M		M										M	aaa	OSL	
Scheduled Time of Aircraft Arrival (Aircraft STA)	M		M										M	nnnn	1510	
Date Variation for STA	C		C											/(M)n	/0	If included, must begin with a slash (/)
Scheduled Time of Passenger Arrival (Passenger STA)	C		C										C	/nnnn	/1515	If included, must begin with a slash (/)

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Routing or Leg Information																
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
Operating Airline Disclosure Code Share (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	If required
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 5X	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/SQ103C/1	If required

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Routing or Leg Information																
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
Operating Airline Disclosure—Shared Airline or Wet Lease 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	<=		

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Segment Information																
Traffic Restriction Note (DEI 8)	C		C			C								aaaaaa→8/a(/nnn)(/x(x[-53])	GVAFRA 8/Z/173/A	If required Omit below
Other Segment Information	C		C			C	C	C	C				C	aaaaaa→nn(n)(/x(x[-57])	GVAFRA 10/LX836	If required Omit above
End of line	C		C			C	C	C	C				C	<=		Mandatory if one of above elements included
Sub-Message Supplementary Information	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	<=		

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SSM Standard Schedules Message

Data Element	Sub-Message Action Identifiers													Format	Data Element Example	Notes
	NEW	CNL	RPL	SKD	ACK	ADM	CON	EQT	FLT	NAC	REV	RSD	TIM			
Sub-Message Separation																
Sub-Message Separation Indicator	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
Supplementary Information for Whole Message	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)...	ABCDEF	Free Text
End of line	M	M	M	M		M	M	M	M		M	M	M	<=		

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- Hvor mange sub typer har SSM?
- Hvilke SSM sub typer benyttes ikke av EMI?
- Hvilket nummer har onsdag?
- Kan man kun sende SSM for nuværende/først kommende sæson?
- Hvad betyder XASM?
- Hvornår må RPL benyttes?
- Hvis der er angivet M i Date Variation, hvad betyder dette?
- Hvad betyder Service type J?

SITA Telegrammer

Pause

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ASM Adhoc Schedule Message

The 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.
- CON Change of Aircraft Configuration/Version.
- EQT Change of Equipment Information.
- FLT Change of Flight Designator.
- NAC Not Actioned
- TIM Change of Time Information.

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Message Heading															
Standard Message Identifier	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	<=		
Time Mode	C	C	C	C	C	C	C	C	C	C	C	C	aa(a)	UTC or LT	Default UTC
Message Reference															
Message Sequence Reference	C	C	C	C	C	C	C	C	C	C	C	C	nnaaannnnnannn	24MAY00144E003	
Creator Reference	O	O	O	O	C	O	O	O	O	C	O	O	/x(x[-34])	/REF 123/449	
End of line	C	C	C	C	C	C	C	C	C	C	C	C	<=		
Action Information															
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)	C	C	C	C		C	C	C	C		C	C	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	<=		

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Flight Information															
Flight Identifier	M	M	M	M		M	M	M	M		M	M	xx(a)nnn(n)(a)/nn(aaa(nn))	LX544A/12MAY16	Airline Designator; Flight Number; Operational Suffix (if applicable); Flight Identifier Date preceded by a slash (/) with Optional Month (aaa) and Year (nn).
Separator (Space)		C	C			C	C	C	C		C		→	Space	Mandatory if the next element included
Flight Leg(s) Change Identifier		C	C			C	C	C	C		C		aaa/aaa(/aaa[·10])	ORD/LAS	
Separator (Space)									M				→	Space	
New Flight Identifier									M				xx(a)nnn(n)(a)/nn(aaa(nn))	LX644/12AUG16	Optional Month (aaa) and Year (nn).
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

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Flight Information															
Separator (Space)	C			C		C		C					→	Space	Mandatory if the next element included
Operating Airline Disclosure Code Share (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 5X	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)(/nn(aaa(nn)))	6/SQ103C/15	If required

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Flight Information															
Separator (Space)						C							→	Space	Mandatory if the next element included
Meal Service Note (DEI 7)						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
Operating Airline Disclosure—Shared Airline or Wet Lease 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	M	<≡		

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Equipment Information															
Service Type	M			M			M	M			C		a	J	
Separator (Space)	M			M			M	M			C		→	Space	
Aircraft Type	M			M			M	M			C		xxx	M80	
Separator (Space)	M			M			M	M			C		→	Space	
Passenger Reservations Booking Designator	C			C			C	C			C		a(x)(x)(x)(x)..	FCML	
Passenger Reservations Booking Modifier	C			C			C	C			C		/aa(aa)(aa)(aa)...	/FNCN	If included, must begin 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		xx(x)(x)(x)(x)(x)(x)(x)(x)	HBINM	If required
Operating Airline Disclosure Code Share (DEI 2)	C			C			C	C			C		2/xx(a) or 2/X	2/DL or 2/X	If required

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Equipment Information															
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 5X	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)(/nn(aaa(nn)))	6/SQ103C/15	If required
Separator (Space)	C			C			C	C			C		→	Space	Mandatory if the next element included
Operating Airline Disclosure—Shared Airline or Wet Lease 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		<=		

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Leg Information															
Departure Station	M			M							M	M	aaa	BLL	
Scheduled Time of Aircraft Departure (Aircraft STD)	M			M							M	M	(nn)nnnn	1420	Preceded by Date if different from 'Flight Identifier Date'
Scheduled Time of Passenger Departure (Passenger STD)	C			C							C	C	/nnnn	/1415	If included, must begin with a slash (/)
Separator (Space)	M			M							M	M	→	Space	
Arrival Station	M			M							M	M	aaa	OSL	
Scheduled Time of Aircraft Arrival (Aircraft STA)	M			M							M	M	(nn)nnnn	1510	Preceded by Date if different from 'Flight Identifier Date'
Scheduled Time of Passenger Arrival (Passenger STA)	C			C							C	C	/nnnn	/1515	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
Operating Airline Disclosure Code Share (DEI 2)	C			C							C		2/xx(a) or 2/X	2/DL or 2/X	If required

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Leg Information															
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	If required
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 5X	5/LX or 5/X	If required
Separator (Space)	C			C							C		→	Space	Mandatory if the next element included
Onward Flight (DEI 6)	C			C							C		6/xx(a)nnn(n)(a)(/n)	6/SQ103C/1	If required

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Leg Information															
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
Operating Airline Disclosure—Shared Airline or Wet Lease 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	<≡		

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Segment Information															
Traffic Restriction Note (DEI 8)	C			C		C					C		aaaaaa→8/a(/nnn) (/x(x[-53])	GVAFRA 8/Z/173/A	If required Omit below
Other Segment Information	C			C		C	C	C	C		C	C	aaaaaa→nn(n) (/x(x[-57])	GVAFRA 10/LX836	If required Omit above
End of line	C			C		C	C	C	C		C	C	<=		Mandatory if one of above elements included
Sub-Message Supplementary Information	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	SI	SI	
Separator (Space)	M	M	M	M		M	M	M	M		M	M	→	Space	
Supplementary Information	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	<=		

SITA Telegrammer

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ASM Adhoc Schedule Message

Data Element	Sub-Message Action Identifiers												Format	Data Element Example	Notes
	NEW	CNL	RIN	RPL	ACK	ADM	CON	EQT	FLT	NAC	RRT	RSD			
Sub-Message Separation															
Sub-Message Separation Indicator	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	<=		Mandatory if Sub-Message Separation included
Supplementary Information for Whole Message	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	SI	SI	
Separator (Space)	M	M	M	M		M	M	M	M		M	M	→	Space	
Supplementary Information	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	<=		

SITA Telegrammer

- Hvor mange sub typer har ASM?
- Hvilke ASM sub typer benyttes ikke av EMI?
- Hvilke ASM sub typer er forskellige fra SSM sub typer?
- Kan man kun sende ASM for den nærmeste fremtid?
- Hvordan angiver man periode i ASM?
- Hvad betyder SI?

SITA Telegrammer

Pause

SITA Telegrammer

ADM/RAD (Revised) Aircraft Disposition Message

- The standard format for Aircraft Disposition Message (ADM) will be used for manual, machine issued messages.
- The message is available two versions LETIS and OPUS.
- All dates/times expressed in UTC.
- For correction of ADM message, new RAD message shall be transmitted.

SITA Telegrammer

ADM/RAD (LETIS)

Element No.	M/C/O	Data Element	Format	Data Element Example	Notes
		Message Heading			
1	M	Standard Message Identifier	ADM	ADM	
1.1	M	Separator (Space)	→	Space	
1.2	M	Scheduled GMT date of departure out of its originating station.	nnaaa(nn)	29MAR16	Optional Year (nn).
1.3	C	Separator (Space)	→	Space	Mandatory if the next element included
1.5	C	Sequence number	NRn(n)(n)	NR01	Mandatory for RAD
1.6	M	End of line	<=		
		Aircraft Name			
2	M	Aircraft Name	x(x)...	MD-83	Freetext
2.1	M	End of line	<=		

SITA Telegrammer

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ADM/RAD (LETIS)

Element No.	M/C/O	Data Element	Format	Data Element Example	Notes
		Aircraft Line			
3.1	M	Aircraft registration	(aa)(aaa)	OYLSN	Optional Country (aa).
3.2	M	Separator (Space)	→	Space	
3.3	M	Flight Identifier	(aa)nnn(n)(/nn)	SK001/29	Optional Airline Designator (aa) and Flight Identifier Date preceded by a slash (/)
3.4	C	Separator (Space)	→	Space	Mandatory if Departure station is assigned
3.5	O	Departure Station	aaa	OSL	Optional
3.6	C	Arrival Station	aaa	BGO	Mandatory if Departure station is assigned.
3.7	O	Standard Text	mmmmm(m)(m)(m)(m)(m)	"FERRY" or "VERCHG" or "BACK UP" or "MAINT" or "REPAIR" or "RESERVE"	Optional
3.8	C	Separator (Space)	→	Space	Mandatory if Standard Text is assigned.
3.9	C	Station	aaa	TOS	Mandatory if Standard Text is assigned.
3.10	C	Separator (Space)	→	Space	Mandatory if Standard Text FERRY is assigned.
3.11	C	Station	aaa	ALF	Mandatory if Standard Text FERRY is assigned.
3.12	C	Separator (Space)	→	Space	Mandatory if Free Text is assigned.
3.13	O	Free Text	"("x(x)...")"	(ABCDEF)	Preceding with "(" and ending with ")"
3.14	M	End of line	<≡		

Note:
Element No. 3.2-3.13 repeated per flight.
Element Nos. 3.1-3.14 repeated per aircraft registration.

SITA Telegrammer

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ADM/RAD (OPUS)

Element No.	M/C/O	Definition/Description	Format	Example
1.	M	Message Type	RAD	RAD
2.	M	Space	→	
3.	M	Origin Date	ffaaaff	22APR10
4.	M	End of line	<≡	
5.	M	Aircraft Registration	mm(m)(m)(m)(m)(m)(m)(m)	OYKGT
6.	M	End of line	<≡	
7.	M	Flight Data	mm(a)fff(f)(a)/ff<≡	SK635
7.1	M	Airline Designator	mm(a)	SK
7.2	M	Flight Number	fff(f)(a)	635
7.3	O	Flight Date	/ff	/23
7.4	M	Space	→	
7.5	M	Departure Station	aaa	OSL
7.6	M	Space	→	
7.7	M	Arrival station	aaa	CPH
7.8	M	End of line	<≡	

Note:
Element No. 7 repeated per flight.
Element Nos. 5-7 repeated per aircraft registration.

SITA Telegrammer

IR1 Ramp Fuel Message

- The standard format for Ramp Fuel Message (IR1) will be used for manual, machine issued messages.
- The message is available two versions LETIS and OPUS.
- All dates/times expressed in UTC.
- For correction of IR1 message, new IR1 message shall be transmitted.

SITA Telegrammer

IR1 (LETIS)

Element No.	M/C/O	Definition/Description	Format	Example
1	M	Message Identifier	IR1	IR1
2	M	Space	→	
3	M	Flight Data	mm(a)fff(f)(a)/ff<≡	SK635A
3.1	M	Airline Designator	mm(a)	SK
3.2	M	Flight Number	fff(f)(a)	635
4	M	Departure Date	ffffffff	20160429
5	M	Departure Station	aaa	OSL
6	M	Aircraft Registration	mmmmm	OYKGT
7	M	Space	→	
8	M	Take Off Weight in kgs.	nnnnnn	292400
9	M	Ramp fuel/total in kgs.	nnnnnn	008450
10	M	End of line	<≡	

SITA Telegrammer

IR1 (OPUS)

Element No.	M/C/O	Definition/Description	Format	Example
1	M	Message Identifier	IR1	IR1
2	M	End of line	<≡	
3	M	Departure Date	ffaaaff	30MAR16
4	M	End of line	<≡	
5	M	Flight Data	mm(a)fff(f)(a)/ff	SK635A
5.1	M	Airline Designator	mm(a)	SK
5.2	M	Flight Number	fff(f)(a)	635
6	M	Space	→	
7	M	Departure Station	aaa	OSL
8	M	Space	→	
9	M	Ramp fuel/total in kgs.	nnnnnn	292400
10	M	End of line	<≡	

SITA Telegrammer

Passenger Load Estimate Message

- The standard format for Passenger Load Estimate Message (PLE) will be used for manual, machine issued messages.
- All dates/times expressed in UTC.
- The message is available three versions PLE (LETIS), PLE (GAIA) and KMBL.
- Only the PLE (GAIA) and KMBL versions are currently in use.
- PLE (GAIA) is an SAS message format.
- KMBL is an Amadeus message format.

SITA Telegrammer

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PLE (GAIA)

Element No.	M/C/O	Definition/Description	Format	Example
1	M	Message Identifier	PLE	PLE
2	M	End of line	<≡	
3	M	Flight Data	mm(a)fff(f)(a)	SK635A
3.1	M	Airline Designator	mm(a)	SK
3.2	M	Flight Number	fff(f)(a)	635
4	M	Space	→	
5	M	Departure Date	ffaaaff	30MAR16
6	M	Space	→	
7	M	Class Definition	C/Y/M/TOTL	C/Y/M/TOTL
8	M	End of line	<≡	
9	M	Arrival Station	aaa	OSL
10	M	slash (/)	/	/
11	M	STD	ffff	1330
12	M	End of line	<≡	
13	M	Departure Station	aaa	BLL
14	M	Space	→	
15	M	Estimated C Class	n(n)(n)	010
16	M	Estimated Y Class	/n(n)(n)	25
17	M	Estimated M Class	/n(n)(n)	178
18	M	Estimated Total	/n(n)(n)	213
19	M	End of line	<≡	

SITA Telegrammer

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KMBL

Element No.	M/C/O	Definition/Description	Format	Example
1	M	Message Identifier	KMBL	KMBL
2	M	Airline Designator	/AL-mm(a)	/AL-DY
3	M	Flight Number	/FL-fff(f)(a)	/FL-635
4	M	Departure Date	/DT-ffaaaff	/DT-31MAR16
5	M	Title	MARKET ANALYSIS - BOOKINGS COUNT	MARKET ANALYSIS - BOOKINGS COUNT
6	M	Spaces	→	
7	M	Date	DATE:→ffaaaff	DATE: 30MAR16
6	M	End of line	<≡	
7	M	Header	FLT BRDOFF DEP EQP CS AD	FLT BRDOFF DEP EQP CS AD
8	M	Space	→	
9	M	Class Header	CAP→→BKG(→CAP→→BKG) (→CAP→→BKG)	CAP BKG CAP BKG
10	M	End of line	<≡	End of line
11	M	Weekday	aa	TH
12	M	Space	→	
13	M	Date	ffaaaff	31MAR16
14	M	Spaces	→*	
15	M	Class Types (Capacity/Booked)	a→→→→→a(→→→→a→→→→→a) (→→→→a→→→→a)	Y Y M M
16	M	End of line	<≡	

SITA Telegrammer

KMBL (continued)

Element No.	M/C/O	Definition/Description	Format	Example / Note
17	M	Airline Designator	mm(a)	DY
18	O	Space	→	If Airline Designator is 2 characters
19	M	Flight Number	fff(f)(a)	635
20	O	Spaces	→*	If Flight Number is less than 5 characters
21	M	Departure Station	aaa	OSL
22	M	Arrival Station	aaa	ARN
23	M	Space	→	
24	M	STD	ffff	1330
25	M	Spaces	→→→→	
26	M	Aircraft Type	mmm	73C
27	M	Spaces	→→→→→	
28	M	Class Data (Capacity/Booked)	n(n)(n)→*n(n)(n)(→*n(n)(n)→*n(n)(n)) (→*n(n)(n)→*n(n)(n))	166 71 20 14
29	M	End of line	<≡	
30	M	Footer	REQUESTED AT:→→ffff→ffaaaff<≡	REQUESTED AT: 1700 30MAR16

SITA Telegrammer

PTM Passenger Transfer Message

- The standard format for Passenger Transfer Message (PTM) will be used for manual, machine issued messages.
- All dates/times expressed in Local Time.
- The Passenger Transfer Message (PTM) is dispatched immediately after flight departure.

SITA Telegrammer

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PTM

- Standard Message Identifier and Flight Record

Element No.	M/C/O	Element	Format
1.	M	Standard Message Identifier	
1.1	M	Standard Message Identifier PTM	PTM
1.2	M	End of line	<≡
2.	M	Flight Identifier	mm(a)fff(f)(a)/ffaaa
2.1	M	Airline designator, 2–3 characters. The third character included for possible extension of the airline designator.	mm(a)
2.2	M	Flight Number with Optional Operational Suffix if applicable	fff(f)(a)
2.3	M	Scheduled LT date of departure	/ffaaa
2.4	M	Space	→
2.5	M	Boarding point: three-letter airport code	aaa
2.6	M	Transfer point: three-letter airport code	aaa
2.7	M	Space	→
2.8	M	Part number	PARTf(f)
2.9	M	End of line	<≡

SITA Telegrammer

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PTM

- Transfer Passenger Data

Element No.	M/C/O	Element	Format
3.	M	Operating Connecting Flight Identifier	mm(a)fff(f)(a)(/ff)
3.1	M	Airline designator, 2–3 characters. The third character included for possible extension of the airline designator.	mm(a)
3.2	M	Flight Number with Optional Operational Suffix if applicable	fff(f)(a)
3.3	O	Scheduled LT date of departure. ((Optional for connecting flights departing on the same day as the inbound flight's arrival)	(/ff)
4.	O	Smoking indikator (S or N)	S
5.	M	Space	→
6.	M	Destination for connecting flight	aaa
7.	M	Space	→
8.	M	Number of seat occupying passengers to this destination. (CHD included, INF not included)	f(f)(f)a
8.1	M	Number of seat occupying passengers	f(f)(f)
8.2	M	The class for the above number of seat occupying passengers	a
10.	M	Space	→
11.	M	Number of pieces of through-checked baggage belonging to the passengers and optional (baggage weight in kilograms (K/KG) or pounds (L)	f(f)(f)Bf(f)(f)(f)a(a)
11.1	M	Number of through-checked baggage	f(f)(f)B
11.2	O	Weight of through-checked baggage (kilograms (K/KG) or pounds (L))	f(f)(f)(f)a(a)

SITA Telegrammer

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PTM

- Transfer Passenger Name

Element No.	M/C/O	Element	Format
12.	M	Space	→
13	O	Passenger name(s). Note 1: Surnames may be truncated after the 8th character by a oblique (/) Note 2: When surname plus oblique (/) and initial/ title exceed 11 characters, they may be truncated after the 11th character.	
13.1	M	Surname (Space is allow in name)	aa(a...a)
13.2	O	First name(s). Repeat oblique and first name for each passenger.	(/a(a...a))[1…]

- Optional Items

Element No.	M/C/O	Element	Format
14.	O	Number of Children	
14.1	M	Child Code.	.CHD
14.2	M	Number of children	f(f)
15.	O	Number of Infants	
15.1	M	Infant Code.	.INF
15.2	M	Number of infants	f(f)
16.	O	Reservation status RQ (Request) or SA (Space available)	.RQ or .SA
17.	M	End of line	<≡

SITA Telegrammer

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PTM

- Message Termination

Element No.	M/C/O	Element	Format
18.	M	Length of Message - the length of a message includes all elements from the Address Element, Communications Reference Element, through the Text Elements, up to and including End of Message Element. The maximum number of characters (including spaces, letter and figure shifts, carriage returns and line feeds) of which a message may be composed is governed by the IATA Systems and Communications Reference Manual. Due to the length restrictions, a Passenger Transfer Message may have to be transmitted in parts.	
18.1	O	End of part	ENDPARTf(f)
18.2	O	End of final part	ENDPTM
18.3	M	End of Text.	<≡↑V
18.4	M	End of Message Element. (3 blank lines and 4 N)	<≡≡≡NNNN

SITA Telegrammer

- Hvor mange udgaver er der av ADM?
- Hvad indeholder ADM/RAD?
- Hvem har defineret ADM/RAD?
- Hvor mange udgaver er der av PLE?
- I hvilket PLE kan man angive klasse kapacitet?
- I hvilken form angives fuel mængde?
- Hvem har defineret IR1?
- Hvad er talt med i PTM passager antal?
- Hvor gemmes passager navn?

SITA Telegrammer

Pause

SITA Telegrammer

PAL Passenger Assistance List (CAL Change Assistance List)

- The standard format for Passenger Assistance List (PAL) and Change Assistance List (CAL) will be used for manual, machine issued messages.
- All dates/times expressed in Local time.
- The Passenger Assistance List (PAL) is dispatched prior to departure at a time determined by EU regulation (1107/2006).
- The Change Assistance List (CAL) is dispatched prior to departure but after the PAL is dispatched.

SITA Telegrammer

PAL (CAL)

- Standard Message Identifier and Flight Record

Element No.	M/C/O	Element	Format
1.	M	Standard Message Identifier	
1.1	M	Standard Message Identifier	PAL or CAL
1.2	M	End of line	<≡
2.	M	Flight Identifier	mm(a)fff(f)(a)/ffaaa
2.1	M	Airline designator, 2–3 characters. The third character included for possible extension of the airline designator.	mm(a)
2.2	M	Flight Number with Optional Operational Suffix if applicable	fff(f)(a)
2.3	M	Scheduled LT date of departure	/ffaaa
2.4	M	Space	→
2.5	M	Boarding point: three-letter airport code	aaa
2.6	M	Space	→
2.7	M	Part number	PARTf(f)
2.8	M	End of line	<≡

SITA Telegrammer

vias fids

PAL (CAL)

- Passenger Assistance Data

Element No.	M/C/O	Element	Format
3.	O	Association Number element (CAL)	ANA/f(f)(f)(f)(f)(f)
3.1	O	Association Number indicator.	ANA/
3.2	C	Association Number	f(f)(f)(f)(f)(f)
3.3	C	End of line	<≡
4.	M	Totals by Destination element	-aaa→a(→NIL)<≡
4.1	M	Destination element preceded by hyphen.	-aaa
4.2	M	Space	→
4.3	M	Fare Class	a
4.4	O	NIL, if there is no Passenger Data to this destination. NIL is printed and preceded by a space.	→NIL
4.5	M	End of line	<≡
5.	C	Delete Element (used only by CAL)	DEL<≡
6.	C	Add Element (used only by CAL)	ADD<≡
7.	C	Change Element (used only by CAL)	CHG<≡

SITA Telegrammer

vias fids

PAL (CAL)

- Name and Inbound Connection

Element No.	M/C/O	Element	Format
8.	M	Name element	1aa(a...a) (/a(a...a))[1…]
8.1	M	Number of Passengers, always 1	1
8.2	M	Surname (Space is allow in name)	aa(a...a)
8.3	O	First name(s). Repeat oblique and first name/title for each passenger.	(/a(a...a))[1…]
9.	O	End of line	<≡
10.	C	Inbound Connection Element	
10.1	C	Element Id Starts on a new line if Inbound Connection Element exceeds 64 positions.	(<≡).I/
10.2	C	Flight	mm(a)fff(f)
10.3	C	Fare Class	a
10.4	C	Local Date of inbound boarding point	ff
10.5	C	Arrival Time	ffff
10.6	C	Date Variation	/(M)n
10.7	O	Reservation Status	aa
10.8	C	End of line	<≡

SITA Telegrammer

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PAL (CAL)

- Onward Connection

Element No.	M/C/O	Element	Format
11.	C	Onward Connection Element	
11.1	C	Element Id Starts on a new line if Onward Connection Element exceeds 64 positions.	(<≡).O/
11.2	C	Flight	mm(a)fff(f)
11.3	C	Fare Class	a
11.4	C	Local Date at onward boarding point	ff
11.5	C	Boarding Point	aaa
11.6	C	Arrival Point	aaa
11.7	O	Departure Time	ffff
11.8	C	Arrival Time	ffff
11.9	C	Date Variation	/(M)n
11.10	O	Reservation Status	aa
11.11	C	End of line	<≡

SITA Telegrammer

vias fids

PAL (CAL)

- Remarks

Element No.	M/C/O	Element	Format
12.	C	Remarks Element	
12.1	C	Element Id	(<≡).R/
12.2	C	SSR Code	aaa(a)
12.3	C	Space	→
12.4	C	Action/Status code	aaf
12.3	C	Space	→
12.4	C	Remarks free text	x(x)...
12.5	O	Remarks continuation Id	<≡.RN/
12.6	C	Continued Remarks free text	x(x)...

SITA Telegrammer

vias fids

PAL (CAL)

- Marketing Flight Information

Element No.	M/C/O	Element	Format
13.	C	Marketing Flight Information Element	
13.1	O	Element Id	(<≡).M/
13.2	C	Flight	mm(a)fff(f)
13.3	C	Fare Class	a
13.4	C	Local Departure Date	ff
13.5	C	Origin	aaa
13.6	C	Destination	aaa
13.7	O	Departure Time	ffff
13.8	O	Reservation Status	aa

SITA Telegrammer

vias fids

PAL (CAL)

- Message Termination

Element No.	M/C/O	Element	Format
14.	O	Supplementary information entered for this flight.	SI→t[..N]
15.1	O	End of part	ENDPARTf(f)
15.2	O	End of final part	ENDPAL (CAL)
15.3	M	End of Text.	<≡↑V
15.4	M	End of Message Element. (3 blank lines and 4 N)	<≡≡≡NNNN

SITA Telegrammer

PSM Passenger Service Message

- The standard format for Passenger Service Message will be used for manual, machine issued messages.
- All dates/times expressed in Local time.
- The Passenger Service Message (PSM) is dispatched immediately after flight departure.

SITA Telegrammer

PSM

- Standard Message Identifier and Flight Record

Element No.	M/C/O	Element	Format
1.	M	Standard Message Identifier	
1.1	M	Standard Message Identifier	PSM
1.2	M	End of line	<≡
2.	M	Flight Identifier	mm(a)fff(f)(a)/ffaaa
2.1	M	Airline designator, 2–3 characters. The third character included for possible extension of the airline designator.	mm(a)
2.2	M	Flight Number with Optional Operational Suffix if applicable	fff(f)(a)
2.3	M	Scheduled LT date of departure	/ffaaa
2.4	M	Space	→
2.5	M	Boarding point: three-letter airport code	aaa
2.6	M	Space	→
2.7	M	Part number	PARTf(f)
2.8	M	End of line	<≡

SITA Telegrammer

PSM

- Downline Destination

Element No.	M/C/O	Element	Format
3.	M	Downline Destination and Recap Element	-aaa→f(f)(f)PAX→/→f(f)(f)SSR(→NIL)<≡
3.1	M	Destination element preceded by hyphen.	-aaa
3.2	M	Space	→
3.3	M	Total number of passengers requiring service for this destination	f(f)(f)
3.4	M	Passenger count header	PAX
3.5	M	Space oblique space	→/→
3.6	M	Total number of SSR/OSI services required for this destination	f(f)(f)
3.7	M	SSR/OSI count header	SSR
3.8	O	NIL, if there is no Passenger Data to this destination. NIL is printed and preceded by a space.	→NIL
3.9	M	End of line	<≡

SITA Telegrammer

PSM

- SSR/OSI Codes and Counts

Element No.	M/C/O	Element	Format
4.	M	Downline Destination and Recap Element	-aaa(a)→(→)fffa<≡
4.1	M	SSR/OSI code	-aaa(a)
4.2	M	Space	→
4.3	C	Space only if a three letter SSR/OSI code was entered	→
4.4	M	Number of SSR/OSI codes for this compartment	fff
4.5	M	Compartment (Rate Class)	a
4.6	M	End of line	<≡

Note:
Element Nos. 4.2-4.5 repeated per Compartment.
Element Nos. 4.1-4.6 repeated per SSR/OSI Code.

SITA Telegrammer

vias fids

PSM

- Compartment and Count

Element No.	M/C/O	Element	Format
5.	M	Compartment and count line	a→CLASS→f(f)(f)PAX→/→f(f)(f)SSR<≡ a→CLASS→NIL<≡
5.1	M	Compartment (Rate Class)	a
5.2	M	Space	→
5.3	M	Class indicator	CLASS
5.4	M	Space	→
5.5	C	Total number of passengers for this airport/compartment	f(f)(f)
5.6	C	Passenger count indicator	PAX
5.7	C	Space oblique space	→/→
5.8	C	Total number of SSR/OSI services required for this airport/compartment	f(f)(f)
5.9	C	SSR/OSI count indicator	SSR
5.10	C	NIL, if there is no Passenger Data to this airport/compartment. NIL is printed.	NIL
5.11	M	End of line	<≡

SITA Telegrammer

vias fids

PSM

- Name and Seat number

Element No.	M/C/O	Element	Format
6.	M	Name element	faa(a...a)(/a(a...a))[1…]
6.1	M	Number of Passengers, always 1	1
6.2	M	Surname (Space is allow in name)	aa(a...a)
6.3	O	First name(s). Repeat oblique and first name/title for each passenger.	(/a(a...a))[1…]
6.4	C	Two spaces (Used if Seat number is assigned)	→→
6.5	O	Seat number	f(f)(f)a
6.7	M	End of line	<≡

SITA Telegrammer

PSM

- Onward Connection

Element No.	M/C/O	Element	Format
7.	C	Onward Connection Element	
7.1	M	Initial Space	→
7.2	C	Flight	mm(a)fff(f)
7.3	C	Fare Class	a
7.4	C	Local Date at onward boarding point	ff
7.5	C	Boarding Point	aaa
7.6	C	Arrival Point	aaa
7.7	O	Departure Time	ffff
7.8	C	Arrival Time	ffff
7.9	C	Date Variation	/(M)n
7.10	O	Reservation Status	aa
7.11	C	End of line	<≡

SITA Telegrammer

PSM

- Services

Element No.	M/C/O	Element	Format
8.	M	Services Element	
8.1	M	Initial Space	→
8.2	M	SSR or OCI Code	aaa(a)
8.3	C	Space	→
8.4	C	Free Flow Text	x(x)...
8.5	O	Free Flow Text continuation ident six spaces	<≡→→→→→→
8.6	C	Continued Remarks free text	x(x)...
8.7	M	End of line	<≡

SITA Telegrammer

PSM

- Message Termination

Element No.	M/C/O	Element	Format
9.	O	Supplementary information entered for this flight.	SI→t[..N]
10.1	O	End of part	ENDPARTf(f)
10.2	O	End of final part	ENDPSM
10.3	M	End of Text.	<≡↑V
10.4	M	End of Message Element. (3 blank lines and 4 N)	<≡≡≡NNNN

SITA Telegrammer

- Hvad indeholder PAL/CAL?
- Hvornår sendes PAL?
- Hvad er forskellen mellem PAL og CAL?
- Hvad indeholder PSM?
- Hvornår sendes PSM?
- Hvor gemmes passager navn?
- Hvad betyder STCR?

SITA Telegrammer

Pause

SITA Telegrammer

SSIM Standard Schedule Information Message

- 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.
- Record Composition
  - Header Record—Record Type 1
  - Carrier Record—Record Type 2
  - Flight Leg Record—Record Type 3
  - Segment Data Record—Record Type 4
  - Trailer Record—Record Type 5

SITA Telegrammer

SSIM

- Header Record—Record Type 1

Bytes From	Bytes To	Data Element	M/C/O	Format
1	1	Record Type	M	Always 1
2	35	Title of Contents	M	Always reads AIRLINE STANDARD SCHEDULE DATA SET
36	40	(Spare)	M	Blank fill
41	41	Number of Seasons	O	Blank fill
42	191	(Spare)	M	Blank fill
192	194	Data Set Serial Number	M	
195	200	Record Serial Number	M	Always 000001

SITA Telegrammer

SSIM

- Carrier Record—Record Type 2

Bytes From	Bytes To	Data Element	M/C/O	Format
1	1	Record Type	M	Always 2
2	2	Time Mode	M	U = UTC L = Local Time
3	5	Airline Designator	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	Season	O	Blank fill
14	14	Automated Check-In	O	A if service is available N if service not available
15	28	Period of Schedule Validity (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. Note: 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	Creation Date	M	Day, month, year of data set creation (e.g. 01APR90)
36	64	Title of Data	O	Free format, blank fill e.g. SAS IATA DRAFT S90
65	71	Release (Sell) Date	O	Day, month, year or blank fill

SITA Telegrammer

SSIM

- Carrier Record—Record Type 2 (continued)

Bytes From	Bytes To	Data Element	M/C/O	Format
72	72	Schedule Status	M	P or C
73	107	Creator Reference	O	Free format, blank fill
108	108	Duplicate Airline Designator Marker	C	Blank fill
109	168	General Information	O	Free format, blank fill
169	169	Secure Flight Indicator	O	Blank Fill S if subject to regulations
170	188	In-Flight Service Information defaults	O	The format is as defined in Chapter 2, except that the DEI (503) is not required. Right justified, blank fill
189	190	Electronic Ticketing Information	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
191	194	Creation Time	M	Hours, minutes of data set creation, e.g. 1346.
195	200	Record Serial Number	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.

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SSIM

- Flight Leg Record—Record Type 3

Bytes From	Bytes To	Data Element	M/C/O	Format
1	1	Record Type	M	Always 3
2	2	Operational Suffix	C	Blank fill
(3)	(9)	Flight Designator	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	Itinerary Variation Identifier	M	Number between 01 and 99
12	13	Leg Sequence Number	M	Number between 01 and 99, sequencing continuous flight legs as they operate within each Itinerary Variation Identifier
14	14	Service Type	M	Alpha
15	28	Period of Operation (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	Day(s) of Operation	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	Frequency Rate	C	Blank fill
37	39	Departure Station	M	3-character IATA code

SITA Telegrammer

SSIM

- Flight Leg Record—Record Type 3 (continued)

Bytes From	Bytes To	Data Element	M/C/O	Format
40	43	Scheduled time of Passenger Departure (Passenger STD)	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	Scheduled Time of Aircraft Departure (Aircraft STD)	M	This field must be compatible with Time Mode in byte 2 of Record Type 2.
48	52	UTC/Local Time Variation (for Departure Station)	M	Hours and Minutes variation from UTC (see Appendix F)
53	54	Passenger Terminal for departure station	C	Alphanumeric, left justify, blank fill
55	57	Arrival Station	M	3-character IATA code
58	61	Scheduled Time of Aircraft Arrival (Aircraft STA)	M	This field must be compatible with the Time Mode in byte 2 of Record Type 2.
62	65	Scheduled time of Passenger Arrival (Passenger STA)	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	UTC/Local Time Variation (for Arrival Station)	M	Hours and Minutes variation from UTC (see Appendix F)
71	72	Passenger Terminal for arrival station	C	Alphanumeric, left justify, blank fill
73	75	Aircraft Type	M	IATA Aircraft Type. See Appendix A.

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SSIM

- Flight Leg Record—Record Type 3 (continued)

Bytes From	Bytes To	Data Element	M/C/O	Format
76	95	Passenger Reservations Booking Designator (PRBD) Note: Either this field or the Aircraft Configuration/Version (in bytes 173–192) is mandatory.	C	Blank fill
96	100	Passenger Reservations Booking Modifier (PRBM)	C	Blank fill by Passenger Reservations Booking Designator class
101	110	Meal Service Note	O	Blank fill by Passenger Reservations Booking Designator class
111	119	Joint Operation Airline Designators	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	Minimum Connecting Time International/Domestic Status	O	Blank fill Two character combination of D and/or I Position 120 is leg departure status Position 121 is leg arrival status
122	122	Secure Flight Indicator	O	Blank Fill S if subject to regulations
123	127	(Spare)	M	Blank fill
128	128	Itinerary Variation Identifier Overflow	C	Blank fill
129	131	Aircraft Owner	C	Left justify, blank fill
132	134	Cockpit Crew Employer	C	Left justify, blank fill

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SSIM

- Flight Leg Record—Record Type 3 (continued)

Bytes From	Bytes To	Data Element	M/C/O	Format
135	137	Cabin Crew Employer	C	Left justify, blank fill
(138)	(146)	Onward Flight	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
146	146	Operational Suffix	C	Blank fill
147	147	Automated Check-In	O	Blank fill A if service is available N if service not available
148	148	Flight Transit Layover	C	Blank fill
149	149	Operating Airline Disclosure—Code Share (DEI 2) or Operating Airline Disclosure—Shared Airline or Wet Lease Designation (DEI 9)	C	Blank fill
150	160	Traffic Restriction Code	C	Blank fill

SITA Telegrammer

SSIM

- Flight Leg Record—Record Type 3 (continued)

Bytes From	Bytes To	Data Element	M/C/O	Format
161	161	Traffic Restriction Code Leg Overflow Indicator	C	Blank fill
162	172	(Spare)	M	Blank fill
173	192	Aircraft Configuration/Version Note: Either this field or the Passenger Reservations Booking Designator (bytes 76–95) is mandatory.	C	Blank fill
193	194	Date Variation	O	Blank fill
195	200	Record Serial Number	M	Right justified, 0 filled and sequential to previous record irrespective of its Record Type. See Chapter 2 Record Serial Number description if record count exceeds 999999.

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SSIM

- Segment Data Record—Record Type 4

Bytes From	Bytes To	Data Element	M/C/O	Format
1	1	Record Type	M	Always 4
2	2	Operational Suffix	C	Blank fill
(3)	(9)	Flight Designator	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	Itinerary Variation Identifier	M	Number between 01 and 99
12	13	Leg Sequence Number	M	Number between 01 and 99 sequencing continuous flight legs as they operate within each Itinerary Variation Identifier
14	14	Service Type	M	Alpha
15	27	(Spare)	M	Blank fill
28	28	Itinerary Variation Identifier Overflow	C	Blank fill
29	29	Board Point Indicator	M	Alpha
30	30	Off Point Indicator	M	Alpha
31	33	Data Element Identifier	M	Right justify, zero fill

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SSIM

- Segment Data Record—Record Type 4 (continued)

Bytes From	Bytes To	Data Element	M/C/O	Format
(34)	(39)	Segment	M	
34	36	Board Point	M	3-character IATA Code
37	39	Off Point	M	3-character IATA Code
40	194	Data (associated with Data Element Identifier)	C	The format for each data element is defined in Chapter 2. Blank fill.
195	200	Record Serial Number	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.

SITA Telegrammer

SSIM

- Trailer Record—Record Type 5

Bytes From	Bytes To	Data Element	M/C/O	Format
1	1	Record Type	M	Always 5
2	2	(Spare)	M	Blank fill
3	5	Airline Designator	M	Left justify
6	12	Release (Sell) Date	O	As in bytes 65–71 of Carrier Record or blank fill
13	187	(Spare)	M	Blank fill
188	193	Serial Number Check Reference	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	Continuation/End Code	M	C or E
195	200	Record Serial Number	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.

SITA Telegrammer

- Hvad indeholder SSIM?
- Hvilken prioritet har SSIM?
- Hvem genererer normalt SSIM filen?
- Hvad er linje længen i SSIM filen?
- Hvordan er der sikret for manipuleret SSIM fil?
- Kan man have data for flere Airlines i samme SSIM fil?
- Understøtter VIAS Local time i SSIM?
- Hvorledes kan VIAS generere en SSIM fil?

SITA Telegrammer

vias fids

The End