U.S. Customs & Border Protection

Enforcement Systems Branch

Message Implementation Guideline for Airlines UN/EDIFACT PAXLST/CUSRES Message Sets v3.5

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Executive Summary

Background

This document is based on the WCO/IATA/ICAO Advanced Passenger Information Guidelines, with Department of Homeland Security (DHS) additions, and contains the technical guidelines for carriers to follow in the preparation and transmission of the passenger/crew manifest data for processing by DHS. The technical guidelines are based on the DHS Consolidated User Guide (CUG) for APIS Pre-Departure and Secure Flight.

A standard data format known as UN/EDIFACT – United Nations/Electronic Data Interchange for Administration, Commerce, and Trade – was adopted by the United Nations Economic Commission for Europe (UN/ECE). A version of the UN/EDIFACT "PAXLST" message set has been codified by the World Customs Organization (WCO) and the International Air Transport Association (IATA) for worldwide use by all scheduled air carriers and border control authorities. Additional PAXLST message segments, data elements, and code values have been defined by DHS as necessary to meet the requirements of U.S. regulations.

Notes:

1. All examples in this document are fictional. There is no implication that any carriers operate flights with the numbers shown or fly these routes. Any resemblance to real people, their documents or itineraries, or any personal details, is strictly coincidental.

Revision History

Date	Document ID Number	Description of Revisions	Location in Document
12/21/2010	2099001-UN-Implementation Guide – 3.5	• Updated dates, format, and version • Added "flights" • Edited • Edited to say "crew only" • Edited • Inserted "for crew reporting"	• Entire Document • Data Elements • 6.3 Group Header (UNG) • 6.10.1 LOC Example • 6.26 Group Trailer (UNE) • 8.8.2 LOC Element

Date	Document ID Number	Description of Revisions	Location in Document
		• Edited • Edited • Inserted””” • Deleted “*” • Inserted “” • Deleted “*” • Inserted “” • Deleted “*” • Inserted “” • Deleted “*” • Deleted “*” • Deleted “*” • Deleted “DHS Unsolicited Message ‘Not Cleared’” • Added “flights • Clarified language about absent crew manifests • Updated appendix letter/number • Added “Flight” • Edited Description of PAXLST • Added “Flights” to section title	Definitions • 8.14 Group Trailer (UNE) • 10.14 Group Trailer (UNE) • B.4.1 DHS Response • B.5 Internet-to-Domestic (Inbound) • B.5.1 DHS Response • B.6 International-to-Domestic (Inbound) • B.6.1 DHS Response • B.7 International (Multiple Leg Flight)-to-Domest (Inbound) • B.7.1 DHS Response • B.10.1 Inbound Reporting – Transmission #1 • B.10.3 Inbound Reporting – Transmission #2 • B.10.5 Outbound Reporting – Transmission #3 • B.15.1 DHS Response • Table 19 • D.1.2. APIS Crew Manifests • Coding Rules: Group 3 – Flight Itinerary • D.3.5. Overflight,

Date	Document ID Number	Description of Revisions	Location in Document
		• Clarified example • Updated referenced table number • Updated example reference • Updated referenced table number • Updated example reference	Passenger • D.3.6. Overflight, Cargo • D.3.9. Domestic Continuance, Cargo Flight, Regularly Scheduled Crew • D.3.10. Domestic Continuance, Cargo Flight, Crew Change
03/26/2009	2099001-UN-Implementation Guide – 3.4	• Updated to remove “Official Use Only” designation • Identified RFF Segment (Level 0) on the PAXLST as Mandatory for Secure Flight • Updated UN/EDIFACT PAXLST Data Items Table 3 removing PNR related data elements • Additional guidance included to clarify rules for reporting NAMES on the PAXLST NAD Segment. • Included additional guidance for reporting Crew/Non-Crew messages to APIS. • Included guidance for reporting Crew overflights. • Reapplied guidance identifying Change Flight / Non-Qualified messages supported by Secure Flight only. • Added Non-Immigrant Visa Document • Updated the travel document type data element edits/rules • Updated Beginning of message - document name code format/values • Updated the characteristics section.	• Whole Document • Section 6.6 • Section 2 • Section 6.12 • Whole Document • Whole document • Whole document • Whole document • Table 3 • Table 4 • Figure 6

Date	Document ID Number	Description of Revisions	Location in Document
		• Updated sample images and usage guidelines	• Section 6.5.2
		• Updated mandatory and optional elements	• Section 6.6
		• Updated reporting for overflights to include both passengers and crew.	• 6.10.2
		• Updated notes section	• 6.12
		• Updated reference values	• B.7
		• Updated Coding rules for group 3 - flight itinerary	• D.1.2
11/13/2009	2099001-UN-Implementation Guide – 3.3	• Updated Gate Pass Request example to include *'LOC+91+USA'*	• Section B.11
08/18/2009	2099001-UN-Implementation Guide – 3.2	• Updated the following guidance under 'Passenger / Crew Reporting' regarding updates to APIS data or to receive a new ESTA status	• Section 1.5
		• Updated Reduction In Party reference	• Section 1.5
		• Updated guidance for Change Passenger Data regarding submission to receive a new ESTA status.	• Section 1.5
		• Updated RFF+AF+ to now read RFF+AF:	• Whole document
		• Updated Known Traveler tag to 'CR'	• Section 2 - Table 3
		• Updated guidance for BGM+745' (submission of new passenger or to obtain new ESTA status) and BGM+745+CP' (submission to obtain new ESTA status)	• Section 6.5.2
		• Updated Max Group Occurs from '10' to '11' in Segment Group 3	• Section 9 – Figure 11
		• Gate Pass Response example updated to include retuning the Flight Number and Airport Location code.	• Section B.11.1

Date	Document ID Number	Description of Revisions	Location in Document
		• Updated example DHS response to a Non-Qualified Change message (i.e. Change Flight). Removed passenger vetting results from the example.	• Section B.13.1
		• Updated example DHS response to Reduction in Party message. Removed passenger vetting results.	• Section B.14.1
		• Updated example DHS response to a Cancel Flight message. Removed passenger vetting results from example	• Section B.15.1
		• Updated *Passenger Name Record Locator* definition to read 'Unique' instead of 'default'	• Whole document
05/29/2009	2099001-UN-Implementation Guide – 3.1	• Increase version number to align with Parts 1-3. • Revised Change Itinerary reference	• Whole Document • Section 1.5
02/23/2009	2099001-UN-Implementation-Guide- 3.0	• Identify BOTH *Unique Passenger Reference identifier* AND *Passenger Name Record Locator* as MANDATORY under new rules contained in the Secure Flight Final Rule (Oct 2008).	• Whole Document
		• Increase version number to align with Parts 1-3.	• Whole Document
		• Formatted the NAME example in Section 6.12, so it can be seen on the same page.	• Section 6.12
10/02/2008	2099001-UN-Implementation-Guide- 2.04	• Corrected sample PAXLST image.	• Appendix B.3
07/21/2008	2099001-UN-Implementation-Guide- 2.03	• Introduced information concerning the Visa Waiver Program and Electronic System for Travel Authorization (ESTA) Interim Final Rule.	• Section 10, Appendix B.15, B.16
		• Included clarification concerning the submission and processing of Crew and Master Crew Lists.	• Section 1.5
		• Include guidance concerning the	• Sections 8.2.2, 8.3.2,

Date	Document ID Number	Description of Revisions	Location in Document
		value contained within the UNB, UNG, UNH control numbers (DE's 0020, 0048, 0062) that are echoed back to carrier on the CUSRES (PAXLST response) message.	8.4.2
03/31/2008	2099001-UN-Implementation-Guide- 2.02	• Included statement regarding need for Air Carrier to properly code the PAXLST message to alert DHS systems to the appropriate routing of the data to APD or Secure Flight. • Included guidance : "All passengers identified on a PAXLST message share the same reported itinerary."	• Section 1.2 • Section 5
02/01/2008	2099001-UN-Implementation-Guide- 2.01	• Changed all references to 'DHS' within the context of the PAXLST & CUSRES UNB/UNG header segments to read 'USADHS' (or USADHSTEST for Test messages). • Removed all leading zeros from the 'sequence numbers' appearing in the sample EDIFACT images. • Assigned specific codes for individual reporting of NEXUS and SENTRI travel documents. • Included new code 'E' to list of optional acknowledgments from Aircraft Operator in response to unsolicited response message. • Remove use of FTX code value 'AAO' for this implementation. • Moved 'Bag Tag' reporting from segment group 4 RFF segment to segment group 4 FTX segment. • Updates to include FTX segment in segment group 4. • Added FTX Segment to Section • Changed Max Use for RFF segment on PAXLST to 9 occurs. DMR pending. • Identified message types and	• Whole Document • Appendices • Appendices • P. 15 • P. 48 • Table 12 • Appendix Sect. 6.21.2 • Appendix Sect. 10.13.2 • Section 8.12.2 • Added Section 6.16 • Figure 6 • Section 6 • Section 6.20 • Figure 6 • Appendix B • Section 6.5.2

Date	Document ID Number	Description of Revisions	Location in Document
		examples as supported by either AQQ or Secure Flight.	
		• Clarification note to indicate optional nature of TRN, and TSA Secure Flight (only) support for the message sequence number.	• Appendix B.21
		• Included guidance for content of TRN.	• Section 6.6.2 • Appendix B.21
		• Change 'Unique Passenger Reference number' to 'Unique Passenger Reference *identifier*'.	• Whole document
		• Included guidance for content of Unique Passenger Reference (UPR) identifier.	• Appendix B.22 • Section 6.21 • Section 6.21.2
		• Removed all references to 'United Airlines' in the message samples.	• Sections 5,6,7,8,9,10 • Appendix B
		• Updated example to include UPR	• Appendix B.10
		• Included DE 0068 and 0070 on UNH Segment description for CUSRES DRM response message	• Sections 8.4.1, 8.4.2
		• Included guidance limiting transmissions to DHS to include only one single instance of a PAXLST or CUSRES message.	• Section 1.6 • Section 4
		• Updated allowable maximum message payload length for SITA or ARInc transmissions from 32k to 64k.	• Section 1.6
		• Re-labeled and rewrote entire sections.	• Sections 1.4 thru 1.12
		• Updated CUSRES segment mapping discrepancies	• Table 13
		• Included guidance regarding the optional use of the Common Access Reference (CAR) on the UNH segment.	• Section B.21
		• Removed use of the GEI segment for identifying 'Change Passenger' indicator	• Section 6.15

Date	Document ID Number	Description of Revisions	Location in Document
		• Removed reference to support of the MQ Msg ID attribute. • Corrected reference for Cancel Flight message 'supported by Secure Flight'. Changed to "AQQ only". Also, updated sample images of Cancel Flight message and updated image of DHS response message. • Applied syntactical and editorial modifications.	• Section 1.8 • Appendix B.16 • Whole document
08/23/2007	2099001-UN-Implementation-Guide-1.10	Original Document – Rewritten from previous versions to incorporate Pre-Departure Final Rule specifications.	• Whole Document

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1. Introduction

The purpose of this manual is to provide guidelines to air carriers for the preparation and transfer of manifest data using UN/EDIFACT PAXLST and CUSRES format. These implementation guidelines identify the technical requirements of DHS for collecting passenger and crew data from air carriers flying with domestic and international nexus.

1.1 UN/EDIFACT Message Format

In 2002, a standard Electronic Data Interchange (EDI) message set was approved for use by the United Nations/Electronic Data Interchange for Administration, Commerce, and Trade (UN/EDIFACT) under the auspices of the United Nations Economic Commission for Europe (UN/ECE). The World Customs Organization (WCO) and the International Air Transport Association (IATA) and adopted the Passenger List (PAXLST) message set for use by all scheduled air carriers for the transmission of passenger and crew data to border control authorities. This UN/EDIFACT PAXLST and CUSRES Message Set documentation identifies the format and syntax rules that scheduled air carriers must follow in transmitting data to the appropriate authorities in the U.S.

DHS has found it necessary to extend the WCO/IATA standard PAXLST to meet certain legislative and regulatory requirements that are currently unique to the U.S. However, every effort has been made to conform to the overall UN/EDIFACT PAXLST standard. The extensions use standard UN/EDIFACT segments and data elements, as well as private code sets in certain segments where they are allowed.

In addition to the PAXLST standard message set, the UN/EDIFACT CUSRES (Customs Response) message is used in this implementation. The CUSRES message is used as a DHS response message returned to the aircraft operator in response to a PAXLST. The DHS CUSRES Response message provides the aircraft operator the results of the passenger screening and vetting conducted by DHS systems. No extensions to the UN/EDIFACT standard CUSRES message were necessary for this implementation.

1.2 Messaging between DHS and the Aircraft Operator

The exchange of EDI messages between the aircraft operator and DHS primarily involves two explicit UN/EDIFACT message sets indicative of the typical request / response message process flow. Additionally, DHS may send an unsolicited message in a separate messaging process, to alert the aircraft operator of a change in airworthiness status for a previously vetted passenger.

Passenger Clearance Request and DHS Response Messages

The message from the aircraft operator requesting passenger clearance will be the form of the UN/EDIFACT PAXLST message. DHS will use the information received in this message to clear each passenger identified in the message against the DHS watch list.

Note: Aircraft operators using the UN/EDIFACT format to submit data to DHS as required by APIS Pre-Departure and/or Secure Flight Passenger Data (SFPD) *must* properly code each PAXLST submission to indicate whether the submission is to be routed to APIS Pre-Departure or Secure Flight. (Refer to Sections 5 and 6 for the technical message specifications for the PAXLST).

The DHS response message returned to the aircraft operator will appear as a UN/EDIFACT CUSRES message. This message will identify the airworthiness status of each passenger identified in the PAXLST message sent to DHS. (Refer to Sections 7 and 8 for the technical message specifications for the CUSRES).

DHS Unsolicited Message

Updates to the DHS passenger watch list involving passengers previously vetted through the above processes, will result in DHS sending a notice to the aircraft operator identifying such passenger status change. This message will appear as a uniquely identified version of the UN/EDIFACT CUSRES message. This message will identify the new status as applied to the specific passenger identified in the CUSRES message. (Refer to Sections 7 and 8 for the technical message specifications for the CUSRES).

All DHS Unsolicited messages will require a carrier acknowledgement response, regardless of the vetting result of the indicated passenger. The acknowledgement message returned to DHS in this case will be a unique version of the UN/EDIFACT CUSRES message. (Refer to Sections 9 and 10 for the technical message specifications for this CUSRES).

1.3 General Notes for this Guide

- This document is intended to be a technical guide for explaining the UN/EDIFACT PAXLST and CUSRES syntax as implemented by DHS. Some data elements marked as “conditional” under the PAXLST may be mandatory under certain regulations. This guide does not attempt to explain all of the situations in which various conditional elements must be present, and it should not be seen as a substitute for DHS laws and regulations. The DHS Consolidated User Guide (CUG) contains reporting requirements. Every attempt has been made to ensure this guide conforms to those reporting requirements, but in all cases, the DHS laws and regulations take priority over the contents of this guide.

- Frequently, the word “person” or “traveler” is used when an explanation applies equally to either a passenger or a crew member.

- Unless otherwise noted, “crew” also refers to “non-crew”. The terms are roughly defined as follows:
  - A “crew” member is defined as a pilot, copilot, flight engineer, airline management personnel authorized to travel in the cockpit, cabin crew, or relief crew member.
  - A “non-crew” member is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight (e.g. an animal handler). Note the non-crew definition only applies to all-cargo flights – these travelers should be reported as “passengers” on passenger or mixed passenger / cargo flights.

1.4 Electronic Data Interchange (EDI) Standard Messaging - UN/EDIFACT

DHS supports two distinct UN/EDIFACT standard messages for electronic information exchange with aircraft operators for program compliance. The PAXLST standard message is used primarily for reporting of passenger and crew information. The CUSRES standard message is primarily used as a response to the PAXLST to report the vetting status of passengers. Tables 1 and 2 below identify uses of the specific messages. Technical details concerning message layouts are further described throughout this document.

Table 1 Aircraft Operator initiated Messages

Message Type	UN/EDIFACT Message
Passenger Reservation Data	PAXLST
Flight Crew Manifest	PAXLST
Master Crew List	PAXLST
Flight Close-out	PAXLST
Carrier Acknowledgement of Unsolicited message	CUSRES

Table 2 DHS initiated Response Messages

Message Type	UN/EDIFACT Message
DHS Response Message	CUSRES
DHS Unsolicited Message	CUSRES

1.5 Functional Uses for the UN/EDIFACT PAXLST Message set

The PAXLST message is used in this implementation to support a number of critical information reporting functional requirements. These include:

- Passenger Reporting – (Clearance Requests, Updates, Additions, Deletes)
- Crew / Master Crew Reporting - (Updates, Additions, Deletes – APIS **only**)
- Cancel Reservation
- Reduction in Party
- Change Passenger Data
- Cancel Flight - (CBP AQQ – International Flights **only**)
- Flight Close-Out - (CBP AQQ – International Flights **only**)
- Gate Pass - (TSA Secure Flight – Domestic Flights **only**)
- Change Itinerary / Flight

Functional Reporting Rules

As indicated above, support for some of the functional uses of the PAXLST vary between the TSA Secure Flight program and the CBP AQQ Pre-Departure program. The unique functional support and processing rules for each program follows:

Passenger / Crew Reporting –

*For **Secure Flight** (Domestic Flights) – Passengers Only* – Any passenger information not previously received by Secure Flight will be included in a PAXLST message and submitted to Secure Flight. A passenger will be considered to be unique for a flight when the PNR locator and the Unique Passenger Reference identifiers do not match an existing record. The 'Change Passenger' function must be specifically implied (Refer to BGM segment detail Section 6.5.2) to update previously provided passenger information.

*For **AQQ** (International Flights) – Passengers* – Any passenger information not previously received by AQQ will be added to the flight manifest. An 'add' or 'update/change' function does not need to be specifically implied on the PAXLST. A passenger will be identified as *unique under either of the following circumstances*:

1.) The Passenger Name Record Locator (PNR) and the Unique Passenger Reference identifiers do not match an existing record, or
2.) The Last Name + First Name + Date of Birth do not match an existing record, when a PNR is not provided.

DHS will recognize that a traveler record was previously reported (i.e. by exact Name / Date of Birth match), and replace the entire previous record with the new data.

Carriers may resend the PAXLST message in order to update APIS data that was not previously provided or to receive an updated ESTA status from DHS.

*Crew / Non-Crew – AQQ should **not** be used as the submission method for reporting of crew information. Reporting of crew information should continue to be sent to APIS utilizing the non-interactive batch APIS submission method and format. Per normal, the carrier, or submitter of the Crew/Non-Crew message to APIS will receive an email confirmation of the crew submission.*

In the event crew data is sent using the interactive function, vetting responses will not validate the crew members standing on the carriers Master Crew List. This function is a separate requirement and must be maintained through normal Master Crew List updates.

Cancel Reservation –

AQQ and Secure Flight programs both support the Cancel Reservation function. The reservation to be cancelled must include the PNR locator and the Unique Passenger Reference. The complete originally provided itinerary must also be identified in this message. The DHS Response Message returned to the aircraft operator will contain a general response without vetting results.

Reduction in Party –

AQQ and Secure Flight programs both support the Reduction in Party function. This function removes a passenger from a multi-passenger PNR reservation. The PAXLST message would include only those passengers remaining on the booked travel under the PNR identifier. The complete originally provided itinerary must also be identified in this message. A DHS Response message acknowledging receipt of the message will be returned to the aircraft operator but will not contain passenger vetting results.

Change Passenger Data –

AQQ and Secure Flight programs both support the Change Passenger function. The Change Passenger Data function uses the data contained for the passenger(s) identified on the 'CP' PAXLST message type and overlays the information previously presented for the passenger(s) whose data has changed. Change Passenger Data transmissions should only contain the information for the specific passenger that is to be changed. New vetting results will be returned on the DHS Response Message for all passengers identified on a Change Passenger message.

A previous passenger submission containing name and date of birth that is changed to include travel document information would be considered Change Passenger submission.

Carriers may use a *Change Passenger* message to report passenger data updates, to provide additional passenger data required for APIS submission and/or to receive an updated ESTA status from DHS.

Cancel Flight –

For AQQ only – The complete originally provided itinerary must also be identified in this PAXLST message. No passenger data should be provided in this message. The DHS Response message returned to the aircraft operator will contain a general response without passenger vetting results.

Flight Close-Out–

For AQQ only - The Flight Close-Out message reports the total number of passengers who are on the flight. Additionally, this PAXLST message is used to report either (1) the identity of the passengers who are on the flight, or (2) the identity of the passengers who were previously reported to AQQ but did not board the flight. Passengers are identified with PNR locator and the Unique Passenger Reference. The response to this message from AQQ will be in the form of a DHS general response. Passengers identified on a Flight Close-Out message will not be re-vetted. The DHS Response message returned to the aircraft operator will contain a general response without passenger vetting results.

Gate Pass –

For Secure Flight only – The Gate Pass PAXLST message is used to request access to the secure airport environment for a non-traveling party. Along with the full name and date of birth of the party seeking access, the aircraft operator must provide an assigned Unique Passenger Reference identifier and the PNR number of the accompanying traveler that uniquely identifies the party and will be returned in the DHS response message. The Gate Pass request message must also include the airport location code. A vetting result will be returned on the DHS Response Message for the party identified on a Gate Pass message.

Change Itinerary / Flight –

For Secure Flight domestic only – The Change Itinerary / Flight function alerts DHS to a change in flight number(s), origin and/or destination airport(s), and/or scheduled departure(s) or arrival time(s) of a passenger(s) whose Secure Flight Passenger Data (SFPD) has been previously submitted. Secure Flight will update the passenger(s) records but no passenger vetting will take place. A DHS Response message

acknowledging receipt of the message will be returned to the aircraft operator but will not contain passenger vetting results.

NOTE: Carriers submitting messages with an **international** change in itinerary / flight must submit a new Clear Passenger message.

1.6 Data Communications

1.6.1 Air Industry Networks

DHS currently supports receipt of transmissions through two air industry communications networks: Aeronautical Radio Incorporated (ARINC) and Societe Internationale de Telecommunications Aeronautique (SITA). Carriers desiring to use either of these communication services should contact them directly for additional information and technical details.

These networks may have limits on the size of certain types of messages, which may require larger messages to be split into multiple "blocks." Refer to Section '1.7 Data Transmission Rules' below for instructions regarding the transmission of multiple 'blocks' (messages).

(NOTE: Type "B" messages are no longer limited to a length of 3840 bytes. SITA and ARInc now support Type "B" message lengths up to 64,000 bytes. DHS strongly encourages use of the maximum block size, as this will simplify carriers' systems and result in faster DHS processing.)

1.6.2 Communicating Directly with DHS

DHS offers external commercial trading partners a number of methods to communicate electronic documents directly with DHS. All of the communications options identified below involve the use of IBM Websphere MQ for assured message delivery between DHS systems and Aircraft Operator systems. For more information regarding communicating directly with DHS:

- Go to WWW.CBP.GOV
- Enter 'VPN Solution' into the search box, hit go
- Choose link to 'Which VPN Client is Right for My Company'.

Dedicated MPLS Communications

This communications option leverages a 'Multi Protocol Label Switching' (MPLS) dedicated VPN (Virtual Private Network) circuit hosted by either Verizon or Sprint networks. Licensed IBM Websphere MQ Server software is required.

Hardware VPN Internet Solution

This option leverages the World Wide Web for purposes of message exchange. Licensed IBM Websphere MQ software is required.

Software VPN Internet Solution
This option utilizes a dual freeware solution whereby both MQ Client software and Cisco client software support messaging across the internet.

eAPIS Web service

This solution utilizes a web service developed by CBP, for users maintaining a lower volume of APIS submissions. Utilizing an activated eAPIS account, select the 'Help' option for further information.

1.7 Data Transmission Rules

DHS views a transmitted message as a single continuous bit stream. A single transmission of a message to DHS must consist of a well-formed, syntax compliant, single instance of a PAXLST or a CUSRES message. For aircraft operators using Websphere MQ for their transmissions, a single MQ message must contain a single instance of a PAXLST or a CUSRES message. If an aircraft operator encounters message size limitations (due to network transmission size or other system limitations), messages may need to be split into separate transmissions, or blocks. If this is necessary, each block must constitute a stand-alone EDIFACT PAXLST or CUSRES transaction that can be processed whether or not any other associated blocks are received.

The following rules must be followed for all messages sent to DHS:

1. A single transmission (message) sent to DHS must include ***only one*** instance of a PAXLST message set, or a CUSRES message sent to DHS in response to an Unsolicited DHS message.

2. Only a UN/EDIFACT segment terminator, one byte in length, serves to separate the message into "records" (segments).

3. Each block must have a complete set of UNB, UNH, UNT, and UNZ header/trailer segments. If UNA, UNG, and UNE segments are used, they must also be present in each block.

4. Each block must have a BGM segment and contain the TDT and flight itinerary segments.

5. An individual traveler's data must not be split into multiple blocks. All data for a specific traveler must be contained within the same block.

6. The sender may choose to use fields in the UNH segment to specify a block sequence number and indicate the initial and final blocks that are being sent. *It is*

important to note, there is no guarantee that DHS will receive and process the blocks in the order that they were sent. While DHS may use the block sequence numbers and the initial/final indicators as a reference for troubleshooting missing or corrupted blocks, DHS will not employ an automated validation or reporting of "missing" blocks.

1.8 Data Quality

With the increasing volume and importance of the data being sent to DHS, the quality and uniformity of data transmissions is of great concern. DHS filers should be aware of the following policies:

- Message syntax rules described in this document ***must*** be followed. This includes mandatory values for specified data elements and coding practices for groups of data segments (such as the flight itinerary). Transmissions that fail to follow these rules and practices may be rejected by the system. Also, certain syntax errors such as those involving a required segment for a segment group may cause the data for subsequent travelers in the transmission to be lost.

- No exceptions to the syntax rules will be made for any filer.

- Qualification testing must be passed before actual "live" flight data will be accepted. Do not submit UN/EDIFACT transmissions to the DHS production system without expressed prior approval.

1.9 Confirmation/Acknowledgement of Transmissions

DHS will send an application generated confirmation message to the sender after receiving and processing a PAXLST transmission. The confirmation is sent as a UN/EDIFACT CUSRES message.

Aircraft operators are required to acknowledge all DHS Unsolicited messages. Unsolicited messages from DHS also appear as a uniquely identified UN/EDIFACT CUSRES message. The acknowledgement message returned to DHS from the aircraft operator will contain similar content as the CUSRES Unsolicited message received from DHS.

1.10 Synchronous and Asynchronous data Transmissions to DHS

Data transmissions to DHS can be achieved using either synchronous or asynchronous processes. Synchronous transmissions are those that expect near real time replies, while asynchronous transmissions are one-way conversations.

Synchronous process are traditionally used during request/response operations, whereby an aircraft operator performs a request and waits for a response from DHS before continuing (blocked mode).

Asynchronous process are indicative of an Aircraft operator transmitting a message to DHS and performing other work prior to checking for the DHS response (unblocked mode).

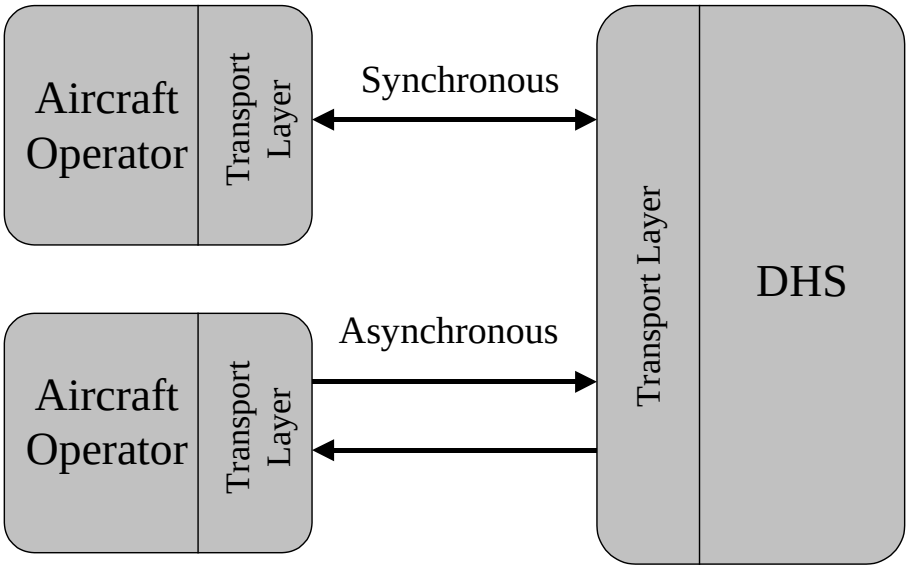


Figure 1: Synchronous/Asynchronous Processing

Synchronous Processing

DHS supports data transmissions requiring request/response processing. Under this form of processing, the aircraft operator's method that starts a task will wait for a response from DHS. Synchronous processing should be considered when submitting real-time queries (e.g., APIS Quick Query (AQQ))

Synchronous data transport layer supported include;

- IATA host-to-host
- Websphere MQ
- eAPIS web service

Asynchronous Processing

Current data transmissions through ARINC and SITA are Type “B” messages, or asynchronous in nature for one-way conversations. DHS will continue to support this type of message. When used by the aircraft operator, DHS shall respond using a Type “B” message. The Teletype address of the sender will be used in determining who should receive the reply.

Under this from of process, the aircraft operator’s method that starts a task is returned immediately without waiting for a reply from DHS. The aircraft operator’s application can continue to do other work while the task is completed by DHS. Asynchronous processing should be used when submitting batch manifests and Flight Close-Out messages.

Asynchronous data transport layer supported include:

- Websphere MQ
- ARINC Type “B” messages
- SITA Type “B” messages
- eAPIS Web service

1.11 Synchronous Processing using Websphere MQ

Websphere MQ can effectively support synchronous processing. A single application could control both the sending and retrieval of messages. The message *Correlation Identifier* within the MQ message header can be used to manage the synchronous sending and retrieval of messages. The application would perform an MQPUT with *Correlation Identifier* assigned by the carrier application and immediately perform a MQGET using the same *Correlation Identifier* with a WAIT option. This will place the application into a wait state for a defined period of time while the request is processed and a response returned.

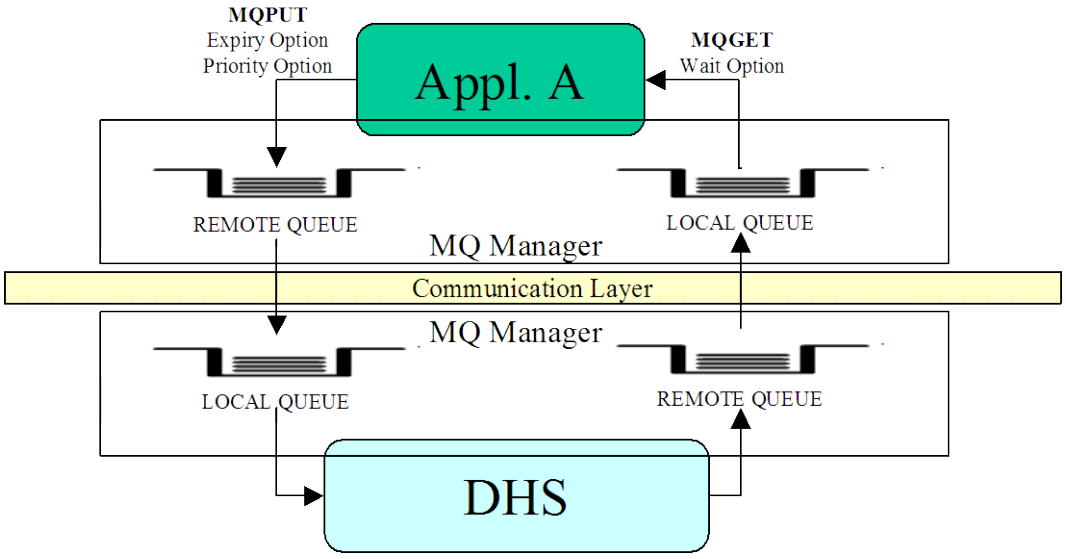


Figure 2: Synchronous Processing with Websphere MQ

The following should be considered when designing a synchronous application using Websphere MQ:

- Use of the Correlation Identifier on the MQ Message Descriptor (MD) header.
- Perform ***MQPUT*** with the following options;
  - ***Priority Option***

    Websphere MQ provides for setting a priority from 0 (default) to 9, where 9 is the highest priority. Aircraft operators can use the Priority Option to manage which messages will be serviced first by DHS. For example, Internet check-ins, kiosk check-ins and counter check-ins can each be given separate priority options depending on the carrier's operational requirements.

- Perform ***MQGET*** with the following option
  - ***WAIT Option***

This option specifies the maximum time (in milliseconds) that the MQGET will wait for a message to arrive on a queue. The WAIT Option is essential in designing synchronous processing using Websphere MQ. The application must account for two conditions when waiting for a response:

- The message arrives on time (e.g., within the wait option)
- The time expires and no message is received

The following technical considerations should be applied when developing a synchronous MQ application:

- DHS does not support MQ dynamic request/reply architecture with carriers. A set of MQ queues will be preconfigured for synchronous and asynchronous requests/responses. Any ReplyToQ and ReplyToQmgr settings populated by carriers will not be used/propagated at DHS.
- DHS only supports use of MQ datagram message type.
- The Correlation Identifier (CorrelID) will be maintained and transferred within DHS and present on responses returned to the carrier. If the CorrelID is not set by the carrier, DHS will copy MsgID to CorrelID and provide this value with the response. For asynchronous requests the carrier may choose to ignore CorrelID.
- Accommodate a single message up to 40,000 bytes.
- The synchronous method should be used for *Interactive High Priority* messaging only.
- The aircraft operator application should issue an MQGET API call against the response queue using the Wait interval Option.
- Aircraft operator application logic should handle timeouts in the event a response is not received from DHS within the assigned wait interval.

1.12 Asynchronous Processing using Websphere MQ

Websphere MQ is ideally suited for asynchronous processing. Separate applications could control the sending and retrieval of messages. Each application applies First-in-First-Out (FIFO) concept of processing data.

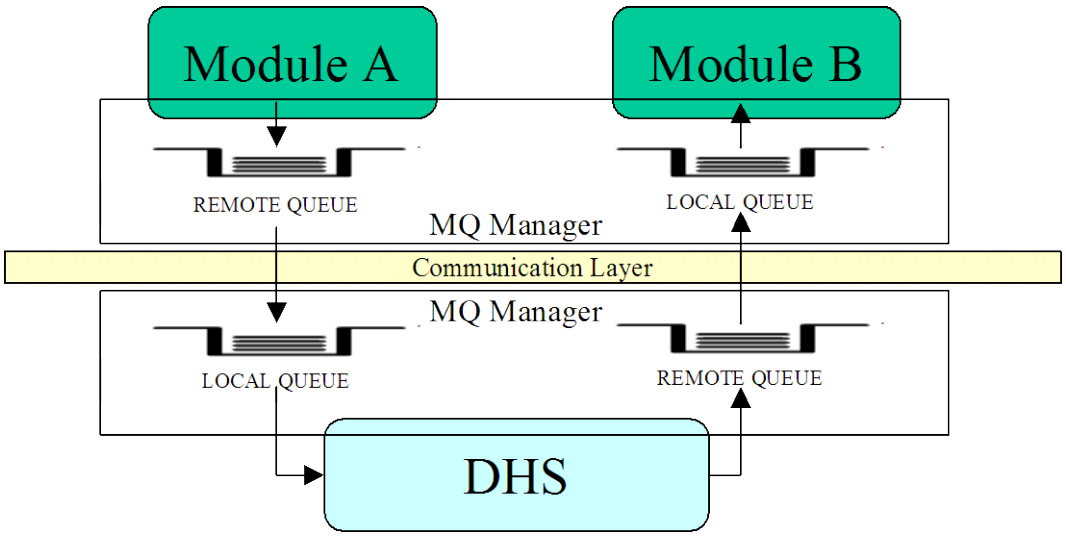


Figure 3: Asynchronous Processing with Websphere MQ

DHS supports Websphere MQ for asynchronous processing with the following technical considerations;

- DHS does not support MQ dynamic request/reply architecture (ReplyToQ) with carriers. A set of MQ queues will be preconfigured for synchronous and asynchronous requests/responses. Any ReplyToQ and ReplyToQmgr settings populated by carriers will not be used/propagated at DHS.
- DHS only supports use of MQ datagram message type.
- The Correlation Identifier (CorrelID) will be maintained and transferred within DHS and present on responses to the carrier. If the CorrelID is not set by the carrier DHS will copy MsgID to CorrelID and provide this value with the response. For asynchronous requests the carrier may choose to ignore CorrelID.

1.13 Using Websphere MQ Message Priorities

Websphere MQ provides the ability to programmatically assign a priority value on messages put to a queue. Batch messages sent to DHS and the resulting DHS response can utilize a prioritization scheme. Under this scenario, the sender of the MQ message assigns a message priority to the *Priority* attribute on the MQ header. The priority value will then be used by DHS to process the *batch* message in accordance with the set priority of the message. The priority assigned to the message sent to DHS will also appear on the DHS response message returned to the aircraft operator.

Interactive Priorities

DHS recommends setting the highest MQ Priority (e.g., 9) on *interactive* requests.

Batch Priorities

DHS will support *batch* MQ Priority settings, but strongly discourages their use.
If used, *batch* requests should default to a low MQ Priority to mitigate any contention with *interactive* messages transmitted across the MQ Channel to DHS. Mixing several priority settings randomly will cause unnecessary overhead on MQ and is not recommended.

Three levels of priority *may* be employed at the discretion of the aircraft operator:

Low: Initial 72 hour batch submissions and updated submissions occurring between 72 and 48 hours pre-departure.

No MQ Priority setting

Medium: New submission or updated submissions occurring between 48 and 24 hours pre-departure

MQ Priority setting of "5"

High: New submissions or updated submissions occurring with-in 24 hours of departure

MQ Priority setting of "7"

2. PAXLST Data Items

Table 3: UN/EDIFACT PAXLST Data Items

Data Element	EDIFACT Mapping		Attributes		Edits/Rules
	Segment	**Data Element Tag**	**Data Type**	**Length**	
Passenger Last Name	NAD	C080:3036 (1)	AN	35	Alphabetic, no numeric or special characters, except dash (-) and single quote (‘)
Passenger First Name	NAD	C080:3036 (2)	AN	35	First Initial only is allowed, however, **<u>may</u>** result in a higher occurrence of “Inhibited” responses and may result in the issuance of APIS penalties. Alphabetic, no numeric or special characters, except dash (-) and single quote (‘)
Passenger Middle Name	NAD	C080:3036 (3)	AN	35	Alphabetic, no numeric or special characters, except dash (-) and single quote (‘)
Date of birth	DTM	C507:2380	AN	6	Valid month, valid day within the month, and valid year Date of Birth. Format ‘YYMMDD' where: YY - Year MM - Month DD - Day
Gender	ATT	C956:9019	AN	1	M or F
Citizenship	NAT	C042:3293	AN	3	Validated against the ISO country code list (ISO-3166)
Country of residence	LOC	C517:3225 (Qualifier DE 3227 = ‘174’)	AN	3	Validated against the ISO country code list (ISO-3166)
Traveler type indicator	NAD	3035	AN	3	Indicator. Values: FL Passenger FM Crew member DDU Intransit Passenger DDT Intransit Crew Member COT Involved Party - Gate Pass request ZZZ - For Cancel Reservation and Flight Close-out messages

Data Element	EDIFACT Mapping		Attributes		Edits/Rules
	Segment	**Data Element Tag**	**Data Type**	**Length**	
Travel document type	DOC	C002:1001	AN	2	Codified value: P - Passport A – Alien Registration Card C – Permanent Resident Card F – Facilitation Document (deportee or consular letter) G – US Merchant Mariner Document IN – NEXUS IS - SENTRI Card M – US Military ID T – Re-Entry or Refugee Permit V – US non-immigrant Visa (as secondary document use only)
Document number	DOC	C503:1004	AN	35	Alphanumeric, no special characters
Document expiration date - Passport	DTM	C507:2380 (C507:2005 = ‘36’)	AN	6	Date formatted as ' YYMMDD' where: YY - Year MM - Month DD - Day
Document country of issuance	LOC	C517:3225 (qualifier 3227 = ‘91’)	AN	3	Validated against the ISO country code list (ISO 3166)
Address while in the United States	NAD	C059:3042(1)	AN	35	Street Address (1)
	NAD	C059:3042(1)	AN	35	Street Address (2)
	NAD	3164	AN	35	City
	NAD	C819:3229	AN	2 (U.S.. State code)	State/Province; Country sub-entity code
	NAD	3251	AN	17	Postal code
Passenger Name Record locator	RFF	C506:1154 (Qualifier C506:1153 = ‘AVF’)	AN	6	A PNR/Unique Identifier must be provided.

Data Element	EDIFACT Mapping		Attributes		Edits/Rules
	Segment	**Data Element Tag**	**Data Type**	**Length**	
Aircraft operator Unique Passenger Reference identifier	RFF	C506:1154 (Qualifier C506:1153 = 'ABO')	AN	25	To uniquely identify a passenger within a passenger name record locator. For a single passenger PNR, default value must be assigned by the carrier. The PNR & passenger reference number shall be used by DHS in the response message and any required acknowledgements from the aircraft operator.
Passenger DHS Redress Number	RFF	C506:1154 (Qualifier C506:1153 = 'AEA')	AN	13	Unique number assigned to passenger by DHS to promote resolution with previous watch list alerts.
Known Traveler Number	RFF	C506:1154 (Qualifier C506:1153 = 'CR')	AN	25	Assigned passenger number as known to DHS to facilitate passenger clearance.
Passenger Contact Information (Primary Phone)	COM	C076:3155 Qualifier DE C076:3148 = 'TE'	AN	20	
Passenger Contact Information (Secondary Phone)	COM	C076:3155 Qualifier DE C076:3148 = 'TE'	AN	20	
Passenger Seat Assignment	RFF	C506:1156 (Qualifier C506:1153 = 'SEA')	N3A1	4	
Passenger Information Verification Indicator	GEI	C012:7365 Qualifier DE 9649 = '4'	AN	3	
Bag Tag Information	FTX	C108:4440 (1) (Qualifier 4451 = 'BAG')	N	16	Serial Number appearing on Bag Tag.

Data Element	EDIFACT Mapping		Attributes		Edits/Rules
	Segment	**Data Element Tag**	**Data Type**	**Length**	
Bag Tag – Number of consecutive tag Serial number	FTX	C108:4440 (2) (Qualifier 4451 = 'BAG')	N	3	
Passenger itinerary: Foreign airport where transportation began ("embarkation")	LOC	C517:3225 (Qualifier DE 3227 = '178')	AN	3	Validated against the IATA airport code list
Passenger itinerary: Airport of first arrival into U.S.	LOC (Flight Details – Arrival Location)	C517:3225 (Qualifier DE 3227 = '22')	AN	3	Validated against the IATA airport code list. AFR requirement for U.S. arrivals
Passenger itinerary: Final airport of destination ("debarkation")	LOC	C517:3225 (Qualifier DE 3227 = '179')	AN	3	Validated against the IATA airport code list
Aircraft operator code	TDT	C040:3127	AN	3	Validated against the IATA/ICAO aircraft operator code list. Aircraft operator Code either AN2 or AN3.
Flight number	TDT	8028	AN	8	Flight Information. Up to eight (8) characters of data may be transmitted. Formatted as Aircraft operator code and Flight Number: - Aircraft operator Code is in either AN2 or AN3 - Flight number up to 4 digits (numeric).
Flight itinerary: Scheduled place of departure	LOC (Flight itinerary)	C517:3225 (Qualifiers: DE 3227 = '125' for International to U.S flights. '92' for U.S. domestic flights only)	AN	3	Validated against the IATA airport code list. Flights departing and/or arriving into United States are identified by the airport codes provided. A departure or arrival is identified based on the "Location Function Code Qualifier"

Data Element	EDIFACT Mapping		Attributes		Edits/Rules
	Segment	**Data Element Tag**	**Data Type**	**Length**	
Flight itinerary: Scheduled date/time of departure	DTM	C507:2380 (Qualifier = C507:2005 = '189')	AN	12	Format: YY - Year MM - Month DD – Day hh – Hour mm- Minutes
Flight itinerary: Scheduled place of arrival	LOC (Flight itinerary)	C517:3225 (Qualifiers: DE 3227 = '87' for International to U.S flights. '92' for U.S. domestic flights only)	AN	3	Validated against the IATA airport code list. Flights departing and/or arriving into United States are identified by the airport codes provided. A departure or arrival is identified based on the "Location Function Code Qualifier"
Flight itinerary: Scheduled date/time of arrival	DTM	C507:2380 (Qualifier = C507:2005 = '232')	AN	12	Format: YY - Year MM - Month DD - Day hh – Hour mm- Minutes
Aircraft operator Contact Last Name	NAD	C080:3036(1) Qualifier DE 3035 = 'MS'	AN	35	
Aircraft operator Contact First Name	NAD	C080:3036(2) Qualifier DE 3035 = 'MS'	AN	35	
Aircraft operator Contact Details (Phone)	COM	C076:3155 Qualifier DE C076:3148 = 'TE'	AN	20	
Aircraft operator Contact Details (FAX)	COM	C076:3155 Qualifier DE C076:3148 = 'FX'	AN	20	

Data Element	EDIFACT Mapping		Attributes		Edits/Rules
	Segment	**Data Element Tag**	**Data Type**	**Length**	
Transaction Reference Number	RFF	C506:1154 (Qualifier is data element C506:1153 with value 'TN')	AN	25	Reference number assigned by aircraft operator for PAXLST submissions. Value returned on DHS CUSRES response messages. For Unsolicited Advisory CUSRES messages, TRN will be assigned by DHS. This value is used by DHS systems to uniquely identify a specific transmission from an aircraft operator system.
Message Sequence Number	RFF	C506:1060	N	3	Value assigned by aircraft operator submitting PAXLST. Subsequent messages identifying updates to original submission shall indicate +1 increment.
Boarding Pass Issue Status	FTX	C107:4440 (Qualifier 4451 = 'AHN')	AN	1	Value assigned by aircraft operator replying to Unsolicited Message from DHS.

2.1 Control Data

Requirements for these elements are defined by UN/EDIFACT PAXLST and CUSRES standards.

Table 4: Coding Rules for Message Control Data

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Transmission separators and indicators	• sub-element • element • decimal notation • release indicator • segment terminator	Not needed if all UN/EDIFACT default values are used	Refer to Implementation Guide (section 6.1)	**UNA**
Interchange header	• syntax ID • syntax version • sender ID • sender ID qualifier • recipient ID • recipient ID qualifier • interchange date • interchange time • control reference number • application reference	All are mandatory except the sender ID qualifier and recipient ID qualifier For an MCL, Sender ID is always “MCCL*TSA”.	Refer to Implementation Guide (section 6.2)	**UNB** / 0001, 0002, 0004, 0007, 0010, 0017, 0019, 0020, 0026

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Group header	• message group ID • sender ID / carrier name • sender ID qualifier • recipient ID • recipient ID qualifier • group date • group time • group reference number • controlling agency • message version number • message release number	Entire segment is conditional: • Carriers who transmit their own flights do not need the UNG. • A service bureau, GDS, or other party transmitting for another carrier should include the UNG and report the carrier's name in the UNG segment. – if present, certain elements are mandatory.	Refer to Implementation Guide (section 6.3)	**UNG** / 0038, 0040, 0007, 0044, 0017, 0019, 0048, 0051, 0052, 0054
Message header	• message reference number • message type • message version number • message release number • controlling agency • association code • common access reference • sequence message transfer number • first / last sequence message transfer indicator	Segment is mandatory – some elements are optional	Refer to Implementation Guide (section 6.4)	**UNH** / 0062, 0065, 0052, 0054, 0051, 0057, 0068, 0070, 0073

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Beginning of message – document name code			• 745 = Passenger manifest • 250 = Crew manifest • 336 = Master Crew List (MCL) • 266 = Flight Status • 655 = Gate Pass	**BGM** / 1001
Beginning of message – **Passenger** message type code, **Gate Pass,** or **Flight Status** message.		BGM Segment is Mandatory when document name code = 745 (Passenger), or 655 (Gate Pass), or 266 (Flight Status)	<u>For Document Name Code '745':</u> CP - Change Passenger Data XR - Cancel Reservation RP - Reduction in Party (Delete Passenger on PNR) <u>For Document Name Code '266':</u> CLNB - Flight Close-Out – reporting No Boards CLOB - Flight Close-Out – reporting On Boards CL - Flight Close out (no passengers reported in message) XF - Cancel Flight CF - Change of Flight Itinerary (Secure Flight only – Flight Number, Arrival/Departure times and airport locations) For Document Name Code '655': none	**BGM** / 1004

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Beginning of message – **Crew** manifest / MCL document type code. **Note: this replaces the use of suffixes on the flight number in the TDT segment.**		BGM Segment is Mandatory when document name code = 250 (Crew) or 336 (MCL).	For Document Name Code '250': • C = Passenger flight, regular scheduled crew • CC = Passenger flight, crew change • B = Cargo flight, regular scheduled crew • BC = Cargo flight, crew change • A = Overflight of passenger flight • D = Overflight of cargo flight • E = Domestic continuance of passenger flight, regular scheduled crew • EC = Domestic continuance of passenger flight, crew change • F = Domestic continuance of cargo flight, regular scheduled crew • FC = Domestic continuance of cargo flight, crew change For Document Name Code '336': • G = "Add" record • H = "Delete" record • I = "Change" record	**BGM** / 1004

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Reporting party	• party name	Segment is optional. If used, the full name is reported in the single data element.		**Group 1 NAD + MS** / 3036
Communications contact	• communication "address" (either telephone or fax number) • code qualifier	Segment is optional. If present, both sub-elements are needed for each contact address.		**Group 1 COM** / 3148, 3155 (this pair may be repeated up to 2 times in the segment.)
Transaction Reference Number	• Reference code qualifier • Reference identifiers • Revision identifiers	Optional		**Group 0 RFF + TN /** 1154
Total passengers or crew on the flight / MCL message		Report to the best of the carrier's knowledge at the time of transmission.	MCLs: Total count of crew reported on this MCL message, not the total on all MCLs. Passenger Clearance Messages: Total count of passengers included on the PAXLST. Flight Close-out messages: Total number of passengers on the flight.	Crew: **CNT + 41** / 6066 Passengers: **CNT + 42** / 6066
Message trailer	• number of segments in the message • message reference number	Mandatory	Message Reference Number must match the value on the UNH segment.	**UNT** / 0074, 0062
Group trailer	• group control count • group reference number	Conditional: Only send if the UNG segment is sent.	Group Reference Number must match the value on the UNG segment.	**UNE** / 0060, 0048

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Interchange trailer	• interchange control count • interchange reference number	Mandatory	Interchange Reference Number must match the value on the UNB segment.	**UNZ** / 0036, 0020

2.2 International Arrival Data – Passenger Manifests

This data is to be reported on manifests for passengers on International flights arriving into the United States. This is in addition to the control segments and data elements described in section 2.1. Rules for arriving crew / non-crew manifests are given in table 6, in section 2.8.

Table 5: Coding Rules for Arrival (Inbound) Manifest Data – Passengers

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Full name	• last • first • middle (if available)		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	**Group 4 NAD** / 3036 (2 to 3 repeats)
Date of birth			*YYMMDD*	**Group 4 DTM + 329** / 2380
Gender			• F = female • M = male	**Group 4 ATT + 2** / 9019
Citizenship			*ISO 3166 3-char country code*	**Group 4 NAT + 2** / 3293
Country of residence			*ISO 3166 3-char country code*	**Group 4 LOC + 174** / 3225
Traveler type indicator			• *FL = passenger* • *DDU = IT passenger*	**Group 4 NAD** / 3035
Travel document type		For each document that is reported – refer to Table 12 for details.	Normally, report a passport, and alien/permanent resident card if applicable. Report no more than 2 documents. (Refer to Table 12 – APIS Travel Document Reporting Rules for details.)	**Group 5 DOC** / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Document number		For any reported document – refer to Table 12 for details.		**Group 5 DOC** / 1004
Document country of issuance		For any reported document – refer to Table 12 for details.	*ISO 3166 3-chararacter country code*	**Group 5 LOC + 91** / 3225
Document expiration date		If applicable – refer to Table 12 for details.	*YYMMDD*	**Group 5 DTM + 36** / 2380
Address while in the United States	• number and street • city • state code • zip code	Not required for: • U.S. citizens • Lawful permanent residents • Travelers in-transit to a location outside the U.S. • Crew members		**Group 4 NAD** / 3042, 3164, 3229, 3251
Passenger Name Record locator		When sending AQQ or batch interactive data, if not available, a unique value must be reported for this element.		**Group 4 RFF + AVF** / 1154
Aircraft operator Unique Passenger Reference identifier		When sending AQQ or batch interactive data, to uniquely identify a passenger traveling under a group PNR. A value assigned by the Aircraft Operator system must be sent for this element.		**Group 4 RFF + ABO** / 1154
Passenger DHS Redress Number		If available		**Group 4 RFF + AEA** / 1154
Known Traveler Number		If available		**Group 4 RFF + CR** / 1154

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Verified ID indicator		ID has been verified by ticket counter agent		**Group 4 GEI+4+ZZZ** (hardcoded indicator)
Traveler itinerary: Port/place of first U.S. arrival ("arrival") (CBP processing)		Report a U.S. airport code. This information MUST be provided for International arrivals to the U.S.	*IATA airport code*	**Group 4 LOC + 22 /** 3225
Traveler itinerary: Foreign port/place where known transportation to the U.S. began ("embarkation")		Report a foreign airport code. Report the earliest known port in the itinerary, which may be different from the flight's foreign departure port.	*International Air Transport Association (IATA) airport code*	**Group 4 LOC + 178** / 3225
Traveler itinerary: Final port/place of known destination ("debarkation")		Report the final known airport code.	*IATA airport code*	**Group 4 LOC + 179** / 3225
Airline carrier code			*IATA/ICAO carrier code (AN2 or AN3).*	**Group 2 TDT + 20** / C040:3127
Flight number			*1-4 chars numeric. Combined with carrier code.*	**Group 2 TDT + 20** / 8028
Flight itinerary: Last foreign port/place of call (departure port code)			*IATA airport code*	**Group 3 LOC + 125** / 3225
Date / time of aircraft departure		Date/time is based on local time at airport of departure	*YYMMDDhhmm*	**Group 3 DTM + 189** / 2380, 2379 (Data element 2379 = "201" to indicate data format)

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Flight itinerary: Port/place of first U.S. arrival (CBP clearance port code)			*IATA airport code*	**Group 3 LOC + 87** / 3225
Date / time of aircraft arrival		Date/time is base on local time of airport of arrival	*YYMMDDhhmm*	**Group 3 DTM + 232** / 2380, 2379 (Data element 2379 = “201” to indicate data format)

2.3 International Departure Data – Passenger Manifests

This data is to be reported on manifests for passengers departing from the United States. This is in addition to the control segments and data elements described in section 2.1. Rules for departing crew / non-crew manifests are given in table 7, in section 2.9.

Table 6: Coding Rules for Departure (Outbound) Manifest Data – Passengers

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Full name	• last • first • middle (if available)		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	**Group 4 NAD** / 3036 (2 to 3 repeats)
Date of birth			*YYMMDD*	**Group 4 DTM + 329** / 2380
Gender			• F = female • M = male	**Group 4 ATT + 2** / 9019
Citizenship			*ISO 3166 3-char country code*	**Group 4 NAT + 2** / 3293
Traveler type indicator			• *FL = passenger* • *DDU = IT passenger*	**Group 4 NAD** / 3035
Travel document type		For each document that is reported – refer to Table 12 for details.	Normally, report a passport, and alien/permanent resident card if applicable. Report no more than 2 documents. (Refer to Table 12 – APIS Travel Document Reporting Rules for details.)	**Group 5 DOC** / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055
Document number		For any reported document – refer to Table 12 for details.		**Group 5 DOC** / 1004

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Document country of issuance		For any reported document – refer to Table 12 for details.	*ISO 3166 3-char country code*	**Group 5 LOC + 91** / 3225
Document expiration date		If applicable – refer to Table 12 for details.	*YYMMDD*	**Group 5 DTM + 36** / 2380
Passenger Name Record locator		When sending AQQ or batch interactive data, if not available, a unique value must be reported for this element.		**Group 4 RFF + AVF** / 1154
Aircraft operator Unique Passenger Reference identifier		When sending AQQ or batch interactive data, to uniquely identify a passenger traveling under a group PNR. A value assigned by the Aircraft Operator system must be sent for this element.		**Group 4 RFF + ABO** / 1154
Passenger DHS Redress Number		If available		**Group 4 RFF + AEA** / 1154
Known Traveler Number		If available		**Group 4 RFF + CR** / 1154
Verified ID indicator		ID and Passenger Full Name, Gender and Date of Birth have been verified by airline representative.		**Group 4 GEI+4+ZZZ** (hardcoded indicator)
Traveler itinerary: Port/place of known departure from the U.S. (“embarkation”)		Report the earliest known airport in the itinerary.	*International Air Transport Association (IATA) airport code*	**Group 4 LOC + 178** / 3225
Traveler itinerary: Port/place of known final arrival		Report the last known airport in the itinerary.	*IATA airport code*	**Group 4 LOC + 179** / 3225

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Airline carrier code			*IATA/ICAO carrier code (AN2 or A3).*	**Group 2 TDT + 20** / C040:3127
Flight number			*1-4 chars numeric. Combined with carrier code.*	**Group 2 TDT + 20** / 8028
Flight itinerary: Last U.S. port/place of call (departure port code)			*IATA airport code*	**Group 3 LOC + 125** / 3225
Date / time of aircraft departure from last U.S. port		Date/time is based on local time at airport of departure	*YYMMDDhhmm*	**Group 3 DTM + 189** / 2380, 2379 (2379 = “201” to indicate data format)
Flight itinerary: Port/place of first foreign arrival			*IATA airport code*	**Group 3 LOC + 87** / 3225
Date / time of aircraft arrival at first foreign port		Date/time is based on local time at airport of arrival	*YYMMDDhhmm*	**Group 3 DTM + 232** / 2380, 2379 (2379 = “201” to indicate data format)

2.4 Domestic Data – Passenger Manifests

This data is to be reported on manifests for passengers on domestic flights with no international nexus. This is in addition to the control segments and data elements described in section 2.1.

Table 7 Coding Rules for Domestic Manifest Data – Passengers

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Full name	• last • first • middle (if available)		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	**Group 4 NAD** / 3036 (2 to 3 repeats)
Date of birth			*YYMMDD, if provided*	**Group 4 DTM + 329** / 2380
Gender			• F = female • M = male	**Group 4 ATT + 2** / 9019
Travel document type		For each document that is reported – refer to Table 12 for details.	Normally, report a passport, if provided.	**Group 5 DOC** / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055
Document number		For any reported document – refer to Table 12 for details.		**Group 5 DOC** / 1004
Document country of issuance		For any reported document – refer to Table 12 for details.	*ISO 3166 3-char country code*	**Group 5 LOC + 91** / 3225
Document expiration date		If applicable – refer to Table 12 for details.	*YYMMDD*	**Group 5 DTM + 36** / 2380

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Passenger Name Record locator		When sending interactive data, if not available, a unique value must be reported for this element.		**Group 4 RFF + AVF** / 1154
Aircraft operator Unique Passenger Reference identifier		When sending interactive data, to uniquely identify a passenger traveling under a group PNR. A value assigned by the Aircraft Operator system must be sent for this element.		**Group 4 RFF + ABO** / 1154
Passenger DHS Redress Number		If available		**Group 4 RFF + AEA** / 1154
Known Traveler Number		If available		**Group 4 RFF + CR** / 1154
Traveler itinerary: Port/place of departure ("embarkation")			*International Air Transport Association (IATA) airport code*	**Group 4 LOC + 178** / 3225
Traveler itinerary: Port/place of final arrival			*IATA airport code*	**Group 4 LOC + 179** / 3225
Airline carrier code			*IATA/ICAO carrier code (AN2 or A3).*	**Group 2 TDT + 20** / C040:3127
Flight number			*1-4 chars numeric. Combined with carrier code.*	**Group 2 TDT + 20** / 8028
Flight itinerary: Departure port code			*IATA airport code*	**Group 3 LOC + 92** / 3225
Date / time of aircraft departure		Date/time is based on local time at airport of departure	*YYMMDDhhmm*	**Group 3 DTM + 189** / 2380, 2379 (2379 = "201" to indicate data format)

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Flight itinerary: Port/place of first arrival			*IATA airport code*	**Group 3 LOC + 92** / 3225
Date / time of aircraft arrival		Date/time is based on local time at airport of arrival	*YYMMDDhhmm*	**Group 3 DTM + 232** / 2380, 2379 (2379 = “201” to indicate data format)

2.5 Gate Pass Request

This data is to be reported on individuals requesting a gate pass to access the secure area of the U.S. airport. This is in addition to the control segments and data elements described in section 2.1.

Table 8 Coding Rules for Gate Pass Request

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Full name	• last • first • middle (if available)		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	**Group 4 NAD** / 3036 (2 to 3 repeats)
Date of birth			*YYMMDD, if provided*	**Group 4 DTM + 329** / 2380
Gender			• F = female • M = male	**Group 4 ATT + 2** / 9019
Travel document type		For each document that is reported – refer to Table 12 for details.	Normally, report a passport if provided	**Group 5 DOC** / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055
Document number		For any reported document – refer to Table 12 for details.		**Group 5 DOC** / 1004
Document country of issuance		For any reported document – refer to Table 12 for details.	*ISO 3166 3-character country code*	**Group 5 LOC + 91** / 3225
Document expiration date		If applicable – refer to Table 12 for details.	*YYMMDD*	**Group 5 DTM + 36** / 2380

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Passenger Name Record locator		When sending interactive data, if not available, a unique value must be reported for this element.		**Group 4 RFF + AVF** / 1154
Aircraft operator Unique Passenger Reference identifier		When sending interactive data, to uniquely identify a passenger traveling under a group PNR. A value assigned by the Aircraft Operator system must be sent for this element.		**Group 4 RFF + ABO** / 1154
Passenger DHS Redress Number		If available		**Group 4 RFF + AEA** / 1154
Known Traveler Number		If available		**Group 4 RFF + CR** / 1154
Verified ID indicator		ID and Passenger Full Name, Date of Birth and Gender have been verified by airline representative.		**Group 4 GEI+4+ZZZ** (hardcoded indicator)
Airline carrier code			*IATA/ICAO carrier code (AN2 or A3).*	**Group 2 TDT + 20** / C040:3127
Airport Code		Mandatory	*International Air Transport Association (IATA) airport code*	**Group 3 LOC +91**/ C517:3225

2.6 Master Crew List (MCL) Data for International Only

This data is to be reported for crew or non-crew members arriving at or departing from any U.S. airport, continuing within the U.S., or overflying U.S. territory. This is in addition to the control segments and data elements described in section 2.1.

- A “crew member” is defined as a pilot, copilot, flight engineer, airline management personnel authorized to travel in the cockpit, cabin crew, or relief crew member.
- A “non-crew” member is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight (e.g. an animal handler). Note the non-crew definition only applies to all-cargo flights – these travelers will be considered as “passengers” on passenger or mixed passenger / cargo flights.

Table 9: Coding Rules for TSA Master Crew List (MCL) Data

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Full name	• last • first • middle (if available)		First name must be more than one character (i.e. not just an initial) unless crew member’s legal name only has 1 character.	**Group 4 NAD** / 3036 (2 to 3 repeats)
Date of birth			*YYMMDD*	**Group 4 DTM + 329** / 2380
Gender			• F = female • M = male	**Group 4 ATT + 2** / 9019
Citizenship			*ISO 3166 3-char country code*	**Group 4 NAT + 2** / 3293
Country of residence			*ISO 3166 3-char country code*	**Group 4 LOC + 174** / 3225
Traveler type indicator - master			• *FM = Crew member*	**Group 4 NAD** / 3035

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Traveler type indicator - detailed			• CR1 = cockpit crew and individuals inside cockpit • CR2 = cabin crew (e.g. flight attendants) • CR3 = airline operations management with cockpit access (e.g. instructors, safety personnel) • CR4 = cargo non-cockpit crew and/or non-crew individuals	**Group 4 EMP** / 9005
Travel document type		For each document that is reported – refer to Table 12 for details.	Normally, report a passport, and a Pilot License if applicable. Report no more than 2 documents. (Refer to Table 12 – APIS Travel Document Reporting Rules for details.)	**Group 5 DOC** / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055
Document number		For any reported document – refer to Table 12 for details.		**Group 5 DOC** / 1004
Document country of issuance		For any reported document – refer to Table 12 for details.	*ISO 3166 3-char country code*	**Group 5 LOC + 91** / 3225
Document expiration date		If applicable – refer to Table 12 for details.	*YYMMDD*	**Group 5 DTM + 36** / 2380
Home address (permanent residence)	• number and street • city • state • zip code • country	Not required for "Delete" function	Refer to Group 4 NAD description (section 16)	**Group 4 NAD** / 3042, 3164, 3229, 3251, 3207

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Place of birth – country code		Not required for "Delete" function	ISO 3166 3-char country code	**Group 4 LOC + 180** / 3225
Place of birth – city name		Not required for "Delete" function		**Group 4 LOC + 180** / 3222
Place of birth – state / province name		If applicable		**Group 4 LOC + 180** / 3232
MCL transaction identifier	• carrier code • sequence number • "MCL" literal		This identifier is formatted as *IATA/ICAO carrier code (AN2 or AN3).*: cccxxMCL • "ccc" = IATA/ICAO carrier code • "xx" = sequence number (starts each day at "01", up to "99") • 'MCL' = literal value	**Group 2 TDT + 20** / 8028
Location of MCL filing		*Two LOC segments are required by APIS system processing (even though there is no actual flight leg.)*	• XXX = filing location (1st LOC) • TST = reporting location (2nd LOC)	**Group 3 LOC + 188** / 3225 (1st LOC) **Group 3 LOC + 172** / 3225 (2nd LOC)
Date of MCL filing			YYMMDD (or CCYYMMDD)	**Group 3 DTM + 554** / 2380, 2379 (same values for DTMs under both Group 3 LOC segments.)

2.7 International Arrival Data – Crew and "Non-crew" Flight Manifests

This data is to be reported for crew members and "non-crew" travelers on:

- arriving flights,
- domestic continuance segments of passenger and cargo flights arriving in the U.S., and
- overflights over U.S. territory.

This is in addition to the control segments and data elements described in section 2.1.

- A "crew member" is defined as a pilot, copilot, flight engineer, airline management personnel authorized to travel in the cockpit, or cabin crew, or relief crew member.
- A "non-crew" member is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight (e.g. an animal handler). Note that the non-crew definition only applies to all-cargo flights – these travelers will be considered as "passengers" on passenger or mixed passenger / cargo flights.

Table 10: Coding Rules for Arrival (Inbound) Manifest Data – Crew and "Non-crew"

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Full name	• last • first • middle (if available)		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	**Group 4 NAD** / 3036 (2 to 3 repeats)
Date of birth			*YYMMDD*	**Group 4 DTM + 329** / 2380
Gender			• F = female • M = male	**Group 4 ATT + 2** / 9019
Citizenship			*ISO 3166 3-char country code*	**Group 4 NAT + 2** / 3293
Country of residence			*ISO 3166 3-char country code*	**Group 4 LOC + 174** / 3225
Traveler type indicator - master			• *FM = crew member* • *DDT = IT crew*	**Group 4 NAD** / 3035

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Traveler type indicator - detailed			• CR1 = cockpit crew and individuals inside cockpit • CR2 = cabin crew (e.g. flight attendants) • CR3 = airline operations management with cockpit access (e.g. instructors, safety personnel) • CR4 = cargo non-cockpit crew and/or non-crew individuals • CR5 = pilots on board but not on duty (e.g. deadhead)	**Group 4 EMP** / 9005
Travel document type		For each document that is reported – refer to Table 12 for details.	Normally, report a passport, and a Pilot License if applicable. Report no more than 2 documents. (Refer to Table 12 – APIS Travel Document Reporting Rules for details.)	**Group 5 DOC** / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055
Document number		For any reported document – refer to Table 12 for details.		**Group 5 DOC** / 1004
Document country of issuance		For any reported document – refer to Table 12 for details.	*ISO 3166 3-char country code*	**Group 5 LOC + 91** / 3225
Document expiration date		If applicable – refer to Table 12 for details.	*YYMMDD*	**Group 5 DTM + 36** / 2380

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Home address (permanent residence)	• number and street • city • state • zip code • country		Refer to Group 4 NAD description (section 16)	**Group 4 NAD** / 3042, 3164, 3229, 3251, 3207
Place of birth – country code			ISO 3166 3-char country code	**Group 4 LOC + 180** / 3225
Place of birth – city name				**Group 4 LOC + 180** / 3223
Place of birth – state / province name		If applicable		**Group 4 LOC + 180** / 3233
Traveler itinerary: Initial port/place where transportation began ("embarkation")		• For arriving flights or overflights, report foreign airport code • For "domestic continuance" flight manifests (for crew joining the flight in the U.S.), report U.S. airport code	*International Air Transport Association (IATA) airport code*	**Group 4 LOC + 178** / 3225
Traveler itinerary: Port/place of first U.S. arrival		• Not applicable to overflights • Might not apply to "Domestic Continuance" manifests for crew joining the flight within the U.S.	*IATA airport code*	**Group 4 LOC + 22 /** 3225

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Traveler itinerary: Final port/place of destination ("debarkation")		Report U.S. or foreign airport code of destination for: • arriving passenger or cargo flights • "domestic continuance" flights	*IATA airport code*	**Group 4 LOC + 179** / 3225
Airline carrier code			*IATA/ICAO carrier code (AN2 or A3).*	**Group 2 TDT + 20** / C040:3127
Flight number			*1-4 chars numeric. Combined with carrier code.*	**Group 2 TDT + 20** / 8028
Flight itinerary: Last foreign port/place of call (departure port code)		• For overflights, report the last foreign port before entering U.S. airspace	*IATA airport code*	**Group 3 LOC + 125** / 3225
Flight itinerary: Port/place of first arrival		• For all arriving flights (including domestic continuance), report the first U.S. airport • For overflights, report the first foreign port after leaving U.S. airspace	*IATA airport code*	**Group 3 LOC + 87** / 3225
Flight itinerary: Domestic U.S. airports after arriving in U.S.		Only for inbound TSA "Domestic Continuance" flight legs	*IATA airport code*	**Group 3 LOC + 92** / 3225
Date / time of aircraft arrival (at <u>any</u> applicable airport)		Date/time is based on local time at airport of arrival	*YYMMDDhhmm*	**Group 3 DTM + 232** / 2380, 2379 (Data element 2379 = "201" to indicate data format)

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Date / time of aircraft departure (from any applicable airport)		Date/time is based on local time at airport of departure	*YYMMDDhhmm*	**Group 3 DTM + 189** / 2380, 2379 (Data element 2379 = "201" to indicate data format)

2.8 International Departure Data – Crew and "Non-crew" Flight Manifests

This data is to be reported for crew members and "non-crew" travelers on departing passenger and cargo flights (including departing domestic continuance flights). This is in addition to the control segments and data elements described in section 2.1.

- A "crew member" is defined as a pilot, copilot, flight engineer, airline management personnel authorized to travel in the cockpit, or cabin crew, or relief crew member.
- A "non-crew" member is defined as an air carrier employee or family member, or person traveling onboard a commercial aircraft for the safety of the flight (e.g. an animal handler). Note that the non-crew definition only applies to all-cargo flights – these travelers will be considered as "passengers" on passenger or mixed passenger / cargo flights.

Table 11: Coding Rules for Departure (Outbound) Manifest Data – Crew and "Non-crew"

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Full name	• last • first • middle (if available)		First name must be more than one character (i.e. not just an initial) unless traveler has a 1-character name.	**Group 4 NAD** / 3036 (2 to 3 repeats)
Date of birth			*YYMMDD*	**Group 4 DTM + 329** / 2380
Gender			• F = female • M = male	**Group 4 ATT + 2** / 9019
Citizenship			*ISO 3166 3-char country code*	**Group 4 NAT + 2** / 3293
Traveler type indicator - master			• *FM = crew member* • *DDT = IT crew*	**Group 4 NAD** / 3035

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Traveler type indicator - detailed			• CR1 = cockpit crew and individuals inside cockpit • CR2 = cabin crew (e.g. flight attendants) • CR3 = airline operations management with cockpit access (e.g. instructors, safety personnel) • CR4 = cargo non-cockpit crew and/or non-crew individuals • CR5 = pilots on board but not on duty (e.g. deadhead)	**Group 4 EMP** / 9005
Travel document type		For each document that is reported – refer to Table 12 for details.	Normally, report a passport, and a Pilot License if applicable. Report no more than 2 documents. (Refer to Table 12 – APIS Travel Document Reporting Rules for details.)	**Group 5 DOC** / 1001, 1131, 3055 (Elements 1131 & 3055 indicate CBP code set) Non-ICAO 9303 codes may also use elements 1131 and 3055
Document number		For any reported document – refer to Table 12 for details.		**Group 5 DOC** / 1004
Document country of issuance		For any reported document – refer to Table 12 for details.	*ISO 3166 3-char country code*	**Group 5 LOC + 91** / 3225
Document expiration date		If applicable – refer to Table 12 for details.	*YYMMDD*	**Group 5 DTM + 36** / 2380

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Home address (permanent residence)	• number and street • city • state • zip code • country		Refer to Group 4 NAD description (section 16)	**Group 4 NAD** / 3042, 3164, 3229, 3251, 3207
Place of birth – country code			ISO 3166 3-char country code	**Group 4 LOC + 180** / 3225
Place of birth – city name				**Group 4 LOC + 180** / 3223
Place of birth – state / province name		if applicable		**Group 4 LOC + 180** / 3233
Passenger Name Record locator		If applicable		**Group 4 RFF + AVF** / 1154
Traveler itinerary: Port/place of departure from the U.S. (“embarkation”)		Report U.S. airport code where traveler departed from the U.S.	*International Air Transport Association (IATA) airport code*	**Group 4 LOC + 178** / 3225
Traveler itinerary: Port/place of final arrival		Report foreign airport code of final arrival, to the best of the carrier’s knowledge	*IATA airport code*	**Group 4 LOC + 179** / 3225
Airline carrier code			*IATA/ICAO carrier code (AN2 or A3).*	**Group 2 TDT + 20** / C040:3127
Flight number			*1-4 chars numeric. Combined with carrier code.*	**Group 2 TDT + 20** / 8028
Flight itinerary: Last U.S. port/place of call (departure port code)			*IATA airport code*	**Group 3 LOC + 125** / 3225

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Date / time of aircraft departure from last U.S. port		Date/time is based on local time at airport of departure	*YYMMDDhhmm*	**Group 3 DTM + 189** / 2380, 2379 (2379 = "201" to indicate data format)
Flight itinerary: Port/place of first foreign arrival			*IATA airport code*	**Group 3 LOC + 87** / 3225
Date / time of aircraft arrival at first foreign port		Date/time is based on local time at airport of arrival	*YYMMDDhhmm*	**Group 3 DTM + 232** / 2380, 2379 (2379 = "201" to indicate data format)

2.9 International Travel Document Reporting

This table lists the types of traveler identification documents that may be presented for U.S. immigration purposes, and lists their characteristics and the rules for reporting them.

Table 12: APIS Travel Document Reporting Rules

Document	Has MRZ	Type Code	Has Doc Nbr	Has Issuing Country	Has Expire Date	Report On	Comments
Passport (U.S. or foreign)	Yes	"P"	Yes	Yes	Yes	FPM, FCM, MCL	
U.S. Non-Immigrant Visa	Yes	"V"	Yes	Yes	Yes	FPM	To be used as secondary document reporting only.
Permanent Resident Card (I-551) *(a.k.a. Resident Alien Card)*	Yes	"A" or "C"	Yes	Always USA	No	FPM, FCM	Normally, report the Type Code read from the MRZ.
Border Crossing Card (DSP-150 / I-586)	Yes	"B"	Yes	Always USA	Yes	FPM	
Re-Entry Permit (I-327)	Yes	"T"	Yes	Always USA	Yes	FPM	
Refugee Travel Document (I-571)	Yes	"T"	Yes	Always USA	Yes	FPM	
U.S. Naturalization Certificate	No	"N"	Yes	Always USA	No	FPM	Report the number of the Certificate itself.
Parole Letter (I-512)	No	"A"	Yes	Always USA	Yes	FPM	Report the traveler's related Alien / Permanent Resident number.
Notice of Action (I-797)	No	"A"	Yes	Always USA	No	FPM	Report the traveler's related Alien / Permanent Resident number.
Transportation Letter	No	"A"	Yes	Always USA	No	FPM	Report the traveler's related Alien / Permanent Resident number.
ADIT Stamp	No	"A"	Yes	Always USA	No	FPM	Report the traveler's related Alien / Permanent Resident number.
Military ID	No	"M"	Yes	Yes	No	FPM	Must be traveling on official orders.

Document	Has MRZ	Type Code	Has Doc Nbr	Has Issuing Country	Has Expire Date	Report On	Comments
Pilot License	No	"L"	Yes	Yes	No	FCM, MCL	Auxiliary document for TSA.
NEXUS Card	Yes	"IN"	Yes	Always USA	No	FPM	Used for Western Hemisphere travel
SENTRI Card	Yes	"IS"	Yes	Always USA	No	FPM	Used for Western Hemisphere travel
Facilitation Document	No	"F"	Use "Deportee" or "Consular"	Yes	No	FCP	Travel should be in possession of Consular Letter or escorted by Deportation office when using this document reference

Notes:

1. "MRZ" column indicates whether the document has a machine-readable zone.
   Older versions of some documents that have not yet expired might <u>not</u> have an MRZ.

2. "Type Code" column indicates the code that should be transmitted to APIS to identify the type of document. This is sent in the Group 5 "DOC" segment, data element 1001.

3. "Doc Nbr" column indicates whether a Document Number must be transmitted to APIS. This is sent in the Group 5 "DOC" segment, data element 1004.

4. "Issuing Country" column indicates whether a Document Issuing Country is transmitted. In some cases, a specific value is required. This is sent in the Group 5 "LOC" segment with Qualifier Code "91", in data element 3225, following the related "DOC" segment. APIS regulations indicate passport is the only document that requires country of issuance submission.

5. "Expire Date" column indicates whether a Document Expiration Date must be transmitted to APIS. This is sent in the Group 5 "DTM" segment with Qualifier Code "36", in data element 2380, following the related "DOC" segment.

6. "Report On" column indicates which type(s) of manifests or MCL the document may be transmitted on.
   - FPM – Flight Passenger Manifest
   - FCM – Flight Crew Manifest

- MCL – Master Crew / Non-crew List.

7. “Comments” include any other factors affecting reporting of the document.

3. CUSRES Data Items

Table 13: UN/EDIFACT CUSRES Data items

Data Element	EDIFACT Mapping		Attributes		Edits/Rules
	Segment	Data Element Tag	Data Type	Length	
Transaction Reference Number	RFF Segment Group 3 (1st occurrence)	C506:1154 (Qualifier C506:1153 = 'TN'	AN	25	Reference number assigned by aircraft operator for PAXLST submissions. Value returned on DHS CUSRES response messages. For Unsolicited Advisory CUSRES messages, TRN will be assigned by DHS
Message Sequence Number	RFF Segment Group 3 (1st occurrence)	C506:1060	N	3	Value assigned by aircraft operator submitting PAXLST. Subsequent messages identifying updates to original submission shall indicate +1 increment.
Aircraft operator code and Flight Number	RFF Segment Group 3 (subsequent occurrences)	C506:1154 (Qualifier C506:1153 = 'AF')	AN	8	Flight identification as reported to DHS.
Flight itinerary: Scheduled date/time of departure	DTM (1st occurrence under above SG 3 RFF)	C507:2380 (Qualifier = C507:2005 = '189')	AN	12	Format: YY - Year MM - Month DD - Day hh - Hour mm- Minutes
Flight itinerary: Scheduled date/time of arrival	DTM (2nd occurrence)	C507:2380 (Qualifier = C507:2005 = '232')	AN	12	Format: YY - Year MM - Month DD - Day hh - Hour mm- Minutes

Data Element	EDIFACT Mapping		Attributes		Edits/Rules
	Segment	Data Element Tag	Data Type	Length	
Flight itinerary: Scheduled place of departure	LOC (1st occurrence)	C517:3225 (Qualifiers: DE 3227 = '87' for International to U.S flights. '5' for U.S. domestic flights only)	AN	3	Departure location as reported to DHS.
Flight itinerary: Scheduled place of arrival	LOC (2nd occurrence)	C517:3225 (Qualifiers: DE 3227 = '125' for International to U.S flights. '60' for U.S. domestic flights only)	AN	3	Arrival location as reported to DHS.
Passenger Name Record locator	RFF (Segment Group 4)	C506:1154 (Qualifier C506:1153 = 'AVF')	AN	6	Passenger PNR locator identification as provided to DHS.
Aircraft operator Unique Passenger Reference identifier	RFF (Segment Group 4)	C506:1154 (Qualifier C506:1153 = 'ABO)	AN	25	Unique Passenger Reference identifier as provided to DHS. The PNR & unique passenger reference number shall be used by DHS in the response message and any required acknowledgements from the aircraft operator.
Boarding Pass Issue Status	FTX	C107:4440 (Qualifier 4451 = 'AHN')	N	1	Value assigned by aircraft operator replying to Unsolicited message from DHS.

4. Message Structure Keys

The PAXLST & CUSRES transmissions observe a standard set of syntax rules. This section describes the rules as generally used in this document, but it is not a substitute for a complete understanding of the UN/EDIFACT standard. DHS shall observe and enforce the following syntax rules:

- A transmitted message to DHS may include ***only one instance*** of a PAXLST message. Batching of multiple PAXLST messages into a single envelope (UNB-UNZ) or batching of multiple envelopes containing PAXLST messages into a single message transmission will result in a rejection of the message(s).

- All message data is in UPPERCASE text

- The message is divided into segments. UNH, BGM, NAD, etc. are Segment Tags.

- The UNA segment defines special characters used to separate data elements and to terminate the segment. All examples in this document use the default UNA characters. If the UNA segment is not provided in the transmission, it will be assumed the default delimitation characters are used.

  The defaults are applied as follows:

  - Elements may have sub-elements. To separate sub-elements, use a colon (**:**).
  - (If trailing conditional sub-elements are not present at the end of a data element, their separators are not transmitted.) Segments are divided into Data Elements. To separate Data Elements, use a plus sign (**+**).
    (If trailing conditional elements are not present at the end of a segment, their separators are not transmitted.)
  - A period (.) is to be used to identify decimal point notation.
  - A question mark (?) is to be used to release a character, used in the UNA segment, so that it may be recognized in its normal usage. (i.e. O?'NEILL would equal O'NEILL).
  - A space ( ) is currently held for future use.
  - To end a segment, use a single quote (**'**) as the segment terminator.

  A different set of control characters may be specified by using the UNA segment.

- Messages must be transmitted as a continuous bit stream. "Lines" have no meaning; there is no such thing as a "maximum" or "minimum" segment length, other than that specified in the segment definitions. (For clarity, sample messages in this guide are shown with a line break between segments. This is completely arbitrary and these "lines" could be shown just as well with a partial segment or more than one segment. Refer to the example in **Appendix B.1** for a different view of a PAXLST message.)

- Some telecommunications transmission protocols require various communication type headers and trailers to facilitate addressing, routing, security, and other purposes. The UN/EDIFACT standard does not support this data, and none of the examples in this guide illustrate such. The header and trailer segments that are shown (e.g., UNB, UNH, and UNT) are part of the true EDIFACT transaction. If a value-added network such as SITA or ARINC is used for transmissions, their requirements for additional headers and trailers must be followed.

- The box identified in Figure 4 below describes a specific Data Element. This style of element representation is used throughout this document.

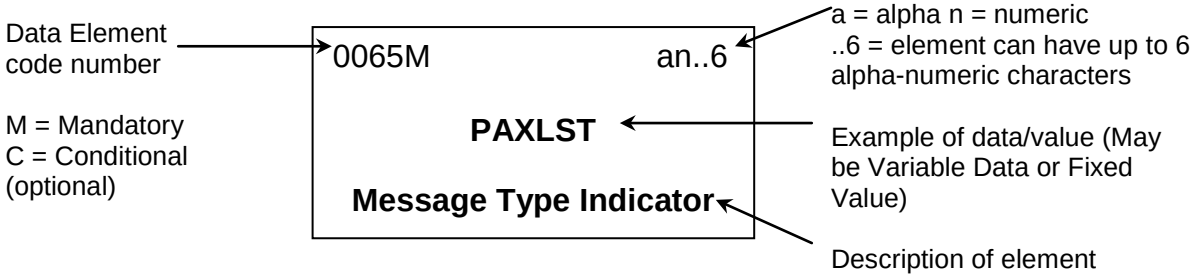


Figure 4: Data Element Format Diagram – Key

The following Sections (5, 6, 7, 8, 9, 10) identify the syntax rules and the message architecture that must be adhered to when transmitting a PAXLST message. The syntax rules for the CUSRES message set are also provided. These rules reflect the requirements of DHS. In comparison to the WCO/IATA/ICAO PAXLST, some PAXLST data elements are not used. DHS has identified some data elements to be shorter than identified in PAXLST. Some data elements are identified in PAXLST as conditional, however due to DHS regulations, these fields may be considered mandatory. To fulfill regulations, DHS has extended the approved PAXLST segments and data elements, due to specific agency regulations.

5. PAXLST Message Structure

Figure 5 below identifies the basic diagram presentation key used in this document.

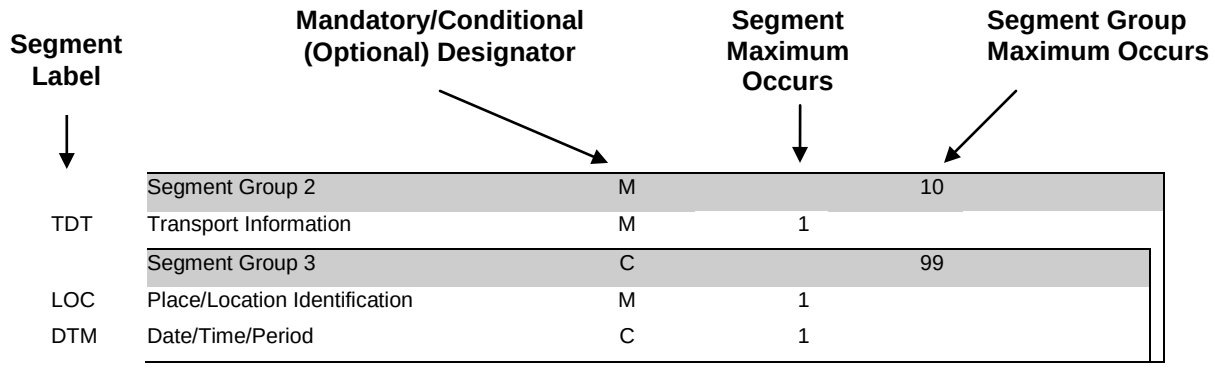


Figure 5: PAXLST Message Architecture Diagram Key

Figure 6 on the following page illustrates the message architecture and relationships between the PAXLST Segment Groups and Segments. The UN/EDIFACT PAXLST message format hierarchy consists of four (4) segment levels and five (5) segment groups of information as depicted in the diagram below.

Segment ID		Segment Requirement	Maximum Segment Occurs	Maximum Group Occurs
UNA	Service String Advice	C	1	
UNB	Interchange Header	M	1	
UNG	Functional Group Header	C	1	
UNH	Message Header	M	1	
BGM	Beginning of Message	M	1	
RFF	Reference	C	1	
	Segment Group 1	C		5
NAD	Name and Address	M	1	
COM	Communication Contact	C	1	
	Segment Group 2	M		10
TDT	Transport Information	M	1	
	Segment Group 3	C		99
LOC	Place/Location Identification	M	1	
DTM	Date/Time/Period	C	1	
	Segment Group 4	C		999
NAD	Name and Address	M	1	
ATT	Attribute	C	1	
DTM	Date/Time/Period	C	1	
GEI	Processing Information	C	2	
FTX	Free Text	C	99	
LOC	Place/Location Identification	C	5	
COM	Communication Contact	C	1	
EMP	Employment Details	C	1	
NAT	Nationality	C	1	
RFF	Reference	C	9	
	Segment Group 5	C		5
DOC	Document/Message Details	M	1	
DTM	Date/Time/Period	C	1	
LOC	Place/Location Identification	C	1	
CNT	Control Total	C	1	
UNT	Message Trailer	M	1	
UNE	Functional Group Trailer	C	1	
UNZ	Interchange Trailer	M	1	

Figure 6 : PAXLST Message Architecture Diagram

Please note the following characteristics:

- The Mandatory and Conditional (optional) requirement designations within the branch diagram conform to the UN/EDIFACT syntax specification for PAXLST. In the technical specifications sections that follow, many of the *segments* identified as conditional in the branch diagram may be identified as mandatory for the DHS PAXLST implementation. Such requirement designations will be identified for each of the specific segments in the technical specifications that follow in this document.

- Similarly, DHS business rules may require that certain *data elements* defined as conditional within the UN/EDIFACT PAXLST are required for this implementation. The requirements for the data elements are also identified in the technical specifications that follow in this document

- The technical specifications also identify the required maximum allowable occurrences for many repeatable segment groups and segments in order to satisfy the DHS implementation requirements. In most cases, DHS requires collection of less data than the maximum allowable by the UN/EDIFACT syntax.

- A single PAXLST may contain vetting requests for up to 999 passengers. PAXLST message containing more than 10 passengers directed to the DHS AQQ interface *will not* be replied to within 4 seconds. PAXLST messages directed to the DHS AQQ interface containing more than 99 names will result in an error message returned to the sending carrier.

- There are five (5) Segment Groups, shown as GR.1 through GR.5. **Note:** A Group can be subordinate to another Group in the PAXLST. For example, Group 3 exists only if Group 2 is present. Both are mandatory for this implementation.

- One PAXLST message will be used to report passengers on a specific flight or for an itinerary that contains multiple flights All passengers identified on a PAXLST message share the same reported itinerary. A separate PAXLST must be used to report crew member information. Separate PAXLST messages may also be sent to report replacement records for travelers previously added to the manifest. The various types of PAXLST messages **must** be transmitted *separately* as individual transmissions.

- Sender and Receiver ID qualifiers on the UNB segment are optional for this implementation.

- Sender and Receiver ID qualifiers on the UNG segment are not supported for this implementation.

- The Receiver ID on PAXLST messages reporting Crew/Non-Crew information to APIS must contain ‘USCSAPIS’ in the UNB and UNG segments for proper processing in APIS.

Sample PAXLST Message

Below is a sample PAXLST message in UN/EDIFACT format for a passenger manifest, with one line per segment. (Some segments and data elements that are only used for crew manifests or MCLs are not shown.)

```
UNA:+.? '
UNB+UNOA:4+APIS*ABE+USADHS+070429:0900+000000001++USADHS'
UNG+PAXLST+XYZ AIRLINES+USADHS+070429:0900+100+UN+D:05B'
UNH+PAX001+PAXLST:D:05B:UN:IATA+API01+01'
BGM+745'
RFF+TN:BA123456789:::1'
NAD+MS+++JACKSON'
COM+703-555-1234:TE+703-555-9876:FX'
TDT+20+UA123+++UA'
LOC+125+YVR'
DTM+189:0704291230:201'
LOC+87+JFK'
DTM+232:0704291600:201'
TDT+20+UA124+++UA'
LOC+92+JFK'
DTM+189:0704291730:201'
LOC+92+ATL'
DTM+232:0704291945:201'
NAD+FL+++DOE:JOHN:WAYNE+20 MAIN ST+ANYCITY+VA+10053+USA'
ATT+2++M'
DTM+329:570121'
FTX+BAG+++UA123456:3’
LOC+22+JFK'
LOC+178+YVR'
LOC+179+ATL'
LOC+174+CAN'
COM+502-555-1234:TE’
NAT+2+CAN'
RFF+AVF:ABC123'
RFF+ABO:BA1321654987'
RFF+AEA:1234567890ABC'
RFF+CR:20060907NY123'
RFF+SEA:23C'
DOC+P:110:111+MB1402411'
DTM+36:081021'
LOC+91+CAN'
CNT+42:1'
UNT+35+PAX001'
UNE+1+100'
UNZ+1+000000001'
```

6. PAXLST Segment Examples

This section identifies each segment utilized within the UN/EDIFACT PAXLST message set. The syntax and business rules governing the requirements for the *segments* follow each of the segment labels. The syntax and business rules governing the requirements for the *elements* are identified in the gray note box immediately following each element.

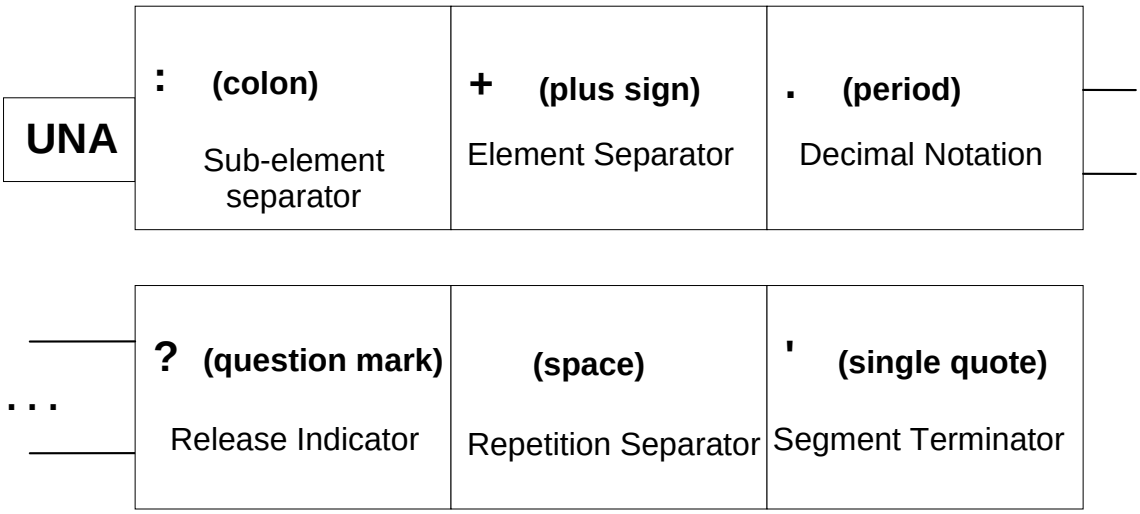
The 'Sample Images' provide an example of the specific segment usage. The information highlighted in blue in the examples is used to identify placement of the variable Aircraft Operator business data within the context of the segments/elements.

6.1 Service String Advice (UNA)

Segment: **UNA** **Service String Advice**

Group:
Level: 0
Usage: Conditional (Optional)
Max Use: 1
Purpose: The service string advice segment shall begin with the upper case characters UNA immediately followed by six characters in the order shown below. The space character shall not be used in any data element. The same character shall not be used in more than one position of the UNA.
Notes: Although the use of the UNA Segment is Optional for this implementation. If the UNA is not sent, the values shown in this example will be used as defaults. The UNA segment is used to set delimitation and character set for the body of the transmission.

6.1.1 UNA Example



6.1.2 UNA Element Definitions

Sample Image

UNA:+.? ’

Data Element Summary

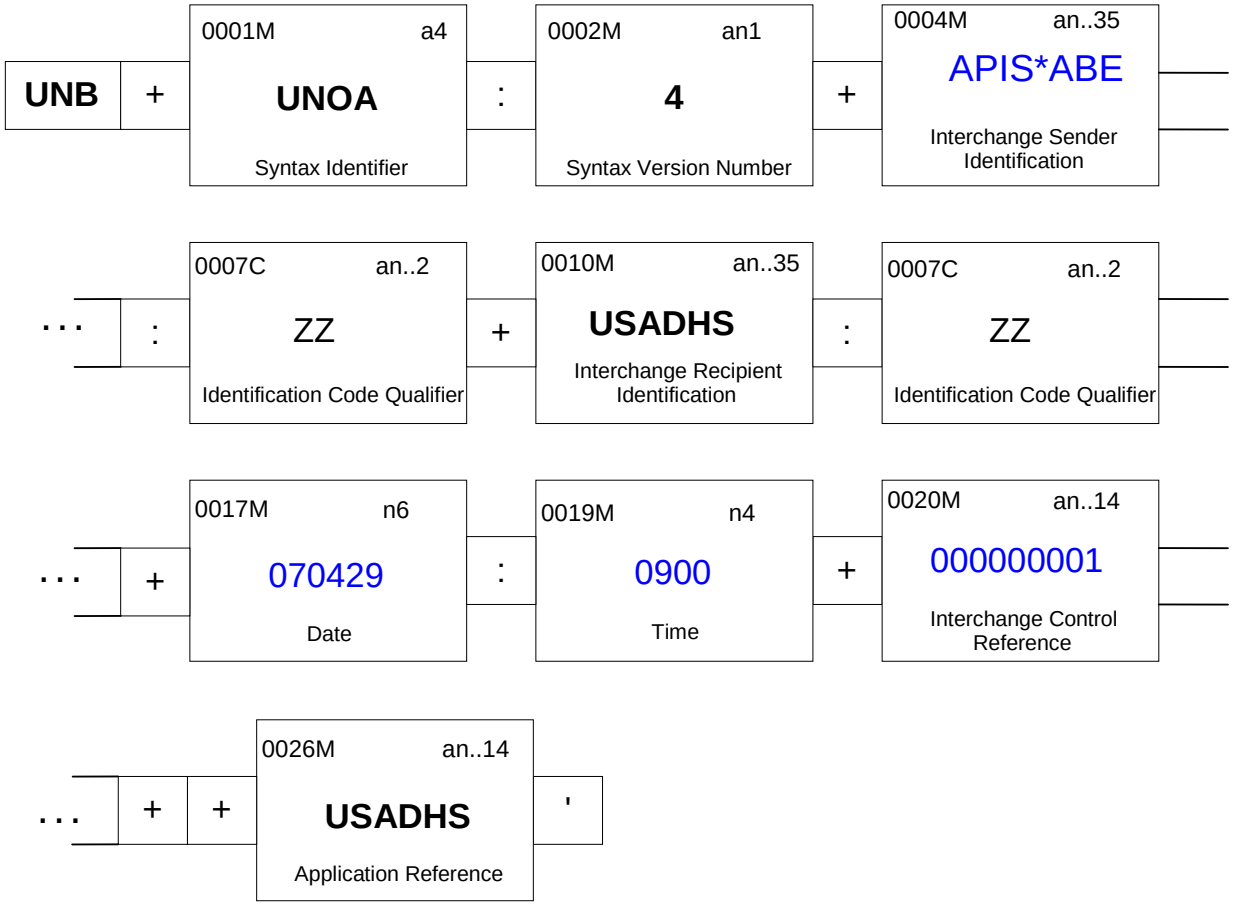
Req. Designate	Data Element	Component Element	Name	Attributes	
	UNA1		**COMPONENT DATA ELEMENT SEPARATOR**	**M**	**an1**
			Default value ‘:’ (colon) Usage: To separate component (sub-) elements within a Composite data element.		
	UNA2		**DATA ELEMENT SEPARATOR**	**M**	**an1**
			Default value ‘+’ (plus sign) Usage: To separate data elements.		
	UNA3		**DECIMAL MARK**	**M**	**an1**
			Default value ’.’ (decimal point) Usage: To define character used as decimal point.		
	UNA4		**RELEASE CHARACTER**	**M**	**an1**
			Default value ‘?’ (question mark) Usage: Release character is used to immediately preceded any predefined delimiter character such that the character may be identified as part of the actual data.		
	UNA5		**REPETITION SEPARATOR**	**M**	**an1**
			Default value a space.		
	UNA6		**SEGMENT TERMINATOR**	**M**	**an1**
			Default value ‘ (single quote) Usage: To identify and delimit the end of a segment.		

6.2 Interchange Header (UNB)

Segment: **UNB** **Interchange Header**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: To start, identify and specify an interchange

6.2.1 UNB Example



6.2.2 UNB Element Definitions

Sample Image

UNB+UNOA:4+APIS*ABE+USADHS+070429:0900+000000001++USADHS’

Data Element Summary

Data Element	Component Element	Name		Attributes
S001		**SYNTAX IDENTIFIER**		
		Identification of the agency controlling the syntax and indication of syntax level.		
	0001	**Syntax Identifier**	**M**	**a4**
		Always 'UNOA'. Code identifying the agency that controls the syntax, and the character range used in an interchange.		
	0002	**Syntax Version Number**	**M**	**n1**
		Always '4'.		
S002		**INTERCHANGE SENDER**		
		Identification of the sender of the interchange.		
	0004	**Sender Identification**	**M**	**an..35**
		Identity of Aircraft Operator as made known to Customs and Transportation Security Agency. Up to 8 bytes are allowed. This is the "Sender ID" of the message transmitter. The aircraft operator's DHS Coordinator will assign this ID. If the sender is a service bureau, GDS, or other party transmitting on behalf of some other Aircraft Operator, this is the ID of the transmitter, not the Aircraft Operator. ---- TSA Crew Vetting ---- When a Master Crew List (MCL), is being sent this will always be "MCCL*TSA" for all Senders, regardless of the Sender ID used for all other types of messages.		
	0007	**Partner identification code qualifier**	**C**	**an..4**
		Qualifier referring to the source of codes for the identifiers of interchanging partners. Optional for this implementation. If provided, use value 'ZZ'.		
S003		**INTERCHANGE RECIPIENT**		
		Identification of the recipient of the interchange.		
	0010	**Recipient identification**	**M**	**an..35**
		Name or coded representation of the recipient of a data interchange. For PRODUCTION data transmissions, this value should be 'USADHS'. For TEST data transmissions, this value should be 'USADHSTEST'. The Receiver ID on PAXLST messages reporting ***Crew/Non-Crew*** information to APIS must contain ‘**USCSAPIS**’ for proper processing in APIS.		
	0007	**Partner identification code qualifier**	**C**	**an..4**

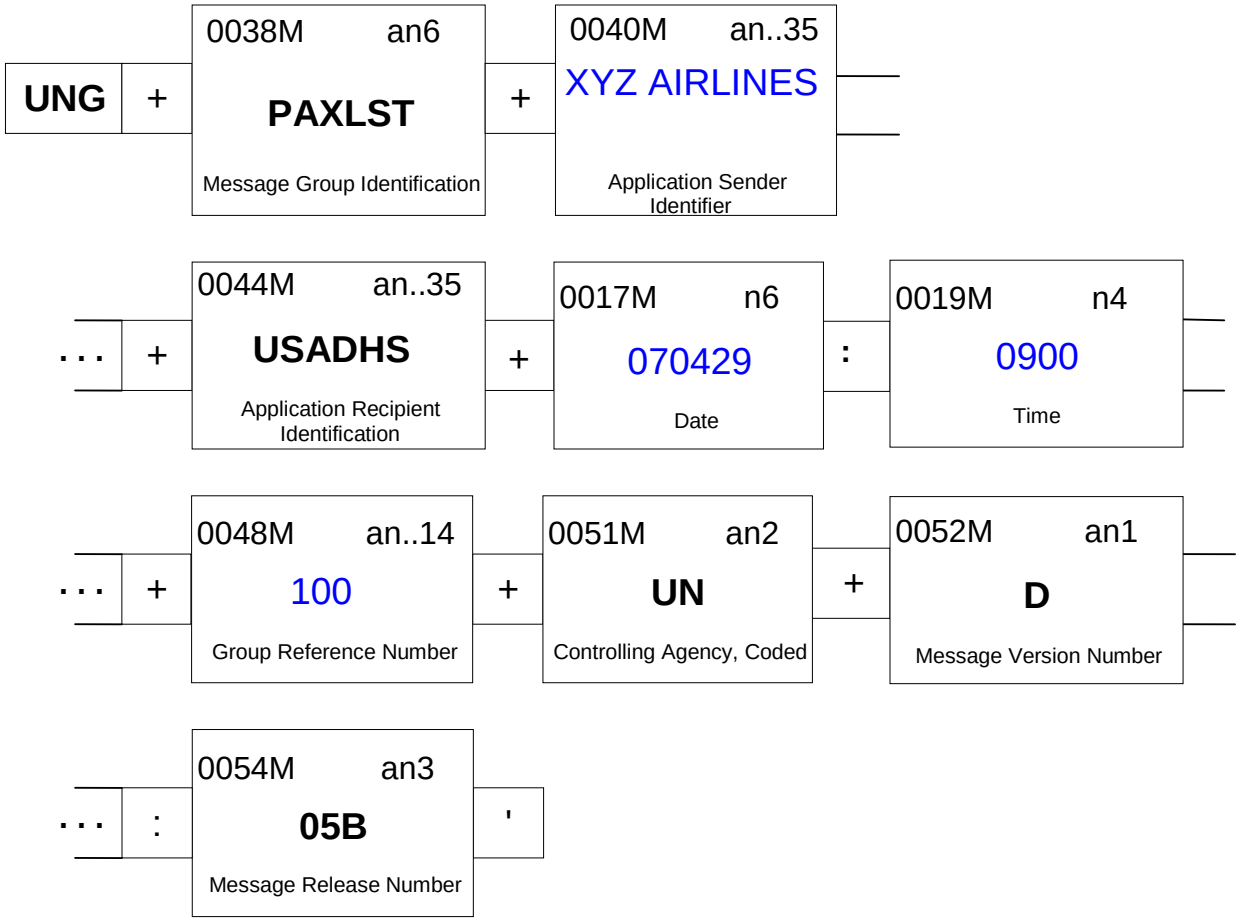
		Qualifier referring to the source of codes for the identifiers of interchanging partners.		
		Optional for this implementation. If provided, use value 'ZZ'.		
S004		**DATE AND TIME OF PREPARATION**		
		Date and time of preparation of the interchange.		
	0017	**Date of preparation**	**M**	**n6**
		Local date when an interchange or a functional group was prepared.		
		Date of message generation. Interchange Date should be depicted as "YYMMDD' where: 'YY' is the two digit Year 'MM' is the Month of the year 'DD' is the Day of the month		
	0019	**Time of preparation**	**M**	**n4**
		Local time of day when an interchange or a functional group was prepared.		
		Local time of message generation. Reflected as 'HHMM'		
0020		**INTERCHANGE CONTROL REFERENCE**	**M**	**an..14**
		Unique reference assigned by the sender to an interchange.		
		Unique control number reference assigned by sending aircraft operator's system. Value contained in this element must match value contained in UNZ interchange trailer segment, data element 0020.		
0026		**APPLICATION REFERENCE**	**M**	**an..14**
		Identification of the application area assigned by the sender, to which the messages in the interchange relate e.g. the message identifier if all the messages in the interchange are of the same type.		
		Always 'USADHS'.		

6.3 Group Header (UNG)

Segment: **UNG** **Functional Group Header**

Group:
Level: 0
Usage: Conditional
Max Use: 1
Purpose: To begin a group of like transaction. Only one grouping of transactions will be allowed for this implementation.
Notes: This segment is optional for this implementation. If a service bureau, GDS, or other transmitting third party is transmitting the message on behalf an aircraft operator, this segment should specify the identity of the aircraft operator of record (not the transmitter of the message).

6.3.1 UNG Example



6.3.2 UNG Element Definitions

Sample Image

UNG+PAXLST+XYZ AIRLINES+USADHS+070429:0900+100+UN+D:05B'

Data Element Summary

Data Element	Component Element	Name	Attributes	
0038		**FUNCTIONAL GROUP IDENTIFICATION**	**M**	**an..6**
		Identification of the one type of messages in a functional group.		
		Always 'PAXLST'.		
S006		**APPLICATION SENDER IDENTIFICATION**		
		Identification of the sender's division, department etc. from which a group of messages is sent.		
	0040	**Application sender identification**	**M**	**an..35**
		Name or code identifying the originating division, department etc. within the sender's organization.		
		If GDS or other than transporting carrier is transmitter, this field should contain the name of the carrier responsible for the transmitted data.		
S007		**APPLICATION RECIPIENTS IDENTIFICATION**		
		Identification of the recipient's division, department etc. for which a group of messages is intended.		
	0044	**Application recipient's identification**	**M**	**an..35**
		Name or code identifying the division, department etc. within the recipient's organization for which the group of messages is intended.		
		For PRODUCTION data transmissions, this value should be 'USADHS'. For TEST data transmissions, this value should be 'USADHSTEST'.		
S004		**DATE AND TIME OF PREPARATION**		
		Date and time of preparation of the interchange.		
	0017	**Date of preparation**	**M**	**n6**
		Local date when an interchange or a functional group was prepared.		
		May be similar to value sent in UNB S004:0017		
	0019	**Time of preparation**	**M**	**n4**
		Local time of day when an interchange or a functional group was prepared.		
		Reflected as 'HHMM'		
0048		**FUNCTIONAL GROUP REFERENCE NUMBER**		**an..14**
		Reference number for the functional group assigned by and unique within the sender's division, department etc.		
		Unique control number reference assigned by sending aircraft operator's system. Value contained in this element must match value contained in UNE group trailer segment, data element 0048.		
0051		**CONTROLLING AGENCY**	**M**	**an..2**
		Code identifying the agency controlling the specification, maintenance and publication of the message type.		
		Always 'UN'.		
S008		**MESSAGE VERSION**		
		Specification of the type of messages in the functional group.		
	0052	**Message type version number**	**M**	**an..1**
		Version number of a message type.		
		Always 'D'.		

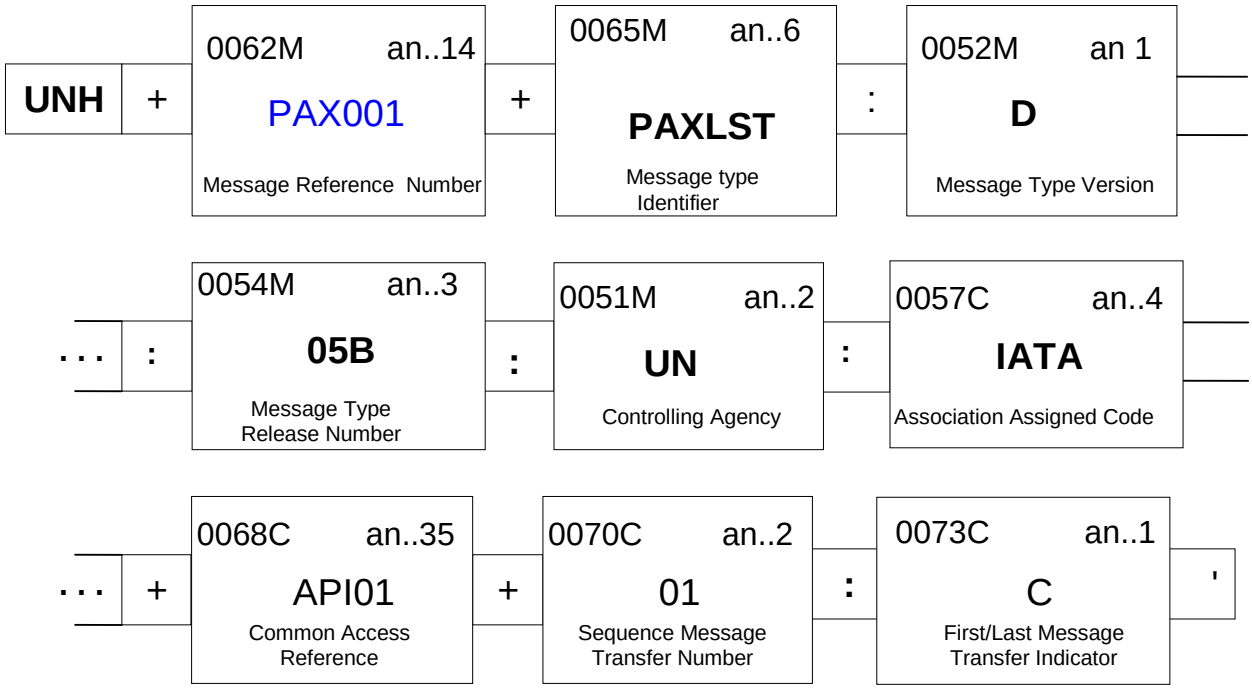
0054	**Message type release number**	**M**	**an..3**
	Release number within the current message type version number (0052). Always '05B'.		

6.4 Message Header (UNH)

Segment: **UNH** **Message Header**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A service segment starting and uniquely identifying a message. The message type code for the Passenger list message is PAXLST.
Note: Passenger list messages conforming to this document must contain the following data in segment UNH, composite S009:
Data element 0065 PAXLST 0052 D 0054 05B 0051 UN
Notes: This is a mandatory segment for this implementation.

6.4.1 UNH Example



6.4.2 UNH Element Definitions

Sample Image

UNH+PAX001+PAXLST:D:05B:UN:IATA+API01+01’

Data Element Summary

Data Element	Component Element	Name	Attributes	
0062		**MESSAGE REFERENCE NUMBER**	**M**	**an..14**
		Unique message reference assigned by the sender.		
		Unique control number assigned by Aircraft Operator system.		
S009		**MESSAGE IDENTIFIER**		
		Identification of the type, version etc. of the message being interchanged.		
		Always 'PAXLST'.		
	0065	**Message type identifier**	**M**	**an..6**
		Code identifying a type of message and assigned by its controlling agency.		
		Always 'PAXLST'.		
	0052	**Message type version number**	**M**	**an..1**
		Version number of a message type.		
		Always 'D'.		
	0054	**Message type release number**	**M**	**an..3**
		Release number within the current message type version number (0052).		
		Always '05B'.		
	0051	**Controlling agency**	**M**	**an..2**
		Code identifying the agency controlling the specification, maintenance and publication of the message type.		
		Always 'UN'.		
	0057	**Association assigned code**	**C**	**an..4**
		Code, assigned by the association responsible for the design and maintenance of the message type concerned, which further identifies the message.		
		Always 'IATA'.		
0068		**COMMON ACCESS REFERENCE**	**C**	**an..35**
		Reference serving as a key to relate all subsequent transfers of data to the same business case or file.		
		The use of this data element is Optional. Value will be returned on the DHS CUSRES response message.		
S010		**STATUS OF THE TRANSFER**		
		Statement that the message is one in a sequence of transfers relating to the same topic.		
	0070	**Sequence message transfer number**	**C**	**n..2**
		Number assigned by the sender indicating that the message is an addition or change of a previously sent message relating to the same topic.		
		The use of this data element is Optional. May be used to indicate an incremented two digit sequence number assigned by an Aircraft Operator to identify associated PAXLST transactions in a transmitted sequence.		

0073 First/last sequence message transfer indication C a1

Indication used for the first and last message in a sequence of the same type of message relating to the same topic.

The use of this data element is Optional.
A value of 'C' indicates this transmission is a continuance of previously transmitted data for a particular flight.
A value of 'F' must be used to indicate a FINAL transmission of passenger/crew data reporting.
Messages reporting FINAL information must contain information regarding least one crew member or passenger.

6.5 Beginning of Message (BGM)

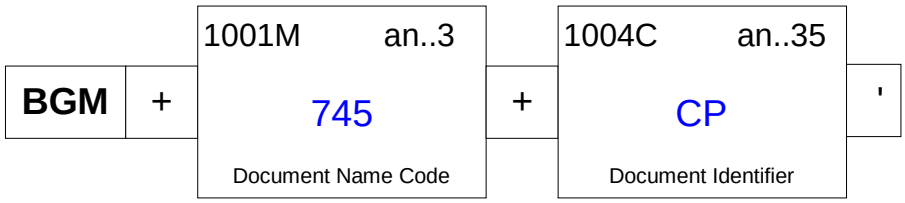
Segment: **BGM** **Beginning of Message**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A segment to indicate the type and function of the message.
Notes: This segment is mandatory.

The BGM Segment is used to determine the nature of the transaction as it applies to Passenger information reporting, Flight Reporting, or Crew reporting.

If a duplicate transmission is received for a passenger or crew who was previously reported and cleared for the flight, DHS will use the data supplied in the duplicate message to replace the previous version. If a full replacement is sent, all required data elements must be sent with the new transmission.

6.5.1 BGM Example



6.5.2 BGM Element Definitions

Sample Images and <u>Usage Guidelines</u>

BGM+745’	- Clear Passenger Request (Message type used to identify new passengers to DHS or to obtain updated ESTA status)
BGM+745+CP’	- Change Passenger Data (Message type may also be used to obtain updated ESTA status)
BGM+745+XR’	- Cancel Reservation/PNR
BGM+745+RP’	- Reduction in Party
BGM+266+CLNB’	- Flight Close-Out – Identifies Passengers Not Boarded (AQQ – International Flight reporting **only**)
BGM+266+CLOB’	- Flight Close-Out - Identifies Passengers On Board (AQQ – International Flight reporting **only**)

BGM+266+CL’	- Flight Close-Out only (AQQ – International Flight reporting **only**)
BGM+266+XF’	- Cancel Flight
BGM+266+CF’	- Change Flight / Itinerary Information (Secure Flight **only**)
BGM+655’	- Gate Pass Request (Secure Flight **only**)
BGM+250’	- Flight Crew List (See data element summary for additional value examples)
BGM+250+CC’	- Flight Crew Change
BGM+336’	- Master Crew List

Data Element Summary

Data Element	Component Element	Name	Attributes	
C002		**DOCUMENT/MESSAGE NAME**		
		Identification of a type of document/message by code or name. Code preferred.		
	1001	**Document name code**	**M**	**an..3**
		Code specifying the document name.		
		745 Passenger List 655 Gate Pass Request 266 Flight Status Update 250 Crew List Declaration 336 Master Crew List		
C106		**DOCUMENT/MESSAGE IDENTIFICATION**		
		Identification of a document/message by its number and eventually its version or revision.		
	1004	**Document identifier**	**C**	**an..35**
		To identify a document.		
		This data element is NOT used for standard clear passenger requests, nor used for Gate Pass issuance clearance requests. For reporting changes to Passenger information previously reported to DHS, (**Document Name Code = 745**), the below values may be used in this data element: CP - Change Passenger Data XR - Cancel Reservation RP - Reduction in Party (Delete Passenger on PNR) For reporting Flight Close-Out or changes to Flight information previously reported to DHS, (**Document Name Code = 266**), the below values may be used in this data element: CLNB - Flight Close-Out – reporting No Boards		

CLOB - Flight Close-Out – reporting On Boards
CL - Flight Close out (no passengers reported in message)
XF - Cancel Flight
CF - Change of Flight Itinerary (Flight Number, Arrival/Departure times and airport locations)

For reporting Crew Flight Manifests (**Document Name Code = 250**), the following values may be used:

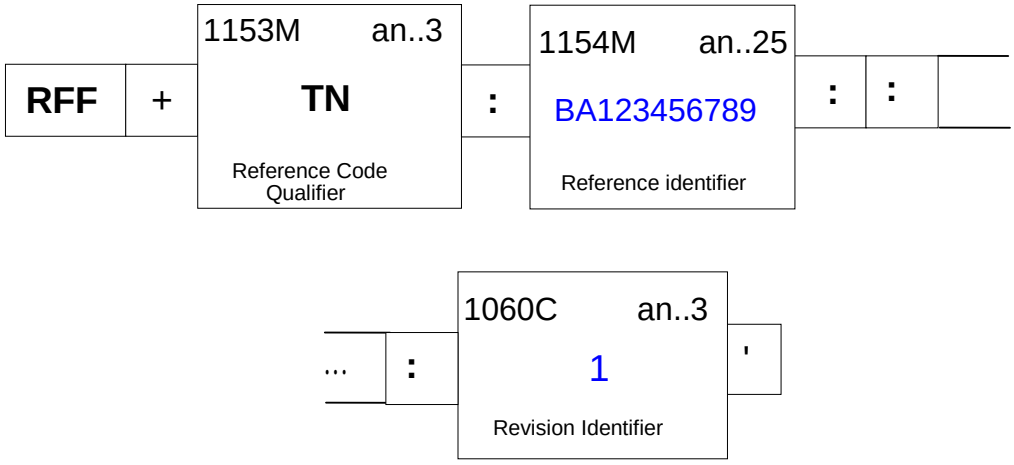
C - Passenger Flight, Regular Scheduled Crew
CC - Passenger Flight, Crew Change
B - Cargo Flight, Regular Scheduled Crew
BC - Cargo Flight, Crew Change
A - Overflight, Passenger Flights
D - Overflight, Cargo Flights
E - Domestic Continuance, Passenger Flight, Regular Scheduled Crew
EC - Domestic Continuance, Passenger Flight, Crew Change
F - Domestic Continuance, Cargo Flight, Regular Scheduled Crew
FC - Domestic Continuance, Cargo Flight, Crew Change

6.6 Reference (RFF) – *Transaction Reference Number*

Segment: **RFF** **Reference**

Group:
Level: 0
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to specify message reference.
Notes: **The use of this segment is Mandatory for Secure Flight.** The value sent by the aircraft operator system in data element C506:1153 below will be returned to the aircraft operator CUSRES message to facilitate the reconciliation of the messages exchanged.
Additionally, the numeric value in data element C506:1153 may be used to sequence any follow-on messages related to updates applied to the same passenger manifest. This value will also be returned in the CURES response message.

6.6.1 RFF Example



6.6.2 RFF Element Definitions

Sample Image

RFF+TN:BA123456789:::1’

Data Element Summary

	Data Element	Component Element	Name	Attributes	
M	**C506**		**REFERENCE**		
			Identification of a reference.		
		1153	**Reference code qualifier**	**M**	**an..3**
			Code qualifying a reference.		
			Value ' TN' - Transaction Reference Number.		
		1154	**Reference identifier**	**M**	**an..25**
			Identifies a reference.		

Optional The value in this data element represents a Transaction Reference Number (TRN) that may be used by the aircraft operator system to track/reconcile responses from DHS air passenger reporting systems. This value also allows DHS systems to uniquely identify a specific transmission from the Aircraft Operator system. The value in this element will be returned in the DHS response message (CUSRES) within the RFF segment in that message.

DHS will accept up to 25 bytes of data in this data element. The value assigned by the Aircraft Operator may contain alpha and numeric characters, and may include pound sign (#), dash (-), and period (.).

1060 Revision identifier **C** **an..3**

To identify a revision.

Optional. The numeric value in this data element identifies the sequence of the message as relates to updates applied to the same passenger manifest. The sequence number should be incremented by +1 to reflect the implied revision sequence to the manifest.

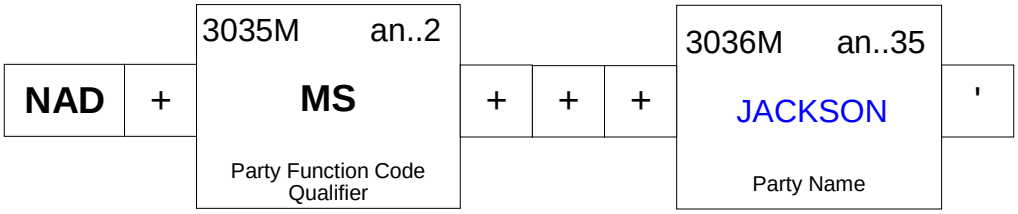
DHS will accept up to 3 numeric bytes of data in this data element.

6.7 Name and Address (NAD) – *Reporting Party*

Segment: **NAD** **Name and Address**

Group: Segment Group 1 (Name and Address) Conditional (Optional)
Level: 1
Usage: Mandatory
Max Use: 1
Purpose: A segment to identify the name, address and related function.
Notes: This segment used to identify Point of Contact information regarding the aircraft operating party reporting passenger/crew information to DHS.

6.7.1 NAD Example



6.7.2 NAD Element Definitions

Sample Image

NAD+MS+++JACKSON’

Data Element Summary

Data Element	Component Element	Name	Attributes	
3035		**PARTY FUNCTION CODE QUALIFIER**	**M**	**an..2**
		Code giving specific meaning to a party.		
		Always 'MS'.		
C080		**PARTY NAME**		
		Identification of a transaction party by name, one to five lines. Party name may be formatted.		
	3036	**Party name**	**M**	**an..35**
		Name of a party.		
		Last Name of party reporting transmitted passenger or crew information.		

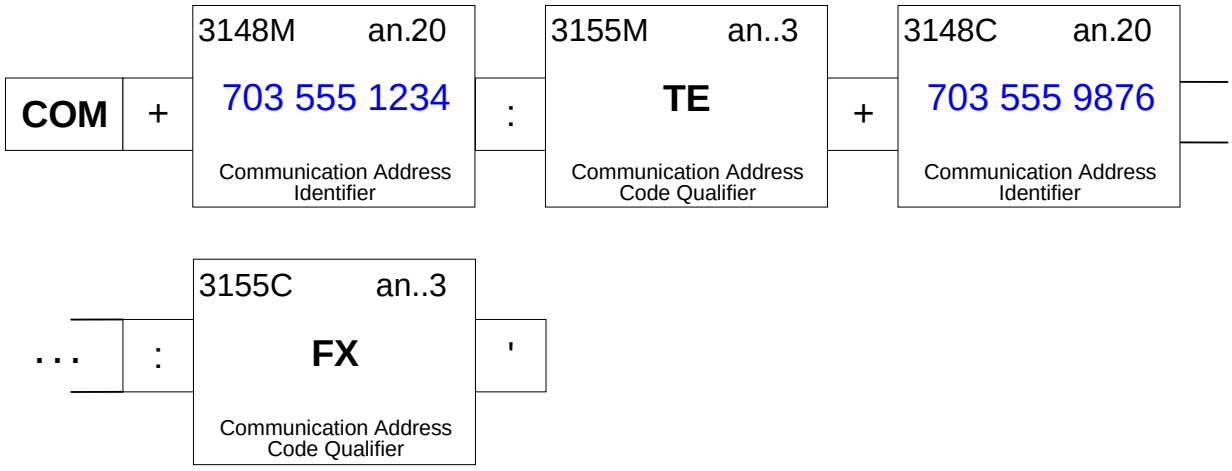
6.8 Communication Contact (COM) – *Reporting Party Contact Information*

Segment: **COM** **Communication Contact**

Group: Segment Group 1 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to identify communication numbers of departments or persons to whom communication should be directed (e.g. telephone and/or fax number).

Notes: This segment used to identify contact information for the party reporting passenger/crew information to DHS.

6.8.1 COM Example



6.8.2 COM Element Definitions

Sample Image

COM+703 555 1234:TE+703 555 9876:FX’

Data Element Summary

Data Element	Component Element	Name	Attributes	
C076		**COMMUNICATION CONTACT**		
		Communication number of a department or employee in a specified channel.		
	3148	**Communication address identifier**	**M**	**an..20**
		To identify a communication address.		
		DHS will accept up to 20 characters of data for a Telephone or Fax number.		
	3155	**Communication address code qualifier**	**M**	**an..3**
		Code qualifying the communication address.		

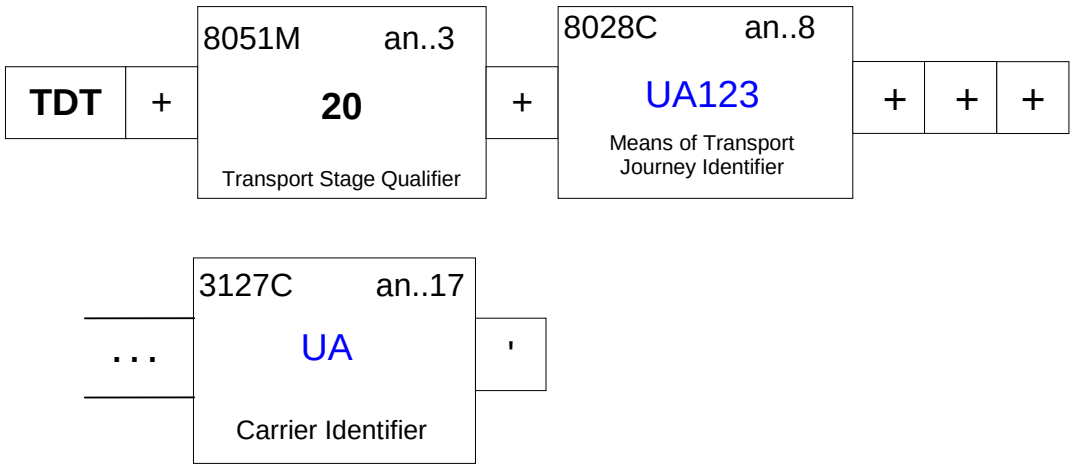
		FX Telefax TE Telephone		
C076		**COMMUNICATION CONTACT** Communication number of a department or employee in a specified channel.		
		Value "TE" or "FX".		
	3148	**Communication address identifier** To identify a communication address.	**C**	**an..20**
		DHS will accept up to 20 characters of data for a Telephone or Fax number.		
	3155	**Communication address code qualifier** Code qualifying the communication address.	**C**	**an..3**
		FX Telefax TE Telephone		

6.9 Details of Transport (TDT) – *Flight Identification*

Segment: **TDT** **Transport Information**

Group: Segment Group 2 (Transport Information) Mandatory
Level: 1
Usage: Mandatory
Max Use: 10
Purpose: A segment to specify details of transport related to each leg, including means of transport, mode of transport name and/or number of vessel and/or vehicle and/or flight.
Notes: The TDT segment is mandatory for this implementation. The segment may be used to report up to 10 specific flights (legs) on an flight itinerary for passengers and crew members.
Use the TDT to identify the aircraft operator and flight number relevant to the specific flight. Additionally, the TDT segment is a higher level 'parent' segment to the repeatable Segment Group 3 loop construct (LOC and DTM segments). The LOC and DTM segments identify airport locations and timelines within the itinerary.

6.9.1 TDT Example



6.9.2 TDT Element Definitions

Sample Image

TDT+20+UA123+++UA’

Data Element Summary

Data Element	Component Element	Name	Attributes	
8051		**TRANSPORT STAGE CODE QUALIFIER**	**M**	**an..3**
		Code qualifying a specific stage of transport.		
		Always '20'.		
8028		**MEANS OF TRANSPORT JOURNEY IDENTIFIER**	**C**	**an..8**
		To identify a journey of a means of transport.		

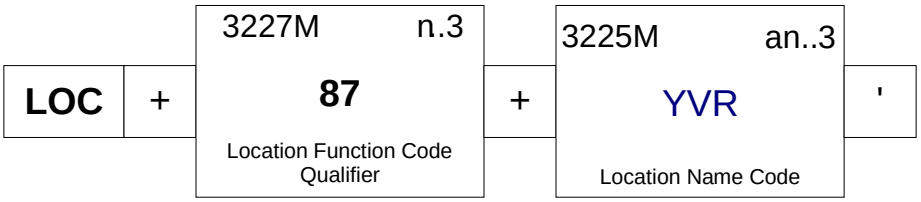
		Flight Information. Up to eight (8) characters of data may be transmitted. Formatted as Aircraft Operator code and Flight Number: - Aircraft Operator Code is in IATA format, either AN2 or AN3 - Flight number up to 4 digits (numeric). For **Gate Pass** issuance requests, this data element must contain the IATA/ICAO aircraft operator code. Aircraft Operator code/flight number. There are two general types of flight identifier formats: 1. IATA - used by regularly scheduled aircraft operators. Up to seven (7) characters of data are accepted, formatted as aircraft operator code and flight number: - Aircraft Operator code is in IATA / ICAO format, either AN2 or AN3 - Flight number is up to 4 digits numeric Note: An aircraft operator's operational suffix should not be sent, as is the current practice in US/EDIFACT formatted messages. 2. Tail Number - sometimes used by charter aircraft operators. DHS strongly encourages these aircraft operators to use a unique flight number system, rather than tail numbers. - Registered aircraft tail number, up to 7AN. ---- TSA ---- TSA Regulations require a special flight number format for Master Crew Lists (MCLs): Format is "cccxxMCL", where : - ccc" - the IATA Aircraft Operator Code - "xx" - a sequence number for the date of the list filing, starting at "01" and going up to "99" (i.e. 1st filing on a given day has "01", 2nd has "02", etc. The sequence restarts the next day.) - "MCL" - literal value		
C040		**CARRIER**	**C**	**1**	
		Identification of a carrier by code and/or by name. Code preferred.			
	3127	**Carrier identification**	**C**		**an..17**
		Identification of party undertaking or arranging transport of goods between named points. IATA/ICAO carrier code (AN2 or A3).			

6.10 Place/Location Identification (LOC) – *Flight Itinerary*

Segment: **LOC** **Place/Location Identification**

Group: Segment Group 3 (Place/Location Identification) Conditional (Optional)
Level: 2
Usage: Mandatory
Max Use: 1
Purpose: A segment to specify locations such as place of departure, place of destination, country of ultimate destination, country and/or place of transit, country of transit termination, etc. of a passenger/crew.
Notes: Group 3 header Segment LOC may be used to report up to 10 airport locations that comprise the entire journey of a specific flight.

6.10.1 LOC Example



6.10.2 LOC Element Definitions

Sample Image

LOC+87+YVR'

Data Element Summary

Data Element	Component Element	Name	Attributes	
3227		**LOCATION FUNCTION CODE QUALIFIER**	**M**	**an..3**
		Code identifying the function of a location. Inbound International flights (arriving in the U.S.), use the following values: - 125 Airport of departure; last non-U.S. airport before the flight arrives in the U.S. - 87 Airport of initial arrival in the U.S. Outbound International flights (departing from the U.S.), use the following values: - 125 Airport of departure; last U.S. airport before the flight leaves the U.S. - 87 Airport of initial arrival outside U.S. territory		

		For Domestic US Flight reporting - OR - for reporting of flights beginning and ending within the domain of a foreign country, prior to a continuing flight into the United States : - 92 Used to identify BOTH the departure and arrival airport locations. The departure location LOC segment should appear first. The arrival location LOC segment should appear second. For Gate Pass Issuance – Use '91' – Gate Pass issue location. For reporting Overflights (Crew ONLY) - these are reported with the last foreign airport before entering U.S. airspace and the first foreign airport after leaving U.S. airspace: - 125 Airport of departure; last foreign airport before the flight enters U.S. airspace - 87 Airport of arrival; first foreign airport after the flight leaves U.S. airspace Domestic Continuance flights - SFR Regulations require reporting of the entire flight itinerary on a domestic continuance flight for any crew members that boarded the flight in the U.S. but were not on the flight when it crossed the U.S. border. For reporting Master Crew List (MCL) - the following fixed values must be used: - 1st occurrence LOC, use value '188' - Filing Location - 2nd occurrence LOC, use value '172' - Reporting Location		
C517		**LOCATION IDENTIFICATION**		
		Identification of a location by code or name.		
	3225	**Location name code**	**M**	**an..3**
		Code specifying the name of the location.		
		Three (3) character IATA Airport Code.		

6.11 Date/Time/Period (DTM) – *Flight Leg Arrival / Departure*

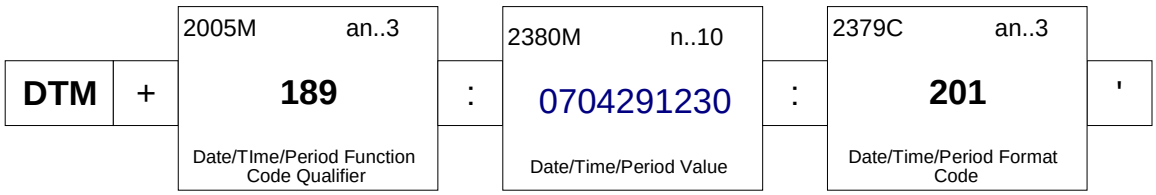
Segment: **DTM** **Date/Time/Period**

Group: Segment Group 3 (Place/Location Identification) Conditional (Optional)
Level: 3
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to specify associated dates and/or times as required related to locations.

Notes: Each DTM segment must follow the unique parent LOC segment.

Per AFR regulations, only the flight leg that crosses the U.S. border is reported. Only the start and end airports for that leg are needed. Therefore, only the departure date/time for the starting airport and the arrival date/time for the ending airport are needed.

6.11.1 DTM Example



6.11.2 DTM Element Definitions

Sample Images

DTM+189:0704291230:201’

Data Element Summary

Data Element	Component Element	Name		Attributes
C507		**DATE/TIME/PERIOD**		
		Date and/or time, or period relevant to the specified date/time/period type.		
	2005	**Date or time or period function code qualifier**	**M**	**an..3**
		Code qualifying the function of a date, time or period.		
		189 Departure date/time, scheduled (for Flight Close-out messages This value will represent the scheduled departure date/time).		
		232 Arrival date/time, scheduled		
		554 Arrival/Departure date/time used for MCL submissions		
	2380	**Date or time or period text**	**M**	**an..10**
		The value of a date, a date and time, a time or of a period in a specified representation.		

	All Dates and Times reported should reflect the local date/time of the Airport to which they refer. Date/Time value formatted as 'YYMMDDhhmm' where: YY - Year MM - Month DD - Day hh - Hour mm- Minutes		
2379	**Date or time or period format code**	**C**	**an..3**
	Code specifying the representation of a date, time or period.		
	Optional for this implementation. If sent, use Value '201' (format code YYMMDDhhmm).		

6.12 Name and Address (NAD) – *Traveler Identification*

Segment: **NAD** **Name and Address**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 1
Usage: Mandatory
Max Use: 1 (Per NAD Segment Group 4 occurrence)
Purpose: A segment specifying name of the passenger or crew member.
Notes: This segment used to begin segment loop containing Passenger or Crew information.

Name Reporting Requirements. Full name required for the following scenarios:
- Domestic U.S. Flights
- International Flights (Inbound and Outbound)
- International to International Flights (U.S. aircraft operators only)
- Gate Pass Issuance (U.S. Airports)
- Flight Close-out (identifying booked passengers that did not board the flight)
- Crew (for International flights or Overflights of U.S. territories)

Name Reporting Rules:

Last and First Names must be complete. A single character initial should not be used to represent either First or Last name unless it is part of the traveler's legal name.

Imbedded spaces are allowed in all name fields.

Numeric characters are not allowed in name fields.

Special characters are not commonly found in the machine readable zone (MRZ) of a travel document and should therefore not be included within the name field. In the event data is collected without the use of a document reader, the use of a hyphen (-) and/or apostrophe (') are the only special characters allowed within the name field.

Accents or any other diacritical marks should not appear on any character.

Name components should be reported in the same manner as they exist on the ICAO-standard MRZ of the primary travel document.

The following points should be taken into consideration:

1.) An MRZ delimiter of "<<" appearing in the MRZ name part translates into a sub-element separator (":") in composite element C080 of the NAD segment.

2.) A "<" translates into a space on the APIS message – do not remove the single "<" and concatenate a two-name component. (i.e., "SMITH<JONES" becomes "SMITH JONES")

3.) For greater accuracy, it is advisable to extract the travel name from the MRZ of the travel document instead of using names found within a reservation/booking. This will eliminate titles (such as "Mr.", "Mrs.", "Dr.", honorific suffixes such as "MD", and embedded hyphens or other punctuation such as "Smith-Corona").

4.) If there is a name suffix, such as "Jr." in "Robert Johnson Jr.", the ICAO standard for MRZ would exclude the name suffix. Therefore, this should be reported as "JOHNSON:ROBERT".

5.) If a name component on the MRZ exceeds the length provided for in this segment definition, DHS will truncate the extra characters for that component.

6.) If a name component has more than one fragment or has embedded punctuation, follow the format of the MRZ.

Some examples:

An MRZ name part of "DOE<<JOHN<WAYNE" should be reported as "DOE:JOHN WAYNE".

If Juan-Jesus Ramirez has a passport with an MRZ of "RAMIREZ<<JUAN<JESUS", report it as "RAMIREZ:JUAN JESUS".

James O'Reilly will appear on the MRZ as "O<REILLY<<JAMES" and should be reported as "O REILLY:JAMES".

If the MRZ identifies James O'Reilly on the MRZ as "OREILLY<<JAMES", the name should be reported as "OREILLY:JAMES".

Marie Hansen-Maher will appear on the MRZ as ”HANSEN<MAHER<<MARIE” and should be reported as “HANSEN MAHER :MARIE”.

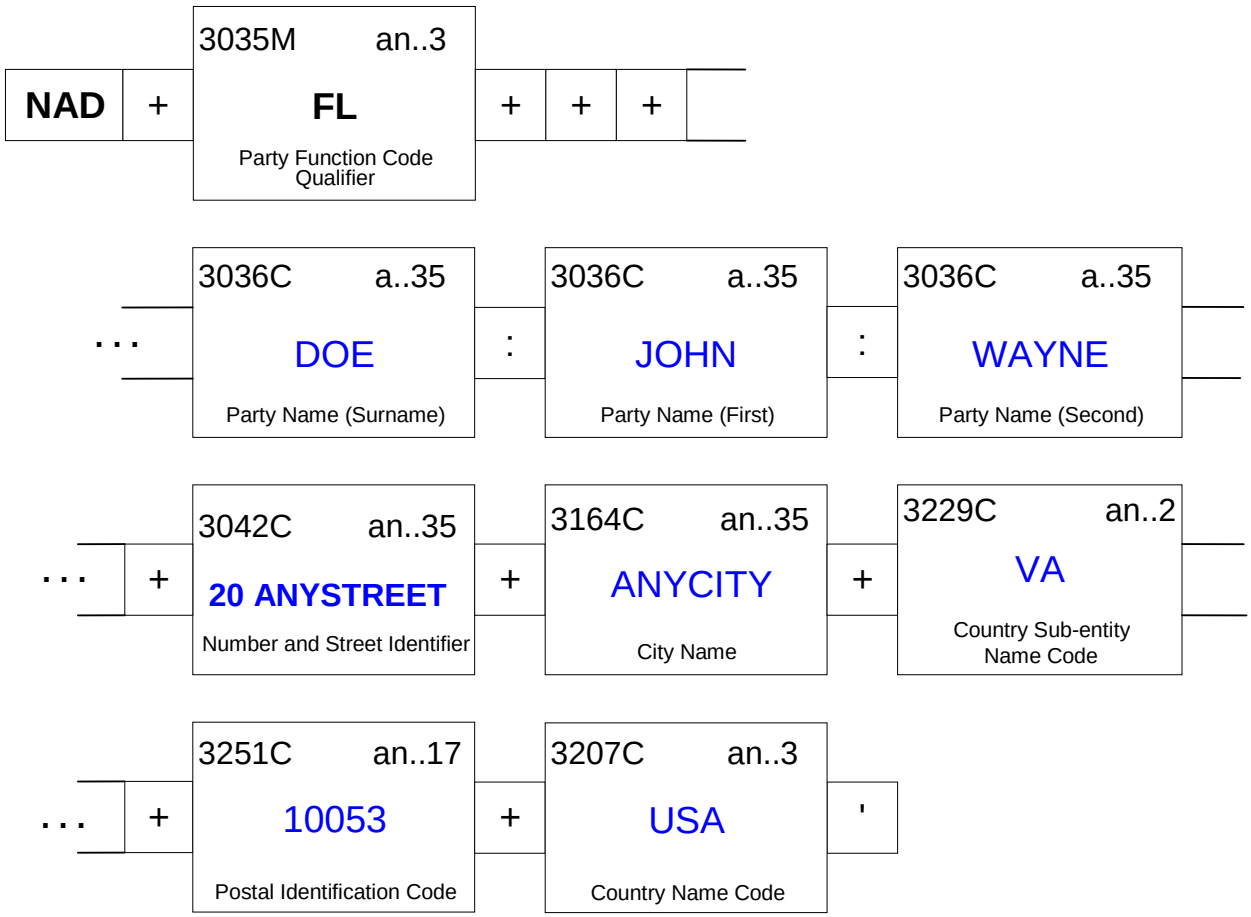
Address Reporting Rules

Address elements (Number/Street, City, State, and Postal Code) are conditional on a number of factors. According to AFR regulations:
U.S. Destination Address is required for all passengers on Inbound flights except:
- U.S. citizens
- Legal permanent residents
- In-transit passengers
- Crew members

If a passenger is joining a ship or is en route to a foreign destination, provisions have been defined to accept a description of the destination as follows: "Transit to Caribbean Princess, Miami, FL, USA, 99999". This is deemed acceptable as long as all fields contain accurate information.

AFR Regulations require Home Address, including Country, for all crew members.

6.12.1 NAD Example



6.12.2 NAD Element Definitions

Sample Image

Inbound International Flights
NAD+FL+++DOE:JOHN:WAYNE+20 MAIN STREET+ANYCITY+VA+10053+USA'

Outbound International Flights and Domestic U.S. Only Flights
NAD+FL+++DOE:JOHN:WAYNE'

Crew Member (report address of home location)
NAD+FM+++PICARD:JAVERT:A+20 ANYSTREET+PARIS+++FRA'

Data Element Summary

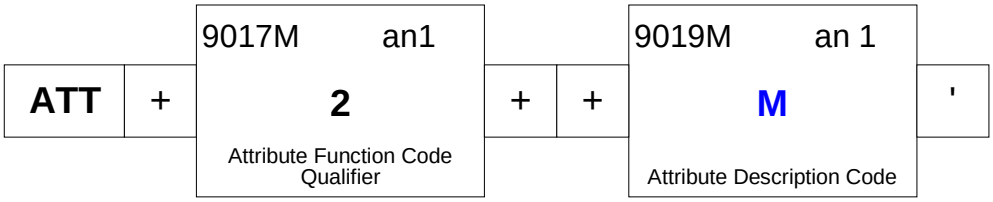
Data Element	Component Element	Name	Attributes
3035		**PARTY FUNCTION CODE QUALIFIER** Code giving specific meaning to a party. FL Passenger FM Crew member DDU Intransit Passenger DDT Intransit Crew Member COT Involved Party - Gate Pass request ZZZ - For Cancel Reservation and Flight Close-out messages	**M an..3**
C080		**PARTY NAME** Identification of a transaction party by name, one to five lines. Party name may be formatted.	
	3036	**Party name** Name of a party. Last name of passenger or crew member. Refer to segment notes.	**C an..35**
	3036	**Party name** Name of a party. First given name of passenger or crew member. Refer to segment notes.	**C an..35**
	3036	**Party name** Name of a party. Second given name (or initial) of passenger or crew member. Refer to segment notes.	**C an..35**
C059		**STREET** Street address and/or PO Box number in a structured address: one to four lines.	
	3042	**Street and number or post office box identifier** To identify a street and number and/or Post Office box number. For Inbound international flights, Street address of final destination in US. Not required for Outbound International flight reporting.	**C an..35**
3164		**CITY NAME** Name of a city. For Inbound international flights, City of final destination in US. Not required for Outbound international flight reporting.	**C an..35**
C819		**COUNTRY SUB-ENTITY DETAILS** To specify a part of a country (e.g. county or part of a city).	
	3229	**Country sub-entity name code** Code specifying the name of a country sub-entity. For Inbound international flights, identity of state of final destination in US. Two character State code. Not required for Outbound international flight reporting.	**C an..2**
3251		**POSTAL IDENTIFICATION CODE** Code specifying the postal zone or address. For Inbound international flights, postal or route code of final destination in US. Not required for Outbound international flight reporting.	**C 1 an..17**
3207		**COUNTRY NAME CODE** Identification of the name of the country or other geographical entity as defined in ISO 3166-1. ISO 3166 3-character country code.	**C 1 an..3**

6.13 Attribute (ATT) – *Traveler Gender*

Segment: **ATT** **Attribute**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment specifying passenger's and/or crew attributes such as complexion and build.

6.13.1 ATT Example



6.13.2 ATT Element Definitions

Sample Image

ATT+2++M’

Data Element Summary

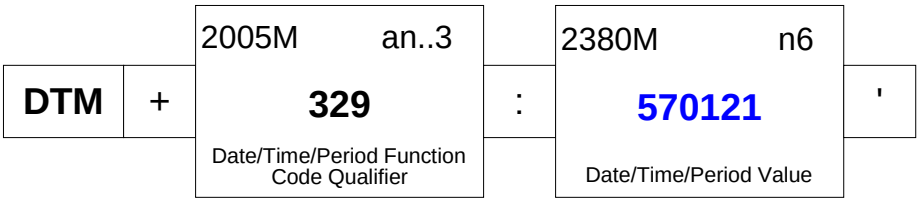
Data Element	Component Element	Name		Attributes
9017		**ATTRIBUTE FUNCTION CODE QUALIFIER** Code qualifying an attribute function. Always '2'.	**M**	**an..1**
C956		**ATTRIBUTE DETAIL** Identification of the attribute related to an entity.		
	9019	**Attribute description code** Code specifying an attribute. M - Male F - Female	**M**	**an..1**

6.14 Date/Time/Period (DTM) – *Traveler Date of Birth*

Segment: **DTM** **Date/Time/Period**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to specify date of birth.
Notes: One occurrence of the DTM segment to identify Date of Birth of passenger or crew member.
The birth date should match the value as scanned from the travel document's machine-readable zone (MRZ), not including any check digit. For example, a passport with DOB of 16 Sep 1956 might have an MRZ field of "5609165", which should be reported as "DTM+329:560916".

6.14.1 DTM Example



6.14.2 DTM Element Definitions

Sample Image

DTM+329:570121'

Data Element Summary

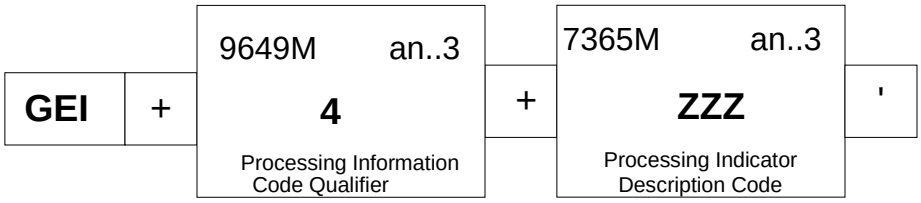
Data Element	Component Element	Name		Attributes
C507		**DATE/TIME/PERIOD** Date and/or time, or period relevant to the specified date/time/period type.		
	2005	**Date or time or period function code qualifier** Code qualifying the function of a date, time or period. Always '329'.	**M**	**an..3**
	2380	**Date or time or period text** The value of a date, a date and time, a time or of a period in a specified representation. Date of Birth. Value formatted as ' YYMMDD' where: YY - Year MM - Month DD - Day	**M**	**n6**

6.15 Process Information (GEI) – *Verification Indicator*

Segment: **GEI** **Processing Information**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 2
Purpose: A segment to specify indicators such as risk assessment.
Notes: The usage of this segment within a specific NAD Passenger/Crew detail loop reported to DHS is to identify that the information reported for this passenger has been verified.

6.15.1 GEI Example



6.15.2 GEI Element Definitions

Sample Image

GEI+4+ZZZ'

Data Element Summary

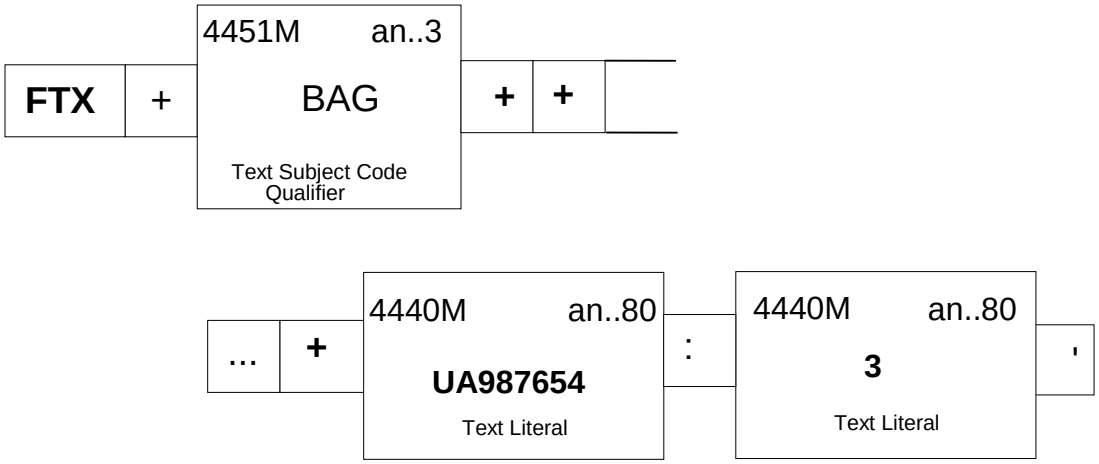
Data Element	Component Element	Name	Attributes	
9649		**PROCESSING INFORMATION CODE QUALIFIER**	**M**	**an..3**
		Code qualifying the processing information.		
		Value always '4' Party Type Information.		
C012		**PROCESSING INDICATOR**		
		Identification of the processing indicator.		
	7365	**Processing indicator description code**	**M**	**an..3**
		Code specifying a processing indicator.		
		Value: 'ZZZ' - Verified Information (DMR pending)		

6.16 Free Text (FTX) – *Bag Tag Identification Reporting*

Segment: **FTX** **Free Text**
Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 99
Purpose: A segment to provide explanation and/or supplementary information related to the specified application error.

Notes: This segment is optional and may be used to report Bag Tag Identification.

6.16.1 FTX Example



6.16.2 FTX Element Definitions

Sample Image

FTX+BAG+++UA123456'
FTX+BAG+++UA987654:3'

Data Element Summary

Data Element	Component Element	Name	Attributes	
4451		**TEXT SUBJECT CODE QUALIFIER**	**M**	**an..3**
		Code qualifying the subject of the text.		
		Values 'BAG' – Bag Tag Information (DMR pending)		
C108		**TEXT LITERAL**		
		Free text; one to five lines.		
	4440	**Free text**	**M**	**an..80**
		Free form text.		
		Optional. This element reports the Bag Tag identification reference.		
	4440	**Free text**	**M**	**an..80**
		Free form text.		
		Optional. This element reports a numeric value indicating a sequence of values in a +1 increment beginning with the value in the previous element.		

6.17 Place/Location Identification (LOC) – *Residence* / *Itinerary* / *Birth*

Segment: **LOC** **Place/Location Identification**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 5
Purpose: A segment indicating country of birth and port/place of origin (embarkation), transit and destination (debarkation) of a passenger and/or crew.
Notes: This LOC segment reports the Traveler's Itinerary.

The LOC segment is used for reporting the following information:
- Airport of first US arrival (Required for Inbound international flights)
- Country of residence (Inbound international flights)
- Port of embarkation
- Port of debarkation
- Place of birth (Crew member reporting only)

Date Element 3227 identifies the specific location information being reported.

Reporting Rules:

Airport of first US arrival into U.S. This information is mandatory for inbound International passenger reporting. Use value '22' in qualifying element 3227. (Note: This information must be reported as a U.S. airport code, regardless of any pre-screening procedures conducted at a non-U.S. airport.)

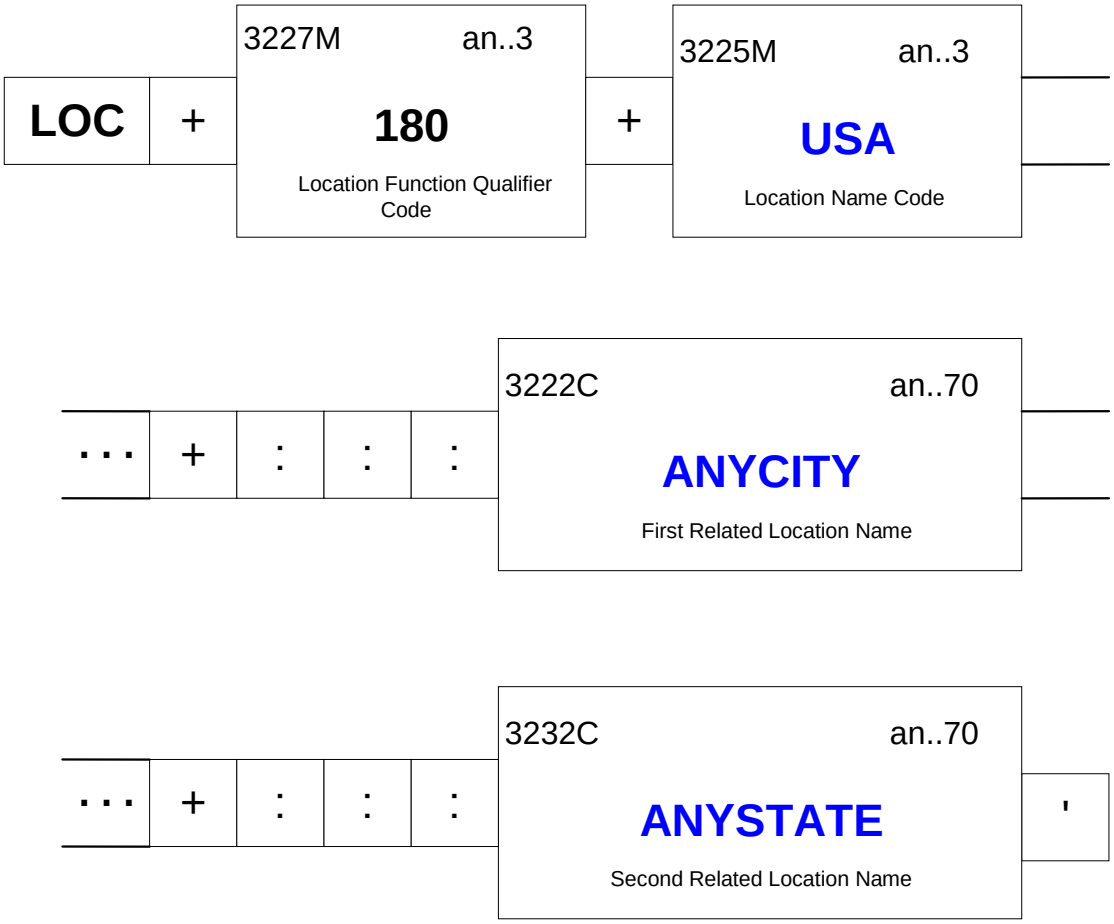
Country of Residence. This information is mandatory for inbound International passenger reporting. Use value '174' in qualifying element 3227.

Airport of embarkation, known airport where the traveler began journey. Use value '178' in qualifying element 3227.

Airport of debarkation, known airport where the traveler ends journey. Use value '179' in qualifying element 3227.

Place of Birth. This information is mandatory for Crew member reporting. Use value '180' in qualifying element 3227.

6.17.1 LOC Example



6.17.2 LOC Element Definitions

Sample Images

LOC+174+CAN'
LOC+180+USA+:::ANYCITY+:::ANYSTATE'

Data Element Summary

Data Element	Component Element	Name		Attributes
3227		**LOCATION FUNCTION CODE QUALIFIER**	**M**	**an..3**
		Code identifying the function of a location.		
		Values: 22 Airport of first US arrival (Inbound international flights) 174 Country of residence (Inbound international flights) 178 Port of embarkation 179 Port of debarkation 180 Place of birth (Crew member reporting only)		
C517		**LOCATION IDENTIFICATION**		
		Identification of a location by code or name.		
	3225	**Location name code**	**M**	**an..3**
		Code specifying the name of the location.		
		Values in this data element will be identified as follows: When qualifier element 3227 = '22' - this element will contain an IATA Airport Code identifying the airport where the passenger/crew member will be processed through U.S. Customs and Border Protection (CBP) procedures. When qualifier element 3227 = '174' - this element will identify the 3 character ISO 3166 Country of Residence code for passenger or crew member. When qualifier element 3227 = '178' - this element will contain an IATA Airport Code identifying the known airport where the passenger/crew member began the journey, including any connecting flights before the one being reported. When qualifier element 3227 = '179' - this element will contain an IATA Airport Code identifying the known airport where the passenger/crew member ends the journey, regardless of any connecting flights before the one being reported. When qualifier element 3227 = '180' - this element will identify the 3 character ISO 3166 Country of Birth for Crew member reporting.		
C519		**RELATED LOCATION ONE IDENTIFICATION**		
		Identification the first related location by code or name.		
		The composite data element used for reporting additional Crew information only.		
	3222	**First related location name**	**C**	**an..70**
		Name of first related location.		
		City of birth (Crew member reporting only)		

C553		**RELATED LOCATION TWO IDENTIFICATION**		
		Identification of second related location by code or name.		
		The composite data element used for reporting additional Crew information only.		
	3232	**Second related location name**	**C**	**an..70**
		Name of the second related location.		
		State/Province of birth (Crew member reporting only)		

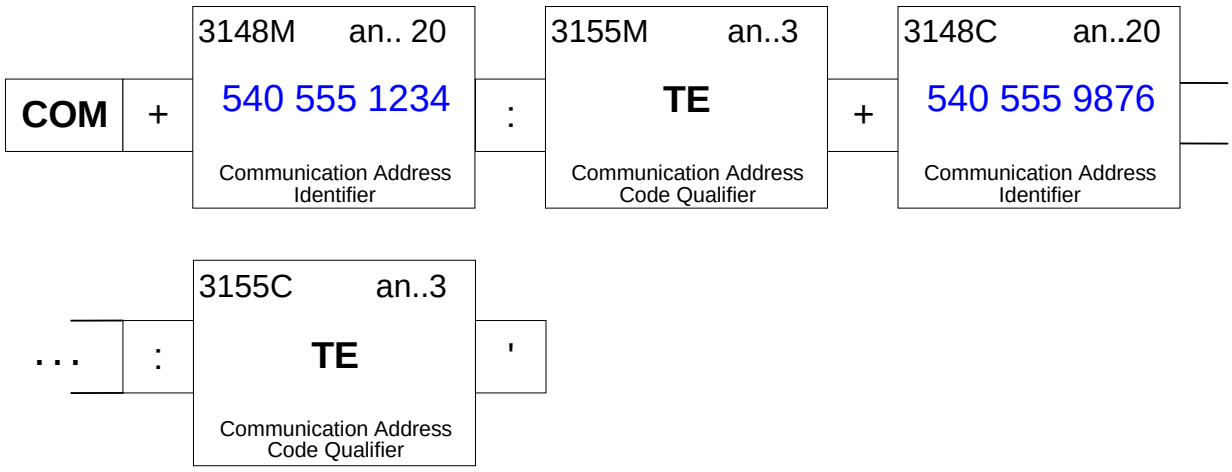
6.18 Communication Contact (COM) – *Traveler Contact Information*

Segment: **COM** **Communication Contact**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to identify communication numbers of departments or persons to whom communication should be directed (e.g. telephone and/or fax number).

Notes: This segment used to identify contact information for the traveler.

6.18.1 COM Example



6.18.2 COM Element Definitions

Sample Image

COM+540 555 1234:TE+540 555 9876:TE'

Data Element Summary

Data Element	Component Element	Name	Attributes	
C076		**COMMUNICATION CONTACT**		
		Communication number of a department or employee in a specified channel.		
	3148	**Communication address identifier**	**M**	**an..20**
		To identify a communication address.		
		Primary traveler contact phone number. DHS will accept up to 20 characters of data for a Telephone number.		
	3155	**Communication address code qualifier**	**M**	**an..3**

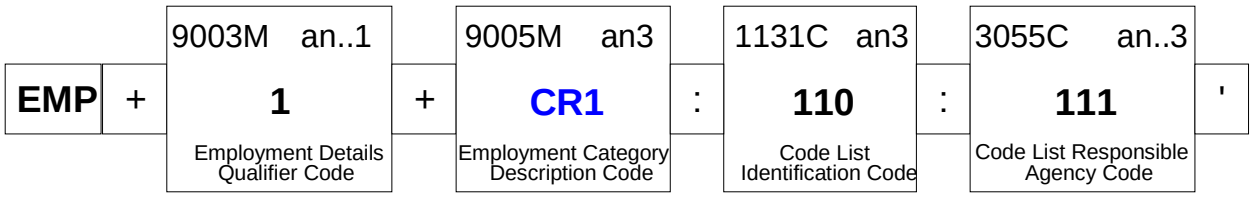
		Code qualifying the communication address.		
		TE Telephone		
C076		**COMMUNICATION CONTACT**		
		Communication number of a department or employee in a specified channel.		
	3148	**Communication address identifier**	**C**	**an..20**
		To identify a communication address.		
		Secondary traveler contact phone number. DHS will accept up to 20 characters of data for a Telephone.		
	3155	**Communication address code qualifier**	**C**	**an..3**
		Code qualifying the communication address.		
		TE Telephone		

6.19 Employment Details (EMP) – *Crew Member Status / Function*

Segment: **EMP** **Employment Details**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to indicate the occupation of a passenger or the rank of crew.
Notes: This segment used for Crew member reporting only.
The EMP segment is used to report the status of Crew members on board the flight.

6.19.1 EMP Example



6.19.2 EMP Element Definitions

Sample Image

EMP+1+CR1:110:111’

Data Element Summary

Data Element	Component Element	Name	Attributes	
9003		**EMPLOYMENT DETAILS CODE QUALIFIER**	**M**	**an..1**
		Code qualifying the employment details.		
		Value '1'.		
C948		**EMPLOYMENT CATEGORY**		
		Code and/or description of an employment category.		
	9005	**Employment category description code**	**M**	**an..3**
		Code specifying the employment category.		
		TSA Regulations require reporting crew member Traveler type indicator as follows: CR1 - Cockpit crew and individuals in the cockpit CR2 - Cabin crew (e.g. flight attendants) CR3 - Airline operation management with cockpit access (e.g. safety inspectors, instructors) CR4 - Cargo non-cockpit crew and/or non-crew individuals CR5 - Pilots on aircraft but not on duty (deadhead).		
	1131	**Code list identification code**	**C**	**an..3**

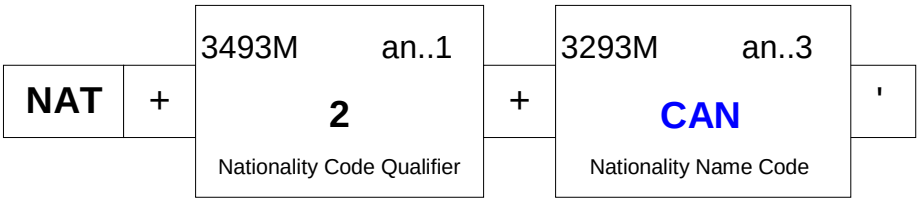
i		Code identifying a user or association maintained code list.		
		Always '110' - U.S. DHS Special Codes		
	3055	**Code list responsible agency code**	**C**	**an..3**
		Code specifying the agency responsible for a code list.		
		Value always '111' – U.S., Department of Homeland Security		

6.20 Nationality (NAT) – *Traveler Citizenship*

Segment: **NAT** **Nationality**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to indicate the nationality of a passenger and/or crew.
Notes: This segment used to report Citizenship (Nationality) of a specific traveler.

6.20.1 NAT Example



6.20.2 NAT Element Definitions

Sample Image

NAT+2+CAN'

Data Element Summary

Data Element	Component Element	Name	Attributes	
3493		**NATIONALITY CODE QUALIFIER**	**M**	**an..1**
		Code qualifying a nationality.		
		Always '2'		
C042		**NATIONALITY DETAILS**		
		To specify a nationality.		
	3293	**Nationality name code**	**M**	**an..3**
		Code specifying the name of a nationality.		
		3 character ISO 3166 Country Code to reflect country of nationality (citizenship).		

- **Reference (RFF) – *Traveler Identification***

Segment: **RFF** **Reference**

Group: Segment Group 4 (Name and Address) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 9
Purpose: A segment specifying the number assigned by an aircraft operator that identifies a passenger's reservation.

Notes:

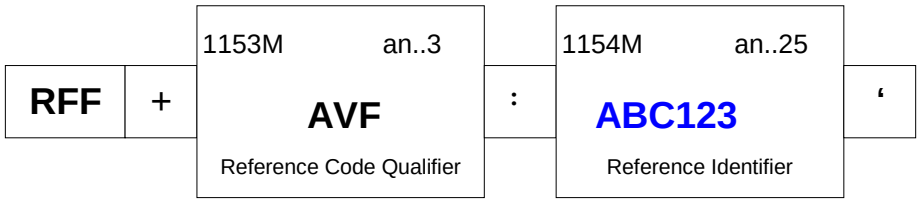
This RFF segment reports the following information:

- Passenger Name Record Locator
- Aircraft Operator Unique Passenger Reference identifier
- DHS Passenger Redress Number
- DHS Known Traveler Number (Future Use)
- Assigned Seat Number/Identifier

Notes:

As required under the Secure Flight Final Rule (Oct 2008), both the Passenger Name Record Locator and the Unique Passenger Reference number must be supplied, when sending interactive data. In the event a PNR locator is not available, the carrier may assign a unique value not to exceed 6 bytes of data.

- **RFF Example**



6.20.3 RFF Element Definitions

Sample Image

RFF+AVF:ABC123'
RFF+ABO:BA1321654987'
RFF+SEA:22A'
RFF+AEA:1234567890ABC'
RFF+CR:20060907NY123'

Data Element Summary

	Data Element	Component Element	Name	Attributes	
M	**C506**		**REFERENCE**		
			Identification of a reference.		
		1153	**Reference code qualifier**	**M**	**an..3**
			Code qualifying a reference.		
			Valid values : AVF - Passenger Name Record Locator ABO - Aircraft Operators Unique Passenger Reference identifier (Originator's reference) AEA - DHS Passenger Redress Number (Government agency reference number) CR - DHS Known Traveler Number (Customer reference number) SEA - Seat Number/Identifier		
		1154	**Reference identifier**	**M**	**an..25**
			Identifies a reference.		
			The value provided in this data element will correspond to the meaning as applied by the value contained in DE 1153. The expected characteristics for each data item are as follows: Passenger Name Record Locator an..6 Seat Number/Identifier n3a1 DHS Passenger Redress Number an.. 13 DHS Known Traveler Number an.. 25 Aircraft Operators Unique Passenger Reference (UPR) identifier an.. 25 **The value assigned by the Aircraft Operator for the UPR may contain alpha and numeric characters, and contain pound sign (#), dash (-), and period (.).**		

6.21 Document/Message Details (DOC) – *Traveler Document(s)*

Segment: **DOC** **Document/Message Details**

Group: Segment Group 5 (Document/Message Details) Conditional (Optional)
Level: 2
Usage: Mandatory
Max Use: 1 (Per DOC Segment Group 5 occurrence)
Purpose: A segment identifying passenger and/or crew travel documents, such as passports, visas etc.
Notes: The DOC segment is the hierarchical parent segment for a group of segments used to report information regarding passenger travel documentation. Travel documentation is not required for U.S. citizens traveling on domestic flights.

A DOC segment may be followed by a DTM and/or LOC segment to provide additional information as relates to the document being reported.

Up to two (2) DOC segments may be sent to DHS on the PAXLST to report passenger or crew travel documents.

Valid Travel Document Types:
Passport
Permanent resident card
Resident alien card
US military ID.
Re-entry permit or refugee permit
NEXUS or SENTRI card
Facilitation document
U.S. Non-Immigrant Visa (Secondary Document Only)
Pilots License (crew members only)

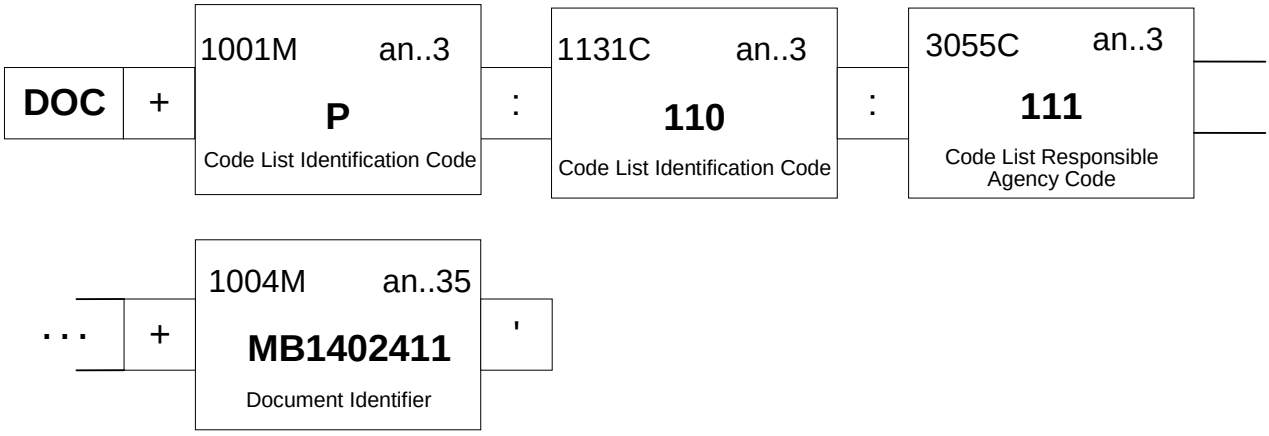
Travel Document reporting rules:

Passenger reporting:
A valid travel document is required for all passengers on international flights to or from the U.S.

Master Crew List reporting:
Report the Pilot's license (if applicable) and report Country of Issue in LOC segment.
Report Passport number and expiration information in the DTM segment.

Arriving/Departing Crew member reporting:
Report Passport number and pilot's license (where applicable), or if a crew member is other than a pilot, report the permanent resident card if the crew member is a legal permanent resident.

6.21.1 DOC Example



6.21.2 DOC Element Definitions

Sample Image

DOC+P:110:111+MB1402411’

Data Element Summary

Data Element	Component Element	Name		Attributes
C002		**DOCUMENT/MESSAGE NAME**		
		Identification of a type of document/message by code or name. Code preferred.		
	1001	**Document name code**	**M**	**an..3**
		Code specifying the document name.		
		Valid Travel Document codes are: P - Passport C - Permanent resident card A - Resident alien card M - US military ID. T - Re-entry permit or refugee permit IN – NEXUS card IS – SENTRI card F – Facilitation card V - U.S. Non-Immigrant Visa (Secondary Document Only) L – Pilots license (crew members only)		
	1131	**Code list identification code**	**C**	**an..3**
		Code identifying a user or association maintained code list.		
		Always '110' - U.S. DHS Special Codes		
	3055	**Code list responsible agency code**	**C**	**an..3**
		Code specifying the agency responsible for a code list.		
		Always '111' – U.S., Department of Homeland Security		

C503		**DOCUMENT/MESSAGE DETAILS**		
		Identification of document/message by number, status, source and/or language.		
	1004	**Document identifier**	**M**	**an..35**
		To identify a document.		
		Unique number assigned to document identified in element C002:1001. For **PASSPORT** reporting: Send 9 byte Passport identification only. Do not send check digit value that may appear on MRZ.		

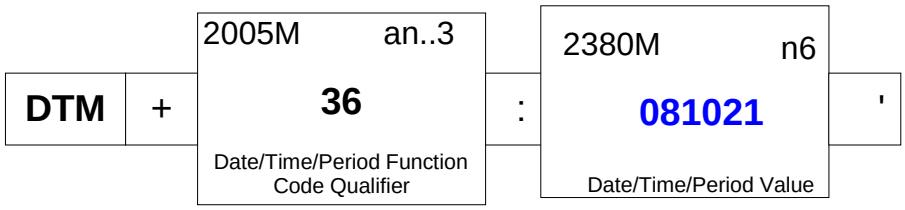
6.22 Date/Time/Period (DTM) – *Traveler Document Expiration*

Segment: **DTM** **Date/Time/Period**

Group: Segment Group 5 (Document/Message Details) Conditional (Optional)
Level: 3
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to specify associated dates/times related to documents.

Notes: The use of the DTM segment would be for reporting the expiration of the Passport.

6.22.1 DTM Example



6.22.2 DTM Element Definitions

Sample Image

DTM+36:081021’

Data Element Summary

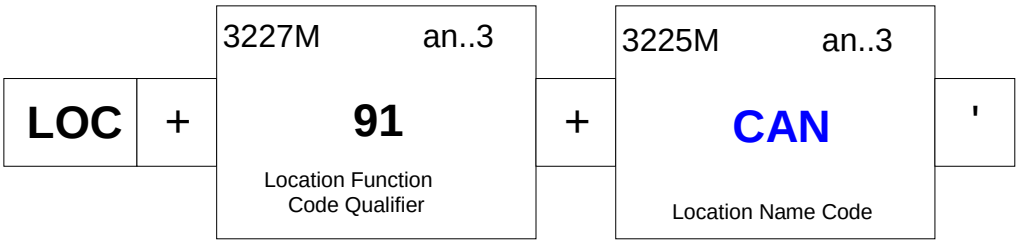
Data Element	Component Element	Name		Attributes
C507		**DATE/TIME/PERIOD**		
		Date and/or time, or period relevant to the specified date/time/period type.		
	2005	**Date or time or period function code qualifier**	**M**	**an..3**
		Code qualifying the function of a date, time or period.		
		36 Date of expiry for Passport		
	2380	**Date or time or period text**	**M**	**n6**
		The value of a date, a date and time, a time or of a period in a specified representation.		
		Date formatted as ' YYMMDD' where: YY - Year MM - Month DD - Day		

6.23 Place/Location Identification (LOC) – *Document Issuing Country*

Segment: **LOC** **Place/Location Identification**

Group: Segment Group 5 (Document/Message Details) Conditional (Optional)
Level: 3
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment indicating the country that issued the document.
Notes: The LOC segment is used to report the country code for the country where the Passport or Pilot's license (for Crew) was issued.

6.23.1 LOC Example



6.23.2 LOC Element Definitions

Sample Images

LOC+91+CAN'

Data Element Summary

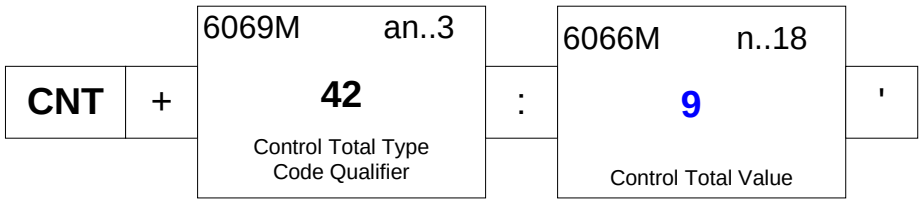
Data Element	Component Element	Name	Attributes	
3227		**LOCATION FUNCTION CODE QUALIFIER**	**M**	**an..3**
		Code identifying the function of a location.		
		Always '91' - Place of document issue.		
C517		**LOCATION IDENTIFICATION**		
		Identification of a location by code or name.		
	3225	**Location name code**	**M**	**an..3**
		Code specifying the name of the location.		
		Mandatory data element. Should reflect the 3 character ISO 3166 Country Code.		

6.24 Control Total (CNT)

Segment: **CNT** **Control Total**

Group:
Level: 0
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment specifying control totals such as the total number of passengers/ crew members in the message.
Notes: This is a mandatory segment for this implementation. Only one CNT segment may be sent on the PAXLST.

6.24.1 CNT Example



6.24.2 CNT Element Definitions

Sample Image

CNT+42:9’
CNT+41:12’

Data Element Summary

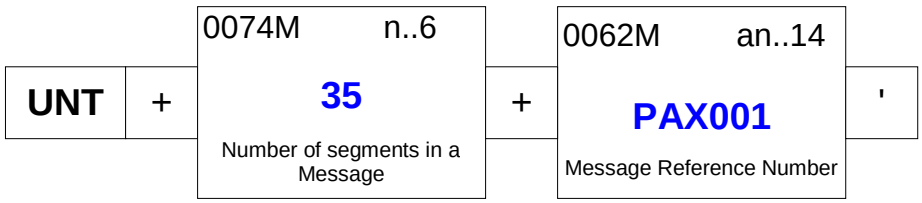
Data Element	Component Element	Name		Attributes
C270		**CONTROL**		
		Control total for checking integrity of a message or part of a message.		
	6069	**Control total type code qualifier**	**M**	**an..3**
		Code qualifying the type of control of hash total.		
		41 Total number of crew members 42 Total number of passengers		
	6066	**Control total quantity**	**M**	**n..18**
		To specify the value of a control quantity.		
		Value in this element should reflect the following: For DHS Boarding Pass issuance, the value in this data element must be the total number of travelers included in this transmission. For Flight Close-out transmissions, the value in this data element must reflect the total number passengers or crew members on the flight.		

6.25 Message Trailer (UNT)

Segment: **UNT** **Message Trailer**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A service segment ending a message, giving the total number of segments in the message (including the UNH & UNT) and the control reference number of the message.
Notes: The UNT segment is mandatory for this implementation.

6.25.1 UNT Example



6.25.2 UNT Element Definitions

Sample Image

UNT+35+PAX001’

Data Element Summary

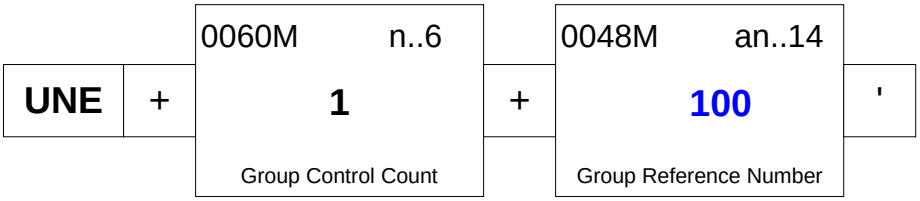
Data Element	Component Element	Name	Attributes	
0074		**NUMBER OF SEGMENTS IN A MESSAGE**	**M**	**n..6**
		Control count of number of segments in a message.		
		The value in this data element represents the total number of segments from the UNH segment to the UNT segment inclusive.		
0062		**MESSAGE REFERENCE NUMBER**	**M**	**an..14**
		Unique message reference assigned by the sender.		
		The value in this data element must match the value appearing on data element 0062 on the UNH segment in this same PAXLST message.		

6.26 Group Trailer (UNE)

Segment: **UNE** **Functional Group Trailer**

Group:
Level: 0
Usage: Conditional
Max Use: 1
Purpose: To end and check the completeness of a Functional Group
Notes: The UNE segment is included only in cases where the PAXLST message contains a Functional Group Header (UNG) segment .

6.26.1 UNE Example



6.26.2 UNE Element Definitions

Sample Image

UNE+1+100’

Data Element Summary

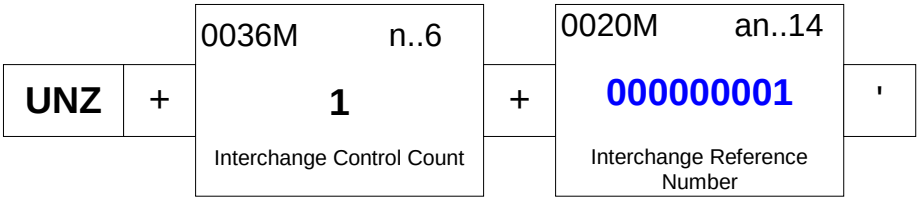
Data Element	Component Element	Name		Attributes
0060		**NUMBER OF MESSAGES**	**M**	**n..6**
		A count of the number of messages in a functional group.		
		The value in this data element represents the number of messages included in the group.		
0048		**FUNCTIONAL GROUP REFERENCE NUMBER**	**M**	**an..14**
		Reference number for the functional group assigned by and unique within the sender's division, department etc.		
		The value in this data element must match the value appearing on data element 0048 on the UNG segment in this same PAXLST message.		

6.27 Interchange Trailer (UNZ)

Segment: **UNZ** **Interchange Trailer**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: To end and check the completeness of an interchange
Notes: The UNZ segment is mandatory for this implementation.

6.27.1 UNZ Example



6.27.2 UNZ Element Definitions

Sample Image

UNZ+1+000000001'

Data Element Summary

Data Element	Component Element	Name		Attributes
0036		**INTERCHANGE CONTROL COUNT**	**M**	**n..6**
		Count either of the number of messages or, if used, of the number of functional groups in an interchange.		
		The value in this data element represents the number of groups included in this interchange (transmission).		
0020		**INTERCHANGE CONTROL REFERENCE**	**M**	**an..14**
		Unique reference assigned by the sender to an interchange.		
		The value in this data element must match the value appearing on data element 0020 on the UNB segment in this same PAXLST message.		

7. DHS CUSRES Response Message

The CUSRES message is used in this implementation to communicate the following information to the aircraft operator:

1. DHS response to PAXLST messages received from aircraft operator that reported passenger, reservation, or flight details;
2. DHS *unsolicited* message generated by DHS as result of changes to the status of a previously vetted passenger.

Figure 7 below identifies the basic diagram presentation key used in this document.

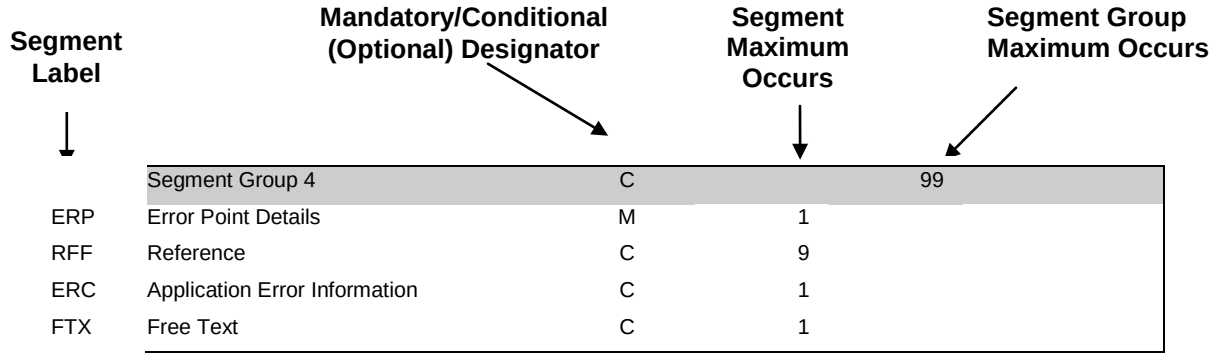


Figure 7: CUSRES Message Architecture Diagram Key

Figure 8 on the following page illustrates the message architecture and relationships between the CUSRES Segment Groups. The UN/EDIFACT CUSRES message format hierarchy consists of THREE (3) segment levels and TWO (2) segment groups of information as depicted in Figure 7.

Segment ID		Segment Requirement	Maximum Segment Occurs	Maximum Group Occurs
UNA	Service Segment Advice	C	1	
UNB	Interchange Header	M	1	
UNG	Functional Group Header	C	1	
UNH	Message Header	M	1	
BGM	Beginning of Message	M	1	
	Segment Group 3	C		11
RFF	Reference	M	1	
DTM	Date/Time/Period	C	2	
LOC	Place/Location Identification	C	2	
	Segment Group 4	C		999
ERP	Error Point Details	M	1	
RFF	Reference	C	9	
ERC	Application Error Information	C	1	
FTX	Free Text	C	1	
UNT	Message Trailer	M	1	
UNE	Functional Group Trailer	C	1	
UNZ	Interchange Trailer	M	1	

Figure 8: CUSRES Message Architecture Diagram

Please note the following characteristics:

- The Mandatory and Conditional (optional) requirement designations within the branch diagram conform to the UN/EDIFACT syntax specification for the CUSRES. In the technical specifications sections that follow, many of the *segments* identified as conditional in the branch diagram may be identified as mandatory for the DHS CUSRES implementation. Such requirement designations will be identified for each of the specific segments in the technical specifications that follow in this document.

- Similarly, DHS business rules may require that certain *data elements* defined as conditional within the UN/EDIFACT CUSRES are required for this implementation. The requirements for the data elements are also identified in the technical specifications that follow in this document.

- The technical specifications also identify the required maximum allowable occurrences for many repeatable segment groups and segments in order to satisfy the DHS implementation requirements. In most cases, DHS requires collection of less data than the maximum allowable by the UN/EDIFACT syntax.

- One CUSRES message will be sent to the aircraft operator, in response to each PAXLST message received from the aircraft operator.

Sample CUSRES Message

This is a sample CUSRES message in UN/EDIFACT format for a passenger manifest, with one line per segment.

UNA:+.? ’
UNB+UNOA:4+USADHS+APIS*ABE+070429:0900+000006640++USADHS'
UNG+CUSRES+USADHS+APIS*ABE+070429:1900+6640+UN+D:05B'
UNH+USADHS001+CUSRES:D:05B:UN:IATA+API01+01'
BGM+962'
RFF+TN:123456789:::1’
RFF+AF:TR3345'
DTM+189:0705011840:201'
DTM+232:0705012055:201'
LOC+125+PAR'
LOC+87+JFK'
ERP+2'
RFF+AVF:ABC123’
RFF+ABO:BA1321654987’
ERC+**0Z'**
UNT+13+USADHS001'
UNE+1+6640'
UNZ+1+000006640’

Figure 9: Basic Sample UN/EDIFACT CUSRES Message

8. DHS CUSRES Segment Examples

This section identifies each segment utilized within the UN/EDIFACT CUSRES message set.

In this specification, the syntax and business rules governing the requirements for the *segments* follow each of the segment labels. The syntax and business rules governing the requirements for the *elements* are identified in the gray note box immediately following each element.

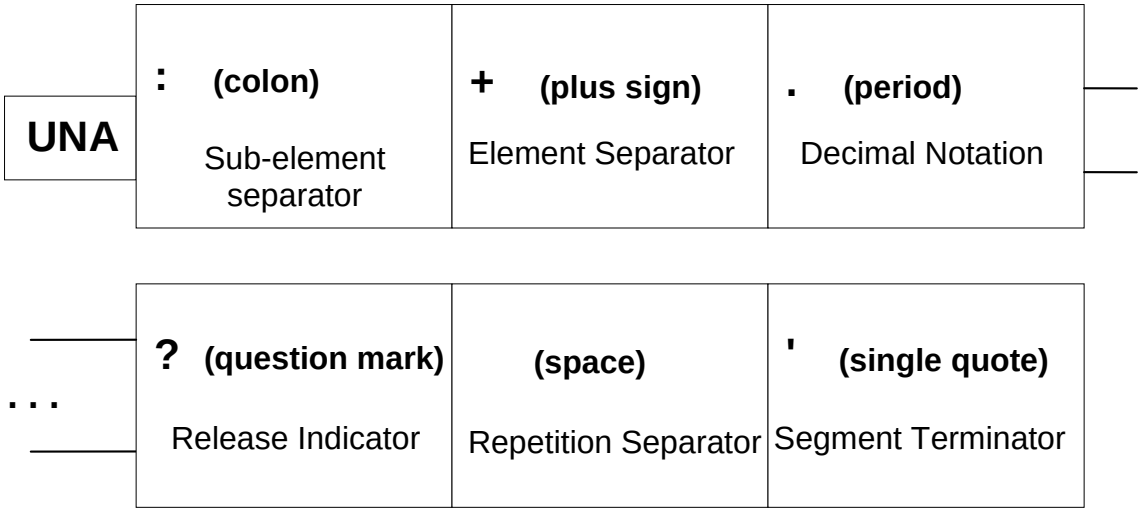
The 'Sample Images' provide an example of the specific segment usage. The information highlighted in blue in the segment examples is for illustration purposes only and is intended to identify the placement of the sample data received from the aircraft operator and appear on the resultant CUSRES response message from DHS.

8.1 Service String Advice (UNA)

Segment: **UNA** **Service String Advice**

Group:	
Level:	0
Usage:	Conditional (Optional)
Max Use:	1
Purpose:	The service string advice segment shall begin with the upper case characters UNA immediately followed by six characters in the order shown below. The same character shall not be used in more than one position of the UNA.
Notes:	The UNA segment is used to set delimitation and character set for the body of the transmission. Although the use of the UNA Segment is Optional for this implementation. it may be sent on this message if the aircraft operator specifically requests DHS send it.

8.1.1 UNA Example



8.1.2 UNA Element Definitions

Sample Image

UNA:+.? ’

Data Element Summary

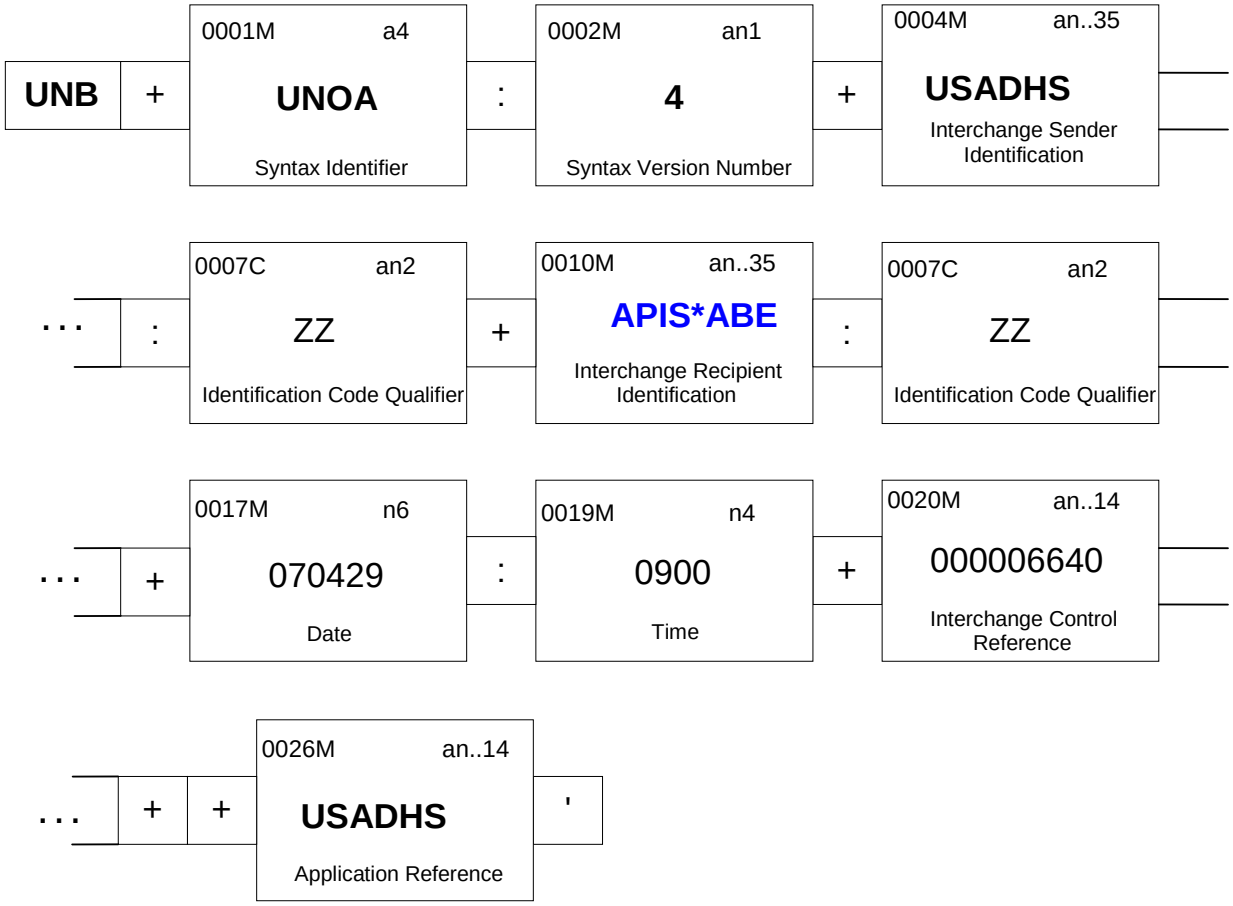
Req. Designate	Data Element	Component Element	Name	Attributes	
	UNA1		**COMPONENT DATA ELEMENT SEPARATOR**	**M**	**an1**
			Default value ‘:’ (colon) Usage: To separate component (sub-) elements within a Composite data element.		
	UNA2		**DATA ELEMENT SEPARATOR**	**M**	**an1**
			Default value ‘+’ (plus sign) Usage: To separate data elements.		
	UNA3		**DECIMAL MARK**	**M**	**an1**
			Default value ’.’ (decimal point) Usage: To define character used as decimal point.		
	UNA4		**RELEASE CHARACTER**	**M**	**an1**
			Default value ‘?’ (question mark) Usage: Release character is used to immediately preceded any predefined delimiter character such that the character may be identified as part of the actual data.		
	UNA5		**REPETITION SEPARATOR**	**M**	**an1**
			Default value a space.		
	UNA6		**SEGMENT TERMINATOR**	**M**	**an1**
			Default value ‘ (single quote) Usage: To identify and delimit the end of a segment.		

8.2 Interchange Header (UNB)

Segment: **UNB** **Interchange Header**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: To start, identify and specify an interchange

8.2.1 UNB Example



8.2.2 UNB Element Definitions

Sample Image

UNB+UNOA:4+USADHS+APIS*ABE+070429:0900+000006640++USADHS’

Data Element Summary

Data Element	Component Element	Name		Attributes
S001		**SYNTAX IDENTIFIER**		
		Identification of the agency controlling the syntax and indication of syntax level.		
	0001	**Syntax Identifier**	**M**	**a4**
		Always 'UNOA'. Code identifying the agency that controls the syntax, and the character range used in an interchange.		
	0002	**Syntax Version Number**	**M**	**n1**
		Always '4'.		
S002		**INTERCHANGE SENDER**		
		Identification of the sender of the interchange.		
	0004	**Sender Identification**	**M**	**an..35**
		For PRODUCTION response messages, DHS will set this value to 'USADHS'. For TEST response messages, DHS will set this value to 'USADHSTEST'.		
	0007	**Partner identification code qualifier**	**C**	**an..2**
		Qualifier referring to the source of codes for the identifiers of interchanging partners.		
		Optional for this implementation. If used, always “ZZ”		
S003		**INTERCHANGE RECIPIENT**		
		Identification of the recipient of the interchange.		
	0010	**Recipient identification**	**M**	**an..35**
		Name or coded representation of the recipient of a data interchange.		
		The value in this data element will reflect the value sent in on the interchange sender ID on the PAXLST.		
	0007	**Partner identification code qualifier**	**C**	**an..2**
		Qualifier referring to the source of codes for the identifiers of interchanging partners.		
		Optional for this implementation. If used, always “ZZ”		
S004		**DATE AND TIME OF PREPARATION**		
		Date and time of preparation of the interchange.		
	0017	**Date of preparation**	**M**	**n6**
		Local date when an interchange or a functional group was prepared.		
		DHS will use 'YYMMDD' for the interchange message date.		
	0019	**Time of preparation**	**M**	**n4**
		Local time of day when an interchange or a functional group was prepared.		
		DHS message generation time (EST)		

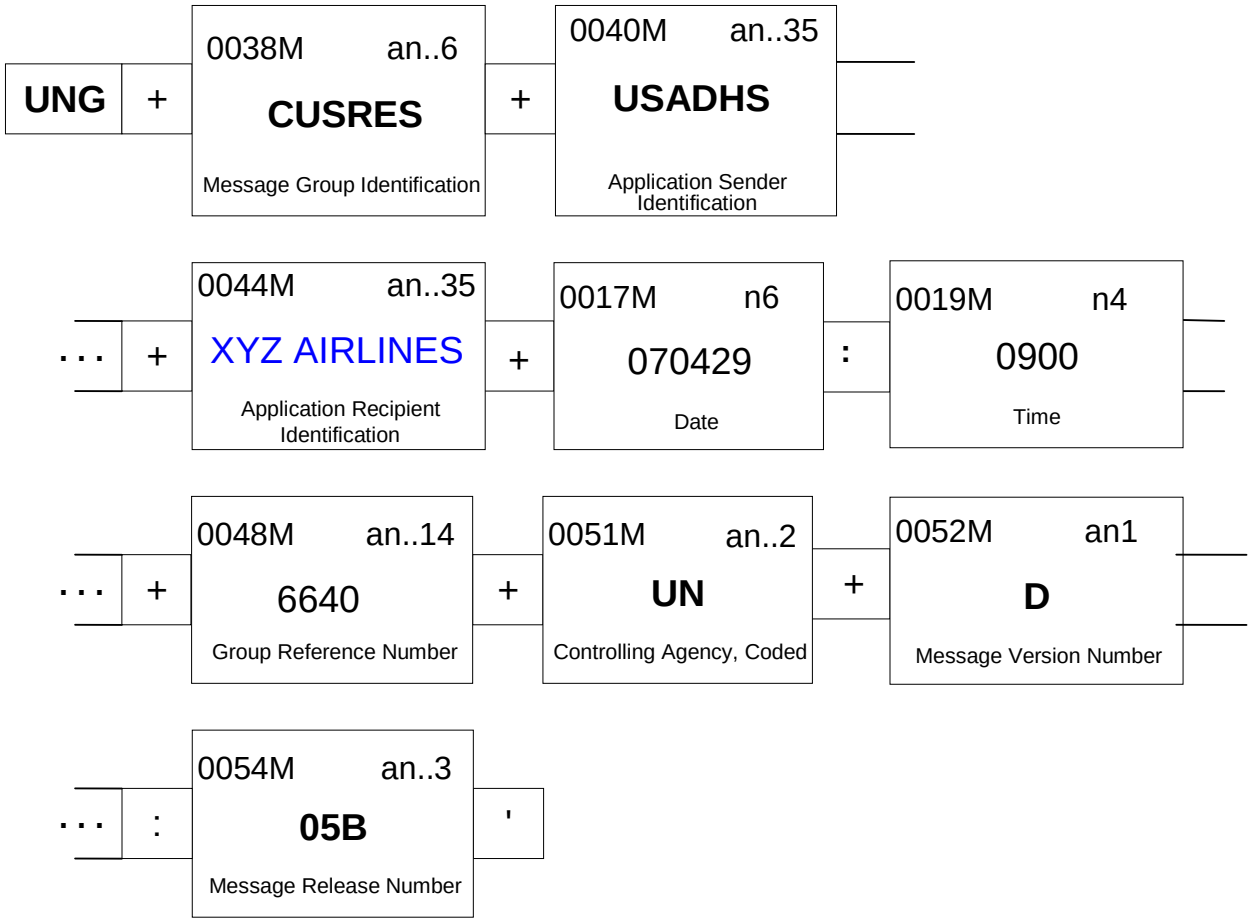
0020	**INTERCHANGE CONTROL REFERENCE**	**M**	**an..14**
	Unique reference assigned by the sender to an interchange.		
	Unique control number generated by the DHS system. Note: The value contained in this data element will be the same value that was sent by the Carrier system on the PAXLST message.		
0026	**APPLICATION REFERENCE**	**C**	**an..14**
	Identification of the application area assigned by the sender, to which the messages in the interchange relate e.g. the message identifier if all the messages in the interchange are of the same type.		
	Always 'USADHS'.		

8.3 Group Header (UNG)

Segment: **UNG** **Functional Group Header**

Group:
Level: 0
Usage: Conditional
Max Use: 1
Purpose: To begin a group of like transaction. Only one grouping of transactions will be allowed for this implementation.
Notes: The UNG segment will appear on the CUSRES response message if sent on the associated PAXLST message.

8.3.1 UNG Example:



8.3.2 UNG Element Definitions

Sample Image

UNG+CUSRES+USADHS+XYZ AIRLINES+070429:0900+6640+UN+D:05B'

Data Element Summary

Data Element	Component Element	Name	Attributes	
0038		**FUNCTIONAL GROUP IDENTIFICATION**	**M**	**an..6**
		Identification of the one type of messages in a functional group.		
		Always 'CUSRES'.		
S006		**APPLICATION SENDER IDENTIFICATION**		
		Identification of the sender's division, department etc. from which a group of messages is sent.		
	0040	**Application sender identification**	**M**	**an..35**
		Name or code identifying the originating division, department etc. within the sender's organization.		
		For PRODUCTION response messages, DHS will set this value to 'USADHS'. For TEST response messages, DHS will set this value to 'USADHSTEST'.		
S007		**APPLICATION RECIPIENTS IDENTIFICATION**		
		Identification of the recipient's division, department etc. for which a group of messages is intended.		
	0044	**Application recipient's identification**	**M**	**an..35**
		Name or code identifying the division, department etc. within the recipient's organization for which the group of messages is intended.		
		Identity of Carrier as provided on the PAXLST.		
S004		**DATE AND TIME OF PREPARATION**		
		Date and time of preparation of the interchange.		
	0017	**Date of preparation**	**M**	**n6**
		Local date when an interchange or a functional group was prepared.		
		DHS will use 'YYMMDD' for the interchange message date.		
	0019	**Time of preparation**	**M**	**n4**
		Local time of day when an interchange or a functional group was prepared.		
		DHS message generation time (EST)		
0048		**FUNCTIONAL GROUP REFERENCE NUMBER**	**M**	**an..14**
		Reference number for the functional group assigned by and unique within the sender's division, department etc.		
		Unique control number generated by the DHS system. Note: The value contained in this data element will be the same value that was sent by the Carrier system on the PAXLST message.		
0051		**CONTROLLING AGENCY**	**M**	**an..2**
		Code identifying the agency controlling the specification, maintenance and publication of the message type.		
		Value 'UN'.		
S008		**MESSAGE VERSION**		
		Specification of the type of messages in the functional group.		
	0052	**Message type version number**	**M**	**an..1**
		Version number of a message type.		

	Always 'D'.		
0054	**Message type release number**	**M**	**an..3**
	Release number within the current message type version number (0052). Always '05B'.		

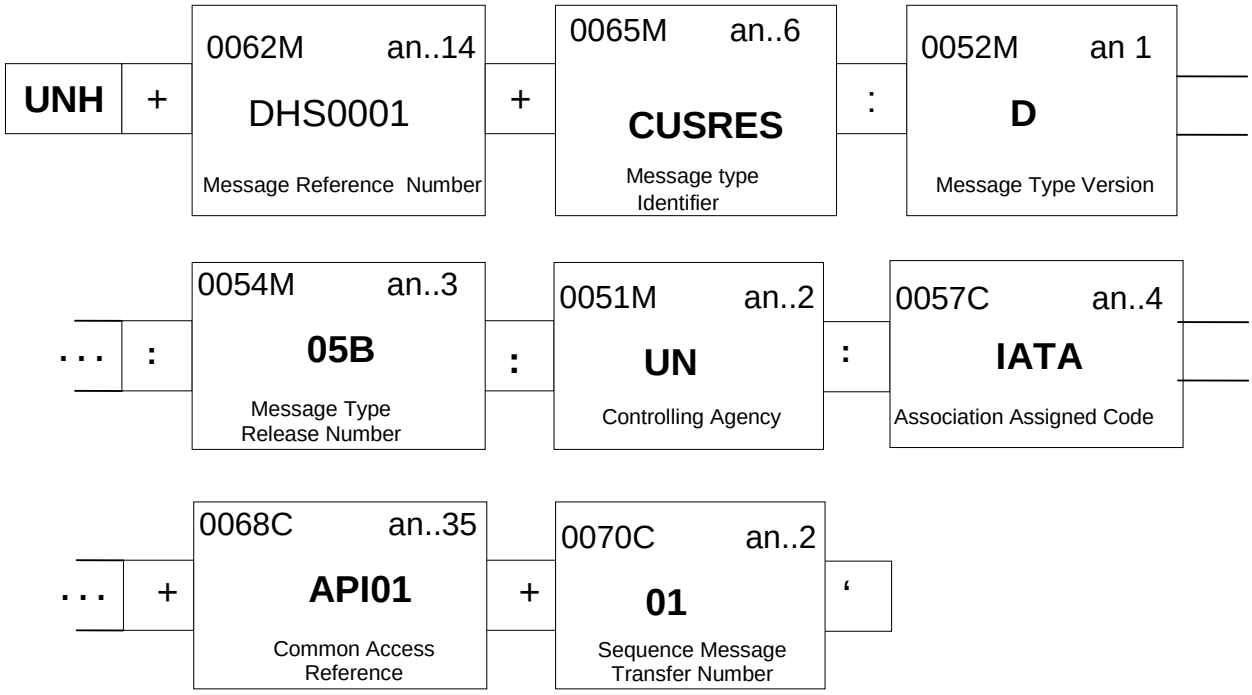
8.4 Message Header (UNH)

Segment: **UNH** **Message Header**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A service segment starting and uniquely identifying a message. The message type code for the Customs response message is CUSRES.
Note: Customs response messages conforming to this document must contain the following data in segment UNH, composite S009:
Data element 0065 CUSRES 0052 D 0054 05B 0051 UN

Notes: This is a mandatory segment for this implementation.

8.4.1 UNH Example:



8.4.2 UNH Element Definitions

Sample Image

UNH+DHS0001+CUSRES:D:05B:UN:IATA+API01+01’

Data Element Summary

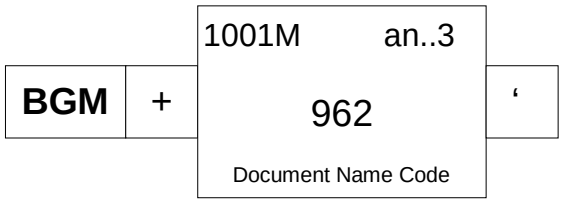
Data Element	Component Element	Name	Attributes	
0062		**MESSAGE REFERENCE NUMBER**	**M**	**an..14**
		Unique message reference assigned by the sender.		
		Unique control number assigned by DHS system. Note: The value contained in this data element will be the same value that was sent by the Carrier system on the PAXLST message.		
S009		**MESSAGE IDENTIFIER**	**M**	
		Identification of the type, version etc. of the message being interchanged.		
	0065	**Message type identifier**	**M**	**an..6**
		Code identifying a type of message and assigned by its controlling agency.		
		Always 'CUSRES'.		
	0052	**Message type version number**	**M**	**an..1**
		Version number of a message type.		
		Always 'D'.		
	0054	**Message type release number**	**M**	**an..3**
		Release number within the current message type version number (0052).		
		Always '05B'.		
	0051	**Controlling agency**	**M**	**an..2**
		Code identifying the agency controlling the specification, maintenance and publication of the message type.		
		Always 'UN'.		
	0057	**Association assigned code**	**C**	**an..4**
		Code, assigned by the association responsible for the design and maintenance of the message type concerned, which further identifies the message.		
		Always 'IATA'.		
	0068	**COMMON ACCESS REFERENCE**	**C**	**an..35**
		Reference serving as a key to relate all subsequent transfers of data to the same business case or file.		
		The use of this data element is Optional. Value received by DHS on PAXLST will be returned on the DHS CUSRES response message.		
S010		**STATUS OF THE TRANSFER**		
		Statement that the message is one in a sequence of transfers relating to the same topic.		
	0070	**Sequence message transfer number**	**C**	**n..2**
		Number assigned by the sender indicating that the message is an addition or change of a previously sent message relating to the same topic.		
		Optional. Value will be returned on the DHS CUSRES response message.		

8.5 Beginning of Message (BGM)

Segment: **BGM** **Beginning of Message**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A segment identifying the type and the reference number of the message to which the CUSRES is a response.

8.5.1 BGM Example



8.5.2 BGM Element Definitions

Sample Images

BGM+962'	- DHS Response Message (Response)
BGM+132'	- DHS Unsolicited Message

Data Element Summary

Data Element	Component Element	Name	Attributes	
C002		**DOCUMENT/MESSAGE NAME**		
		Identification of a type of document/message by code or name. Code preferred.		
	1001	**Document name code**	**M**	**an..3**
		Code specifying the document name.		
		Values: 962 - DHS Response to PAXLST received from Aircraft Operator 132 - DHS Unsolicited Message (generated by DHS as result in changes to passenger status)		

8.6 Reference (RFF) – *Transaction Reference Number / Flight Identification*

Segment: **RFF** **Reference**

Group: Segment Group 3 (Reference)
Level: 1
Usage: Conditional (Optional)
Max Use: 11
Purpose: A segment to specify message reference.
Notes: The RFF segment loop may repeat up to 11 times and serves two purposes:

(1) Identify the Transaction Reference Number (TRN) that appeared on the input PAXLST message along with the message sequence number, and;

(2) Identify the flight departure and arrival information reported on the input passenger manifest PAXLST message sent to DHS by the aircraft operator.

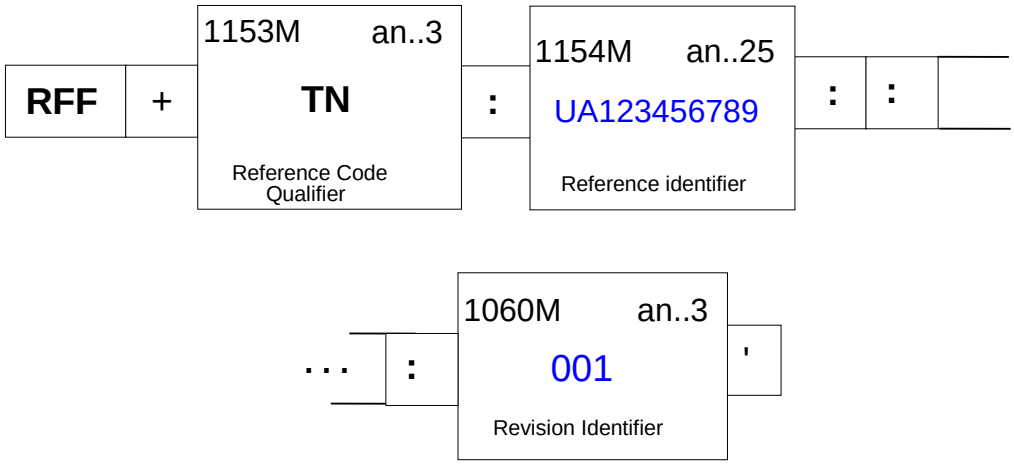
The first occurrence of the RFF segment will identify the TRN if reported on the PAXLST from the aircraft operator. The returned TRN provides the aircraft operator the ability to use their uniquely assigned number to reconcile and associate the passenger manifest message to this DHS response message.

Subsequent RFF segments will identify the flight number as reported on the PAXLST from the aircraft operator. The RFF segment will be followed by DTM and LOC segments, where applicable, to identify departure and arrival locations and times, as reported on the PAXLST from the aircraft operator.

One RFF Segment loop will be returned for each flight leg of a contiguous continuing flight. Each flight responded to will be returned in the order in which they were received by DHS.

For DHS Unsolicited Messages, please note:
The Transaction Reference Number will be assigned by DHS the system. The aircraft operator must return the image of the CUSRES as an acknowledgement to DHS and include the same TRN number in the message, for all Unsolicited Messages.

8.6.1 RFF Example



8.6.2 RFF Element Definitions

Sample Images

RFF+TN:UA123456789:::1’
RFF+AF:TR3345'

Data Element Summary

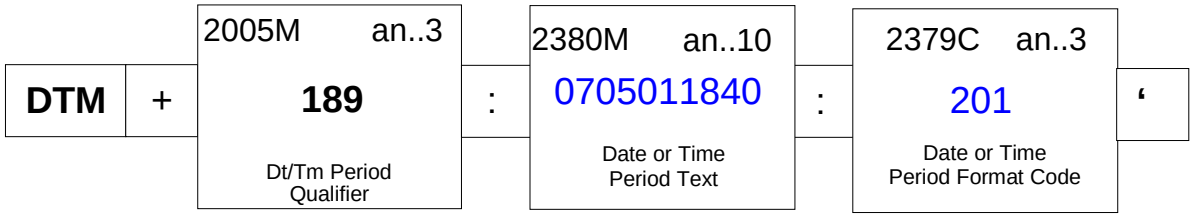
Data Element	Component Element	Name		Attributes
C506		**REFERENCE**		
		Identification of a reference.		
	1153	**Reference code qualifier**	**M**	**an..3**
		Code qualifying a reference.		
		Values and meanings: When this data element contains a value of ' TN', the value in data element 1154 contains the Transaction Reference Number. When this data element contains a value of 'AF', the value in data element 1154 contains the Flight Number as reported on the PAXLST message reported to DHS.		
	1154	**Reference identifier**	**M**	**an..25**
		Identifies a reference.		
		The value in this data element will be either the TRN or Flight Number depending upon the value contained in data element 1153.		
	1060	**Revision identifier**	**C**	**an..3**
		To identify a revision.		
		This data element used only when data element 1153 = 'TN'. The value in this data element will contain the same sequence number value that appeared on the input PAXLST passenger manifest message. For DHS Unsolicited Messages, this value will always be ‘1’.		

8.7 Date and Time (DTM) – *Date/Time of Departure or Arrival*

Segment: **DTM** **Date/Time/Period**

Group: Segment Group 3 (Reference) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 2
Purpose: A segment identifying a date related to the preceding RFF.
Notes: DTM segments will be returned to the aircraft operator corresponding with the Flight information reported by the aircraft operator in the PAXLST message.

8.7.1 DTM Example



8.7.2 DTM Element Definition

Sample Image

DTM+189:0702191840' - Date/Time Departure
DTM+232:0702191955' - Date/Time Arrival

Data Element Summary

Data Element	Component Element	Name	Attributes	
C507		**DATE/TIME/PERIOD**		
		Date and/or time, or period relevant to the specified date/time/period type.		
	2005	**Date or time or period function code qualifier**	**M**	**an..3**
		Code qualifying the function of a date, time or period.		
		189 Departure date/time, scheduled 232 Arrival date/time, scheduled		
	2380	**Date or time or period text**	**M**	**an..10**
		The value of a date, a date and time, a time or of a period in a specified representation.		
		Value in this data element will contain the Dates and Times as reported to DHS on the PAXLST. Format 'YYMMDDHHMM'.		
	2379	**Date or time or period format code**	**C**	**an..3**
		Code specifying the representation of a date, time or period.		
		Value in this data element will contain the value reported in the PAXLST sent to DHS.		

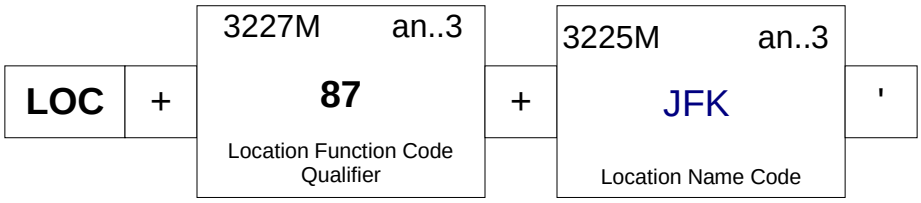
8.8 Location (LOC) – *Location of Departure or Arrival*

Segment: **LOC** **Place/Location Identification**

Group: Segment Group 3 (Reference) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 2
Purpose: A segment identifying a location related to the preceding RFF.

Notes: Two LOC segments containing airport of (1) departure and (2) arrival will be returned to the carrier to reflect the information sent to DHS on the PAXLST.

8.8.1 LOC Example



8.8.2 LOC Element Definitions

Sample Image

LOC+125+PAR'
LOC+87+JFK'
LOC+92+IAH'

Data Element Summary

Data Element	Component Element	Name	Attributes	
3227		**LOCATION FUNCTION CODE QUALIFIER**	**M**	**an..3**
		Code identifying the function of a location. The value reported in this DE will contain the value as reported on the PAXLST message sent to DHS. Values contain below meanings: Inbound International flights (arriving in the U.S.) : - 125 Airport of departure; last non-U.S. airport before the flight arrives in the U.S. - 87 Airport of initial arrival in the U.S. Outbound International flights (departing from the U.S.) :		

		- 125 Airport of departure; last U.S. airport before the flight leaves the U.S. - 87 Airport of initial arrival outside U.S. territory For Domestic Flights - OR - for flights beginning and ending within the domain of a foreign country: - 92 Identifies BOTH the departure and arrival airport locations. The departure location LOC segment appears first. The arrival location LOC segment appears second. For reporting Overflights - these report the last foreign airport before entering U.S. airspace and the first foreign airport after leaving U.S. airspace: *For Crew Reporting:* - 125 Airport of departure; last foreign airport before the flight enters U.S. airspace - 87 Airport of arrival; first foreign airport after the flight leaves U.S. airspace		
C517		**LOCATION IDENTIFICATION** Identification of a location by code or name.		
	3225	**Location name code** Code specifying the name of the location. Three (3) character IATA Airport Code.	**M**	**an..3**

8.9 Error Point Detail (ERP) – *Heading/Detail Loop Segment*

Segment: **ERP** **Error Point Details**

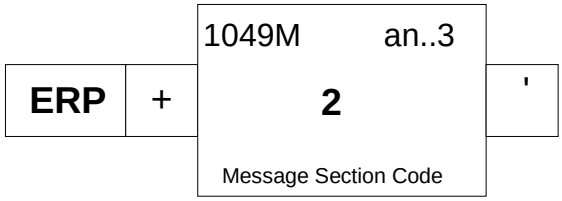
Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 1
Usage: Mandatory
Max Use: 999
Purpose: A segment identifying the location of an application error within the referenced message.
Notes: The ERP segment group 4 serves two functions:

1.) Header Segment for reporting DHS General Responses to changes in flights, reservations and close-outs.

2.) Detail Segment Loop Header for reporting passenger status information.

One ERP Segment Loop will be returned on the DHS Response CUSRES message for each passenger reported on the PAXLST sent to DHS by the aircraft operator.

8.9.1 ERP Example



8.9.2 ERP Element Definitions

Sample Image

ERP+2’

Data Element Summary

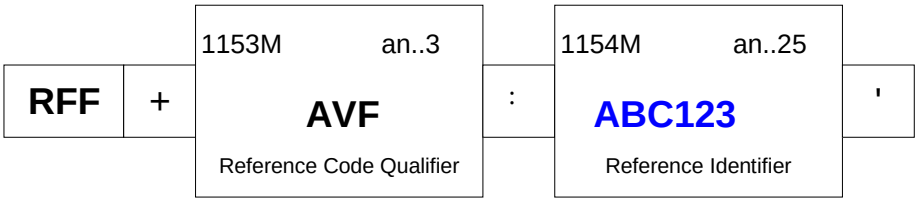
Data Element	Component Element	Name	Attributes	
C701		**ERROR POINT DETAILS**		
		Indication of the point of error in a message.		
	1049	**Message section code**	**M**	**an..3**
		Code specifying a section of a message.		
		Values: '1' - General Heading – DHS General Response confirmation '2' - Detail Heading - Passenger Status Information		

8.10 Reference (RFF) – *Traveler Identification*

Segment: **RFF** **Reference**

Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 9
Purpose: A segment to provide the references related to the application error.
Notes: This RFF segment is used to identify the passenger. If the aircraft operator identifies a passenger using multiple RFF segments, DHS will respond with the multiple RFF segments.
Note: This segment is not used for DHS General Response messages.

8.10.1 RFF Example



8.10.2 RFF Element Definitions

Sample Image

RFF+AVF:ABC123'
RFF+ABO:BA1321654987'

Data Element Summary

Data Element	Component Element	Name	Attributes	
C506		**REFERENCE**		
		Identification of a reference.		
	1153	**Reference code qualifier**	**M**	**an..3**
		Code qualifying a reference.		
		This data element will contain any of the following qualifier values: AVF - Passenger Name Record locator (PNR Locator) ABO - Carrier Unique Passenger Reference identifier (Originator's reference) AEA - TSA Passenger Redress Number (Government agency reference number) CR - TSA Known Traveler Number (Customer reference number)		
	1154	**Reference identifier**	**M**	**an..25**
		Identifies a reference.		
		The meaning of the value in this data element is dependent upon the associated qualifier value in the preceding data element (C506:1153).		

8.11 Application Response Code (ERC) – *Status Code*

Segment: **ERC** **Application Error Information**

Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment identifying the type of application errors within a message.
Notes: The ERC Segment is used to report any of the following:

Status of passenger in response to aircraft operator clear passenger request;

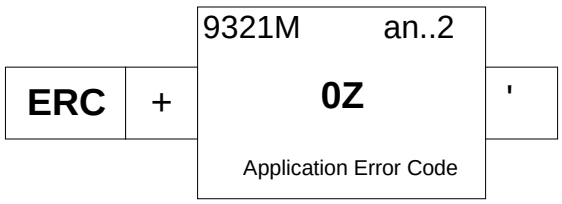
New status of passenger as result of changes to DHS watch list for passenger;

ESTA status result;

Response to changes in flights, reservations, or flight close-out messages.

Errors identified in the Itinerary or message structure.

8.11.1 ERC Example



8.11.2 ERC Element Definitions

Sample Image

ERC+0Z’
ERC+11’

Data Element Summary

Data Element	Component Element	Name		Attributes
C901		**APPLICATION ERROR DETAIL**		
		Code assigned by the recipient of a message to indicate a data validation error condition.		
	9321	**Application error code**	**M**	**an..2**
		Code specifying an application error.		
		The following values apply to DHS clear passenger requests, and DHS Unsolicited messages: **Watch list vetting result:** 0 - Passenger cleared. Boarding pass may be issued. 1 - Passenger not cleared to board. Boarding pass issuance 'Inhibited'.		

2 - Advisory 'Selectee'. Boarding pass may be issued.
3 (Reserved)
4 - Advisory 'Insufficient Data'. Error - Insufficient passenger data.

ESTA status result:
Z – Travel authorization via ESTA not applicable
A – VWP participant passport – approved travel authorization via ESTA
B – VWP participant passport – no application for travel authorization via ESTA on file
C – VWP participant passport – U.S. authorized travel document required
1 - Inhibited
X – Insufficient data to provide ESTA status

For Unsolicited Messages, the value in this data element will identify the new status for the passenger.

The following values apply to the DHS General Response messages to messages from the aircraft operator reporting changes in flights, changes in reservations, or flight close-out messages. The following codes/meanings apply when the preceding ERP segment contains a value of '1' on the ERP-01 data element.

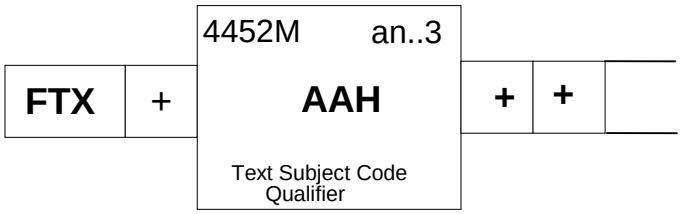
0 – Message Accepted
1 - DHS Exception

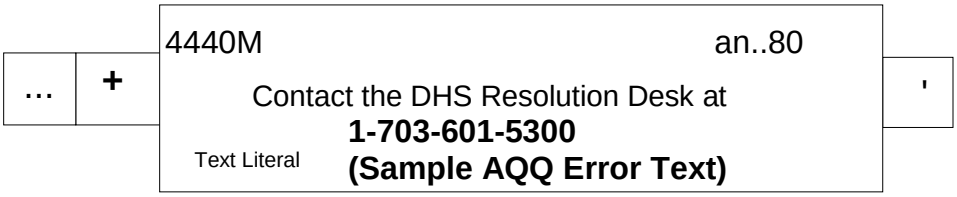
8.12 Free Text (FTX) – *Special Instructions – General Information*

Segment: **FTX** **Free Text**
Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to provide explanation and/or supplementary information related to the specified application error.

Notes: This segment will be used to provide additional instructions to the carrier regarding the status of a message or status of a passenger.

8.12.1 FTX Example





8.12.2 FTX Element Definitions

Sample Image

FTX+AAH+++ Contact the DHS Resolution Desk at 1-800-CALL-DHS'

Data Element Summary

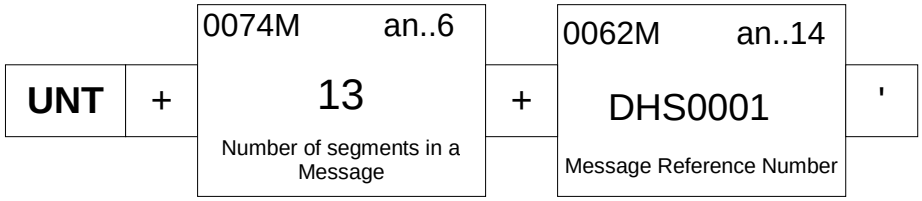
Data Element	Component Element	Name	Attributes	
4451		**TEXT SUBJECT CODE QUALIFIER**	**M**	**an..3**
		Code qualifying the subject of the text.		
		Values 'AAH' - DHS Special Information		
C108		**TEXT LITERAL**		
		Free text; one to five lines.		
	4440	**Free text**	**M**	**an..80**
		Free form text.		
		Optional. DHS may send special instructions in this data element.		

8.13 Message Trailer (UNT)

Segment: **UNT** **Message Trailer**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A service segment ending a message, giving the total number of segments in the message (including the UNH & UNT) and the control reference number of the message.
Notes: The UNT segment is mandatory for this implementation.

8.13.1 UNT Example



8.13.2 UNT Element Definitions

Sample Image

UNT+13+USADHS0001’

Data Element Summary

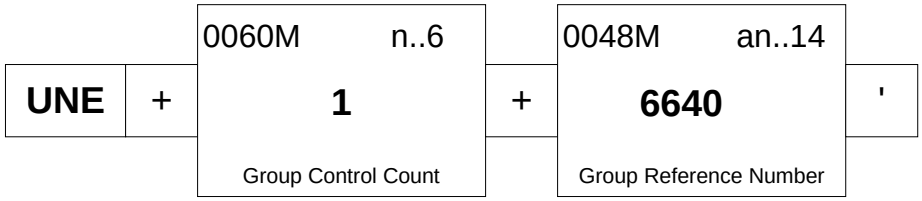
Data Element	Component Element	Name	Attributes	
0074		**NUMBER OF SEGMENTS IN A MESSAGE**	**M**	**n..6**
		Control count of number of segments in a message.		
		The value in this data element represents the total number of segments from the UNH segment to the UNT segment inclusive.		
0062		**MESSAGE REFERENCE NUMBER**	**M**	**an..14**
		Unique message reference assigned by the sender.		
		The value in this data element must match the value appearing on data element 0062 on the UNH segment in this same PAXLST message.		

8.14 Group Trailer (UNE)

Segment: **UNE** **Functional Group Trailer**

Group:
Level: 0
Usage: Conditional
Max Use: 1
Purpose: To end and check the completeness of a Functional Group
Notes: The UNE segment will appear on the CUSRES response message if sent on the associated PAXLST message. .

8.14.1 UNE Example



8.14.2 UNE Element Definitions

Sample Image

UNE+1+6640’

Data Element Summary

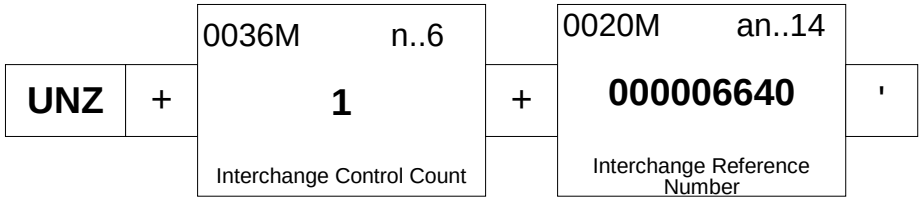
Data Element	Component Element	Name	Attributes	
0060		**NUMBER OF MESSAGES** A count of the number of messages in a functional group. The value in this data element represents the number of messages included in the group.	**M**	**n..6**
0048		**FUNCTIONAL GROUP REFERENCE NUMBER** Reference number for the functional group assigned by and unique within the sender's division, department etc.	**M**	**an..14**

8.15 Interchange Trailer (UNZ)

Segment: **UNZ** **Interchange Trailer**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: To end and check the completeness of an interchange
Notes: The UNZ segment is mandatory for this implementation.

8.15.1 UNZ Example



8.15.2 UNZ Element Definitions

Sample Image

UNZ+1+000006640'

Data Element Summary

Data Element	Component Element	Name	Attributes	
0036		**INTERCHANGE CONTROL COUNT**	**M**	**n..6**
		Count either of the number of messages or, if used, of the number of functional groups in an interchange. The value in this data element represents the number of groups included in this interchange (transmission).		
0020		**INTERCHANGE CONTROL REFERENCE**	**M**	**an..14**
		Unique reference assigned by the sender to an interchange.		

9. Aircraft Operator Response CUSRES Message Structure

This section identifies the segments utilized within the UN/EDIFACT CUSRES message that must be generated by the aircraft operator and returned to DHS to acknowledge receipt of a DHS Unsolicited Message.

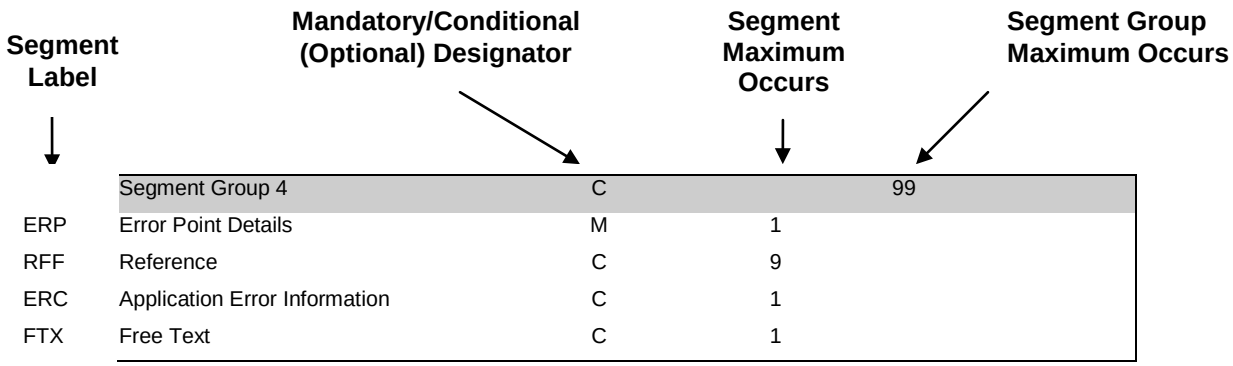
The specific requirements for this acknowledgement CUSRES message will be virtually identical to the format of the CUSRES DHS Unsolicited Message with the following modifications:

1. The Sender and Receiver identities on the UNB and UNG segments must be switched to convey the accurate directional exchange of the message;

2. The FTX segment will need to be included in the CUSRES message to reflect the actual status of the boarding pass issuance by the aircraft operator (refer to the FTX segment specification in this document).

In this specification, the syntax and business rules governing the requirements for the *segments* follow each of the segment labels. The syntax and business rules governing the requirements for the *elements* are identified in the gray note box immediately following each element.

The 'Sample Images' provide an example of the specific segment usage. The information highlighted in blue in the segment examples is for illustration purposes only and is intended to identify the placement of the sample data received from the aircraft operator and appear on the resultant CUSRES response message from DHS.



	Segment Group 4	C		99
ERP	Error Point Details	M	1	
RFF	Reference	C	9	
ERC	Application Error Information	C	1	
FTX	Free Text	C	1	

Figure 10: Aircraft Operator CUSRES Message Architecture Diagram Key

Segment ID		Segment Requirement	Maximum Segment Occurs	Maximum Group Occurs
UNA	Service Segment Advice	C	1	
UNB	Interchange Header	M	1	
UNG	Functional Group Header	C	1	
UNH	Message Header	M	1	
BGM	Beginning of Message	M	1	
	Segment Group 3	C		11
RFF	Reference	M	1	
DTM	Date/Time/Period	C	2	
LOC	Place/Location Identification	C	2	
	Segment Group 4	C		99
ERP	Error Point Details	M	1	
RFF	Reference	C	9	
ERC	Application Error Information	C	1	
FTX	Free Text	C	1	
UNT	Message Trailer	M	1	
UNE	Functional Group Trailer	C	1	
UNZ	Interchange Trailer	M	1	

Figure 11: Aircraft Operator CUSRES Message Architecture Diagram

Please note the following characteristics:

- The Mandatory and Conditional (optional) requirement designations within the branch diagram conform to the UN/EDIFACT syntax specification for the CUSRES. In the technical specifications sections that follow, many of the *segments* identified as conditional in the branch diagram may be identified as mandatory for the DHS CUSRES implementation. Such requirement designations will be identified for each of the specific segments in the technical specifications in this document.
- Similarly, DHS business rules may require that certain *data elements* defined as conditional within the UN/EDIFACT CUSRES are required for this implementation. The requirements for the data elements are also identified in the technical specifications in this document.
- The technical specifications also identify the required maximum allowable occurrences for many repeatable segment groups and segments in order to satisfy the DHS implementation requirements. In most cases, DHS requires collection of less data than the maximum allowable by the UN/EDIFACT syntax.
- One CUSRES message will be sent to the aircraft operator in each transmission, in response to each PAXLST message received from the aircraft operator.

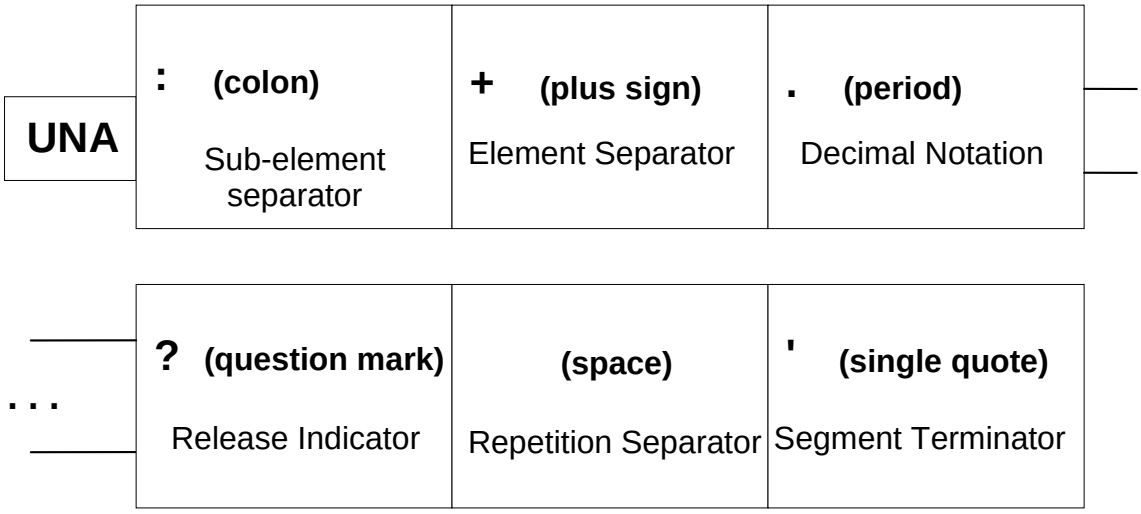
10. Aircraft Operator CUSRES Segment Examples

10.1 Service String Advice (UNA)

Segment: **UNA** **Service String Advice**

Group:
Level: 0
Usage: Conditional (Optional)
Max Use: 1
Purpose: The service string advice segment shall begin with the upper case characters UNA immediately followed by six characters in the order shown below. The same character shall not be used in more than one position of the UNA.
Notes: The UNA segment is used to set delimitation and character set for the body of the transmission.

10.1.1 UNA Example



10.1.2 UNA Element Definitions

Sample Image

UNA:+.? ’

Data Element Summary

Req. Designate	Data Element	Component Element	Name		Attributes
	UNA1		**COMPONENT DATA ELEMENT SEPARATOR**	**M**	**an1**
			Default value ‘:’ (colon) Usage: To separate component (sub-) elements within		

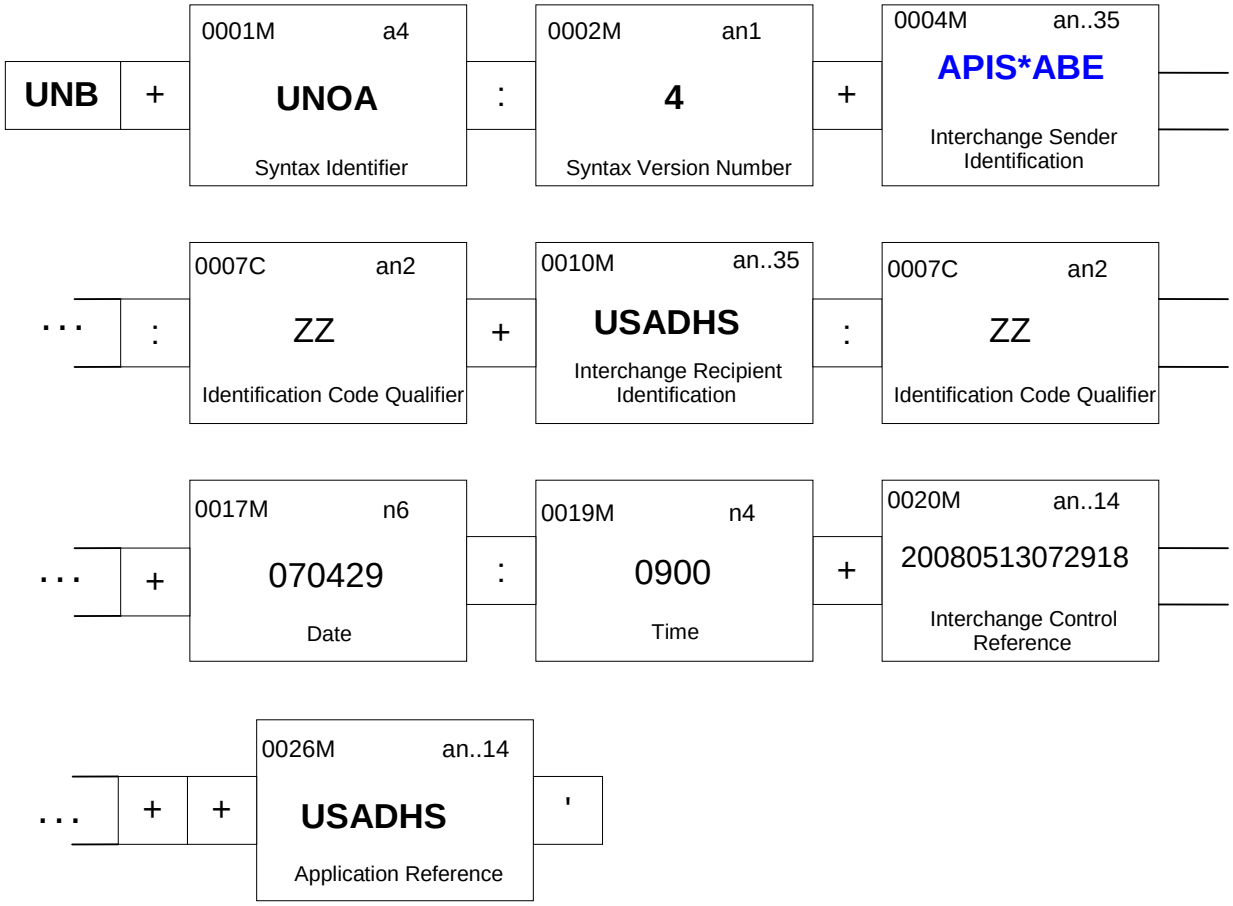
	a Composite data element.		
UNA2	**DATA ELEMENT SEPARATOR**	**M**	**an1**
	Default value '+' (plus sign) Usage: To separate data elements.		
UNA3	**DECIMAL MARK**	**M**	**an1**
	Default value '.' (decimal point) Usage: To define character used as decimal point.		
UNA4	**RELEASE CHARACTER**	**M**	**an1**
	Default value '?' (question mark) Usage: Release character is used to immediately preceded any predefined delimiter character such that the character may be identified as part of the actual data.		
UNA5	**REPETITION SEPARATOR**	**M**	**an1**
	Default value a space.		
UNA6	**SEGMENT TERMINATOR**	**M**	**an1**
	Default value ' (single quote) Usage: To identify and delimit the end of a segment.		

10.2 Interchange Header (UNB)

Segment: **UNB** **Interchange Header**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: To start, identify and specify an interchange

10.2.1 UNB Example



10.2.2 UNB Element Definitions

Sample Image

UNB+UNOA:4+APIS*ABE:ZZ+USADHS:ZZ+070429:0900+000000001++USADHS’

Data Element Summary

Data Element	Component Element	Name	Attributes	
S001		**SYNTAX IDENTIFIER**		
		Identification of the agency controlling the syntax and indication of syntax level.		
	0001	**Syntax Identifier**	**M**	**a4**
		Always 'UNOA'. Code identifying the agency that controls the syntax, and the character range used in an interchange.		
	0002	**Syntax Version Number**	**M**	**n1**
		Always '4'.		
S002		**INTERCHANGE SENDER**		
		Identification of the sender of the interchange.		
	0004	**Sender Identification**	**M**	**an..35**
		Carrier Identity.		
	0007	**Partner identification code qualifier**	**C**	**an..2**
		Qualifier referring to the source of codes for the identifiers of interchanging partners.		
		Optional for this implementation. If used, always “ZZ”		
S003		**INTERCHANGE RECIPIENT**		
		Identification of the recipient of the interchange.		
	0010	**Recipient identification**	**M**	**an..35**
		Name or coded representation of the recipient of a data interchange.		
		For PRODUCTION messages, value should be 'USADHS'. For TEST messages, value should be 'USADHSTEST'.		
	0007	**Partner identification code qualifier**	**C**	**an..2**
		Qualifier referring to the source of codes for the identifiers of interchanging partners.		
		Optional for this implementation. If used, always “ZZ”		
S004		**DATE AND TIME OF PREPARATION**		
		Date and time of preparation of the interchange.		
	0017	**Date of preparation**	**M**	**n6**
		Local date when an interchange or a functional group was prepared.		
		DHS will use 'YYMMDD' for the interchange message date.		
	0019	**Time of preparation**	**M**	**n4**
		Local time of day when an interchange or a functional group was prepared.		
		DHS message generation time (EST)		
0020		**INTERCHANGE CONTROL REFERENCE**	**M**	**an..14**
		Unique reference assigned by the sender to an interchange.		

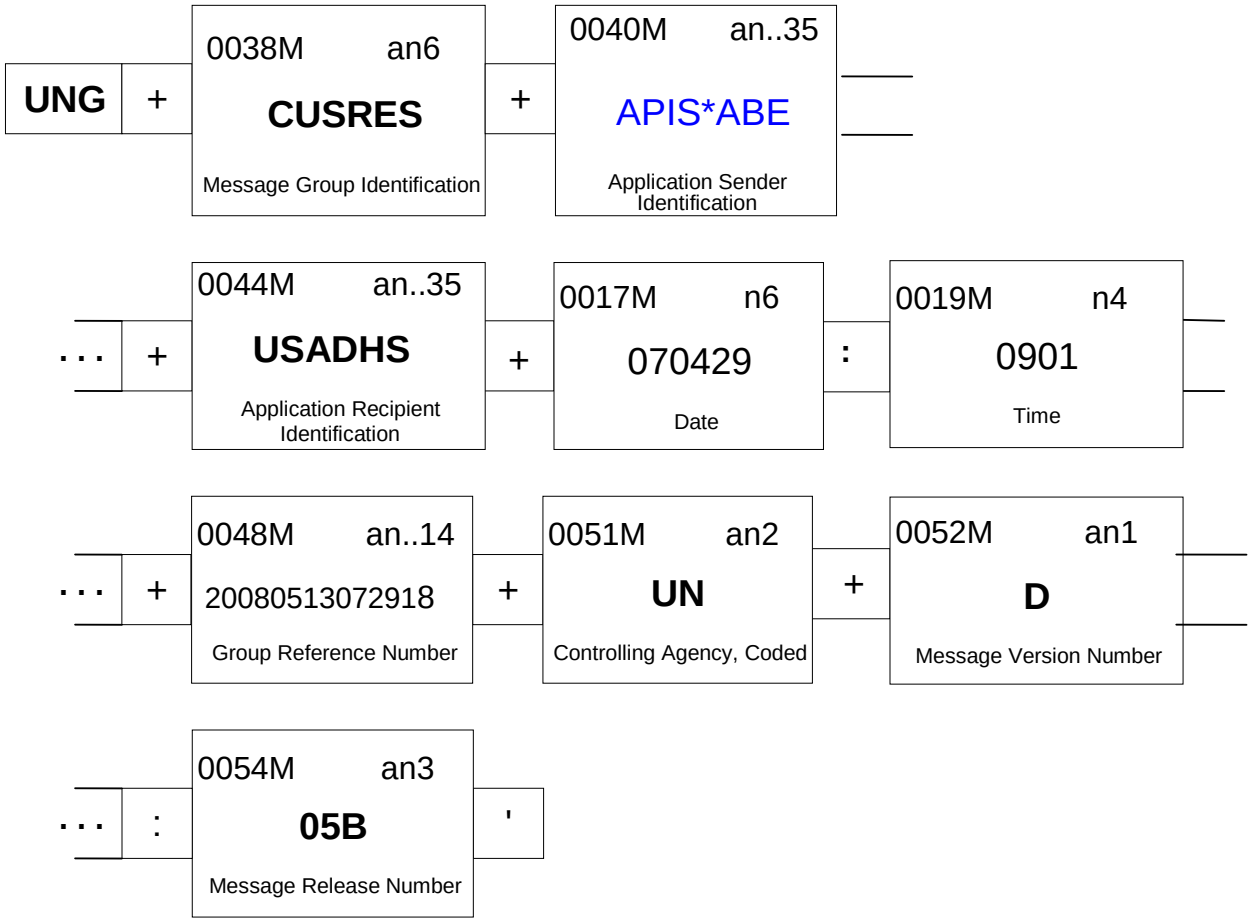
	Control number value that appeared on the DHS Unsolicited CUSRES.		
0026	**APPLICATION REFERENCE**	**C**	**an..14**
	Identification of the application area assigned by the sender, to which the messages in the interchange relate e.g. the message identifier if all the messages in the interchange are of the same type.		
	Always 'USADHS'.		

10.3 Group Header (UNG)

Segment: **UNG** **Functional Group Header**

Group:
Level: 0
Usage: Conditional
Max Use: 1
Purpose: To begin a group of like transaction. Only one grouping of transactions will be allowed for this implementation.
Notes: This segment will be used in this CUSRES message.

10.3.1 UNG Example:



10.3.2 UNG Element Definitions

Sample Image

UNG+CUSRES+APIS*ABE+USADHS+070429:0901+1+UN+D:05B'

Data Element Summary

Data Element	Component Element	Name	Attributes		
0038		**FUNCTIONAL GROUP IDENTIFICATION** Identification of the one type of messages in a functional group. Always 'CUSRES'.	**M**		**an..6**
S006		**APPLICATION SENDER IDENTIFICATION** Identification of the sender's division, department etc. from which a group of messages is sent.			
	0040	**Application sender identification** Name or code identifying the originating division, department etc. within the sender's organization. Carrier Identity.	**M**		**an..35**
S007		**APPLICATION RECIPIENTS IDENTIFICATION** Identification of the recipient's division, department etc. for which a group of messages is intended.			
	0044	**Application recipient's identification** Name or code identifying the division, department etc. within the recipient's organization for which the group of messages is intended. For PRODUCTION messages, value should be 'USADHS'. For TEST messages, value should be 'USADHSTEST'.	**M**		**an..35**
S004		**DATE AND TIME OF PREPARATION** Date and time of preparation of the interchange.			
	0017	**Date of preparation** Local date when an interchange or a functional group was prepared. DHS message generation date. Format 'YYMMDD'	**M**		**n6**
	0019	**Time of preparation** Local time of day when an interchange or a functional group was prepared. DHS message generation time (EST)	**M**		**n4**
0048		**FUNCTIONAL GROUP REFERENCE NUMBER** Control number value that appeared on the DHS Unsolicited CUSRES.	**M**		**an..14**
0051		**CONTROLLING AGENCY** Code identifying the agency controlling the specification, maintenance and publication of the message type. Value 'UN'.	**M**	**1**	**an..2**
S008		**MESSAGE VERSION** Specification of the type of messages in the functional group.			
	0052	**Message type version number** Version number of a message type. Always 'D'.	**M**		**an..1**
	0054	**Message type release number** Release number within the current message type version number (0052). Always '05B'.	**M**		**an..3**

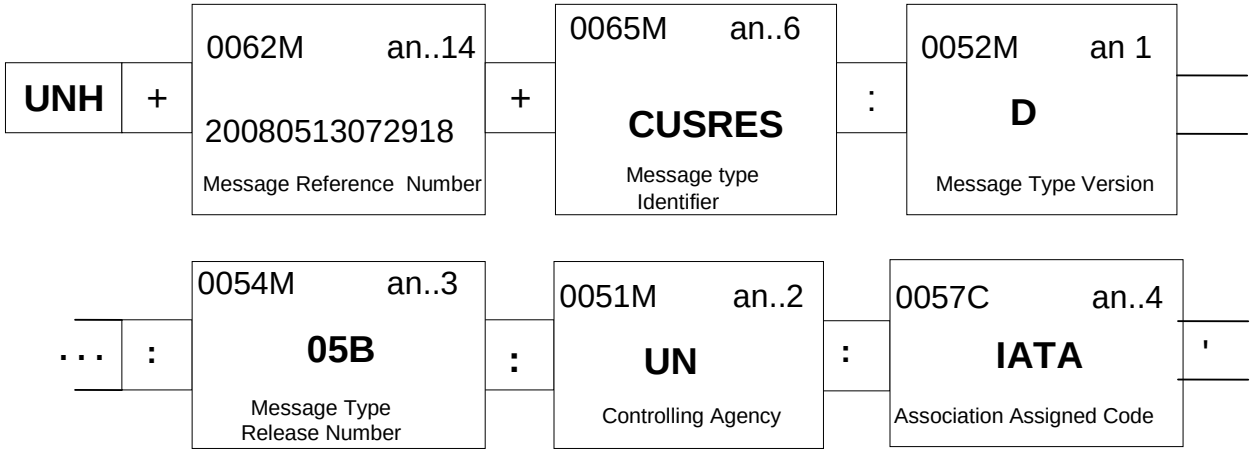
10.4 Message Header (UNH)

Segment: **UNH** **Message Header**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A service segment starting and uniquely identifying a message. The message type code for the Customs response message is CUSRES.
Note: Customs response messages conforming to this document must contain the following data in segment UNH, composite S009:
Data element 0065 CUSRES 0052 D 0054 05B 0051 UN

Notes: This is a mandatory segment for this implementation.

10.4.1 UNH Example



10.4.2 UNH Element Definitions

Sample Image

UNH+1+CUSRES:D:05B:UN:IATA’

Data Element Summary

Data Element	Component Element	Name	Attributes	
0062		**MESSAGE REFERENCE NUMBER**	**M**	**an..14**
		Unique message reference assigned by the sender.		
		Control number value that appeared on the DHS Unsolicited CUSRES.		
S009		**MESSAGE IDENTIFIER**		**1**
		Identification of the type, version etc. of the message being interchanged.		
	0065	**Message type identifier**	**M**	**an..6**
		Code identifying a type of message and assigned by its controlling		

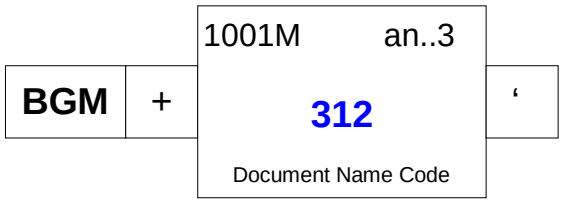
	agency.		
	Always 'CUSRES'.		
0052	**Message type version number**	**M**	**an..1**
	Version number of a message type.		
	Always 'D'.		
0054	**Message type release number**	**M**	**an..3**
	Release number within the current message type version number (0052).		
	Always '05B'.		
0051	**Controlling agency**	**M**	**an..2**
	Code identifying the agency controlling the specification, maintenance and publication of the message type.		
	Always 'UN'.		
0057	**Association assigned code**	**C**	**an..4**
	Code, assigned by the association responsible for the design and maintenance of the message type concerned, which further identifies the message.		
	Always 'IATA'.		

10.5 Beginning of Message (BGM)

Segment: **BGM** **Beginning of Message**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A segment identifying the type and the reference number of the message to which the CUSRES is a response.

10.5.1 BGM Example



10.5.2 BGM Element Definitions

Sample Images

BGM+312' - Aircraft Operator Acknowledgement (Response)

Data Element Summary

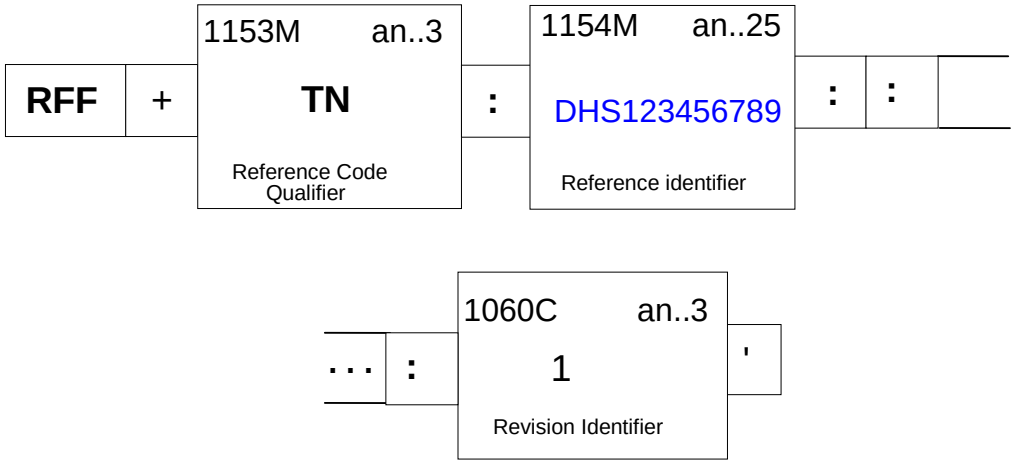
Data Element	Component Element	Name	Attributes	
C002		**DOCUMENT/MESSAGE NAME**		
		Identification of a type of document/message by code or name. Code preferred.		
	1001	**Document name code**	**M**	**an..3**
		Code specifying the document name.		
		Value ' 312' - Acknowledgement Message		

10.6 Reference (RFF) – *Transaction Reference Number / Flight Identification*

Segment: **RFF** **Reference**

Group: Segment Group 3 (Reference) Conditional (Optional)
Level: 1
Usage: Mandatory
Max Use: 11
Purpose: A segment identifying references (e.g. manifest number).
Notes: Each RFF segment returned by the aircraft operator in this acknowledgement should contain the same information sent to the carrier on the Unsolicited CUSRES message from DHS.
This RFF segment reports the Transaction Reference Number and Flight Number information.

10.6.1 RFF Example



10.6.2 RFF Element Definitions

Sample Images

RFF+TN:DHS123456789:::1'
RFF+AF:TR3345'

Data Element Summary

Data Element	Component Element	Name	Attributes	
C506		**REFERENCE**		
		Identification of a reference.		
	1153	**Reference code qualifier**	**M**	**an..3**
		Code qualifying a reference.		
		Values and meanings: When this Data Element contains a value of ' TN' , the value in Data		

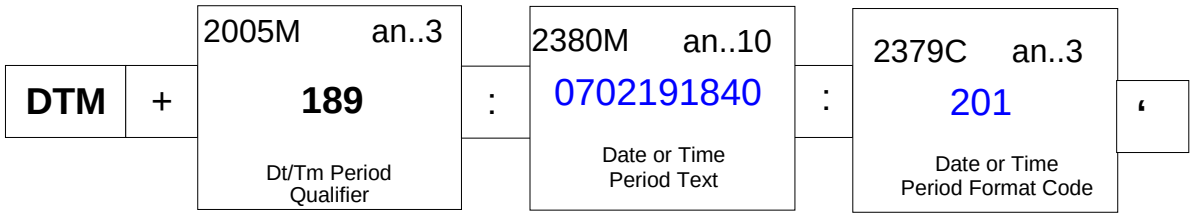
	Element 1154 contains the Transaction Reference Number. When this Data Element contains a value of 'AF', the value in Data Element 1154 contains the Flight Number as reported on the PAXLST message reported to DHS.		
1154	**Reference identifier**	**M**	**an..25**
	Identifies a reference.		
	The value in this data element will be either the TRN or Flight Number depending upon the value contained in Data Element 1153.		
1060	**Revision identifier**	**C**	**an..3**
	To identify a revision.		
	The value in this data element should be the same as that which appeared on the DHS Unsolicited Message sent to the carrier.		

10.7 Date and Time (DTM) – *Date/Time of Departure or Arrival*

Segment: **DTM** **Date/Time/Period**

Group: Segment Group 3 (Reference) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 2
Purpose: A segment identifying a date related to the preceding RFF.
Notes: DTM segment(s) should be returned to DHS as they appeared in the Unsolicited CUSRES message from DHS.

10.7.1 DTM Example



10.7.2 DTM Element Definitions

Sample Image

DTM+189:0702191840' - Date/Time Departure
DTM+232:0702191955' - Date/Time Arrival

Data Element Summary

Data Element	Component Element	Name		Attributes
C507		**DATE/TIME/PERIOD**		
		Date and/or time, or period relevant to the specified date/time/period type.		
	2005	**Date or time or period function code qualifier**	**M**	**an..3**
		Code qualifying the function of a date, time or period.		
		The value in this DE should reflect the same value that appeared in this same DE in the Unsolicited CUSRES message from DHS. 189 Departure date/time, scheduled 232 Arrival date/time, scheduled		
	2380	**Date or time or period text**	**M**	**an..10**
		The value of a date, a date and time, a time or of a period in a specified representation.		
		The value in this DE should reflect the same value that appeared in this same DE in the Unsolicited CUSRES message from DHS.		
	2379	**Date or time or period format code**	**C**	**an..3**

Code specifying the representation of a date, time or period.

The value in this DE should reflect the same value that appeared in this same DE in the Unsolicited CUSRES message from DHS.

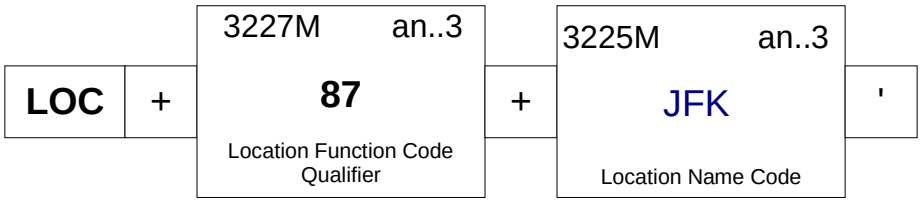
10.8 Location (LOC) – *Location of Departure or Arrival*

Segment: **LOC** **Place/Location Identification**

Group: Segment Group 3 (Reference) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 2
Purpose: A segment identifying a location related to the preceding RFF.

Notes: LOC segment(s) should be returned to DHS as it appeared in the Unsolicited CUSRES message from DHS.

10.8.1 LOC Example



10.8.2 LOC Element Definitions

Sample Image

LOC+125+PAR'
LOC+87+JFK'

Data Element Summary

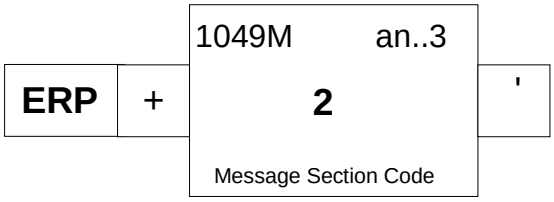
Data Element	Component Element	Name	Attributes	
3227		**LOCATION FUNCTION CODE QUALIFIER**	**M**	**an..3**
		Code identifying the function of a location.		
		The value reported in this DE will contain the value as reported on the PAXLST message sent to DHS.		
C517		**LOCATION IDENTIFICATION**		
		Identification of a location by code or name.		
	3225	**Location name code**	**M**	**an..3**
		Code specifying the name of the location.		
		Three (3) character IATA Airport Code.		

10.9 Error Point Detail (ERP) – *Heading/Detail Loop Segment*

Segment: **ERP** **Error Point Details**

Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 1
Usage: Mandatory
Max Use: 99
Purpose: A segment identifying the location of an application error within the referenced message.
Notes: RFF segment(s) returned by the carrier in this acknowledgement should contain the same information sent to the carrier on the Unsolicited CUSRES message from DHS.

10.9.1 ERP Example



10.9.2 ERP Element Definitions

Sample Image

ERP+2’

Data Element Summary

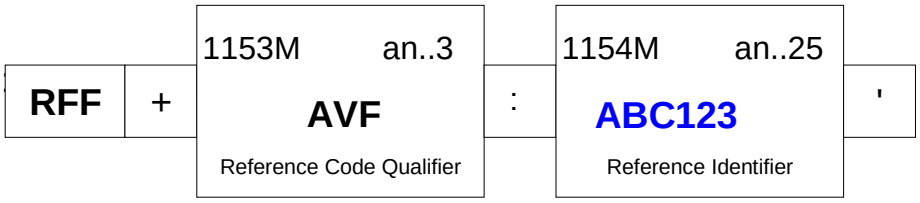
Data Element	Component Element	Name	Attributes	
C701		**ERROR POINT DETAILS**		
		Indication of the point of error in a message.		
	1049	**Message section code**	**M**	**an..3**
		Code specifying a section of a message.		
		'2' - Detail (passenger) Information		

10.10 Reference (RFF) – *Traveler Identification*

Segment: **RFF** **Reference**

Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 9
Purpose: A segment to provide the references related to the application error.
Notes: The RFF Segment identifies the specific passenger. The contents of this message should directly reflect the contents within the RFF segment sent by DHS in the Unsolicited CUSRES message.

10.10.1 RFF Example



10.10.2 RFF Element Definitions

Sample Image

RFF+AVF:ABC123'
RFF+ABO:UA1321654987'

Data Element Summary

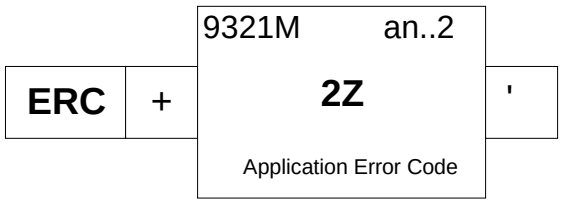
Data Element	Component Element	Name		Attributes
C506		**REFERENCE**		
		Identification of a reference.		
	1153	**Reference code qualifier**	**M**	**an..3**
		Code qualifying a reference.		
		This data element will contain any of the following qualifier values: AVF - Passenger Name Record locator (PNR locator) ABO - Carrier Unique Passenger Reference identifier (Originator's reference) AEA - TSA Passenger Redress Number (Government agency reference number) CR - TSA Known Traveler Number (Customer reference number)		
	1154	**Reference identifier**	**M**	**an..25**
		Identifies a reference.		
		The meaning of the value in this data element is dependent upon the associated qualifier value in the preceding data element (C506:1153).		

10.11 Application Response Code (ERC) – *Status Code*

Segment: **ERC** **Application Error Information**

Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment identifying the type of application errors within a message.
Notes: The ERC Segment reports the passenger status as reported in the Unsolicited message from DHS.

10.11.1 ERC Example



10.11.2 ERC Element Definitions

Sample Image

ERC+2Z'

Data Element Summary

Data Element	Component Element	Name		Attributes
C901		**APPLICATION ERROR DETAIL**		
		Code assigned by the recipient of a message to indicate a data validation error condition.		
	9321	**Application error code**	**M**	**an..3**
		Code specifying an application error.		
		Value in this data element should contain the same value send the aircraft operator in the Unsolicited CUSRES message. Value may be one of the following: **Watch list vetting status:** 0 - Passenger cleared. Boarding pass may be issued. 1 - Passenger not cleared to board. Boarding pass issuance 'Inhibited'. 2 - Advisory 'Selectee'. Boarding pass may be issued. **ESTA status result:** Z – Travel authorization via ESTA not applicable A – VWP participant passport – approved travel authorization via ESTA B – VWP participant passport – No application for travel authorization via ESTA on file		

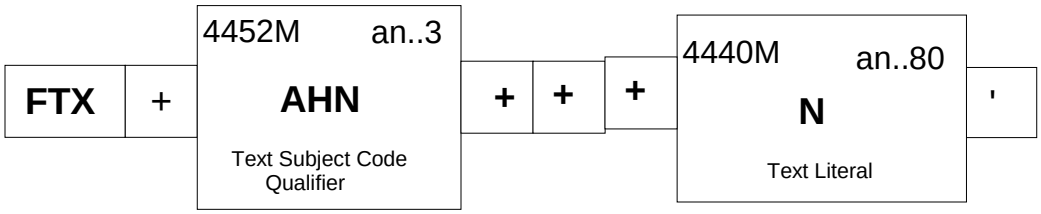
C – VWP participant passport – U.S. authorized travel document required
1 - Inhibited
X – Insufficient data to provide ESTA status

10.12 Free Text (FTX) – *Special Instructions – General Information*

Segment: **FTX** **Free Text**
Group: Segment Group 4 (Error Point Details) Conditional (Optional)
Level: 2
Usage: Conditional (Optional)
Max Use: 1
Purpose: A segment to provide explanation and/or supplementary information related to the specified application error.

Notes: This FTX segment MUST be used in this acknowledgement message. This segment is used to report Boarding Pass issuance status.

10.12.1 FTX Example



10.12.2 FTX Element Definitions

Sample Image

FTX+AHN+++N'

Data Element Summary

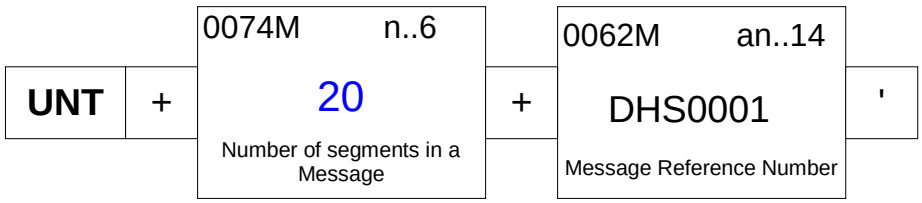
Data Element	Component Element	Name	Attributes	
4451		**TEXT SUBJECT CODE QUALIFIER**	**M**	**an..3**
		Code qualifying the subject of the text.		
		Value 'AHN' - Status Details		
C108		**TEXT LITERAL**		
		Free text; one to five lines.		
	4440	**Free text**	**M**	**an..80**
		Free form text.		
		Values: N - Boarding Pass Not Issued Y - Boarding Pass Issued E – Error. Passenger unknown to Aircraft Operator System		

10.13 Message Trailer (UNT)

Segment: **UNT** **Message Trailer**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: A service segment ending a message, giving the total number of segments in the message (including the UNH & UNT) and the control reference number of the message.
Notes: The UNT segment is mandatory for this implementation.

10.13.1 UNT Example



10.13.2 UNT Element Definitions

Sample Image

UNT+20+USADHS0001’

Data Element Summary

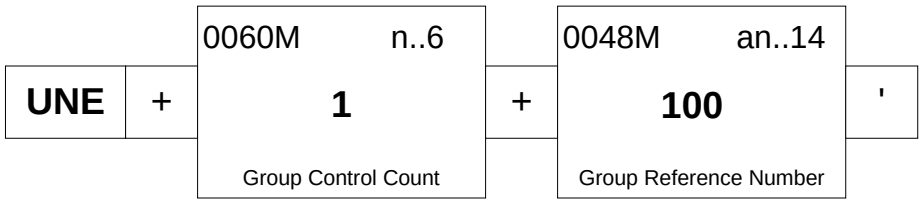
Data Element	Component Element	Name	Attributes	
0074		**NUMBER OF SEGMENTS IN A MESSAGE**	**M**	**n..6**
		Control count of number of segments in a message.		
		The value in this data element represents the total number of segments from the UNH segment to the UNT segment inclusive.		
0062		**MESSAGE REFERENCE NUMBER**	**M**	**an..14**
		Unique message reference assigned by the sender.		
		The value in this data element must match the value appearing on data element 0062 on the UNH segment in this same PAXLST message.		

10.14 Group Trailer (UNE)

Segment: **UNE** **Functional Group Trailer**

Group:
Level: 0
Usage: Conditional
Max Use: 1
Purpose: To end and check the completeness of a Functional Group
Notes: This segment will be used in this CUSRES message. .

10.14.1 UNE Example



10.14.2 UNE Element Definitions

Sample Image

UNE+1+100’

Data Element Summary

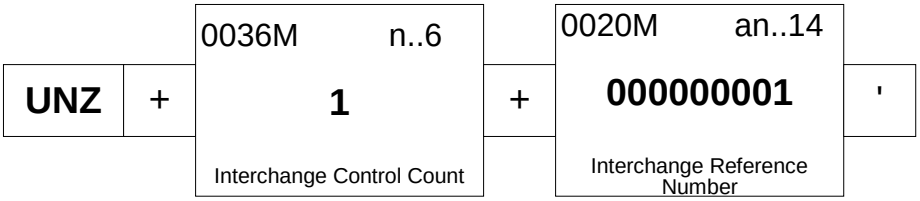
Data Element	Component Element	Name		Attributes
0060		**NUMBER OF MESSAGES** A count of the number of messages in a functional group. The value in this data element represents the number of messages included in the group.	**M**	**n..6**
0048		**FUNCTIONAL GROUP REFERENCE NUMBER** Reference number for the functional group assigned by and unique within the sender's division, department etc.	**M**	**an..14**

10.15 Interchange Trailer (UNZ)

Segment: **UNZ** **Interchange Trailer**

Group:
Level: 0
Usage: Mandatory
Max Use: 1
Purpose: To end and check the completeness of an interchange
Notes: The UNZ segment is mandatory for this implementation.

10.15.1 UNZ Example



10.15.2 UNZ Element Definitions

Sample Image

UNZ+1+000000001'

Data Element Summary

Data Element	Component Element	Name		Attributes
0036		**INTERCHANGE CONTROL COUNT**	**M**	**n..6**
		Count either of the number of messages or, if used, of the number of functional groups in an interchange. The value in this data element represents the number of groups included in this interchange (transmission).		
0020		**INTERCHANGE CONTROL REFERENCE**	**M**	**an..14**
		Unique reference assigned by the sender to an interchange.		

Appendices

Appendix A. Segment Group Coding Rules – Passenger Manifests

Segment Groups were described in Section 3 "Message Structure," and many of the individual segments defined above are contained in one of the groups. The importance of segment groups is that they are a set of related segments that work together to report an important business entity. To do this properly, many of the groups have coding rules that provide the context for the rules of individual segments. This appendix describes the PAXLST segment groups and their rules in detail.

Note: TSA regulations require different coding for some segment groups for Master Crew Lists and crew member manifests. Some of those exceptions are described in this appendix. Also, refer to Appendix "G" for MCL and crew manifest coding rules that differ from the passenger manifest rules stated in this appendix.

A.1. Group 1 – Reporting Party

This group describes the party responsible for the data being reported. DHS will contact this party if any problems are found with the transmission. It is an optional group, but DHS expects that all filers will provide accurate data with the transmission, and/or maintain current information on DHS point-of-contact database.

A.2. Group 2 – Flight Identification

This group is mandatory and consists of at least one TDT segment loop header that identifies the carrier and flight number. If this segment is missing or invalid, the message will be discarded. The TDT segment loop header must be repeated for each flight leg.

Note: For Crew manifests, TSA regulations require an added suffix to the flight number to specify the type of flight being reported – refer to section G.1.2. Also, Master Crew Lists have specific requirements for reporting a "flight" ID – refer to section G.1.3.

A.3. Group 3 – Flight Itinerary

There are some important differences in Group 3 coding between: (a) passenger manifests, (b) crew member manifests, and (c) Master Crew Lists. This section applies <u>only</u> to passenger manifests. Crew member manifests are described in Appendix G.1.2. Master Crew List coding rules are described in Appendix G.1.3.

This group is subordinate to Group 2. Segment Group 3 utilizes a repeating LOC-DTM segment loop that repeats up to 2 times to report Departure Airport (1st LOC), Departure Time (1st DTM), Arrival Airport (2nd LOC), and Arrival Time (2nd DTM). Times must be reported in local times.

Notes:
(1) APIS regulations will only require the flight leg crossing the U.S. border to be reported for normal passenger manifests. However, a crew manifest reporting "domestic continuance" may require additional U.S. flight legs to be reported.
(2) Secure Flight regulations require the reporting of the traveler's complete, single direction travel. This will necessitate the submission of multiple TDT, and subordinate LOC/DTM segment loops.
(3) Crew member manifest rules are different, due to TSA requirements for reporting crew changes on flight legs within the U.S. Refer to Appendix G.1.2.

1. Maximum and minimum number of LOC – DTM loops:
   - Only two LOC-DTM loops are expected. These loops report the Departure airport (LOC+125 segment) and Arrival airport (LOC+87 segment). (**Note:** "125" and "87" are the Location Function Code Qualifiers for departure and arrival, respectively.) These are:
     - For International Inbound flights, the port of last foreign departure (LOC+125) and the first port of U.S. arrival (LOC+87).
     - For International Outbound flights, the port of last U.S. departure (LOC+125) and the first port of foreign arrival (LOC+87).
     - For messages having multiple flight segments prior to a US arrival or after a US departure, the (LOC+92) segment loop should be used.
     - For purely domestic transmissions, the (LOC+92) segment loop should be used.

2. "Progressive", Pre-clearance, Final Destination, and In-Transit airports:

   - "Pre-clearance" of international inbound travelers is done at specific foreign airports prior to the flight's departure for entry into the U.S. (for example, in Montreal for a flight to New York). These flights must be reported to APIS, with the foreign port (e.g., Montreal) as the Departure location and the U.S. port (e.g., New York) as the Arrival location.

   - Additional "in-transit" ports where the flight lands should be reported. Flights that transits through the U.S. must be reported as both an International Inbound and an International Outbound flight in two separate PAXLST messages. (Refer to rule #4 below).

3. Date/Time Reporting:
   - It is expected that the first airport reported in the itinerary will only have a scheduled Departure date/time, and the last reported airport will only have an Arrival date/time.

4. Flights Transiting Through the U.S.:
   - If a flight transits through the U.S., it must be reported as both an Inbound flight and an Outbound flight. (Refer to rule #4 below.) For example, a flight itinerary of GIG – GRU – LAX – NRT would be reported as:
     - An Inbound flight, with itinerary
       LOC+125+GRU
       LOC+87+LAX
       (Required DTM segments not shown)
     - An Outbound flight, with itinerary
       LOC+125+LAX
       LOC+87+NRT
       (Required DTM segments not shown)

   - It is logically impossible for the APIS system to process a transmission as both Inbound and Outbound. So, a flight that transits through the U.S. must be reported in two transactions, one for the Inbound leg(s) and one for the Outbound leg(s). For example, a London – New York – Toronto flight must be split into two transmissions, one for London – New York and the other for New York – Toronto. The London – New York leg will be processed as an Inbound flight and the New York – Toronto leg will be an Outbound flight. If it is not reported this way, DHS will not recognize the New York – Toronto leg as an Outbound flight.

     This condition also applies to "round robin" flights where a carrier operates a round-trip flight that leaves and returns to the U.S. (or enters and then leaves the U.S.) under a single flight number. As above, report this type of flight using two separate transmissions.

5. Determining Inbound or Outbound status:
   - Inbound/Outbound status is vital to correct processing of the flight, as it controls a number of system and manual processes that are significantly different. The PAXLST format does not have a way to explicitly report that the flight is arriving into the U.S. or departing from the U.S.; the country where the first airport in the itinerary is located determines this. If the first airport is in the U.S., the flight is Outbound; if the first airport is outside the U.S., the flight is Inbound.

A.4. Group 4 – Persons

Note: Coding rules for Person segments on Master Crew Lists and Crew member manifests are different. In particular, additional segment types may be required for crew members, and the structure of certain segments is different for crew members than for passengers. Refer to Appendix G.1.2.

- At least one occurrence of this group is mandatory. A message sent without any travelers will be received and stored but will not be processed, and might not be acknowledged.

Carriers are strongly encouraged to avoid sending messages without traveler names. Processing of blank blocks of data negatively affects the efficiency of APIS processing.

- This group consists of a number of segments. The following order of transmission must be followed for each traveler:
  - NAD Traveler Type, Name, and Address
  - ATT Gender
  - DTM Date of Birth
  - LOCs Traveler's Itinerary, and Country of Residence (if provided)
  - EMP Crew / Non-crew Status/Function (if provided)
  - NAT Nationality/Citizenship
  - RFF Passenger Name Record (PNR) Locator and Unique Passenger Reference
  - Group 5 Documents (refer to section A.5)

  Note: If a traveler's segments are transmitted in a different order, the traveler might not be processed correctly. Also, subsequent travelers in the message might be discarded and not processed at all. This could result in penalties to the carrier.

- The NAD segment is mandatory for each traveler. The presence of an NAD segment indicates the beginning of data for a new traveler.

  Carrier accuracy is based on matching the data transmitted via APIS to the data provided by the arriving traveler, therefore carriers should base their data on the traveler's identification document (usually a passport). The ICAO standard for machine-readable documents has 2 name fields (Surname and Given Name, separated by "<<" characters) and allows numerous sub-fields (separated by "<"). The NAD segment allows up to 3 fields for name components and allows embedded spaces. In general, a name scanned from a document can be transmitted using 2 NAD fields – for sub-fields, the "<" character should be converted to an embedded space. Special characters, such as an apostrophe, should also be converted to spaces. Examples of this are given in the description of the Group 4 NAD segment in section 16.

- If data is transmitted for a traveler via one or more ATT, DTM, LOC, EMP, NAT, RFF, and/or DOC segments, and there is no preceding NAD for the traveler, data for subsequent travelers in the transmission may be lost.

- The NAD's Party Function Code Qualifier should be consistent with the document type code list that appears on the BGM segment.

- The CBP APIS Final Rule has established rules for name and address reporting using the NAD segment. Refer to the APIS regulations for clarification.

- The ATT and DTM segments are mandatory.

- Rules for reporting data using various LOC segments have been established by CBP.
  - LOC segments are used to report the traveler's Country of Residence and Itinerary (Embarkation, Debarkation, and Customs Clearance locations).
  - The traveler's itinerary is especially important when it does not correspond exactly to the flight itinerary that was reported in Segment Group 3.
  - Even if the traveler's itinerary does match the flight itinerary, it **must** still be reported for the traveler in Group 4 LOC segments.

- The EMP segment is only used on crew manifests and MCLs.

- The NAT segment is mandatory.

- As required under the Secure Flight Final Rule (Oct 2008), both the Passenger Name Record Locator and the Unique Passenger Reference number must be supplied to identify a Passenger in the PAXLST. Therefore at least two (2) RFF segments must be present within the NAD Name loop.

- Rules for reporting PNR data using the RFF segment have been established by the CBP APIS Final Rule. Refer to the APIS regulations for clarification.

A.5. Group 5 – Documents

Note: Document segment rules are the same for Passenger and Crew member manifests and MCLs. However, the required types of documents may be different.

This group is subordinate to Group 4. In the IATA/WCO standard, it consists of 0 to 2 loops, each containing 1 DOC segment, 0 to 2 DTM segments, and 0 or 1 LOC segment.

- The Group 5 segments should be transmitted in the following order:
  - DOC (Document Type code and Number)
  - DTM (Date of Expiration – if applicable)
  - LOC (Country of Issue – if applicable)

- The DOC segment is mandatory if the group appears. If document data is transmitted for a traveler via one or more DTM and/or LOC segments, and if there is no preceding DOC for the document, data for subsequent travelers in the transmission may be lost.

- The DOC segment has the Type code and the Number. Refer to the description of the Group 5 DOC segment in section 23.

- The DTM segment reports the document's expiration date, if applicable. Refer to the description of the Group 5 DTM segment in section 24.

- The LOC segment reports the country that issued the document, if applicable. Refer to the description of the Group 5 LOC segment in section 25.

Appendix B. Business Scenarios and Message Examples

Following are examples of Aircraft Operator's PAXLST passenger messages followed by the DHS CUSRES response, if applicable. Some of the examples include segments used for reporting Crew member manifest data. Examples of Master Crew Lists and Crew member manifests are shown in Appendix G. The following notes apply to all examples:

- Examples may use data that resembles real airlines and individuals. Any resemblance to actual airlines or individuals is coincidental and does not imply that the airlines or individuals took the actions being reported by the example.

- For clarity, example messages in this guide are shown with a line break between segments. This is completely arbitrary and line breaks have no meaning in the syntax. (Refer to example B.1). Messages must be transmitted as a continuous bit stream.

- None of the examples show any communications header or trailer data that may be required by SITA, ARINC, or any other network. Details of any such data is outside the scope of this guide.

- Where the example shows a complete APIS transmission, it may be too long to fit into size limitations of various message types. The examples do not show this, and it may be necessary for the message to be split into two or more blocks that will be transmitted separately. If this is done, each block must have a complete set of header/trailer segments, a BGM segment, and flight ID and flight itinerary segments. **(Note: It is our understanding that SITA Type B messages can be 64K long and ARINC Type B messages can be 32K, so it is less likely that multiple blocks will be needed.)**

- In some examples, notations of certain items are shown in parentheses and italic font.

- In some examples, information may have been intentionally left out due to space limitations.

Table 14 identifies the two position response code that will appear on the DHS Response CUSRES message in the ERC segment. Position 1 identifies the Boarding Pass Printing Result. Position 2 identifies the ESTA status for the traveler.

Table 14: DHS Response Codes

ERC Value Position 1	Description
0	Cleared
1	Printing of Boarding Pass is inhibited. The Free text Segment FTX will appear immediately following the ERC. The FTX

	contains further instructions: ERC+1**'** FTX+AAH+++ Contact the DHS Resolution Desk at 1-703-601-5300’
2	Further examination (e.g. “Selectee”).
3	Reserved for future DHS policy decisions regarding the domestic/international itineraries.
4	Error - Passenger data failed business rule edits. Refer to Section 2, for business rule edits applied to PAXLST submissions.
ERC Value Position 2	Description
Z	Travel authorization via ESTA not applicable
A	VWP Participant passport – Approved Travel Authorization via ESTA
B	VWP Participant passport – No Application for Travel Authorization via ESTA on file
C	VWP Participant passport – U.S. authorized Travel Document Required
1	Inhibited
X	Insufficient data to provide ESTA status

B.1. Sample UN/EDIFACT PAXLST Message, Displayed with Arbitrary Line Breaks

This message is shown with line breaks that are defined by the page width and Microsoft Word formatting rules. It can be seen that the message segments are contiguous, and there is no intervening break between the terminator of one segment and the segment label of the next.

```
UNA:+.? 'UNB+UNOA:4+APIS*ABE+USADHS+070219:1445+000000001++USADHS'
UNG+PAXLST+XYZAIRLINES+USADHS+070219:1445+1+UN+D:05B'UNH+PAX001+PAXLST:D:05B:
UN:IATA’BGM+745'RFF+TN:AJYTR1070219:::1’NAD+MS+++JOHN SMITH’COM+703-555-
1212:TE+703-555-4545:FX'TDT+20+BB123+++BB'LOC+125+YVR'DTM+189:0702191540:201'
LOC+87+JFK'DTM+232:0702191740:201'TDT+20+BB123+++BB'LOC+92+JFK'DTM+189:070219
1840:201'LOC+92+ATL'DTM+232:0702191955:201'NAD+FL+++CLARK:MICHAEL+123 E MAIN
ST+NEWYORK+NY+10053'ATT+2++M'DTM+329:720907'LOC+22+JFK’LOC+178+YVR’LOC+179+JF
K’LOC+174+USA’NAT+2+CAN’RFF+AVF:TYR123’RFF+ABO:ABC123’RFF+AEA:1234567890ABC’R
FF+CR:20060907NY123’RFF+SEA:23C’DOC+P:110:111+MB1402411'DTM+36:051021'LOC+91+
CAN'CNT+42:1'UNT+32+PAX001'UNE+1+1'UNZ+1+000000001'
```

B.2. Domestic – Single Leg Flight (Secure Flight reporting)

The following example identifies a simple PAXLST message featuring a single passenger and a single flight leg all of which are US airports. The document type code is '745', the message sequence number is '1'.

Message sample identifies information reporting for Secure Flight purposes only.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+070218:1545+000000001++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070218:1545+1+UN+D:05B'	
UNH+PAX001+PAXLST:D:05B:UN:IATA'	
BGM+745'	Passenger List
RFF+TN:AJYTR1070219:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++JOHN SMITH'	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA124+++AA'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189:0702191840:201'	Flight scheduled departure date/time
LOC+92+JFK'	Arrival Info
DTM+232:0702191955:201'	Flight scheduled arrival date/time
NAD+FL+++CLARK:MICHAEL'	
ATT+2++M'	Gender
DTM+329:720907'	Date of Birth
LOC+178+ORD'	Passenger started journey
LOC+179+JFK'	Passenger's destination
RFF+AVF:TYR123'	Passenger identification (PNR)
RFF+ABO:ABC123'	Aircraft operator Unique Passenger Reference identifier
RFF+AEA:1234567890ABC'	DHS - Passenger Redress Number
RFF+CR:20060907NY123'	DHS - Known Traveler Number
CNT+42:1'	CNT represents the total passengers reported in this transmission.
UNT+21+PAX001'	
UNE+1+1'	
UNZ+1+000000001'	

B.2.1. DHS Response

The following DHS response message is based on the sample message from Section B.2. DHS Response Messages are identified within the BGM segment with a document type code of “962”, DHS Response. Within this sample, the passengers have a cleared status. The ESTA status returned will always be “Z” for domestic submissions. The message sequence number will be consistent with request message.

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1546+000000001++USADHS'	
UNG+CUSRES+USADHS+AIR1+070219:1546+1+UN+D:05B'	
UNH+PAX001+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::1’	Transaction Reference Number & Message Sequence number
RFF+AF:AA124'	Flight Identifier
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD'	Departure Info
LOC+92+JFK'	Arrival Info
ERP+2'	
RFF+AVF:TYR123’	Passenger Identification (PNR)
RFF+ABO:ABC123’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	**‘0’ Denotes passenger ‘Clear’**
UNT+13+PAX001'	
UNE+1+1'	
UNZ+1+000000001'	

The cleared status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. Refer to table 14 for all possible ERC segment values.

B.3. Domestic – Multiple Leg Flight (Secure Flight reporting)

The following example identifies a PAXLST message featuring multiple passengers and multiple flight numbers and legs all of which are US airports, message sequence number should equal 1.

Message sample identifies U.S. Domestic flight information reporting for Secure Flight purposes only.

UNA:+.? ‘	
UNB+UNOA:4+APIS*ABE+USADHS+070218:1545+000006640++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070218:1545+1+UN+D:05B'	
UNH+PAX001+PAXLST:D:05B:UN:IATA'	
BGM+745'	Passenger List
RFF+TN:AJYTR1070219:::1’	Transaction Reference Number and Message Sequence number
NAD+MS+++JOHN SMITH'	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA123+++AA'	Flight number and Carrier Code
LOC+92+ATL'	Departure Info
DTM+189: 0702191540:201'	Flight scheduled departure date/time
LOC+92+ORD'	Arrival Info
DTM+232:0702191740:201'	Flight scheduled arrival date/time
TDT+20+AA124+++AA'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189:0702191840:201'	Flight scheduled departure date/time
LOC+92+JFK'	Arrival Info
DTM+232:0702191955:201'	Flight scheduled arrival date/time
NAD+FL+++CLARK:MICHAEL'	
ATT+2++M'	Gender
DTM+329:720907'	Date of Birth
LOC+178+ATL’	Passenger started journey
LOC+179+JFK’	Passenger’s destination
RFF+AVF:TYR123’	Passenger identification (PNR)
RFF+ABO:ABC123’	Aircraft operator Unique Passenger Reference identifier
RFF+AEA:1234567890ABC’	DHS - Passenger Redress Number
RFF+CR:20060907NY123’	DHS - Known Traveler Number
NAD+FL+++CLARK:CHERYL'	
ATT+2++F'	Gender
DTM+329:730407'	Date of Birth
LOC+178+ATL’	Passenger started journey
LOC+179+JFK’	Passenger’s destination
RFF+AVF:TYR123’	Passenger identification (PNR)
RFF+ABO:TYL009’	Aircraft operator Unique Passenger Reference identifier
CNT+42:2'	CNT represents the total passengers reported in this transmission.
UNT+33+PAX001'	
UNE+1+1'	
UNZ+1+000006640'	

B.3.1. DHS Response

The following DHS response message is based on the sample message from Section B.3. DHS Response Messages are identified within the BGM segment with a document type code of “962”, DHS Response. Within this sample, all of the passengers have a cleared status. The cleared status is identified within the ERC segment following each passenger name record locator (e.g., PNR), and the associated passenger reference number. The ESTA status returned will always be Z – “travel authorization via ESTA not applicable”, for domestic submissions. The message sequence number will be consistent with request message.

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1546+000006640++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1546+1+UN+D:05B'	
UNH+PAX001+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::1’	Transaction Reference Number & Message Sequence number
RFF+AF:AA123'	Flight Identifier
DTM+189:0702191540:201'	Flight scheduled departure date/time
DTM+232:0702191740:201'	Flight scheduled arrival date/time
LOC+92+ATL'	Departure Info
LOC+92+ORD'	Arrival Info
RFF+AF:AA124'	Flight Identifier
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD'	Departure Info
LOC+92+JFK'	Arrival Info
ERP+2'	
RFF+AVF:TYR123’	Passenger Identification (PNR)
RFF+ABO:ABC123’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	**‘0’ Denotes passenger ‘Clear’**
ERP+2'	
RFF+AVF:TYR123’	Passenger Identification (PNR)
RFF+ABO: TYL009’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	Boarding Pass Printing Result/ESTA status. See below.
UNT+21+PAX001	
UNE+1+1'	
UNZ+1+000006640’	

The cleared status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. Refer to table 14 for all possible ERC segment values.

B.4. International-to-International (U.S. flagged aircraft operators)

This example identifies a single passenger submission with multiple flights legs all of which are non-US airports. The example satisfies reporting requirements for U.S. Flagged aircraft operators with international to international flights. Travel authorization via ESTA not applicable.

Message sample identifies information reporting for Secure Flight purposes only.

UNA:+.? ‘	
UNB+UNOA:4+APIS*ABE+USADHS+080708:0545+000006640++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+080708:0545+1+UN+D:05B'	
UNH+PAX001+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1’	Transaction Reference Number And Message Sequence number
NAD+MS+++DOTTIE MOODY’	Aircraft operator POC
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+QQ877+++QQ'	Flight number and Carrier Code
LOC+92+VIE’	Departure Info
DTM+189:0807101500:201'	Flight scheduled departure date/time
LOC+92+BRU'	Arrival Info
DTM+232:0807101900:201'	Flight scheduled arrival date/time
TDT+20+ QQ827+++AA'	Flight number and Carrier Code
LOC+92+BRU'	Departure Info
DTM+189:0808081930:201'	Flight scheduled departure date/time
LOC+92+CDG’	Arrival Info
DTM+232:0808082230:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD'	
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+178+VIE’	Passenger started journey
LOC+179+CDG’	Passenger’s destination
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
CNT+42:1’	
UNT+24+PAX001'	
UNE+1+1'	
UNZ+1+000006640'	

B.4.1. DHS Response

The following response message is based on the sample message from Section B.5. DHS Response Messages are identified within the BGM segment with a document type code of “962”, DHS Response. Within this sample, all of the passengers have a cleared status. The cleared status is identified within the ERC segment following each passenger name record locator (e.g., PNR), and the associated passenger reference number. The ESTA status returned will always be Z - “travel authorization via ESTA not applicable”, for international-to-international submissions. The message sequence number will be consistent with request message.

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1546+000006640++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1546+1+UN+D:05B'	
UNH+PAX001+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number And Message Sequence number
RFF+AF:QQ877'	Flight number
DTM+232:0807101900:201'	Flight scheduled arrival date/time
DTM+189:0807101500:201'	Flight scheduled departure date/time
LOC+92+VIE’	Departure Info
LOC+92+BRU'	Arrival Info
RFF+AF:QQ827'	Flight number
DTM+189:0808081930:201'	Flight scheduled departure date/time
DTM+232:0808082230:201'	Flight scheduled arrival date/time
LOC+92+BRU'	Departure Info
LOC+92+CDG’	Arrival Info
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
ERC+0Z'	Boarding Pass Printing Result/ESTA status. See below.
UNT+18+PAX001’	
UNE+1+1’	
UNZ+1+000006640’	

The cleared status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. Refer to table 14 for all possible ERC segment values.

B.5. International - to - Domestic (Inbound)

The following example identifies a PAXLST message featuring a single passenger with a single non-US airport of departure and a single US arrival airport, message sequence number should equal 1.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+080708:0545+000000011++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+080708:0545+11+UN+D:05B'	
UNH+PAX11+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++DOTTIE MOODY'	Aircraft operator Point of Contact – Name
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+QQ827+++QQ'	Flight number and Carrier Code
LOC+125+CDG'	Departure Info
DTM+189:0808080900:201'	Flight scheduled departure date/time
LOC+87+IAD'	Arrival Info
DTM+232:0808081445:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD+123 E MAIN ST+STAFFORD+VA+22554+USA'	**(**U.S. destination)
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+22+IAD'	Port of CBP Clearance
LOC+178+CDG'	Passenger started journey
LOC+179+IAD'	Passenger's destination
LOC+174+FRA	Country of Residence
NAT+2+FRA'	Citizenship
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:UUI34T543'	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+YY3478621'	Passport #
DTM+36:081230'	Passport expiration date
LOC+91+FRA'	Passport Issuing Country
CNT+42:1	
UNT+25+PAX11'	
UNE+1+11'	
UNZ+1+000000011'	

B.5.1. DHS Response

The following response message is based on the sample message from Section B.5. DHS Response Messages are identified within the BGM segment with a document type code of “962”, DHS Response. Within this example, all of the passengers have a cleared status. The ‘cleared’ status is identified within the ERC segment following each passenger name record locator (e.g., PNR), and the associated passenger reference number. The ESTA status returned identifies that the passenger is traveling on a VWP passport with approved travel authorization via ESTA. The message sequence number will be consistent with request message.

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1546+000000011++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1546+11+UN+D:05B'	
UNH+PAX11+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:QQ827'	Flight number
DTM+189:0808080900:201'	Flight scheduled departure date/time
DTM+232:0808081445:201'	Flight scheduled arrival date/time
LOC+125+CDG'	Departure Info
LOC+87+IAD’	Arrival Info
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
ERC+**0A'**	Boarding Pass Printing Result/ESTA status. See below.
UNT+13+PAX11’	
UNE+1+11'	
UNZ+1+000000011’	

The cleared status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. Refer to table 14 for all possible ERC segment values.

B.6. International - to - Domestic (Inbound Flight – ESTA Status Check)

The following example identifies a PAXLST message featuring multiple passenger's with a single non-US airport of departure and a single US arrival airport, message sequence number should equal 1. Multiple documents are submitted to provide example of ESTA status response based on document#1 and document#2 information provided:

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+080708:0545+000000011++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+080708:0545+11+UN+D:05B'	
UNH+PAX11+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++DOTTIE MOODY'	Aircraft operator Point of Contact – Name
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+QQ827+++QQ'	Flight number and Carrier Code
LOC+125+CDG'	Departure Info
DTM+189:0808080900:201'	Flight scheduled departure date/time
LOC+87+IAD'	Arrival Info
DTM+232:0808081445:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD'	
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+22+IAD'	Port of CBP Clearance
LOC+178+CDG'	Passenger started journey
LOC+179+IAD'	Passenger's destination
LOC+174+FRA	Country of Residence
NAT+2+FRA'	Citizenship
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:UUI34T543'	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+YY3478621'	Passport #
DTM+36:081230'	Passport expiration date
LOC+91+FRA'	Passport Issuing Country
DOC+A:110:111+021353567'	Permanent Resident Card
DTM+36:101230'	Document #2 expiration date
LOC+91+USA'	Document #2 country of issuance
NAD+FL+++BARRETT:PAUL'	
ATT+2++M'	Gender
DTM+329:721019'	Date of Birth
LOC+22+IAD'	Port of CBP Clearance
LOC+178+CDG'	Passenger started journey
LOC+179+IAD'	Passenger's destination
LOC+174+FRA	Country of Residence
NAT+2+FRA'	Citizenship
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:UUI34T544'	Aircraft operator Unique Passenger Reference identifier
DOC+C:110:111+054658792'	Permanent Resident Card
DTM+36:081230'	Expiration date
LOC+91+FRA'	Issuing Country
NAD+FL+++BARRETT:WIL+123 E MAIN ST+STAFFORD+VA+22554+USA'	**(**U.S. destination)
ATT+2++M'	Gender

DTM+329:680223'	Date of Birth
LOC+22+IAD'	Port of CBP Clearance
LOC+178+CDG'	Passenger started journey
LOC+179+IAD'	Passenger's destination
LOC+174+FRA	Country of Residence
NAT+2+FRA'	Citizenship
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:UUI34T545'	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+YY3478596'	Passport #
DTM+36:081230'	Passport expiration date
LOC+91+FRA'	Passport Issuing Country
DOC+V:110:111+025868267'	U.S. non-immigrant visa
DTM+36:100405'	Document #2 expiration date
LOC+91+USA'	Document #2 country of issuance
NAD+FL+++BARRETT:AMY+123 E MAIN ST+STAFFORD+VA+22554+USA'	(U.S. destination)
ATT+2++F'	Gender
DTM+329:950330'	Date of Birth
LOC+22+IAD'	Port of CBP Clearance
LOC+178+CDG'	Passenger started journey
LOC+179+IAD'	Passenger's destination
LOC+174+FRA	Country of Residence
NAT+2+FRA'	Citizenship
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:UUI34T546'	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+YY3445568'	Passport #
DTM+36:081101'	Passport expiration date
LOC+91+FRA'	Passport Issuing Country
CNT+42:4'	
UNT+25+PAX11'	
UNE+1+11'	
UNZ+1+000000011'	

B.6.1. DHS Response

The following response message is based on the sample message from Section B.??. DHS Response Messages are identified within the BGM segment with a document type code of “962”, DHS Response. Within this example, all of the passengers have a cleared status. The ‘cleared’ status is identified within the ERC segment following each passenger name record locator (e.g., PNR), and the associated passenger reference number. The ESTA status returned is based either on the inclusion of a second document information or the passenger is traveling on a VWP passport with approved travel authorization via ESTA. The message sequence number will be consistent with request message.

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1546+000000011++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1546+11+UN+D:05B'	
UNH+PAX11+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:QQ827'	Flight number
DTM+189:0808080900:201'	Flight scheduled departure date/time
DTM+232:0808081445:201'	Flight scheduled arrival date/time
LOC+125+CDG'	Departure Info
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	Boarding Pass Printing Result/ESTA status. See below.
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T544’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	Boarding Pass Printing Result/ESTA status. See below.
LOC+87+IAD’	Arrival Info
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T545’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	Boarding Pass Printing Result/ESTA status. See below.
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T546’	Aircraft operator Unique Passenger Reference identifier
ERC+**0A'**	Boarding Pass Printing Result/ESTA status. See below.
UNT+13+PAX11’	
UNE+1+11'	
UNZ+1+000000011’	

The cleared status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. Refer to table 14 for all possible ERC segment values.

B.7. International (Multiple Leg Flight) - to - Domestic (Inbound)

Multiple flight legs with non-US airports and a single U.S. arrival airport.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+080708:0545+000000009++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+080708:0545+9+UN+D:05B'	
UNH+000000009+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++DOTTIE MOODY'	Aircraft operator Point of Contact – Name
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+ZZ807+++ZZ'	Flight number and Carrier Code
LOC+125+CDG'	Departure Info
DTM+189:0808080200:201'	Flight scheduled departure date/time
LOC+87+IAD'	Arrival Info
DTM+232:0808080745:201'	Flight scheduled arrival date/time
TDT+20+ZZ877+++ZZ'	Flight number and Carrier Code
LOC+92+IAD'	Departure Info
DTM+189:0808081140:201'	Flight scheduled departure date/time
LOC+92+ORD'	Arrival Info
DTM+232:0808081355:201'	Flight scheduled arrival date/time I
TDT+20+ZZ827+++ZZ'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189:0808081700:201'	Flight scheduled departure date/time
LOC+92+LAX'	Arrival Info
DTM+232:0808082000:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD+123 E MAIN ST+STAFFORD+VA+22554+USA'	**(**U.S. destination)
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+22+IAD'	Port CBP Clearance
LOC+178+VIE'	Passenger started journey
LOC+179+IAD'	Passenger's destination
LOC+174+FRA	Country of Residence
NAT+2+FRA'	Citizenship
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:UUI34T543'	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+YY3478621'	Passport #
DTM+36:081230'	Passport expiration date
LOC+91+FRA'	Passport Issuing Country
NAD+FL+++LANG:KRISTIN+123 E MAIN ST+ STAFFORD+VA+22554+USA'	**(**U.S. destination)
ATT+2++F'	Gender
DTM+329:600606'	Date of Birth
LOC+22+IAD'	Port CBP Clearance
LOC+178+VIE'	Passenger started journey
LOC+179+IAD'	Passenger's destination
LOC+174+ESP	Country of Residence
NAT+2+ESP'	Citizenship
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:ABC124'	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+TRQWE9980'	Passport #
DTM+36:090916'	Passport expiration date
LOC+91+ESP'	Passport Issuing Country
CNT+42:2'	
UNT+49+000000009'	
UNE+1+9"	
UNZ+1+000000009'	

B.7.1. DHS Response

The following response message is based on the sample message from Section B.6. DHS Response Messages are identified within the BGM segment with a document type code of “962”, DHS Response. Within this sample, all of the passengers have a cleared status. The ESTA status returned for each passenger indicates that the first passenger is traveling on a VWP participant passport and has approved travel authorization via ESTA. The second passenger, although traveling on a VWP participant passport, has NOT applied for a travel authorization via ESTA program.

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1546+000000009++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1546+9+UN+D:05B'	
UNH+000000009+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:QQ877'	Flight number
DTM+189:0807102140:201'	Flight scheduled departure date/time
DTM+232:0807102355:201'	Flight scheduled arrival date/time I
LOC+92+VIE’	Departure Info
LOC+92+BRU'	Arrival Info
RFF+AF:QQ827'	Flight number
DTM+189:0808080700:201'	Flight scheduled departure date/time
DTM+232:0808080800:201'	Flight scheduled arrival date/time
LOC+92+BRU'	Departure Info
LOC+92+CDG’	Arrival Info
RFF+AF:QQ827'	Flight number
DTM+189:0808080900:201'	Flight scheduled departure date/time
DTM+232:0808081445:201'	Flight scheduled arrival date/time
LOC+125+CDG'	Departure Info
LOC+87+IAD’	Arrival Info
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
ERC+**0A'**	Boarding Pass Printing Result/ESTA status. See below.
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:ABC124’	Aircraft operator Unique Passenger Reference identifier
ERC+**0B'**	Boarding Pass Printing Result/ESTA status. See below.
UNT+27+000000009’	
UNE+1+9’	
UNZ+1+000000009’	

The cleared status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. Refer to table 14 for all possible ERC segment values.

B.8. Domestic (Multiple Leg Flight) - to - International (Outbound)

UNA:+.? ’	
UNB+UNOA:4+APIS*ABE+USADHS+080708:0545+123456789++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+080708:0545+123456789+UN+D:05B'	
UNH+123456789+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
NAD+MS+++DOTTIE MOODY’	Aircraft operator Point of Contact – Name
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+QQ877+++QQ'	Flight number and Carrier Code
LOC+92+MIA’	Departure Info
DTM+189:0807101500:201'	Flight scheduled departure date/time
LOC+92+IAD'	Arrival Info
DTM+232:0807101755:201'	Flight scheduled arrival date/time I
TDT+20+QQ827+++QQ'	Flight number and Carrier Code
LOC+92+IAD'	Departure Info
DTM+189:0808101830:201'	Flight scheduled departure date/time
LOC+92+JFK’	Arrival Info
DTM+232:0808101930:201'	Flight scheduled arrival date/time
TDT+20+QQ827+++QQ'	Flight number and Carrier Code
LOC+125+JFK’	Departure Info
DTM+189:0808102000:201'	Flight scheduled departure date/time
LOC+87+CDG’	Arrival Info
DTM+232:0808110630:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD'	
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+178+MIA’	Passenger started journey
LOC+179+CDG’	Passenger’s destination
LOC+174+FRA	Country of Residence
NAT+2+FRA’	Citizenship
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+YY3478621'	Passport #
DTM+36:081230'	Passport expiration date
LOC+91+FRA'	Passport Issuing Country
NAD+FL+++LANG:KRISTIN'	
ATT+2++F’	Gender
DTM+329:600606'	Date of Birth
LOC+178+MIA’	Passenger started journey
LOC+179+CDG’	Passenger’s destination
LOC+174+ESP	Country of Residence
NAT+2+ESP’	Citizenship
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:ABC124’	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+TRQWE9980’	Passport #
DTM+36:090916'	Passport expiration date
LOC+91+ESP'	Passport Issuing Country
CNT+42:2’	
UNT+46+123456789	
UNE+1+123456789'	
UNZ+1+123456789’	

B.8.1. DHS Response

The following response message is based on the sample message from Section B.7. DHS Response Messages are identified within the BGM segment with a document type code of “962”, DHS Response. Within this sample, all of the passengers have a cleared status. The cleared status is identified within the ERC segment following each passenger name record locator (e.g., PNR), and the associated passenger reference number. The ESTA status returned will be “Z” for each departing passenger submission. The message sequence number will be consistent with request message.

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1546+123456789++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1546+123456789+UN+D:05B'	
UNH+123456789+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:QQ877'	Flight number
DTM+189:0807101500:201'	Flight scheduled departure date/time
DTM+232:0807101755:201'	Flight scheduled arrival date/time I
LOC+92+MIA’	Departure Info
LOC+92+IAD'	Arrival Info
RFF+AF:QQ827'	Flight number
DTM+189:0808101830:201'	Flight scheduled departure date/time
DTM+232:0808101930:201'	Flight scheduled arrival date/time
LOC+92+IAD'	Departure Info
LOC+92+JFK’	Arrival Info
RFF+AF:QQ827'	Flight number
DTM+189:0808102000:201'	Flight scheduled departure date/time
DTM+232:0808110630:201'	Flight scheduled arrival date/time
LOC+125+JFK'	Departure Info
LOC+87+CDG’	Arrival Info
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	Boarding Pass Printing Result/ESTA status. See below.
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:ABC124’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	Boarding Pass Printing Result/ESTA status. See below.
UNT+27+123456789’	
UNE+1+123456789’	
UNZ+1+123456789’	

The cleared status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. Refer to table 14 for all possible ERC segment values.

B.9. Domestic - to - International (Outbound)

UNA:+.? ’	
UNB+UNOA:4+APIS*ABE+USADHS+080708:0545+999999999++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+080708:0545+9+UN+D:05B'	
UNH+999999999+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
NAD+MS+++DOTTIE MOODY’	Aircraft operator Point of Contact – Name
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+QQ827+++QQ'	Flight number and Carrier Code
LOC+125+JFK'	Departure Info
DTM+189:0808102000:201'	Flight scheduled departure date/time
LOC+87+CDG’	Arrival Info
DTM+232:0808110630:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD'	
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+178+JFK’	Passenger started journey
LOC+179+CDG’	Passenger’s destination
LOC+174+FRA	Country of Residence
NAT+2+FRA’	Citizenship
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+YY3478621'	Passport #
DTM+36:081230'	Passport expiration date
LOC+91+FRA'	Passport Issuing Country
NAD+FL+++LANG:KRISTIN'	
ATT+2++F’	Gender
DTM+329:600606'	Date of Birth
LOC+178+JFK’	Passenger started journey
LOC+179+CDG’	Passenger’s destination
LOC+174+ESP	Country of Residence
NAT+2+ESP’	Citizenship
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:ABC124’	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+TRQWE9980’	Passport #
DTM+36:090916'	Passport expiration date
LOC+91+ESP'	Passport Issuing Country
CNT+42:2’	
UNT+36+999999999’	
UNE+1+9’’	
UNZ+1+999999999’	

B.9.1. DHS Response

The following response message is based on the sample message from Section B.8. DHS Response Messages are identified within the BGM segment with a document type code of “962”, DHS Response. Within this example, all of the passengers have a cleared status. The cleared status is identified within the ERC segment following each passenger name record locator (e.g., PNR), and the associated passenger reference number. The ESTA status returned will be “Z” for each departing passenger submission. The message sequence number will be consistent with request message.

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+080708:1546+999999999++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+080708:1546+9+UN+D:05B'	
UNH+999999999+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:QQ827'	Flight number
DTM+189:0808102000:201'	Flight scheduled departure date/time
DTM+232:0808110630:201'	Flight scheduled arrival date/time
LOC+125+JFK’	Departure Info
LOC+87+CDG’	Arrival Info
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	Boarding Pass Printing Result/ESTA status. See below.
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:ABC124’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	Boarding Pass Printing Result/ESTA status. See below.
UNT+17+999999999’	
UNE+1+9’	
UNZ+1+999999999’	

The cleared status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. Refer to table 14 for all possible ERC segment values.

B.10. Flight Transiting through the U.S.

For flights transiting through the U.S., separate manifests must be reported for the Inbound and Outbound legs. The assumption is made that the carrier's reservation and departure control systems have access to complete activity data for all travelers.

The following examples contain flight information of:
Rio de Janeiro (GIG) – Sao Paulo (GRU) – Los Angeles (LAX) – Narita (NRT)

- The Inbound information is GIG – GRU – LAX.
- In this example, there are two Inbound transmissions:
  - One for the travelers boarding at GIG, with a transit through GRU
  - One for travelers boarding at GRU only

- The Outbound information is LAX – NRT.

  - There is no explicit designation in PAXLST for Inbound or Outbound
  - CBP has established a logic rule to identify Inbound and Outbound:
    - A flight is considered "Outbound" if the airport in the LOC+125 segment is an identified US airport, e.g., LAX

During the course of the flight, 3 passengers are carried:

- P1 boards in GIG and stops in LAX.
  - Reported on inbound transmission #1
- P2 boards in GRU and transits to NRT.
  - Reported on both inbound transmission #2;
  - and the outbound transmission #3
- P3 boards in LAX, and goes to NRT
  - Reported on the outbound transmission #3.

B.10.1. Inbound Reporting – Transmission #1

For travelers known at time of departure from GIG.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+040422:1546+00000111++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+040422:1546+111+UN+D:05B'	
UNH+PAX111+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++DOTTIE MOODY'	Aircraft operator Point of Contact – Name
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+**RG100+++RG**'	
LOC+125+**GRU**'	*(Flight will depart for the U.S. Use LOC+125)*
DTM+189:0804221710:201'	
LOC+87+**LAX**'	*(Flight will arrive at LAX. Use LOC+87)*
DTM+232:0804222230:201'	
NAD+FL+++**ANDERSON:STACEY**'	*(Code 'FL' for this passenger.)*
ATT+2++F'	
DTM+329:720623'	
LOC+22+**LAX**'	*(Passenger clears CBP at LAX)*
LOC+178+**GIG**'	*(Passenger embarks at GIG)*
LOC+179+**LAX**'	(*Passenger debarks at LAX)*
LOC+174+USA'	*(Residence in USA)*
NAT+2+USA'	*(US citizen)*
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:UUI34T543'	Aircraft operator Unique Passenger Reference identifier
DOC+P:110:111+US1234567'	
DTM+36+051210'	
LOC+91+USA'	
CNT+42:347'	*(Flight starts with 347 passengers to U.S.)*
UNT+25+PAX111'	
UNE+1+111'	
UNZ+1+00000111'	

B.10.2. DHS Response

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+040422:1546+00000111++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+040422:1546+111+UN+D:05B'	
UNH+ PAX111+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:RG100'	Flight number
DTM+189:0804221710:201’	
DTM+232:0804222230:201’	
LOC+125+**GRU**’	*(Flight will depart for the U.S. Use LOC+125)*
LOC+87+**LAX**’	*(Flight will arrive at LAX. Use LOC+87)*
ERP+2'	
RFF+AVF:GJIO3RT’	Passenger identification (PNR)
RFF+ABO:UUI34T543’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	‘0’ Denotes passenger ‘Clear’ / ESTA status ‘ESTA Not Applicable’
UNT+13+PAX111’	
UNE+1+111’	
UNZ+1+00000111’	

B.10.3. Inbound Reporting – Transmission #2

For travelers known at time of departure from GRU.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+040422:1546+000006640++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+040422:1546+1+UN+D:05B'	
UNH+PAX001+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++DOTTIE MOODY'	Aircraft operator Point of Contact – Name
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+**RG100+++RG**'	
LOC+125+**GRU**'	*(Flight will depart for the U.S. Use LOC+125)*
DTM+189:0804221710:201'	
LOC+87+**LAX**'	*(Flight will arrive at LAX. Use LOC+87)*
DTM+232:0804222230:201'	
NAD+FL+++**ANDERSON:STACEY**'	*(Passenger P1 does not have to be reported again, but is)*
ATT+2++F'	
DTM+329:720623'	
LOC+22+LAX'	
LOC+178+GIG'	
LOC+179+LAX'	
LOC+174+USA'	
NAT+2+USA'	
RFF+AVF:P1REF1'	
RFF+ABO:BB1234567'	
DOC+P:110:111+US1234567'	
DTM+36+051210'	
LOC+91+USA'	
NAD+**DDU**+++**ANDERSON:BRANDY**'	*('DDU', because P2 is In-transit. No address.)*
ATT+2++F'	
DTM+329:720623'	
LOC+178+**GRU**'	*(Passenger embarks at GRU)*
LOC+22+**LAX**'	*(Passenger "clears" CBP at LAX)*
LOC+179+**NRT**'	(*Passenger debarks at NRT)*
LOC+174+BRA'	*(Residence in Brazil)*
NAT+2+BRA'	*(Brazilian citizen)*
RFF+AVF:P2REF2'	
RFF+ABO:BB789011'	
DOC+P:110:111+BR2345689'	*(Passport only)*
DTM+36+041121'	
LOC+91+BRA'	
CNT+42:416'	*(Flight continues with 416 passengers to U.S.)*
UNT+38+PAX001'	
UNE+1+1'	
UNZ+1+000006640'	

B.10.4. DHS Response

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+040422:1546+000006640++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+040422:1546+1+UN+D:05B'	
UNH+ PAX001+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:**RG100**’	
DTM+189:0804221710:201’	
DTM+232:0804222230:201’	
LOC+125+**GRU**’	*(Flight will depart for the U.S. Use LOC+125)*
LOC+87+**LAX**’	*(Flight will arrive at LAX. Use LOC+87)*
ERP+2'	
RFF+AVF:P1REF1’	
RFF+ABO:BB1234567’	
ERC+**0Z'**	‘0’ Denotes passenger ‘Clear’ / ESTA status ‘ESTA Not Applicable’
ERP+2'	
RFF+AVF:P2REF2’	
RFF+ABO:BB789011’	
ERC+**0Z'**	‘0’ Denotes passenger ‘Clear’ / ESTA status ‘ESTA Not Applicable’
UNT+17+ PAX001’’	
UNE+1+1’	
UNZ+1+000006640’	

B.10.5. Outbound Reporting – Transmission #3

For travelers going from LAX to NRT.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+040422:1546+1212121212++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+040422:1546+12+UN+D:05B'	
UNH+121212+PAXLST:D:05B:UN:IATA'	
BGM+**745**'	Passenger List
RFF+TN:BART34567890:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++DOTTIE MOODY'	Aircraft operator Point of Contact – Name
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+**RG100+++RG**'	
LOC+125+**LAX**'	*(Flight departs from the U.S. Use LOC+125)*
DTM+189:0804221147:201'	
LOC+87+**NRT**'	*(Flight will arrive in Tokyo. Use LOC+87)*
DTM+232:0804230230:201'	
NAD+**DDU**+++ANDERSON:BRANDY'	*(Passenger P2 is In-transit to NRT, and must be reported)*
ATT+2++F'	
DTM+329:720623'	
LOC+178+**GRU**'	*(Passenger embarked at GRU)*
LOC+179+**NRT**'	(*Passenger debarks at NRT)*
NAT+2+BRA'	*(Brazilian citizen)*
RFF+AVF:P2REF2'	
RFF+ABO:BB789011'	
DOC+P:110:111+BR2345689'	*(Passport only)*
DTM+36+041121'	
LOC+91+BRA'	
NAD+**FL**+++**ANDERSON:STUART**'	*(Passenger P3 has function code 'FL.')*
ATT+2++M'	
DTM+329:820421'	
LOC+178+**LAX**'	*(Passenger embarks at LAX)*
LOC+179+**NRT**'	(*Passenger debarks at NRT)*
NAT+2+JPN'	*(Japanese citizen)*
RFF+AVF:P3REF3'	
RFF+ABO:BB789015'	
DOC+P:110:111+JP9873589'	*(Passport only)*
DTM+36+041121'	
LOC+91+JPN'	
CNT+42:319'	*(Flight continues with 319 passengers leaving U.S.)*
UNT+34+121212'	
UNE+1+12'	
UNZ+1+1212121212'	

B.10.6. DHS Response

UNA:+.? ‘	
UNB+UNOA:4+USADHS+ APIS*ABE+040422:1546+1212121212++USADHS'	
UNG+CUSRES+USADHS+ XYZ AIRLINES+040422:1546+12+UN+D:05B'	
UNH+121212+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:BART34567890:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:**RG100**’	
DTM+189:0804221147:201’	
DTM+232:0804230230:201’	
LOC+125+**LAX**’	*(Flight departs from the U.S. Use LOC+125)*
LOC+87+**NRT**’	*(Flight will arrive in Tokyo. Use LOC+87)*
ERP+2'	
RFF+AVF:P2REF2’	
RFF+ABO:BB789011’	
ERC+**0Z'**	‘0’ Denotes passenger ‘Clear’ / ESTA status ‘ESTA Not Applicable’
ERP+2'	
RFF+AVF:P3REF3’	
RFF+ABO:BB789015’	
ERC+**0Z'**	‘0’ Denotes passenger ‘Clear’ / ESTA status ‘ESTA Not Applicable’
UNT+17+121212’	
UNE+1+12’	
UNZ+1+1212121212’	

B.11. Gate Pass Request – (Secure Flight reporting)

Message sample identifies information reporting for Secure Flight purposes only.

For Gate Pass issuance, a transmission would contain one single Passenger with no flight itinerary. The Airport Location would be identified with a LOC code '91'. Gate-pass requests are identified within the BGM segment with a document type '655' for Gate Pass. The passenger must be uniquely identified by the requesting Aircraft Operator using BOTH a PNR identifier and Unique Passenger Reference identifier.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+070322:1417+0703221417++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070322:1417+1+UN+D:05B'	
UNH+99999+PAXLST:D:05B:UN:IATA'	
BGM+655'	Gate Pass
RFF+TN:ABC1234:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++JOHN SMITH'	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+**RG100+++RG**'	TDT segment with FltNo (optional) and Carrier code
LOC+91+ORD'	'91' Gate Pass issue location
NAD+COT+++JONES:JOHN'	**'COT' - Involved** Party
DTM+329:811215'	Date of Birth
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:AIR1234567890'	Unique Passenger Reference
DOC+P:110:111+YY8768621'	Passport #
DTM+36:091231'	Passport expiration date
LOC+91+USA'	Passport country of issuance
CNT+42:1'	
UNT+14+ 99999'	
UNE+1+1'	
UNZ+1+0703221417'	

B.11.1. DHS Response

The CUSRES response message for Gate Pass requests is associated to the Transaction Reference Number and message sequence number provided within the RFF segment. The ESTA status returned for Gate Pass will always be a returned code "Z".

UNA:+.? '	
UNB+UNOA:4+USADHS+APIS*ABE+070322:1417+0703221417++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070322:1417+1+UN+D:05B'	
UNH+99999+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:ABC1234:::1'	Transaction Reference Number and Message Sequence number
RFF+AF:RG'	Carrier Code
LOC+91+ORD	Gate Pass Issue Location
ERP+2'	
RFF+AVF:GJIO3RT'	Passenger identification (PNR)
RFF+ABO:AIR1234567890'	Passenger Reference
ERC+0Z'	**'0' Denotes passenger 'Clear' / ESTA status 'ESTA not applicable'**
UNT+10+99999'	
UNE+1+1'	
UNZ+1+0703221417'	

The cleared status is identified within the ERC segment following the transaction Reference number and message sequence number. Refer to table 14 for all possible ERC segment values.

B.12. Qualified Change (AQQ and Secure Flight reporting)

PRD submissions for qualified change(s) against passenger data are identified within the BGM segment with a document identifier of 'CP' in the BGM-02 data element. In the below example, the qualified change is for a date of birth change for a single passenger. The message sequence number is 2. All passengers identified in the Change Passenger data 'CP' type PAXLST transmission are processed as changes to all of the passengers.

```
UNA:+.? '
UNB+UNOA:4+APIS*ABE+USADHS+070218:1845+000000001++USADHS'
UNG+PAXLST+XYZ AIRLINES+USADHS+070218:1845+1+UN+D:05B'
UNH+PAX001+PAXLST:D:05B:UN:IATA'
BGM+745+CP'                                          < 'CP' Change Passenger Data
RFF+TN:AJYTR1070219:::2'          Transaction Reference Number and Message Sequence number (Sequence number +1)
NAD+MS+++JOHN SMITH'
COM+703-555-1212:TE+703-555-4545:FX'
TDT+20+AA123+++AA'                                   Flight number and Carrier Code
LOC+92+ATL'                                          Departure Info
DTM+189:0702191540:201'                              Flight scheduled departure date/time
LOC+92+ORD'                                          Arrival Info
DTM+232:0702191740:201'                              Flight scheduled arrival date/time
TDT+20+AA124+++AA '                                  Flight number and Carrier Code
LOC+92+ORD'                                          Departure Info
DTM+189:0702191840:201'                              Flight scheduled departure date/time
LOC+92+JFK'                                          Arrival Info
DTM+232:0702191955:201'                              Flight scheduled arrival date/time
NAD+FL+++CLARK:MICHAEL'
ATT+2++M'                                            Gender
DTM+329:721007'                                      Date of Birth (Updated)
LOC+178+ATL'                                         Passenger started journey
LOC+179+JFK'                                         Passenger's destination
RFF+AVF:TYR123'                                      Passenger identification (PNR)
RFF+SEA:23C'                                         Seat Number/Identifier
RFF+ABO:ABC123'                                      Aircraft operator Unique Passenger Reference identifier
RFF+AEA:1234567890ABC'                               DHS - Passenger Redress Number
RFF+CR:20060907NY123'                                DHS - Known Traveler Number
CNT+42:1'
UNT+28+PAX001'
UNE+1+1'
UNZ+1+000000001'
```

B.12.1. DHS Response

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070218:1546+000000001++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070218:1546+1+UN+D:05B'	
UNH+PAX001+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::**2’**	Transaction Reference Number and Message Sequence number
RFF+AF:AA123'	Flight number
DTM+189:0702191540:201'	Flight scheduled departure date/time
DTM+232:0702191740:201'	Flight scheduled arrival date/time
LOC+92+ATL'	Departure Info
LOC+92+ORD'	Arrival Info
RFF+AF:AA124'	Flight number
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD'	Departure Info
LOC+92+JFK'	Arrival Info
RFF+AF:**RG100**’	
ERP+2'	
RFF+AVF:TYR123’	Passenger identification (PNR)
RFF+ABO:ABC123’	Aircraft operator Unique Passenger Reference identifier
ERC+**0Z'**	‘0’ Denotes passenger ‘Clear’ / ESTA Status ‘Not Applicable’
UNT+19+PAX001	
UNE+1+1	
UNZ+1+000000001’	

B.13. Non-Qualified Change (Secure Flight reporting only)

PRD submissions for non-qualified change(s) are identified within the BGM segment. This example identifies a change in itinerary with a document identifier of “CF” for Change Flight. The non-qualified change is for a passenger’s embarkation. Message sequence number is set to 2. ‘Non-Qualified Change’ message types are for changes in Domestic flight segments - only.

```
UNA:+.? '
UNB+UNOA:4+APIS*ABE+USADHS+070218:1900+000000001++USADHS'
UNG+PAXLST+XYZ AIRLINES+USADHS+070218:1900+987+UN+D:05B'
UNH+PAX001+PAXLST:D:05B:UN:IATA'
BGM+266+CF'                                          < 'CF' Change Flight
RFF+TN:AJYTR1070219:::2'        Transaction Reference Number and Message Sequence number (Sequence number +1)
NAD+MS+++JOHN SMITH'
COM+703-555-1212:TE+703-555-4545:FX'
TDT+20+AA223+++AA'                                   Flight number (Updated flight number)
LOC+92+ATL'                                          Departure Info
DTM+189:0702191540:201'                              Flight scheduled departure date/time
LOC+92+ORD'                                          Arrival Info
DTM+232:0702191740:201'                              Flight scheduled arrival date/time
TDT+20+AA124+++AA'                                   Flight number and Carrier Code
LOC+92+ORD'                                          Departure Info
DTM+189:0702191840:201'                              Flight scheduled departure Date/time
LOC+92+JFK'                                          Arrival Info
DTM+232:0702191955:201'                              Flight scheduled arrival date/time
NAD+FL+++CLARK:MICHAEL'
ATT+2++M'                                            Gender
DTM+329:721007'                                      Date of Birth
LOC+178+ATL'                                         Passenger started journey
LOC+179+JFK'                                         Passenger’s destination
RFF+AVF:TYR123'                                      Passenger identification (PNR)
RFF+SEA:23C'                                         Seat Number/Identifier
RFF+ABO:ABC123'                                      Aircraft operator Unique Passenger Reference identifier
RFF+AEA:1234567890ABC'                               DHS - Passenger Redress Number
RFF+CR:20060907NY123'                                DHS - Known Traveler Number
NAD+FL+++CLARK:CHERYL'
ATT+2++F'                                            Gender
DTM+329:730407'                                      Date of Birth
LOC+178+ATL'                                         Passenger started journey
LOC+179+JFK'                                         Passenger’s destination
RFF+AVF:TYR123'                                      Passenger identification (PNR)
RFF+SEA:23D'                                         Seat Number/Identifier
RFF+ABO:TYL009'                                      Aircraft operator Unique Passenger Reference identifier
CNT+42:2'
UNT+35+PAX001'
UNE+1+987'
UNZ+1+000000001'
```

B.13.1. DHS Response

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070218:1546+000000001++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070218:1546+987+UN+D:05B'	
UNH+ PAX001+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::**2’**	Transaction Reference Number and Message Sequence number
RFF+AF:AA223'	Flight number
DTM+189:0702191540:201'	Flight scheduled departure date/time
DTM+232:0702191740:201'	Flight scheduled arrival date/time
LOC+92+ATL'	Departure Info
LOC+92+ORD'	Arrival Info
RFF+AF:AA124'	Flight number
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD'	Departure Info
LOC+92+JFK'	Arrival Info
ERP+1'	DHS General Response
ERC+**0'**	‘0’ Denotes Acknowledgement
UNT+16+ PAX001’	
UNE+1+987’	
UNZ+1+000000001’’	

B.14. Reduction in Party (AQQ and Secure Flight reporting)

The following reduction in party example is based on the previous sample message from Section B.12. PRD submissions for Reduction in Party are identified within the BGM segment with a document identifier of “RP”. The message contains all remaining passengers associated to the same passenger locator reference (e.g., PNR) in which the reduction in party occurred. Passenger(s) not transmitted within the reduction in party message are assumed to be cancelled. In the sample message below, CLARK, CHERYL was not transmitted and will therefore be marked accordingly by DHS as the reduction in party under PNR TYR123. Message sequence number is set to 3.

```
UNA:+.? '
UNB+UNOA:4+APIS*ABE+USADHS+070218:2100+900000001++USADHS'
UNG+PAXLST+XYZ AIRLINES+USADHS+070218:2100+901+UN+D:05B'
UNH+900000001+PAXLST:D:05B:UN:IATA'
BGM+745+RP'                                   < 'RP' - Reduction in Party
RFF+TN:AJYTR1070219:::3'      Transaction Reference Number and Message Sequence number.  (Sequence number +1)
NAD+MS+++JOHN SMITH'
COM+703-555-1212:TE+703-555-4545:FX'
TDT+20+AA223+++AA '                           Flight number and Carrier Code
LOC+92+ATL'                                   Departure Info
DTM+189:0702191540:201'                       Flight departure date/time
LOC+92+ORD'                                   Arrival Info
DTM+232:0702191740:201'                       Flight scheduled arrival date/time
TDT+20+AA124+++AA'                            Flight number and Carrier Code
LOC+92+ORD'                                   Departure Info
DTM+189:0702191840:201'                       Flight departure date/time
LOC+92+JFK'                                   Arrival Info
DTM+232:0702191955:201'                       Flight scheduled arrival date/time
NAD+FL+++CLARK:MICHAEL'
ATT+2++M'                                     Gender
DTM+329:720907'                               Date of Birth
LOC+178+ATL'                                  Passenger started journey
LOC+179+JFK'                                  Passenger's destination
RFF+AVF:TYR123'                               Passenger reservation Identifier
RFF+ABO:ABC123'                               Aircraft operator Unique Passenger reference identifier
RFF+AEA:1234567890ABC'                        DHS - Passenger Redress Number
RFF+CR:20060907NY123'                         DHS - Known Traveler Number
CNT+42:1'
UNT+26+900000001'
UNE+1+901'
UNZ+1+900000001'
```

B.14.1. DHS Response

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070218:1546+900000001++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070218:1546+901+UN+D:05B'	
UNH+900000001+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::3’	Transaction Reference Number and Message Sequence number
RFF+AF:AA223'	Flight number
DTM+189:0702191540:201'	Flight scheduled departure date/time
DTM+232:0702191740:201'	Flight scheduled arrival date/time
LOC+92+ATL'	Departure Info
LOC+92+ORD'	Arrival Info
RFF+AF:AA124'	Flight number
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD'	Departure Info
LOC+92+JFK'	Arrival Info
ERP+1'	DHS General Response
ERC+0’	‘0’ Denotes Acknowledgement
UNT+26+900000001’	
UNE+1+901’	
UNZ+1+900000001’	

B.15. Cancelled Reservation (AQQ and Secure Flight reporting)

The following cancellation of a reservation (e.g., PNR) is based on the previous sample message from Section B.12. PRD submissions for cancelled reservation are identified within the BGM segment with a document identifier of “XR” for cancel reservation. The message contains the passenger locator number (e.g., PNR) and passenger reference for the Passenger whose reservation is being cancelled. Message sequence number is set to 4.

UNA:+.? ‘	
UNB+UNOA:4+APIS*ABE+USADHS+070219:0200+999999++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070219:0200+1+UN+D:05B'	
UNH+1+PAXLST:D:05B:UN:IATA'	
BGM+745+**XR'**	< ‘XR’ Cancel Reservation
RFF+TN:AJYTR1070219:::**4’**	Transaction Reference and Message Sequence Number (+1)
NAD+MS+++JOHN SMITH'	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA223+++AA'	Flight number and Carrier Code
LOC+92+ATL'	Departure Info
DTM+189:0702191540:201'	Flight scheduled departure date/time
LOC+92+ORD'	Arrival Info
DTM+232:0702191740:201'	Flight scheduled arrival date/time
TDT+20+AA124+++AA'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189: 0702191840:201'	Flight scheduled departure date/time
LOC+92+JFK'	Arrival Info
DTM+232: 0702191955:201'	Flight scheduled arrival date/time
NAD+**ZZZ**’	Name(s) of passengers not required.
RFF+AVF:TYR123’	Passenger reservation Identifier
RFF+ABO:ABC123’	Aircraft operator Unique Passenger reference identifier
CNT+42+1’	
UNT+19+1'	
UNE+1+1'	
UNZ+1+999999’	

B.15.1. DHS Response

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070218:1546+999999++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070218:1546+1+UN+D:05B'	
UNH+1+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::**4’**	Transaction Reference Number and Message Sequence number
RFF+AF:AA223'	Flight number
DTM+189:0702191540:201'	Flight scheduled departure date/time
DTM+232:0702191740:201'	Flight scheduled arrival date/time
LOC+92+ATL'	Departure Info
LOC+92+ORD'	Arrival Info
RFF+AF:AA124'	Flight number
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD'	Departure Info
LOC+92+JFK'	Arrival Info
ERP+1'	DHS General Response
ERC+**0'**	‘0’ Denotes Acknowledgement
UNT+16+1’	
UNE+1+1’	
UNZ+1+999999’	

B.16. DHS Unsolicited Message 'Not-Cleared'

The following response message illustrates a CUSRES Unsolicited Message that may be sent to the aircraft operator in the event changes occur to the passenger status of a previously vetted passenger. In this example, a 'Not-Cleared' condition is being reported to the aircraft operator. DHS Unsolicited Messages are identified within the BGM segment with a document type code of "132", DHS Clearance Notice. The Unsolicited Message identifies a change to the passenger status. The new status is identified within the ERC segment following the passenger name record locator (e.g., PNR) and associated passenger reference number. The ESTA status returned for all "Inhibited" returned results will equal "1". (This type of message from DHS must be responded to by the Aircraft Operator. See next example.)

```
UNA:+.? '
UNB+UNOA:4+USADHS+APIS*ABE+070219:1546+20070219154659++USADHS'
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1546+20070219154659+UN+D:05B'
UNH+20070219154659+CUSRES:D:05B:UN:IATA'
BGM+132'
RFF+TN: DHS1234567890:::1'          DHS Transaction Reference Number & Message Sequence number
RFF+AF:AA123'                       Flight Identifier
DTM+189:0702191540:201'             Flight scheduled departure date/time
DTM+232:0702191740:201'             Flight scheduled arrival date/time
LOC+92+ATL'                         Departure Info
LOC+92+ORD'                         Arrival Info
RFF+AF:AA124'                       Flight Identifier
DTM+189:0702191840:201'             Flight scheduled departure date/time
DTM+232:0702191955:201'             Flight scheduled arrival date/time
LOC+92+ORD'                         Departure Info
LOC+92+JFK'                         Arrival Info
ERP+2'
RFF+AVF:TYR123'                     Passenger Identification(PNR)
RFF+ABO: TYL009'                    Aircraft operator Unique Passenger Reference identifier
ERC+11'                             '1' Denotes passenger 'Inhibited'
FTX+AAH+++ Contact the DHS Resolution Desk at 1-800-CALL-DHS'
UNT+19+20070219154659'
UNE+1+20070219154659'
UNZ+1+20070219154659'
```

B.16.1. Aircraft Operator Response to DHS Unsolicited Messages

The following response message illustrates a response generated by the aircraft operator that must be returned to DHS upon receipt of an Unsolicited message from DHS. The response from the aircraft operator should be returned to DHS virtually intact and include an indicator that identifies to DHS the status of issuance of a boarding pass. (Refer to FTX segment below). The TRN number on the RFF+TN segment **must** be returned to DHS on this message.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+070219:1546+20070219154659++USADHS'	
UNG+CUSRES+XYZ AIRLINES+USADHS+070219:1546+20070219154659+UN+D:05B'	
UNH+20070219154659+CUSRES:D:05B:UN:IATA'	
BGM+**312'**	**Acknowledgement message type**
RFF+TN: DHS1234567890:::1'	DHS Transaction Reference Number & Message Sequence number
RFF+AF:AA123'	Flight Identifier
DTM+189:0702191540:201'	Flight scheduled departure date/time
DTM+232:0702191740:201'	Flight scheduled arrival date/time
LOC+92+ATL'	Departure Info
LOC+92+ORD'	Arrival Info
RFF+AF:AA124'	Flight Identifier
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD'	Departure Info
LOC+92+JFK'	Arrival Info
ERP+2'	
RFF+AVF:TYR123'	Passenger Identification(PNR)
RFF+ABO: TYL009'	Aircraft operator Unique Passenger Reference identifier
ERC+**11'**	**'1' Denotes passenger 'inhibited'**
FTX+AHN+++**N'**	**'N' Denotes boarding pass has not been issued.**
UNT+19+20070219154659'	
UNE+1+20070219154659'	
UNZ+1+20070219154659'	

B.17. Cancelled Flight – (AQQ reporting)

Message sample identifies information reporting for AQQ purposes only.

The following PAXLST message illustrates a cancellation of a flight message. Submissions for cancelled flights are identified within the BGM segment with a document type code '266' and message function identifier of "XF" (Cancel Flight). The message contains the identity of the flight to be cancelled (TDT segment) along with the full flight itinerary. In the sample message below, the message sequence number is incremented to indicate order in which message was generated by the aircraft operator system.

UNA:+.? '	
UNB+UNOA:4+FFAIR+USADHS+090207:1200+000000001++USADHS'	
UNG+PAXLST+FFAIR+USADHS+090207:1200+1+UN+D:05B'	
UNH+1+PAXLST:D:05B:UN:IATA'	
BGM+**266+XF**'	Cancel Flight Message
RFF+TN: RESSRRRT12377:::2'	Transaction Reference Number and Message Sequence number
TDT+20+FF345+++FF'	Cancelled Flight number and Carrier Code
LOC+125+LHR'	Departure Info
DTM+189:0703221615:201'	Flight departure date/time
LOC+87+LAX'	Arrival Info
DTM+232:0703221905:201'	Flight scheduled arrival date/time
CNT+42:0'	No Passengers reported on this PAXLST
UNT+9+1'	
UNE+1+1'	
UNZ+1+000000001'	

B.17.1. DHS Response

UNA:+.? ‘	
UNB+UNOA:4+USADHS+FFAIR+070218:1546+000000001++USADHS'	
UNG+CUSRES+USADHS+FFAIR+070218:1546+1+UN+D:05B'	
UNH+1+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN: RESSRRRT12377:::2’	Transaction Reference Number and Message Sequence number
RFF+AF:FF345'	**Flight number being cancelled**
DTM+189:0703221615:201'	
DTM+232:0703221905:201'	
LOC+125+LHR'	
LOC+87+LAX'	
ERP+1'	**DHS General Response (‘1’)**
ERC+0'	**‘0’ Denotes acknowledged by DHS**
UNT+11+1’	
UNE+1+1’	
UNZ+1+000000001’	

Note: The DHS response (CUSRES) message for a Cancel Flight message will be a DHS General Response identified by an ERP segment with a value of 1 (ERP+1). No passenger status will be returned on this type of DHS Response message. The returned ERC segment will contain a single code identifying acceptance of the message by DHS.

B.18. Flight Close out – On board (APIS Quick Query reporting only)

Message sample identifies information reporting for AQQ purposes only.

The sample below illustrates a sample Flight Close-out PAXLST message containing the identity of passengers that are on the flight. Submissions for flight close-out are identified within the BGM segment with a document type code '266' and message function identifier of "CLOB" (Close-Out On-Board). The total number of passengers on the flight is identified in the CNT segment.

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+070322:0335+0000001++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070322:0335+1+UN+D:05B'	
UNH+5755176+PAXLST:D:05B:UN:IATA'	
BGM+266+CLOB'	Flight Close-Out w/ ON Board Passengers
RFF+TN:ABC1234:::1'	Transaction Reference and Message Sequence
NAD+MS+++JOHN SMITH'	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA567+++AA'	Flight number and Carrier Code
LOC+125+LHR'	Departure Info
DTM+189:0703221615:201'	Flight scheduled departure date/time
LOC+87+LAX'	Arrival Info
DTM+232:0703221905:201'	Flight scheduled arrival date/time
NAD+ZZZ'	
RFF+AVF:TYR123'	PNR Reservation ID
RFF+ABO:TYL001'	Aircraft operator Unique Passenger Reference identifier
NAD+ZZZ'	
RFF+AVF:TYR123'	PNR Reservation ID
RFF+ABO:TYL002'	Aircraft operator Unique Passenger Reference identifier
NAD+ZZZ'	
RFF+AVF:TYR123'	PNR Reservation ID
RFF+ABO:TYL003'	Aircraft operator Unique Passenger Reference identifier
NAD+ZZZ'	
RFF+AVF:TYR123'	PNR Reservation ID
RFF+ABO:TYL004'	Aircraft operator Unique Passenger Reference identifier
NAD+ZZZ'	
RFF+AVF:AABD55'	PNR Reservation ID
RFF+ABO:MCO001'	Aircraft operator Unique Passenger Reference identifier
NAD+ZZZ'	
RFF+AVF:AABD55'	PNR Reservation ID
RFF+ABO:MCO002'	Aircraft operator Unique Passenger Reference identifier
NAD+ZZZ'	
RFF+AVF:ZMJO6O'	PNR Reservation ID
RFF+ABO:VEF001'	Aircraft operator Unique Passenger Reference identifier
CNT+42:7'	
UNT+33+5755176'	
UNE+1+1'	
UNZ+1+0000001'	

B.18.1. DHS Response

```
UNA:+.? '
UNB+UNOA:4+USADHS+APIS*ABE+070322:0335+0000001++USADHS'
UNG+CUSRES+USADHS+XYZ AIRLINES+070322:0335+1+UN+D:05B'
UNH+5755176+CUSRES:D:05B:UN:IATA'
BGM+962'
RFF+TN:ABC1234:::1'
RFF+AF:AA567'
DTM+189:0703221615:201'
DTM+232:0703221905:201'
LOC+125+LHR'
LOC+87+LAX'
ERP+1'                                  DHS General Response ('1')
ERC+0'                                  '0' Denotes acknowledged by DHS
UNT+11+5755176'
UNE+1+1'
UNZ+1+0000001'
```

Note: The DHS response (CUSRES) message for a Flight Close-out message will be a DHS General Response identified by an ERP segment with a value of 1 (ERP+1). No passenger status will be returned on this type of DHS Response message. The returned ERC segment will contain a single code identifying acceptance of the message by DHS.

B.19. Flight Close out – Not On board (APIS Quick Query reporting)

Message sample identifies information reporting for AQQ purposes only.

The sample below illustrates a sample Flight Close-out PAXLST message containing the identity of passengers that did NOT board the aircraft previous to departure. Submissions for flight close-out with 'no-boards' are identified within the BGM segment with a document type code '266' and a message function identifier of "CLNB" (Close-Out No-Board). The total number of passengers on the flight is identified in the CNT segment.

```
UNA:+.? '
UNB+UNOA:4+APIS*ABE+USADHS+070322:0335+5++USADHS'
UNG+PAXLST+XYZ AIRLINES+USADHS+070322:0335+5+UN+D:05B'
UNH+5+PAXLST:D:05B:UN:IATA'
BGM+266+CLNB'                          < 'CLNB' Flight Close-Out w/ NOT on-Board Passengers
RFF+TN:ABC1234:::1'                    Transaction Reference and Message Sequence
NAD+MS+++JOHN SMITH'
COM+703-555-1212:TE+703-555-4545:FX'
TDT+20+AA567+++AA'                     Flight number and Carrier Code
LOC+125+LHR'                           Departure Info
DTM+189:0703221615:201'                Flight scheduled departure date/time
LOC+87+LAX'                            Arrival Info
DTM+232:0703221905:201'                Flight scheduled arrival date/time
NAD+ZZZ'
RFF+AVF:TYR123'                        PNR Reservation ID to be cancelled
RFF+ABO:TYL001'                        Aircraft operator Unique Passenger Reference identifier
CNT+42:7'
UNT+15+5'
UNE+1+5'
UNZ+1+5'
```

B.19.1. DHS Response

```
UNA:+.? '
UNB+UNOA:4+USADHS+APIS*ABE+070322:0335+5++USADHS'
UNG+CUSRES+USADHS+XYZ AIRLINES+070322:0335+5+UN+D:05B'
UNH+5+CUSRES:D:05B:UN:IATA'
BGM+962'
RFF+TN:ABC1234:::1'
RFF+AF:US1'
DTM+189:0703221615:201'
DTM+232:0703221905:201'
LOC+125+LHR'
LOC+87+LAX'
ERP+1'                          DHS General Response ('1')
ERC+0'                          '0' Denotes acknowledged by DHS
UNT+11+5'
UNE+1+5'
UNZ+1+5'
```

Note: The DHS response (CUSRES) message for a Flight Close-out message will be a DHS General Response identified by an ERP segment with a value of 1 (ERP+1). No passenger status will be returned on this type of DHS Response message. The returned ERC segment will contain a single code identifying acceptance of the message by DHS.

B.20. Crew and Passenger Combined Message

This example is NOT intended for AQQ or Secure Flight reporting. This example clarifies APIS reporting of combined passenger and crew information within a single transmission. Note the use of 'USCSAPIS' identifier in the UNB Interchange Receiver ID element.

Flight/Route: JL #16, NRT – SEA

This is an example of a transmission that contains both a Crew list and a Passenger list.

- There is one set of UNA, UNB, UNG, UNE, and UNZ segments for the entire transmission. The UNE group count is 2, since there are two lists.
- There are two UNH – UNT loops, or "messages," one for each list. Note that the first has a message reference of "PAX001," and the second has a reference of "PAX002."
- The first list (Crew) has a BGM value of 250; the second list (Passengers) has a BGM of 745. The order of the lists is not important.
- Since both lists should refer to the same flight, the segments in Groups 2 and 3 (TDT, LOC, DTM) for flight identification and itinerary are the same.

This example includes changes for TSA crew requirements:

- **BGM Flight Type code of "CC" (Passenger Flight, Crew Change)**
- **Home address for crew members on Group 4 NAD**
- **Place of Birth on Group 4 LOC**

Information may have intentionally been omitted from this example for space considerations.

```
UNA:+.? '
UNB+UNOA:4+AIR1:ZZ+USCSAPIS:ZZ+040219:1545+040219PXL0837++APIS'
UNG+PAXLST+AIR1+USCSAPIS+040219:1545+JLDC020319+UN+D:02B'
UNH+PAX001+PAXLST:D:02B:UN:IATA'          (Start of 1st UNH – UNT "message")
BGM+250+CC'                               (Crew list, for change of crew)
NAD+MS+++YOSHIKAZU SUZUKI'
COM+81 3 555 1000 X519:TE+81 3 555 6789:FX'
TDT+20+JL16+++JL'                         (Flight JL16)
LOC+125+NRT'                              (Departure from Narita)
DTM+189:0802191540:201'
LOC+87+SEA'                               (Arrival in Seattle)
DTM+232:0802200130:201'
NAD+FM+++KAWASHIMA:TAKATSUGU+1100 WATER ST+SEATTLE+WA+97611+USA'
ATT+2++M'
DTM+329:620907'
LOC+22+SEA'
LOC+178+NRT'
LOC+179+SEA'
LOC+174+JPN'                              (Japan resident – note NAD address)
```

LOC+180+JPN+:::OSAKA'	*(Place of Birth – no state/province name)*
EMP+1+CR2:110:111'	*(Status detail – CR2 flight attendant)*
NAT+2+JPN'	
DOC+P:110:111+KT2937AB7'	
DTM+36:051021'	
LOC+91+JPN'	
CNT+**41**:14'	*(Crew count)*
UNT+24+**PAX001**'	*(End of 1st UNH – UNT "message")*
UNH+**PAX002**+PAXLST:D:02B:UN:IATA'	*(Start of 2nd UNH – UNT "message")*
BGM+**745**'	*(**Passenger** list)*
NAD+MS+++YOSHIKAZU SUZUKI'	*(Same point of contact as Crew list)*
COM+81 3 555 1000 X519:TE+81 3 555 6789:FX'	
TDT+20+JL16+++JL'	*(Same flight/itinerary as Crew list)*
LOC+125+NRT'	
DTM+189:0802191540:201'	
LOC+87+SEA'	
DTM+232:0802200130:201'	
NAD+FL+++GATES:WILLIAM:R'	*(Address not required for U.S. citizens)*
ATT+2++M'	
DTM+329:600717'	
LOC+22+SEA'	
LOC+178+NRT'	
LOC+179+SEA'	
LOC+174+USA'	
NAT+2+USA'	
RFF+AVF+543234987'	
DOC+P:110:111+XY4262411'	
DTM+36:051021'	
LOC+91+USA'	
CNT+**42**:269'	*(Passenger count)*
UNT+23+**PAX002**'	*(End of 2nd UNH – UNT "message")*
UNE+2+JLDC020319'	
UNZ+1+040219PXL0837'	

B.21. Uniquely Identifying a Transmission and Messaging Order

Aircraft operators are required to provide passenger data for the following events to DHS as they may occur on a particular passenger reservation. Each must be reported to DHS on separate PAXLST messages in the order in which they occur.

- Adds
- Updates (Qualified and Non-Qualified)
- Reduction in Party
- Cancellation of Reservation

This reporting requirement is accommodated and identified through the use of the Transaction Reference Number (TRN) and message sequence number, both mapped to RFF segment. When provided, the RFF in its entirety will be echoed back in the CUSRES message.

Note: Use of the TRN and the message sequence number for chronological representation is optional. The use of the message sequence number for subsequent message processing is supported by Secure Flight only.

Table 15: Transmission and Sequence of Order Identifiers

Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Transaction Reference Number	• Reference code qualifier • Reference identifiers • Revision identifiers	Entire segment is conditional/ optional. Used at the discretion of the aircraft operator to manage messages		**Group 0 RFF + TN /** 1154

Transaction Reference Number

The value in this data element represents a Transaction Reference Number (TRN) that may be used by the carrier system to track/reconcile responses from DHS air passenger reporting systems. The value in this element will be returned in the DHS response message (CUSRES) within the RFF segment in that message. Up to 25 bytes of data may be sent in this elemen**t. The value assigned by the Aircraft Operator may contain alpha and numeric characters, and may include pound sign (#), dash (-), and period (.).**

Message Sequence Number

The numeric value in this data element may be used to identify the sequence of the message as relates to chronological updates applied to the same passenger manifest. The sequence number should be incremented by +1 to reflect the implied revision sequence to the manifest.

Common Access Reference

This element appears on the UNH segment and may be used as a message response verification reference similar to that of the TRN identified above. The value sent by the aircraft operator in this data element will be returned similarly on the UNH segment within the CUSRES message set.

Message Example

The following domestic messages highlight the usage of the Transaction Reference Number and the Message Sequence Number within the RFF segment.

The following examples depict the sequence of two transmissions. The 1st transmission contains a passenger name. The 2nd transmission contains additional information collected on the passenger. The order of events (e.g., initial data collection, followed by additional collection) is communicated using the message sequence number.

1st Transmission: Collection of Passenger Itinerary and name information for a specific reservation. Aircraft Operator assigns a Transaction Reference Number of "AJYTR1070219" to the transmission for system tracking purposes. The following example assumes that this is the first transmission for this passenger reservation number of "Z2JM6O". The Message sequence number is initialized to "1".

UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+070218:1545+000000001++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070218:1545+1+UN+D:05B'	
UNH+PAX001+PAXLST:D:05B:UN:IATA'	
BGM+745'	Passenger List
RFF+TN:AJYTR1070219:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++JOHN SMITH'	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA124+++AA'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189:0702181840:201'	Flight scheduled departure date/time
LOC+92+JFK'	Arrival Info
DTM+232:0702181955:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD'	Surname and First Name
LOC+178+ORD'	Passenger started journey
LOC+179+JFK'	Passenger's destination
RFF+AVF:Z2JM6O'	**Passenger identification (PNR)**
RFF+ABO:ABC123'	Aircraft operator Unique Passenger reference identifier
CNT+42:1'	Represents the total passengers reported in this transmission.
UNT+16+PAX001'	
UNE+1+1'	
UNZ+1+000000001'	

2nd Transmission: Aircraft operator now collects the date of birth and gender for passenger reservation number of “Z2JM6O”. This type of data collection is classified has a qualified change to the passenger reservation and requires a 2nd transmission. Aircraft Operator retains the Transaction Reference Number of “AJYTR1070219” for system tracking purposes and increments the message sequence number to ‘2’. The message type is a ‘CP’ – Change Passenger’.

UNA:+.? ‘ UNB+UNOA:4+APIS*ABE+USADHS+070218:1545+000000001++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070218:1545+1+UN+D:05B'	
UNH+PAX001+PAXLST:D:05B:UN:IATA'	
BGM+745+CP'	‘Change’ Passenger
RFF+TN:AJYTR1070219:::2’	Transaction Reference Number and Message Sequence number
NAD+MS+++JOHN SMITH’	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA124+++AA'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189:0702181840:201'	Flight scheduled departure date/time
LOC+92+JFK'	Arrival Info
DTM+232:0702181955:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD’	Surname and First Name
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
GEI+4+ZZZ’	Verified Information
LOC+178+ORD’	Passenger started journey
LOC+179+JFK’	Passenger’s destination
RFF+AVF:Z2JM6O’	**Passenger identification (PNR)**
RFF+ABO:ABC123’	Aircraft operator Unique Passenger reference identifier
CNT+42:1’	Represents the total passengers reported in this transmission.
UNT+19+PAX001'	
UNE+1+1'	
UNZ+1+000000001'	

The above examples demonstrate the usage of the message sequence number to reflect the implied revision sequence to the manifest. This method should also be performed when transmitting:

- Non-Qualified Changes
- Reduction in party
- Cancellation of Reservation

B.22. Uniquely Identifying a Passenger

A Passenger Record Number Locator, or equivalent unique identifier must be provided. This unique identifier shall be used by DHS in the response message and any required acknowledgements from the aircraft operator. This requirement is accommodated through the usage of multiple RFF segments. A passenger name record locator must be provided using the RFF segment with a function qualifier of "AVF". If the passenger name record locator is not unique, or not available, the aircraft operator must send a value in the RFF using a derived default value of up to 6 bytes of data. A Unique Passenger Reference (UPR) identifier must also be provided using the RFF segment with a function qualifier of "ABO". **The value assigned by the aircraft operator for the UPR may contain alpha and numeric characters, and may include pound sign (#), dash (-), and period (.).**
All RFF segments provided will be echoed back in their entirety within the CUSRES response message.

Table 16: Passenger Unique Identifiers

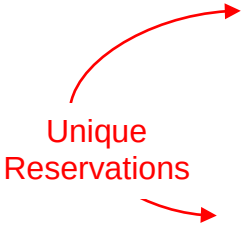
Data Element	Sub-elements	Conditions	Format / Values	PAXLST Segment(s) (+ Function Qualifier Code) / Element(s)
Passenger Name Record locator		If available	Maximum of 6 characters. Alphabetic and numeric characters	**Group 4 RFF + AVF** / 1154
Aircraft operator Unique Passenger Reference identifier		When Passenger Name Record Locator is not available or does not uniquely identify a passenger.	Maximum of 25 characters. Alphabetic and numeric characters	**Group 4 RFF + ABO** / 1154

Table 17: Passenger Unique identifiers (RFF segments)

Segment	Conditions for Usage
RFF+AVF RFF+ABO	RFF+AVF contains PNR locator. RFF+ABO would contain unique default value assigned by Aircraft Operator system.
RFF+AVF RFF+ABO	RFF+AVF contains a group reservation PNR locator. The RFF+ABO is used to uniquely identify a passenger within this group reservation
RFF+AVF RFF+ABO	Aircraft Operators without reservation numbers. RFF+AVF would contain default value assigned by Aircraft Operator system.

The following domestic messages highlight the usage of the Passenger Name Record locator and aircraft operator unique passenger reference identifier within the RFF segment.

Individual Reservation example. RFF+AVF uniquely identifies passengers
RFF+ABO contains default value of '1'.



UNA:+.? '	
UNB+UNOA:4+APIS*ABE+USADHS+070219:1545+3++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070219:1545+3+UN+D:05B'	
UNH+3+PAXLST:D:05B:UN:IATA'	
BGM+745'	Passenger List
RFF+TN:AJYTR1070219:::1'	Transaction Reference Number and Message Sequence number
NAD+MS+++JOHN SMITH'	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA124+++AA'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189:0702191840:201'	Flight scheduled departure date/time
LOC+92+JFK'	Arrival Info
DTM+232:0702191955:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD'	Surname and First Name
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+178+ORD'	Passenger started journey
LOC+179+JFK'	Passenger's destination
RFF+AVF:Z2JM6O'	**Passenger identification (PNR)**
RFF+ABO:1	**Default value assigned by Aircraft Operator system.**
NAD+FL+++LANG:KRISTIN'	Surname and First Name
ATT+2++F'	Gender
DTM+329:600606'	Date of Birth
LOC+178+ORD'	Passenger started journey
LOC+179+JFK'	Passenger's destination
RFF+AVF:Z2JM6P'	**Passenger identification (PNR)**
RFF+ABO:1	**Default value assigned by Aircraft Operator system.**
CNT+42:2'	Represents the total passengers reported in this transmission.
UNT+24+3'	
UNE+1+3'	
UNZ+1+3'	

Resulting CUSRES message

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1545+3++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1545+3+UN+D:05B'	
UNH+3+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:AA124'	Flight number
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD’	Departure Info
LOC+92+JFK'	Arrival Info
ERP+2'	
RFF+AVF:Z2JM6O’	**Passenger identification (PNR)**
RFF+ABO:1	**Default value assigned by Aircraft Operator system.**
ERC+0Z'	‘0’ Denotes passenger ‘Clear’ ‘Z’ Denotes ESTA status not applicable
ERP+2'	
RFF+AVF:Z2JM6P’	**Passenger identification (PNR)**
RFF+ABO:1	**Default value assigned by Aircraft Operator system.**
ERC+0Z'	‘0’ Denotes passenger ‘Clear’ ‘Z’ Denotes ESTA status not applicable
UNT+15+3’	
UNE+1+3’	
UNZ+1+3’	

Group Reservation example. RFF+AVF are the same
RFF+ABO uniquely identifies passengers.

UNA:+.? ‘	
UNB+UNOA:4+APIS*ABE+USADHS+070219:1545+56++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070219:1545+1+UN+D:05B'	
UNH+1+PAXLST:D:05B:UN:IATA'	
BGM+745'	Passenger List
RFF+TN:AJYTR1070219:::1’	Transaction Reference Number and Message Sequence number
NAD+MS+++JOHN SMITH’	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA124+++AA'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189:0702191840:201'	Flight scheduled departure date/time
LOC+92+JFK'	Arrival Info
DTM+232:0702191955:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD’	Surname and First Name
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+178+ORD’	Passenger started journey
LOC+179+JFK’	Passenger’s destination
RFF+AVF:Z2JM6O’	**Passenger identification (PNR)**
RFF+ABO:0577660515466’	Aircraft operator Unique Passenger Reference identifier
NAD+FL+++LANG:KRISTIN'	Surname and First Name
ATT+2++F’	Gender
DTM+329:600606'	Date of Birth
LOC+178+ORD’	Passenger started journey
LOC+179+JFK’	Passenger’s destination
RFF+AVF:Z2JM6O’	**Passenger identification (PNR)**
RFF+ABO:0577660515467’	Aircraft operator Unique Passenger Reference identifier
CNT+42:2'	Represents the total passengers reported in this transmission.
UNT+26+1’	
UNE+1+1’’	
UNZ+1+56’	

Group Reservation

Uniquely identifies passenger within Group Reservation

Resulting CUSRES message

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1545+56++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1545+1+UN+D:05B'	
UNH+1+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:AA124'	Flight number
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD’	Departure Info
LOC+92+JFK'	Arrival Info
ERP+2'	
RFF+AVF:Z2JM6O’	**Passenger identification (PNR)**
RFF+ABO:0577660515466’	Aircraft operator Unique Passenger Reference identifier
ERC+0Z'	‘0’ Denotes passenger ‘Clear’ ‘Z’ Denotes ESTA status not applicable
ERP+2'	
RFF+AVF:Z2JM6O’	**Passenger identification (PNR)**
RFF+ABO:0577660515467’	Aircraft operator Unique Passenger Reference identifier
ERC+0Z'	‘0’ Denotes passenger ‘Clear’ ‘Z’ Denotes ESTA status not applicable
UNT+17+1’	
UNE+1+1’	
UNZ+1+56	

No PNR available example: RFF+AVF is not available
RFF+ABO uniquely identifies passengers.

UNA:+.? ‘	
UNB+UNOA:4+APIS*ABE+USADHS+070219:1545+123++USADHS'	
UNG+PAXLST+XYZ AIRLINES+USADHS+070219:1545+1+UN+D:05B'	
UNH+123+PAXLST:D:05B:UN:IATA'	
BGM+745'	Passenger List
RFF+TN:AJYTR1070219:::1’	Transaction Reference Number and Message Sequence number
NAD+MS+++JOHN SMITH’	
COM+703-555-1212:TE+703-555-4545:FX'	
TDT+20+AA124+++AA'	Flight number and Carrier Code
LOC+92+ORD'	Departure Info
DTM+189:0702191840:201'	Flight scheduled departure date/time
LOC+92+JFK'	Arrival Info
DTM+232:0702191955:201'	Flight scheduled arrival date/time
NAD+FL+++BARRETT:TODD’	Surname and First Name
ATT+2++M'	Gender
DTM+329:680223'	Date of Birth
LOC+178+ORD’	Passenger started journey
LOC+179+JFK’	Passenger’s destination
RFF+AVF:123456’	**Unique value assigned by Aircraft Operator system consistent with Record Locator data element**
RFF+ABO:ABCDEF1234’	Aircraft operator Unique Passenger Reference identifier
NAD+FL+++LANG:KRISTIN'	Surname and First Name
ATT+2++F’	Gender
DTM+329:600606'	Date of Birth
LOC+178+ORD’	Passenger started journey
LOC+179+JFK’	Passenger’s destination
RFF+AVF:123456’	**Unique value assigned by Aircraft Operator system consistent with Record Locator data element**
RFF+ABO:ABCDEF5678’	Aircraft operator Unique Passenger Reference identifier
CNT+42:2'	Represents the total passengers reported in this transmission.
UNT+24+123’	
UNE+1+1'	
UNZ+1+123’	

Uniquely identifies passenger

Resulting CUSRES message

UNA:+.? ‘	
UNB+UNOA:4+USADHS+APIS*ABE+070219:1545+123++USADHS'	
UNG+CUSRES+USADHS+XYZ AIRLINES+070219:1545+1+UN+D:05B'	
UNH+123+CUSRES:D:05B:UN:IATA'	
BGM+962'	
RFF+TN:AJYTR1070219:::1’	Transaction Reference Number and Message Sequence number
RFF+AF:AA124'	Flight number
DTM+189:0702191840:201'	Flight scheduled departure date/time
DTM+232:0702191955:201'	Flight scheduled arrival date/time
LOC+92+ORD’	Departure Info
LOC+92+JFK'	Arrival Info
ERP+2'	
RFF+AVF:123456’	**Default value assigned by Aircraft Operator system.**
RFF+ABO:ABCDEF1234’	Aircraft operator Unique Passenger Reference identifier
ERC+0Z'	‘0’ Denotes passenger ‘Clear’ ‘Z’ Denotes ESTA status not applicable
ERP+2'	
RFF+AVF:123456’	**Default value assigned by Aircraft Operator system.**
RFF+ABO:ABCDEF5678’	Aircraft operator Unique Passenger Reference identifier
ERC+0Z'	‘0’ Denotes passenger ‘Clear’ 'Z' Denotes ESTA status not applicable
UNT+15+123’	
UNE+1+1’	
UNZ+1+123’	

Appendix C. U.S. State Codes

The following table contains valid U.S. State codes in ascending order by State Name. Some of these codes might not be valid for purposes of reporting the U.S. Destination Address. Refer to CBP regulations for details.

Table 18: U.S. State Codes

State Name/Description	Code
ALABAMA	AL
ALASKA	AK
AMERICAN SAMOA	AQ
APO/FPO MILITARY (ZIPS 090-098)	AE
APO/FPO MILITARY (ZIPS 340)	AA
APO/FPO MILITARY (ZIPS 962-966)	AP
ARIZONA	AZ
ARKANSAS	AR
CALIFORNIA	CA
CANTON & ENDERBURY ISLANDS	EQ
COLORADO	CO
CONNECTICUT	CT
DELAWARE	DE
DISTRICT OF COLUMBIA	DC
FLORIDA	FL
FOREIGN COUNTRIES	XX
GEORGIA	GA
GUAM	GQ
HAWAII	HI
IDAHO	ID
ILLINOIS	IL
INDEPENDENT INDIAN NATION	II
INDIANA	IN
IOWA	IA
JOHNSTON ATOLL	JQ
KANSAS	KS
KENTUCKY	KY
LOUISIANA	LA
MAINE	ME
MARYLAND	MD
MASSACHUSETTS	MA
MICHIGAN	MI
MIDWAY ISLANDS	MQ
MINNESOTA	MN
MISSISSIPPI	MS
MISSOURI	MO
MONTANA	MT
NEBRASKA	NE
NEVADA	NV
NEW HAMPSHIRE	NH
NEW JERSEY	NJ

State Name/Description	Code
NEW MEXICO	NM
NEW YORK	NY
NORTH CAROLINA	NC
NORTH DAKOTA	ND
NORTH MARIANA ISLANDS	CQ
OHIO	OH
OKLAHOMA	OK
OREGON	OR
PENNSYLVANIA	PA
PUERTO RICO	RQ
RHODE ISLAND	RI
RYUKYU ISL - SO.	YQ
SOUTH CAROLINA	SC
SOUTH DAKOTA	SD
SWAN ISLANDS	SQ
TENNESSEE	TN
TEXAS	TX
TRUST TERRITORY OF PACIFIC ISLANDS	TQ
U.S. MISCELLANEOUS CARIBBEAN	BQ
U.S. MISCELLANEOUS PACIFIC ISLANDS	IQ
UNKNOWN - OTHER STATE	UN
UTAH	UT
VERMONT	VT
VIRGIN ISLANDS	VQ
VIRGINIA	VA
WAKE ISLAND	WQ
WASHINGTON	WA
WEST VIRGINIA	WV
WISCONSIN	WI
WYOMING	WY

Appendix D. Coding Rules for TSA Crew Member Reporting

D.1. Introduction

This appendix describes the requirements and rules for using APIS to report crew member data to comply with the Transportation Security Administration (TSA) requirements. Requirements are described for the electronic submission of:

- APIS Crew Manifests
- Master Crew List (MCL)

For the most part, these messages are coded the same way as for passenger manifests, as described in Appendix “A”. However, there are some important differences, which are described in this section.

D.1.1. Data Requirements

The following data elements shall be transmitted to fulfill both APIS crew manifest and Master Crew List (MCL) requirements:

- Flight Crew Status
- Last Name
- First Name
- Middle Name
- Date of Birth
- Gender
- Document Type
- Document Number
- Document Country Code
- Pilot License Number and Issuing Country Code
- Country of Residence
- Home Address
- Place of Birth

Refer to the table of MCL data elements and their coding rules in section 2.4 for more details.

D.1.2. APIS Crew Manifest

Carriers shall communicate the following crew manifests for both passenger and cargo flights:

- Crew members of passenger and cargo flights arriving into the United States
- Crew members of passenger and cargo flights departing the United States
- Crew members of passenger and cargo flights overflying the United States
- Crew members serving on flights arriving internationally, with domestic continuance to other U.S. airports (foreign carriers only)
- Crew members that serve on flights inside the United States with domestic continuance on to U.S. airports, prior to an international departure (foreign carriers only)
- Crew changes for all such flights, except overflights.

Carriers are required to identify each crew manifest by suffixing the flight number with one of the codes identified in Table 10, “Crew Manifest Flight Type Codes”:

Table 19: Crew Manifest Flight Type Codes

Code	Definition
C	Passenger Flight, Regularly Scheduled Crew
CC	Passenger Flight, Crew Change
B	Cargo Flight, Regularly Scheduled Crew
BC	Cargo Flight, Crew Change
A	Overflight, Passenger Flights
D	Overflight, Cargo Flights
E	Domestic Continuance, Passenger Flight, Regularly Scheduled Crew
EC	Domestic Continuance, Passenger Flight, Crew Change
F	Domestic Continuance, Cargo Flight, Regularly Scheduled Crew
FC	Domestic Continuance, Cargo Flight, Crew Change
G	Master Crew List, Add Record
H	Master Crew List, Delete Record
I	Master Crew List, Change Record

The absence of one of the above Crew Manifest Flight Type Codes will designate the submission as a passenger manifest and not as a Crew Manifest.

Carriers are required to identify the status of each crew member on a passenger or all-Cargo flight. “Non-crew members” on all-Cargo flights must also be reported and identified. Use one of the codes identified in Table 11 – “Status Identification Codes”:

Table 20: Status Identification Codes

Code	Definition
FM	“Crew members” include pilots, copilots, flight engineers, airline management personnel, cabin crew, and any relief or deadheading personnel in any of these categories.
CR1	Cockpit crew and individuals inside cockpit.

Code	Definition
CR2	Cabin crew (e.g. flight attendants).
CR3	Airline operations management with cockpit access (e.g. instructors, safety personnel)
CR4	Cargo non-cockpit crew and "non-crew" members. This includes aircraft operator employees, family members, and persons transported for the safety of the flight (e.g. animal handlers) who are not classified as one of the "crew member" groups. **Applies only to all-cargo flights.**
CR5	Pilots on board but not on duty (e.g. deadhead)

Coding rules for crew member manifests are normally the same as for passenger manifests, as described in Appendix "A" with exceptions noted for crew members. (Also refer to specific business data element coding requirements listed in Section 2.5 / Table 6, "Coding Rules for Arrival Manifest Data – Crew and Non-Crew" and Section 2.6 / Table 7, "Coding Rules for Departure Manifest Data – Crew and Non-Crew".) The following rules for coding the Group 3 Flight Itinerary are different enough to be described in this section:

Coding Rules: Group 3 – Flight Itinerary

There are some important differences in coding Group 3 between passenger manifests, crew member manifests, and Master Crew Lists. This section applies only to crew member manifests – passenger manifests are described in Appendix A.3 and Master Crew List coding rules are described in Appendix D.2.

This group is subordinate to Group 2. In the WCO/IATA/ICAO standard, it consists of 2 to 10 loops, each containing a LOC segment and 1 or 2 DTM segments. The LOC reports an airport in the flight's itinerary, and the DTM(s) report the scheduled Arrival and Departure date/time at that airport (in the local time zone).

Maximum and minimum number of LOC – DTM loops:

- *"Domestic Continuance" manifests*:

  A Domestic Continuance manifest is only required if: (a) the carrier is a foreign-flagged carrier; and (b) the flight arrives at or departs from a U.S airport; and (c) the crew list on the flight for any segment within the U.S. differs from the crew list when the flight crossed the U.S. border. (For example, an inbound flight picks up a crew member in the U.S. and proceeds to another U.S. airport, or a crew member on an outbound flight boarded at one U.S. airport then leaves the flight before the flight departs the U.S.) If this is not the case, a Domestic Continuance manifest is not needed – the flight is reported as a normal passenger or all-cargo flight, and the maximum and minimum number of LOC-DTM loops is the same as that stated in Appendix A.3.

  - All U.S. segments must be reported, using a Location Function Code Qualifier of "92". Report a maximum of 9 such airports. Only one foreign airport is reported:

- On inbound flights, it is the airport of the last foreign departure before arrival in the U.S., and has a Location Function Code Qualifier of “125”.
- On outbound flights, it is the airport of the first foreign arrival after departure from the U.S., and has a Location Function Code Qualifier of “87”.

- *“Overflight” manifests:*
  An Overflight manifest overflies U.S. territory without ever landing at a U.S. airport. (It may land at a U.S. pre-clearance airport, e.g. Montreal, located in a foreign country.)

  - Only report the airports where the flight lands immediately before and immediately after overflying U.S. territory, using Location Function Code Qualifiers “125” (location of departure) and “87” (location of arrival). Normally, there will only be 2 such airports.

“Progressive”, Pre-clearance, and Final Destination airports:

- “Progressive” flights are considered the same as “domestic continuance” flights, and are coded using the rules in the “Maximum and minimum number of LOC-DTM Loops” section described above.

- “Pre-clearance” of inbound travelers is done at a few foreign airports before the flight departs for entry into the U.S. (for example, in Montreal for a flight to New York). These flights are coded using the same rules as Appendix A.3.

- Final destination is coded using the same rules as Appendix A.3.

- A flight that transits through the U.S. must be reported as both an Inbound and an Outbound flight in two separate PAXLST messages.

Date/Time Reporting:

- This follows the same rules as Appendix A.3.

Flights Transiting Through the U.S.:

- If a flight transits through the U.S., it must be reported as both an Inbound flight and an Outbound flight in two separate PAXLST messages.

D.1.3. Master Crew List

Carriers are required to electronically transmit a list via APIS of all employed crew members, using the same mechanism as used to transmit crew member(s) of scheduled flights. This electronic transmission does not constitute a real flight arrival, departure, or overflight. Its sole purpose is to allow TSA to electronically receive and "authorize" a carrier's crew member(s). **Crew members who have not been authorized prior to serving on one of the flight types in Table 10 – "Crew Manifest Flight Type Codes" may be detained upon arrival in the U.S, and the carrier may face penalties.**

Coding rules for MCLs shall follow the UN/EDIFACT message syntax standards defined in this Implementation Guide. These are normally the same as for passenger manifests, as described in Appendix "A" with exceptions noted for crew members and MCLs. (Also, refer to Section 2.4 / Table 5, "Coding Rules for TSA Master Crew List Data" for requirements of specific data elements.) Following is a list of specific exceptions or clarifications to the Appendix "A" rules:

- In the UNB segment, Sender ID, for all senders, shall always read 'MCCL*TSA'. This is regardless of the Sender ID used for any other type of APIS transmission.

- In the BGM segment, Document Identifier will be 'G' for adds (i.e. a new crew member), 'H' for deletes (i.e. the crew member is to be removed from the MCL), or 'I' for changes (to a previously filed crew member).

- In the TDT segment:
  - Flight Number format shall be 'cccxxMCL' where:
    - 'ccc' is the carrier's IATA carrier code (either 2 or 3 characters)
    - 'xx' is a sequence number (01-99). The first MCL sent on a given day will have "01", the second "02", up to "99". (There is a limit of 99 MCL messages on any given day.)
  - A single transaction must not exceed 5,000 crew members. Multiple transactions shall be required for carriers with an MCL that exceeds 5,000 crew members. As described above in the flight number format, the carrier shall increment the sequence number for each transaction that reports additional crew members on the same day.

- Group 3 Flight Itinerary:
  Only 2 "airports" are coded:
  - First "airport":
    - The LOC segment must have a Location Function Code Qualifier of "188" (for Filing Location), and a Location Name Code of "XXX".
    - The DTM segment must have a Location Function Code Qualifier of "554" (for Filing Date), and the current date in YYMMDD format. (If the date is formatted as CCYYMMDD, a Date/Time Period Format Code of "102" must follow the date.)

- Second “airport”:
  - The LOC segment must have a Location Function Code Qualifier of “172” (for Reporting Location), and a Location Name Code of “TST”.
  - The DTM segment must have a Location Function Code Qualifier of “554” (for Filing Date), and the current date in YYMMDD format. (If the date is formatted as CCYYMMDD, a Date/Time Period Format Code of “102” must follow the date.)
- Subsequent transactions that add, delete, or update crew members shall have DTM segment to report the date of when the addition, deletion, or update occurred.

D.2. Master Crew List Coding Examples

D.2.1. Master Crew List, Adding Crew Member Records

Description

This message is used to report additions to the list of crew members that might be assigned to one of the carrier's flights for which manifests must be reported. Section G.1.3, Table 10 – "Crew Manifest Flight Type Codes" lists those types of flights. The coding rules for individual data elements are described in Section 2.4, Table 5, "Coding Rules for TSA Master Crew List (MCL) Data". (*Note the use of 'USCSAPIS' identifier in the UNB Interchange Receiver ID element.)*

Example

> Flight/Route: Lufthansa is the carrier. There is no flight / route – the MCL is not for a specific flight. The TDT flight number is always the same for a given carrier, except for a sequence number within the date of the report (on Group 3 DTMs following the Group 3 LOCs). The Group 3 LOC segments have fixed values. Since the MCL is not for a specific flight, there is no itinerary for the crew members.

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '
UNB+UNOA:4+MCCL*TSA:ZZ+**USCSAPIS**:ZZ+040227:1235+000000001++APIS'
UNG+PAXLST+MCCL*TSA+USCSAPIS+040227:1235+1+UN+D:02B'
UNH+PAX001+PAXLST:D:02B:UN:CBP'
BGM+**336+G**' *("336" is always used on an MCL; "G" is an "Add")*
NAD+MS+++GUNTHER STRAUSS'
TDT+20+**LH01MCL+++LH**' *(Lufthansa, Sequence "01")*
LOC+188+**XXX**'
DTM+554:040227' *(Filing date of the MCL addition)*
LOC+172+**TST**'
DTM+554:040227'
NAD+**FM**+++SCHMIDT:JOHANN**+LANGE STRASSE 5-9+FRANKFURT++RHEIN+GER**'
(Includes home address)
ATT+2++M'
DTM+329:650716'
LOC+174+GER'
LOC+180+GER+:::HAMBURG' *(Place of Birth)*
EMP+1+CR1:110:111' *(Status details – pilot)*
NAT+2+GER'
DOC+P+987345384'
DTM+36:051021'
LOC+91+GER'
DOC+L:**110:111**+12345678' *(Document Type "L" for Pilot's License)*
LOC+91+GER' *(German-issued license)*
CNT+**41**:1' *(1 total crew reported on this MCL message)*

UNT+21+PAX001' *(21 segments in UNH – UNT "message")*
UNE+1+1'
UNZ+1+000000001'

D.2.2. Master Crew List, Deleting Crew Member Records

Description
This message is used to report deletions of crew members from a previously reported MCL (refer to section G.2.1 "Master Crew List, Adding Crew Member Records"). The data reported in this transaction will identify the crew member to be deleted. The BGM Document Identifier / Flight Type will have a suffix of "H" instead of "G".

Example
The following example represents a manifest that reports deletions of previously reported crew members. Only the BGM line is shown – all other aspects of the manifest are the same as in example G.2.1, and must be used for adequate processing.

BGM+**336+H**' *("336" is always used on an MCL; "H" is a "Delete")*

Note: A crew member previously reported on an MCL will not be deleted unless an exact match can be found to a previous record. At minimum, this requires the following crew member identification:

- **Last and First Names (and Middle, if previously reported)**
- **Date of Birth**

Additional data elements will help ensure a successful deletion, and reduce the need to resolve duplicate or missing crew members. These elements include:

- **Gender**
- **Document Type, Number, and Issuing Country**
- **Pilot License number and country of issuance118**

D.2.3. Master Crew List, Changing Crew Member Records

Description
This message is used to report changes to data values for crew members who have previously been reported on an MCL transaction (refer to section G.2.1 "Master Crew List, Adding Crew Member Records"). The data reported in this transaction will replace previously reported data, therefore all data elements must be reported, not just those being changed. Change records will resemble the "Master Crew List, Adding Crew member Records" transaction, but the BGM Document Identifier / Flight Type will have a suffix of "I" instead of "G".

Example
The following example represents a manifest that reports changes to previously reported crew members. Only the BGM line is shown – all other aspects of the manifest are the same as in example G.2.1, and must be used for adequate processing.

BGM+**336+I**' *("336" is always used on an MCL; "I" is a "Change")*

D.3. Flight Manifest Coding Examples

D.3.1. Passenger Flight, Regularly Scheduled Crew

Description
This reports the crew members scheduled to work a flight. It must be filed no later than 1 hour before scheduled takeoff from the last foreign port of departure for the U.S. The flight number has a suffix of "C". (*Note the use of 'USCSAPIS' identifier in the UNB Interchange Receiver ID element.)*

Example

Flight/Route: Quantas #123, SYD – HNL

The reported crew member (a pilot) is a Canadian citizen residing in the U.S. Note the time difference of more than 1 hour between the UNB / UNG (12:35) and the departure DTM (15:40) segments. This example includes changes for new TSA crew requirements:

- Flight Type of "C" on the BGM (Passenger Flight, Regularly Scheduled Crew)
- Home address for crew members on Group 4 NAD
- Place of Birth on Group 4 LOC
- Status details code on Group 4 EMP
- Document (Group 5 DOC) and Place of Issue (Group 5 LOC) for Pilot's License

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '
UNB+UNOA:4+AIR1:ZZ+**USCSAPIS**:ZZ+040219:**1235**+000000001++APIS'
UNG+PAXLST+AIR1+USCSAPIS+040219:**1235**+1+UN+D:02B'
UNH+PAX001+PAXLST:D:02B:UN:IATA'
BGM+**250+C**' *(This is a Crew list, with Flight Type "C")*
NAD+MS+++JOHN SMYTHE'
TDT+20+UA123+++UA'
LOC+125+SYD'
DTM+189:080219**1540**:201' *(Departure from Sydney at 15:40)*
LOC+87+HNL'
DTM+232:0802200130:201'
NAD+**FM**+++CLARK:MICHAEL**+123 E MAIN ST+NEW YORK+NY+10053+USA**'
(Home address)
ATT+2++M'
DTM+329:720907'
LOC+22+HNL'
LOC+178+SYD'
LOC+179+HNL'
LOC+174+USA' *(U.S. resident)*

LOC+180+CAN+:::TORONTO+:::ONTARIO'	*(Place of Birth)*
EMP+1+CR1:110:111'	*(Status "CR1" – cockpit crew)*
NAT+2+CAN'	
DOC+P+MB1402411'	
DTM+36:051021'	
LOC+91+CAN'	
DOC+**L**:110:111+12345678'	*(Document Type "L" for Pilot's License)*
LOC+91+**CAN**'	*(Canadian-issued license)*
CNT+**41**:14'	*(14 crew on flight; "41" used for Crew)*
UNT+25+PAX001'	*(25 segments in UNH – UNT "message")*
UNE+1+1'	
UNZ+1+000000001'	

D.3.2. Passenger Flight, Crew Change

Description
A crew "change" means that a carrier is submitting additional and/or replacement crew members for the flight less than 1 hour prior to the flight's departure. (Do not report crew member deletions from the flight via APIS transmissions.) A crew change does not represent data value changes, such as document number or address, for crew members who have already been reported for the flight.

It differs from a "Passenger Flight Regularly Scheduled Crew" manifest by having a BGM Flight Type Code of "CC". (*Note the use of 'USCSAPIS' identifier in the UNB Interchange Receiver ID element.)*

Example

Flight/Route: JL #16, NRT – SEA

A crew member has been added to a flight less than 1 hour before takeoff for the U.S. from the last foreign port of departure. Note the time difference of less than 1 hour between the UNB / UNG (15:20) and the departure DTM (15:40) segments. This example includes changes for new TSA crew requirements:

- Flight Type of "CC" on the BGM (Passenger Flight, Crew Change)
- Home address for crew members on Group 4 NAD
- Place of Birth on Group 4 LOC

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? '
UNB+UNOA:4+AIR1:ZZ+**USCSAPIS**:ZZ+040219:**1520**+040219PXL0837++APIS'
UNG+PAXLST+AIR1+USCSAPIS+040219:**1520**+JLDC020319+UN+D:02B'
UNH+**PAX001**+PAXLST:D:02B:UN:IATA' *(Start of 1st UNH – UNT "message")*
BGM+**250+CC**' *(Crew list – change)*
NAD+MS+++YOSHIKAZU SUZUKI'
COM+81 3 555 1000 X519:TE+81 3 555 6789:FX'
TDT+20+JL16+++JL'
LOC+125+NRT'
DTM+189:080219**1540**:201' *(Departure from Narita at 15:40)*
LOC+87+SEA'
DTM+232:0802200130:201'
NAD+**FM**+++KAWASHIMA:TAKATSUGU**+1100 WATER ST+SEATTLE+WA+97611+USA**'
(Home address)
ATT+2++M'
DTM+329:620907'
LOC+22+SEA'
LOC+178+NRT'
LOC+179+SEA'

LOC+174+USA’
LOC+180+JPN+:::OSAKA’ *(Place of Birth – no state/province name)*
EMP+1+CR2:110:111’ *(Status “CR2” – flight attendant)*
NAT+2+JPN’
DOC+P:110:111+KT2937AB7’
DTM+36:051021’
LOC+91+JPN’
CNT+**41**:14’ *(Crew count <u>after</u> change)*
UNT+22+**PAX001**’

D.3.3. Cargo Flight, Regularly Scheduled Crew

Description
A cargo flight is one that does not transport paying passengers. APIS should never receive a passenger manifest for a cargo flight. However, any “non-crew members” on the flight (as described in Table 11 – “Status Identification Codes”) must be reported on the crew manifest using a Group 4 NAD segment Party Function Qualifier Code (“Status”) of “CR4”.

A “Cargo Flight Regularly Scheduled Crew” manifest differs from a “Passenger Flight Regularly Scheduled Crew” manifest by having a Flight Type of “B” on the BGM.

Example
The only difference from example G.3.1 is the BGM segment.

BGM+**250+B**’ *(Flight Type of ‘B’ for cargo flight, scheduled crew)*

D.3.4. Cargo Flight, Crew Change

Description
A crew "change" means that a carrier is submitting additional and/or replacement crew members for the flight less than 1 hour prior to the flight's departure. (Do not report crew member deletions from the flight via APIS transmissions.) A crew change does not represent data value changes, such as document number or address, for crew members who have already been reported for the flight.

It differs from a "Cargo Flight, Regularly Scheduled Crew" manifest by having a Flight Type of "BC" on the BGM.

Also, all-cargo flight manifests must report any "non-crew" crew on board, using a Group 4 NAD segment Party Function Qualifier Code ("Status") of "CR4" (refer to Table 11 – "Status Identification Codes").

Example
The only difference from example G.3.2 is the BGM segment.

BGM+**250+BC**' *(Flight Type of 'BC' for cargo flight, crew change)*

D.3.5. Overflight, Passenger Flights

Description
An overflight is a flight that passes over U.S. airspace without ever landing at a U.S. airport. Only a crew manifest is required at this time.

The PAXLST message for reporting Crew on a Overflight for a Passenger flight is uniquely identified with:

- BGM+250+A
- LOC Segments containing non-US airport locations

Example
The differences from example G.3.1 are the BGM segment, and no U.S. airport in the flight itinerary.

BGM+**250+A**' *(Flight Type of 'A' for passenger overflight)*
TDT+20+CA323+++CA'
LOC+125+YYZ' *(Departure from Toronto)*
DTM+189:0802190915:201'
LOC+87+MEX' *(Arrival at Mexico City)*
DTM+232:0802191357:201'

D.3.6. Overflight, Cargo Flights

Description
A cargo overflight is one that flies over U.S. airspace without ever landing at a U.S. airport. Only a crew manifest is required, at this time.

An “Overflight Cargo” manifest differs from an “Overflight Passenger Flight” manifest by having a Flight Type of “D” on the BGM.

Also, all-cargo flight manifests must report any “non-crew” crew on board, using a Group 4 NAD segment Party Function Qualifier Code (“Status”) of “CR4” (refer to table 11, “Status Identification Codes”).

Example
The only difference from Passenger Flight Overflight example shown in D.3.5 is the coding of the BGM segment.

BGM+**250+D**’ *(Flight Type of ‘D’ for cargo overflight)*

D.3.7. Domestic Continuance, Passenger Flight, Regularly Scheduled Crew

Description
For an arriving flight, a “domestic continuance” flight is one that flies to additional U.S. airports after the initial U.S. arrival airport. For a departing flight, a “domestic continuance” flight is one that lands at other U.S. airports before the U.S. port of final departure.

A separate Domestic Continuance manifest is only required if crew members will **differ between** the international and domestic segments of the flight – if the crew manifest is the same for all segments, no Domestic Continuance manifest is required. If one or more domestic continuance manifests are submitted, the flight itinerary must show the foreign port of departure and all U.S. airports flown to for the submitted manifest. The itinerary for each crew member being reported must show those airports where the crew member will embark and debark from the flight.

This type of manifest is used to report the crew members scheduled for a passenger flight prior to 1 hour before departure. This differs from an “Overflight Passenger” manifest by having a Flight Type of “E” on the BGM. (*Note the use of ‘USCSAPIS’ identifier in the UNB Interchange Receiver ID element.)*

Example

Flight/Route: Air France #789, CDG – JFK – ORD

The reported crew member (non-duty pilot) is joining the flight in New York for the flight segment to Chicago. The entire flight itinerary is reported, including the arrival and departure dates/times. The crew member’s itinerary only shows the JFK – ORD segment. (Note: the crew member is already in the U.S., so there is no U.S. arrival port / LOC+22.) This example includes changes for new TSA crew requirements:

- Flight Type of “E” on the BGM (Domestic Continuance, Passenger Flight, Regularly Scheduled Crew)
- Party Function (“Status”) Qualifier Code on Group 4 NAD of “FM” (not “CRx”).
- Home address for crew members on Group 4 NAD
- Place of Birth on Group 4 LOC
- Document (Group 5 DOC) and Place of Issue (Group 5 LOC) for Pilot’s License

Information may have intentionally been omitted from this example for space considerations.

UNA:+.? ’
UNB+UNOA:4+AIR1:ZZ+**USCSAPIS**:ZZ+040219:**0635**+000000001++APIS'
UNG+PAXLST+AIR1+USCSAPIS+040219:**0635**+1+UN+D:02B'
UNH+PAX001+PAXLST:D:02B:UN:IATA'
BGM+**250+E**' *(This is a Crew manifest for Domestic Continuance, passenger, scheduled crew)*
NAD+MS+++JEAN BOISVERT’
TDT+20+AF789+++AF'
LOC+125+CDG'
DTM+189:080219**0945**:201' *(Departure from Paris at 09:45)*
LOC+87+**JFK**'
DTM+232:080220**1107**:201' *(Arrival in New York at 11:07)*
TDT+20+AF789+++AF'
LOC+92+**JFK'**
DTM+189:080219**1421**:201' *(Departure from New York at 14:21)*
LOC+**92**+**ORD**' *(Additional “routing” within U.S.)*
DTM+232:080220**1639**:201' *(Arrival in Chicago at 16:39)*
NAD+**FM**+++DUPONT:YVES**+6 RUE VICTOR COUSIN+PARIS++75005+FRA**' *(Home address)*
ATT+2++M'
DTM+329:720907'
LOC+22+IAD’ *(Port of CBP Clearance)*
LOC+178+**JFK**’ *(Port of Embarkation)*
LOC+179+**ORD**’ *(Port of Debarkation)*
LOC+174+FRA’ *(French resident)*
LOC+180+FRA+:::BORDEAUX’ *(Place of Birth)*
EMP+1+CR5:110:111’ *(Status “CR5” – “deadhead” pilot)*
NAT+2+FRA’
DOC+P+123498701'
DTM+36:051021'
LOC+91+FRA'
DOC+**L**:110:111+12345678' *(Document Type “L” for Pilot’s License)*
LOC+91+**FRA**' *(French-issued license)*
CNT+41:12'
UNT+25+PAX001'
UNE+1+1'
UNZ+1+000000001'

D.3.8. Domestic Continuance, Passenger Flight, Crew Change

Description
For an arriving flight, a “domestic continuance” flight is one that flies to additional U.S. airports after the initial U.S. arrival airport. For a departing flight, a “domestic continuance” flight is one that lands at other U.S. airports prior to the U.S. port of final departure.

A separate Domestic Continuance manifest is only required if crew members will **differ between** the international and domestic segments of the flight – if the crew manifest is the same for all segments, no Domestic Continuance manifest is required. If one or more domestic continuance manifests are submitted, the flight itinerary must show the foreign port of departure and all U.S. airports flown to for the submitted manifest. The itinerary for each crew member being reported must show those airports where the crew member will embark and debark from the flight.

This type of manifest is used when a carrier is submitting additional and/or replacement crew members for the flight less than 1 hour prior to the flight’s departure. (Do not report crew member deletions from the flight via APIS transmissions.) This differs from a “Domestic Continuance, Passenger Flight, Regularly Scheduled Crew” manifest by having a Flight Type of “EC” on the BGM.

Example
The difference from example G.3.7 is the BGM segment.

BGM+**250+EC**’ *(Flight Type of ‘EC’ for domestic continuance, passenger flight, crew change)*

D.3.9. Domestic Continuance, Cargo Flight, Regularly Scheduled Crew

Description
For an arriving flight, a “domestic continuance” flight is one that flies to additional U.S. airports after the initial U.S. arrival airport. For a departing flight, a “domestic continuance” flight is one that lands at other U.S. airports prior to the U.S. port of final departure.

A separate Domestic Continuance manifest is only required if crew members will differ between the international and domestic segments of the flight – if the crew manifest is the same for all segments, no Domestic Continuance manifest is required. If one or more domestic continuance manifests are submitted, the flight itinerary must show the foreign port of departure and all U.S. airports flown to for the submitted manifest. The itinerary for each crew member being reported must show those airports where the crew member will embark and debark from the flight.

This type of manifest is used to report the crew members scheduled 1 hour prior to departure to work a cargo flight. This differs from a “Domestic Continuance, Passenger Flight, Regularly Scheduled Crew” manifest by having a Flight Type of “F” on the BGM.

Also, all-cargo flight manifests must report any “non-crew” crew on board, using an NAD segment Party Function Qualifier Code (“Status”) of “CR4” (refer to Table 20 – “Status Identification Codes”).

Example
The difference from example D.3.7 is the BGM segment.

BGM+**250+F**’ *(Flight Type of ‘F’ for domestic continuance, cargo, scheduled crew)*

D.3.10. Domestic Continuance, Cargo Flight, Crew Change

Description
For an arriving flight, a “domestic continuance” flight is one that flies to additional U.S. airports after the initial U.S. arrival airport. For a departing flight, a “domestic continuance” flight is one that lands at other U.S. airports prior to the U.S. port of final departure.

A separate Domestic Continuance manifest is only required if crew members will **differ between** the international and domestic segments of the flight – if the crew manifest is the same for all segments, no Domestic Continuance manifest is required. If one or more domestic continuance manifests are submitted, the flight itinerary must show the foreign port of departure and all U.S. airports flown to for the submitted manifest. The itinerary for each crew member being reported must show those airports where the crew member will embark and debark from the flight.

This type of manifest is used when a carrier is submitting additional and/or replacement crew members for the flight less than 1 hour prior to the flight’s departure. (Do not report crew member deletions from the flight via APIS transmissions.) This differs from a “Domestic Continuance, Cargo Flight, Regularly Scheduled Crew” manifest by having a Flight Type of “FC” on the BGM.

Also, all-cargo flight manifests must report any “non-crew” crew on board, using an NAD segment Party Function Qualifier Code (“Status”) of “CR4” (refer to Table 20 – “Status Identification Codes”).

Example
The difference from example D.3.7 is the BGM segment.

BGM+**250+FC**’ *(Flight Type of ‘FC’ for domestic continuance, cargo, crew change)*