



# API Interface Specification

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		deletion of the data transmission in exceptional cases (section 3.4).	

## Definitions, acronyms and abbreviations

Term / abbreviation	Explanation
API	Advance Passenger Information
API message	Flight passenger list (PAXLST)
FOITT	Federal Office of Information Technology, Systems and Telecommunication
SEM	State Secretariat for Migration
SITA	Société Internationale de Télécommunications Aéronautiques

## References

Ref.	Title, source
ISO 9735	United Nations Directories for Electronic Data Interchange for Administration, Commerce and Transport. <i>UN/EDIFACT Syntax Rules (ISO 9735 latest version)</i>
ICAO 9303	International Civil Aviation Organisation. <i>Doc 9309: Machine Readable Travel Documents, ICAO, 2006</i>
PAXLST	United Nations Directories for Electronic Data Interchange for Administration, Commerce and Transport. <i>UN/EDIFACT Message Type PAXLST, Version D, Release 02B, United Nations, Geneva 13.02.2003.</i>

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## 1 Introduction

In accordance with Art. 104 of the Federal Act on Foreign Nationals (FNA; SR 142.20), the State Secretariat for Migration (SEM) shall determine, having consulted with airline carriers, the flights for which passengers' personal details (hereafter referred to as API messages) are to be submitted electronically immediately after departure.

This document describes the interface to the Swiss API system, by which means the airline carriers can transmit API messages to the SEM. It shall serve as a basis for both parties in determining the required infrastructure. Further to the requirements and pre-requisites specified herein, the provisions laid-out in the API Ruling of the duty to provide passenger data, are also applicable.

The contents of this document have been divided into three main parts. Chapter 2 provides a description of the data transmission options and applicable message formats. Chapter 3 contains some important organisational information, whilst Chapter 4 specifies the exact format in which the SEM expects to receive API messages. To facilitate implementation on the carrier side, a number of sample messages are provided in the appendix of this document.

Any use of the Swiss API System interface is at the carrier's own risk. The SEM and the IT Service Center ISC-FDJP assumes no liability for any loss or damage arising directly or indirectly from the use of the Swiss API system.

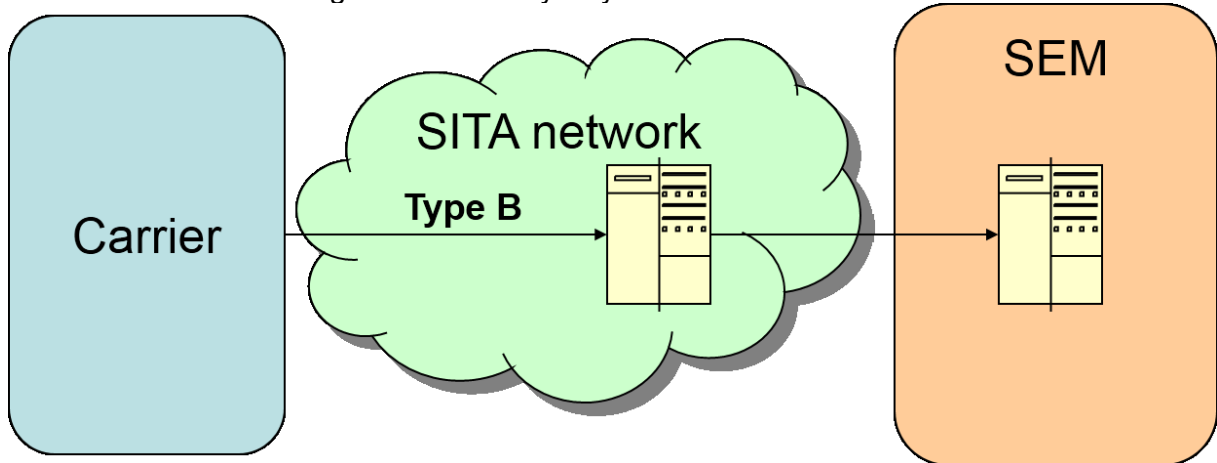
## 2 Transmission type and format

API messages must be sent to the SEM via the SITA network (Type B messaging). The message format is used is UN/EDIFACT PAXLST.

Transmission type	Message format supported
SITA Type B	UN/EDIFACT PAXLST

**Table 1: Transmission type and format**

The carrier sends the API message to SITA's messaging system (Type B messaging), which then forwards the message to the SEM by way of a SITA data line.



**Fig. 1: Transmission via the SITA network**

## 3 Organisation

### 3.1 Acceptance of first API message only<sup>1</sup>

Only one API message is accepted by the Swiss API System for each designated flight<sup>2</sup>. Any further API messages submitted for a flight for which an API message has already been received, shall be given the status “multiple transmission” and will not be processed by the API system. The first API message is thus the only one used by the SEM, and must therefore contain all the required data in the correct format. The API System does not allow for subsequent correction. Furthermore, the SEM shall not issue a ‘reminder-to-transmit’ message to the carrier, should the data transfer not take place as specified.

N.B. If an API message is not transmitted as prescribed or is deemed ‘late’, the carrier is in breach of its duty to deliver passenger personal data, and may be issued with a fine under Art. 122b FNA.

### 3.2 Confirmation of receipt

The API system confirms receipt of the (first) API message if this is explicitly requested by the carrier upon registration. This confirmation merely states that data has been received, but not whether they are error-free.

In the case of the WebUpload, this confirmation is displayed after the data have been successfully transmitted.

<sup>1</sup> Provision has been made for the exceptional case of ‘sector’ or ‘triangle’ flights. In such cases, the airline may deliver one message per leg of the journey.

<sup>2</sup> A flight is identified by its flight no., date of arrival and route.

Receipt of data transmitted via SITA is confirmed in an automatically generated e-mail (no reply). If the carrier requires confirmation of receipt, it should provide the SEM with a correspondence e-mail address (one per place of departure). If the carrier wishes to change its correspondence address, the new address must be sent to the SEM in advance, i.e. at least 14 days before it comes into effect.

### 3.3 Testing of data transmission

The SEM offers air carriers the possibility to test the validity of their API message format implementation prior to their 'go-live' date. The SEM must however, receive due notification of the wish to avail of this option, in order to complete any necessary preparations on the receiving end.

### 3.4 Contact details<sup>3</sup>

Non-technical queries can be addressed to the SEM (Section "Border Policy") using the following e-mail address:

[api-info@sem.admin.ch](mailto:api-info@sem.admin.ch)

## 4 Format specifications

### 4.1 General

#### 4.1.1 Permitted character sets

The messages may use the following character sets only:

- US-ASCII
- ISO-8859-1
- UTF-8

Furthermore, only the following characters are permitted:

Characters	Example
Uppercase letters	A-Z
Lowercase letters	a-z
Digits	0-9
Space	
Full stop	.
Comma	,
Parentheses	( )
Forward slash	/
Apostrophe	'
Plus sign	+
Minus sign	-
Colon	:
Asterisk	*
Semi colon	;

<sup>3</sup> The interface document, which is available on the SEM homepage, does not contain specific contact details. This information is furnished only upon direct contact with the SEM.

Characters	Example
Equals sign	=
Less-than / Greater-than signs	< >
Question mark	?
Exclamation mark	!
Percentage sign	%
Ampersand	&

**Table 2: Permitted characters**

Other characters may be used only with the SEM's permission. Names containing other characters must be converted to one of the above characters, in accordance with ICAO 9303 [ICAO 9303].

#### 4.1.2 Travel document types

The code for the travel document type must be taken from the document's MRZ (see also [ICAO 9303]). The code can comprise of two characters, with any one of the following letters being used in the first position:

Document type	Code of document (1 <sup>st</sup> position)
Passport	P
Visa	V
ID card	I, A or C (the use of ID is recommended)
Schengen residence permit	A, C or I (the use of AR is recommended)

**Table 3: Document types**

## 4.2 UN/EDIFACT PAXLST

API messages in the EDIFACT standard are expected in the following message format:

- Message type: PAXLST
- Version: D
- Release: 02B
- Control agency UN

As a general rule, the [PAXLST] Specification is applicable. However, in order to meet the legal provisions for the API system, some additional requirements beyond those specified in [PAXLST] are presented herein. In particular, these refer to whether certain attributes are conditional (optional) or mandatory. The requirements specified in this API system interface document take precedence over the [PAXLST] Specification. Attributes mentioned in [PAXLST] but which are not of relevance to the SEM, are not described in this document.

#### 4.2.1 Multi-part API messages

API messages transmitted via SITA Type B messaging are subject to a size limitation.<sup>4</sup> If this maximum is exceeded, the API message will be split into several parts (multi-part API message). The following rules apply for multi-part API messages:

1. Each message-part must contain a complete set of the following header and trailer segments:
  - [UNH Message Header](#)
  - [UNB Interchange Header](#)

<sup>4</sup> Further details about the current maximum size for a Type B message are available from SITA.



- [BGM Begin of Message](#)
  - [UNT Message Trailer](#)
  - [UNZ Interchange Trailer](#)
2. Each message-part must contain the complete header data for the flight (segment groups 1 to 3).
  3. The following elements must be the same for all parts of a multi-part API message:
    - *Date* and *Time* elements in the [UNB Interchange Header](#) segment
    - *Interchange Control Reference* in the [UNB Interchange Header](#) segment
    - *Common Access Reference* in the [UNH Message Header](#) segment
    - *Means of Transport Journey Identifier* in the [TDT Transport information](#) segment
  4. The individual parts of a multi-part API message must be numbered sequentially (01, 02, 03, etc.) in the *Sequence of Transfers* element of the [UNH Message Header](#) segment.
  5. The first part of a multi-part API message should be marked with a “C” in the *First and last Transfer* element of the [UNH Message Header](#) segment. The final part should be marked with an “F”. For all intermediate parts, the *First and last Transfer* element is not used.
  6. In the [CNT Control total](#) segment, the total number of passengers on the flight must be specified in all parts (and not just the number of passengers in that part of the message).
  7. The data concerning an individual passenger may not be split over several message-parts.
  8. All parts of a multi-part API message must be received within 15 minutes of receiving the first part. Individual message-parts must not be sent more than once.
  9. An API message is deemed to have been submitted only after all the individual parts have been received.

#### 4.2.2 Overview of the PAXLST message

The following table gives an overview of the structure of a PAXLST message:

Name	S <sup>5</sup>	R <sup>6</sup>	Comments
├─ <a href="#">UNA (Service String Advice)</a>	C	1	
├─ <a href="#">UNB Interchange Header</a>	M	1	
├─ <a href="#">UNH Message Header</a>	M	1	
├─ <a href="#">BGM Begin of Message</a>	M	1	
├─ <b>Segment group 1</b>	M	1	
│ └─ <a href="#">NAD Name and address (Reporting party)</a>	M	1	
│ └─ <a href="#">COM Communication contact (Reporting party)</a>	C	9	One occurrence per communication number
├─ <b>Segment group 2</b>	M	1	
│ └─ <a href="#">TDT Transport information</a>	M	1	
├─ <b>Segment group 3</b>	M	2	One occurrence for departure and one for arrival
│ └─ <a href="#">LOC Place/location identification (Flight itinerary)</a>	M	1	

<sup>5</sup> M = Mandatory; C = Conditional (optional)

<sup>6</sup> Maximum number of repetitions for the segment

Name	S <sup>5</sup>	R <sup>6</sup>	Comments
└─ <a href="#">DTM Date/time/period (Flight itinerary)</a>	M	1	
└─ <b>Segment group 4</b>	C	999	One occurrence per passenger
└─ <a href="#">NAD Name and address (Traveler)</a>	M	1	
└─ <a href="#">ATT Attribute (Traveler Gender)</a>	M	1	
└─ <a href="#">DTM Date/time/period (Traveler Date of Birth)</a>	M	1	
└─ <a href="#">LOC Place/location identification (Traveler itinerary)</a>	M	2	One occurrence for port of embarkation and one for port of disembarkation
└─ <a href="#">NAT Nationality</a>	M	8	One occurrence per nationality
└─ <b>Segment group 5</b>	M	2	One occurrence per travel document (1. Passport / 2. Visa).
└─ <a href="#">DOC Document/message details (Travel Document)</a>	M	1	
└─ <a href="#">DTM Date/time/period (Travel Document)</a>	C	1	
└─ <a href="#">LOC Place/location identification (Travel Document)</a>	M	1	
└─ <a href="#">CNT Control total</a>	M	1	
└─ <a href="#">UNT Message Trailer</a>			
└─ <a href="#">UNZ Interchange Trailer</a>	M	1	

#### 4.2.3 UNA (Service String Advice)

The UNA service segment defines the separators used in a message. It is the first segment of the message (before the UNB segment). A space may be used only for the Repetition separator (position 050). Each separator may be used only once in the UNA segment. If no UNA segment is sent, the default values in this table will be used.

Example:     UNA:+.? '

Pos	Name	Default
010	Subelement separator	: (colon)
020	Element separator	+ (plus sign)
030	Decimal notation	. (full stop)
040	Release indicator	? (question mark)
050	Repetition separator	(space)
060	Segment terminator	' (single quote)

**Table 4: UNA Service String Advice**

It is strongly recommended that the UNA Service String Advice should be specified and, where possible, the default separators from the table above should be used. If the default values cannot be used, the characters defined in the table as defaults should not be used anywhere else in the UNA Header than the location for which they are defined as defaults.

#### 4.2.4 UNB Interchange Header

Example:

UNB+UNOA:4+LUFTHANSA:ZZ+HDQCH2X:ZZ+110126:1409+ICR123456789++APIS'

Pos	Tag	Name	S	R	Form.	Comments
010	S001	SYNTAX IDENTIFIER	M	1		
	0001	Syntax identifier	M	1	a4	=UNOA (UN/ECE level A)

Pos	Tag	Name	S	R	Form.	Comments
	0002	Syntax version number	M	1	an1	=4 (Version 4 ISO 9735:1998)
020	S002	INTERCHANGE SENDER	M	1		
	0004	Interchange sender identification	M	1	an..35	Name of transmitting carrier
	0007	Identification code qualifier	C	1	an..4	=ZZ (if exists)
030	S003	INTERCHANGE RECIPIENT	M	1		
	0010	Interchange recipient identification	M	1	an..35	=HDQCH2X (name of recipient)
	0007	Identification code qualifier	C	1	an..4	=ZZ (if exists)
040	S004	DATE AND TIME OF PREPARATION	M	1		
	0017	Date	M	1	n6	YYMMDD (date of preparation) If an API message consists of several parts (multi-part API message), the same value must be used for all parts.
	0019	Time	M	1	n4	HHMM (time of preparation) If an API message consists of several parts (multi-part API message), the same value must be used for all parts.
050	0020	Interchange control reference	M	1	an..14	Originator's unique reference no. for the API message. If an API message consists of several parts (multi-part API message), the same value must be used for all parts.
060	S005	RECIPIENT REFERENCE / PASSWORD DETAILS	C	1		Not used
070	0026	Application Reference	M		an..14	=APIS

**Table 5: UNB Interchange Header**

#### 4.2.5 UNH Message Header

Example for a single-block API message: UNH+MRN123456789+PAXLST:D:02B:UN:IATA'

Example for a multi-part API message:

Block 1 of 3: UNH+00102052460024+PAXLST:D:02B:UN:IATA+**123456789+01:C'**

Block 2 of 3: UNH+00102052460025+PAXLST:D:02B:UN:IATA+**123456789+02'**

Block 3 of 3: UNH+00102052460026+PAXLST:D:02B:UN:IATA+**123456789+03:F'**

Pos	Tag	Name	S	R	Form.	Comments
010	0062	Message reference number	M	1	an..14	Originator's unique reference no. for the message.
020	S009	MESSAGE IDENTIFIER	M	1		
	0065	Message type	M	1	an..6	=PAXLST
	0052	Message version number	M	1	an..3	=D
	0054	Message release number	M	1	an..3	=02B
	0051	Controlling agency, coded	M	1	an..3	=UN
	0057	Association assigned code	C	1	an..6	=IATA
030	0068	Common access reference	C	1	an..35	Used if an API message consists of several parts (multi-part API message).

Pos	Tag	Name	S	R	Form.	Comments
						Must contain the same value for all parts of a multi-part API message.
040	S010	STATUS OF THE TRANSFER	C	1		
	0070	Sequence of transfers	C	1	n..2	Used if an API message consists of several parts (multi-part API message). The individual parts are numbered in ascending order (01,02,03)
	0073	First and last transfer	C	1	a1	Used if an API message consists of several parts (multi-part API message). The initial block must be given the value "C", the final block the value "F". No value is given to the intermediate parts.

**Table 6: UNH Message Header**

#### 4.2.6 BGM Begin of Message

Example: BGM+745'

Pos	Tag	Name	S	R	Form.	Comments
010	C002	DOCUMENT/MESSAGE NAME	M	1		
	1001	Document Name Code	M	1	an..3	=745 (Passenger list)

**Table 7: BGM Begin of Message**

#### 4.2.7 NAD Name and address (Reporting party)

The originator of the API message is specified in the NAD segment (Reporting Party).

Example: NAD+MS+++LUFTHANSA HELPDESK DME'

Pos	Tag	Name	S	R	Form.	Comments
010	3035	PARTY FUNCTION CODE QUALIFIER	M	1	an..3	=MS (Document/message issuer/sender)
020	C082	PARTY IDENTIFICATION DETAILS	C	1		Not used
030	C058	NAME AND ADDRESS	C	1		Not used
040	C080	PARTY NAME	M	1		
	3036	Party name	M	1	an..35	Name of the originator of the API message

**Table 8: NAD Name and address (Reporting party)**

#### 4.2.8 COM Communication contact (Reporting party)

The COM Communication contact (Reporting party) segment is used for the contact numbers (telephone, fax) of the originator of the API message. This segment may appear several times if several communication numbers are to be entered.

Example: COM+022 222 222222:TE'

Pos	Tag	Name	S	R	Form.	Comments
010	C076	COMMUNICATION CONTACT	M	1		
	3148	Communication address identifier	M	1	an..512	Telephone or fax number
	3155	Communication address code qualifier	M	1	an..3	TE=Telephone FX=Fax

**Table 9: COM Communication contact (Reporting party)**

## 4.2.9 TDT Transport information

Example: TDT+20+LH123+++LH'

Pos	Tag	Name	S	R	Form.	Comments
010	8051	TRANSPORT STAGE CODE QUALIFIER	M	1	an..3	=20 (Main-carriage transport)
020	8028	MEANS OF TRANSPORT JOURNEY IDENTIFIER	M	1	an..17	[0-9A-Z]{2,3}[0-9]{1,4} Flight no. (e.g. LH123). If the carrier does not have an IATA code, the ICAO code is used.
030	C220	MODE OF TRANSPORT	C	1		Not used
040	C001	TRANSPORT MEANS	C	1		Not used
050	C040	CARRIER	M	1		
	3127	Carrier identifier	M	1	an..17	[0-9A-Z]{2,3} Carrier code (IATA). If the carrier does not have an IATA code, the ICAO code is used.

Table 10: TDT Transport information

## 4.2.10 LOC Place/location identification (Flight itinerary)

The LOC Place/location identification (Flight itinerary) segment is used for the airport of departure and/or arrival.

Example for departure: LOC+125+DME'

Example for arrival: LOC+87+ZRH'

Pos	Tag	Name	S	R	Form.	Comments
010	3227	LOCATION FUNCTION CODE QUALIFIER	M	1	an..3	125=Departure 87 =Arrival
020	C517	LOCATION IDENTIFICATION	M	1		
	3225	Location name code	M	1	an..3	[A-Z]{3} IATA airport code

Table 11: LOC Place/location identification (Flight itinerary)

## 4.2.11 DTM Date/time/period (Flight itinerary)

The DTM Date/time/period (Flight itinerary) segment is used for the flight's time of departure or arrival (date and time).

Example for departure (STD): DTM+189:1101261430:201'

Example for arrival (STA): DTM+232:1101261730:201'

Pos	Tag	Name	S	R	Form.	Comments
010	C507	DATE/TIME/PERIOD	M	1		
	2005	Date or time or period function code qualifier	M	1	an..3	189=Departure (STD) 232=Arrival (STA)
	2380	Date or time or period text	M	1	an..35	YYMMDDHHmm Date and time of departure or arrival
	2379	Date or time or period format code	M	1	an..3	=201 (YYMMDDHHmm)

Table 12: DTM Date/time/period (Flight itinerary)

#### 4.2.12 NAD Name and address (Traveler)

The DTM Date/time/period (Flight itinerary) segment is used for the passenger's name.

Example: NAD+FL+++MUELLER:MARIA URSULA'

Pos	Tag	Name	S	R	Form.	Comments
010	3035	PARTY FUNCTION CODE QUALIFIER	M	1	an..3	=FL (Passenger), DDU (in transit passenger)
020	C082	PARTY IDENTIFICATION DETAILS	C	1		Not used
030	C058	NAME AND ADDRESS	C	1		Not used
040	C080	PARTY NAME	M	1		
	3036	Name and address description	M	1	an..35	[A-Z]- ]{1,35} Surname. If more than one surname, separated by a space
	3036	Name and address description	M	1	an..35	[A-Z]- ]{1,35} Given name. If more than one given name, separated by a space

Table 13: NAD Name and address (Traveler)

#### 4.2.13 ATT Attribute (Traveler Gender)

The ATT Attribute (Traveler Gender) segment is used to indicate the gender of the passenger.

Example: ATT+2++F'

Pos	Tag	Name	S	R	Form.	Comments
010	9017	ATTRIBUTE FUNCTION CODE QUALIFIER	M	1	an..3	=2 (Person)
020	C955	ATTRIBUTE TYPE	C	1		Not used
030	C956	ATTRIBUTE DETAIL	M	1		
	9019	Attribute description code	M	1	an..1	M=Male F=Female U=Unidentified

Table 14: ATT Attribute (Traveler Gender)

#### 4.2.14 DTM Date/time/period (Traveler Date of Birth)

The DTM Date/time/period (Traveler Date of Birth) segment is used for the passenger's date of birth.

Example: DTM+329:830326'

Pos	Tag	Name	S	R	Form.	Comments
010	C507	DATE/TIME/PERIOD	M	1		
	2005	Date or time or period function code qualifier	M	1	an..3	=329 (Birth date/time)
	2380	Date or time or period text	M	1	n6	YYMMDD

Pos	Tag	Name	S	R	Form.	Comments
						Passenger's date of birth. If the date or month is unknown, enter 00 (e.g. 830000 if only the year of birth is known).

**Table 15: DTM Date/time/period (Traveler Date of Birth)**

#### 4.2.15 LOC Place/location identification (Traveler itinerary)

The LOC Place/location identification (Traveler itinerary) segment is used to indicate the passenger's itinerary. The initial place of departure (port of embarkation) and the final destination (port of disembarkation) must be specified.

Example: LOC+178+LED'  
LOC+179+FRA'

Pos	Tag	Name	S	R	Form.	Comments
010	3227	LOCATION FUNCTION CODE QUALIFIER	M	1	an..3	178 = Port of embarkation 179 = Port of disembarkation
020	C517	LOCATION IDENTIFICATION	M	1		
	3225	Location name code	M	1	an..3	[A-Z]{3} IATA airport code

**Table 16: LOC Place/location identification (Traveler itinerary)**

#### 4.2.16 NAT Nationality

The NAT Nationality segment is used for the passenger's nationality. Up to eight nationalities can be entered.

Example: NAT+2+CHE'

Pos	Tag	Name	S	R	Form.	Comments
010	3493	NATIONALITY CODE QUALIFIER	M	1	an..3	=2 (Current nationality)
020	C042	NATIONALITY DETAILS	M	1		
	3293	Nationality name code	M	1	an..3	[A-Z]{1,3} ISO 3166-1-alpha-3 country code with modifications as per [ICAO 9303]

**Table 17: NAT Nationality**

#### 4.2.17 DOC Document/message details (Travel Document)

The DOC Document/message details (Travel Document) segment shows information on the passenger's travel document.

Example: DOC+P+XX123456789'

Pos	Tag	Name	S	R	Form.	Comments
010	C002	DOCUMENT/MESSAGE NAME	M	1		
	1001	Document name code	M	1	an..3	Document type as per <a href="#">4.1.2 Travel document types</a>
020	C503	DOCUMENT/MESSAGE DETAILS	M	1		
	1004	Document identifier	M	1	an..20	[0-9A-Z]{1,20}

Pos	Tag	Name	S	R	Form.	Comments
						Document ID (e.g. passport no.)

**Table 18: DOC Document/message details (Travel Document)**

#### 4.2.18 DTM Date/time/period (Travel Document)

The DTM Date/time/period (Travel Document) segment is used for the date of expiry of the travel document.

Example: DTM+36:150430'

Pos	Tag	Name	S	R	Form.	Comments
010	C507	DATE/TIME/PERIOD	M	1		
	2005	Date or time or period function code qualifier	M	1	an..3	=36 (Expiry date)
	2380	Date or time or period text	M	1	n6	YYMMDD; Date of expiry of the travel document.

**Table 19: DTM Date/time/period (Travel Document)**

#### 4.2.19 LOC Place/location identification (Travel Document)

The LOC Place/location identification (Travel Document) segment is used to indicate the country of issue of the travel document.

Example: LOC+91+CHE'

Pos	Tag	Name	S	R	Form.	Comments
010	3227	LOCATION FUNCTION CODE QUALIFIER	M	1	an..3	=91 (Place of document issue)
020	C517	LOCATION IDENTIFICATION	M	1		
	3225	Location name code	M	1	an..3	[A-Z]{1,3} ISO 3166-1-alpha-3 country code with modifications as per [ICAO 9303]

**Table 20: LOC Place/location identification (Travel Document)**

#### 4.2.20 CNT Control total

The CNT Control total segment is used for the number of passengers on the flight.

Example: CNT+42:1'

Pos	Tag	Name	S	R	Form.	Comments
010	C270	CONTROL	M	1		
	6069	Control total type code qualifier	M	1	an..3	=42 (Total number of passengers)
	6066	Control total quantity	M	1	n..18	Number of passengers on the flight. If an API message consists of several parts (multi-part API message), the total must be given on all parts.

**Table 21: Control total**

#### 4.2.21 UNT Message Trailer

Example: UNT+19+MRN123456789'



Pos	Tag	Name	S	R	Form.	Comments
010	0074	Number of segments in a Message	M	1	n..10	Number of segments in the message body, including the UNH Header and UNT Trailer segments. The UNA, UNB, UNG, UNE and UNZ segments are not counted.
020	0062	Message reference number	M	1	an..14	Originator's unique reference no. for the message. Same value as in the <a href="#">UNH Message Header</a> (Tag 0062)

**Table 22: UNT Message trailer**

#### 4.2.22 UNZ Interchange Trailer

Example: UNZ+1+ICR123456789'

Pos	Tag	Name	S	R	Form.	Comments
010	0036	Interchange Control Count	M	1	n..6	=1
020	0020	Message reference number	M	1	an..14	Originator's unique reference no. for the API message. Same value as in the <a href="#">UNB Interchange Header</a> (Tag 0020)

## 5 Table 23: UNZ Message trailer

### 5.1 Example of a single-block UN/EDIFACT message

```

UNA:+.? '
UNB+UNOA:4+LUFTHANSA:ZZ+HDQCH2X:ZZ+110126:1409+123456789++APIS'
UNH+00102052460024+PAXLST:D:02B:UN:IATA'
BGM+745'
NAD+MS+++LUFTHANSA HELPDESK DME'
COM+044 222 222222:TE'
TDT+20+LH123+++LH'
LOC+125+DME'
DTM+189:1101261430:201'
LOC+87+ZRH'
DTM+232:1101261730:201'
NAD+FL+++MUELLER:MARIA URSULA'
ATT+2++F'
DTM+329:830326'
LOC+178+DME'
LOC+179+ZRH'
NAT+2+CHE'
DOC+P+XX123456789'
DTM+36:150430'
LOC+91+CHE'
NAD+FL+++MEIER:JAN'
ATT+2++M'
DTM+329:720521'
LOC+178+DME'
NAT+2+CHE'
DOC+P+AA445566'
DTM+36:130101'
LOC+91+CHE'
NAD+FL+++PORIZKOVA:SERGEI'

```

```
ATT+2++M'  
DTM+329:720412'  
LOC+178+LED'  
LOC+179+FRA'  
NAT+2+RUS'  
DOC+P+789456'  
DTM+36:120901'  
LOC+91+RUS'  
DOC+V+88994422'  
DTM+36:110501'  
LOC+91+CHE'  
CNT+42:3'  
UNT+40+00102052460024'  
UNZ+1+123456789'
```

## 5.2 Example of a multi-part UN/EDIFACT message

### 5.2.1 Part 1 of 3

```
UNA:+.? '  
UNB+UNOA:4+LUFTHANSA:ZZ+HDQCH2X:ZZ+110126:1409+987654321++APIS'  
UNH+00102052460024+PAXLST:D:02B:UN:IATA+123456789+01:C'  
BGM+745'  
NAD+MS+++LUFTHANSA HELPDESK DME'  
COM+044 222 222222:TE'  
TDT+20+LH123+++LH'  
LOC+125+DME'  
DTM+189:1101261430:201'  
LOC+87+ZRH'  
DTM+232:1101261730:201'  
NAD+FL+++MUELLER:MARIA URSULA'  
ATT+2++F'  
DTM+329:830326'  
LOC+178+DME'  
LOC+179+ZRH'  
NAT+2+D'  
DOC+P+XX123456789'  
DTM+36:150430'  
LOC+91+D'  
NAD+FL+++MEIER:JAN'  
ATT+2++M'  
DTM+329:720521'  
LOC+178+DME'  
LOC+179+ZRH'  
NAT+2+CHE'  
DOC+P+AA445566'  
DTM+36:130101'  
LOC+91+CHE'  
CNT+42:5'  
UNT+29+00102052460024'  
UNZ+1+987654321'
```

## 5.2.2 Part 2 of 3

```
UNA:+.?'  
UNB+UNOA:4+LUFTHANSA:ZZ+HDQCH2X:ZZ+110126:1409+987654321+++APIS'  
UNH+00102052460025+PAXLST:D:02B:UN:IATA+123456789+02'  
BGM+745'  
NAD+MS+++LUFTHANSA HELPDESK DME'  
COM+044 222 222222:TE'  
TDT+20+LH123+++LH'  
LOC+125+DME'  
DTM+189:1101261430:201'  
LOC+87+ZRH'  
DTM+232:1101261730:201'  
NAD+FL+++MEIER:HANS MARTIN'  
ATT+2++M'  
DTM+329:720821'  
LOC+178+DME'  
LOC+179+DME'  
NAT+2+CHE'  
DOC+P+BB334455'  
DTM+36:151001'  
LOC+91+CHE'  
NAD+FL+++PORIZKOVA:IVANA  
ATT+2++F'  
DTM+329:700412'  
LOC+178+LED'  
LOC+179+FRA'  
NAT+2+RUS'  
DOC+P+78945678'  
DTM+36:121001'  
LOC+91+RUS'  
DOC+V+88994420'  
DTM+36:110501'  
LOC+91+CHE'  
CNT+42:5'  
UNT+32+00102052460025'  
UNZ+1+987654321'
```

## 5.2.3 Part 3 of 3

```
UNA:+.?'  
UNB+UNOA:4+LUFTHANSA:ZZ+HDQCH2X:ZZ+110126:1409+987654321+++APIS'  
UNH+00102052460026+PAXLST:D:02B:UN:IATA+123456789+03:F'  
BGM+745'  
NAD+MS+++LUFTHANSA HELPDESK DME'  
COM+044 222 222222:TE'  
TDT+20+LH123+++LH'  
LOC+125+DME'  
DTM+189:1101261430:201'  
LOC+87+ZRH'  
DTM+232:1101261730:201'  
NAD+FL+++PORIZKOVA:SERGEI'  
ATT+2++M'  
DTM+329:720412'  
LOC+178+LED'
```

LOC+179+FRA'  
NAT+2+RUS'  
DOC+P+789456'  
DTM+36:120901'  
LOC+91+RUS'  
DOC+V+88994422'  
DTM+36:110501'  
LOC+91+CHE'  
CNT+42:5'  
UNT+23+00102052460025'  
UNZ+1+987654321'