Identity Management
NDC Identity Management

- It is important that the travel entities are able to identify themselves when using NDC/One Order APIs.

- The schema supports many types of identifications to be inserted via the party tag.

- It has been highlighted that not everyone is using this in the same way so we want to understand how the party tag is being used.
Schema

PartyType

Message/Transaction Party(s) Information. Note that information about parties is intended for business use, it is not intended for transaction authentication and routing of the message.

Participant

Information related to parties relevant to the contents of this message.

Recipient

Information related to the party receiving this message.

Sender

Information related to the party sending this message.
Sellers

As a Seller, how do you identify yourself?

- What do you populate the Agency ID with?
- What do you use the PseudoCityID for?
- Do you repeat the IATA Number in the TravelAgent element under Cash?

```xml
<iata:Party>
  <iata:Sender>
    <iata:TravelAgency>
      <iata:AgencyID>1234567890</iata:AgencyID>
      <iata:IATA_Number>1234567890</iata:IATA_Number>
    </iata:TravelAgency>
  </iata:Sender>
</iata:Party>
```
Corporates

As a Corporate, how do you identify yourself?

```xml
<iata:Party>
  <iata:Sender>
    <iata:Corporation>
      <iata:CorporateID>IATA0001</iata:CorporateID>
      <iata:IATA_Number>IATA0001</iata:IATA_Number>
    </iata:Corporation>
  </iata:Sender>
</iata:Party>
```
Airlines

As a Seller, How do you identify an Airline?

- Why is the Airline Identified?

```xml
<iata:Party>
  <iata:Sender>
    <iata:MarketingCarrier>
    </iata:MarketingCarrier>
  </iata:Sender>
</iata:Party>
```
As an Aggregator, how do you identify yourself?

- What ID do you use?
- Do you send anything else?

```xml
<iata:Party>
  <iata:Sender>
    <iata:Aggregator>
      <iata:AggregatorID>AGG0001</iata:AggregatorID>
    </iata:Aggregator>
  </iata:Sender>
</iata:Party>
```
Identity Management

What are the top **two questions** that need to be answered to have a consistent approach to identifying parties in an NDC transaction

Thanks!
Move online and start of new structure

Industry review of lower level content

Continuation of lower level content review and additional guidance
Cabin Type RQ

“Filter my responses by Cabin”

<table>
<thead>
<tr>
<th>Implementations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
</tr>
<tr>
<td><strong>2</strong></td>
</tr>
<tr>
<td><strong>3</strong></td>
</tr>
</tbody>
</table>

**CabinTypeType**

Type of compartment of an aircraft, offering specific services (e.g. business class, economy).

**CabinTypeCode**

Cabin Type Code as defined by PADIS codeset (e.g. 1, 2, 3, etc.)

**CabinTypeName**

Name given to a cabin compartment (e.g. Business, First, Economy).
Cabin Type RQ

• Why is CabinTypeName in the Request? Makes no sense?

• Actual CabinTypeCode PADIS Codeset is not referenced?

• Is the PADIS Codset up to date and fit for purpose? Third Class?

• Are we requesting the Cabin? Or trying to reference a Product?
Cabin Type RQ
Welcome to the Enhanced and Simplified Distribution Guide

This website holds information and best practices to aid with implementations of Enhanced and Simplified Distribution. This site is managed by the Offer and Order Standard Setting Groups.

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

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International Air Transport Association
660 Place Victoria, P.O. Box 1513
Montreal, Quebec, Canada H4Z 1H1
Managing Performance & Scalability in NDC

Vanni Sanvincenti
Lead Architect, IDS

18 October 2019
Airlines Addressing Performance Challenges Today

- Minimize orchestrations in Offer flow
- Limit the number of travel options in AirShopping flow
- Deploy some components on same platform / environment
- REST API calls instead of SOAP WS
- Caching prices and payment options
- Removing certain capabilities like flight shopping +- 3 days
- Remove duplication in Offers (e.g. ancillaries from
NDC Shopping Performance

Where we can intervene to address performance and scalability challenges

NDC/OO Messages

Software/Hardware
NDC Shopping Performance
>> today

17.2-19.1

- Query precision
  - Flight queries: O&D, dates/times (avoid +- days)
  - “Exclude/Include” feature of Preferences
- Leverage ALC OfferItems instead of repeating them within Offers
- Shop outbound -> shop inbound -> add both to basket to reprice as round trip
NDC Shopping Performance
>> tomorrow

In The Pipeline…

• Managing Offer Details
  – Ability for Seller to request to include or exclude certain portions of information (e.g. tax breakdowns, fare details)
  – Ability for Airline to specify if any details have been omitted, indicating they are available in subsequent API calls (e.g. through shopping basket)

• Pagination (return # number of queries per page)
• Limiting (truncating resultset at #)
• Asynchronous messaging for Notifs (i.e. MQ)
• Full vs Partial Shopping
Managing Scalability (beyond NDC messages)

Infrastructure level
- Load Balancing
- Elastic Server Expansion
- Network Topology, Decentralization

Platform level
- Caching
- API Governance
  - Bandwidth Mngt / Throttling
  - API Call Allowance / Peaks of Activity
  - Security
  - Queuing

Protocol level
- Data Compression
- Serializing to other protocols
Thank you

Vanni Sanvincenti
sanvincenv@iata.org
www.iata.org
021c Message Flows Change of Itinerary
Details the orchestration of messages to perform a change of itinerary.

145b Masked Price Indicator
Added the ability for an Airline to advise the Seller that the Price will be masked to the Customer if the Customer inquires with the Airline.

139 Offer Commission structure
Moved the Commission structure to within the context of an Offer/Order and documented the use for the Class, depreciated items not used.

163 Product Type and Neg. Indicators
Added additional capability to advise the Seller if the Offer is a Negotiated Offer (y/n) and what type of Offer it is (Codeset). e.g. Wholesale, Retail, Corporate.
Feature Highlights (from 20.1)

**021b Inventory Guarantee**
After careful consideration, the Inventory Guarantee messages will be decommissioned as this is duplicate functionality to the Offer Price Inventory guarantee attribute.

**147s Rich Media**
Removal of the Base64 encoded functionality for a resource structure to refer to externally hosted content.

**147u Language and Locale**
Documentation and tidy up of Language and locale and how the seller and passenger can interact in their own language.

**147t Currency**
Documented and tidied up use of Currency
Feature Highlights (from 20.1)

154 Loyalty Mileage
Feature requested to advise the amount of mileage/points that could be earned if you choose an Offer.

174 Passenger Impairments
Re-modelling of the DEAF/BLND/WHCR SSR’s with additional information and the ability to have this at shopping time.

171 Carbon Emissions
To advise the Seller the amount of Carbon Emissions that are consumed by the flight.
Feature Highlights (from 19.2)

133 Informing Seller of Schedule Change
The change request is proposing the following enhancements to support Schedule Change scenarios. Enhancements include the Seller follow-up action and supporting Fare Waiver to be passed from the Seller to the Airline (and back).

067 Notification of Order Changes
The change request, for the OrderChangeNotificationRQ message, is to establish a standard structure and a set of best practices around data synchronization to handle notification of Order changes from the Airline to the Seller after an unsolicited, involuntary, voluntary or schedule change type changes.

146 Voluntary Servicing
The change request is proposing several enhancements to support the following voluntary servicing scenarios: full cancellation, partial cancellation and order modification.
Feature Highlights (from 19.2)

156 Net Clearance Amount
Define the Net Clearance Amount – provides clarity regarding each party’s financial obligations.

022 Details to determine context of interaction
Enables Airlines to know the detailed characteristics of the interaction between the customer and the seller so the Airline can take action for the appropriate customer experience.

129 3DS 2.0
Enables Airlines to implement 3DS 2 in the NDC schemas to be compliant with the EU regulations regarding Strong Customer Authentication.
Feature Highlights (from 19.2)

022 Details to determine context of interaction
Enables Airlines to know the detailed characteristics of the interaction between the customer and the seller so the Airline can take action for the appropriate customer experience.

129 3DS 2.0
Enables Airlines to implement 3DS 2 in the NDC schemas to be compliant with the EU regulations regarding Strong Customer Authentication.

136 Payment instructions and Payment surcharge
The change request is proposing several enhancements to communicate the airline accepted payment methods to the Seller; and to communicate final prices to the Seller inclusive of any associated payment fees, during the shopping phase and before commitment to pay for an order.

148 EasyPay
IATA EasyPay, allowing Agents to remit to airlines via the BSP, is currently not supported in the list of payment methods of the NDC schemas. With this change, IATA EasyPay is now defined as a Payment method as per IATA Resolution Passenger Agency Conference 812.
Feature Highlights (from 20.1)

98 Spanish Surnames
Enables to distinguish between a customer’s 1st and 2nd family names in order to validate the Customer’s entitlement to the Spanish Residency discount for internal flights in Spain.

177 Storing Lodge Card Data in the Order
This Change enables to store Data Elements related to the Corporate Customer in the order so they can be reported back subsequently.

179 Supporting Split Payment in E-Dist schemas
This Change provides the ability to collect payment from different parties for the same order; and the ability for the airline to collect payment from different payment methods from the same payer.
Existing Offer Qualifiers
Connection, Carrier and Flight

13 June, 2019
Connection Criteria

The Seller has the ability to request the MCT’s between flights and the locations in which the connections and routing occurs.

Who has implemented this?
Carrier Criteria

The Seller has the ability to request specific Carriers in the response, along with their preference.

Who has implemented this?
Flight Criteria

The Seller has the ability to specify the type of aircraft flying, e.g. 777, A380 etc.

Or by flight characteristics such as ‘red-eye’.

Who has implemented this?
Offer Rules
Airline Taxonomy

Andrew Blake
Senior Manager, Enhanced Distribution

13 June, 2019
Offer Rules

13 June, 2019
Problem

• Change, Cancel and general penalty information about the Offer are not sent and understood by the Seller.

• Rules are sent that are not relevant to the Seller for e.g. min/max stay.

• This is only between the Seller and an Airline.
# Group Review – Not Required by a Seller

Categories not required as these internally produce the resulting Offer or this information can be seen in other features such as the calendar view.

<table>
<thead>
<tr>
<th>Cat 1</th>
<th>Cat 2</th>
<th>Cat 3</th>
<th>Cat 4</th>
<th>Cat 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eligibility</td>
<td>Day/time application</td>
<td>Seasonality</td>
<td>Flight Application</td>
<td>Minimum stay</td>
</tr>
<tr>
<td>Cat 7</td>
<td>Cat 9</td>
<td>Cat 10</td>
<td>Cat 11</td>
<td>Cat 12</td>
</tr>
<tr>
<td>Maximum stay</td>
<td>Transfers</td>
<td>Combinability</td>
<td>Blackout Dates</td>
<td>Surcharges</td>
</tr>
<tr>
<td>Cat 13</td>
<td>Cat 14</td>
<td>Cat 16</td>
<td>Cat 17</td>
<td>Cat 18</td>
</tr>
<tr>
<td>Accompanied Travel</td>
<td>Travel Restrictions</td>
<td>Penalties</td>
<td>Higher Intermediate Point (HIPS)</td>
<td>Ticket Endorsements</td>
</tr>
<tr>
<td>Cat 19</td>
<td>Cat 20</td>
<td>Cat 21</td>
<td>Cat 22</td>
<td>Cat 25</td>
</tr>
<tr>
<td>Child/infant discounts</td>
<td>Agent discounts</td>
<td>Tour conductor discounts</td>
<td>Other discounts</td>
<td>Fare By Rule</td>
</tr>
<tr>
<td>Cat 27</td>
<td>Cat 28</td>
<td>Cat 50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tour conditions</td>
<td>Visit Another Country</td>
<td>Application text</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Group Review – Offer Rules

<table>
<thead>
<tr>
<th>Cat 5</th>
<th>Cat 15</th>
<th>Cat 8</th>
<th>Cat 31</th>
<th>Cat 33</th>
<th>Cat 35</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advance Purchase</td>
<td>Sales Restrictions</td>
<td>Stopovers</td>
<td>Voluntary Changes</td>
<td>Voluntary Cancels</td>
<td>Negotiated fares</td>
</tr>
</tbody>
</table>

- **Previously supported feature which is catered using Time limits.**
- **Previously supported feature which is catered for with Form of Payment, Currency etc.**
- **To advise the Seller of the potential Stopover information along the selected itinerary.**
- **To advise the Seller of all the potential change rules (if its possible, the cost, and at what stage in your journey).**
- **To advise the Seller of all the potential cancel rules (if its possible, the cost, and at what stage in your journey).**
- **To advise the Seller if this Offer Item has been negotiated and what type of Offer is being presented.**

*Note: Deposits and Groups are outstanding items for review at a later stage, if required by the industry*
Solution

Added a way for Airlines to send *programmatically readable* rules which are *relevant* for the Seller.

- Change Conditions
- Cancel Conditions
- Rules around Refundability
- Stopover Information
- Information on Negotiated Offers and the type of Offer returned

*Available from 19.2*
Offer Rules Documentation

- Published, per release.
- Available on the Implementation Guide Website guides.developer.iata.org (pending approval)
A Shared Language for Products Definitions

“As a Customer I want to fly from AAA to BBB in a lie-flat seat and WIFI onboard”

<table>
<thead>
<tr>
<th>BB</th>
<th>Smart sleeper seat</th>
<th>World WIFI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC</td>
<td>Business Class</td>
<td>n/a</td>
</tr>
<tr>
<td>DD</td>
<td>globalTraveler</td>
<td>Internet access</td>
</tr>
</tbody>
</table>
Solution

Use a hierarchical structure to describe products and services

• Every product and service can be consistently placed within the correct context

• Keeps flexibility for airlines to create new products and services

• Improves comparison shopping e.g. for aggregators

Available from 19.2
## Airline Taxonomy

<table>
<thead>
<tr>
<th>Flight</th>
<th>Airport</th>
<th>Ground</th>
<th>Journey</th>
</tr>
</thead>
<tbody>
<tr>
<td>Servicing</td>
<td>Lounge</td>
<td>Transport</td>
<td>Insurance</td>
</tr>
<tr>
<td>...</td>
<td>Terminal</td>
<td>Parking</td>
<td>Visas</td>
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<td>Check in</td>
<td>Accommodation</td>
<td>...</td>
</tr>
<tr>
<td>Meals</td>
<td>Boarding</td>
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<td>...</td>
</tr>
<tr>
<td>Beverage</td>
<td>...</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medical</td>
<td>...</td>
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<td>...</td>
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<tr>
<td>Escort</td>
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<td>..</td>
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</tr>
</tbody>
</table>
**Delegation of Authority**

**Taxonomy Management**

**Recommended Practice 1760**

---

**Offer Taxonomy Management**

*Raised by the Offer Group to the Shop-Order Board*

**REQUEST FOR DELEGATION OF AUTHORITY**

**Overview**

The Offer Group was tasked with designing an Industry Taxonomy that will enable Sellers to better understand the content of an Airline's Products and Services.

**Since the request, the Offer Group has:**

1. Designed a method to transform an Industry Taxonomy
2. Completed the creation of the Industry Taxonomy Structure
3. Developed a Recommended Practice to strengthen the feature (pending SGSB approval)

During the discussions, it was clear that any solution which was designed should be flexible and agile to allow for multiple scenarios to request changes quickly and effectively without the need for lengthy governance procedures.

To be nimble as possible, the Offer Group supported managing the updates to the Industry Taxonomy Structure if approved by the ISGSB. By doing this, it will document the process for receiving requests, add the item to their next call, and release a short brief after confirming or denying the change, this change will then be published onto the implementation guide for industry reference.

**Action**

For the successful management of the Industry Taxonomy and the agility of tax updates, the Offer Group requests the authority to independently manage the taxonomy business list and the final approval.

---

**Offer Taxonomy Management**

Management for New, Changed and Deleted Taxonomies

**GOVERNANCE PROCESS**

**Overview**

The Offer Group, under the delegation of the Passenger Standards Conference is tasked with the management of the Industry Taxonomy. This document describes the process for updating the Industry Taxonomy.

**About**

The Industry Taxonomy is a hierarchical structure to aid the definition and categorization of various Offer Components. This is used as a shared language for an Airline to describe characteristics of an offer and/or to a Seller to request specific preferences in an Airline.

The Taxonomy is not meant to capture all type of products but to enable a shared understanding of the type of products that may be offered under flight, airport, ground or service services. Each item in the Taxonomy is uniquely defined and used to pass the reference between parties. Each Party would be required to understand and reference the Industry Taxonomy for their offered and sales.

The Taxonomy is owned and managed by the Airline under the governance of the Offer Group.

**Release and Publications**

The taxonomy is released along with the 4135 Release.

The Taxonomy is published to the Enhanced and Simplified Distribution Implementation Guide (See the latest version here).

**Raising a Request to Update the Taxonomy**

Any Airline or Strategic Partner may raise a request to add/change/remove an item from the Taxonomy by writing to the delegated group under the Passenger Standards Conference or emailing standards@iata.org.

---

**Recommended Practice 1760**

**INDUSTRY TAXONOMY OF OFFER COMPONENTS**

**prevState**

**DEFINITIONS**

**Seller**

An organization that interacts with the supply chain to deliver offers and orders to the Consumer, such as a Travel Agent.

**Offer**

A proposal to sell a specific set of products or services under specific conditions, for a certain price.

**Offer Component**

The smallest identifiable part of an Offer which can be described using the Industry Taxonomy.

**Airline Taxonomy Structure**

A hierarchical list of codes in context of each other which each provide a descriptive Offer Component.

1. **Using a Taxonomy**

**Recommended that, an Airline Taxonomy is used to describe an Offer. Regulation 787 describes an enhanced distribution model allowing more real-time decision-making between all parties, airlines, aggregators, and sellers. Within this model, every airline may respond to a request or change its product and services within their offer. To ensure consistency at industry level, all parties use a common taxonomy in describing components of an offer.**

1.1 **Scenario**

1.1.1 The Industry Taxonomy of Offer Components is available at https://developer.iata.org/ODX.

1.1.2 The Industry Taxonomy of Offer Components includes descriptions of products and services which may become components of offers. The taxonomy in the Airline Industry Taxonomy should be updated when the offer is placed within the correct context of this type of product or service, as described.

1.1.3 Each component is identified in the taxonomy by a unique code. This code may be used to reference each component in the taxonomy and to identify where in the hierarchy the component sits to establish the context.
Airline Taxonomy Package
Airline Taxonomy Documentation

- Published and downloadable, per release with mid-release updates.
- Available on the Implementation Guide Website guides.developer.iata.org (pending approval)
Policy Updates

Deprecation

Forwards Compatibility

13 June, 2019
Deprecation

13 June, 2019
Standards fulfil business capability through concise technical means. In other words, by using a standard, we all agree to communicate the same way to achieve the same business objective.
It’s easy to add functionality to the standard today, but it’s **hard to remove** it, as it’s not always clear on who is using what, and why.

So we need a controlled way to remove **technical** functionality from the standard which does not have a known business requirement or is no longer needed.
How do we compare with other ‘interfaces’?

Where we coincide
Airlines manage a programmatic interface to Sellers just as a ‘Google’ would manage a programmatic service to its customers. Changes to Google’s interface would have a similar affect to changes in our Standard.

Where we differ
Google, for example, manages an interface to its customers without a standard as there is the only supplier of its content. The standard allows the same interface to be shared across multiple suppliers.
GAFA(A)'s deprecation policies

When GAFA(A) changes or removes business capability, they notify their customers prior to enable them to prepare for the upcoming changes.

- **Deprecation Strategy**: 12 months
- **Changes Policy**: 12 months
- **Versioning Strategy**: 90 days
- **Versioning Strategy**: 12 months
- **'Life-cycle' plan**: 12 months to 5 years

(Microsoft Azure)
Timelines

- 19.1: element identified and labelled
- 19.2
- 20.1
- 20.2: element removed

no feedback received
<table>
<thead>
<tr>
<th></th>
<th>Air Shopping</th>
<th>Offer Price</th>
<th>Service List</th>
<th>Seat Availability</th>
<th>Order Create</th>
<th>Order Retrieve</th>
<th>Order Reshop</th>
<th>Order Change</th>
<th>Order Cancel</th>
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</thead>
<tbody>
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<td><strong>Request</strong></td>
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</tr>
</tbody>
</table>
Forwards Compatibility
Regulations come into Effect

Revised Directive on Payment Services (PSD2)

On October 8, 2015, the European Parliament adopted the European Commission proposal to create safer and more innovative European payments (PSD2, Directive (EU) 2015/2366). The new rules aim to better protect consumers when they pay online, promote the development and use of innovative online and mobile payments such as through open banking, and make cross-border European payment services safer.[8]

Commissioner Jonathan Hill, responsible for Financial Stability, Financial Services and Capital Markets Union, said, "This legislation is a step towards a digital single market; it will benefit consumers and businesses, and help the economy grow."[8]

On November 16, 2015, the Council of the European Union passed PSD2. Member states will have two years to incorporate the directive into their national laws and regulations.[9] On 27 November 2017, Commission delegated Regulation (EU) 2018/389 supplemented PSD2 with regard to regulatory technical standards for strong customer authentication and common and secure open standards of communication.[10]

The EU and many banks are pushing this development with the new Payments Service Directive 2 (PSD2), which has come into force on 13 January 2018. Banks need to adapt to these changes that open many technical challenges, but also many strategic opportunities, such as collaborating with fintech providers, for the future.[citation needed]

An important element of PSD2 is the requirement for strong customer authentication on the majority of electronic payments. Another important element of the directive is the demand for common and secure communication (CSC). eIDAS-defined qualified certificates for are demanded for website authentication and electronic seals used for communication between financial services players. The technical specification ETSI TS 119 495 defines a standard for implementing these requirements.[11]

SD2 comes into full effect on 14 September, 2019.
Where are you?

- **You are here**
- You are on 17.2
- You have many live integrations
- You are REQUIRED to implement this change
- You can do it independently using an Aug Point
- You realize that by designing your own solution you add an extra burden on your integrators
- You realize that moving to the latest release, for this, is rushed and not practical nor ‘IT best practice”
We’re not doing an EDIFACT

- Forwards Compatibility is to be used **SPARINGLY**
- Only for Regulatory requirements **WHEN** there is industry demand to standardize due to a large impact
- 3D Secure was advised by the EU in **2015**. As an industry, we should’ve been better prepared and have supported this prior.
- It’s a **TEMPORARY SOLUTION** to allow Airlines to gracefully upgrade their Endpoints
Features Q&A

**Passenger IDs:** Different providers require us to create a specific ID’s for them, meaning we have to generate different patterns. “T1, T2, T3, T4, T3.1, T4.1 (infants) or PAX1, PAX2, PAX3....

There is no standard today, an Airline can bring this to the standard settings group to standardize, like the industry did for the OrderID.

**Ticket Generation:** Differences in the process. To generate a ticket we need to provide payment information in OrderCreate or OrderChange. For other carriers we need to use AirDocIssue.

AirDocIssue has been decommissioned, so this has been resolved.

**Cancel:** Differences in the process: In one airline we just call the Order Cancel, in another we need to do a Reshop call and then OrderCancel.

Reshop is needed if you wanted to ‘quote’ your customer what the change will be, Order Cancel executes the Cancel.
Features Q&A

Q  Cabin Preference: One Airline requires us to send the Preference\CabinPreferences node in AirShoppingRQ

A  This item is under review as to its use (is this a preference, a request for a Product, or a Cabin?)

Q  Variance in Implementations: Generally, there are great differences of the request that we must generate for the same call in each of the providers, meaning we would need to create a separate method for creating calls per provider, instead of creating one IATA compliant call and use it in every provider

A  We have a Document the Element Group where we are better defining and restricting (technically) the schemas to align the implementations and bring them closer together. The dream is to just ‘change the endpoint’ and go.

Q  Correlation ID: An Airline required us to add correlation ID to the calls so that they can easier find related calls for a certain flow.

A  Correlation ID is used for Aggregators, not Airlines, however this may be used for transaction pairing. More documentation is coming on this for 20.1/20.2
Questions?

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