

SEAT CHARACTERISTICS

EDIFACT Code	IMAP Character	Code Description
1	U	Undesirable Seat (Restricted - General)
1D	U	Undesirable seat (Restricted recline)
8	<blank>	No seat at this location
A		Aisle seat
AR	PHN	No Seat – Airphone
B	B	Seat with Bassinet
BK	/	Premium passenger adjacent seat block
C	<blank>	Crew Rest seat
CC		Center Section seat
CL	CLS	No Seat - Closet
D	DOR	No Seat - Exit door
E	X	Exit Row seat
GN	GAL	No Seat - Galley
H	H	Seat with handicapped facilities
K	BHD	Bulkhead seat
KN	BHD	No Seat - Bulkhead
LA	LAV	No Seat - Lavatory
N	*	No-Smoking Seat (default)
O	Q	Premium Block seat (Q-Block)
OW		Over Wing seat
RS		Right side of aircraft
S	-	Smoking seat
UP	J	Upper Deck seat
V	.	Airport Block seat (or Z block)
W		Window seat

CABIN FACILITIES

EDIFACT Code	IMAP Character	Code Description
BK	BHD	Bulkhead
CL	CLS	Closet
D	DOR	Exit door
G	GAL	Galley
LA	LAV	Lavatory
MV	SCR	Movie Screen

ROW CHARACTERISTICS

EDIFACT Code	IMAP Character	Code Description
C		Row has Cabin Facilities in a designated column
E	X	Exit row ('X' shown before and after row)
K	W	Over Wing row ('W' shown before and after row)
N		No-Smoking row (default)
S		Smoking row (seats not occupied shown as '-')
U		Upper Deck row (seats shown with 'J' following occupation code)
Z		Row does not exist

Additional Information:

1. The possible values and meanings of the IATA_SeatOccupationDefaultDetails tag:

- F -- All seats are free unless otherwise specified
- N -- No seat occupation default is being used
- O -- All seats are occupied unless otherwise specified
- R -- Seat not designated for RBD (Reservation Booking Designator, i.e. class of service) in request.

I have never seen a 'N' or 'R' used by anyone as the occupation default. I have seen some airlines not send a default occupation value at all.

2. The possible values and meanings of the IATA_SeatOccupation tab:

- B -- Advanced boarding pass seat
- C -- Check-in reserved seat
- D -- Seat blocked for/with deadload
- E -- Extra seat
- F -- Seat is free
- G -- Seat for group pre-allocation
- H -- Courtesy reserved seat
- I -- Seat is not available for interline through check-in
- M -- seat occupied for medical reasons
- N -- Seat not designated for RBD specified in request
- O -- Seat is occupied
- P -- Protected seat
- R -- Reserved seat generic
- S -- Seat protected for code sharing
- T -- Transit passenger - seat occupied by a transit passenger or load
- U -- Upline protected seat
- V -- Downline protected seat
- X -- Seat is not available for partner airlines use
- Y -- Advanced seat selection seat
- Z -- Seat blocked for other reasons

I have only seen 'F', 'O', 'P' and 'Z', returned. NW sends the 'P' for along with the appropriate seat characteristic for any premium seats available only to upper tier frequent fliers. We coded around this to display a 'Q' on a standard Sabre map display. A few airlines have sent the 'Z' for a blocked seat. I have never seen any other codes returned, but if someone does, we will show it as an occupied seat.

3. How is an exit on just the left or right side of the aircraft signaled?

Several different ways this can be done. Some airlines return an exit row seat characteristic only for the seat or seats on the applicable side of the aircraft. Others just send a left side door facility as a CBF one level under the ROD, either before or after the row.

4. It is not quite clear to me how to use the IATA_CabinFacilitiesCharacteristics and IATA_PlaceLocationQualifier tags, Also, I can't tell what the various values they can have are and their interpretations?

The cabin facilities are to show a variety of things in the aircraft that are in addition to or in place of seats in the cabin. The place location are where the facility is located left to right within the cabin.

Here is a list of possible cabin facilities:

- AR -- Airphone
- BA -- Bar
- BK -- Bulkhead
- CL -- Closet
- D -- Exit Door
- E -- Emergency Exit
- G -- Galley
- LA -- Lavatory
- LG -- Luggage Storage

MV -- Move Screen
SO -- Storage Space
ST -- Stairs to upper deck
TA -- Table

The following can be sent as seat characteristics for a particular row and column location in a
ROD:

AR -- No seat - airphone
BA -- No seat - bar
CL -- No seat - closet
D -- No seat - exit door
EX -- No seat - emergency exit
GN -- No seat - galley
LA -- No seat - lavatory
LG -- No seat - luggage storage
SO -- No seat - storage space
ST -- No seat - stairs to upper deck
TA -- No seat - table

The following are the possible place/location values:

C -- Center section
L -- Left side section
LC -- Left center section
R -- Right side section
RC -- Right center section

More information:

- 1) I2 and I3 are non-standard codes sent on SDS responses only in AA partition. Several SDS users had requested receiving the codes. I2 is for "forward facing child restraint only" and I3 is for "forward or rear facing child restraint". These are the same characteristics you would get on a standard green screen response if you append the map entry with a -IF. We will also send a C1 (Bass Fiddle) and C2 (Cello) for seats that can handle cabin baggage. These are also non-standard codes and sent only to AA SDS users. They can be seen on a standard green screen by appending the map entry with a -CB.
- 2) Processing level is the level of the segment in relation to the previous and next segments
- 3) SRP001 is only sent when sent in original request. This is for the actual EDIFACT usage of the SMPRES. It is the same as the SRP001 sent in the request ATB message. In the case of SDS, it will nearly always be with 2 005A elements of 'N' and 'S'. which means requesting and receiving a seat map for both non-smoking and smoking seats. Since most carriers are non-smoking, it is not needed, but some carriers do allow smoking on some or all markets so it needs to be accounted for.
- 4) It is optional because it is defined as optional for the SMPREQ/SMPRES message standards by PADIS. The software that SDS uses was designed for the interactive EDIFACT seat processing and the AIRAALSMPREQ and AIRAALSMPRES atb message definitions were written based on the PADIS standards. Since it is defined as optional by PADIS, we had to define it as optional in the ATB blocks.
- 5) Yes the CBD001 will always have 2 <IATA_SEAT_ROW_NUMBER> values indicating the start and end row for that particular cabin.
- 6) Actually the F in the CBF000 means "in front of the row or cabin". If the CBF000 follows the CBD001 and CBD002, then the CBF000/CBF001 combinations will indicate the placement of the facilities in relation to the entire cabin. The <IATA_ROW_LOCATION_QUALIFIER> values should always be either 'F' (front of) or 'R' (rear of) when following CBD001/CBD002 segments. When following a ROD001 then the facility is related to the particular row. The <IATA_ROW_LOCATION_QUALIFIER> values can be 'F' (front), 'O' (overlay/on) or 'R' (rear). The 'F' means free seat on on the occupation value elements in the CBD001 and ROD002 segments. SDS map responses should always have CBF000 segments related to the ROD001/ROD002 segments, never under the CBD001/CBD002 segments.
- 7) The business rules of the airline define what seat characteristic unavailable. The "O" is available, but only to premium travelers. "OW" just means the seat is over wing. SDS never sends an "OW" for a seat. The over wing row range is included in the CBD001 segment. Based on the tables we use for EDIFACT here is what is shown occupied or not:
 - 1 - always shows as occupied seat
 - C - always shows as occupied seat
 - Z - always shows as occupied seat
 - O - Shows as an "Q" seat. These are preferred seats and can only be assigned to a premium passenger.
 - BK - Shows as an "A" (airline) or "/" (travel agent). These are adjacent block seats for a premium passenger sitting next to them. The can be assigned to a premium traveler the same as the preferred seats.

All other seat characteristics are additional information. The seat occupation value will dictate if the seat is occupied or not.