

## Travelport Worldspan Fare Calculation Expansion Legacy API Messaging – Worldspan D.I.R.

<b>Developer Advisory Number:</b>	559				
<b>Version:</b>	01				
<b>Load To Production:</b>	02-Jun-15	05:00	EST	10:00	BST
<b>High Level Description:</b>	<p>The “XT” tax area will be removed from the fare calculation line of all Travelport 360 Fares pricing and shopping output displays for host terminal entry and structured data customers.</p> <p>Removing the “XT” taxes from the fare calculation data and linear count will now allow long itineraries to be considered for fare storage. Currently large itineraries may fail fare storage due to being over the current maximum of eight lines of 30 characters. All taxes that reside in the “XT” area will be placed in the “TX” tax breakdown area of the pricing response when applicable.</p> <p>Ticketing and Travelport Rapid Reprice re-issued tickets will be enhanced to support the removal of “XT” Taxes from the fare calculation line.</p>				
<b>Impact Summary:</b>	<p>Currently Legacy Travelport API messaging products provide “XT” taxes in the fare calculation line and in the “TX” tax breakdown of pricing responses. Customers will be required to get tax breakdown data from the “TX” in the pricing response with this enhancement when applicable.</p>				
<b>Reason For Issue:</b>	First Notification				
<b>Customer Impact:</b>	<input type="checkbox"/> Internal Only	<input checked="" type="checkbox"/> Developers			
	<input checked="" type="checkbox"/> Agency Customers	<input type="checkbox"/> Airline Customers			
	<input checked="" type="checkbox"/> eCommerce Customers	<input type="checkbox"/> Car, Hotel, Rail or Cruise Customers			
<b>System:</b>	<input type="checkbox"/> Galileo	<input type="checkbox"/> ACH			
	<input type="checkbox"/> Apollo	<input type="checkbox"/> RCH			
	<input checked="" type="checkbox"/> Worldspan	<input type="checkbox"/> Travelport Rooms and More			
	<input checked="" type="checkbox"/> AXESS	<input type="checkbox"/> Merchandising			
<b>Load To Copy:</b>	23-Mar-15	05:00	EST	09:00	GMT

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**Web Services:  
(API and Messaging)**

Currently Legacy API messaging products provide "XT" taxes in the linear fare calculation and in the "TX" tax breakdown line of various types of pricing responses. Future pricing responses will return taxes in the "TX" tax breakdown lines only of pricing response messages when applicable.

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**Issue History:**Version 01

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## Overview

Travelport Worldspan messaging products currently return “XT” taxes in the linear fare calculation and in “TX” - tax breakdown line of various pricing responses. Although the XT taxes will be removed from the linear fare ladder in pricing responses, messaging products will continue to return the same XT taxes in the TX lines of pricing responses when applicable.

## Customer Benefit

Removing the “XT” taxes from the fare calculation line will allow long itineraries to be considered for fare storage. Currently large itineraries may fail fare storage due to being over the current maximum of eight lines of 30 characters in the Travelport Worldspan system.

## Detail and Customer Examples

Travelport Worldspan messaging products with responses containing “XT” tax breakdown in fare calculation will now be in the “TX” tax breakdown when applicable.

The following Worldspan D.I.R. messages apply to this enhancement.

- **Pricing Message - (PRCQ/PRC)**
- **PNR Action/Create with Fare Quote, Stored Fare, Ticket Record (response) – PNRA/PNR**
- **PNR Message with Stored Price, Fare Quote and Ticket Record - (PNRQ/PNR)**
- **User Supplied Itinerary Pricing Message - (DLAQ/DLA)**
- **Power Shopper Message - (PWSQ/PWS)**
- **Power Pricing Message - (PWRQ/PWR)**
- **Rapid Reprice Message (DRRQ/DRR)**
- **Electronic Ticket Record Message – (ERQ/ER)**
- **Document History Message – (DOCHQ/DOCH)**

On the following pages, various examples illustrate the D.I.R. pricing response as it currently is returned and followed by the enhanced message with no “XT” tax breakdown in the fare calculation but all taxes returned in the “TX” tax breakdown with all taxes when applicable.

## D.I.R. Pricing Response Message

### Pricing Messages - (PRCQ/PRC)

No new development to D.I.R.

The XT tax area will be removed from all Travelport 360 Fares pricing and shopping output displays for host terminal entry and structured data customers.

Removing the XT taxes from the linear and linear count will allow long itineraries to be considered for fare storage. Currently large itineraries fail due to being over the current maximum of eight lines of 30 characters. All taxes that reside in the "XT" tax breakdown will be placed in the "TX" tax breakdown area of the pricing output response message.

The pricing displays for "XT" carriers (carrier that requires XT taxes be generated for ticketing) or non-"XT" carriers (carrier that can handle the breakdown of all taxes and not requiring an "XT" tax breakdown) will match. "XT" taxes will still be generated by ticketing for carriers requiring the "XT" tax breakdown, but will not appear in the pricing response message.

The removal of "XT" tax breakdown applies to the following pricing outputs:

- All demand pricing and storage entries of 4P, 4P\*, 4\*, 4PQ, 4\*Q
- Low fare finder entries of 4PLFB, 4PLF and 4PLFQ

### D.I.R. Itinerary Pricing Changes

Note: The D.I.R. PRCQ/PRC is applicable to all PNR pricing scenarios. Only the basic (4P) pricing will be demonstrated to show previous and new data.

The following example will demonstrate all applicable "XT" tax breakdown appearing in the Fare Calculation/Fare Ladder (PRC.PA.P.PPA.PP.TX) but with this enhancement, they will no longer appear in the Fare Calculation/Fare Ladder. The current tax breakdown appears in the "TX" Tax Array (PRC.PA.P.PPA.PP.TIA.TI).

Before this change, the "XT" tax breakdown items were returned in the Fare Calculation/Fare Ladder (PRC.PA.P.PPA.PP.TX) but now appear in the current Tax Array (PRC.PA.P.PPA.PP.TIA.TI). No new message development in D.I.R.

#### **PRC.PA.P.PPA.PP.TX**

#### Fare Ladder Text

Description	Data type	Size
Fare Ladder Free Flow Text	VL character	—

#### **PRC.PA.P.PPA.PP.TIA.TI**

#### Tax Information

Description	Data type	Size
Tax Code (e.g. YQ)	FL alphanumeric	2
Total Tax Amount (e.g. 14.00)	VL signed number	—

**Current D.I.R. Pricing Response Example**

APCO Has 4 Parts and total length of 5626

```

PRC.TKN.F{GBP0202}
PRC.TKN.TF{1309.92}
PRC.TKN.BF{705.00}
PRC.TKN.TA.TD.F{LONNYCDL 0102}
PRC.TKN.TA.TD.ACA.ACD{LHR  }
PRC.TKN.TA.TD.ACA.ACD{JFK  }
PRC.TKN.TA.TD.CCA.CCD{LON  }
PRC.TKN.TA.TD.CCA.CCD{NYC  }
PRC.TKN.TA.TD.FBA.FBC{CUKXGBL}
PRC.TKN.TA.TD.FBA.FBC{CUKXGBL/CH25}
PRC.TKN.TA.TD.F{LONNYCDL 0202}
PRC.TKN.TA.TD.ACA.ACD{JFK  }
PRC.TKN.TA.TD.ACA.ACD{LHR  }
PRC.TKN.TA.TD.CCA.CCD{NYC  }
PRC.TKN.TA.TD.CCA.CCD{LON  }
PRC.TKN.TA.TD.FBA.FBC{CTKXGBL}
PRC.TKN.TA.TD.FBA.FBC{CTKXGBL/CH25}
PRC.TKN.PTA.PT.PTF{740.96}
PRC.TKN.PTA.PT.PBF{403.00}
PRC.TKN.PTA.PT.F{01ADT}
PRC.TKN.PTA.PT.PTF{568.96}
PRC.TKN.PTA.PT.PBF{302.00}
PRC.TKN.PTA.PT.F{01CNN}
PRC.ADA.AD{ NON-ADT PTC FARES ARE SUBJECT TO RESTRICTIONS - VERIFY
RULES}
PRC.ADA.AD{* NONREF/PENALTY APPLIES *
PRICING RULES VALIDATING CARRIER DEFAULT DL}
PRC.ADA.AD{* FARE MAY CHANGE UNLESS TICKETED *}
PRC.ADA.AD{** TICKETING FEES MAY APPLY}
PRC.F{3DNVMVABBBABBDL GBP 2015057BB201505720152322015064 }
PRC.PA.P.ROE{.638555}
PRC.PA.P.TTL.GTX{604.92}
PRC.PA.P.TTL.GT{1309.92}
PRC.PA.P.TTL.TBA{705.00}
PRC.PA.P.TTL.CUR{GBP GBP}
PRC.PA.P.PPA.PP.TIA.TI{GB71.00}
PRC.PA.P.PPA.PP.TIA.TI{UB42.06}
PRC.PA.P.PPA.PP.TIA.TI{AY3.70}
PRC.PA.P.PPA.PP.TIA.TI{US23.60}
PRC.PA.P.PPA.PP.TIA.TI{XA3.30}
PRC.PA.P.PPA.PP.TIA.TI{XY4.60}
PRC.PA.P.PPA.PP.TIA.TI{YC3.70}
PRC.PA.P.PPA.PP.TIA.TI{YR183.00}
PRC.PA.P.PPA.PP.TIA.TI{XF3.00}
PRC.PA.P.PPA.PP.TX{ADT LON DL NYC327.30DL LON303.81NUC631.11END
ROE.638555 DL XT3.70AY23.60US3.30XA4.60XY3.70YC183.00YR3.00XF JFK4.5}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC01 327.30}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A1}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{UKXGBL}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{01DL 4370U LONNYCB}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC02 303.81}

```

```

PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A1}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{TKXGBL}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{02DL 401T NYCLONB}
PRC.PA.P.PPA.PP.PUA.PU.F{01}
PRC.PA.P.PPA.PP.TTX{337.96}
PRC.PA.P.PPA.PP.T{740.96}
PRC.PA.P.PPA.PP.BA{403.00}
PRC.PA.P.PPA.PP.F{ADT01}
PRC.PA.P.PPA.PP.TIA.TI{UB42.06}
PRC.PA.P.PPA.PP.TIA.TI{AY3.70}
PRC.PA.P.PPA.PP.TIA.TI{US23.60}
PRC.PA.P.PPA.PP.TIA.TI{XA3.30}
PRC.PA.P.PPA.PP.TIA.TI{XY4.60}
PRC.PA.P.PPA.PP.TIA.TI{YC3.70}
PRC.PA.P.PPA.PP.TIA.TI{YR183.00}
PRC.PA.P.PPA.PP.TIA.TI{XF3.00}
PRC.PA.P.PPA.PP.TX{CNN LON DL NYC245.47DL LON227.85NUC473.32END
ROE.638555 DL XT3.70AY23.60US3.30XA4.60XY3.70YC183.00YR3.00XF JFK4.5}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC01 245.47}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A1}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{UKXGBL/CH25}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{01DL 4370U LONNYCB}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC02 227.85}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A1}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{TKXGBL/CH25}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{02DL 401T NYCLONB}
PRC.PA.P.PPA.PP.PUA.PU.F{01}
PRC.PA.P.PPA.PP.TTX{266.96}
PRC.PA.P.PPA.PP.T{568.96}
PRC.PA.P.PPA.PP.BA{302.00}
PRC.PA.P.PPA.PP.F{CNN01}
PRC.PA.P.F{A}

```

#### Future D.I.R. Pricing Response Example (per this advisory)

The following example will demonstrate all applicable "XT" tax breakdown no longer appear in the Fare Calculation/Fare Ladder (PRC.PA.P.PPA.PP.TX) but now moved and included in the current "TX" Tax Array (PRC.PA.P.PPA.PP.TIA.TI).

APCO Has 4 Parts and total length of 5626

```

PRC.TKN.F{GBP0202}
PRC.TKN.TF{1309.92}
PRC.TKN.BF{705.00}
PRC.TKN.TA.TD.F{LONNYCDL 0102}
PRC.TKN.TA.TD.ACA.ACD{LHR }
PRC.TKN.TA.TD.ACA.ACD{JFK }
PRC.TKN.TA.TD.CCA.CCD{LON }
PRC.TKN.TA.TD.CCA.CCD{NYC }
PRC.TKN.TA.TD.FBA.FBC{CUKXGBL}
PRC.TKN.TA.TD.FBA.FBC{CUKXGBL/CH25}
PRC.TKN.TA.TD.F{LONNYCDL 0202}
PRC.TKN.TA.TD.ACA.ACD{JFK }
PRC.TKN.TA.TD.ACA.ACD{LHR }
PRC.TKN.TA.TD.CCA.CCD{NYC }

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PRC.TKN.TA.TD.CCA.CCD{LON  }
PRC.TKN.TA.TD.FBA.FBC{CTKXGBL}
PRC.TKN.TA.TD.FBA.FBC{CTKXGBL/CH25}
PRC.TKN.PTA.PT.PTF{740.96}
PRC.TKN.PTA.PT.PBF{403.00}
PRC.TKN.PTA.PT.F{01ADT}
PRC.TKN.PTA.PT.PTF{568.96}
PRC.TKN.PTA.PT.PBF{302.00}
PRC.TKN.PTA.PT.F{01CNN}
PRC.ADA.AD{ NON-ADT PTC FARES ARE SUBJECT TO RESTRICTIONS - VERIFY
RULES}
PRC.ADA.AD{* NONREF/PENALTY APPLIES *
PRICING RULES VALIDATING CARRIER DEFAULT DL}
PRC.ADA.AD{* FARE MAY CHANGE UNLESS TICKETED *}
PRC.ADA.AD{** TICKETING FEES MAY APPLY}
PRC.F{3DNVMVABBBABBDL GBP 2015057BB201505720152322015064 }
PRC.PA.P.ROE{.638555}
PRC.PA.P.TTL.GTX{604.92}
PRC.PA.P.TTL.GT{1309.92}
PRC.PA.P.TTL.TBA{705.00}
PRC.PA.P.TTL.CUR{GBP GBP}
PRC.PA.P.PPA.PP.TIA.TI{GB71.00}
PRC.PA.P.PPA.PP.TIA.TI{UB42.06}
PRC.PA.P.PPA.PP.TIA.TI{AY3.70}
PRC.PA.P.PPA.PP.TIA.TI{US23.60}
PRC.PA.P.PPA.PP.TIA.TI{XA3.30}
PRC.PA.P.PPA.PP.TIA.TI{XY4.60}
PRC.PA.P.PPA.PP.TIA.TI{YC3.70}
PRC.PA.P.PPA.PP.TIA.TI{YR183.00}
PRC.PA.P.PPA.PP.TIA.TI{XF3.00}
PRC.PA.P.PPA.PP.TX{ADT LON DL NYC327.30DL LON303.81NUC631.11END
ROE.638555 DL XF JFK4.5}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC01 327.30}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A1}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{UKXGBL}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{01DL 4370U LONNYCB}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC02 303.81}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A1}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{TKXGBL}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{02DL 401T NYCLONB}
PRC.PA.P.PPA.PP.PUA.PU.F{01}
PRC.PA.P.PPA.PP.TTX{337.96}
PRC.PA.P.PPA.PP.T{740.96}
PRC.PA.P.PPA.PP.BA{403.00}
PRC.PA.P.PPA.PP.F{ADT01}
PRC.PA.P.PPA.PP.TIA.TI{UB42.06}
PRC.PA.P.PPA.PP.TIA.TI{AY3.70}
PRC.PA.P.PPA.PP.TIA.TI{US23.60}
PRC.PA.P.PPA.PP.TIA.TI{XA3.30}
PRC.PA.P.PPA.PP.TIA.TI{XY4.60}
PRC.PA.P.PPA.PP.TIA.TI{YC3.70}
PRC.PA.P.PPA.PP.TIA.TI{YR183.00}
PRC.PA.P.PPA.PP.TIA.TI{XF3.00}
PRC.PA.P.PPA.PP.TX{CNN LON DL NYC245.47DL LON227.85NUC473.32END
ROE.638555 DL XF JFK4.5}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC01 245.47}
```

```

PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A1}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{UKXGBL/CH25}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{01DL 4370U LONNYCB}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC02 227.85}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A1}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{TKXGBL/CH25}
PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{02DL 401T NYCLONB}
PRC.PA.P.PPA.PP.PUA.PU.F{01}
PRC.PA.P.PPA.PP.TTX{266.96}
PRC.PA.P.PPA.PP.T{568.96}
PRC.PA.P.PPA.PP.BA{302.00}
PRC.PA.P.PPA.PP.F{CNN01}
PRC.PA.P.F{A}

```

## D.I.R. Passenger Name Record (PNR) Response Message

### PNR Action/Create with Fare Quote, Stored Fare, Ticket Record (response) – PNR

No new development to D.I.R. The removal of XT taxes applies to the following pricing outputs:

- All PNR with stored fare quote, ticket record data of 4\* and 4\*Q

The following Travelport Worldspan retrieved Passenger Name Record (PNR) data description tables include the current Fare Ladder, Tax 1, Tax 2, Tax 3 returned today. With this advisory, the “XT” tax breakdown will be removed from the fare ladder and totalled up in a current tax field when applicable by carrier.

The D.I.R. PNRQ message returns a stored fare quote and stored ticket record demonstrating the current “XT” tax breakdown in the fare calculation/fare ladder text. It also shows the current “TX” tax breakdown data.

“XT” data that one appeared in the ticket record fare ladder (PNR.SFQ.TQ.FDA.FD.LDR) will now be totalled and returned in a Tax 1, Tax 2 or Tax 3 (PNR.SFQ.TQ.FDA.FD.TX1) when applicable.

#### Stored Ticket Record/Fare Shell in a PNR

##### PNR.SFQ.TQ.FDA.FD.LDR

##### Fare Ladder

Description	Datatype	Size
Fare Ladder Free Flow Text	VL alphanumeric	—

##### PNR.SFQ.TQ.FDA.FD.TX1

##### Tax 1

Description	Datatype	Size
Tax 1 Code	FL alpha	2
Payment status indicator ‘ ’ – Blank ‘P’ – Paid ‘E’ – Exempt	Switch	1
Tax 1	VL character	—



**PNR.SFQ.TQ.FDA.FD.TX2****Tax 2**

Description	Datatype	Size
Tax 2 Code	FL alpha	2
Payment status indicator '' – Blank 'P' – Paid 'E' – Exempt	Switch	1
Tax 2	VL character	—

**PNR.SFQ.TQ.FDA.FD.TX3****Tax 3**

Description	Datatype	Size
Tax 3 Code	FL alpha	2
Payment status indicator '' – Blank 'P' – Paid 'E' – Exempt	Switch	1
Tax 3	VL character	—

**Stored Price Quote in a PNR****PNR.SFQ.4PQ.FDA.FD.LDR****Fare Ladder**

Description	Datatype	Size
Fare ladder	VL alphanumeric	—

**PNR.SFQ.4PQ.FDA.FD.TX1****Tax 1**

Description	Datatype	Size
Tax 1 Code	FL alpha	2
Payment status indicator '' - Blank 'P' – Paid 'E' – Exempt	Switch	1
Tax 1	VL character	—

**PNR.SFQ.4PQ.FDA.FD.TX2****Tax 2**

Description	Datatype	Size
Tax 2 Code	FL alpha	2
Payment status indicator '' - Blank 'P' – Paid 'E' – Exempt	Switch	1
Tax 2	VL character	—

**PNR.SFQ.4PQ.FDA.FD.TX3 Tax 3**

Description	Datatype	Size
Tax 3 Code	FL alpha	2
Payment status indicator '' - Blank 'P' - Paid 'E' - Exempt	Switch	1
Tax 3	VL character	—

**Previous PNR Stored Fare Quote**

Previously the following ticket record stored in the PNR has the "XT" tax breakdown within the fare calculation line. The "TX" tax breakdown doesn't appear below (it appears in the new enhanced display in next section).

Input:

4\*Q

Output:

```

4P*
  PNR PRICED ON 26FEB FOR TKTG ON 26FEB
  * NONREF/PENALTY APPLIES
  TRIP VALUE DATA EXISTS
ADT 01 TTL-GBP 740.96 BF-GBP 403.00 TX1- 71.00GB
      TX2- 42.06UB TX3- 224.90XT
  LHR DL 4370 U 20AUG 915A OK UKXGBL 20AUG20AUG 1PC
  O JFK DL 401 T 27AUG 700P OK TKXGBL 27AUG27AUG 1PC
  LHR
  LON DL NYC327.30DL LON303.81
  NUC631.11END ROE.638555 DL XT 3.70AY23.60US3.30XA4.60XY
  3.70YC183.00YR3.00XF JFK4.5

CNN 01 TTL-GBP 568.96 BF-GBP 302.00 TX1- .00GB)>
  LON DL NYC327.30DL LON303.81
  NUC631.11END ROE.638555 DL XT 3.70AY23.60US3.30XA4.60XY
  3.70YC183.00YR3.00XF JFK4.5

```

**New PNR Stored Fare Quote**

The following ticket record stored in the PNR has the "XT" tax breakdown removed from the fare calculation line. The "TX" tax breakdown contains all applicable taxes and demonstrated below.

Input:

4\*Q

Output:

```

4P*
  PNR PRICED ON 26FEB FOR TKTG ON 26FEB
  * NONREF/PENALTY APPLIES
  TRIP VALUE DATA EXISTS
ADT 01 TTL-GBP 740.96 BF-GBP 403.00 TX1- 71.00GB
      TX2- 42.06UB TX3- 224.90XT
  LHR DL 4370 U 20AUG 915A OK UKXGBL 20AUG20AUG 1PC

```

```

O JFK DL 401 T 27AUG 700P OK TKXGBL 27AUG27AUG 1PC
LHR
LON DL NYC327.30DL LON303.81
NUC631.11END ROE.638555 DL JFK4.5
TX 71.00GB 42.06UB 3.70AY 23.60US 3.30XA 4.60XY 3.70YC
183.00YR 3.00XF

```

```

CNN 01 TTL-GBP 568.96 BF-GBP 302.00 TX1- .00GB)>
LON DL NYC327.30DL LON303.81
NUC631.11END ROE.638555 DL JFK4.5
TX 42.06UB 3.70AY 23.60US 3.30XA 4.60XY 3.70YC 183.00YR
3.00XF

```

### Current D.I.R. PNR Response Example

Previously the following ticket record stored in the PNR has the "XT" tax breakdown within the fare calculation line. The "TX" tax breakdown doesn't appear below (it appears in the new enhanced display in next section).

The following highlighted sections demonstrate the previous "XT" tax breakdown within the fare calculation/fare ladder.

Note: The following D.I.R. message has line divider text to identify the specific sections demonstrated in this example.

DPNO Has 9 Parts and total length of 2274

```

PNR.H{3DNVMV N1P4U41PGSCE163220150572015239YN}
PNR.NA.NS.G{TODD.MR}
PNR.NA.NS.S{TESTDUDE}
PNR.NA.NS.F{ ADT00101}
PNR.NA.NS.G{JR}
PNR.NA.NS.S{TESTKIDD}
PNR.NA.NS.F{ C1000201}
PNR.IA.B0B2.D{HDQDLHBMHT4}
PNR.IA.B0B2.ET{Y}
PNR.IA.B0B2.UN{0001}
PNR.IA.B0B2.CSC{OPERATED BY VIRGIN ATLANTIC}
PNR.IA.B0B2.F{012DL20AUG2015232HK0024370U
4LHRJFK091511500$NNN03463NNAYN}
PNR.IA.B0B2.D{HDQDLHBMHT4}
PNR.IA.B0B2.ET{Y}
PNR.IA.B0B2.UN{0002}
PNR.IA.B0B2.F{022DL27AUG2015239HK0020401T
4JFKLHR190007200$NNN03463NNBNN}
PNR.PA.PS.FF{888}
PNR.PA.PS.F{4U4}
PNR.T{T/}
PNR.TF{AUTO PRICED}
PNR.FT{EX}
///Stored Ticket Record///
PNR.SFQ.TQ.FDA.FD.LDR{LON DL NYC327.30DL LON303.81NUC631.11END
ROE.638555 DL XT3.70AY23.60US3.30XA4.60XY3.70YC183.00YR3.00XF JFK4.5}
PNR.SFQ.TQ.FDA.FD.SGA.SG.C{ LHR}

```

PNR.SFQ.TQ.FDA.FD.SGA.SG.FLT{DL 4370U 20AUG 915A  
OK20AUG20AUG1PCUKXGBL}  
PNR.SFQ.TQ.FDA.FD.SGA.SG.C{OJFK}  
PNR.SFQ.TQ.FDA.FD.SGA.SG.FLT{DL 401T 27AUG 700P  
OK27AUG27AUG1PCTKXGBL}  
PNR.SFQ.TQ.FDA.FD.TX3{XT 224.90}  
PNR.SFQ.TQ.FDA.FD.TX2{UB 42.06}  
PNR.SFQ.TQ.FDA.FD.TX1{GB 71.00}  
PNR.SFQ.TQ.FDA.FD.BF{GBP 403.00}  
PNR.SFQ.TQ.FDA.FD.TL{GBP 740.96}  
PNR.SFQ.TQ.FDA.FD.FI{ADT01}  
PNR.SFQ.TQ.FDA.FD.LDR{LON DL NYC245.47DL LON227.85NUC473.32END  
ROE.638555 DL XT3.70AY23.60US3.30XA4.60XY3.70YC183.00YR3.00XF JFK4.5}  
PNR.SFQ.TQ.FDA.FD.SGA.SG.C{ LHR}  
PNR.SFQ.TQ.FDA.FD.SGA.SG.FLT{DL 4370U 20AUG 915A  
OK20AUG20AUG1PCUKXGBL/CH25}  
PNR.SFQ.TQ.FDA.FD.SGA.SG.C{OJFK}  
PNR.SFQ.TQ.FDA.FD.SGA.SG.FLT{DL 401T 27AUG 700P  
OK27AUG27AUG1PCTKXGBL/CH25}  
PNR.SFQ.TQ.FDA.FD.TX3{XT 224.90}  
PNR.SFQ.TQ.FDA.FD.TX2{UB 42.06}  
PNR.SFQ.TQ.FDA.FD.TX1{GB .00}  
PNR.SFQ.TQ.FDA.FD.BF{GBP 302.00}  
PNR.SFQ.TQ.FDA.FD.TL{GBP 568.96}  
PNR.SFQ.TQ.FDA.FD.FI{CNN01}  
PNR.SFQ.TQ.PCA.PC{TRIP VALUE DATA EXISTS}  
PNR.SFQ.TQ.LDT{20150572015057}  
PNR.SFQ.TQ.F{2015057 4P\*}  
**///Stored Price Quote///**  
PNR.SFQ.4PQ.FDA.FD.LDR{LON DL NYC327.30DL LON303.81NUC631.11END  
ROE.638555 DL XT3.70AY23.60US3.30XA4.60XY3.70YC183.00YR3.00XF JFK4.5}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.FLT{DL 4370U 20AUG 915AOK20AUG20AUG1PCUKXGBL}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{ LHR}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.FLT{DL 401T 27AUG 700POK27AUG27AUG1PCTKXGBL}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{OJFK}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{ LHR}  
PNR.SFQ.4PQ.FDA.FD.TX3{XT 224.90}  
PNR.SFQ.4PQ.FDA.FD.TX2{UB 42.06}  
PNR.SFQ.4PQ.FDA.FD.TX1{GB 71.00}  
PNR.SFQ.4PQ.FDA.FD.TL{GBP740.96}  
PNR.SFQ.4PQ.FDA.FD.BF{GBP403.00}  
PNR.SFQ.4PQ.FDA.FD.FI{ADT01}  
PNR.SFQ.4PQ.FDA.FD.LDR{LON DL NYC245.47DL LON227.85NUC473.32END  
ROE.638555 DL XT3.70AY23.60US3.30XA4.60XY3.70YC183.00YR3.00XF JFK4.5}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.FLT{DL 4370U 20AUG  
915AOK20AUG20AUG1PCUKXGBL/CH25}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{ LHR}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.FLT{DL 401T 27AUG  
700POK27AUG27AUG1PCTKXGBL/CH25}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{OJFK}  
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{ LHR}  
PNR.SFQ.4PQ.FDA.FD.TX3{XT 224.90}  
PNR.SFQ.4PQ.FDA.FD.TX2{UB 42.06}  
PNR.SFQ.4PQ.FDA.FD.TX1{GB .00}  
PNR.SFQ.4PQ.FDA.FD.TL{GBP568.96}

```

PNR.SFQ.4PQ.FDA.FD.BF{GBP302.00}
PNR.SFQ.4PQ.FDA.FD.FI{CNN01}
PNR.SFQ.4PQ.F{2015057CE4U4SITI4PQ}
PNR.FOP.FOPP{CA

```

### Future D.I.R. PNR Response Example (per this advisory)

The following ticket record stored in the PNR has the "XT" tax breakdown removed from the fare calculation/fare ladder line and now all totalled up in TX3 (Tax 3) as an "XT" tax identifier.

Note: The following D.I.R. message has line divider text to identify the specific sections demonstrated in this example.

DPNO Has 9 Parts and total length of 2274

```

PNR.H{3DNVMV N1P4U41PGSCE163220150572015239YN}
PNR.NA.NS.G{TODD.MR}
PNR.NA.NS.S{TESTDUDE}
PNR.NA.NS.F{ ADT00101}
PNR.NA.NS.G{JR}
PNR.NA.NS.S{TESTKIDD}
PNR.NA.NS.F{ C1000201}
PNR.IA.B0B2.D{HDQDLHBMHT4}
PNR.IA.B0B2.ET{Y}
PNR.IA.B0B2.UN{0001}
PNR.IA.B0B2.CSC{OPERATED BY VIRGIN ATLANTIC}
PNR.IA.B0B2.F{012DL20AUG2015232HK0024370U
4LHRJFK091511500$NNN03463NNAYN}
PNR.IA.B0B2.D{HDQDLHBMHT4}
PNR.IA.B0B2.ET{Y}
PNR.IA.B0B2.UN{0002}
PNR.IA.B0B2.F{022DL27AUG2015239HK0020401T
4JFKLHR190007200$NNN03463NNBNN}
PNR.PA.PS.FF{888}
PNR.PA.PS.F{4U4}
PNR.T{T/}
PNR.TF{AUTO PRICED}
PNR.FT{EX}

```

### ///Stored Ticket Record///

```

PNR.SFQ.TQ.FDA.FD.LDR{LON DL NYC327.30DL LON303.81NUC631.11END
ROE.638555 DL JFK4.5}
PNR.SFQ.TQ.FDA.FD.SGA.SG.C{ LHR}
PNR.SFQ.TQ.FDA.FD.SGA.SG.FLT{DL 4370U 20AUG 915A
OK20AUG20AUG1PCUKXGBL}
PNR.SFQ.TQ.FDA.FD.SGA.SG.C{OJFK}
PNR.SFQ.TQ.FDA.FD.SGA.SG.FLT{DL 401T 27AUG 700P
OK27AUG27AUG1PCTKXGBL}
PNR.SFQ.TQ.FDA.FD.TX3{XT 224.90}
PNR.SFQ.TQ.FDA.FD.TX2{UB 42.06}
PNR.SFQ.TQ.FDA.FD.TX1{GB 71.00}
PNR.SFQ.TQ.FDA.FD.BF{GBP 403.00}
PNR.SFQ.TQ.FDA.FD.TL{GBP 740.96}
PNR.SFQ.TQ.FDA.FD.FI{ADT01}
PNR.SFQ.TQ.FDA.FD.LDR{LON DL NYC245.47DL LON227.85NUC473.32END
ROE.638555 DL JFK4.5}

```

```

PNR.SFQ.TQ.FDA.FD.SGA.SG.C{ LHR}
PNR.SFQ.TQ.FDA.FD.SGA.SG.FLT{DL 4370U 20AUG 915A
OK20AUG20AUG1PCUKXGBL/CH25}
PNR.SFQ.TQ.FDA.FD.SGA.SG.C{OJFK}
PNR.SFQ.TQ.FDA.FD.SGA.SG.FLT{DL 401T 27AUG 700P
OK27AUG27AUG1PCTKXGBL/CH25}
PNR.SFQ.TQ.FDA.FD.TX3{XT 224.90}
PNR.SFQ.TQ.FDA.FD.TX2{UB 42.06}
PNR.SFQ.TQ.FDA.FD.TX1{GB .00}
PNR.SFQ.TQ.FDA.FD.BF{GBP 302.00}
PNR.SFQ.TQ.FDA.FD.TL{GBP 568.96}
PNR.SFQ.TQ.FDA.FD.FI{CNN01}
PNR.SFQ.TQ.PCA.PC{TRIP VALUE DATA EXISTS}
PNR.SFQ.TQ.LDT{20150572015057}
PNR.SFQ.TQ.F{2015057 4P*}
///Stored Price Quote///
PNR.SFQ.4PQ.FDA.FD.LDR{LON DL NYC327.30DL LON303.81NUC631.11END
ROE.638555 DL JFK4.5}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.FLT{DL 4370U 20AUG 915AOK20AUG20AUG1PCUKXGBL}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{ LHR}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.FLT{DL 401T 27AUG 700POK27AUG27AUG1PCTKXGBL}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{OJFK}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{ LHR}
PNR.SFQ.4PQ.FDA.FD.TX3{XT 224.90}
PNR.SFQ.4PQ.FDA.FD.TX2{UB 42.06}
PNR.SFQ.4PQ.FDA.FD.TX1{GB 71.00}
PNR.SFQ.4PQ.FDA.FD.TL{GBP740.96}
PNR.SFQ.4PQ.FDA.FD.BF{GBP403.00}
PNR.SFQ.4PQ.FDA.FD.FI{ADT01}
PNR.SFQ.4PQ.FDA.FD.LDR{LON DL NYC245.47DL LON227.85NUC473.32END
ROE.638555 DL JFK4.5}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.FLT{DL 4370U 20AUG
915AOK20AUG20AUG1PCUKXGBL/CH25}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{ LHR}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.FLT{DL 401T 27AUG
700POK27AUG27AUG1PCTKXGBL/CH25}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{OJFK}
PNR.SFQ.4PQ.FDA.FD.SGA.SG.C{ LHR}
PNR.SFQ.4PQ.FDA.FD.TX3{XT 224.90}
PNR.SFQ.4PQ.FDA.FD.TX2{UB 42.06}
PNR.SFQ.4PQ.FDA.FD.TX1{GB .00}
PNR.SFQ.4PQ.FDA.FD.TL{GBP568.96}
PNR.SFQ.4PQ.FDA.FD.BF{GBP302.00}
PNR.SFQ.4PQ.FDA.FD.FI{CNN01}
PNR.SFQ.4PQ.F{2015057CE4U4SITI4PQ}
PNR.FOP.FOPP{CA }

```

Note: This example is for illustration and demonstration purposes only. Character placement may vary due to removal of "XT" tax breakdown from fare calculation data.

## D.I.R. User Supplied Itinerary Pricing Response Message

### User Supplied Itinerary Pricing Message - (DLAQ/DLA)

No new development in D.I.R.

The removal of "XT" tax breakdown applies to the following pricing outputs:

- Non-itinerary pricing entries of \$A

Before this change, the "XT" tax breakdown items were returned in the Fare Calculation/Fare Ladder (DLA.PA.P.PPA.PP.TX) but now appear in the current Tax Array (DLA.PA.P.PPA.PP.TIA.TI).

#### DLA.PA.P.PPA.PP.TX PRICE STRUCTURE- PTC PRICING -Fare Ladder Text

Description	Data Type	Size
Fare Ladder Free Flow Text	VL Alphanumeric	—

#### DLA.PA.P.PPA.PP.TIA.TI PRICE STRUCTURE- PTC PRICING -Tax Information

Description	Data Type	Size
Tax Type Code (e.g. YX)	FL alphanumeric	2
Tax Amount	VL Numeric	—

### Current D.I.R. User Supplied Itinerary Pricing Response Example

The following example will demonstrate all applicable "XT" tax breakdown no longer appear in the Fare Calculation/Fare Ladder (DLA.PA.P.PPA.PP.TX) but now moved and included in the current "TX" Tax Array (DLA.PA.P.PPA.PP.TIA.TI) when applicable.

DDAO Has 16 Parts and total length of 1834

```
DLA.TKN.F{GBP0201}
DLA.TKN.TF{820.96}
DLA.TKN.BF{483.00}
DLA.TKN.TA.TD.F{LONCHIAA 0102}
DLA.TKN.TA.TD.ACA.ACD{LHR  }
DLA.TKN.TA.TD.ACA.ACD{ORD  }
DLA.TKN.TA.TD.CCA.CCD{LON  }
DLA.TKN.TA.TD.CCA.CCD{CHI  }
DLA.TKN.TA.TD.FBA.FBC{CNKWUKJB}
DLA.TKN.TA.TD.F{LONCHIAA 0202}
DLA.TKN.TA.TD.ACA.ACD{ORD  }
DLA.TKN.TA.TD.ACA.ACD{LHR  }
DLA.TKN.TA.TD.CCA.CCD{CHI  }
DLA.TKN.TA.TD.CCA.CCD{LON  }
DLA.TKN.TA.TD.FBA.FBC{CNKWUKJB}
DLA.TKN.PTA.PT.PTF{820.96}
```

```
DLA.TKN.PTA.PT.PBF{483.00}
DLA.TKN.PTA.PT.F{01ADT}
DLA.ADA.AD{* NONREFUNDABLE/RESTRICTIONS APPLY}
DLA.ADA.AD{* PRICING RULES VALIDATING CARRIER DEFAULT AA}
DLA.PA.P.RA.RI{01 N}
DLA.PA.P.RA.RI{02 N}
DLA.PA.P.ADA.AD{REBOOKED 01/ N 02/ N}
DLA.PA.P.ADA.AD{RCK SEGS BOOKED COMPLY WITH TKTG TL RULE}
DLA.PA.P.ROE{.638555}
DLA.PA.P.TTL.GTX{337.96}
DLA.PA.P.TTL.GT{820.96}
DLA.PA.P.TTL.TBA{483.00}
DLA.PA.P.TTL.CUR{GBP GBP}
DLA.PA.P.PPA.PP.TIA.TI{GB71.00}
DLA.PA.P.PPA.PP.TIA.TI{UB42.06}
DLA.PA.P.PPA.PP.TIA.TI{AY3.70}
DLA.PA.P.PPA.PP.TIA.TI{US23.60}
DLA.PA.P.PPA.PP.TIA.TI{XA3.30}
DLA.PA.P.PPA.PP.TIA.TI{XY4.60}
DLA.PA.P.PPA.PP.TIA.TI{YC3.70}
DLA.PA.P.PPA.PP.TIA.TI{YR183.00}
DLA.PA.P.PPA.PP.TIA.TI{XF3.00}
DLA.PA.P.PPA.PP.TX{ADT LON AA CHI378.19AA LON378.19NUC756.38END
ROE.638555 AA XT3.70AY23.60US3.30XA4.60XY3.70YC183.00YR3.00XF ORD4.5}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC01 378.19}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{NKWUKJB}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{01AA 99N LONCHIB}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC02 378.19}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{NKWUKJB}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{02AA 90N CHILONB}
DLA.PA.P.PPA.PP.PUA.PU.F{01}
DLA.PA.P.PPA.PP.TTX{337.96}
DLA.PA.P.PPA.PP.T{820.96}
DLA.PA.P.PPA.PP.BA{483.00}
DLA.PA.P.PPA.PP.F{ADT01}
DLA.PA.P.F{B}
DLA.ET{C}
DLA.PE{B}
DLA.LFI{A}
DLA.PI{A}
DLA.DI{B}
DLA.ID{B}
DLA.VC{AA}
DLA.BC{GBP}
DLA.EQ{ }
DLA.DD{2015150}
DLA.TD{2015060}
DLA.PS{ }
DLA.IA.I.CX{B}
DLA.IA.I.NS{A}
DLA.IA.I.M{ }
DLA.IA.I.EQ{777}
DLA.IA.I.SCC{LHRORD}
DLA.IA.I.DD{201515060745101500}
DLA.IA.I.CST{ NSS01}
DLA.IA.I.FN{0099}
```



```
DLA.IA.I.VC{AAA}
DLA.IA.I.AP{B}
DLA.IA.I.SN{01}
DLA.IA.I.CX{B}
DLA.IA.I.NS{A}
DLA.IA.I.M{ }
DLA.IA.I.EQ{763}
DLA.IA.I.SCC{ORDLHR}
DLA.IA.I.DD{201515760905224500}
DLA.IA.I.CST{ NSS01}
DLA.IA.I.FN{0090}
DLA.IA.I.VC{AAA}
DLA.IA.I.AP{B}
DLA.IA.I.SN{02}
DLA.IA.I.CX{B}
DLA.IA.I.NS{ }
DLA.IA.I.M{ }
DLA.IA.I.EQ{ }
DLA.IA.I.SCC{LHRJFK}
DLA.IA.I.DD{201523240915115000}
DLA.IA.I.CST{ UHK02}
DLA.IA.I.FN{4370}
DLA.IA.I.VC{DL }
DLA.IA.I.AP{B}
DLA.IA.I.SN{03}
DLA.IA.I.CX{B}
DLA.IA.I.NS{ }
DLA.IA.I.M{ }
DLA.IA.I.EQ{ }
DLA.IA.I.SCC{JFKLHR}
DLA.IA.I.DD{201523941900072001}
DLA.IA.I.CST{ THK02}
DLA.IA.I.FN{0401}
DLA.IA.I.VC{DL }
DLA.IA.I.AP{B}
DLA.IA.I.SN{04}
```

#### Future D.I.R. User Supplied Itinerary Pricing Response Example (per this advisory)

The following example will demonstrate all applicable "XT" tax breakdown no longer appear in the Fare Calculation/Fare Ladder (DLA.PA.P.PPA.PP.TX) but now moved and included in the current "TX" Tax Array (DLA.PA.P.PPA.PP.TIA.TI) when applicable.

DDA0 Has 16 Parts and total length of 1834

```
DLA.TKN.F{GBP0201}
DLA.TKN.TF{820.96}
DLA.TKN.BF{483.00}
DLA.TKN.TA.TD.F{LONCHIAA 0102}
DLA.TKN.TA.TD.ACA.ACD{LHR }
DLA.TKN.TA.TD.ACA.ACD{ORD }
DLA.TKN.TA.TD.CCA.CCD{LON }
DLA.TKN.TA.TD.CCA.CCD{CHI }
DLA.TKN.TA.TD.FBA.FBC{CNKWUKJB}
DLA.TKN.TA.TD.F{LONCHIAA 0202}
```

```
DLA.TKN.TA.TD.ACA.ACD{ORD    }
DLA.TKN.TA.TD.ACA.ACD{LHR    }
DLA.TKN.TA.TD.CCA.CCD{CHI    }
DLA.TKN.TA.TD.CCA.CCD{LON    }
DLA.TKN.TA.TD.FBA.FBC{CNKWUKJB}
DLA.TKN.PTA.PT.PTF{820.96}
DLA.TKN.PTA.PT.PBF{483.00}
DLA.TKN.PTA.PT.F{01ADT}
DLA.ADA.AD{* NONREFUNDABLE/RESTRICTIONS APPLY}
DLA.ADA.AD{* PRICING RULES VALIDATING CARRIER DEFAULT AA}
DLA.PA.P.RA.RI{01 N}
DLA.PA.P.RA.RI{02 N}
DLA.PA.P.ADA.AD{REBOOKED 01/ N 02/ N}
DLA.PA.P.ADA.AD{RCK SEGS BOOKED COMPLY WITH TKTG TL RULE}
DLA.PA.P.ROE{.638555}
DLA.PA.P.TTL.GTX{337.96}
DLA.PA.P.TTL.GT{820.96}
DLA.PA.P.TTL.TBA{483.00}
DLA.PA.P.TTL.CUR{GBP    GBP}
DLA.PA.P.PPA.PP.TIA.TI{GB71.00}
DLA.PA.P.PPA.PP.TIA.TI{UB42.06}
DLA.PA.P.PPA.PP.TIA.TI{AY3.70}
DLA.PA.P.PPA.PP.TIA.TI{US23.60}
DLA.PA.P.PPA.PP.TIA.TI{XA3.30}
DLA.PA.P.PPA.PP.TIA.TI{XY4.60}
DLA.PA.P.PPA.PP.TIA.TI{YC3.70}
DLA.PA.P.PPA.PP.TIA.TI{YR183.00}
DLA.PA.P.PPA.PP.TIA.TI{XF3.00}
DLA.PA.P.PPA.PP.TX{ADT LON AA CHI378.19AA LON378.19NUC756.38END
ROE.638555 AA ORD4.5}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC01 378.19}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{NKWUKJB}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{01AA 99N LONCHIB}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC02 378.19}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{NKWUKJB}
DLA.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{02AA 90N CHILONB}
DLA.PA.P.PPA.PP.PUA.PU.F{01}
DLA.PA.P.PPA.PP.TTX{337.96}
DLA.PA.P.PPA.PP.T{820.96}
DLA.PA.P.PPA.PP.BA{483.00}
DLA.PA.P.PPA.PP.F{ADT01}
DLA.PA.P.F{B}
DLA.ET{C}
DLA.PE{B}
DLA.LFI{A}
DLA.PI{A}
DLA.DI{B}
DLA.ID{B}
DLA.VC{AA}
DLA.BC{GBP}
DLA.EQ{ }
DLA.DD{2015150}
DLA.TD{2015060}
DLA.PS{ }
DLA.IA.I.CX{B}
DLA.IA.I.NS{A}
```

```
DLA.IA.I.M{ }
DLA.IA.I.EQ{777}
DLA.IA.I.SCC{LHRORD}
DLA.IA.I.DD{201515060745101500}
DLA.IA.I.CST{ NSS01}
DLA.IA.I.FN{0099}
DLA.IA.I.VC{AAA}
DLA.IA.I.AP{B}
DLA.IA.I.SN{01}
DLA.IA.I.CX{B}
DLA.IA.I.NS{A}
DLA.IA.I.M{ }
DLA.IA.I.EQ{763}
DLA.IA.I.SCC{ORDLHR}
DLA.IA.I.DD{201515760905224500}
DLA.IA.I.CST{ NSS01}
DLA.IA.I.FN{0090}
DLA.IA.I.VC{AAA}
DLA.IA.I.AP{B}
DLA.IA.I.SN{02}
DLA.IA.I.CX{B}
DLA.IA.I.NS{ }
DLA.IA.I.M{ }
DLA.IA.I.EQ{ }
DLA.IA.I.SCC{LHRJFK}
DLA.IA.I.DD{201523240915115000}
DLA.IA.I.CST{ UHK02}
DLA.IA.I.FN{4370}
DLA.IA.I.VC{DL }
DLA.IA.I.AP{B}
DLA.IA.I.SN{03}
DLA.IA.I.CX{B}
DLA.IA.I.NS{ }
DLA.IA.I.M{ }
DLA.IA.I.EQ{ }
DLA.IA.I.SCC{JFKLHR}
DLA.IA.I.DD{201523941900072001}
DLA.IA.I.CST{ THK02}
DLA.IA.I.FN{0401}
DLA.IA.I.VC{DL }
DLA.IA.I.AP{B}
DLA.IA.I.SN{04}
```

**New \$A: Shows current fare calculation/fare ladder with “XT” tax breakdown and “TX” tax breakdown.****Input:**

```
$AP.30MAYLHRORD*Y.AA99/R06JUNORDLHR*Y.AA90#P1ADT
```

**Output:**

```
1 AA 99N 30MAY SA LHRORD SS1 0745 1015 /O $ E
2 AA 90N 06JUN SA ORDLHR SS1 0905 2245 /O $ E
```

```
* NONREFUNDABLE/RESTRICTIONS APPLY
* PRICING RULES VALIDATING CARRIER DEFAULT AA
** 30MAY DEPARTURE DATE/ 01MAR IS LAST DATE TO TICKET
```

TICKET	BASE GBP	TX/FEE GBP	TKT TTL GBP
ADT01	483.00	337.96	820.96
*TTL	483.00	337.96	820.96

```
*LOWEST FARE
FBC ADT NKWUKJB
ADT LON AA CHI378.19AA LON378.19NUC756.38END ROE.638555 AA
ORD4.5
TX 71.00GB 42.06UB 3.70AY 23.60US 3.30XA 4.60XY 3.70YC
183.00YR 3.00XF
REBOOKED 01/ N 02/ N
CK SEGS BOOKED COMPLY WITH TKTG TL RULE
```

Note: This example is for illustration and demonstration purposes only. Character placement may vary due to removal of “XT” tax breakdown from fare calculation data.

**D.I.R. Power Shopper Response Message****Power Shopper Message - (PWSQ/PWS)**

No new development in D.I.R.

Before this change, the “XT” tax breakdown items were returned in the Fare Calculation/Fare Ladder (PWS.AA.A.TKN.PTA.PT.FL) but the “XT” tax breakdown data will be removed will only be return in the current Tax Array (PWS.AA.A.TKN.PTA.PT.TXA.TI) when applicable.

**PWS.AA.A.TKN.PTA.PT.FL****Fare Ladder**

Description	Data type	Size
Fare Ladder Free Flow Text	VL alphanumeric	—

**PWS.AA.A.TKN.PTA.PT.TXA.TI** Tax Item

Description	Data type	Size
Tax Type (e.g. US)	FL alpha	2
XT Tax Type (i.e. E, Q, X)	FL alpha	1
Segment Number	FL numeric	2
City Code Related to Tax	FL alpha	3
ISO Currency Code (EUR = Euro)	FL alpha	3
Tax Amount	VL Signed Number	—

**Previous Power Shopper Example**

Input:

&gt;\$P27OCTDXBLON/R01NOVLONDXB

Output:

```

>$P27OCTDXBLON/R01NOVLONDXB (
    *POWER SHOPPER*

    >4PLIB1 (          ALTERNATE 1    >4PLI*F1 (
1. $PS  374 J 27OCT TU DXB KBP  0405 0805      738 M 0E
2. $PS  111 J 27OCT TU KBP LGW  1000 1125      737 M 0E
3. $PS  112 J 01NOV SU LGW KBP  1220 1740      737 M 0E
4. $PS  373 J 01NOV SU KBP DXB  1925 0235 |1  738 M 0E
BASE FARE-    109.00  TAX-    245.86  TOTAL-    354.86  GBP

    >4PLIB2 (          ALTERNATE 2    >4PLI*F2 (
1. $PS  372 J 27OCT TU DXB KBP  1820 2200      737 M 0E
2. $PS  111 J 28OCT WE KBP LGW  1000 1125      737 M 0E
3. $PS  112 J 01NOV SU LGW KBP  1220 1740      737 M 0E
4. $PS  373 J 01NOV SU KBP DXB  1925 0235 |1  738 M 0E
BASE FARE-    109.00  TAX-    245.86  TOTAL-    354.86  GBP

```

## Input:

```
>4PLI*F1
```

## Output:

```
>4PLI*F1 (
* NONEND/NO REF/RBK 100EUR
* PRICING RULES VALIDATING CARRIER PS
** 27OCT DEPARTURE DATE/ 27OCT IS LAST DATE TO TICKET
1AED/0.1809GBP

TICKET      BASE AED      EV GBP      TX/FEE GBP      TKT TTL GBP
ADT01        600          109.00      245.86          354.86
*TTL         600          109.00      245.86          354.86

*LOWEST FARE
FBC ADT JRT2PS4
ADT DXB PS X/IEV PS LON81.67PS X/IEV PS DXB81.67NUC163.34END
  ROE3.67305 PS XT127.60YQ13.60AE0.90TP0.90ZR5.40UA
  2.60UD11.20YK
  TX 71.00GB 12.66UB 127.60YQ 13.60AE 0.90TP 0.90ZR 5.40UA
  2.60UD 11.20YK

***RULE ACCESS***
ADT
>4FDXBLGW*JRT2PS4-PS      (
>4FDXBLGW*JRT2PS4-PS      (
>4FLGWDXB*JRT2PS4-PS      (
>4FLGWDXB*JRT2PS4-PS      (
FOR MOST RESTRICTIVE RULE ENTER >4PMR(
```

**Current D.I.R. Power Shopper Response Example**

The following example will demonstrate the "XT" tax breakdown in the Fare Calculation/Fare Ladder (PWS.AA.A.TKN.PTA.PT.FL) as well as being broken down in the current "TXA.TI" Tax Information (PWS.AA.A.TKN.PTA.PT.TXA.TI) when applicable.

DPS0 Has 2 Parts and total length of 4125

```
PWS.F{01}
PWS.AA.A.TKN.TA.TD.FBA.FBC{CJRT2PS4}
PWS.AA.A.TKN.TA.TD.FBA.FBC{CJRT2PS4}
PWS.AA.A.TKN.TA.TD.F{DXBLONPS }
PWS.AA.A.TKN.TA.TD.CCA.CCD{DXB}
PWS.AA.A.TKN.TA.TD.CCA.CCD{IEV}
PWS.AA.A.TKN.TA.TD.CCA.CCD{LON}
PWS.AA.A.TKN.TA.TD.FBA.FBC{CJRT2PS4}
PWS.AA.A.TKN.TA.TD.FBA.FBC{CJRT2PS4}
PWS.AA.A.TKN.TA.TD.F{DXBLONPS }
PWS.AA.A.TKN.TA.TD.CCA.CCD{LON}
PWS.AA.A.TKN.TA.TD.CCA.CCD{IEV}
PWS.AA.A.TKN.TA.TD.CCA.CCD{DXB}
PWS.AA.A.TKN.PTA.PT.FL{ADT-DXB PS X/IEV PS LON81.67PS X/IEV PS
DXB81.67NUC163.34END ROE3.67305 PS
XT13.60AE0.90TP0.90ZR5.40UA2.60UD11.20YK127.60YQ}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC0.00}
```

```
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{01JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC81.67}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{02JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC0.00}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{03JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.TEA.TE{NONEND/NO REF/RBK 100EUR}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC81.67}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{04JRT2PS4}
PWS.AA.A.TKN.PTA.PT.TXA.TI{GB 00 GBP71.00}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UB 00 GBP12.66}
PWS.AA.A.TKN.PTA.PT.TXA.TI{AE 00 GBP13.60}
PWS.AA.A.TKN.PTA.PT.TXA.TI{TP 00 GBP0.90}
PWS.AA.A.TKN.PTA.PT.TXA.TI{ZR 00 GBP0.90}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UA 00 GBP5.40}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UD 00 GBP2.60}
PWS.AA.A.TKN.PTA.PT.TXA.TI{YK 00 GBP11.20}
PWS.AA.A.TKN.PTA.PT.TXA.TI{YQ 00 GBP127.60}
PWS.AA.A.TKN.PTA.PT.BSR{0.1809 }
PWS.AA.A.TKN.PTA.PT.EF{GBP109.00}
PWS.AA.A.TKN.PTA.PT.TC{GBP}
PWS.AA.A.TKN.PTA.PT.BC{AED}
PWS.AA.A.TKN.PTA.PT.PTF{354.86}
PWS.AA.A.TKN.PTA.PT.PBF{600}
PWS.AA.A.TKN.PTA.PT.PUB{PUB}
PWS.AA.A.TKN.PTA.PT.F{01ADT}
PWS.AA.A.TKN.PTA.PT.FL{MIL-DXB PS X/IEV PS LON81.67PS X/IEV PS
DXB81.67NUC163.34END ROE3.67305 PS
XT13.60AE0.90TP0.90ZR5.40UA2.60UD11.20YK127.60YQ}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC0.00}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{01JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC81.67}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{02JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC0.00}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{03JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.TEA.TE{NONEND/NO REF/RBK 100EUR}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC81.67}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{04JRT2PS4}
PWS.AA.A.TKN.PTA.PT.TXA.TI{GB 00 GBP71.00}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UB 00 GBP12.66}
PWS.AA.A.TKN.PTA.PT.TXA.TI{AE 00 GBP13.60}
PWS.AA.A.TKN.PTA.PT.TXA.TI{TP 00 GBP0.90}
PWS.AA.A.TKN.PTA.PT.TXA.TI{ZR 00 GBP0.90}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UA 00 GBP5.40}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UD 00 GBP2.60}
PWS.AA.A.TKN.PTA.PT.TXA.TI{YK 00 GBP11.20}
PWS.AA.A.TKN.PTA.PT.TXA.TI{YQ 00 GBP127.60}
PWS.AA.A.TKN.PTA.PT.BSR{0.1809 }
PWS.AA.A.TKN.PTA.PT.EF{GBP109.00}
PWS.AA.A.TKN.PTA.PT.TC{GBP}
PWS.AA.A.TKN.PTA.PT.BC{AED}
PWS.AA.A.TKN.PTA.PT.PTF{354.86}
PWS.AA.A.TKN.PTA.PT.PBF{600}
PWS.AA.A.TKN.PTA.PT.PUB{PUB}
PWS.AA.A.TKN.PTA.PT.F{01MIL}
PWS.AA.A.TKN.VC{PS}
```

```

PWS.AA.A.TKN.LDT{** 27OCT2015 DEPARTURE DATE/ 27OCT2015 IS LAST DATE TO
TICKET
}
PWS.AA.A.TKN.TF{709.72}
PWS.AA.A.TKN.BF{218.00}
PWS.AA.A.TKN.F{GBP}
PWS.AA.A.PPA.PP.TTX{245.86}
PWS.AA.A.PPA.PP.T{354.86}
PWS.AA.A.PPA.PP.BA{109.00}
PWS.AA.A.PPA.PP.F{01ADT}
PWS.AA.A.PPA.PP.TTX{245.86}
PWS.AA.A.PPA.PP.T{354.86}
PWS.AA.A.PPA.PP.BA{109.00}
PWS.AA.A.PPA.PP.F{01MIL}
PWS.AA.A.TTL.GTX{491.72}
PWS.AA.A.TTL.GT{709.72}
PWS.AA.A.TTL.TBA{218.00}
PWS.AA.A.SC{4444}
PWS.AA.A.IA.I.SI{0101B}
PWS.AA.A.IA.I.ETE{A}
PWS.AA.A.IA.I.F{01BPS D 374 J20153002DXBKBP04050805738M000B}
PWS.AA.A.IA.I.SI{0201A}
PWS.AA.A.IA.I.ETE{A}
PWS.AA.A.IA.I.F{02BPS D 111 J20153002KBPLGW10001125737M000A}
PWS.AA.A.IA.I.SI{0302B}
PWS.AA.A.IA.I.ETE{A}
PWS.AA.A.IA.I.F{03BPS D 112 J20153050LGWKBP12201740737M000B}
PWS.AA.A.IA.I.SI{0402A}
PWS.AA.A.IA.I.ETE{A}
PWS.AA.A.IA.I.F{04BPS D 373 J20153050KBPDXB19250235738M001A}
PWS.AA.A.F{0001BGBP}

```

### New Power Shopper Example

Input:

```
>$P27OCTDXBLON/R01NOVLONDXB
```

Output:

```

>$P27OCTDXBLON/R01NOVLONDXB (
                                *POWER SHOPPER*

      >4PLIB1 (                ALTERNATE 1      >4PLI*F1 (
1.  $PS   374 J 27OCT TU DXB KBP  0405  0805      738 M 0E
2.  $PS   111 J 27OCT TU KBP LGW  1000  1125      737 M 0E
3.  $PS   112 J 01NOV SU LGW KBP  1220  1740      737 M 0E
4.  $PS   373 J 01NOV SU KBP DXB  1925  0235 |1  738 M 0E
BASE FARE-    109.00  TAX-    245.86  TOTAL-    354.86  GBP

      >4PLIB2 (                ALTERNATE 2      >4PLI*F2 (
1.  $PS   372 J 27OCT TU DXB KBP  1820  2200      737 M 0E
2.  $PS   111 J 28OCT WE KBP LGW  1000  1125      737 M 0E
3.  $PS   112 J 01NOV SU LGW KBP  1220  1740      737 M 0E
4.  $PS   373 J 01NOV SU KBP DXB  1925  0235 |1  738 M 0E
BASE FARE-    109.00  TAX-    245.86  TOTAL-    354.86  GBP

```



## Input:

```
>4PLI*F1
```

## Output:

```
>4PLI*F1 (
* NONEND/NO REF/RBK 100EUR
* PRICING RULES VALIDATING CARRIER PS
** 27OCT DEPARTURE DATE/ 27OCT IS LAST DATE TO TICKET
1AED/0.1809GBP

TICKET      BASE AED      EV GBP      TX/FEE GBP      TKT TTL GBP
ADT01          600        109.00        245.86          354.86
*TTL           600        109.00        245.86          354.86

*LOWEST FARE
FBC ADT JRT2PS4
ADT DXB PS X/IEV PS LON81.67PS X/IEV PS DXB81.67NUC163.34END
ROE3.67305 PS
TX 71.00GB 12.66UB 127.60YQ 13.60AE 0.90TP 0.90ZR 5.40UA
2.60UD 11.20YK

***RULE ACCESS***
ADT
>4FDXBLGW*JRT2PS4-PS      (
>4FDXBLGW*JRT2PS4-PS      (
>4FLGWDXB*JRT2PS4-PS      (
>4FLGWDXB*JRT2PS4-PS      (
FOR MOST RESTRICTIVE RULE ENTER >4PMR(
```

**Future D.I.R. Power Shopper Response Example (per this advisory)**

The following example will demonstrate all applicable "XT" tax breakdown no longer appear in the Fare Calculation/Fare Ladder (PWS.AA.A.TKN.PTA.PT.FL) but now moved and included in the current "TX" Tax Array (PWS.AA.A.TKN.PTA.PT.TXA.TI) when applicable.

DPS0 Has 2 Parts and total length of 4125

```
PWS.F{01}
PWS.AA.A.TKN.TA.TD.FBA.FBC{CJRT2PS4}
PWS.AA.A.TKN.TA.TD.FBA.FBC{CJRT2PS4}
PWS.AA.A.TKN.TA.TD.F{DXBLONPS }
PWS.AA.A.TKN.TA.TD.CCA.CCD{DXB}
PWS.AA.A.TKN.TA.TD.CCA.CCD{IEV}
PWS.AA.A.TKN.TA.TD.CCA.CCD{LON}
PWS.AA.A.TKN.TA.TD.FBA.FBC{CJRT2PS4}
PWS.AA.A.TKN.TA.TD.FBA.FBC{CJRT2PS4}
PWS.AA.A.TKN.TA.TD.F{DXBLONPS }
PWS.AA.A.TKN.TA.TD.CCA.CCD{LON}
PWS.AA.A.TKN.TA.TD.CCA.CCD{IEV}
PWS.AA.A.TKN.TA.TD.CCA.CCD{DXB}
PWS.AA.A.TKN.PTA.PT.FL{ADT-DXB PS X/IEV PS LON81.67PS X/IEV PS
DXB81.67NUC163.34END ROE3.67305 PS}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC0.00}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{01JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC81.67}
```

```
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{02JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC0.00}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{03JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.TEA.TE{NONEND/NO REF/RBK 100EUR}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC81.67}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{04JRT2PS4}
PWS.AA.A.TKN.PTA.PT.TXA.TI{GB 00 GBP71.00}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UB 00 GBP12.66}
PWS.AA.A.TKN.PTA.PT.TXA.TI{AE 00 GBP13.60}
PWS.AA.A.TKN.PTA.PT.TXA.TI{TP 00 GBP0.90}
PWS.AA.A.TKN.PTA.PT.TXA.TI{ZR 00 GBP0.90}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UA 00 GBP5.40}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UD 00 GBP2.60}
PWS.AA.A.TKN.PTA.PT.TXA.TI{YK 00 GBP11.20}
PWS.AA.A.TKN.PTA.PT.TXA.TI{YQ 00 GBP127.60}
PWS.AA.A.TKN.PTA.PT.BSR{0.1809 }
PWS.AA.A.TKN.PTA.PT.EF{GBP109.00}
PWS.AA.A.TKN.PTA.PT.TC{GBP}
PWS.AA.A.TKN.PTA.PT.BC{AED}
PWS.AA.A.TKN.PTA.PT.PTF{354.86}
PWS.AA.A.TKN.PTA.PT.PBF{600}
PWS.AA.A.TKN.PTA.PT.PUB{PUB}
PWS.AA.A.TKN.PTA.PT.F{01ADT}
PWS.AA.A.TKN.PTA.PT.FL{MIL-DXB PS X/IEV PS LON81.67PS X/IEV PS
DXB81.67NUC163.34END ROE3.67305 PS}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC0.00}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{01JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC81.67}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{02JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC0.00}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{03JRT2PS4}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.TEA.TE{NONEND/NO REF/RBK 100EUR}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PAMT{NUC81.67}
PWS.AA.A.TKN.PTA.PT.PFBA.PFBS.PFBC{04JRT2PS4}
PWS.AA.A.TKN.PTA.PT.TXA.TI{GB 00 GBP71.00}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UB 00 GBP12.66}
PWS.AA.A.TKN.PTA.PT.TXA.TI{AE 00 GBP13.60}
PWS.AA.A.TKN.PTA.PT.TXA.TI{TP 00 GBP0.90}
PWS.AA.A.TKN.PTA.PT.TXA.TI{ZR 00 GBP0.90}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UA 00 GBP5.40}
PWS.AA.A.TKN.PTA.PT.TXA.TI{UD 00 GBP2.60}
PWS.AA.A.TKN.PTA.PT.TXA.TI{YK 00 GBP11.20}
PWS.AA.A.TKN.PTA.PT.TXA.TI{YQ 00 GBP127.60}
PWS.AA.A.TKN.PTA.PT.BSR{0.1809 }
PWS.AA.A.TKN.PTA.PT.EF{GBP109.00}
PWS.AA.A.TKN.PTA.PT.TC{GBP}
PWS.AA.A.TKN.PTA.PT.BC{AED}
PWS.AA.A.TKN.PTA.PT.PTF{354.86}
PWS.AA.A.TKN.PTA.PT.PBF{600}
PWS.AA.A.TKN.PTA.PT.PUB{PUB}
PWS.AA.A.TKN.PTA.PT.F{01MIL}
PWS.AA.A.TKN.VC{PS}
PWS.AA.A.TKN.LDT{** 27OCT2015 DEPARTURE DATE/ 27OCT2015 IS LAST DATE TO
TICKET
}
```

```
PWS.AA.A.TKN.TF{709.72}
PWS.AA.A.TKN.BF{218.00}
PWS.AA.A.TKN.F{GBP}
PWS.AA.A.PPA.PP.TTX{245.86}
PWS.AA.A.PPA.PP.T{354.86}
PWS.AA.A.PPA.PP.BA{109.00}
PWS.AA.A.PPA.PP.F{01ADT}
PWS.AA.A.PPA.PP.TTX{245.86}
PWS.AA.A.PPA.PP.T{354.86}
PWS.AA.A.PPA.PP.BA{109.00}
PWS.AA.A.PPA.PP.F{01MIL}
PWS.AA.A.TTL.GTX{491.72}
PWS.AA.A.TTL.GT{709.72}
PWS.AA.A.TTL.TBA{218.00}
PWS.AA.A.SC{4444}
PWS.AA.A.IA.I.SI{0101B}
PWS.AA.A.IA.I.ETE{A}
PWS.AA.A.IA.I.F{01BPS D 374 J20153002DXBKBP04050805738M000B}
PWS.AA.A.IA.I.SI{0201A}
PWS.AA.A.IA.I.ETE{A}
PWS.AA.A.IA.I.F{02BPS D 111 J20153002KBPLGW10001125737M000A}
PWS.AA.A.IA.I.SI{0302B}
PWS.AA.A.IA.I.ETE{A}
PWS.AA.A.IA.I.F{03BPS D 112 J20153050LGWKBP12201740737M000B}
PWS.AA.A.IA.I.SI{0402A}
PWS.AA.A.IA.I.ETE{A}
PWS.AA.A.IA.I.F{04BPS D 373 J20153050KBPDXB19250235738M001A}
PWS.AA.A.F{0001BGBP}
```

Note: This example is for illustration and demonstration purposes only. Character placement may vary due to removal of "XT" tax breakdown from fare calculation data.

## D.I.R. Rapid Reprice Response Message

No new development to D.I.R.

### Rapid Reprice Message (DRRQ/DRR)

The following changes will be made for Rapid Reprice to remove the "XT" tax breakdown from the Fare Calculation/Fare Ladder Text (**DRR.RA.R.PRC.PA.P.PPA.PP.TX**) when applicable. The tax breakdown is currently returned today in the Tax Information (**DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI**) when applicable.

The previously paid tax breakdown is returned today in the Paid Tax Information (**DRR.RA.R.PRC.PA.P.PPA.PP.PTA.PT**) when applicable.

**DRR.RA.R.PRC.PA.P.PPA.PP.TX RESULT – PRICE: – Fare Ladder**

Description	Data Type	Size
Fare Ladder Text	VL character	—

**DRR.RA.R.PRC.PA.P.PPA.PP.TTX RESULT – PRICE: Total Tax Amount**

Description	Data Type	Size
Total Tax Amount	VL signed number	—

**DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI RESULT – PRICE: Tax Information**

Description	Data Type	Size
Tax code	FL alphanumeric	2
Tax Amount	VL signed number	—

**DRR.RA.R.PRC.PA.P.PPA.PP.PTA.PT RESULT – PRICE: Paid Tax Information**

Description	Data Type	Size
Paid Tax code	FL alphanumeric	2
Paid Tax Amount	VL signed number	—

This section is to illustrate Travelport Worldspan’s current and enhanced Travelport Rapid Reprice responses and displays.

In the following examples the “XT” tax breakdown is removed from the fare calculation ladder, with the exception of the ZP and XF tax information. Those two taxes will remain in the fare calculation ladder. All taxes will be in the TX line, maximum of 20 taxes. Currently, there are no spaces in the TX line to separate the taxes; that will not change.

**Current Non-BSP Final Result Screen**

The XT tax is included in the fare calculation.

```

** FINAL RESULTS SCREEN - REISSUE TEMPLATE >VIEW
TOTAL ADD COLLECT AMT USD    200.00
FARE DIFF USD                0.00          CHANGE FEE USD    200.00

TICKET      BASE USD          TX/FEE USD      TKT TTL USD
ADT01       351.62             48.38           400.00
*TTL        351.62             48.38           400.00

*AS BOOKED
LOWEST FARE ALREADY BOOKED IN THIS COMPARTMENT
FBC ADT TA14A0UJ
ADT DEN XX ATL 175.81XX DEN 175.81USD351.62END XX ZPDENATL XT
5.00AY9.00XF DEN4.5ATL4.5
TX 26.38US8.00ZP5.00AY9.00XF
SCROLL CMD(...)                ADDITIONAL DOCS Y/N (N)
ACTION(C)  R/RETURN C/CONFIRM D/DETAIL E/EXIT H/HELP
>

```

**Enhanced Non-BSP Final Result Screen**

The XT tax is no longer in the fare calculation, only the ZP and XF tax.

```

** FINAL RESULTS SCREEN - REISSUE TEMPLATE >VIEW
TOTAL ADD COLLECT AMT USD    200.00
FARE DIFF USD                0.00          CHANGE FEE USD    200.00

TICKET      BASE USD          TX/FEE USD      TKT TTL USD
ADT01       351.62             48.38           400.00
*TTL        351.62             48.38           400.00

*AS BOOKED
LOWEST FARE ALREADY BOOKED IN THIS COMPARTMENT
FBC ADT TA14A0UJ
ADT DEN XX ATL 175.81XX DEN 175.81USD351.62END XX ZPDENATL
9.00XF DEN4.5ATL4.5
TX 26.38US8.00ZP5.00AY9.00XF
SCROLL CMD(...)                ADDITIONAL DOCS Y/N (N)
ACTION(C)  R/RETURN C/CONFIRM D/DETAIL E/EXIT H/HELP
>

```

### Current BSP Final Result Screen

The XT tax is included in the fare calculation.

```

** FINAL RESULTS SCREEN - REISSUE TEMPLATE >VIEW
REFUND AMT GBP      0.10
FARE DIFF GBP      -0.10                CHANGE FEE GBP      100.00

TICKET      BASE GBP      TX/FEE GBP      TKT TTL GBP
ADT01        512.00                0.00                NOADC
*TTL         512.00                0.00                NOADC

FBC ADT VKXMGL*VKWMGL
ADT LON XX ATL 322.60XX LON353.92NUC676.52END ROE.638555
XX .00XF ATL4.5 XT PD71.00GB42.06UB3.70AY23.60US3.30XA
4.60XY3.70YC183.00YR3.00XF
TX PD 71.00GB42.06UB3.70AY23.60US3.30XA4.70XY3.70YC183.00YR
3.00XF
SCROLL CMD (...)
ACTION(C)  R/RETURN C/CONFIRM D/DETAIL E/EXIT H/HELP
>

```

### Enhanced BSP Final Result Screen

The XT tax is no longer in the fare calculation, only the ZP and XF tax.

```

** FINAL RESULTS SCREEN - REISSUE TEMPLATE >VIEW
REFUND AMT GBP      0.10
FARE DIFF GBP      -0.10                CHANGE FEE GBP      100.00

TICKET      BASE GBP      TX/FEE GBP      TKT TTL GBP
ADT01        432.00                0.00                NOADC
*TTL         432.00                0.00                NOADC

FBC ADT VKXMGL*VKWMGL
ADT LON XX ATL 322.60XX LON353.92NUC676.52END ROE.638555
XX PD 3.00XF ATL4.5
TX PD 71.00GB42.06UB3.70AY23.60US3.30XA4.60XY3.70YC183.00YR
3.00XF
SCROLL CMD (...)
ACTION(C)  R/RETURN C/CONFIRM D/DETAIL E/EXIT H/HELP
>

```

This is the enhanced 4\* (stored pricing display) response once a Travelport Rapid Reprice result by an agent reporting to a BSP has been ticketed. The 3 TX- fields of TX1-, TX2- and TX3- are being removed.

A new field with the identifier of **TAX-** will now display along with the **total amount** of all the new taxes. The new taxes for the reissue will display separately following the field identifier of **TX**. The paid (PD) taxes for the exchange will display separately following the field identifier of **TX PD**.

Entry:

&gt;4\*

**Enhanced** Response:

```

4P-AR
PNR PRICED ON 12FEB FOR TKTG ON 10APR BY AGT-RB/XYZ
CHG BA FOC/CNX BA FOC
TRIP VALUE DATA EXISTS OD-LHR/LHR
ADT 01 TTL-GBP 1286.50A BF-GBP 3924.00 TAX- 109.60
EQV-GBP
LHR XX 949 Y 10APR 1220P OK Y77RT 10APR
O ORD XX 958 Y 19APR 355P OK Y77RT 10APR
LHR
LON XX CHI 3072.56XX LON
3072.56NUC6145.12END
ROE.638555 XX 3.00XF ORD4.5
TX 91.50YQ 3.70AY 11.40US 3.00XF
TX PD 71.00GB 42.06UB 91.50YQ 11.80US 3.30XA 4.60XY 3.60YC
>

```

**Current D.I.R. Rapid Reprice Response Example**

The following response message shows the "XT" tax breakdown in the current Fare Calculation/Fare Ladder Text (DRR.RA.R.PRC.PA.P.PPA.PP.TX). The current tax breakdown is returned in the "TIA.TI" Tax Information (DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI) when applicable. The previously paid tax breakdown is returned today in the current "PTA.PT" Tax Information (DRR.RA.R.PRC.PA.P.PPA.PP.PTA.PT) when applicable.

```

DRR.RA.R.PA.P.CF{USD227.19}
DRR.RA.R.PA.P.FD{USD0.00}
DRR.RA.R.PA.P.AC{USD227.19}
DRR.RA.R.PA.P.BF{USD875.00}
DRR.RA.R.PA.P.TF{USD1176.30}
DRR.RA.R.PA.P.PTC{ADT01}
DRR.RA.R.T.CF{USD227.19}
DRR.RA.R.T.FD{USD0.00}
DRR.RA.R.T.AC{USD227.19}
DRR.RA.R.T.BF{USD875.00}
DRR.RA.R.T.TF{USD1176.30}
DRR.RA.R.T.QI{02}
DRR.RA.R.PF{F 5}
DRR.RA.R.FOR{M}
DRR.RA.R.PRC.PA.P.ROE{1.00}
DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI{XT288.80}
DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI{YC5.50}
DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI{XY7.00}
DRR.RA.R.PRC.PA.P.PPA.PP.TX{ ADT HOU CO TYO 437.50CO HOU
437.50NUC875.00END ROE1.00CO
XT32.20US5.00XA2.50AY5.50OI22.60SW218.00YQ3.00XF IAH3 }
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC01 437.50 }
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{UKWNYJP}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{01CO 7U HOUTYOB}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC02 437.50 }

```

```

DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{UKWNYJP}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{02CO      6U TYOHOU}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.F{01}
DRR.RA.R.PRC.PA.P.PPA.PP.T{1176.30}
DRR.RA.R.PRC.PA.P.PPA.PP.BA{875.00}
DRR.RA.R.PRC.PA.P.PPA.PP.F{ADT01}
DRR.RA.R.PRC.PA.P.F{A}
DRR.RA.R.PRC.F{BBBBABBCO USD      2010153BB201015320102882010167 *123AD}
DRR.RA.R.PRC.A{2AD245* PRICING RULES VALIDATING CARRIER DEFAULT CO2AD235*
FARE MAY CHANGE UNLESS TICKETED *0}
DRR.RA.R.PRC.ENA.EN{NON-REFUNDABLE 875.00 USD
}
DRR.RA.R.PRC.FDA.FD{01HOUTYOCO }
DRR.RA.R.PRC.FDA.FD{02HOUTYOCO }
DRR.RA.R.RN{1}

```

### Future D.I.R. Rapid Reprice Response Example (per this advisory)

The following changes will be made for Travelport Rapid Reprice to remove the “XT” tax breakdown from the Fare Calculation/Fare Ladder Text (`DRR.RA.R.PRC.PA.P.PPA.PP.TX`) when applicable. The tax breakdown is currently returned today in the Tax Information (`DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI`) when applicable. The previously paid tax breakdown is returned today in the Paid Tax Information (`DRR.RA.R.PRC.PA.P.PPA.PP.PTA.PT`) when applicable.

```

DRR.RA.R.PA.P.CF{USD227.19}
DRR.RA.R.PA.P.FD{USD0.00}
DRR.RA.R.PA.P.AC{USD227.19}
DRR.RA.R.PA.P.BF{USD875.00}
DRR.RA.R.PA.P.TF{USD1176.30}
DRR.RA.R.PA.P.PTC{ADT01}
DRR.RA.R.T.CF{USD227.19}
DRR.RA.R.T.FD{USD0.00}
DRR.RA.R.T.AC{USD227.19}
DRR.RA.R.T.BF{USD875.00}
DRR.RA.R.T.TF{USD1176.30}
DRR.RA.R.T.QI{02}
DRR.RA.R.PF{F 5}
DRR.RA.R.FOR{M}
DRR.RA.R.PRC.PA.P.ROE{1.00}
DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI{XT288.80}
DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI{YC5.50}
DRR.RA.R.PRC.PA.P.PPA.PP.TIA.TI{XY7.00}
DRR.RA.R.PRC.PA.P.PPA.PP.TX{ ADT HOU CO TYO 437.50CO HOU
437.50NUC875.00END ROE1.00CO 3.00XF IAH3 }
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC01 437.50 }
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.BAG{A2}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{UKWNYJP}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{01CO      7U HOUTYOB}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.F{NUC02 437.50 }
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.FBC{UKWNYJP}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.FCA.FC.LA.L.F{02CO      6U TYOHOU}
DRR.RA.R.PRC.PA.P.PPA.PP.PUA.PU.F{01}
DRR.RA.R.PRC.PA.P.PPA.PP.T{1176.30}
DRR.RA.R.PRC.PA.P.PPA.PP.BA{875.00}

```



```

DRR.RA.R.PRC.PA.P.PPA.PP.F{ADT01}
DRR.RA.R.PRC.PA.P.F{A}
DRR.RA.R.PRC.F{BBBBABBCO USD 2010153BB201015320102882010167 *123AD}
DRR.RA.R.PRC.A{2AD245* PRICING RULES VALIDATING CARRIER DEFAULT CO2AD235*
FARE MAY CHANGE UNLESS TICKETED *0}
DRR.RA.R.PRC.ENA.EN{NON-REFUNDABLE 875.00 USD
}
DRR.RA.R.PRC.FDA.FD{01HOUTYOCO }
DRR.RA.R.PRC.FDA.FD{02HOUTYOCO }
DRR.RA.R.RN{1}

```

## D.I.R. Electronic Ticket Record Response Message

### Electronic Ticket Record – (ERQ/ER)

No new development for D.I.R. Electronic Ticket Record response message.

This section is included to demonstrate the current information which will remain unchanged with this Travelport Worldspan enhancement for screen changes only.

There are ticketing responses and displays that will continue to support their current display with the “XT” tax breakdown as part of the fare calculation when some airlines still use the “XT” tax breakdown in the fare calculation.

The following displays will continue to support the current ‘XT’ tax display as it is today as well as providing a new screen display with the taxes separated out in a new “tax” area: ETR (Electronic Ticket Record)

The following is the current ETR display.

The current ETR display **will continue to be displayed** for carriers that use the “XT” tax breakdown format (carrier that requires XT taxes be generated for ticketing).

The **XT** taxes will continue to display with the fare calculation.

The taxes will continue to display as **3 TAX fields** in the \*TKT FARE DATA\* column and in the \*AUDITOR\* column.

#### ER.ETRA.ETR.TD.FC

#### FARE CALCULATION

Description	Data type	Size
Fare Calculation Indicator	FL alphanumeric	2
Fare Ladder Text	VL alphanumeric	—

#### ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX

#### FARE TAX

Description	Data type	Size
Tax Type	FL alphanumeric	2
Fare Tax Amount	VL Signed Number	—

## Entry:

&gt;ETR0169010148888

## Current Response (partial display):

TKT NBR: 0169010148888      NAME:SMITH/JOHN  
 ORIG/DEST: ATL/BOS    NBR OF TKTS ISSUED: 1    TTL NBR OF SEGS: 02

CP N	FRM/TO	A/L	FLT	COS	DATE	TIME	ST	FBC	
01-O	ATL EWR	UA		649 Y	20SEP15	715A	OK	YUA	S
02-X	EWR BOS	UA		4279 Y	20SEP15	1115A	OK	YUA	V
									V

## \*\*ENDORSEMENT/FARE CALCULATION\*\*

ER:REFUNDABLE-//

FARE CALCULATION:      FARE CALC INDICATOR: 9  
 ATL UA X/EWR Q18.60 UA BOS 893.95USD912.55END UA ZPATLEWR  
 XT5.60AY9.00XFATL4.5EWR4.5

## \*\*FARE BREAKDOWN/FOP/TOUR CODE\*\*

*TKT FARE DATA*	*AUDITOR*
BASE:USD 912.55	BASE:USD 912.55
TAX: 91.05	TAX: 91.05
TTL:USD 1003.60	TTL:USD 1003.60

TAX: 68.45US/8.00ZP/14.60XT

FOP:CK

## \*\*PSGR INFORMATION\*\*

NAME:SMITH/JOHN  
 FA: 1P/MJQJ7M

FA: UA/BWSM0M

## \*\*MISCELLANEOUS\*\*

TICKETING AGT ID:EU      SID:M1L  
 DATE:05DEC14    IATA NBR:9950483  
 NAME/PLACE OF ISSUE:WORLDSPAN CAC  
    KANSAS CITY MO

FREE BAG:0PC

TKT MODE INDICATION:/  
 COUPON AUTH CODE: 523UA87647490

>ETR VOID ELECTRONIC TICKET      ( )  
 >ELECTRONIC REFUND AUTHORIZATION REQUEST ( )  
 >CANCEL/REVERSE EXCHANGE TRANSACTION ( )  
 >CANCEL/REVERSE REFUND TRANSACTION ( )  
 >

The following is the enhanced ETR display.

The enhanced ETR will display for tickets that were issued for non-XT tax carriers (carrier that can handle the breakdown of all taxes and does not require an "XT" tax breakdown).

The "XT" tax breakdown data will no longer be part of the fare calculation in the 'FARE CALCULATION' section of the ETR display.

The ZP and XF details will continue to be part of the fare calculation in the 'FARE CALCULATION' section of the ETR display.

The total tax amount will display in one TAX field in the \*TKT FARE DATA\* column and in the \*AUDITOR\* column.

A new line with the identifier of TAX will be added to the ETR display to include a list of all the taxes.

For an exchange ticket transaction that has both paid (PD) taxes and new taxes, the new taxes will be listed in the new TAX: line and the paid (PD) taxes will be listed on the new TAX PD: line.

This example is for a BSP agency location.

Entry:

```
>ETR3335897555000
```

Enhanced Response:

```
TKT NBR: 0169010148888      NAME:SMITH/JOHN
ORIG/DEST: ATL/BOS  NBR OF TKTS ISSUED: 1  TTL NBR OF SEGS: 02
```

```
CP N  FRM/TO A/L FLT  COS DATE    TIME  ST FBC          S
01-O  ATL  EWR  UA    649  Y   20SEP15  715A  OK  YUA          V
02-X  EWR  BOS  UA    4279 Y   20SEP15  1115A  OK  YUA          V
```

\*\*ENDORSEMENT/FARE CALCULATION\*\*

```
ER:REFUNDABLE-//
```

```
FARE CALCULATION:          FARE CALC INDICATOR: 9
ATL UA X/EWR Q18.60 UA BOS 893.95USD912.55END UA ZPATLEWR
9.00XFATL4.5EWR4.5
```

\*\*FARE BREAKDOWN/FOP/TOUR CODE\*\*

```
*TKT FARE DATA*          *AUDITOR*
BASE:USD    912.55        BASE:USD    912.55
TAX:        91.05        TAX:        91.05
TTL:USD    1003.60       TTL:USD    1003.60
```

```
TAX: 68.45US/8.00ZP/14.60XT
```

FOP:CK

\*\*PSGR INFORMATION\*\*

NAME:SMITH/JOHN

FA: 1P/MJQJ7M

FA: UA/BWSM0M

\*\*MISCELLANEOUS\*\*

TICKETING AGT ID:EU SID:M1L  
 DATE:05DEC14 IATA NBR:9950483  
 NAME/PLACE OF ISSUE:WORLDSPAN CAC  
 KANSAS CITY MO  
 FREE BAG:0PC  
 TKT MODE INDICATION:/  
 COUPON AUTH CODE: 523UA87647490

>ETR VOID ELECTRONIC TICKET ( )  
 >ELECTRONIC REFUND AUTHORIZATION REQUEST ( )  
 >CANCEL/REVERSE EXCHANGE TRANSACTION ( )  
 >CANCEL/REVERSE REFUND TRANSACTION ( )  
 >

**Current D.I.R. Electronic Ticket Record Response Example**

The following example will demonstrate all applicable "XT" tax breakdown appears in the Fare Calculation/Fare Ladder (ER.ETRA.ETR.TD.FC) today as well as broken down in the current Tax Array (ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX).

```
ER.ETRA.ETR.TD.M.C{ 523UA87647490 }
ER.ETRA.ETR.TD.M.N{WORLDSPAN CAC}
ER.ETRA.ETR.TD.M.P{KANSAS CITY MO}
ER.ETRA.ETR.TD.M.TD{EU M1L 201433999504834 0PC A }
ER.ETRA.ETR.TD.PI.RLA.RL{UA BWSM0M }
ER.ETRA.ETR.TD.PI.RLA.RL{1P MJQJ7M }
ER.ETRA.ETR.TD.FC{9 ATLUA X/EWR Q18.60 UA BOS 893.95USD912.55END UA
ZPATLEWR XT5.60AY9.00XFATL4.5EWR4.5}
ER.ETRA.ETR.TD.FB.FOPA.FOP.D{CK}
ER.ETRA.ETR.TD.FB.FDA.FD.TF{USD1003.60}
ER.ETRA.ETR.TD.FB.FDA.FD.BF{USD912.55}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{US68.45}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{ZP8.00}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{XT14.60}
ER.ETRA.ETR.TD.FB.FDA.FD.T{A}
ER.ETRA.ETR.TD.FB.FDA.FD.TF{USD1003.60}
ER.ETRA.ETR.TD.FB.FDA.FD.BF{USD912.55}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{US68.45}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{ZP8.00}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{XT14.60}
ER.ETRA.ETR.TD.FB.FDA.FD.T{B}
ER.ETRA.ETR.TD.ERA.ER{REFUNDABLE-}
```

```

ER.ETRA.ETR.TD.TA.T.CA.CD.FBC{YUA}
ER.ETRA.ETR.TD.TA.T.CA.CD.D{01JATLEWRUA 00649Y 20152630715OKVBA}
ER.ETRA.ETR.TD.TA.T.CA.CD.FBC{YUA}
ER.ETRA.ETR.TD.TA.T.CA.CD.D{02KEWRBOSUA 04279Y 20152631115OKVBA}
ER.ETRA.ETR.TD.TA.T.TN{0169010148888}
ER.ETRA.ETR.TD.NS.G{JOHN}
ER.ETRA.ETR.TD.NS.S{SMITH}
ER.ETRA.ETR.TD.H{ATLBOS102}

```

### Future D.I.R. Electronic Ticket Record Response Example (per this advisory)

The following example will demonstrate when the applicable "XT" tax breakdown are not being returned in the Fare Calculation/Fare Ladder (ER.ETRA.ETR.TD.FC) but are still broken down in the current "TX" Tax Array (ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX) when applicable.

```

ER.ETRA.ETR.TD.M.C{ 523UA87647490}
ER.ETRA.ETR.TD.M.N{WORLDSPAN CAC}
ER.ETRA.ETR.TD.M.P{KANSAS CITY MO}
ER.ETRA.ETR.TD.M.TD{EU M1L 201433999504834 OPC A }
ER.ETRA.ETR.TD.PI.RLA.RL{UA BWSMOM }
ER.ETRA.ETR.TD.PI.RLA.RL{1P MJQJ7M }
ER.ETRA.ETR.TD.FC{9 ATL UA X/EWR Q18.60 UA BOS 893.95USD912.55END UA
ZPATLEWR XFATL4.5EWR4.5}
ER.ETRA.ETR.TD.FB.FOPA.FOP.D{CK}
ER.ETRA.ETR.TD.FB.FDA.FD.TF{USD1003.60}
ER.ETRA.ETR.TD.FB.FDA.FD.BF{USD912.55}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{US68.45}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{ZP8.00}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{XT14.60}
ER.ETRA.ETR.TD.FB.FDA.FD.T{A}
ER.ETRA.ETR.TD.FB.FDA.FD.TF{USD1003.60}
ER.ETRA.ETR.TD.FB.FDA.FD.BF{USD912.55}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{US68.45}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{ZP8.00}
ER.ETRA.ETR.TD.FB.FDA.FD.TXA.TX{XT14.60}
ER.ETRA.ETR.TD.FB.FDA.FD.T{B}
ER.ETRA.ETR.TD.ERA.ER{REFUNDABLE-}
ER.ETRA.ETR.TD.TA.T.CA.CD.FBC{YUA}
ER.ETRA.ETR.TD.TA.T.CA.CD.D{01JATLEWRUA 00649Y 20152630715OKVBA}
ER.ETRA.ETR.TD.TA.T.CA.CD.FBC{YUA}
ER.ETRA.ETR.TD.TA.T.CA.CD.D{02KEWRBOSUA 04279Y 20152631115OKVBA}
ER.ETRA.ETR.TD.TA.T.TN{0169010148888}
ER.ETRA.ETR.TD.NS.G{JOHN}
ER.ETRA.ETR.TD.NS.S{SMITH}
ER.ETRA.ETR.TD.H{ATLBOS102}

```

Note: This example is for illustration and demonstration purposes only. Character placement may vary due to removal of "XT" tax breakdown from fare calculation data.

## D.I.R. Document History Response Message

### Document History – (DOCHQ/DOCH)

No new development for D.I.R. Document History response message.

This section is included to demonstrate the current information which will remain unchanged with this Travelport Worldspan enhancement for screen changes only.

There are ticketing responses and displays that will continue to support their current display with the “XT” tax breakdown as part of the fare calculation when some airlines still use the “XT” tax breakdown in the fare calculation.

The following displays will continue to support the current “XT” tax breakdown display as it is today as well as providing a new screen display with the taxes separated out in a new “tax” area: Document History.

The following is the current document history display.

The current document history display **will continue to be displayed** for carriers that use the XT tax format (carrier that requires “XT” tax breakdown generated for ticketing).

The 3 individual taxes will continue to be displayed in the FARE line.

The “XT” tax breakdown will continue to be displayed on the FCALC line with the fare calculation.

#### DOCH.DOC.FCA.FCD

#### Fare Calculation Information

Description	Datatype	Size
Fare Calculation Data	VL alphanumeric	—

#### DOCH.DOC.FI.F.TYP

#### Fare Type Information

Description	Datatype	Size
Fare Information Line Type Indicator 'A' - Base Fare 'B' - Equivalent 'C' - Tax One 'D' - Tax Two 'E' - Tax Three 'F' - Total Amount 'G' - Fare Basis Code	Switch	1

#### DOCH.DOC.FI.F.TXT

#### Fare Information Text

Description	Datatype	Size
Fare Information Text	VL character	—

```

1P- 3VXZO8
  1.1SMITH/RODERICK.MR*ADT  2.1SMITH/SUSAN.MRS*ADT
  1 EK  6L 16MAR MO LHRDXB HK2  2200  0845 |1/O $ J01 E
  2 EK 434L 17MAR TU DXBBNE HK2  1025  0640 |1/X $ J01 E
  3 EK 425L 31MAR TU PERDXB HK2  0605  1300 /O $ J02 E
  4 EK  3L 31MAR TU DXBLHR HK2  1415  1840 /X $ J02 E
P- 1.4U4 BRIGHTSUN TRAVEL 0208 8191212 AAK
T- 1.T/05AUG1212 1P/4U4/TK*E1765292305501-504
TKG FAX-AWAITING REPRICING FARE TYPE EX
FOP- 1.MS/INVIBE8488947BS6837

```

## Input:

```
>*DH
```

## Output:

```

*DH
  1 05AUG1212 1P/4U4/TK*E1765292305503-504
    SMITH/SUSAN.MRS*ADT
  2 05AUG1212 1P/4U4/TK*E1765292305501-502
    SMITH/RODERICK.MR*ADT
  3 05AUG1028 1P/4U4/AD*00000000000000/NT I000000 *I
    SMITH/SUSAN.MRS*ADT
    SMITH/RODERICK.MR*ADT

```

## Input:

```
>*DH1
```

## Output:

```

*DH1
  1 05AUG1212 1P/4U4/TK*E1765292305503-504
    SMITH/SUSAN.MRS*ADT
**DOCUMENT COMMANDS**
  EZ      EZE|CEK
  AGENT   EZE|CEK
  4P      4P*FSR.SR@NET
          FARE STORED ON 05AUG 1210 BY TK/4U4
          SELECTED PRICING CARRIER -EK
          * FARE SELECTED - SR
**DOCUMENT**
  FOP     MS*INVIBE8488947BS6837- 854.26
  ENDOR   NON-END/SKYWARDS SAVER//WP65841/CHK-IN REWARD-
          UPGRADE/
  TOUR    @BT
  FARE    GBP290.00//GB97.00/UB44.96/XT422.30/GBP854.26
          L2KSPGB2/SOC2 L2KSPGB2/SOC2 L2KSPGB2/SOC2 L2KSPGB2/
          SOC2
  FCALC   LON EK X/DXB EK BNE293.71/-PER EK X/DXB EK LON193.
          00NUC 486.71END ROE.595825 EK XT 364.00YQ30.50AU5.
          80WG22.00WY
  TTN     SSR TKNE EK
  SCN     SUPPRESSED      A      9126371
          PLAIN PAPER      T      9126371
          SUPPRESSED      P      9126371

```

The following is the enhanced display for the document history.

The enhanced document history will display for the tickets that were issued for non-XT tax carriers (carrier that can handle the breakdown of all taxes and does not require an XT tax breakdown).

The three individual taxes are removed from the FARE line.

The FARE line will have a new field identifier of **TAX** for the total amount of all the taxes.

A new line identifier of **TAX** is being added to the document history display to list each of the individual taxes.

The XT taxes will no longer be part of the fare calculation on the FCALC line.

The **ZP** and **XF** details will continue to be part of the fare calculation on the FCALC line.

#### Current D.I.R. Document History Response Example

```
DOCH.FNA.FS.NAM.SS.S{SMITH}
DOCH.FNA.FS.NAM.GA.G{RODERICK.MR}
DOCH.FNA.FS.NAM.PS.P{ADT}
DOCH.FNA.FS.F{3VXZO800105AUG12121P4U4  TK17652923055015020000000000
}
DOCH.FNA.FS.DTA.DT{E }
DOCH.DC.PD.FSA.FSO{ SR}
DOCH.DC.PD.FST{4P*FSR.SR@NET}
DOCH.DC.PD.FS{05AUG1210TK4U4  EK }
DOCH.DC.AGT{EZE#CEK}
DOCH.DC.CTX{EZE#CEK}
DOCH.DOC.SCN.F{SUPPRESSED  A9126371}
DOCH.DOC.SCN.F{PLAINPAPER  T9126371}
DOCH.DOC.SCN.F{SUPPRESSED  P9126371}
DOCH.DOC.TTNA.F.TTN{SSR TKNE EK}
DOCH.DOC.FCA.FCD{LON EK X/DXB EK BNE293.71/-PER EK X/DXB EK
LON193.00NUC 486.71END ROE.595825 EK XT 364.00YQ30.50AU5.80WG22.00WY}
DOCH.DOC.FI.F.TXT{GBP290.00}
DOCH.DOC.FI.F.TYP{A}
DOCH.DOC.FI.F.TXT{GB97.00}
DOCH.DOC.FI.F.TYP{C}
DOCH.DOC.FI.F.TXT{UB44.96}
DOCH.DOC.FI.F.TYP{D}
DOCH.DOC.FI.F.TXT{XT422.30}
DOCH.DOC.FI.F.TYP{E}
DOCH.DOC.FI.F.TXT{GBP854.26}
DOCH.DOC.FI.F.TYP{F}
DOCH.DOC.FI.F.TXT{L2KSPGB2/SOC2 L2KSPGB2/SOC2 L2KSPGB2/SOC2
L2KSPGB2/SOC2 }
DOCH.DOC.FI.F.TYP{G}
DOCH.DOC.TDA.TD{@BT}
DOCH.DOC.ED{NON-END/SKYWARDS SAVER//WP65841/CHK-IN REWARD-UPGRADE/}
DOCH.DOC.FOPA.FOP{MS*INVIBE8488947BS6837- 854.26}
```



**Future D.I.R. Document History Response Example (per this advisory)**

```
DOCH.FNA.FS.NAM.SS.S{SMITH}
DOCH.FNA.FS.NAM.GA.G{RODERICK.MR}
DOCH.FNA.FS.NAM.PS.P{ADT}
DOCH.FNA.FS.F{3VXZO800105AUG12121P4U4 TK1765292305501502000000000
}
DOCH.FNA.FS.DTA.DT{E }
DOCH.DC.PD.FSA.FSO{ SR}
DOCH.DC.PD.FST{4P*FSR.SR@NET}
DOCH.DC.PD.FS{05AUG1210TK4U4 EK }
DOCH.DC.AGT{EZE#CEK}
DOCH.DC.CTX{EZE#CEK}
DOCH.DOC.SCN.F{SUPPRESSED A9126371}
DOCH.DOC.SCN.F{PLAINPAPER T9126371}
DOCH.DOC.SCN.F{SUPPRESSED P9126371}
DOCH.DOC.TTNA.F.TTN{SSR TKNE EK}
DOCH.DOC.FCA.FCD{LON EK X/DXB EK BNE293.71/-PER EK X/DXB EK
LON193.00NUC 486.71END ROE.595825 EK}
DOCH.DOC.FI.F.TXT{GBP290.00}
DOCH.DOC.FI.F.TYP{A}
DOCH.DOC.FI.F.TXT{GB97.00}
DOCH.DOC.FI.F.TYP{C}
DOCH.DOC.FI.F.TXT{UB44.96}
DOCH.DOC.FI.F.TYP{D}
DOCH.DOC.FI.F.TXT{XT422.30}
DOCH.DOC.FI.F.TYP{E}
DOCH.DOC.FI.F.TXT{GBP854.26}
DOCH.DOC.FI.F.TYP{F}
DOCH.DOC.FI.F.TXT{L2KSPGB2/SOC2 L2KSPGB2/SOC2 L2KSPGB2/SOC2
L2KSPGB2/SOC2 }
DOCH.DOC.FI.F.TYP{G}
DOCH.DOC.TDA.TD{@BT}
DOCH.DOC.ED{NON-END/SKYWARDS SAVER//WP65841/CHK-IN REWARD-UPGRADE/}
DOCH.DOC.FOPA.FOP{MS*INVIBE8488947BS6837- 854.26}
```

Note: This example is for illustration and demonstration purposes only. Character placement may vary due to removal of "XT" taxes from fare calculation data.

## Glossary

Term	Definition
BSP	Billing and Settlement Plan
D.I.R.	Data Interface Record – Travelport Worldspan Legacy Structure Message Product
ETR	Electronic Ticket Record
Legacy API Messages	A group of mature messages; including but not limited to, SMI and XML Pro
OTA	Open Travel Alliance message
PNR	Passenger Name Record

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