



DISH 20.3 Project Implementation Plan

Index

1. Background	3
2. Business Partner Readiness	4
3. Beta/Pilot Test BSPs	4
4. Test Requirements	5
4.1 Test file content	5
4.2 Test file header values	5
4.3 Test file naming	5
4.4 Test file delivery method	6
4.5 Test results	6
5. Testing Schedule	7
5.1 Beta/Pilot BSPs	7
5.2 Other (non-Beta/Pilot) BSPs	7
6. Implementation Schedule	8
6.1 Background	8
6.2 Implementation Timelines	8
6.3 Go/No-Go decision for implementation	9
6.4 Revision Control	9
7. EMD Implementation	9
8. IATA Industry Systems contact information	10

1. Background

The BSP Data Interchange Specifications Handbook (DISH) is Attachment 'A' of the IATA Passenger Services Conference (PSC) Resolution 750. - BSP Data Interchange Specifications.

The Passenger Services Conference (PSC) endorsed Revision 20.3 of the BSP Data Interchange Handbook (DISH20.3) and has declared it effective as of 01 March 2010.

Revision 20.3 reflects expedited new business requirements and amendments only and is to be implemented globally by all Bank Settlement Plans (BSPs) ensuring the highest possible quality data is exchanged between BSPs, airlines and strategic partners.

DISH Revision 20.3 is to be implemented on the understanding that:

- DISH 20.3 is based on Revisions DISH 20.2 of 01 January 2008 and DISH 20.1 of 01 September 2006.
- DISH 20.3 is presented as a mandatory Revision. However, implementation EMD requirements of Revision 20.2 are dependent on the readiness of airlines and BSP business partners to accept EMD transactions.
- Testing procedures and scenarios in Chapter 4 are to be followed. Should any EMD testing be required after DISH20.3 implementation, DISH standard procedure outlined in DISH Section 4.3.5.3 (Testing of new industry products/functionalities within an existing BSP) must be followed.

This publication is printed as a complete consolidated copy of Revision 20.1, 20.2 and 20.3 on the request of the BSP Data Interchange Specifications Group (BDISG).

DISH 20.3 handbook can be downloaded here:

<http://www.iata.org/ps/publications/Pages/bspdish.aspx>

2. Business Partner Readiness

As at 8th June 2010, all “global” System Providers and DPCs had confirmed their readiness to start testing DISH 20.3 for the Beta/Pilot BSPs as of 1st October 2010.

The following Testing and Implementation Schedules have been formulated around these readiness dates.

3. Beta/Pilot Test BSPs

14 Beta/Pilot BSPs have been selected in order that the vast majority of all Business Partners are involved in fully testing their DISH 20.3 code in various areas and systems. These Beta/Pilot BSPs span across each IATA Region, each DPC provider and DPC software, as follows:

Region	BSP	DPC	Software
Europe	Nordic & Baltic (SE)	ACCA RDPC (BJS)	ISIS
	United Kingdom	Accelya RDPC (MAD)	Maestro
	Russia	Multicarta (MOW)	ISIS
	Germany	T-Systems (FRA)	T-Systems
MENA	Saudi Arabia	Accelya RDPC (MAD)	Maestro
Africa	Southern Africa (ZA)	Accelya RDPC (MAD)	Maestro
Americas	Canada	ACCA RDPC (BJS)	ISIS
	Mexico	Accelya RDPC (MAD)	Maestro
	Brazil	Accelya RDPC (MAD)	Maestro
Asia Pacific	Australia	ACCA RDPC (BJS)	ISIS
	India	Deutsche Bank (BOM)	ISIS
	Korea (South)	KEB	KEB
	Japan	MHIR (TYO)	MHIR
North Asia	China	ACCA RDPC (BJS)	ISIS

Once testing has been satisfactorily completed by all Business Partners, these 14 Beta/Pilot BSPs will implement DISH 20.3 simultaneously.

4. Test Requirements

IATA Industry Systems will subsequently create a detailed Test Plan for each of the 14 Beta/Pilot BSPs, which will be communicated to each Business Partner involved in the testing (e.g. Reporting Systems, DPC, test partner Airlines etc.) no later than 31Aug2010.

The following describes the generic testing requirements.

4.1 Test file content

Each Reporting System providing RET and TI files to any of the Beta/Pilot BSPs must provide a test 20.3 RET and a test 20.3 TI file.

Each test 20.3 RET and TI file must be a parallel of the production 20.1 RET and TI files, therefore containing a representative mix of transaction types

- for Australia, Canada, China and Mexico, the test RET and TI file must be for SPED 100929 (29th September 2010)
- for Brazil, Germany, United Kingdom, India, Japan, Korea, Russia, Saudi Arabia, Nordic & Baltic (SE), Southern Africa (ZA), the test RET and TI file must be for SPED 100930 (30th September 2010)

4.2 Test file header values

All test 20.3 RET and TI files must contain the values as shown in the tables below, in order for them to be processed correctly by DPCs.

RET	Data Element	Content	Exceptions
IT01 record	SPED	100930	(100929 for AU, CA, CN, MX)
	REVN	203	
	TPST	TEST	

TI	Data Element	Content	Exceptions
TI1 record	SPED	100930	(100929 for AU, CA, CN, MX)
	TPST	TEST	
	REVN	203	

4.3 Test file naming convention

All test 20.3 RET and TI files must also have filenames which clearly identify them as test files, and differentiate them from production files.

For example, if production RET has filename XX12345YYMMDD, then the equivalent test file might have a filename such as TEST203.XX12345YYMMDD.

IATA Industry Systems will agree bilaterally with each Reporting System what their intended test file naming will be for each of the Beta/Pilot BSPs, which will be documented as part of the Test Plan for each of these BSPs.

4.4 Test file delivery method

IATA Industry Systems will agree bilaterally with each Reporting System by which method the test 20.3 RET and TI files will be securely delivered for each of the Beta/Pilot BSPs, which will be documented as part of the Test Plan for each of these BSPs.

For example, via sFTP to production folder, to DPC's production iiNET account, to DPC's test iiNET account etc.

Note: non-secure delivery methods for test files (e.g. email etc.) will not be acceptable under any circumstances.

4.5 Test results

All efforts will be made to provide each Reporting System with initial test feedback as quickly as possible.

Initial test feedback will be based on the comparison of RET/TI file validation/error reports against the equivalent production reports, which will be fully analysed by IATA Industry Systems for correctness. This will provide an early indication of any problems with the reporting data, and Reporting Systems will be requested to provide a corrected test file as soon as possible if any errors have been identified.

IATA will not provide a 20.3 signoff statement until the resulting test outputs have been signed off by test partners (e.g. Airlines, Agents, Credit Card Companies etc.), or any differences with test output have been verified as not attributed to a RET reporting problem for that Reporting System.

5. Testing Schedule

5.1 Beta/Pilot BSPs

The table below shows the dates by which all DISH 20.3 test RET and TI files must be delivered by, for each of the Beta/Pilot BSPs.

Any Reporting System wishing to provide their test RET and TI files prior to these dates is at liberty to do so, following consultation and agreement with IATA Industry Systems.

The DPCs will be ready to accept 20.3 test files by 4th October 2010.

Beta/Pilot BSP	Deliver test RET & TI files	SPED	ABAC	AGTD	FLGX	GDSL	SABR	UALA	WSPN	AXSS	CONS	DERD	INFI	KOTI	MINS	STRA
Nordic & Baltic (SE)	by Mon 11Oct10	100930		X		X	X		X							
United Kingdom	by Mon 11Oct10	100930		X	X	X	X		X							
Russia	by Mon 11Oct10	100930		X		X	X									X
Germany	by Mon 11Oct10	100930		X	X	X	X		X			X				
Saudi Arabia	by Mon 18Oct10	100930		X		X	X		X							
Southern Africa (ZA)	by Mon 18Oct10	100930		X		X			X							
Canada	by Mon 25Oct10	100929		X			X	X	X							
Mexico	by Mon 25Oct10	100929		X		X	X		X							
Brazil	by Mon 25Oct10	100930		X		X	X		X							
Australia	by Mon 01Nov10	100929		X		X	X		X		X					
India	by Mon 01Nov10	100930	X	X	X	X	X		X							
Korea (South)	by Mon 01Nov10	100930	X			X			X					X		
Japan	by Mon 01Nov10	100930		X		X	X		X	X			X			
China	by Mon 01Nov10	100929														X

All of the Reporting Systems shown in the table above, will not be required to provide test files to any other BSPs than the Beta/Pilot BSPs.

5.2 Other (non-Beta/Pilot) BSPs

IATA Industry Systems will coordinate testing with all “local” Reporting Systems (i.e. those **not** providing RET or TI files to any of the Beta/Pilot BSPs).

Each “local” Reporting System will be required to provide a DISH 20.3 test RET and TI file for each and every BSP they report to, which must be a parallel of 20.1 production files.

IATA Industry Systems will facilitate testing efforts with the respective DPCs and test partners where applicable, to agreed timescales in order to safely meet the Implementation Schedule per BSP.

6. Implementation Schedule

6.1 Background

Following the successful end-to-end testing of the 14 Beta/Pilot BSPs, 20.3 will be implemented for these BSPs in 2 phases.

20.3 will then be scheduled for implementation for the remaining BSPs in 4 subsequent phases.

Factors taken into consideration for the implementation dates included:

- must be on the 1st of the month*
- must be on the first day of any BSP billing period
- must not be during or immediately preceding a weekend
- must not be during or immediately preceding a major public holiday

* *exception being for weekly (Monday to Sunday) billing frequency BSPs, i.e. most of Americas region and some of AsiaPacific region*

6.2 Implementation Timelines

Following extensive discussions with the Reporting Systems (including exceptional agreement to implement on a Sunday for 01May2011), the following dates for implementation of 20.3 were agreed.

All implementation dates reflect the date of issuance of transactions within the first RET and TI file to be sent in 20.3 (i.e. SPED)

Beta/Pilot BSPs

Non-Beta/Pilot BSPs

<u>Beta/Pilot BSPs</u> <u>Phase 1a & 1b</u>	<u>non-ISIS</u> <u>(exc. Africa)</u> <u>Phase 2</u>	<u>Weekly Billings</u> <u>Phase 3</u>	<u>ISIS</u> <u>(exc. some AsPac)</u> <u>Phase 4</u>	<u>Africa and rest</u> <u>AsPac</u> <u>Phase 5</u>
Mon 31Jan11 (SPED 110131) Mexico Tue 01Feb11 (SPED 110201) Brazil Germany Japan Saudi Arabia Southern Africa United Kingdom Mon 28Feb11 (SPED 110228) China Australia Canada Tue 01Mar11 (SPED 110301) Korea (South) Russia India Nordic & Baltic	Tue 01Mar11 (SPED 110301) Czech Republic/Slovakia Western Balkans Austria Belgium/Luxembourg Switzerland/Liechtenstein Spain France Croatia Hungary Italy Netherlands Portugal Serbia & Montenegro Slovenia Turkey Gulf Area Egypt Jordan Kuwait Lebanon Morocco Syria Tunisia Yemen Colombia Venezuela	Mon 04Apr11 (SPED 110404) Belize/El Salv/Guatemala Dominican Republic Eastern Caribbean Honduras/Nicaragua Jamaica Argentina Bermuda Bolivia Bahamas Chile Costa Rica Ecuador Panama Peru Paraguay Uruguay French O/Seas Territories Micronesia New Zealand Malaysia Papua New Guinea Mongolia	Sun 01May11 (SPED 110501) Bulgaria Cyprus Finland Greece Ireland Israel Kazakhstan/Kyrgyzstan Malta Poland Romania Ukraine Sri Lanka Bangladesh Pakistan Hong Kong Chinese Taipei	Wed 01Jun11 (SPED 110601) Central West Africa Eastern Africa South West Africa Thailand Nepal Philippines Indonesia Singapore Vietnam

6.3 Go/No-Go decision for implementation

With regard to Implementation dates, IATA Industry Systems will communicate a Go (green light) or No-Go (red light) decision to all business partners in all BSPs two weeks in advance, as follows:

- for phase 1a (first 7 Beta/Pilot BSPs) – no later than Mon 17Jan11
- for phase 1b (remaining Beta/Pilot BSPs) – no later than Mon 14Feb11
- for phase 2 (non-ISIS except Africa) – no later than Mon 14Feb11
- for phase 3 (Weekly Billings) – no later than Mon 21Mar11
- for phase 4 (ISIS except some AsiaPac) – no later than Fri 15Apr11
- for phase 5 (all remaining BSPs) – no later than Wed 18May11

Any No-Go (red light) decisions taken will result in the Implementation date for that BSP to be rescheduled at a later date.

6.4 Revision Control

Once IATA Industry Systems has given a Go (green light) decision to implement 20.3 in any BSP, all System Providers must implement 20.3 on the exact day specified in the Implementation Schedule.

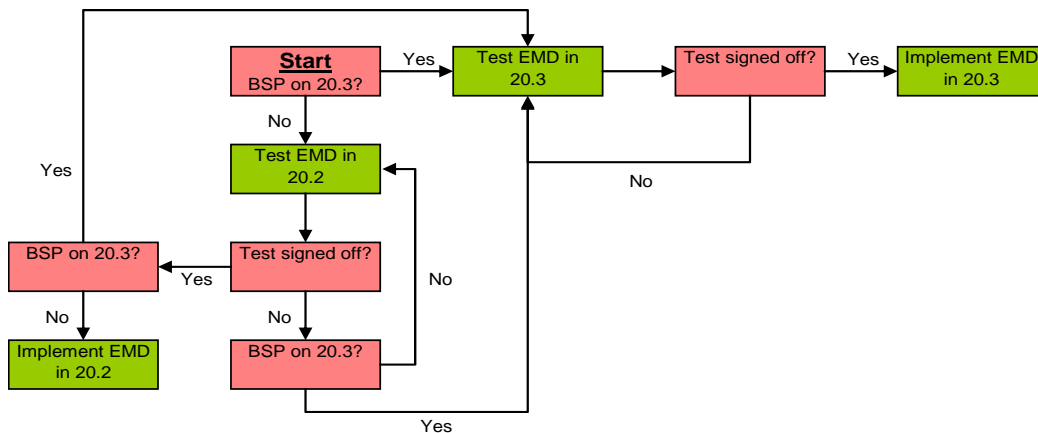
DPCs will not accept or process any RET or TI production file in any revision other than 20.3, after the confirmed 20.3 Implementation date per BSP.

7. EMD Implementation

While DISH 20.3 includes the data interchange specifications for EMD, these have also long since been published and available within DISH 20.2. As such EMD implementation is completely outside the scope of the 20.3 implementation project.

Any Business Partner wishing to implement EMD in any BSP must test and implement EMD as a “new industry product” as defined in DISH Chapter 4.3.5.

The diagram below demonstrates how an EMD implementation fits in with DISH 20.3 implementations during this transitional period.



8. IATA Industry Systems contact information

IATA Industry Systems will be project managing the DISH 20.3 Implementation on behalf of IATA. As such all DISH 20.3 related communications should be channelled through IATA Industry Systems, contact details as follows:

Project Manager

Phil Rendell

Email: rendellp@iata.org

Phone: +44 (0)208 123 5196

Blackberry: +44 (0)7750 414765

Mobile: +44 (0)77 66 55 6073

Manager, Industry Systems

Andrei Grintchenko

Email: grintchena@iata.org

Tel: +41 (0)22 770 2893

Mobile: +41 (0)79 518 6799