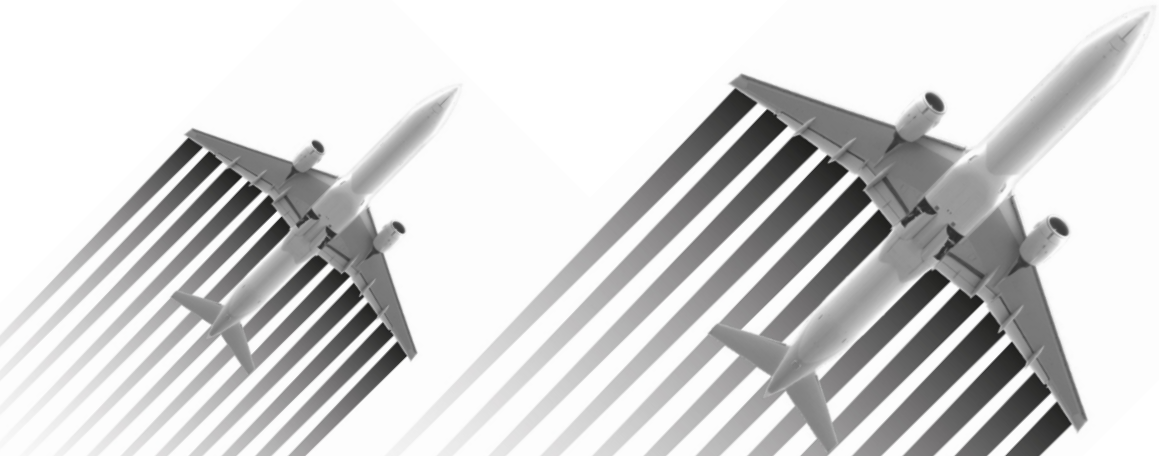


MVT / MVA / DIV

Aircraft Movement Messages

Data Elements and Message Examples



MVT, MVA, DIV Message Types

1. MVT and MVA Message types:

As per the AHM, Aircraft Movement Messages serve the purpose of controlling punctual and regular operation of all flights and are also the basis for aircraft and crew rotation.

The MVT and MVA message types that can be sent are as follows:

- Departure Messages
- Arrival Messages
- Delay Messages
- Delayed Take-Off Messages
- Return to Ramp Messages
- Return to Airborne Messages
- Revised Estimated Time of Arrival Messages
- Arrival Taxi Time Variance Information Messages

2. DIV Message types:

As per the AHM, DIVs are used to notify the occurrence of in-flight diversions to the airline control centre and on-route stations.

The DIV message types that can be sent are as follows:

- Diversion Messages

MVT and MVA Message Type Data Elements

As per the AHM, the MVT and MVA message data elements that can be supplied are as follows:

↓ = information starts on next line down → = information goes on the same line as above

DEPARTURE Messages:

These are the data elements which can be supplied in a Departure Message. They include any mandatory, conditional and optional elements – note all times on MVT/MVA messages are sent in UTC.

Mandatory elements to be supplied on ALL MVT/MVA messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
Standard Message Identifier:	This is used to signify the Standard of message being sent	MVA or MVT	M
↓ Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – E.g. BA100/27	M
→ Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→ Airport of movement:	This is the airport at which the movement of the schedule is taking place – DEPARTURE airport	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Departure Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
↓ 1. <u>Departure Information:</u>			
↓ a. <u>Departure Identifier:</u>	This is used to signify the type of message being sent	Identifier AD	M
→ b. <u>Off-Block Time:</u>	This is used to signify the time at which the aircraft leaves the terminal	Four digit time group or six digit date and time group – E.g. AD1200 or AD271200	M
→ c. <u>Airborne Time:</u>	This is used to signify the time at which the aircraft takes off	Four digit time group or six digit date and time group preceded by an oblique – E.g. AD/1200 or AD/271200	O
→ 2. <u>Estimated Arrival (Touchdown) information:</u>	This is used to signify the estimated time of arrival at the intended apt of destination	Identifier EA followed by four digit time group, space and airport of destination – e.g. EA1244 STN	C

DEPARTURE Messages (continued):

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
<u>3. Actual Delay Information:</u>			
↓ a. Delay identifier:	This is used to signify a delay is taking place	Identifier DL	C
→ b. Delay reason codes:	This is used to signify the reason why a delay has taken place by using an AHM delay reason code, and how long the delay will take – up to two delay codes can be supplied	1 delay code – 2 character delay code, followed by an oblique and four digit group to show duration of delay (hhmm) – e.g. DL72/0015 2 delay codes - 2 character delay code for each delay and four digit time group for duration of each delay – e.g. DL64/72/0015/0020	C C
↓ 4. <u>Passenger Information:</u>	This is used to signify the amount of seats occupied by passengers per destination	Identifier PX followed by the number of seats occupied by passengers per destination – e.g. PX112 or PX12/134/10	O
↓ 5. <u>Reclearance information:</u>	This is used to signify if there has been reclearance issued for a flight and the this will take place	Identifier RC followed by four digit time group of the time at reclearance point, space and airport of reclearance – e.g. RC1200 LTN	O
↓ 6. <u>Estimated On-block Time:</u>	This is used to signify the estimated time at which the aircraft is expected to reach the terminal	Identifier EB followed by four digit UTC time group e.g. EB1200	O
↓ 7. <u>Flight Leg Date indicator:</u>	This is used to signify UTC scheduled date of departure for Flight Leg	Identifier FLD followed by two digit to show day of month. e.g. FLD16	O
<u>8. Extra Delay Information:</u>			
↓ a. Extra delay identifier:	This is used to signify an additional delay(s) is taking place, further to the original delay.	Identifier EDL	O
→ b. Extra delay reason codes:	This is used to signify the reason why an additional delay(s) has taken place by using an AHM delay reason code,	1 delay code – 2 character delay code, followed by an oblique and four digit	O

and how long the delay will take
– up to two Extra delay codes can
be supplied

group to show duration of
delay (hhmm) –
e.g. **DL72/0015**

2 delay codes - 2 character **O**
delay code for each delay
and four digit time group
for duration of each delay –
e.g. **DL64/72/0015/0020**

DEPARTURE Messages (continued):

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
↓ 9. <u>Crew Report Time:</u>	This is used to signify the time at which the airline cabin and flight deck report in for duty - if flight deck and crew cabin crew times are both required, the flight deck will be shown first and should be separated by and oblique	Identifier CRT followed by the four digit UTC time group, or six digit UTC date/time group - e.g. CRT1530 , CRT041530 or CRT041530/041540	O
↓ 10. <u>Movement after Pushback:</u>	This is used to signify the time at the aircraft starts to move forward towards the runway after pushing back from the terminal	Identifier MAP followed by the four digit UTC time group, or six digit UTC date/time group – e.g. MAP1530 or MAP041530	O
↓ 11. <u>Sub Delay Code:</u>	This is used to further define Delay and Extra delay information, which has already been supplied early in the message, by using an AHM delay reason code – a maximum of four codes can be supplied	Identifier DLA followed by 2-3 characters per delay code separated by a slash - e.g. DLA841/812/932/652	O
↓ 12. <u>Take Off Fuel:</u>	This is used to signify the amount of fuel the aircraft is holding upon take off	Identifier TOF followed by 4-6 numeric characters e.g. TOF6400	O
↓ 13. <u>Take Off Weight:</u>	This is used to signify the weight of the complete aircraft upon take off	Identifier TOW followed by 5-6 numeric characters e.g. TOW63452	O
↓ 14. <u>Zero Fuel Weight:</u>	This is used to signify the weight of the aircraft only, without the fuel weight	Identifier ZFW followed by 5-6 numeric characters e.g. ZFW132500	O
↓ 15. <u>Category of Operation: (Landing Capability)</u>	This is used to signify		
↓ -			

ARRIVAL Messages:

These are the data elements which can be supplied in an Arrival Message. They include any mandatory, conditional and optional elements – note all times on MVT/MVA messages are sent in UTC.

Mandatory elements to be supplied on ALL MVT/MVA messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
Standard Message Identifier:	This is used to signify the Standard of message being sent	MVA or MVT	M
↓ Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – E.g. BA100/27	M
→ Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→ Airport of movement:	This is the airport at which the movement of the schedule is taking place – ARRIVAL airport	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Arrival Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
1. <u>Arrival Information:</u>			
↓ a. Arrival Identifier:	This is used to signify the type of message being sent	Identifier AA	M
→ b. Touch-down time:	This is used to signify the time at which the aircraft touches down on the runway	Four-digit time group or six-digit date/time group e.g. AA1200 or AA271200	O
→ c. On-block time:	This is used to signify the time at which the aircraft arrives at the terminal	Four-digit time group or six-digit date/time group preceded by an oblique e.g. AA/1200 or AA/271200 & when combined with touch-down time AA1200/1210 or AA271200/271210	O
↓ d. Flight Leg Date Indicator	This is used to signify the UTC Scheduled Date of departure for flight leg	Identifier FLD followed by two digits UTC scheduled date of departure e.g. FLD03	O

DELAY Messages:

These are the data elements which can be supplied in a Delay Message. They include any mandatory, conditional and optional elements – note all times on MVT/MVA messages are sent in UTC.

Mandatory elements to be supplied on ALL MVT/MVA messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
Standard Message Identifier:	This is used to signify the Standard of message being sent	MVA or MVT	M
↓ Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – E.g. BA100/27	M
→ Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→ Airport of movement:	This is the airport at which the movement of the schedule is taking place – DEPARTURE airport	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Delay Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
↓ 1. <u>Estimated Departure time Information:</u>	This is used to signify the estimated departure time of a delayed flight	Identifier ED followed by two numerical digits indicate the UTC date and four numerical digits for the UTC time group of the event – e.g. ED041630	C
OR			
↓ 2. <u>Next Information:</u>	This is used instead of Element 1 to indicate date/time when further information will be given in case of indefinite delay	Identifier NI is followed by two numerical digits to indicate the UTC date and the four numerical digit for the UTC time time of the event – e.g. NI052215	C
↓ 3. <u>Delay Reason Information:</u>			
↓ a. <u>Delay identifier:</u>	This is used to signify a delay is taking place	Identifier DL	O
→ b. <u>Delay reason codes:</u>	This is used to signify the reason why a delay has taken place by using an AHM delay reason code, and how long the delay will take – up to two delay codes can be supplied	1 delay code – 2 character delay code, followed by an oblique and four digit group to show duration of delay (hhmm) – E.g. DL72/0015	O
		2 delay codes - 2 character delay code for each delay and four digit time group for duration of each delay –	O

DELAY Messages (continued):

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
↓ 4. <u>Flight Leg Date Indicator:</u>	This is used to signify the UTC Scheduled Date of departure for flight leg	Identifier FLD followed by two digits UTC scheduled date of departure e.g. FLD03	O
↓ 5. <u>Extra Delay Information:</u>			
↓ a. <u>Extra delay identifier:</u>	This is used to signify an additional delay(s) is taking place, further to the original delay.	Identifier EDL	O
→ b. <u>Extra delay reason codes:</u>	This is used to signify the reason why an additional delay(s) has taken place by using an AHM delay reason code, and how long the delay will take – up to two Extra delay codes can be supplied	1 delay code – 2 character delay code, followed by an oblique and four digit group to show duration of delay (hhmm) – e.g. EDL72/0015 2 delay codes - 2 character delay code for each delay and four digit time group for duration of each delay – e.g. DLA64/72/0015/0020	O
↓ 6. <u>Sub Delay Code:</u>	This is used to further define Delay and Extra delay information, which has already been supplied early in the message, by using an AHM delay reason code – a maximum of four codes can be supplied	Identifier DLA followed by 2-3 characters per delay code separated by a slash - e.g. DLA841/812/932/652	O

DELAYED TAKE-OFF Messages:

These are the data elements which can be supplied in a Delay Take-Off Message. They include any mandatory, conditional and optional elements – note all times on MVT/MVA messages are sent in UTC.

Mandatory elements to be supplied on ALL MVT/MVA messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
Standard Message Identifier:	This is used to signify the Standard of message being sent	MVA or MVT	M
↓ Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – E.g. BA100/27	M
→ Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→ Airport of movement:	This is the airport at which the movement of the schedule is taking place – DEPARTURE airport	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Delayed Take-Off Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
1. <u>Departure Information:</u>			
↓ a. Departure Identifier:	This is used to signify the type of message being sent	Identifier AD	C
→ b. Off-Block Time:	This is used to signify the time at which the aircraft leaves the terminal	Four digit time group or six digit date and time group – E.g. AD1200 or AD271200	C
→ 2. <u>Estimated Take-Off Information:</u>			
→ a. Estimated Take-Off information:	This is used to signify the type of message being sent	Identifier EO	C
→ b. Estimated Take-Off time	This is used to signify the estimated time at which the aircraft is expected to take-off	Four digit time group e.g. EO1310	C
→ 3. <u>Estimated Arrival (Touchdown) information:</u>	This is used to signify the estimated time of arrival at the intended apt of destination	Identifier EA followed by four digit time group, space and airport of destination – e.g. EA1244 STN	O

DELAYED TAKE-OFF Messages (continued):

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
<p>↓</p> <p><u>4. Delay Information:</u></p> <p>a. Delay identifier:</p>	<p>This is used to signify a delay is taking place</p>	<p>Identifier DL</p>	<p>O</p>
<p>→</p> <p>b. Delay reason codes:</p>	<p>This is used to signify the reason why a delay has taken place by using an AHM delay reason code, and how long the delay will take – up to two delay codes can be supplied</p>	<p>1 delay code – 2 character delay code, followed by an oblique and four digit group to show duration of delay (hhmm) – e.g. DL72/0015</p> <p>2 delay codes - 2 character delay code for each delay and four digit time group for duration of each delay – e.g. DL64/72/0015/0020</p>	<p>O</p> <p>O</p>
<p>↓</p> <p><u>5. Estimated On-block Time:</u></p> <p>O</p>	<p>This is used to signify the estimated time at which the aircraft is expected to reach the terminal</p>	<p>Identifier EB followed by four digit UTC time group e.g. EB1200</p>	<p>O</p>
<p>↓</p> <p><u>6. Flight Leg Date Indicator:</u></p>	<p>This is used to signify UTC scheduled date of departure for Flight Leg</p>	<p>Identifier FLD followed by two digit to show day of month. e.g. FLD16</p>	<p>O</p>
<p>↓</p> <p><u>7. Extra Delay Information:</u></p> <p>a. Extra delay identifier:</p>	<p>This is used to signify an additional delay(s) is taking place, further to the original delay.</p>	<p>Identifier EDL</p>	<p>O</p>
<p>→</p> <p>b. Extra delay reason codes:</p>	<p>This is used to signify the reason why an additional delay(s) has taken place by using an AHM delay reason code, and how long the delay will take – up to two Extra delay codes can be supplied</p>	<p>1 delay code – 2 character delay code, followed by an oblique and four digit group to show duration of delay (hhmm) – e.g. EDL72/0015</p> <p>2 delay codes - 2 character delay code for each delay and four digit time group for duration of each delay – e.g. EDL64/72/0015/0020</p>	<p>O</p> <p>O</p>
<p>↓</p> <p><u>8. Sub Delay Code:</u></p>	<p>This is used to further define Delay and Extra delay information, which has already been supplied early in the message, by using an AHM delay reason code – a maximum of four codes can be supplied</p>	<p>Identifier DLA followed by 2-3 characters per delay code separated by a slash - e.g. DLA841/812/932/652</p>	<p>O</p>

RETURN TO RAMP Messages:

These are the data elements which can be supplied in a Return to Ramp Message. They include any mandatory, conditional and optional elements – note all times on MVT/MVA messages are sent in UTC.

Mandatory elements to be supplied on ALL MVT/MVA messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
Standard Message Identifier:	This is used to signify the Standard of message being sent	MVA or MVT	M
↓ Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – E.g. BA100/27	M
→ Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→ Airport of movement:	This is the airport at which the movement of the schedule is taking place – DEPARTURE airport	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Return to Ramp Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
↓ 1. <u>Departure Information:</u>			
a. Departure Identifier:	This is used to signify the type of message being sent	Identifier AD	C
→ b. Off-Block Time:	This is used to signify the time at which the aircraft leaves the terminal	Four digit time group or six digit date and time group – E.g. AD1200 or AD271200	C
→ 2. <u>Return to Ramp Information:</u>			
a. Return to Ramp Identifier:	This is used to signify the type of message being sent	Identifier RR	C
b. Return to Ramp Time:	This is to signify the time at which the aircraft has been forced to return	Four digit time group e.g. RR1230	O
↓ 3. <u>Original Delay Information:</u>			
a. Delay identifier:	This is used to signify a delay is taking place	Identifier DL	O
→ b. Delay reason codes:	This is used to signify the reason why a delay has taken place by using an AHM delay reason code, and how long the delay will take – up to two delay codes can be supplied	1 delay code – 2 character delay code, followed by an oblique and four digit group to show duration of delay (hhmm) – e.g. DL72/0015	O
		2 delay codes - 2 character delay code for each delay and four digit time group for duration of each delay – e.g. DL64/72/0015/0020	O

RETURN TO RAMP Messages (continued):

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
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- ↓

5. Estimated On-block Time: This is used to signify the estimated Identifier EB followed by
 O time at which the aircraft is expected four digit UTC time group
 to reach the terminal e.g. **EB1200**
- ↓

6. Flight Leg Date Indicator: This is used to signify UTC scheduled Identifier FLD followed by
 O date of departure for Flight Leg two digit to show day of
 month.
 e.g. **FLD16**

RETURN FROM AIRBORNE Messages:

These are the data elements which can be supplied in a Return from Airborne Message. They include any mandatory, conditional and optional elements – note all times on MVT/MVA messages are sent in UTC.

Mandatory elements to be supplied on ALL MVT/MVA messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
Standard Message Identifier:	This is used to signify the Standard of message being sent	MVA or MVT	M
↓ Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – E.g. BA100/27	M
→ Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→ Airport of movement:	This is the airport at which the movement of the schedule is taking place – DEPARTURE airport	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Return from Airborne Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
↓ 1. <u>Forced Return Information:</u>			
↓ a. <u>Forced Return Identifier:</u>	This is used to signify the type of message being sent	Identifier FR	C
→ b. <u>Touch-down Time:</u>	This is used to signify the time at which the aircraft has been forced to land due to circumstances beyond control	Four digit time group e.g. FR1215	O
→ c. <u>On-block Time:</u>	This is used to signify the time at which the aircraft arrives back at the terminal	Four digit time group preceded by an oblique e.g. FR/1235 or FR1215/1235 (when supplied with touchdown time)	O
↓ 2. <u>Estimated Arrival Information:</u>	This is used to signify the estimated time the aircraft is expected to land	Identifier EA followed by four digit time group e.g. EA1205	O
↓ 3. <u>Estimated On-block Time:</u>	This is used to signify the estimated time the aircraft is due to arrive at the terminal	Identifier EB followed by four digit time group e.g. EB1025	O

REVISED ESTIMATED TIME OF ARRIVAL MESSAGE

These are the data elements which can be supplied in a Revised Estimated Time of Arrival Message. They include any mandatory, conditional and optional elements – note all times on MVT/MVA messages are sent in UTC.

Mandatory elements to be supplied on ALL MVT/MVA messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
Standard Message Identifier:	This is used to signify the Standard of message being sent	MVA or MVT	M
↓ Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – E.g. BA100/27	M
→ Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→ Airport of movement:	This is the airport at which the movement of the schedule is taking place – ARRIVAL airport	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Return from Revised Estimated Time of Arrival Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
↓ 1. <u>Revised Estimated Time Of Arrival (Touchdown):</u>			
a. Estimated Arrival Indicator:	This is used to signify the type of message being sent	Identifier EA	C
→ b. Revised ETA:	This is used to signify the latest estimated arrival time of the aircraft at it's intended destination	Four digit time group e.g. EA1205	C
→ c. Estimated On-Block Time:	This is used to signify the time the aircraft is expected to arrive at the terminal	Indicator EB followed by four digit UTC time group e.g. EB1212	O

ARRIVAL TAXI TIME VARIATION INFO MESSAGE

These are the data elements which can be supplied in an Arrival Taxi Time Variation Info Message. They include any mandatory, conditional and optional elements – note all times on MVT/MVA messages are sent in UTC.

Mandatory elements to be supplied on ALL MVT/MVA messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
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	Standard Message Identifier:	This is used to signify the Standard of message being sent	MVA or MVT	M
↓	Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – E.g. BA100/27	M
→	Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→	Airport of movement:	This is the airport at which the movement of the schedule is taking place – ARRIVAL airport	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Return from Arrival Taxi Time Variation Info Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>	
1. <u>Touch-down Time info:</u>				
↓	a. Arrival Identifier:	This is used to signify the type of message is being sent	Identifier AA	C
→	b. Touch-down Time:	This is used to signify the time the aircraft lands at it destination	Four digit time group or six digit date/time group e.g. AA1235 or AA031225	C
2. <u>Estimated on-block Time:</u>				
→	a. Estimated On-Block Time Identifier:	This is used to signify the type of information being supplied	Identifier EB	C
→	b. Estimated On-Block Time:	This is used to signify the time the aircraft is expected to arrive at the terminal	Four digit time group e.g. EB1315	C

SUPPLEMENTARY INFORMATION

Supplementary information can be supplied at the bottom of any MVT or MVA message, after all other information for that message as been stated. This is the format it needs to be supplied in:

Supplementary Info specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>	
↓	1. Supplementary Info:	This is used to signify any other information involving the aircraft movement. It is free text information	Identifier SI followed by space followed by free text info e.g. SI DEICING	O

MVT and MVA Message Examples

The below message examples contain the Mandatory, Conditional and **some** optional data elements stated in the Message Data Elements section of this document. Not all combinations of Data Elements can be shown so the examples show a select few. Where a time can be supplied with four digit time group OR six digits UTC date and time group, two examples are shown to demonstrate both formats:

a) **DEPARTURE message**

Message Format:

MVT (or MVA)
SD200/21.PMDFG.CDG
AD1100/1115 EA1500 FRA
DL72/0015
PX112
SI DEICING

OR

MVT (or MVA)
SD200/21.PMDFG.CDG
AD211100/211115 EA1500 FRA
DL72/0015
PX112
SI DEICING

Element:

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC date of Dep and Apt of Movement (DEP)
= Dep Identifier, Off Block/Airborne Time and ETA info
= Actual Delay Information
= Passenger Information
= Supplementary Information Identifier and Free Text info

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC date of Dep and Apt of Movement (DEP)
= Dep Identifier, Off Block/Airborne UTC Date and Time and ETA info
= Actual Delay Information
= Passenger Information
= Supplementary Information Identifier and Free Text info

b) ARRIVAL message

Message Format:

MVT (or MVA)
SD200/22.PMDFG.FRA
AA1515/1520
FLD22

OR

MVT (or MVA)
SD200/22.PMDFG.FRA
AA221515/221520
FLD22

Element:

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC date of Dep and Apt of Movement (ARR)
= Arr Identifier, Touch-down/On-Block Time
= Flight Leg Date Indicator

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC date of Dep and Apt of Movement (ARR)
= Arr Identifier, Touch-down/On-Block UTC Date and Time
= Flight Leg Date Indicator

MVT and MVA Message Examples:

c) Delay Message

Message Format:

MVT (or MVA)
SD200/22.PMDFG.CDG
ED221125
DL72/0025

OR

Element:

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (DEP)
= Estimated Departure Indicator, UTC Date and Time
= Delay Identifier, Reason Code and Time Delay

(If an indefinite delay is taking place, then use NEXT info)

MVT (or MVA)
SD200/22.PMDFG.CDG
NI221150
SI ENGINE TROUBLE

= Standard Message Identifier
 = Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (DEP)
 = Next Info Identifier, UTC Date and Time
 = Supplementary Information Identifier and Free Text info

d) Delayed Take-Off Message

Message Format:

MVT (or MVA)
SD200/22.PMDFG.CDG
AD1115 EO1135
SI DEICING

Element:

= Standard Message Identifier
 = Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (DEP)
 = Dep Identifier, Off-Block Time, Est. Take-Off Identifier and Time
 = Supplementary Information Identifier and Free Text info

OR

MVT (or MVA)
SD200/22.PMDFG.CDG
AD221115 EO1135 EA1530 FRA
DL72/0025
EB1545

= Standard Message Identifier
 = Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (DEP)
 = Dep Ident, Off-Block UTC Date & Time, Est.Take-Off Ident & Time, ETA
 = Delay Identifier, Reason Code and Time Delay
 = Est. On-Block Identifier and Time

e) Return to Ramp Message

Message Format:

MVT (or MVA)
SD200/22.PMDFG.CDG
AD1115 RR1125
DL72/0015
SI ABORTED TAKE-OFF

Element:

= Standard Message Identifier
 = Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (DEP)
 = Dep Identifier, Off-Block Time, Return to Ramp Identifier and Time
 = Delay Identifier, Reason Code and Time Delay
 = Supplementary Information Identifier and Free Text info

OR

MVT (or MVA)
SD200/22.PMDFG.CDG
AD221115 RR1125
DL72/0015
SI ABORTED TAKE-OFF

= Standard Message Identifier
 = Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (DEP)
 = Dep Ident, Off-Block UTC date & Time, Return to Ramp Identifier & Time
 = Delay Identifier, Reason Code and Time Delay
 = Supplementary Information Identifier and Free Text info

MVT and MVA Message Examples:

f) Return From Airborne Message

Message Format:

MVT (or MVA)
SD200/22.PMDFG.CDG
FR1200/1215
SI ENGINE 1 TROUBLE

Element:

= Standard Message Identifier
 = Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (DEP)
 = Forced Return Identifier, Touch-down/On-Block Time
 = Supplementary Information Identifier and Free Text info

g) Revised Estimated Time of Arrival

Message Format:

MVT (or MVA)
SD200/22.PMDFG.FRA
EA1515
EB1525
SI RADAR FAILURE

Element:

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (ARR)
= Estimated Arrival Identifier, Revised ETA
= Estimated On-Block Identifier and Time
= Supplementary Information Identifier and Free Text info

h) Arrival Taxi Time Variance Information Message

Message Format:

MVT (or MVA)
SD200/22.PMDFG.FRA
AA1510 EB1520
SI AIRPORT STRIKE

Element:

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (ARR)
= Arr Identifier, Touch-down Time, Est. On-Block Identifier and Time
= Supplementary Information Identifier and Free Text info

OR

MVT (or MVA)
SD200/22.PMDFG.FRA
AA221510 EB1520
SI AIRPORT STRIKE

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC Date of Dep and Apt of Movement (ARR)
= Arr Ident, Touch-down UTC Date & Time, Est. On-Block Identifier & Time
= Supplementary Information Identifier and Free Text info

DIV Message Type Data Elements

As per the AHM, DIV message data elements that can be supplied are as follows:

↓ = information starts on next line down → = information goes on the same line as above

DIVERSION Messages:

These are the data elements which can be supplied in a Diversion Message. They include any mandatory, conditional and optional elements – note all times on DIV messages are sent in UTC.

Mandatory elements to be supplied on ALL DIV messages:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
Standard Message Identifier:	This is used to signify the Standard of message being sent	DIV	M
↓ Flight Identifier:	This is used to determine which flight is going to be changed	Designator, Flt Number and Scheduled UTC date of Departure – e.g. BA100/27	M
→ Aircraft registration:	This is the registration number the aircraft has been given	2-10 printable character - e.g. .PPVMU	M
→ Airport of movement:	This is the airport at which the the aircraft was originally intending to land at	IATA three-letter code preceded by a full stop - e.g. .LTN	M

Diversion Message specific elements:

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
↓ 1. <u>Estimated Arrival (Touchdown) info:</u>			
→ a. Estimated Arrival Indicator:	This is used to signify the type message being sent	Identifier EA	M
→ b. Estimated Time of Arrival at Diversion Apt:	This is used to signify the expected arrival time of the aircraft at the Apt has been diverted to	Four digit time group e.g. EA2135	M
→ c. Airport Code (Diversion Apt):	This is used to signify the Apt the aircraft has been diverted to	IATA three-letter code preceded by a space – e.g. EA2135 LHR	M
↓ 2. <u>Reason for Diversion:</u>			
→ a. Identifier for Reason of Diversion:	This is used to signify that a diversion reason is being supplied	Identifier DR	C
→ b. Reason Code	This is used to signify the reason as to why the diversion has taken place	Reason Code as per AHM 011 – e.g. DR71	C

DIVERSION Message (continued):

<u>Elements</u>	<u>What is it used for</u>	<u>Data to be supplied</u>	<u>M/C/O</u>
→ 3. <u>Number of Passengers On Board:</u>			
a. Passenger on Board Identifier:	This is used to signify that passenger information is being supplied	Identifier PX	C
b. Total number of seats	This is used to signify the total number	Numerical value -	C

of seats occupied by passengers

e.g. **PX112**



4. Estimated On-Block time:

This is used to signify the time the aircraft is expected to reach the terminal

Identifier **EB** followed by a four digit time - e.g. **EB1120**

O



5. Flight Leg Date Indicator:

This is used to signify UTC scheduled date of departure for Flight Leg

Identifier FLD followed by two digit to show day of month. e.g. **FLD16**

O

SUPPLEMENTARY INFORMATION

Supplementary information can be supplied at the bottom of any MVT or MVA message, after all other information for that message as been stated. This is the format it needs to be supplied in:

Supplementary Info specific elements:



Elements

What is it used for

Data to be supplied **M/C/O**

1. Supplementary Info:

This is used to signify any other information involving the aircraft movement. It is free text information

Identifier **SI** followed by **space** followed by **free text info** e.g. **SI DEICING**

O

DIV Message Examples

The below message examples contain the Mandatory, Conditional and **some** optional data elements stated in the Message Data Elements section of this document:

DIVERSION message

Message Format:

Element:

e.g. 1

**DIV
SD200/30.CVBNM.MAN
EA1125 STN
DR71 PX112
SI BAD WEATHER**

= Standard Message Identifier
= Flt Identifier, Acft Reg, Schd UTC date of Dep and Apt of Original Landing
= Estimated Arrival Time and Diversion Airport
= Delay Identifier and code, Passenger Indicator and Number of Seats used
= Supplementary Information Identifier and Free Text info

e.g. 2

DIV
SD200/30.CVBNM.MAN
EA1125 STN
DR71
EB1140
FLD30
SI BAD WEATHER

- = Standard Message Identifier
- = Flt Identifier, Acft Reg, Schd UTC date of Dep and Apt of Original Landing
- = Estimated Arrival Time and Diversion Airport
- = Delay Identifier and code
- = Estimated On-Block Identifier and Time
- = Flight Leg Date Identifier
- = Supplementary Information Identifier and Free Text info

e.g. 3

DIV
SD200/30.CVBNM.MAN
EA1125 STN
PX112
SI BAD WEATHER

- = Standard Message Identifier
- = Flt Identifier, Acft Reg, Schd UTC date of Dep and Apt of Original Landing
- = Estimated Arrival Time and Diversion Airport
- = Passenger Indicator and Number of Seats used
- = Supplementary Information Identifier and Free Text info