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About the AIDM

Overview

IATA's Airline Industry Data Model (AIDM) is an infrastructure that see the upgrade of our messaging standards development capability.
It aims to become a single point of access to store structured information including:

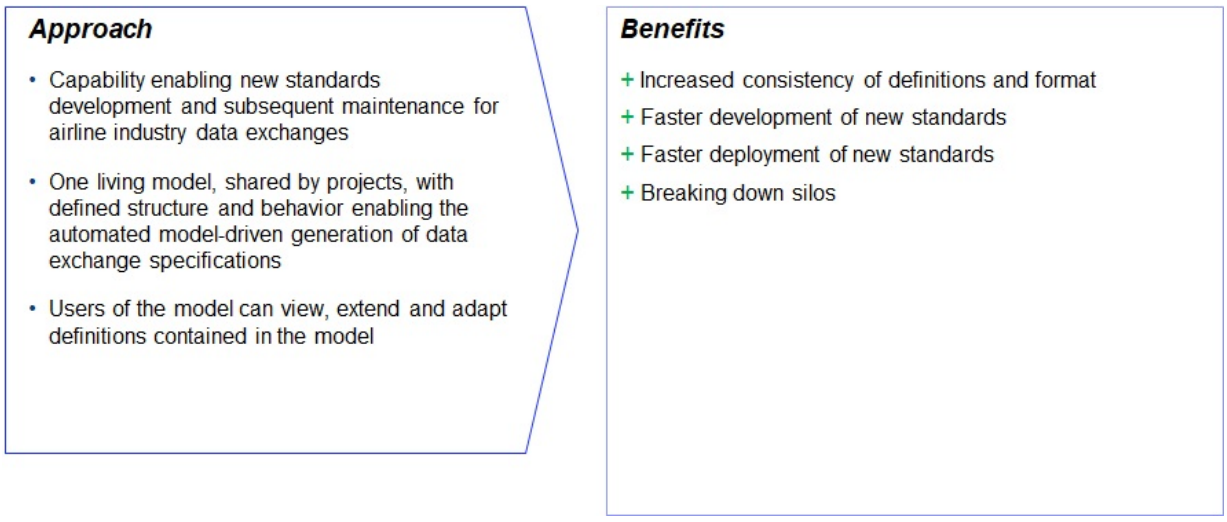
- Industry-agreed vocabulary
- Data definitions and their relationships
- Related business requirements

Each message development project can easily leverage existing models developed by other standards groups to generate interoperable messaging standards faster and with higher quality.

The standards are developed under the conference as a result of collaboration between a business sponsoring Board and the Architecture and Technology Strategy Board in accordance with Resolution 009 in their pursuit of modern data exchange standards

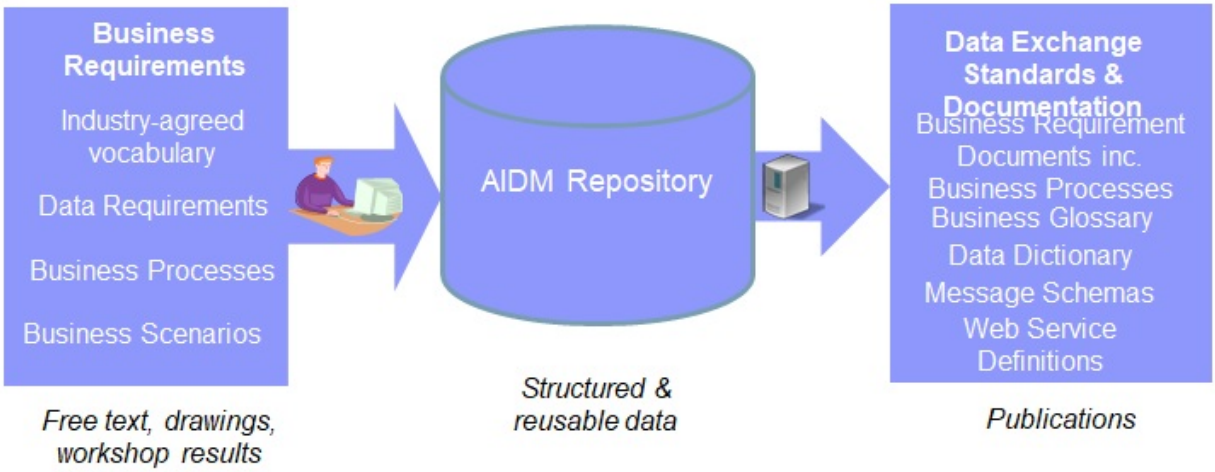
All new data exchange standards must follow the AIDM methodology and leverage industry agreed data definitions in the AIDM repository.

What is the AIDM?

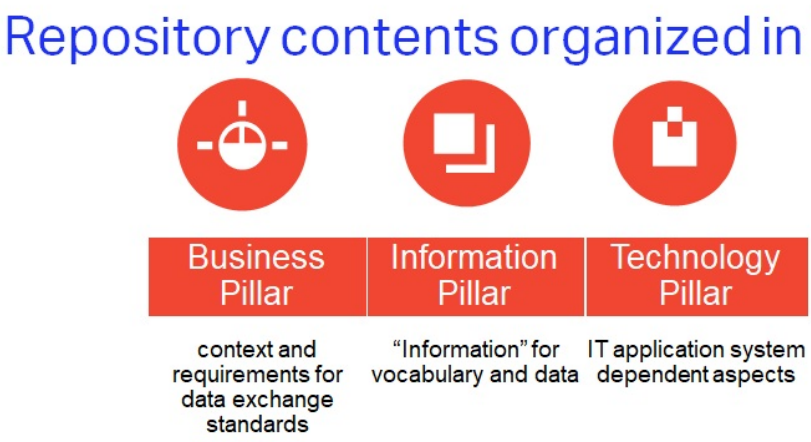


View of the AIDM Process

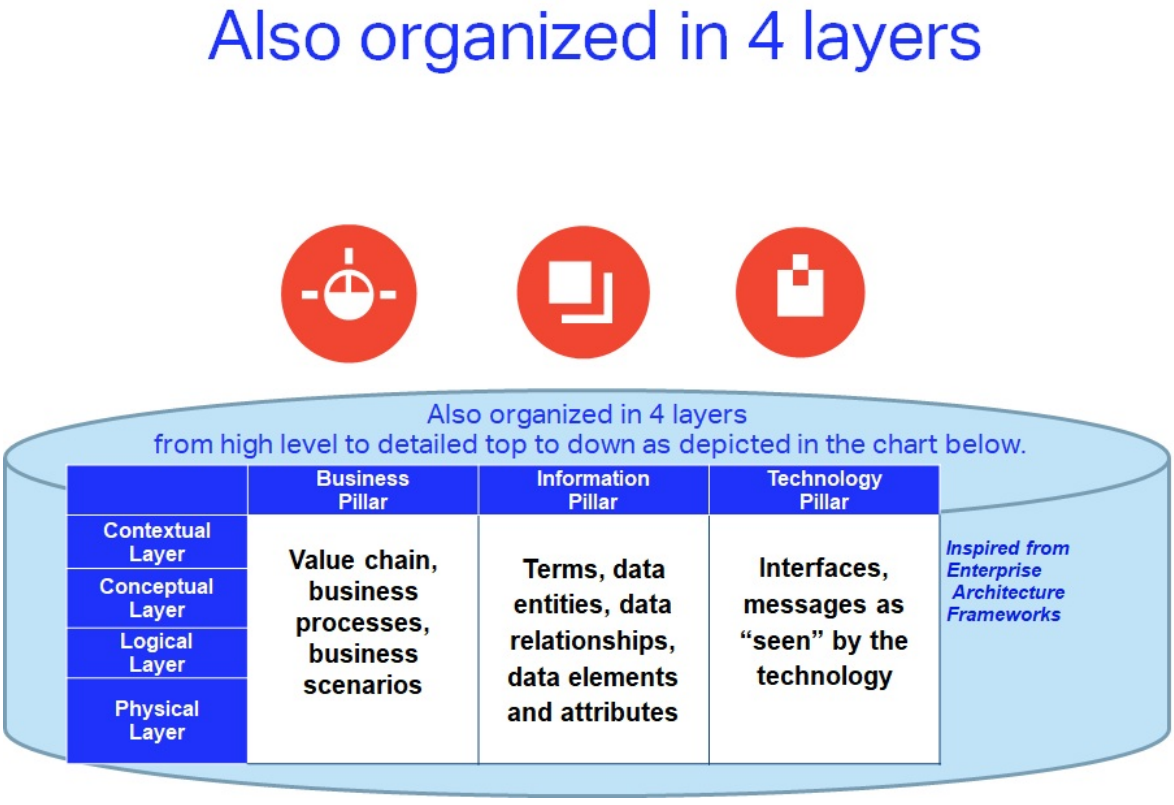
All Information in one repository with rigorous structure and rich inputs and outputs


Business Requirements
Industry-agreed vocabulary
Data Requirements
Business Processes
Business Scenarios
AIDM Repository
Data Exchange Standards & Documentation
Business Requirement Documents inc. Business Processes
Business Glossary
Data Dictionary
Message Schemas
Web Service Definitions
Free text, drawings, workshop results
Structured & reusable data
Publications

Repository Partitioning



- Different Pillars enabling to handle the big variety of contents, from business architecture to Information and Technology models, and their shared nature across many users, a rigorous internal organization of the repository.



- Different Layers to include 3 technology platform-independent layers at the higher levels, and the Physical, platform-specific layer(e.g. XSD-specific layer whose models are automatically generated from the previous layers.
- For a given pillar, it is suggested to model layers top-down, modelling high level before full detail, and platform-independent business models before platform-specifics
- Each model artifact will be located in a specific pillar and layer.

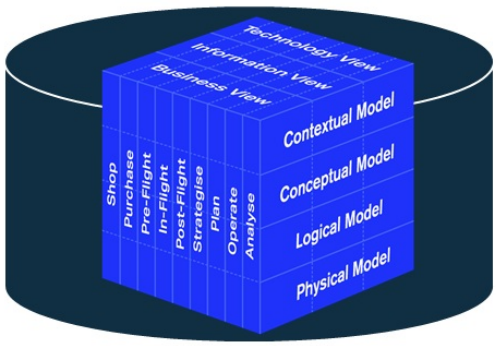
AIDM Repository partitioning

Models in the pillars and layers can be viewed through different "stakeholder views",

- which filter elements meaningful to operational responsible of Airline Value Chain Primary Activities.

The choice of a stakeholder view is driving what and how to view, not how the models are transformed and generated.

Showing the stakeholder views on the left side, the repository can be visualized as a cube.



- the AIDM also needs to be able to offer differentiated views (often diagrams) to various stakeholders, introducing a 3rd dimension

View the Models

AIDM Navigator

AIDM can be navigating from the links below. The table consists of short names used for EA repository partition packages and modelling guideline document names

	Business Pillar	Information Pillar	Technology pillar
Contextual Layer	**B1** Value Chain, Participants Catalog	**I1** Business Glossary, Information Domains, Subject Areas	
Conceptual Layer	**B2** 2nd+ Level Business Process, Business Messages		
Logical Layer	**B3** Use Cases, User Stories, Business Scenarios	**I3** Logical Information Models (Data Entities & All Attributes)	**T3** Sequence Diagrams, State Machine Diagrams, Logical Message Data Models
Physical Layer		**I4** XML Library Schema Model (complex types)	**T4** Platform-specific Message Schema Models, WSDL diagrams

AIDM Getting Access to the Modeling Repository

Before getting access, it is will be worthwhile understanding the following aspects :

The AIDM model resides in one central repository
The modeling tool used is “Enterprise Architect” (EA) from Sparx Systems,
The EA software needs to be installed on the user’s workstation, in an MS Windows environment,
The AIDM repository is located on a server in the cloud, accessed from the work-station EA software through http,
For read-only users, Sparx offers a version called EA Lite, free of license. We recommend EA Lite for reviewers of AIDM who do not intend to create of modify models in EA,
Users intending to create or modify or export models in/from EA need to install the full EA product, requiring a license. Unless they already have a license, IATA will allocate one from a set of keys provided for free by Sparx, for the purpose of contributing to the AIDM.

Steps to get access

1. Decide if you need update or read access,
2. If applicable (see above lines), get a license key from the AIDM Administrator,
3. Install EA on your workstation,
4. Get an EA user-id and connection info from the AIDM Administrator,
5. If looking at work in progress, get briefed on where to find what.

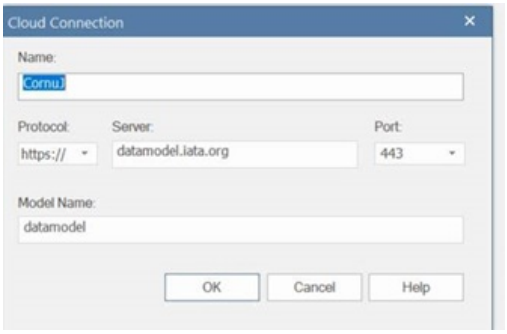
Dowloading EA and getting a user-id

To install EA :

EA Lite (read only) can be downloaded and installed direclty from the Sparx web page : http://www.sparxsystems.com,
EA full version (edit mode) to contribute to AIDM changes, latest version 15.1
https://www.sparxsystems.com/products/ea/15.1/index.html
Note : installation takes about 1 hour, and requires admin rights to your workstation.
Contact the AIDM Administrator to create a user-id (xxxxx) for you to access the repository with the activation code. Note that even with EA full, the user may have either update or read-only rights depending on your current needs.
If you already have EA on your workstation (because it’s used in your company) :
If you already have version 13.5 or higher, and Corporate Edition, then just use it to access the AIDM,
Otherwise you can either upgrade or have two versions of EA co-installed on the same workstation ; our AIDM Administrator can tell you how.

To access the cloud repository :

1. On the EA Start Page : click on “Connect to Cloud”
2. On the Cloud Connection window : Name= <enter a name that has meaning to you; anything will do> URL= https://datamodel.iata.org ; ModelName= datamodel ; can leave UserName & Password empty
3. On the Login to EA Repository window : UserID=xxxxx; Password=12345
4. Inside EA: you may then want to change your password.


Cloud Connection
Name:
Cornu
Protocol:
Server:
Port:
https://
datamodel.iata.org
443
Model Name:
datamodel
OK
Cancel
Help

Download the latest standards

23.2 Data Exchange Standards Release

This page provides access to the last agreed content of the data exchanges standards.

All data exchange standards being developed today under the governance of the PSC (Resolution 009) and are required to use the Airline Industry Data Model (AIDM) and associated methodology.

23.2 XML and API Standards Messages

Following section highlight the main changes for the release publication package, this is an augmented version from the previous release publication, if you need more information on that content, do not hesitate to send a request to our mailbox AIDM@IATA.ORG

23.2	Note to the implementers: 23.2 Release has no Changes on Data Exchange Standards Messages from previous Release Cycle 23.1	**23.2 XML and API Standards Messages**

IATA ATSB Code Set Directory

This document provides the agreed Codeset utilized by the Airline industry for the identification of information included within IATA standard messages.
The codeset directory is designed to be used by both the EDIFACT as well as the XML messages.

List of Data Exchange Standards by Board

This document provides the list of Standards Data Exchanges Messages by PS Boards.

IATA Passengers Glossary of Terms

This document provides glossary of terms for Passengers as defined in PSCM RP1008

23.1 JSON library of AIDM Objects

This document provides the standards Open Air JSON library provided since 22.4 in the beta version including objects sourced from the AIDM Governance Models. The library can be consumed by any relevant industry parties for evaluation purposes.

The requirements and Consumption Guide have been developed by Open API Group.

View archived Data Exchange Standards for previous Releases

Release	AIDM Export	XML & API Standards

23.1	XMI Export	**23.1 XML and API Standards Messages** includes 2 changes Request from SLOTX group to be consistent with SSIM manual (2023) with additional information available in the Slot Information Operational messages. - CR (SLOTX 1) Update Slot Information with Requested Routing Origin/Destination (IATA_SlotCommonTypes) - CR (SLOTX 2) Update Slot Information with Additional Availability Criteria Seat Count (IATA_SlotRestrictionCapacityRQ) *View the CR details and the schemas updated for this release in this spreadsheet : 23.1 Release note changes by release*
22.4	XMI Export	**22.4 XML and API Standards Messages** Note to the implementers 22.4 release includes 2 changes Request + new Code set category (FQQ = Fuel Quantity Qualifier) + 3 defects from baseline 21.3 for Offers and Orders messages. - CR (190) from Load Control Group for the Semi-Permanent Data Message with new elements from DOW configuration - CR (191) from Operational Fuel Notification Group for the Fuel Notification Message with new elements for Fuel Quality
22.3	XMI Export	**22.3 XML and API Standards Messages** Note to the implementers: 22.3 Release has no Changes on Data Exchange Standards Messages from previous Release Cycle 22.2 (except few updates on codeset Library)
22.2	XMI Export	**22.2 XML and API Standards Messages** *Note to the implementers:* *22.2 includes a single change on the **IATA_InterlineOfferRQ** Schema to add "**DistributionChannel**" structure into the root node .* *View schemas affected for this release in this spreadsheet : 22.2 Release note changes by release* *Please use this build for the latest schemas released.*

22.1	XMI Export	**22.1 XML and API Standards Messages** *Note to the offers and orders implementers:* *22.1.1 includes the latest fixes related to Offer & Order messages critical issues for 21.3 baseline.* *22.1.2 includes a minor correction within the* ***Baggage and Passenger Conformance*** *messages to add a missing end tag in the comment section, and a minor correction on the message* ***IATA_TicketGroundHandlingChangeOfStatusRQ.TicketDocument.CouponInfo*** *to remove a duplicated reference to CompanyID in the same node* *Note to the settlement with orders implementers:* *22.1.3 includes a typo in the annotation of the namespace for schema "****IATA_PaymentClearanceCancellationRS****", which refers to the "****IATA_PaymentClearanceCancellationRQ****" in the namespace. Please note that this misprint has* ***no consequence on the structure of the "IATA_PaymentClearanceCancellationRS"*** *schemas, which correctly refers to the Common Types used for all SwO schemas in the data structure "****IATA_PaymentClearanceCommonTypes****"*
21.4	XMI Export	**21.4 XML and API Standards Messages** *21.4 includes some changes on Schedules SDEX schemas to add new "Passenger Health Information"* **PaxHealthText** *and amend existing annotation for the* **SecureFlightInd.** *21.4.1 includes some patches applied within the Offer & Order messages. Please use this build for your upcoming convergence release.* *Note to Settlement with Orders Implementers:* *21.4.2 includes a typo in the annotation of the namespace for schema "****IATA_PaymentClearanceCancellationRS****", which refers to the "****IATA_PaymentClearanceCancellation****RQ" in the namespace. Please note that this misprint has* ***no consequence on the structure of the "IATA_PaymentClearanceCancellationRS" schema,*** *which correctly refers to the Common Types used for all SwO schemas in the data structure "****IATA_PaymentClearanceCommonTypes****"*

21.3	XMI Export	**21.3 XML and API Standards Messages** *Note to Offer and Order Implementers:* 21.3. includes first version of interline schemas for Offers and Orders Requests, new API (JSON) for Common use web service for Passenger Boarding pass validation, deletion of 3 schemas OrderCancelRQ/RS and InvReleaseNotifRQ and also included many changes related to Offers and Order schemas to create **new 21.3 Baseline for Offers and Orders.** 21.3.1 includes a minor patch to **remove key/keyrefs** which were incorrectly causing some validation issues. The data model has not been changed. The intention is still to maintain the integrity of IDs which will be defined in the implementation guide. *21.3.2 includes some **(critical)** patches applied within the Offer & Order messages. Please use this build for your upcoming convergence release.* *Note to Settlement with Orders Implementers:* *21.3.3 includes a typo in the annotation of the namespace for schema "**IATA_PaymentClearanceCancellationRS",** which refers to the "**IATA_PaymentClearanceCancellationRQ**" in the namespace. Please note that this misprint has **no consequence on the structure of the "IATA_PaymentClearanceCancellationRS" schema,** which correctly refers to the Common Types used for all SwO schemas in the data structure "**IATA_PaymentClearanceCommonTypes**"* *21.3.4 includes 3 new defects into the baseline 21.3 of Offers and Orders Messages as defined below:* • Defect EASD-321 for Fix Correction of OSIADN to a Baseline configuration • Defect EASD-333 for Fix Correction of "Owner code" from mandatory to optional at OrderItem Level in OrderRequest element • Defect EASD-319 for Fix Correction of Six Digit "IIN" back to shopping and pricing messages 21.3.5 includes 3 new defects into the baseline 21.3 of Offers and Orders Messages, while the schema affected are used for Order Accounting purpose only • *Defect* EASD 289 - Update **ServiceStatusChangeNotifRQ** (SSCN) is no longer a lean message • *Defect EASD 322 - Align Accounted Order and Ordered Order in **OSIN and OSINAD** Messages* • *Defect EASD 323 Add "Price Difference" Capabilities to Internal Values in **OSIN and OSINAD** Messages* ***Please use this build for the latest schemas released***
21.2	XMI Export	**21.2 XML and API Standards Messages** includes some changes on the **IATA_AIDX FuelCommonTypes** & **IATA_AIDX_FlightLegNotifRQ** schema messages to correct a minor defect introduced with 21.1 where density units were incorrectly implemented, and addition of digital signature (eDisg)

21.1	XMI Export	**21.1 XML and API Standards Messages** 21.1 includes new Offer and Order XML schema "*IATA_OrderQuoteRQ*" for order reshop / order price, new technical architecture to share common types elements accross Offers and Order schemas with file named as "**IATA_OffersAndOrdersCommonTypes**", amend *"IATA_BagEventNotifRQ*" with new "*Containerization Status Code*",minors enhancements to the AIDX schemas (*IATA_AIDX_CommonTypes & IATA_AIDX_FuelCommonTypes*) to clarify Fuel activity and new code set updates.
20.2	XMI Export	**20.2 XML and API Standards Messages** 20.2 includes new Settlements with Order Schemas (*IATA_PaymentClearingNotifRQ, IATA_PaymentClearingListRQ/RS),* new AIDX towing messages *(IATA_FlightLegLinkGroundMovementRQ/RS),* new API(JSON) for NDC *IATA_EasyPay Direct Authorization* and few changes for Offer and Orders Messages
20.1	XMI Export	**20.1 XML and API Standards Messages** 20.1 includes first schemas for Settlement with Orders (**PaymentClearanceListRQ/RS, PaymentRemittanceListRQ/RS, PaymentSettlementListRQ/RS, PaymentClearanceCancellationRQ/RS***), new API's (JSON) for API 1 for Agent Validation and API 2 for Real Time Sales Monitoring and API 3 for Transparency in Payment, and few changes for Offers and Orders Messages and Baggage schema , minor correction of Load Control AHM565 Message and minor update on legacy message for SXSG and AIDX Fuel Data Standard message.*
19.2	XMI Export	**19.2 XML and API Standards Messages** 19.2 includes new schema for Ground Operation for Aircraft Registration (*IATA_OperationalAircraftRegistrationNotif*) and ome enhancements on Offers and Orders schemas, minor updates on the Baggage and Load Control schemas (AHM565) and minor changes on legacy Slot/Schedules Schemas (SXSG)
19.1	XMI Export	**19.1 XML and API Standards Messages** 19.1 includes new schemas for Product Flight Availability (*IATA_DailyFlightAvailabilityRQ/RS, IATA_SeamlessAvailabilityRQ/RS*), some enhancements on Offers and Orders schemas, minor updates on the Baggage and Load Control schemas (AHM565) and decommissioning of AirDocIssueRQ Message.

18.2	XMI Export	**18.2 XML and API Standards Messages** 18.2 includes new schemas for **One Order first baseline for Offer and Orders** (*IATA_UpdateServiceNotifRQ, IATA_ServiceStatusChangeNotifRQ, IATA_ServiceDeliveryRS, IATA_ServiceDeliveryRQ, IATA_ServiceDeliveryNotifRQ, IATA_OrderSalesInformationNotifRQ, IATA_OrderClosingNotifRQ*) and enhancements on existing schemas (*IATA_OrderListRQ, IATA_OrderRetrieveRQ, IATA_OrderViewRS,* ***Order RulesRQ/RS, AirlineProfileNotif/RQ/RS, AirDocIssueRQ, Acknowledgement, OrderChangeNotif***), some changes on legacy XML messages on Ticketing, Baggages and PNRGOV and minor correction of the Load Control (AHM565) Schema.
18.1	XMI Export	

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Last modified: October 4, 2018

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Release Management and Publication of Standards

Continuous Quality Assurance, Rapid Delivery

Using the latest capabilities provided by the AIDM, Groups will have quick access to alpha and beta releases at any point during the development process in order to ensure quality and correct implementation of changes. This allows for a "continuous QA, rapid delivery" mechanism to be put into place, ensuring any issues are detected early in the process leaving ample time for resolution.

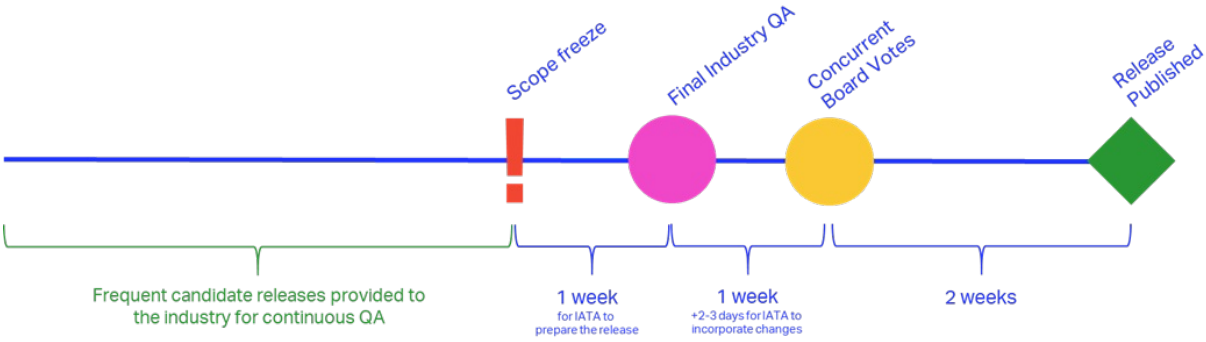
Continuous QA (Quality Assurance) throughout the development cycle allows Groups to frontload the effort which has traditionally come at the end of the process, leaving little risk that there are any surprises during final release preparations prior to the Board votes. These changes come together to build the capabilities necessary to support up to four releases a year as defined in Resolution 009.

Each iteration of a release should be accompanied by accompanying release notes, detailing the changes implemented since the previous iteration of the release. This enables the industry members reviewing the release to quickly identify if a change was justified by an approved change request and help filter out unintended changes to the standard.

At a scheduled point in time, the scope of a release will be frozen. Group secretaries should send all new and modified messages to be included in the upcoming release publication to the technology Group secretary for consolidation.

IATA will prepare the final release package for a final week of QA with the industry. Both the technical Group and each business Group submitting new standards or changes to existing standards will be included in the QA process.

As each Group will have been continuously reviewing iterations of releases as part of the development process, the final industry QA should focus on identifying any final issues, focusing on the overall quality of the release package.

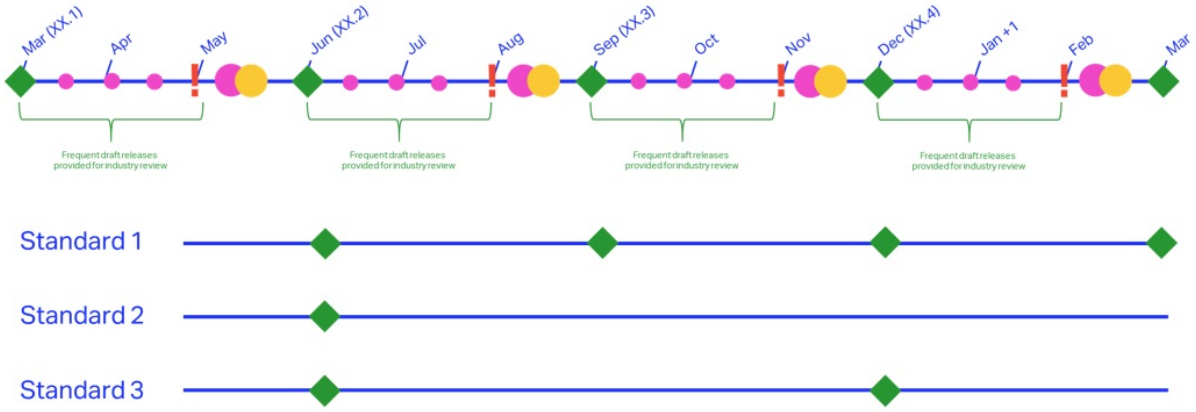


Publishing Standards

In accordance with Resolution 009, there are four release points throughout the year. Each Business Board has the freedom to determine the frequency of publication for each standard they own.

As an example, new standards may require a higher frequency of release in order to address a rapid growth of requirements, whereas other more mature standards may only be released once per year.

This decision is up to each Business Board and the next year's publication schedule needs to be communicated by the end of each year. This allows for both the industry Groups and standard adopters the ability to adequately plan their developments.



Standards are published on IATA's developer portal via the IATA Standards Releases Download page as unique file package including latest version of the Data Exchanges Standards, each schema messages are using namespace to document message version and date of last modification in a release (ie. for example offerandOrder schemas will refer to the release id = 21.3 baseline until new change request is implemented to enhance this message with new change request, meanwhile correction of a validated defects (Severity 1 only) in a past release will also be available in all subsequent releases with specific communication to inform the implementers community that a new package is available with a summary of changes.

Release publication will come along with release notes and related implementation guides. As part of the release, the source business and data models used to generate the messages will also be publicly available on the developer portal in the View the Models partition (B2)

Severity and Prioritization of Defects

All defects will be initially prioritized by the IATA Group secretary following the criteria below and shared with the Group for full transparency. Any disagreements on defect priority will be resolved by Group consensus.

Severity 1 Showstopper

- Results in a critical loss of functionality used by a large number of airlines
- Has a significant, negative business impact

Prioritized to be fixed as soon as possible

Example: Flight structure inadvertently removed, resulting in the inability to sell a flight in Offer/Order

Severity 2 Major

- May result in a major loss of functionality

Prioritized to be addressed in next release

Example: Inadvertent cardinality changes,

Severity 3 Minor

- No significant functional impact

Prioritized to be addressed in a future release

Example: annotation issues, extra fields added

Get involved

Who uses the AIDM?

The AIDM and associated methodology is used by all standards groups under the governance of IATA Passenger Standards Conference (PSC)

Since its initial release in early 2016, a number of industry projects have used the AIDM to deliver new messaging standards or align existing standards to the common concepts stored in the integrated model.

The AIDM can also be used by airline industry IT system developers leveraging AIDM contents as a starting point for data definitions while designing and implementing their companies' IT systems.

What is in the AIDM?

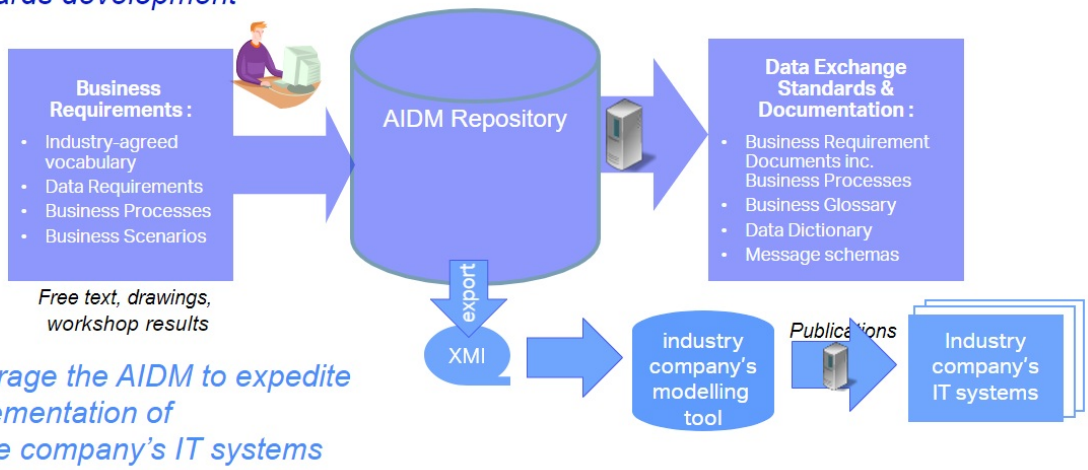
The Airline Industry Data Model (AIDM) methodology defines an agile, model driven approach to building modern data exchange standards under the Passenger Standards Conference.

Many IATA data exchange standards are produced from the AIDM, including those for Baggage, Offers and Orders, Aircraft Load Control as well as Settlement with Orders, with several more in the pipeline.

Two AIDM Use Cases

All information in one repository with rigorous and rich inputs and outputs

1. *From AIDM Introduction : in the context of industry data exchange standards development*



2. *Leverage the AIDM to expedite implementation of airline company's IT systems*

Want to get involved?

The AIDM and associate methodology is maintained by the Architecture and Technology Strategy Board (ATSB). If you are Data or Business Architect from IATA Member Airline or Strategic Partner and want to take part in integrating new models to the AIDM and evolving the modeling methodology, join your peers in ATSB groups on the IATA Standards Setting Workspace.

We are keen to collect feedback about the industry methodology that is helping standards setting move into a modern age.

Alternatively, please contact the ATSB Secretary for more information.

AIDM Modeling and Technology Standards

AIDM Modeling Guidelines and Technology Standards Documentation

These files contain the latest technical standards and best practices endorsed by the Architecture and Technology Strategy Board for passenger standards development. Included standards and best practices:

Standard	Description
AIDM Modeling Guidelines	*IATA rules and guidelines for the development of airline messaging standards in AIDM pillars (Business, Information, Technology) and layers 4 layers (Contextual, Conceptual, Logical, Physical). Separate guideline document do exist for each of the partitions defined by the pillar and layer.*
AIDM Methodology Process Charts	*IATA Process charts that graphically organize modelling guidelines into sequences of activities*
AIDM Manual Compliance Checklist	*IATA Checklist that AIDM models comply with modeling guidelines. The list is currently available for the Logical Information model (partition I3) only. Items needing a manual check in addition to automated checks done by the Validate tool are identified by showing a number in Excel column "Manual Checklist Item"*
IATA XML Best Practices	*IATA rules and guidelines for the production of XML schemas and messages*
IATA Open Air API Standards and Best Practices	*IATA rules and guidelines for the use of RESTful API technology in the airline industry, and an API ecosystem conformant to the standards*
IATA Open Air JSON Library Consumption Guide	*IATA rules and compliancy processes for the consumption of the JSON schema library from the AIDM integrated model*
IATA Open Air API linting rule set	*The REST API linting rule set is developed based on the Open Air API Standards and Best Practices by the IATA Open API working group, to help developers follow the standard and achieve the Open Air certification. The rule set is based on the Spectral open-source linter framework.*
IATA Verifiable Credential Schema Standard	*IATA The Identity Management Group has documented the first version of the IATA Verifiable Credential Schema Standard based on the W3C's Verifiable Credential Data Model 1.0.* *This first version includes credential schema definition and best practices to support the development of Verifiable Credentials under the Passenger Standards Conference*
Reference Communication Model	*The Systems and Communications Reference (SCR) is a multi-volume set of documents which describes the protocols, standards and implementation issues related to inter system communications for the airline and aeronautical communities. It is the definitive reference for airlines, vendors, travel partners, network service providers and others who wish to participate in such inter-system communication. *

AIDM Project and CR Templates

Download the AIDM BRD and CR Templates documents from the link below.

Access the AIDM templates by message development project stages: **AIDM BRD and CR Templates**

The templates are being continuously refined based on user experiences.

Instructions

Use the BRD or CR templates, that have been developed for the data model as the starting point for all projects in need of new XML messages.

Change Request (Request for change existing standards)

This form should be selected when a change is required on a existing data message standards, the aim is to request an enhancement or correction with minimum information by reuse existing documentation and highlight the necessary changes.

Stage 1: Project Initiation

In this stage, the initiation needs to collect basic information about the project, its objectives, expected benefits, resources required to develop the standard and approximate timelines. The project team is established at the conclusion of this stage.

This step of ATSB (ex PADIS) methodology is new. It was introduced to provide more predictability in the entire message development process. Introduction of this step received strong support of the PSC Steering Group in June 2014.

Stage 2: Business Requirements and Modeling

Business Requirements should be written in a manner that is understandable to a 3rd person, such as business or data analyst, who may not be an expert in the business area covered by this document.

Compared to the previous BRD template, this template was simplified and restructured into two parts.

- **Part 1 (sections 1 – 5)** allows the business users, who are generally not used to follow a highly structured and formalized approach, to articulate business requirements without unnecessary formal constraints before starting any formal analysis or modeling activity starts. During this phase, the business users are also expected to collect and provide all reference information that will be required for further analysis and modelling. This information is collected in a word document (or similar).
- **Part 2 (sections 6-7)** requires support by a trained Data modeler who is expected to develop all diagrams based on the input from the business users directly in the AIDM. The completion of the Business modeling diagram (developed using BPMN 2.0) with associated Business keys data and Business Use cases is a mandatory component of a BRD submission for all new XML schemas or JSON Messages before data modeling gap assessment within AIDM Data Models and API Development. Business users are required to validate all work produced by the Data modeler.

Stage 3: Modeling and detailed analysis of non-functional requirements

This stage represents all the detailed work needed to analyze the requirements and convert them into a “solution”. This stage involves data modelling on the logical layer, message modeling as well as structured analysis of non-functional requirements. Most of the work will be driven by individuals with expertise to document analyze and model business requirements. However, business users must provide necessary input in order to ensure that all data and their relationships are modelled and validate all the results.

Data modeling includes documenting the hierarchical structure of data, all relationships between data and the nature of the relationship; documenting the type of each data item, e.g. alphabetic, numeric, alphanumeric and length of characters and applicable codes for data whose type is defined in a code list or enumeration. This activity will take place directly in the model.

Message modelling includes documenting which data elements of the data model are to be included in each message, in what sequence, and the number of times a piece of data, or a grouping of data, may be required/repeated and documenting the status of the data as being either mandatory, conditional or optional. Mandatory means always required and conditional means required depending on the conditions. This activity will take place directly in the model.

Stage 4 & 5 are not included in the templates

AIDM Training Details

Airline Industry Data Model (AIDM) Methodology and Tool (LIVE virtual classroom)

Learn Airline Industry Data Model (AIDM) rationale, concepts, structure and methodology. The AIDM enables the generation of interoperable and easy to use messaging standards, with consistent definitions and format of data exchanges and faster time to market for new or changed data exchange standards. AIDM is an integrated living model, developed with SPARX Systems Enterprise Architect (EA), a powerful visual modeling platform. In AIDM, all information is stored in one repository. Users of the model can view, extend and adapt definitions contained in the model. You will learn how to navigate the AIDM and find parts of the model you can leverage for designing and implementing your companies' IT systems or data exchange components, as well as how to influence and tune AIDM repository contents and messaging standards generated.

AIDM Training Introduction video

To access AIDM introduction video:

- Extract zipped file **here** (in the extracted folder, you will see a folder name "**res**". Open this folder and double click "**index.html**" file. The course will open in the browser)

Virtual Course Content

Airline Industry Data Model (AIDM) Methodology and Tool (Virtual Classroom)

Physical Course Content

Airline Industry Data Model (AIDM) Methodology and Tool (Classroom, 3 days)

AIDM Review Content

Flight Model 01 Feb 2023 for review## Link to the AIDM Review content