



Ticketing Handbook

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TABLE OF CONTENTS

PREFACE	xix
ACKNOWLEDGMENTS	xix
EDITORIAL	xx
INTRODUCTION	xxii
REFERENCE MARKS	xxv
ABBREVIATIONS USED IN THIS HANDBOOK	xxvi
DISCLAIMER	xxviii

CHAPTER 1 – ELECTRONIC TICKETING

1.1 GENERAL INFORMATION	1
1.1.1 General Concepts for Interlining	1
1.1.2 Definitions	1
1.1.3 Electronic Ticket	2
1.1.3.1 Electronic Coupons	2
1.1.3.2 Quick Reference Guide to Data Elements of Electronic Tickets	3
1.1.3.3 Additional Sample Displays	4
1.1.3.4 Electronic Tickets Issued in Conjunction	6
1.1.4 Coupon Status Indicators	8
1.1.4.1 Coupon Status Indicator Codes	9
1.1.4.2 Interim Status Codes	10
1.1.4.3 Final Status	10
1.1.4.4 How Coupon Status Indicators Work	12
1.1.5 Handling of Electronic Tickets	14
1.1.5.1 Concept of Control	14
1.1.5.2 Electronic Ticket Search and Display	14
1.1.5.3 Coupon Control	16
1.1.6 Passenger Itinerary/Receipt	22
1.1.7 Form of Passenger Check-In Identification	26
1.1.8 Infant Ticketing	26
1.2 ACCESS TO PASSENGER DEPARTURE AREAS	27
1.3 ADDITIONAL TRANSACTIONS	27
1.3.1 Reservations Change	27
1.3.2 Exchange/Reissue	27
1.3.3 Carrier Print to Paper	27
1.3.4 Print Exchange	28
1.3.5 Refunds	28
1.3.6 Settlement Authorisation Code (SAC)	28

CHAPTER 2 – PASSENGER TICKET ENTRIES

2.1 GENERAL INSTRUCTIONS	29
2.2 TICKET FORMATS	30
2.2.1 TAT and OPTAT Tickets	30
2.2.2 Quick Reference Guide to Completion of Transitional Automated Tickets (TAT)	31
2.2.3 Automated Ticket and Boarding Pass (ATB1 or ATB2)	32
2.2.3.1 ATB11	32
2.2.3.2 Quick Reference Guide to Completion of ATB1	33
2.2.3.3 ATB2	34
2.2.3.4 OPATB2	34



2.2.3.5	Quick Reference Guide to Completion of ATB2	35
2.2.4	Manual Handling of the ATB	36
2.2.5	Completed Sample of an Automated Ticket/Boarding Pass — Version 2 (ATB2)	36
2.3	“NAME OF PASSENGER” BOX/DATA ELEMENT	37
2.4	“FROM” AND “TO” BOXES UNDER “GOOD FOR PASSAGE” SECTION	38
2.4.1	Paper tickets	38
2.4.2	Electronic tickets	41
2.5	“RESERVATIONS” BOXES/DATA ELEMENTS	41
2.5.1	Carrier	41
2.5.2	Flight/Class	41
2.5.3	Date	41
2.5.4	Time	41
2.5.5	Status	42
2.6	“FARE BASIS” BOX/DATA ELEMENT	43
2.6.1	Prime Code (<i>mandatory</i>)	43
2.6.2	Seasonal Code (<i>conditional</i>)	43
2.6.3	Part of Week Code (<i>conditional</i>)	44
2.6.4	Part of Day Code (<i>conditional</i>)	44
2.6.5	Fare and Passenger Type Code (<i>conditional</i>)	44
2.6.6	Fare Level Identifier (<i>conditional</i>)	47
2.6.7	Fare Basis Entries	47
2.6.7.1	Flexible Format	47
2.6.7.2	Fixed Format	49
2.6.8	Zonal Employee Discount Travel Scheme (ZED)	49
2.6.8.1	Prime Code (Mandatory)	49
2.6.8.2	Fare and Passenger Type Code (Mandatory)	49
2.6.8.3	Discount Identifier (Mandatory)	49
2.6.8.4	Mileage Zone Number (Mandatory)	50
2.6.8.5	Classification Designator (Mandatory)	50
2.6.8.6	Reservation Entitlement (Mandatory)	50
2.6.8.7	Fare Basis Separator (Conditional)	50
2.6.8.8	Relationship to Employee (Conditional)	50
2.6.8.9	Other Industry Discounts	50
2.7	“TOUR CODE” BOX/DATA ELEMENT	51
2.7.1	Inclusive tours	51
2.7.2	Free and reduced rate industry discount/rebate travel	52
2.7.3	Employing company code	52
2.8	“NOT VALID BEFORE” AND “NOT VALID AFTER” BOXES/DATA ELEMENTS	53
2.8.1	“Not Valid Before” Boxes/Data Elements	53
2.8.2	“Not Valid After” Boxes/Data Elements	53
2.8.3	Tickets Having Change of Reservations Restrictions	53
2.9	“BAGGAGE” BOXES/DATA ELEMENTS	54
2.9.1	“Allow” Box/Data Element	54
2.9.2	“Baggage Checked/Unchecked” Boxes/Data Elements	54
2.10	“FARE” BOX/DATA ELEMENT	55
2.11	“EQUIV. FARE PD.” BOX/DATA ELEMENT	56
2.11.1	General procedure	56
2.11.2	Other important reminders	57
2.11.3	Inclusive or Bulk Inclusive Tour Tickets	58
2.12	“TAX/FEE/CHARGE” BOXES/DATA ELEMENTS	58

2.13	“TOTAL” BOX/DATA ELEMENT	59
2.14	“FORM OF PAYMENT” BOX/DATA ELEMENT	60
2.14.1	Cash or Travellers Cheque	60
2.14.2	Credit Card	60
2.14.2.1	Credit Card Codes	60
2.14.2.2	Credit Card Codes (Numeric)	61
2.14.3	Payment other than Cash, Travellers Cheque or Credit Card	63
2.14.4	Combination of Forms of Payment	63
2.14.5	No Fare Collected	63
2.15	“ORIGIN/DESTINATION” BOX/DATA ELEMENT	64
2.16	“AIRLINE DATA” BOX/DATA ELEMENT	64
2.17	“CONJUNCTION TICKETS” BOX or “CONJUNCTIVE TICKETS” DATA ELEMENT	64
2.18	“ISSUED IN EXCHANGE FOR” AND “ORIGINAL ISSUE” BOXES/DATA ELEMENTS	65
2.18.1	“Issued in Exchange For” Box/Data Element	65
2.18.2	“Original Issue” Box/Data Element	65
2.18.3	Completion	65
2.19	“ENDORSEMENTS/RESTRICTIONS” BOX/DATA ELEMENT	65
2.20	VALIDATION	66
2.20.1	“Date and Place of Issue” Box of Paper Tickets	66
2.20.2	Validation of Electronic Tickets	67
2.21	“FARE CALCULATION PRICING/REPORTING INDICATOR” (F.I.) BOX/DATA ELEMENT	67
2.22	FARE CALCULATION AREA/DATA ELEMENTS	68
2.22.1	Fare Calculation Data Elements in the Electronic Ticket Record	68
2.22.1.1	Fare Component Calculation	68
2.22.1.2	Electronic Tickets for Travel Agents	69
2.22.2	Completion of the Fare Calculation Area/Data Element	70
2.22.3	Rounding	70
2.22.4	Rate of Exchange	70
2.22.5	Descriptive Table for Fare Calculation Box/Data Element	71
2.22.6	Rules for Linear Entries in the Fare Calculation Area	75
2.22.6.1	Routing sequence	75
2.22.6.2	Sequence of Entries	75
2.22.6.3	Spacing	75
2.22.6.4	Open Carrier	75
2.22.6.5	Fare Entry	75
2.22.6.6	Mileage Entries	76
2.22.6.7	Surface Sector	76
2.22.6.8	Side Trips	77
2.22.6.9	Stopover and/or Transfer Charges	77
2.22.6.10	Surcharge (other than stopover and/ or transfer charge)	77
2.22.6.11	Higher Class Differential	77
2.22.6.12	Minimum Fares	78
2.22.6.13	Lowest Combination Principle	79
2.22.6.14	Accompanied Infant’s Fare which Includes Free Fare Sector(s)	79
2.22.6.15	Passenger Facility Charges (PFCs)	79
2.22.6.16	U.S. Domestic Flight Segment Tax	79
2.22.6.17	Combined Tax/Fee/Charge Amounts	80
2.22.7	Fare Calculation	81
2.22.7.1	HOW TO IDENTIFY WHICH FARE TYPE TO USE –	81
2.22.7.2	FARE DETERMINATION FLOW CHARTS	82
2.22.7.3	FARE CHECK PROMPT SHEET	83



2.22.7.4	NEW ONE WAY FARE CONSTRUCTION STEPS	84
2.22.7.5	NEW ROUND/CIRCLE TRIP FARE CONSTRUCTION STEPS	85
2.22.7.6	NEW NORMAL FARE OPEN JAW FARE CONSTRUCTION STEPS	86
2.22.7.7	Terms and Definitions used in Fare Construction	87
2.22.8	Fare Calculation Examples	88
2.22.9	Directional Minimum Check Exceptions	141
2.22.10	Ticketing for Long Routings	142
2.22.10.1	General	142
2.22.10.2	Automated Tickets	142
2.22.10.3	Electronic Tickets	143
2.23	TICKETING INSTRUCTIONS FOR "SPECIAL FARES"	145
2.23.1	Advance Purchase Excursion Fare (APEX)	145
2.23.2	Individual Excursion Fare	145
2.23.3	Individual Inclusive Tour Fare	146
2.23.4	Common Interest Group Fare	146
2.23.5	Affinity Group Fare	147
2.23.6	Group Inclusive Tour Fare	147
2.23.7	Group Inclusive Tour where Fare is Not on the Ticket	148
2.23.8	Non-Affinity Group Fare	149
2.23.9	Contract Bulk Inclusive Tours (CBIT)	150
2.23.10	VUSA in Conjunction with a Normal Transatlantic Fare	151
2.23.11	Extra Seat for Passenger Comfort	152
2.23.12	Extra Seat for Stretcher Accommodation	153
2.23.13	Inadmissible Passengers (INAD)	154
2.23.13.1	Definitions	154
2.23.13.2	Procedures for Ticketing	154
2.23.14	Deportee (DEPA and DEPU)	157
2.23.14.1	Definitions	157
2.23.14.2	Procedures for Ticketing	157
2.24	TICKETING FOR MIXED CLASS TRAVEL	158

CHAPTER 3 – MISCELLANEOUS CHARGES ORDER (CARRIER) - MANUAL

3.1	PURPOSE	159
3.2	SPECIFIED TRANSPORTATION	159
3.3	LAND ARRANGEMENTS FOR A SPECIFIED INCLUSIVE TOUR	160
3.4	UNSPECIFIED TRANSPORTATION AND OTHER SERVICES	160
3.5	COLLECTION OF SUNDRY CHARGES	160
3.5.1	Definition	160
3.5.2	Procedure	160
3.5.3	For a Change of Reservation(s)	160
3.5.4	For a Change of Routing	160
3.6	LIMITATION OF VALUE OF THE MCO	161
3.7	GENERAL	161
3.8	CURRENCY PROCEDURES	161
3.9	Intentionally left blank	161
3.10	COMPLETION OF THE MCO	162
3.10.1	MCO Layout	162
3.10.2	Quick Reference Guide to Completion of the MCO	163
3.11	"NAME OF PASSENGER" BOX	164

3.12	“TYPE OF SERVICE FOR WHICH ISSUED” BOX	164
3.13	“VALUE FOR EXCHANGE” BOXES	165
3.14	“BANK EXCHANGE RATE” AND “EQUIVALENT AMOUNT PAID” BOXES	165
3.15	“OTHER CHARGES” BOX	166
3.16	“TAX ON MCO” BOX	166
3.17	“TOTAL” BOX	166
3.18	“ENDORSEMENT” AND “ENDORSEMENTS/RESTRICTIONS” BOXES (CARBON)	166
3.19	“REMARKS” BOX	167
3.19.1	Specified Transportation	167
3.20	“COUPON VALUE” BOXES	168
3.20.1	“Specific Exchange Coupon Value” Method	168
3.20.2	“Deduction” Method	168
3.21	“TO/AT” AND “RESERVATION DATA OR RESIDUAL VALUE IN LETTERS” BOXES	169
3.21.1	“To/At” Box	169
3.21.2	“Reservation Data or Residual Value in Letters” Box	169
3.22	“ISSUED IN EXCHANGE FOR” AND “ORIGINAL ISSUE” BOXES	169
3.23	“DATE AND PLACE OF ISSUE” BOX	170
3.24	“FORM OF PAYMENT” BOX	170
3.25	“ISSUED IN CONNECTION WITH” BOX	170
3.26	HONOURING, EXCHANGING AND REFUNDING MCOs	171
3.26.1	Honouring MCOs under the “Specific Exchange Coupon Value” Method	171
3.26.2	Honouring MCOs under the “Deduction” Method	171
3.26.3	Refunds	173
3.26.4	Reissue or Endorsement to Another Carrier or Operator	173
3.27	VALIDITY OF AN MCO (APPLICABLE FOR CARRIER USE ONLY)	173

CHAPTER 4 – AUTOMATED MISCELLANEOUS CHARGES ORDER (CARRIER) COUPON-BY-COUPON

4.1	INTRODUCTION	175
4.2	PURPOSE	175
4.3	SPECIFIED TRANSPORTATION	176
4.4	LAND ARRANGEMENTS FOR A SPECIFIED INCLUSIVE TOUR	176
4.5	UNSPECIFIED TRANSPORTATION AND OTHER SERVICES	176
4.6	COLLECTION OF SUNDRY CHARGES	177
4.6.1	Definition	177
4.6.2	Procedure	177
4.6.3	For a Change of Reservation(s)	177
4.7	LIMITATION OF VALUE OF THE MCO	177
4.8	CURRENCY PROCEDURES	177
4.9	COMPLETION OF THE MCO	178
4.9.1	Automated MCO Layout ATB2	178
4.9.2	Quick Reference Guide to Completion of the Automated MCO (ATB2)	179
4.10	“NAME OF PASSENGER” BOX	180
4.11	“FROM” BOX	180
4.12	“TO” BOX	180
4.13	“ENDORSEMENTS/RESTRICTIONS” BOX	180
4.14	“TOUR CODE” BOX	180
4.15	“DATE OF ISSUE, ISSUING OFFICE CODE, ISO, ISS. AGENT ID, PLACE OF ISSUE” BOXES	180



4.16	“F.I.” BOX	180
4.17	“ORIGINAL ISSUE” AND “ISSUED IN EXCHANGE FOR” BOX	181
4.18	PNR REFERENCE	181
4.19	“FARE CALCULATION” BOX	181
4.20	“FARE” BOX	181
4.21	“EQUIV. FARE PD.” BOX	181
4.22	“FORM OF PAYMENT” BOX	181
4.23	“TAX/FEE/CHARGE” BOX	181
4.24	“TOTAL” BOX	181
4.25	COMPLETION OF THE AUTOMATED MCO (CARRIER) FOR A “CANCELLATION PENALTY”	182

CHAPTER 5 – ELECTRONIC MISCELLANEOUS DOCUMENT— EMD (CARRIER AND TRAVEL AGENT)

5.1	GENERAL INFORMATION	183
5.2	PURPOSE	183
5.2.1	ELECTRONIC MISCELLANEOUS DOCUMENT—STAND-ALONE (EMD-S)	183
5.2.2	ELECTRONIC MISCELLANEOUS DOCUMENT — ASSOCIATED (EMD-A)	183
5.3	DEFINITIONS	184
5.4	ACCEPTANCE OF THE EMD	184
5.5	COUPON STATUS INDICATORS	185
5.6	LIMITATION OF VALUE OF THE EMD	185
5.7	LIMITATION OF DISPLAY TO TRAVEL AGENTS	186
5.8	ISSUANCE	186
5.9	MINIMUM DATA ELEMENTS TO BE SHOWN IN THE EMD	187
5.10	CONTROL	187
5.11	SAMPLE EMD DISPLAY	

CHAPTER 6 – OTHER DOCUMENTS (TRAVEL AGENTS)

6.1	MISCELLANEOUS CHARGES ORDER	189
6.1.1	Purpose	189
6.1.2	Specified Transportation	189
6.1.3	Land Arrangements for a Specified Inclusive Tour	190
6.1.4	Collection of Sundry Charges	190
6.1.4.1	Definition	190
6.1.4.2	Procedure	190
6.1.4.3	For a Change of Reservation(s)	190
6.1.4.4	For a Change of Routing	190
6.1.5	Specific Exchange Coupon Value Method	190
6.1.6	Exchange Rates	190
6.1.7	General	190
6.1.8	Currency Procedures	191
6.1.9	Completion of the Manual MCO	191
6.1.9.1	Manual MCO Layout Two Exchange Coupon Version (non BSP Manual)	191
6.1.9.2	Quick Reference Guide to Completion of the Manual MCO – Agents	192
6.1.10	“Name of Passenger” Box	193
6.1.11	“Type of Service for Which Issued” Box	193
6.1.12	“Value for Exchange” Boxes	194
6.1.13	“Bank Exchange Rate” and “Equivalent Amount Paid” Boxes	194
6.1.14	“Other Charges” Box	194

6.1.15	“Tax on MCO” Box	195
6.1.16	“Total” Box	195
6.1.17	“Endorsement” and “Endorsements/Restrictions” Boxes (Carbon)	195
6.1.18	“Remarks” Box	195
6.1.18.1	Specified Transportation	196
6.1.19	“Coupon Value” Boxes	196
6.1.19.1	“Specific Exchange Coupon Value” Method	196
6.1.20	“To/At” and “Reservation Data or Residual Value in Letters” Boxes	197
6.1.20.1	“To/At” Box	197
6.1.20.2	“Reservation Data or Residual Value in Letters” Box	197
6.1.21	“Date and Place of Issue” Box	197
6.1.22	“Form of Payment” Box	197
6.1.23	“Issued in Connection With” Box	197
6.1.24	Honouring and Refunding	198
6.1.24.1	Honouring MCO’s under the “Specific Exchange Coupon Value” Method	198
6.1.24.2	Honouring MCO’s Issued by a Carrier under the “Deduction” Method	198
6.1.24.3	Refunds	199
6.1.25	Completion of an Automated MCO (OPATB2)	200
6.1.25.1	MCO Layout	200
6.1.25.2	Quick Reference Guide to Completion of an Automated MCO (OPATB2)	201
6.1.26	Completion of the Automated MCO – Agents	202
6.1.26.1	Prepayment for a Ticket on Departure	202
6.1.26.2	Prepaid Ticket Advice (TOD with PTA Service Charge)	203
6.1.26.3	Automated MCO Issued for Payment of a Tour	204
6.1.26.4	Automated MCO Issued for Payment of Excess Baggage	205
6.2	AGENTS REFUND VOUCHER (For Refunds see Chapter 15)	207
6.2.1	Purpose	207
6.2.2	Completion of the Voucher	207
6.2.2.1	“Name of Passenger” Box	207
6.2.2.2	“To/At” Box	207
6.2.2.3	“Date of Issue” Box	207
6.2.2.4	“Place of Issue – Agency” Box	207
6.2.2.5	“Endorsements/Restrictions” Box	207
6.2.2.6	Fare, “Tax/Fee/Charge/Total” Boxes	207
6.2.2.7	“Total Amount in Letters” Box	207
6.2.2.8	“Currency” Box	207
6.2.2.9	“Form of Payment” Box	207
6.2.2.10	“Issued in Connection with New Ticket Numbers” Box	207
6.2.2.11	“Issued in Exchange For” Box	207
6.2.2.12	“Issued By” Box	207
6.2.2.13	“Original Issue” Box	208
6.2.2.14	“Airline Form Serial Number CK” Box	208
6.2.3	Completion of the Agents Refund Voucher – BSP	208
6.2.3.1	ARV Layout	208
6.2.3.2	A Completed ARV	208
6.2.3.3	Quick Reference Guide to Completion – ARV	208
6.2.4	Issuance Procedure	209
6.2.4.1	BSP Agents Refund Voucher	209
6.2.4.2	Non-BSP Agents Refund Voucher	209



CHAPTER 7 – MULTIPLE PURPOSE DOCUMENT (CARRIER)

7.1	PURPOSE	211
7.2	GENERAL CONDITIONS	211
7.3	COMPLETION OF THE AUTOMATED MPD	212
7.3.1	MPD Layout	212
7.3.2	Quick Reference Guide to Completion of the Automated MPD	213
7.3.3	“Name of Passenger” Box	214
7.3.4	“Reason for Issuance” Box	214
7.3.5	“Amount in Letters” Box	214
7.3.6	“Fare/Charges” Box ¹	214
7.3.7	“Equivalent Amount/Fare Paid” Box	215
7.3.8	“Tax/Fee/Charge” Boxes	215
7.3.9	“Ticket Total” Box ¹	215
7.3.10	“Other Charges” Box ¹	215
7.3.11	“Equivalent Charge Paid” Box ¹	215
7.3.12	“Total Exchange Value” Box ¹	215
7.3.13	“Service Charge/Tax on MPD” Box ¹	216
7.3.14	“Total” Box ¹	216
7.3.15	“Airline Data” Box	216
7.3.16	“Date of Issue” Box	216
7.3.17	“Bank Exchange Rate – Fare” Box	216
7.3.18	“Bank Exchange Rate – Other Charges” Box	216
7.3.19	“Original Issue” Box	216
7.3.20	“Approval Code” Box	216
7.3.21	“Issued in Exchange For” Box	216
7.3.22	“Form of Payment” Box	216
7.3.23	“Endorsements/Restrictions” Box	216
7.3.24	“Issued in Connection With” Box	216
7.3.25	“Extended Payment” Box	216
7.3.26	Flexible Area	217
7.4	COMPLETION OF THE MANUAL MPD	218
7.4.1	Manual MPD Layout	218
7.4.2	Quick Reference Guide to Completion of the Manual MPD	219
7.4.3	“Name of Passenger” Box	220
7.4.4	“Reason for Issuance” Box	220
7.4.5	“Amount in Letters” Box	220
7.4.6	“Fare/Charges” Box	220
7.4.7	“Equivalent Amount/Fare Paid” Box	221
7.4.8	“Tax/Fee/Charge” Boxes	221
7.4.9	“Ticket Total” Box	221
7.4.10	“Other Charges” Box	221
7.4.11	“Equivalent Charge Paid” Box	221
7.4.12	“Total Exchange Value” Box	221
7.4.13	“Service Charge/Tax on MPD” Box	222
7.4.14	“Total” Box	222
7.4.15	“Airline Data” Box	222
7.4.16	“Date of Issue” Box	222
7.4.17	“Bank Exchange Rate – Other Charges” Box	222

7.4.18	“Form of Payment” Box	222
7.4.19	“Endorsements/Restrictions” Box	222
7.4.20	“Bank Exchange Rate – Fare” Box	222
7.4.21	“Issued in Connection With” Box	222
7.4.22	“Issued in Exchange For” Box	222
7.4.23	“Original Issue” Box	222
7.4.24	“Date and Place of Issue” Box	223
7.4.25	“Flexible (Free Format) Area”	223
7.4.25.1	Excess Baggage Ticket	223
7.4.25.2	Special Service Ticket	223
7.4.25.3	Tour Order	224
7.4.25.4	Prepaid Ticket Advice	224
7.4.25.5	Specified Miscellaneous Charges Order	224
7.4.25.6	Unspecified Miscellaneous Charges Order	224
7.4.25.7	Airline Own Use	224
7.5	EXAMPLES OF COMPLETED MPDs AUTOMATED AND MANUAL	225

CHAPTER 8 – MULTIPLE PURPOSE DOCUMENT (TRAVEL AGENT)

8.1	PURPOSE	227
8.2	GENERAL CONDITIONS	227
8.3	COMPLETION OF THE AUTOMATED MPD	228
8.3.1	MPD Layout	228
8.3.2	Quick Reference Guide to Completion of the Automated MPD	229
8.3.3	“Name of Passenger” Box	230
8.3.4	“Reason for Issuance” Box	230
8.3.5	“Amount in Letters” Box	230
8.3.6	“Fare/Charges” Box ¹	230
8.3.7	“Equivalent Amount/Fare Paid” Box ¹	231
8.3.8	“Tax/Fee/Charge” Boxes	231
8.3.9	“Ticket Total” Box ¹	231
8.3.10	“Other Charges” Box ¹	231
8.3.11	“Equivalent Charge Paid” Box ¹	231
8.3.12	“Total Exchange Value” Box ¹	231
8.3.13	“Service Charge/Tax on MPD” Box ¹	232
8.3.14	“Total” Box ¹	232
8.3.15	“Airline Data” Box	232
8.3.16	“Date of Issue” Box	232
8.3.17	“Bank Exchange Rate – Fare” Box	232
8.3.18	“Bank Exchange Rate – Other Charges” Box	232
8.3.19	“Original Issue” Box	232
8.3.20	“Approval Code” Box	232
8.3.21	“Issued in Exchange For” Box	232
8.3.22	“Form of Payment” Box	232
8.3.23	“Endorsements/Restrictions” Box	232
8.3.24	“Issued in Connection With” Box	232
8.3.25	“Extended Payment” Box	232
8.3.26	Flexible Area	233
8.4	COMPLETION OF THE MANUAL MPD	234
8.4.1	Manual MPD Layout	234
8.4.2	Quick Reference Guide to Completion of the Manual MPD	235



8.4.3	“Name of Passenger” Box	236
8.4.4	“Reason for Issuance” Box	236
8.4.5	“Amount in Letters” Box	236
8.4.6	“Fare/Charges” Box	236
8.4.7	“Equivalent Amount/Fare Paid” Box	237
8.4.8	“Tax/Fee/Charge” Boxes	237
8.4.9	“Ticket Total” Box	237
8.4.10	“Other Charges” Box	237
8.4.11	“Equivalent Charge Paid” Box	237
8.4.12	“Total Exchange Value” Box	237
8.4.13	“Service Charge/Tax on MPD” Box	238
8.4.14	“Total” Box	238
8.4.15	“Airline Data” Box	238
8.4.16	“Date of Issue” Box	238
8.4.17	“Bank Exchange Rate – Other Charges” Box	238
8.4.18	“Form of Payment” Box	238
8.4.19	“Endorsements/Restrictions” Box	238
8.4.20	“Bank Exchange Rate – Fare” Box	238
8.4.21	“Place of Issue – Agency” Box	238
8.4.22	“Issued in Connection With” Box	238
8.4.23	“Issued in Exchange For” Box	238
8.4.24	“Original Issue” Box	238
8.4.25	“Flexible (Free Format) Area”	239
8.4.25.1	Excess Baggage Ticket	239
8.4.25.2	Special Service Ticket	239
8.4.25.3	Tour Order	239
8.4.25.4	Prepaid Ticket Advice	240
8.4.25.5	Specified Miscellaneous Charges Order	240
8.4.25.6	Agents Refund Voucher	240
8.5	EXAMPLES OF COMPLETED MPDs	241

CHAPTER 9 – PREPAID TICKET ADVICE

9.1	PURPOSE	243
9.2	ISSUANCE	243
9.2.1	MCO, MPD issued as a PTA	243
9.2.2	Ticket	243
9.3	REFUNDS	243
9.4	PTAs FOR ELECTRONIC TICKETS	244
9.4.1	Ticket Issuance Restrictions	244
9.4.2	Impact of E-Ticketing on PTAs	244
9.5	COMPLETION OF THE MCO FOR A PTA	244
9.5.1	MCO Layout	244
9.5.2	Quick Reference Guide to Completion of the Miscellaneous Charges Order for a PTA	245
9.5.3	Completed MCO/MPD used for a PTA	247
9.5.4	Teletype Message Transmitting a PTA	248
9.6	TICKET ISSUED AGAINST A PTA	249

CHAPTER 10 – UNIVERSAL AIR TRAVEL PLAN¹

10.1	INTRODUCTION	251
10.2	DEFINITIONS	251
10.3	UATP CARDS	251
10.3.1	Co-Branded UATP Cards	251
10.3.2	On-line Booking Tools	252
10.4	EXPIRY DATES	252
10.5	UATP CARD FACSIMILE	252
10.6	CO-BRANDED CARDS	253
10.7	HONOURING UATP CARDS	254
10.7.1	Verification of a UATP Card	254
10.7.2	Interline	254
10.7.3	Acceptance Procedure	254
10.8	ISSUERS/MERCHANTS ¹	255
10.9	DOCUMENTS USED IN CONNECTION WITH PURCHASES	258
10.9.1	Universal Credit Card Charge Form	258
10.9.2	Quick Reference Guide To Completion of Universal Credit Card Charge Form	259
10.9.3	Distribution	260
10.10	REFUNDS	261
10.10.1	Transportation Credit	261
10.10.2	Quick Reference Guide to Completion of Transportation Credit	261
10.10.3	Simplified Transportation Credit	262
10.10.4	Distribution	262

CHAPTER 11 – CURRENCY PROCEDURES

11.1	ISSUANCE OF PASSENGER TICKET	263
11.1.1	General Instructions	263
11.1.1.1	Applicable Fares	263
11.1.2	Payment of Fares In the Country of Commencement of International Transportation	264
11.1.3	Payment of Fares Outside the Country of Commencement of International Transportation	265
11.2	ISSUANCE AND HONOURING OF MCO	265
11.2.1	Issuance	265
11.2.1.1	Full Payment for Specified Transportation	265
11.2.1.2	Payment for Unspecified Transportation	266
11.2.1.3	Unspecified MCO Exchanged for New Tickets	266
11.3	PAYMENT OF EXCESS BAGGAGE CHARGES	266

CHAPTER 12 – CHANGES TO PASSENGER TICKETS

12.1	INTRODUCTION	267
12.1.1	Definitions	267
12.2	ENDORSEMENTS	267
12.2.1	Paper Tickets	267
12.2.2	Electronic Tickets - Coupon Control and Endorsements	268
12.2.3	Endorsement Guide for Carriers ¹	268
12.2.4	Request for Endorsement (<i>applies to endorsement request of paper tickets</i>)	269
12.2.5	Endorsement Guide for Travel Agents ¹	270
12.3	CHANGE OF RESERVATIONS ¹	271
12.3.1	Reservations Changes to Electronic Ticket Coupons - No Change in the Routing	273



12.3.1.1	Carrier Online Process	273
12.3.1.2	Carrier Interline Process	273
12.4	CHANGE OF ROUTING AFTER CARRIAGE HAS COMMENCED – (REISSUE)	274
12.4.1	Change of Routing	274
12.4.1.1	Rerouting – Domestic Coupons	274
12.4.1.2	Fares for Recalculation	274
12.4.2	Additional Conditions for Travel Agents (After Travel Has Commenced)	274
12.5	MONETARY ENTRIES	275
12.6	RECALCULATION PROCEDURES AFTER TRAVEL HAS COMMENCED	277
12.6.1	General Procedures	277
12.6.1.1	One Way Ticket	278
12.6.1.2	Round/Circle Trip Ticket	279
12.6.2	United States Exception	280
12.7	RECALCULATION CAUSED BY REROUTING	281
12.7.1	Rerouting Without a Change in Fare (<i>Travel Agents see 12.4.2</i>)	281
12.7.2	Rerouting with Additional Collection	282
12.7.2.1	Additional Payment Made in the Currency of the Country of Reissue	282
12.7.2.2	RT/CT Reissued as a One Way Ticket	283
12.7.2.3	Additional Collection when Payment is in Currency not that of Country of Reissue	284
12.7.2.4	Rerouting when a Fare Break Point has been Passed	284
12.7.2.5	A Change in the Fare Basis (<i>Travel Agents see 12.4.2</i>)	285
12.7.3	Reissue Where a Refund is Due	286
12.8	ACCEPTANCE OF CREDIT CARDS	288
12.8.1	Honouring of Credit Cards	288
12.8.2	Issuance of the Charge Form	288
12.9	CHANGE OF ROUTING BEFORE CARRIAGE HAS COMMENCED (i.e. TOTALLY UNUSED TICKETS) – EXCHANGES	288
12.9.1	Validity of Exchanged Tickets	288
12.10	REISSUE/EXCHANGE PROCEDURES – ORIGINAL ISSUE	289
12.10.1	Original Ticket for Reissue	289
12.11	REISSUANCE PROCEDURES – FIRST REISSUE	289
12.11.1	No Change in Fare (	289
12.11.2	Lower Fare	289
12.11.2.1	Lower Fare, Same Tax/Fee/Charge	289
12.11.2.2	Lower Fare, Lower Tax/Fee/Charge	289
12.11.2.3	Lower Fare, Higher Tax/Fee/Charge	290
12.11.3	Higher Fare	290
12.11.3.1	Higher Fare, Same Tax/Fee/Charge	290
12.11.3.2	Higher Fare, Higher Tax/Fee/Charge	290
12.11.3.3	Higher Fare, Lower Tax/Fee/Charge	290
12.11.3.4	Same, Higher or Lower Fare, but TFC no Longer Applicable	291
12.11.3.5	Higher Fare, Higher Tax/Fee/Charge, Addition of PFC	291
12.12	REISSUANCE PROCEDURES – SECOND or SUBSEQUENT REISSUES	292
12.12.1	Second and Further Reissues	292
12.12.1.1	No Change in Fare and Tax/Fee/Charge	292
12.12.2	Lower Fare	292
12.12.2.1	Lower Fare, Same Tax/Fee/Charge	292
12.12.2.2	Lower Fare, Lower Tax/Fee/Charge	292
12.12.2.3	Lower Fare, Higher Tax/Fee/Charge	292
12.12.3	Higher Fare	293
12.12.3.1	Higher Fare, Same Tax/Fee/Charge	293

12.12.3.2 Higher Fare, Lower Tax/Fee/Charge	293
12.12.3.3 Higher Fare, Higher Tax/Fee/Charge	293
12.13 FROM PAPER TO ELECTRONIC TICKET	294
12.13.1 General	294
12.13.2 Sample Scenario	294

CHAPTER 13 – INVOLUNTARY REROUTING (FOR AIRLINE USE ONLY)

13.1 DEFINITIONS	297
13.1.1 Involuntary Reroute	297
13.1.2 Misconnection	297
13.1.3 New Operating Carrier (NOC)	297
13.1.4 Normal Fares	297
13.1.5 Original Marketing Carrier (OMC)	297
13.1.6 Original Operating Carrier (OOC)	297
13.1.7 Original Receiving Carrier	297
13.1.8 Special Fare	297
13.1.9 Ticket Handler	297
13.2 GENERAL PROVISIONS	298
13.2.1 Circumstances Necessitating Involuntary Rerouting	298
13.2.2 Onward Carriage on Services Other than those of the Original Marketing/Operating Carrier	298
13.3 BAGGAGE	299
13.4 REFUNDS	299
13.5 ABSORPTION OF PASSENGER'S EXPENSES	299
13.6 TICKETING PROCEDURES FOR ELECTRONIC TICKETS	300
13.6.1 Endorsement	300
13.6.2 Airline Redirect Of Electronic Ticket Flight Coupon(s)	300
13.6.3 Unsolicited Airport Control	300
13.6.4 Reticketing	300
13.6.5 Examples for obtaining control in an involuntary reroute scenario	300
13.6.5.1 When connecting flight is cancelled	301
13.6.5.2 When originating flight is cancelled	301
13.6.5.3 Missed connection	301
13.6.5.4 Changing to a new Operating Carrier at origin – direct flight	301
13.6.5.5 Changing from a connecting flight to a direct flight at origin	302
13.6.5.6 Changing from a direct flight to connecting flights at origin	302
13.7 TICKETING PROCEDURES FOR PAPER TICKETS	303
13.7.1 No Change of Routing	303
13.7.2 Change of Routing	303
13.7.4 Reticketing	303
13.7.4 Entries in "Endorsements/Restrictions" Box	304
13.7.5 Endorsement	304
13.7.6 Invalidating Withdrawn Flight Coupons	304
13.7.7 Examples of Rerouting Using Original Flight Coupons	304
13.7.7.1 Change in Connecting Point	304
13.7.7.2 Change from a 'direct' flight to 'connecting' flights	304
13.7.7.3 Two or more carriers, no change in Connecting Point	304
13.7.7.4 Change from 'connecting' flights to a 'direct' flight	305
13.8 FLIGHT INTERRUPTION MANIFEST (FIM)	305
13.8.1 General Instructions	305



13.8.2	FIM Formats	306
13.8.2.1	Quick Reference Guide for Completion of the FIM	307
13.9	REROUTING AND REFUND IN CASE OF DEATH	311
13.9.1	Introduction.	311
13.9.2	Definitions.	311
13.9.3	Before Commencement of Travel	311
13.9.4	Death of Passenger after Commencement of Travel	311
13.9.4.1	A Refund May Be Arranged	311
13.9.4.2	Death Certificate Not Available	311
13.10	EXTENSION OF TICKET VALIDITY DUE TO ILLNESS	312

CHAPTER 14 – RELATED INFORMATION

14.1	TAXES, FEES AND CHARGES (TFCs)	313
14.1.1	General.	313
14.1.2	Types of Taxes/Fees/Charges	313
14.1.2.1	Departure TFCs	313
14.1.2.2	Sales TFCs.	313
14.1.2.3	Transportation TFCs.	313
14.2	ISO COUNTRY CODES, IATA CURRENCY CODES & CODES FOR TAXES, FEES & CHARGES	314
14.2.1	Decoding currency & ticket codes for taxes/fees/charges	331
14.2.2	Currency Codes – Decoding	341
14.2.3	Countries with fares established in USD or EUR	345
14.3	BAGGAGE HINTS.	346
14.4	BAGGAGE ENTRIES ON PASSENGER TICKET	346
14.4.1	Pooling of Baggage	347
14.5	ENTRIES ON EXCESS BAGGAGE TICKET	347
14.5.1	“Excess Piece(s)/Oversize” Box (Piece System)	347
14.5.2	Examples of Completed Excess Baggage Ticket – Weight System.	348
14.5.3	“Special Items” Box	349
14.6	CABIN BAGGAGE.	350
14.7	REVENUE PROTECTION.	351
14.7.1	Airlines	351
14.7.2	Checking or Listing Within the Blacklist	351
14.7.2.1	Stock Control Number	351
14.7.2.2	Ticket Number	352
14.7.2.3	Other Accountable Traffic Documents	352
14.7.3	Travel Agents	352
14.7.4	Revenue Protection and Electronic Tickets	352

CHAPTER 15 – REFUNDS

15.1	GENERAL INFORMATION	353
15.1.1	Definitions (<i>as used herein</i>)	353
15.1.2	Involuntary Refunds	353
15.1.3	Voluntary Refunds	353
15.1.4	Refund of Lost Tickets	354
15.1.5	Applicable Fare.	354
15.1.6	Refund Assessment	354
15.1.7	Invalidating of Refunded Flight/Exchange Coupons.	354
15.2	AGENTS REFUND VOUCHER.	354

15.3	MCO REFUNDS	355
15.4	REROUTING AND REFUND IN CASE OF DEATH	355
15.4.1	Definition	355
15.4.2	Before Commencement of Travel	355
15.4.3	After Commencement of Travel	355
15.4.3.1	Death of a Passenger	355
15.4.3.2	Death in the Immediate Family	355
15.4.4	Refund	355
15.4.5	Group Travel	356
15.4.6	Change of Carrier	356

APPENDICES -

APPENDIX A:	TICKETS ISSUED IN EMU LEGACY CURRENCIES (TRANSITION TO THE EURO)	357
APPENDIX B:	NEW MANDATORY TICKET NOTICES	360
APPENDIX C:	COUNTRIES WHERE ACCEPTANCE OF LOCAL CURRENCY IS RESTRICTED	363
APPENDIX D:	MANUAL TICKET FORMATS	365
	QUICK REFERENCE GUIDE TO COMPLETION OF MANUAL TICKETS – (CARRIER)	366
APPENDIX E:	CARE, MAINTENANCE & STORAGE OF TICKET STOCK IMPRINTING MACHINES	367
APPENDIX F:	NEW OPTION TO REPLACE MISCELLANEOUS PAPER DOCUMENTS IN BSPs (vMPD) ..	370
ALPHABETICAL INDEX.	.....	372



PREFACE

In light of changing airline requirements that require the use/reissue of paper tickets beyond January 1, 2008, this edition of the Ticketing Handbook continue to show sample imprints of airline issued TAT/ATBs.

However, by end of 2007 for BSP travel agents, the distribution of neutral paper tickets would have ceased. Consequently, explanations and examples concerning the completion of neutral BSP tickets are no longer published in this Handbook. As for the manual MPD, this may be temporarily replaced by the virtual MPD as an interim alternative. (See Appendix F for a sample vMPD display.)

Users in the United States should follow the ticketing rules of the Area Settlement Plan which are different from those of IATA. For the completion of Area Settlement Plan documents, it is also recommended to use the ARC Travel Agent's Handbook.

Numerous examples of electronic ticketing transactions and a new sample Electronic Miscellaneous Document (EMD) display have also been added to better support the industry's drive towards 100% electronic ticketing. This is in line with related resolutions adopted at the October 2006 Passenger Services Conference that require the issuance of an electronic ticket whenever an itinerary is eligible for electronic ticketing and it is technically and procedurally feasible to do so.

Your comments, amendments or suggestions concerning the improvement of this publication are most welcome and these may be sent to the Ticketing Handbook Meeting Manager:

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EL AL

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SINGAPORE AIRLINES



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Delta

**Continental
Micronesia**



EDITORIAL

The following is a summary of the changes which are reflected in the 39th Edition.

Chapter(s)	Description
Abbreviations (page xxv)	Updated: List of acronyms and composition of ECAA/EMU countries
1	Clarification: a sunset date for the provision to allow the issuance of paper tickets when an itinerary is not ET eligible.
1.1.2	Definitions of ET terms amended.
1.1.4.4	Added: Scenarios of coupon status indicators
1.1.5.3.2	New: Handling of an ET by a ticket handler
2.2	Reminder: Handwritten tickets are no longer issued by travel agents under the IATA Billing and Settlement Plans. Effective from 01 January 2008 all tickets issued by travel agents will be issued only as electronic ticket transactions. When an itinerary is eligible for electronic ticketing and it is technically and procedurally feasible to do so an electronic ticket shall be issued.
2.6.5	New: Fare basis codes for zonal employee discount travel scheme (ZED).
2.7.2	New: Tour code entries for free and reduced rate industry discount/rebate travel
2.14.2.2	Updated: credit card codes
2.22.5 - 8	Numerous amendments to fare breakdowns and related examples to reflect revised TPMs/ rules including updated ticketing examples on specified routings and TPM deductions.
2.22.6.4	For electronic tickets, a carrier code other than YY must be specified for each flight coupon even if a specific flight is not booked.
2.24	New: Ticketing for mixed class travel
5	New: EMCO replaced by EMD. Governing rules for the issuance and use of Electronic Miscellaneous Documents (EMD) by airlines. The EMD is an electronic method to document the sale and use of charges associated to various types of services, e.g. excess baggage charges. Sample EMD display has also been added.
5.3	New: Definitions for the Associated and Stand Alone Electronic Miscellaneous Document and consequential changes to related procedures.
10.8	Updated UATP issuers/Merchants
12.5	New: For electronic tickets effective 01JAN08, the tax code "XT" shall not be used for transmission of tax/fee/charge data.
14.2	Updated: List of tax, currency and country codes

Chapter(s)	Description
13	<p>Clarification: Involuntary re-routing procedures for electronic tickets when the flight coupons are available.</p> <p>The Original Marketing/Operating Carrier shall now provide a reissued ticket to ensure that the ticket is immediately acceptable at check-in provided it has been able to confirm or waitlist flight inventory with the New Operating Carrier.</p> <p>The Validating Carrier shall not deny any request for control of any coupon when the involuntary indicator is included in a control request of any coupon affected by the disruption. Airline Redirect and Unsolicited Airport Control of affected flight coupons shall only be sent if bilaterally agreed. Flight Interruption Manifests shall only be used for a diversion en route when the electronic ticket coupons are not available.</p> <p>Only in the event that a ticket cannot be reissued or transferred to the New Operating Carrier may a FIM be issued provided the Original Operating Carrier has control of all the affected electronic flight coupons.</p> <p>The Original Operating Carrier shall advise the Validating Carrier via a Change of Status message that the electronic coupons have been exchanged.</p>
Appendix B	<p>New Ticket Notices which include the Montreal and Warsaw Conventions.</p> <p>Airline is obliged to notify the passenger in cases of substitution of aircraft or new carrier.</p> <p>Baggage liability limits amended to USD3000.</p>
Appendix F	<p>New: Use of Virtual MPD (vMPD)</p>

INTRODUCTION

PURPOSE OF THE HANDBOOK

- △ IATA Member airlines believe that the best way to address concerns regarding the issuance and handling of electronic tickets, paper tickets, Miscellaneous Charges Orders (MCOs), Multiple Purpose Documents (MPDs), Electronic Miscellaneous Documents (EMDs) and other associated forms is to illustrate ticketing standards to airline staff and travel agents. Not only will issuance be made easier, but the subsequent interline settlement and proration of revenue by carriers will be facilitated. Customer service will be improved and complete information provided to assist agency and airline accounting.

The IATA Ticketing Handbook includes detailed instructions based on applicable IATA Passenger Services Conference Resolutions relating to tickets and ticketing procedures. This is achieved by consolidating the information into a Handbook dealing exclusively with information essential to ticketing staff of IATA Member airlines and Travel Agencies in their daily work. The Handbook also provides clarification of certain ticketing and currency procedures by means of illustrated examples.

Since the Handbook relates to general instructions of IATA Member airlines, the attention of travel agents is directed to their ticketing responsibility under the Sales Agency Agreement and IATA Resolution 830a.

Errors and omissions from the Handbook, that are noted after the Handbook pages are printed, will be corrected/added at time of next printing.

RESPONSIBILITIES OF IATA APPROVED AGENTS

Adherence to Ticketing Procedures

(extract from IATA Resolution 824)

All services sold pursuant to this agreement shall be sold in compliance with carriers' tariffs, conditions of carriage and the written instructions of the carrier as provided to the agent. The agent shall not in any way vary or modify the terms and conditions set forth in any traffic document used for services provided by the carrier, and the agent shall complete these documents in the manner prescribed by the carrier.

CONSEQUENCES OF VIOLATION OF TICKETING PROCEDURES

(IATA Resolution 830a)

WHEREAS, it is in the interest of the industry that consumers shall have ready access to an optimum number of ticketing outlets; and

WHEREAS, IATA Members have accordingly deposited stocks of their traffic documents with IATA Accredited Agents the better to serve the needs of the consumer; and

WHEREAS, custody, completion, issue, reissue, validation and revalidation of such traffic documents are governed by Members' tariffs and the procedures described in the Travel Agent's Handbook and the Ticketing Handbook, copies of which are furnished to IATA Approved Agents by the Agency Administrator and compliance with which is mandatory upon each Accredited Agent under the terms of the Passenger Sales Agency Agreement; it is

RESOLVED that:

1. All Accredited Agents be reminded that practices such as those listed herein violate the governing conditions referred to above. They harm Members' legitimate interests and can accordingly result in action being taken under the provisions of the Sales Agency Rules and Passenger Sales Agency Agreement:
 - (a) entering incomplete or incorrect reservation entries, such as reservations booking designators that do not correspond to the fare paid, or reservation requests on a ticket/miscellaneous charges order MCO, thereby allowing travel at less than the applicable fare;
 - (b) inaccurately completing or omitting to complete the "not valid before" and/or "not valid after" boxes/data elements on a ticket contrary to the conditions governing the fare applied, thereby allowing travel at less than the applicable fare;
 - (c) using a reservations alteration sticker to alter a flight date without observing a consequential requirement; with the result that a condition governing the applicable fare is thereby evaded;
 - (d) issuing a ticket, MCO for more than one passenger; except as authorised for certain MCOs;
 - (e) changing or omitting the name of the passenger;
 - (f) changing the "Form of Payment" or failing to carry this forward to the new ticket, MCO;
 - (g) changing the currency of payment or failing to carry this forward to the ticket, MCO;
 - (h) failing to carry forward all restrictions to the new ticket, MCO;
 - (i) failing to obtain endorsement(s) from carriers when required;
 - (j) failing to complete correctly the "Issued in Exchange For" entries and/or the "Original Issue" entries; and/or failing to carry these forward to the new ticket, MCO;
 - (k) making different entries on flight and auditor's coupons of the same ticket;
 - (l) failing to ensure that when conjunction tickets, MCOs are issued, the conjunction ticket or MCO numbers are shown on all conjunction tickets and MCOs;
 - (m) changing the point of origin.
2. Failing to observed the applicable Ticketing Airline Selection Rules and/or designating transportation on such parties' services where a valid Interline Agreement between the ticketing airline and the transporting party does not exist.
3. In this Resolution the use of the singular may also be taken to include the use of the plural, where the text so permits and vice versa.

TRAVEL AGENT'S SELECTION OF THE VALIDATING (TICKETING) CARRIER

(IATA Resolution 852)

The ticketing airline shall be any BSP Airline participating in the transportation or a BSP Airline acting as the General Sales Agent for any airline participating in any sector of the transportation in the country of ticket issuance, subject to the existence of a valid interline agreement between the ticketing airline and each transporting airline.

Only if none of the situations described above apply, and, if authorised in writing to issue a Traffic Document for transportation entirely over the routes of other airline(s) by the airline (including the one through which the reservation is made), the ticketing airline may be any other airline.

APPLICABILITY OF FARE

The fare paid shall be that which is applicable when international travel actually commences in the country of the point of origin shown on the ticket.

If international travel actually commences in a different country, the fare must be reassessed from such country.

The Ticket is valid only for the transportation as shown on the Ticket, from the place of departure via any Agreed Stopping Places to the final destination. Flight/baggage coupons shall be honoured only in sequence. The Ticket will not be honoured and will lose its validity if all the Coupons are not used in the sequence provided in the Ticket.

CROSS BORDER SELLING

Cross Border Selling is the practice of selling a ticket with a fictitious point of origin or destination in order to undercut the applicable fare. This practice is contrary to the Industry Resolutions and applicable tariffs and fares, even if the passenger asks for such a ticket. It can result in:

- (a) the passenger being stopped by the airline and being required to pay the additional fare;
- (b) the issuing Travel Agent being debited by the issuing airline for the applicable fare difference;
- (c) the Travel Agent losing their agency appointment.

For paper tickets, it is also against industry rules to deliver such a ticket to a passenger without all the applicable flight coupons intact.

IMPORTANT TICKETING INSTRUCTIONS

1. Tickets, MCOs and MPDs are security documents and must be issued and treated as such.
2. To avoid unnecessary reissuance, MCOs and MPDs should not be issued when a ticket can be issued.
3. Automated documents must be issued using a ticket imprinter.
4. For paper tickets, check all coupons for legibility.
5. Erasures, mutilations and/or unauthorised alterations render the document invalid.
6. Never use ditto marks.
7. In the case of paper tickets, before delivery of the completed document to the passenger, the agent issuing the document shall detach the Audit and Agent coupons (if any), together with the voided coupons (if any). All Audit and voided coupons (if any) are to be attached to the appropriate Sales Report.
8. Paper tickets, MCOs and MPDs which are partly completed but not handed to passengers for some reason and are thereby completely voided must be attached to the appropriate Sales Report and be invalidated by endorsing "VOID" boldly across the face of all coupons. The Agent coupon of such tickets should be retained for your records.
9. All documents shall be completed in accordance with the instructions contained in this Handbook.
10. Tickets are not transferable from the passenger named thereon to any other person.
11. Tickets, MCOs and MPDs shall not be delivered by an agent to the passenger or purchaser prior to the date of issue shown on the document, and shall be validated by the agent only as of the date of their delivery to the passenger or purchaser.
12. Passenger Sales Agents' attention is drawn to their responsibilities when issuing, reissuing or altering tickets to adhere to all conditions relevant to the ticket concerned, such as validity, weekend surcharges, seasonal

restrictions, etc. including attachment of special stickers as required. Special attention must be given to such details when reservation changes are made to ensure that all relevant restrictive conditions are reflected.

13. NUC – examples contained in the Handbook show Neutral Units of Construction (NUCs). These units must not be used for local selling but for construction and calculation examples only.

14. In this Handbook, the word “Sector”/”Component” have been used in the following context:

“Sector” – usually used in reference to fare constructions. A portion of an itinerary/pricing unit/journey which may be comprised of a city pair.

“Component” – a portion between two fare construction points within a pricing unit/journey.

15. In countries where a Billing and Settlement Plan or an Area Settlement Plan is in operation, important ticketing instructions contained in the Billing and Settlement Plan manual or in the ARC Travel Agents Handbook should also be referred to by travel agents.

16. When an itinerary is eligible for electronic ticketing and it is technically and procedurally feasible to do so, issue an electronic ticket instead of a paper ticket.

REFERENCE MARKS

The following symbols placed against an item indicate changes from the previous edition.

Symbol	Meaning
<input type="checkbox"/>	Addition of a new item.
△	Change to an item.
⊗	Cancellation of an item.



ABBREVIATIONS USED IN THIS HANDBOOK

The following abbreviations have been used to represent certain terms and principles:

ADC	Additional Collection
AF	Applicable Fare
AIRIMP	Airline Interline Message Procedures
ARC	Airlines Reporting Corporation
ARV	Agent Refund Voucher
ATA	Air Transport Association of America
ATB	Automated Ticket and Boarding Pass
ATC	Air Travel Card
BBR	Banker's Buying Rate
BHC	One Way Backhaul Check
BSP	Billing and Settlement Plan
BSR	Banker's Selling Rate
CCP	Currency of Country of Payment
CF	Constructed Fare
COC	Country of Commencement of International Travel
COP	Country of Payment Check
CPM	Common Point Minimum Check
CPN	Coupon
CRS	Computer Reservations System
CT	Circle Trip
CTM	Circle Trip Minimum Check
DDMMYY	Day Month Year
DMC	Directional Minimum Check
DNOJ	Double Normal Fare Open Jaw
△ ECAA	European Common Aviation Area and Related States: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom
□ EDIFACT	Electronic Data Interchange for Administration, Commerce and Trade
EFP	Equivalent Fare Paid
EMA	Extra Mileage Allowance
□ EMD-A	Electronic Miscellaneous Document — Associated
□ EMD-S	Electronic Miscellaneous Document — Stand-Alone
EMS	Excess Mileage Surcharge
EMU	Economic and Monetary Union
ET	Electronic Ticket
FBP	Fare Break Point
FCP	Fare Construction Point
FCR	Fixed Conversion Rate
FIM	Flight Interruption Manifest
FOID	Form of Passenger Check-in Identification
GDS	Global Distribution System
GIT	Group Inclusive Tour
GTT	Group Travel Together
HIF	Higher Intermediate Fare
HIP	Higher Intermediate Point Check

	IATA	International Air Transport Association
	ICAO	International Civil Aviation Organisation
<input type="checkbox"/>	IDEC	Interline Data Exchange Center
	IROE	IATA Rate of Exchange
	IROP	Irregular Operations
	ISO	International Organisation for Standardisation
	LCF	Local Currency Fare
	MCO	Miscellaneous Charges Order
	MPD	Multiple Purpose Document
	MPM	Maximum Permitted Mileage
	N/A	Not Applicable
	NOJ	Normal Fare Open Jaw
	NUC	Neutral Unit of Construction
	OD	Unit Origin to Unit Destination
	OJ	Open Jaw
	ONJO	Origin Normal Fare Open Jaw
	OPATB	Off Premise Automated Ticket and Boarding Pass
	OPTAT	Off Premise Transitional Automated Ticket
	OSC	One Way Subjourney Check
	OTATO	One Trip Air Travel Order
	OW	One Way
	PFC	Passenger Facility Charge
	PNR	Passenger Name Record
	PSC	Passenger Services Conference
	PTA	Prepaid Ticket Advice
	PU	Pricing Unit
	RBD	Reservations Booking Designator
	RESO	Resolution
	ROE	Rate of Exchange
	RSC	Return Subjourney Check
	RT	Round Trip
	RWM	Round the World Minimum
	SAC	Settlement Authorisation Code
<input checked="" type="checkbox"/>	TAT	Transitional Automated Ticket
	TC	Traffic Conference
	TFCs	Taxes, Fees and Charges
	TKNE	Ticket Number Electronic
	TNOJ	Turnaround Normal Fare Open Jaw
<input type="checkbox"/>	TOD	Ticket on Departure
	TPM	Ticketed Point Mileage
	TTL	Total
	UATP	Universal Air Travel Plan
	UFTAA	Universal Federation of Travel Agents Associations
	USA	United States of America: the 50 states, District of Columbia, Puerto Rico and U.S. Virgin Islands
<input type="checkbox"/>	ZED	Zonal Employee Discount

DISCLAIMER

Fares, Neutral Units of Construction (NUCs), mileages and taxes, fees, charges (TFCs) shown in this Handbook are for illustration purposes only. They do not reflect current levels.

Baggage allowances shown in this publication are also for illustration purposes and may differ depending on class, carrier and route. Information concerning baggage and links to individual airline websites can be found by visiting www.iata.org/bags on the internet.

- △ Taking into consideration the variations in system displays, the examples of electronic tickets in this book attempt to show representative images of electronic ticket coupons and electronic ticket records. Hence, users can expect to see differences in the format of data elements in actual displays depending on the computer system used.

CHAPTER 1 – ELECTRONIC TICKETING

1.1 GENERAL INFORMATION

Electronic Ticketing is a method to document the sale and track usage of passenger transportation (Electronic Ticket) without requiring the issuance of paper value documents. A historical record of all actions which have occurred is maintained on the electronic ticket file. Electronic ticketing provides opportunities for cost reduction due to the fact the paper ticket is not required. The electronic ticketing data enables faster processing and capture of sales and flown data. The ticket is accessible by the Validating Carrier at all times and reduces the need for Prepaid Ticket Advices. As the electronic tickets are held in the Validating Carrier's database they cannot be lost and therefore there is no requirement for replacement of lost tickets.

An electronic ticket is used in exactly the same way as a paper ticket. However, instead of processing a paper document, all the data relating to the passenger's itinerary, fare, class, payment, TFCs etc. is stored in an ET record in the database of the Validating Carrier.

All the transactions are electronically supported and in the electronic ticket context the control of a coupon shall be requested and obtained from the Validating Carrier.

1.1.1 General Concepts for Interlining

When more than one carrier participates in an itinerary of an electronic ticket, a bilateral agreement must exist between the Marketing Carrier(s) and the Validating Carrier. In addition both the Validating Carrier and the Marketing Carrier(s) must have an electronic ticket bilateral interline agreement with the Operating Carrier where different. This is because there are other processes that make the handling of the electronic flight coupons a little more complex. These agreements represent a diversity of practices between the airlines that use electronic ticketing. System limitations may also prevent airlines from following agreed industry standards.

The Interline Electronic Ticketing process is supported by the exchange of messages between the Validating Carrier and the Marketing/Operating Carrier(s). These messages are used to transfer the electronic ticketing data elements, to request and confirm or deny actions to be performed as well as to update the ticket coupon status indicators.

1.1.2 Definitions

△	Billing Carrier	the carrier authorised to bill the Validating Carrier when different from the Operating Carrier
	Electronic Coupon	electronic flight coupon or other value document held in Carrier's database
	Electronic Ticket (ET)	the Itinerary/Receipt issued by or on behalf of Carrier, the electronic coupons and, if applicable, a boarding document
	Itinerary/Receipt	a document or documents forming part of the Electronic Ticket which contains the information and notices required (for example, passenger name, itinerary, fare, etc.)
	Marketing Carrier	the airline whose Airline Designator is recorded as the transporting carrier on the electronic flight coupon(s)
△	Operating Carrier	the carrier used in a codeshare situation when different from the Marketing Carrier whose airline designator is reflected in the flight coupon.
	Ticket	either the document "Passenger Ticket and Baggage Check" or the Electronic Ticket, in each case issued by or on behalf of Carrier and including Conditions of Contract, notices and the coupons contained in it
	Ticket Handler	an airline used to perform ticketing services on behalf of the Operating Carrier, in locations where the Operating Carrier does not have its own ticketing point and using a different system to that of the Operating Carrier
△	Validating Carrier	the issuing airline whose numeric airline code is reflected in the electronic transaction for the flight coupon(s). The Validating Carrier shall be the controlling and authorising entity for Electronic Ticketing transactions



1.1.3 Electronic Ticket

1.1.3.1 Electronic Coupons

△ An Electronic Coupon is a Flight Coupon held in the Carrier's database. Itinerary data per flight coupon may include the airline designator, flight number, date of flight, origin/destination airport city codes, flight departure time, reservation booking designator, and reservation status code.

Coupon data is itinerary data per coupon but is differentiated as follows:

- Current coupon data - when different from originally sold
- Flown coupon data - as flown by the passenger
- Sold coupon data - as it was originally sold
- Checked-in/Lifted - as checked-in or lifted

△ **Sample E-ticket Display** (varies according to system used)

ETKT	ABC AIRWAYS	(24)		05MAY07								JP 0	(25)
	NARITA AIRPORT OFFICE		DD										
	MITSUTA/KUNIKOMS	(1)											
(28)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(10)	(11)	(12)	(29)		
	1	NRT	DD 0010	F	05MAY07	1100	OK	FRT		05MAY	PC	F	
	2	X JFK	EE 5407	Y	05MAY07	1225	OK	CRT		05MAY	PC	A	
	3	IAD	DD 0001	F	10MAY07	1115	OK	FRT		05MAY	PC	O	
		NRT											
	PNR	G2QXBH	(19)	FFP	EE 99200300000000	(30)							
	TYO DD X/NYC5816.48EE WAS DD	TYO M3096.84D	(13)										
	TYOWAS2719.64NUC11632.96END	ROE109.757 XF IAD4.5											
	FARE	JPY	(14)	(15)									
	TAX		12276800	EQU									
			2040	SW		730	XY			470	XF	(16)	
	TAX		520	YC		520	AY			2920	US		
	TAX		320	XA									
	TOT	JPY	1285000	(17)									
	CASH	(18)				(27)							
	CONJ	(20)		TKT-NO.	000 2101960002								
	ORI	(22)				EX	(21)						

The foregoing data elements are akin to ticket boxes of a paper ticket. The above numbered ticket entry details displayed in the data elements are explained in more detail in Chapter 2 and succeeding chapters.

1.1.3.2 Quick Reference Guide to Data Elements of Electronic Tickets

Data Element	Description	Paragraph
①	Passenger's name	2.3
②	"From/To" Data Elements	2.4.2
③	Official two-character/three-letter designator of the Marketing Carrier	2.5.1
④	Flight number followed by the applicable RBD	2.5.2
⑤	Scheduled date of departure in the format DDMMYY e.g. 05MAR08	2.5.3
⑥	Local departure time	2.5.4
⑦	Reservation status code	2.5.5
⑧	Fare Basis Code	2.6
⑨	Official tour code number in case of an Inclusive Tour or Bulk Inclusive Tour	2.7
⑩	"Not Valid Before" date (DDMMM), if any, for each segment of the itinerary	2.8.1
⑪	"Not Valid After" date (DDMMM) after which travel for this segment is not applicable	2.8.2
⑫	Free baggage allowance or left blank	2.9.1
⑬	Fare calculation when required	2.22
⑭	Fare amount	2.10
⑮	Equivalent Fare Paid	2.11
⑯	Tax(es), fee(s) and charge(s) (TFCs)	2.12
⑰	Sum of fare and TFCs	2.13
⑱	Form of payment	2.14
⑲	PNR reference number	2.16
⑳	"Conjunction ticket" numbers	2.17
㉑	"Issued in exchange for"	2.18.1
㉒	Original Issue	2.18.2
㉓	Endorsements/restrictions	2.19
㉔	"Date and Place of issue"	2.20.1
㉕	Fare Calculation Pricing/Reporting Indicator	2.21
㉖	Baggage details (entered at time of check-in	2.9.2
㉗	Ticket number	
㉘	Coupon/itinerary sequence number	
㉙	Coupon status indicator	1.1.4
㉚	Frequent Flyer Reference (individual airline identifier assigned to a passenger who is a member of the Frequent Flyer Programme)	
㉛	Operating Carrier flight number (see 1.1.3.3.3 for an example)	
㉜	Form of identification (FOID)	1.1.7
㉝	Transaction agent Pseudo City Code (PCC)- an internal code identifying the location of the ET transaction	



1.1.3.3 Additional Sample Displays

The following examples reflect the information typically shown in an electronic ticket and may vary according to how each system provider will display the individual data elements. Depending on the system used, displays may be performed by electronic ticket record, electronic ticket or by coupon.

1.1.3.3.1 Display of an Electronic Ticket - Airline

The example below shows an electronic ticket where all the ticketing information is displayed. The first coupon is marked as flown (F); the second coupon is shown as under airport control (A) and the third coupon is shown as open for use (O).



ETKT	ABC AIRWAYS	(24)	05MAY07	(25)	JP 0						
NARITA AIRPORT OFFICE		DD									
BONNEN/WALTERMR		(1)									
(28)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(10)	(11)	(12)	(29)
1	NRT	DD	0010	F	05MAY07	1100	OK	FRT	05MAY	PC	F
2	X JFK	EE	5407	Y	05MAY07	1225	OK	CRT	05MAY	PC	A
3	IAD	DD	0001	F	10MAY07	1115	OK	FRT	05MAY	PC	O
NRT											
PNR	R2QXBH	(19)	FFP	EE	99200300000000	(30)					
TYO	DD X/NYC5816.48EE	WAS	DD	TYO	M3096.84D	(13)					
TYOWAS2719.64NUC11632.96END	ROE109.757	XF	IAD4.5								
FARE	JPY	12276800	(14)	(15)	EQU						
TAX		2040	SW		730	XY		470	XF	(16)	
TAX		520	YC		520	AY		2920	US		
TAX		320	XA								
TOT	JPY	1285000	(17)								
CASH	(18)			(27)							
CONJ	(20)		TKT-NO.	000	2101960002						
ORI	(22)			EX	(21)						

1.1.3.3.2 Display of an Electronic Ticket - Travel Agent



TKT: 000 1234 567890	(27)	NAME:	TAUTZ/TANJAMS	(1)							
ISSUED: 22MAY07	(24)	FOP: CASH	(18)								
PSEUDO: FRAXY	(33)	PLATING CARRIER: AB	ISO: DE	IATA: 12345678							
(29)	(3)	(4)	(5)	(2)	(6)	(7)	(8)	(28)			
USE	CR	FLT	CL	DATE	BRD	OFF	TIME	ST	F/B	FARE	CPN
OPEN	AB	4724	W	02AUG07	FRA	LHR	0825	OK	WAP90		1
								(10)	NVB 02AUG NVA 02AUG	(11)	
OPEN	AB	4727	W	08AUG07	LHR	FRA	1240	OK	WAP90		2
									NVB 08AUG NVA 08AUG		
FARE:	EUR	119.00	(14)	(16)	TAX:	7.21DE	TAX:	15.14RA	TAX:	71.19GB	
	(17)				TAX:	17.10UB					
TOTAL:	EUR	195.64									
CHANGE OF RESERVATION RESTRICTED (23)											
FRA AB LON79.33WABASIC1 AB FRA79.33WABASIC1NUC158.66END ROE0.749947											
					(13)						

1.1.3.3.3 Display of an Individual Electronic Ticket Coupon (when such system functionality exists)

The display below reflects the information that could be shown on a single flight coupon of an electronic ticket (coupon status as checked in (C) after the initial electronic ticket display request).

△

```

===== Form of Identification : NI/DE2202165145 ===== (32)
                                (24) DUS      05MAY08      A12345678
KING/VANESSAMRS (1)
                (2) (3) (4) (5) (6) (7) (8) (10) (11) (12)
                DUS DD 0010 F 05MAY08 1100 OK Y2      05MAY 20K
                VIE
FARE RESTRICTIONS APPLY (23)
                (22) (21) 7LDNKU/BB (19)
DUS BB VIE789.09CC DUS789.09NUC1578.18END ROE0.823727 (13)
EUR (14) (15)
1300.00
EUR 9.15RA EUR 3.79DE (16)
                (17)
EUR 1312.94 =====
                (31) (26) (29)
BB0156/04MAY/Y/DUSVIE 01/015/00 ** C **
                (28) (27)
                CPN: 1 000 2165455340 0
    
```

Note:

Flight coupons are stored electronically. For accounting and legal purposes and depending on the airline, an electronic ticket transaction may generate other coupons either as paper or electronic forms such as the Agent coupon and credit card charge form. The Agent coupon and charge form (if required) may be printed or stored electronically for settlement and auditing purposes.



1.1.3.4 Electronic Tickets Issued in Conjunction

Electronic Tickets issued in conjunction show the same form code and are completed in numeric sequence. The number of booklets and document numbers used for the issuance of the Electronic Ticketing transaction is shown separately at the top of the display. Presently, only a maximum of 16 segments may be allowed in electronic tickets issued in conjunction.

1.1.3.4.1 Airline Electronic Tickets Issued in Conjunction

The sample displays below are per ticket number. All coupons are "open for use" with the exception of coupon 3, which at ticket issuance has been given to carrier BB and is reflected in the Validating Carrier's data base as under "AIRPORT CONTROL".

Display of first conjunctive ticket of two (coupons 1 through 4)

Number of booklets

CONJUNCTIVE BOOK 1 OF 2
(27)

1 NAME GRINFELD/AVIADMR TKT: 000 216 53455340 4
20 CONJ: 00021653455340-41 REF: 6LDNKU/XA
19

(28)	(3)	(4)	(5)	(2)	(6)	(7)	(8)	(12)	(29)	
CP	CR	FLT	CL	DATE	BRD	OFF	TIME	ST	FARE BASIS	BGA
1.	XY	0315	C	04MAY07	TLV	LHR	1015	OK	C	30K
2.	XY	0316	C	07MAY07	LHR	TLV	1535	OK	C	30K
3.	BB	1256	C	08JUN07	TLV	FCO	0655	OK	C2	30K A/BB
4.	CC	4545	C	20AUG07	FCO	TLV	1700	OK	C	30K

11
 NVB: 1/ 2/ 3/ 4/
 NVA: 1/ 04MAY08 2/04MAY08 3/04MAY08 4/04MAY08

14
 FARE: USD 8505.00

TX: IL 39.00	TX: EX 2.60	TX: VT 2.30	TX: IT 10.30
TX: AP 48.00	TX: GB 72.60	TX: UB 16.90	

EQ: 15

TTL: USD 8686.70 17

FARE CALCULATION:

TLV XY LON Q10.00 1675.00XY TLV Q10.00 1675.00BB ROM Q10.00 1027.00CC TLV
 Q10.00 1027.00DD BKK Q15.00 1515.50EE TLV Q15.00 1515.00NUC8505.00END ROE 13
 1.00000

FOP: CASH 18

12345678 / 04MAY07/ ABC AIRLINES / 24
 NEW YORK /US



An ET flight coupon(s) shall have consecutive coupon numbers within the range 1 through 4, as applicable, and be issued in sequence. A maximum of 4 flight coupons per ticket number shall be issued. A maximum of 4 consecutive conjunctive tickets may be issued.

Display of second conjunctive ticket of two (coupons 1 and 2 : segments 5 and 6 in the itinerary)

Conjunctive ticket numbers

1
CONJUNCTIVE BOOK 2 OF 2
27

NAME: GRINFELD/AVIADMR TKT: 000 216 53455341 6

20
CONJ: 00021653455340-41
19

REF: 6LDNKU/XA

28	3	4	5	2	6	7	8	12	29	
CP	CR	FLT	CL	DATE	BRD	OFF	TIME	ST	FARE BASIS	BGA
1.	DD	0419	C	04SEP07	TLV	BKK	1015	OK	C	30K
2.	EE	0316	C	07SEP07	BKK	TLV	1535	OK	C	30K
3.										
4.										

11

NVB: 1/ 2/ 3/ 4/

NVA: 1/ 04MAY08 2/04MAY08 3/ 4/

14

FARE: USD 8505.00

TX: IL 39.00	TX: EX 2.60	TX: VT 2.30	TX: IT 10.30
TX: AP 48.00	TX: GB 72.60	TX: UB 16.90	

EQ: 15

TTL: USD 8686.70 17

FARE CALCULATION:

TLV XY LON Q10.00 1675.00XY TLV Q10.00 1675.00BB ROM Q10.00 1027.00CC TLV Q10.00 1027.00DD BKK Q15.00 1515.50EE TLV Q15.00 1515.00NUC8505.00END ROE 13

1.00000

FOP: CASH 18

12345678 / 04MAY07/ ABC AIRLINES / 24

NEW YORK /US

The above numbered ticket entries displayed in the data elements are explained in more detail in Chapter 2 and succeeding chapters.



1.1.3.4.2 Conjunctive Electronic Ticket Record - Travel Agent

In the display below all segments of the conjunctive tickets are merged into a single display. The coupons 1 through 3 have already been "used" while the remaining coupons are still "open for use".

Complete coupon sequence numbers

ELECTRONIC TICKET RECORD

INV: (27) CUST: (24) (33) PNR: HZURAS (19)
 TKT: 0001234567890/91 ISSUED: 18MAY07 PCC: Y111 IATA: 12345678
 NAME: SUN/SHARONMS (1) FF: AB123456789 (30)
 NAME REF: TOUR ID: IT5AB3INF (9)
 FOP: CHECK (18)

(28) CP	(3) CR	(4) FLT	(5) CL	(2) DATE	BRD	OFF	(6) TIME	(7) ST	(8) F/B	(29) STAT
1.	AB	779	M	21NOV07	SIN	FRA		OK	MCR	USED
2.	AB	964	M	22NOV07	FRA	MAD		OK	MCR	USED
3.	AB	4540	M	28NOV07	MAD	MEX		OK	MCR	USED
4.	AB	4541	B	01DEC07	MEX	FRA	1400	OK	BCR	OPEN
5.	AB	3646	B	03DEC07	FRA	GRZ	1935	OK	BCR	OPEN
6.	AB	3635	B	11DEC07	GRZ	CDG	1845	OK	BCR	OPEN
7.	AB	778	B	15DEC07	CDG	SIN	2210	RQ	BCR	OPEN

VALID ON AB ONLY/DATE CHANGE ALLOWED (23)

FARE:	IT TAX	26QX TAX	21SG TAX	72RA
(14)	(16) TAX	28DE TAX	14RS TAX	3QV
	TAX	36XD TAX	30UK TAX	26ZY
	TAX	17AT TAX	9IZ TAX	33FR

TOTAL SGD IT (17)

SIN AB FRA AB MAD AB MEX M/IT AB FRA AB GRZ AB PAR AB SIN M/IT END
 ROE1.78123 (13)

1.1.4 Coupon Status Indicators

Each coupon maintained in a Validating Carrier's electronic ticket database has an associated Coupon Status Indicator which enables the Validating Carrier to identify and track the status of each coupon throughout the entire "life" of the ticket, held in the Electronic Ticket Record.

In addition, the Marketing Carrier/Operating Carrier will maintain an associated Coupon Status Indicator in the electronic ticket database.

A Coupon Status Indicator appears against each flight coupon. How these are displayed to the ticket agent will depend on the CRS/GDS provider.

1.1.4.1 Coupon Status Indicator Codes *(not to be confused with reservations status codes)*

Coupon Status Indicator codes in alphabetical order are:

A Airport Control	Indicates the Marketing or Operating Carrier has secured the ET flight coupon(s) prior to the scheduled departure. This control feature enables the Carrier holding airport control to update the coupon status indicator at the carrier/local airport level and not be dependent upon sending/receiving a link authorisation to process the passenger. The carrier holding airport control shall forward coupon status updates or return control to the Validating Carrier within 72 hours following the scheduled departure date/time for flight coupons with a current or future travel date, or within 72 hours following the date/time control is obtained for flight coupons with a past travel date.
C Checked-In	Indicates the passenger has checked in for the flight, either at a check-in desk or via electronic means such as a self service device. It may indicate that the customer has checked baggage and/or secured a boarding pass. The carrier holding airport control shall forward coupon status updates or return control to the Validating Carrier within 72 hours following the scheduled departure date/time for flight coupons with a current or future travel date, or within 7 hours following the date/time control is obtained for flight coupons with a past travel date.
E Exchanged/ Reissued	Indicates the value of the ET coupon(s) has been used in payment for a new transaction.
F Flown/Used	Indicates the journey associated with the ET flight coupon has been completed and is now eligible for billing/revenue reporting. Status is to be set by the carrier holding control only.
G Exchanged/ FIM	Indicates the ET coupon(s) has been exchanged for a Flight Interruption Manifest by a ground handler during a flight disruption.
I Irregular Operations	Indicates that for some reason a Carrier's control is being extended beyond the normal 72 hour period. This extension may not exceed 7 days from original scheduled departure.
L Lifted/ Boarded	Indicates the passenger has boarded the aircraft. The carrier holding control shall forward coupon status updates or return control to the Validating Carrier within 72 hours following the scheduled departure date/time for flight coupons with a current or future travel date, or within 72 hours following the date/time control is obtained for flight coupons with a past travel date.
N Notification	Indicates coupon data for a coupon(s) not showing a final status of E, F, P, R or X, and for which control of the coupon is not provided
O Open For Use	Indicates the ET flight coupon(s) is eligible for all coupon status updates except "T" (paper ticket).
P Printed	Indicates the ET flight coupon(s) has been converted from an electronic record to a paper document
R Refunded	Indicates the unused value of the ET flight coupon(s) has been returned/remitted to the passenger/purchaser.
S Suspended	Indicates the Validating Carrier has restricted the use of the ET flight coupon(s)
T Paper Ticket	Indicates the sale transaction was issued as a paper ticket/document with a computer generated document number
U Unavailable	Indicates that the coupon is unavailable for use as ticketed and requires additional collection

V Void	Indicates cancellation of the entire electronic sale record within the Validating Carrier's electronic ticket file
X Print Exchange	Indicates a Carrier has printed an ET with a new ticket/document number without affecting the original fare paid and the associated rules
Y Refund Taxes/ Fees/Charges Only	Indicates the Validating Carrier has determined the coupon is no longer available for use as ticketed
Z Closed	Indicates the coupon(s) is no longer usable since the fare paid did not permit changes, i.e. upgrading or reissue to a higher fare is not permitted

1.1.4.2 Interim Status Codes

Some of the above codes are temporary and can be further updated depending upon the action being carried out on the coupon(s). These interim status codes that could be updated are:

A Airport Control	O Open for Use
C Checked-in	S Suspended
I Irregular Operations	U Unavailable
L Lifted/ Boarded	Y Refund taxes/fees/charges
N Notification	

1.1.4.3 Final Status

Other status codes are irreversible and prohibit any further action to be taken on a coupon. These final status codes are:

E Exchanged/ Reissued	R Refunded
F Flown/ Used	X Print Exchange
G Exchange/ FIM	V Void
P Print	Z Closed

Note:

A carrier may choose to display either the status codes or a more detailed explanation in the display of an electronic ticket. Individual system displays will vary. Some systems provide an abbreviation of the status codes, e.g. CKIN (for checked-in), CTRL (control of coupon), IROP (Irregular Operations), etc. Other systems display these codes in detail.

The Validating Carrier will send airport control to the designated Operating Carrier(s). The coupon status "O" shall be sent. Actual coupon status shall be sent when other coupons are in final status. Coupon status "N" shall be sent for notification of other coupons.

Examples:

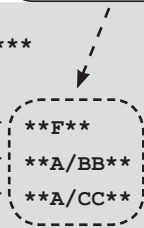
(a) Display in the Validating Carrier's system

This display shows that coupon 1 has been "FLOWN". The Validating Carrier reflects in its own electronic ticket database that "AIRPORT CONTROL" has been given to carriers BB and CC for the sectors FRA-YYZ-ORD.

Using single-letter coupon status

```

*** ETKT DISPLAY / 12MAY07 07:33 ***
-- 000 2110003081 - MULDER/HENDRIKMR - -
1. DD179 Y 11MAY07 TXLFRA 09.20 /11MAY ***F**
2. X BB873 Y 11MAY07 FRAYYZ 11.10 /11MAY ***A/BB**
3. X CC1109 L 11MAY07 YYZORD 15.00 11MAY /11MAY ***A/CC**
                                     CC 1109 L 11MAY YYZORD
  
```



OR

Using coupon status detail

△

```

*** ETKT DISPLAY / 12MAY07 07:33 ***
-- 000 2110003081 -   MULDER/HENDRIK - -
1.   DD179 Y 11MAY07 TXLFRA 09.20      /11MAY **FLOWN**
2.   X BB873 Y 11MAY07 FRAYYZ 11.10     /11MAY **AIRPORT/BB**
3.   X CC1109 L 11MAY07 YYZORD 15.00 11MAY /11MAY **AIRPORT/CC**

```

(b) Display in Operating Carrier BB's system

This display shows that coupon 1 has been "FLOWN". The Operating Carrier reflects in its own electronic ticket database that coupon 2 is "OPEN FOR USE" and coupon 3 is shown as information only.

Using a single-letter coupon status

△

```

*** ETKT DISPLAY / 12MAY07 07:33 ***
-- 000 2110003081 -   MULDER/HENDRIKMR - -
1.   DD179 Y 11MAY07 TXLFRA 09.20      /11MAY **F**
2.   X BB873 Y 11MAY07 FRAYYZ 11.10     /11MAY **O**
3.   X CC1109 L 11MAY07 YYZORD 15.00 11MAY /11MAY **N**
                                     CC 1109 L 11MAY YYZORD

```

OR

Using coupon status detail

△

```

*** ETKT DISPLAY / 12MAY07 07:33 ***
-- 000 2110003081 -   MULDER/HENDRIKMR - -
1.   DD179 Y 11MAY07 TXLFRA 09.20      /11MAY **FLOWN**
2.   X BB873 Y 11MAY07 FRAYYZ 11.10     /11MAY **OPEN**
3.   X CC1109 L 11MAY07 YYZORD 15.00 11MAY /11MAY **NOTIFICATION**

```

(c) Display in Operating Carrier CC's system

This display shows that coupon 1 has been "FLOWN". The Operating Carrier shows in its electronic ticket database that coupon 3 is "OPEN FOR USE" and coupon 2 is shown as information only.

Using a single-letter coupon status

△

```

*** ETKT DISPLAY / 12MAY07 07:33 ***
-- 000 2110003081 -   MULDER/HENDRIKMR - -
1.   DD179 Y 11MAY07 TXLFRA 09.20      /11MAY **F**
2.   X BB873 Y 11MAY07 FRAYYZ 11.10     /11MAY **N**
3.   X CC1109 L 11MAY07 YYZORD 15.00 11MAY /11MAY **O**
                                     CC 1109 L 11MAY YYZORD

```

1.1.4.4 How Coupon Status Indicators Work – (applicable to each coupon)

The following table further illustrates the use of Coupon Status Indicators. A passenger is booked on Marketing Carrier BB (flight operated by the Marketing Carrier i.e. Marketing and Operating Carrier is the same) using an ET for which Carrier AB is the Validating Carrier.

It also highlights the linkage between the coupon status indicator held in the Validating Carrier's database and the coupon status indicator reflected in the Marketing/Operating Carrier's database.

SCENARIO (single coupon)	Coupon Status in Validating Carrier's (AB) ET Data Base	Coupon Status in Marketing/Operating Carrier's (BB) ET Data Base
Example 1- Checked-In Passenger		
The ticket is issued in Validating Carrier AB's database	"O"	Coupon currently not yet available
Prior to scheduled departure time, Marketing/Operating Carrier BB obtains airport control of applicable flight coupon from Validating Carrier AB	"A" (Control given to Carrier BB)	"O"
The Passenger is checked in*	"C" (as notified by Carrier BB)	"C"
Passenger has boarded aircraft*	"L" (as notified by Carrier BB)	"L"
Passenger has flown (post departure)	"F" (as notified by Carrier BB) no further changes allowed	"F" no further changes allowed
Example 2- No Show Passenger		
The ticket is issued in Carrier AB's Database (Validating Carrier)	"O"	Coupon currently not yet available
Prior to scheduled departure time, Marketing/Operating Carrier BB obtains airport control of applicable flight coupon from Validating Carrier AB	"A" (Control given to Carrier B)	"O"
Passenger no-shows, i.e. has not checked in by time of closure of flight	"O"	Coupon given back to Validating Carrier and coupon no longer available in BB's Database
Example 3- ET Reissue		
The ticket is issued in Carrier AB's Database (Validating Carrier)	"O"	Coupon currently not yet available
Ticketing Agent (Carrier BB) wants to reissue the ticket and has requested control	"A" (Control given to Carrier BB)	"O"
Ticketing Agent (Carrier BB) has reissued ticket. Carrier BB is now the Validating Carrier of the newly reissued ticket	"E" (as notified by Carrier BB) no further changes allowed to the original Validating Carrier's coupon(s)	"E" no further changes allowed to the original Validating Carrier's coupon(s)
Example 4- ET Print Exchange		
The ticket is issued in Validating Carrier AB's Database	"O"	Coupon currently not yet available
Ticketing Agent (Carrier BB) wants to "print exchange" and has requested control	"A" (Control given to Carrier BB)	"O"
Ticketing Agent (Carrier BB) has "print exchanged" Coupon	"X" (as notified by Carrier BB) no further changes are allowed to the original Validating Carrier's coupon	"X" no further changes are allowed to the original Validating Carrier's coupon

SCENARIO	Coupon Status in ET Database				
	Coupon 1: PAR BUD		Coupon 2: BUD BJS		
	Validating Carrier (AB)	Marketing/Operating Carrier (BB)	Validating/Operating Carrier (AB)	Marketing/Operating Carriers	
BB				CC	
Example 5 - Refund by Original Issuing Carrier Routing: PAR BB BUD CC BJS					
The ticket with the routing PAR BB BUD CC BJS is issued in Validating Carrier AB's Database.	"O"	C o u p o n currently not yet available (but TKNE stored in PNR)	"O"	not yet available (but TKNE stored in PNR)	not yet available (but TKNE stored in PNR)
Passenger flew PAR-BUD on BB but now wants to discontinue his trip. He is asking the Validating Carrier to refund the remaining coupon BUD-BJS.	"F" (as notified by BB)	"F"	"A/CC"	"N"	"O"
The Validating Carrier will send a Request Control Message to the Operating Carrier (CC) to get control back.	"F"	"F"	"O" (after being given control by CC)	"N"	no longer available
The Validating Carrier (AB) can now refund its own ticket.	"F"	"F"	"R"	"N"	no longer available

*In many systems the coupon status goes directly from check-in to flown in which case the lifted status is not used as illustrated by Example 1b as follows:

SCENARIO	Coupon Status in Validating Carrier's (AB) ET Data Base	Coupon Status in Marketing/Operating Carrier's (BB) ET Data Base
Example 1b - Intermediate Status Not Exchanged between Databases		
The ticket is issued in Carrier AB's Database (Validating Carrier)	"O"	Coupon currently not yet available
Prior to scheduled departure time, Marketing/Operating Carrier BB obtains Airport Control of applicable flight coupon from Validating Carrier AB	"A" (Control given to Carrier BB)	"O"
The Passenger is checked in	"A"	"C"
Passenger has boarded aircraft	"A"	"L"
Passenger has flown (post departure)	"F" no further changes allowed	"F" no further changes allowed

1.1.5 Handling of Electronic Tickets

1.1.5.1 Concept of Control

(a) General

The term "Airport Control" is used to gain control of all applicable flight coupons for the purpose of performing all ticketing transactions in addition to check-in functions.

Control enables an airline to obtain possession of the electronic ticket flight coupons for the purpose of check-in, boarding, transporting, reissue or refund of the ticket.

The concept is based around the requirement to gain control of the electronic ticket flight value coupons before any action can be taken in the same way that a carrier has when in possession of paper ticket coupons.

Flight value coupons shall be honoured only in sequence in exactly the same manner as paper tickets.

(b) Transferring Airport Control

Only the Validating Carrier can grant control of the flight coupons to other carriers.

Control may be transferred from the Validating Carrier to a Marketing/ Operating Carrier only if there is an electronic ticket bilateral interline agreement between all carriers involved in the transaction.

All Operating Carriers participating in the itinerary will receive Airport Control of their designated flight coupon(s) from the Validating Carrier.

Any carrier that does not participate in the itinerary may request control from the Validating Carrier.

The coupon status 'O' shall be sent for coupons when Airport Control is given.

1.1.5.2 Electronic Ticket Search and Display

Any carrier can make a display request from the Validating Carrier when required (subject to bilateral agreement). This allows retrieval of all information related to the electronic ticket flight coupon(s) including the current coupon status indicator.

Primary Criteria

In order to make a display request, the primary search criterion is the ticket number.

Alternative Criteria

Alternative criteria to search for an ET display are

Date of Flight + Origin Airport/City Code + Destination Airport/City Code + Passenger Name;	<i>or</i>
Airline Designator (Marketing Carrier) Flight Number + Date of Flight + Origin Airport/City Code + Destination Airport/City Code + Passenger Name ;	<i>or</i>
Frequent Flyer Reference + Date of Flight ;	<i>or</i>
Credit Card Number + Date of Flight + Passenger Name;	<i>or</i>
Airline Confirmation Number ;	<i>or</i>
Passenger Telephone Number + Passenger Name & Date of Flight;	<i>or</i>
Passenger Check-in Identification Type (FOID) — Optional.	

Unless specified otherwise, every element in each search criteria is mandatory. When the passenger's name is used for display, the passenger's surname (family name) shall contain a minimum of the first two characters and, optionally, the given (first) name and title of the passenger.

When a carrier receives a display request and finds a match for an ET for which neither the receiving carrier nor the requesting carrier is the Validating Carrier, the response may include the Airline Designator(s) of the Validating Carrier(s).

Coupons can only be displayed from the Operating Carrier's database once they have been given the control of coupons from the Validating Carrier. Otherwise, the display shall be requested from the Validating Carrier database.

Each one of the participants of the itinerary should be able to request the display of the electronic records from other airlines database, which is necessary to carry out the different transactions related to the handling of the ticket.

Example: display of an electronic ticket

Open coupon status

NAME: MULDER/HENDRIKMR TKT: 000 2110 003081 4

CONJ: REF: 6LDNKG/XA

CP	CR	FLT	CL	DATE	BRD	OFF	TIME	ST	FARE	BASIS	BGA
1.	XA	0179	Y	11MAY07	TXL	FRA	0920	OK	Y		2PC
2.	X BB	0873	Y	11MAY07	FRA	YYZ	1110	OK	Y		2PC
3.	X CC	1109	L	11MAY07	YYZ	ORD	1500	OK	Y		2PC
4.											

NVB: 1/ 2/ 3/ 4/
NVA: 1/ 11MAY08 2/11MAY08 3/11MAY08 4/

FARE: EUR 3056.00

TX: EUR	7.54 RD	TX: EUR	17.99 RA	TX: EUR	10.72 DE
TX: EUR	12.18 CA	TX: EUR	0.64 XG	TX: EUR	9.13 SQ
TX: EUR	3.73 YC	TX: EUR	10.22 US	TX: EUR	2.31 XA
TX: EUR	5.22 XY	TX:		TX:	

EQ:

TL: EUR 3135.68

FARE CALCULATION:

BER XA X/FRA BB X/YTO CC CHI3709.96NUC3709.96END ROE0.823727

FOP: CASH

12345678 / 04MAY07/ ABC AIRLINES /

BERLIN /DE

Note: Some systems denote OPEN status by blank.

All ticketing information is found in the Agent's display e.g. ticket number, the passenger's name, the segments with carrier code, flight number, class, flight date, from/to, departure time, Not Valid Before/Not Valid After. The coupon status in the example above shows all coupons are OPEN (O), indicated by blanks.

1.1.5.3 Coupon Control

Only one airline can have "control" at any given time. If "control" has been given to Airline BB the Validating Carrier cannot pass control to Airline CC without first regaining control from Airline BB.

Hence, in order to make changes to an electronic ticket the ticket agent must be in electronic possession or "control" of the coupons to be changed just like a paper ticket. The difference, however, is that the "control" or possession of the coupon must be requested electronically from the Validating Carrier in order to prevent more than one airline using the coupon at the same time.

Coupon Status "O"

A ticket agent can accept, validate, exchange/reissue, refund or void a ticket only when the coupon status indicator is "O" indicating that the coupon is open for use.

In order to void a ticket, all coupons must have the "O" status indicator.

Print to Paper

When required, an airline is able to print their own electronic ticket coupons to a paper document using the same electronic ticket/document number as the original Electronic Ticket.

The electronic ticket coupon must be "open for use" before printing to paper. The coupon status will then change to "printed". All printed entries on the paper coupon are the same as on the original Electronic Ticket.

The code "ETKT" will be printed on the paper document to show that it is an Electronic Ticket.

Historical Record

A historical record of all electronic ticketing activity is maintained in the Validating Carrier's database and can be displayed. The ET record will be accessible in "real time" for a minimum of 7 days after all coupons are closed.

1.1.5.3.1 Handling of an ET by a Travel Agent

Electronic ticket is the standard form of ticketing. Never issue a paper ticket when an electronic ticket can be issued. Paper tickets will require additional processing, e.g. additional costs may be incurred for the processing of paper tickets.

With the ticket issuance command, a message is sent to the Validating Carrier's system to inform it, that a ticket is to be issued. This message can be accepted by the carrier or rejected if there are data elements or wrong data elements are present. When accepted, the data elements of this ticket are stored in the Validating Carrier's database.

The consequence is that for every change (i.e. voiding, exchange/reissue and refund) that shall be done to this ticket, a message is sent to the Validating Carrier's database to accept or deny the request from the travel agent.

In all cases the agent starts the inquiry about an issued ET with a display request to the Validating Carrier's database, whether the ticket is available for voiding, exchange/reissue and refund transactions or simply for informative purposes.

For all transactions done by a travel agent, the coupons need to be open:

- (a) to void the ticket, all coupons must be open;
- (b) to refund, the coupons to be refunded must show the status open. For a full refund, all coupons must be OPEN;
- (c) to reissue/exchange the ticket, the coupons to be reissued/exchanged must show the status OPEN.
(See Chapter 12 for more on endorsements/reissues and changes to passenger tickets.)

Coupons showing a final status are no longer available for any further transactions.

Final coupon status

```

NAME: MULDER/HENDRIKMR                                TKT: 000 2110 003081 4
CONJ:                                                  REF: 6LDNKU/XA
CP  CR  FLT CL DATE  BRD OFF  TIME  ST FARE BASIS BGA
1.  XA 0179 Y 11MAY07 TXL FRA 0920  OK Y   2PC  **FLOWN**
2.  X  BB 0873 Y 11MAY07 FRA YYZ 1110  OK Y   2PC  **FLOWN**
3.  X  CC 1109 L 11MAY07 YYZ ORD 1500  OK Y   2PC
4.
      NVB: 1/          2/          3/          4/
          1/ 11MAY08 2/11MAY08 3/11MAY08 4/
FARE: EUR 3056.00
TX: EUR          7.54 RD TX: EUR 17.99 RA TX: EUR          10.72 DE
TX: EUR          12.18 CA TX: EUR  0.64 XG TX: EUR          9.13 SQ
TX: EUR          3.73 YC TX: EUR 10.22 US TX: EUR          2.31 XA
TX: EUR          5.22 XY TX:
EQ:
TL: EUR 3135.68
FARE CALCULATION:
BER XA X/FRA BB X/YTO CC CHI3709.96NUC3709.96END ROE0.823727

FOP: CASH
12345678 / 04MAY07/ ABC AIRLINES /
BERLIN /DE

```

In the example above the first and second coupons have been “FLOWN”. So only the last coupon is available for reissue/exchange or refund. Voiding that ticket is no longer possible.

Intermediate status is not displayed in most cases to travel agents, i.e. when “AIRPORT CONTROL” was given to an Operating Carrier when different from the Validating Carrier, a travel agent would see that coupon as “OPEN”. When requesting the refund for that coupon, the Validating Carrier’s system will request the “AIRPORT CONTROL” back from the Operating Carrier and forward that coupon, when “OPEN” again (in the Validating Carrier’s database) to the refunding agent.

□ 1.1.5.3.2 Handling of an ET by a Ticket Handler

An Operating Carrier may elect to use a third party (Ticket Handler) to perform ticketing services in locations where they do not have their own ticketing point and where the third party uses a different system to that of the Operating Carrier. The Ticket Handler shall be an Airline with whom the Operating Carrier has an ET Interline Agreement.

The Ticket Handler shall perform the following functions on behalf of the Operating Carrier:

- Display
- Exchange/Reissue

A Ticket Handler may request to display an ET from any carrier.

An Exchange/Reissue shall be facilitated via the Operating Carrier.

1.1.5.3.3 Handling of an Electronic Ticket (Carrier)

(a) General Provisions

When it is necessary to make a change to the itinerary and/or to the fare, the ticket must be exchanged/reissued.

When a carrier does not have control of the coupon(s) to be exchanged/reissued, a Display Request to the Validating Carrier is made to verify if the coupon(s) to be exchanged/reissued is "Open for Use".

The carrier exchanging/reissuing the ticket must have control of all coupons to be exchanged/reissued.

When the applicable coupon(s) to be exchanged/reissued is not "open for use" in the database of the carrier performing the exchange/reissue transaction, the carrier shall request Airport Control from the Validating Carrier. Once the coupons are open for use the carrier is able to perform the exchange/reissue.

There is no difference in the issuance of an ET by a Validating Carrier using their own tickets and the issuance of an ET by a travel agent.

(b) Example - REISSUE BY THE VALIDATING CARRIER

Validating Carrier (XA) requests the Display from its own ET Database:

The display may be different as the carrier will also see the interim status of a coupon in its own database. In our example Coupon 1 is OPEN (O) for the Validating Carrier. The second and third coupons were given away for AIRPORT CONTROL reasons to a second and third Operating Carrier (BB and CC). The Status is "A" in the Validating Carrier's database.



```

*** ETKT DISPLAY / 11MAY07 07:32 ***
-- 000 2110003081 - MULDER/HENDRIKMR
1.  XA 0179 Y 11MAY07 TXL FRA 09.20 /11MAY **O**
2.  X BB 0873 Y 11MAY07 FRA YYZ 11.10 /11MAY **A** BB 873 Y 11MAY FRAYYZ
   *** BB HAS CONTROL OF THE COUPON ***
3.  X CC 1109 L 11MAY07 YYZ ORD 15.00 /11MAY **A** CC 1109 L 11MAY YYZORD
   *** CC HAS CONTROL OF THE COUPON ***

```

Interim coupon status

A coupon display may be accessed by the carrier by selecting the sequence number of this coupon.



```

*** ETKT COUPON DISPLAY / 11MAY07 07:33 ***
                BERSX                04MAY07                A12345678
MULDER/HENDRIKMR
TXL      XA 179 Y      11MAY 09.20  OK      11MAY
FRA
                                           ZH9UWC/1X      - LRM1N/XY
BER XA X/FRA BB X/YTO CC CHI M3709.96NUC3709.96END ROE0.823727

EUR 3056.00                VI4000000000001234
EUR  7.54 RD      EUR 17.99 RA      EUR 10.72 DE
EUR 12.18 CA      EUR  0.64 XG      EUR  9.13 SQ
EUR  3.73 YC      EUR 10.22 US      EUR  2.31 XA
EUR  5.22 XY
XA                0179/11MAY/Y/TXLFRA                00/000/00  *OPEN*

```

Single coupon display

After flying from BER (Berlin) to FRA (Frankfurt) the passenger requests a reissue of coupons 2 and 3 to another routing.

In the Validating Carrier's display, the first coupon used for TXL FRA has been changed to "F" status:

△

```

*** ETKT DISPLAY / 11MAY07 08:22 ***
-- 000 2110003081 - MULDER/HENDRIKMR
1.  XA 0179 Y 11MAY07 TXL FRA 09.20 /11MAY **F**
2.  X BB 0873 Y 11MAY07 FRA YYZ 11.10 /11MAY **A**
*** BB HAS CONTROL OF THE COUPON ***
3.  X CC 1109 L 11MAY07 YYZ ORD 15.00 /11MAY **A**
*** CC HAS CONTROL OF THE COUPON ***

```

Operating Carrier Info

XA 0179 Y 11MAY TXLFRA
BB 873 Y 11MAY FRAYYZ
CC 1109 L 11MAY YYZORD

The Validating Carrier requests a display from Carriers BB and CC's database in order to verify whether coupons 2 and 3 are available.

Validating Carrier (XA) requests the Display from BB Carrier's Database

△

```

*** ETKT DISPLAY / 11MAY07 08:22 ***
-- 000 2110003081 - MULDER/HENDRIKMR
1.  XA 0179 Y 11MAY07 TXL FRA 09.20 /11MAY **F**
2.  X BB 0873 Y 11MAY07 FRA YYZ 11.10 /11MAY **O** BB 873 Y 11MAY FRAYYZ
3.  X CC 1109 L 11MAY07 YYZ ORD 15.00 /11MAY **N**

THIS DISPLAY COMES FROM THE >>BB DATABASE<<

```

△

The display above shows the ticket in BB's system upon request by the XA system. Coupon 1 is flown, Coupon 3 shows NOTIFICATION ONLY. Coupon 2 shows open for carrier BB, as Carrier BB requested control for that coupon and that control was granted.

When requesting the AIRPORT Control from the Validating Carrier, the answer contains all coupons with their Status when final (F), all other coupons will have the status "Notification" (N) only.

Validating Carrier (XA) requests the Display from CC Carrier's Database

△

```

*** ETKT DISPLAY / 11MAY07 08:22 ***
-- 000 2110003081 - MULDER/HENDRIKMR
1.  XA 0179 Y 11MAY07 TXL FRA 09.20 /11MAY **F**
2.  X BB 0873 Y 11MAY07 FRA YYZ 11.10 /11MAY **N**
3.  X CC 1109 L 11MAY07 YYZ ORD 15.00 /11MAY **O** CC 1109 L 11MAY YYZORD

THIS DISPLAY COMES FROM THE >>CC DATABASE<<

```

The coupon status indicators displayed in the CC system requested by carrier XA above would be:

- Coupon 1 – FLOWN
- Coupon 2 – NOTIFICATION
- Coupon 3 – OPEN

After requesting Airport Control back and being granted control, the display in the Validating Carrier's database would be:

△

```

*** ETKT DISPLAY / 11MAY07 08:22 ***
-- 000 2110003081 - MULDER/HENDRIKMR
1.   XA 0179 Y 11MAY07 TXL FRA 09.20   /11MAY  **F**
2.   X BB 0873 Y 11MAY07 FRA YYZ 11.10   /11MAY  **O**
3.   X CC 1109 L 11MAY07 YYZ ORD 15.00   /11MAY  **O**
      THIS DISPLAY COMES FROM THE >>BB DATABASE<<
  
```

By reissuing coupons 2 and 3, the status will change from "O" (Open) to "E" (Exchanged):

△

```

*** ETKT DISPLAY / 11MAY07 08:22 ***
-- 000 2110003081 - MULDER/HENDRIKMR
1.   XA 0179 Y 11MAY07 TXL FRA 09.20   /11MAY  **F**
2.   X BB 0873 Y 11MAY07 FRA YYZ 11.10   /11MAY  **E**
3.   X CC 1109 L 11MAY07 YYZ ORD 15.00   /11MAY  **E**
  
```

Exchanged

Note: The transactions and displays above demonstrate one possible method to gain control and reissue Validating Carrier tickets. Different procedures and displays may apply.

(c) Example - REISSUE BY THE MARKETING/OPERATING CARRIER

When holding control of one coupon, the ticket data is stored in the Operating Carrier's System.

Taking the example 1.1.4.3. Example A:

△

```

NAME: MULDER/HENDRIKMR                                TKT: 000 2110 002081 4
CONJ:                                                  REF: 6LDNKU/XA
CP  CR  FLT CL DATE  BRD OFF  TIME  ST  FARE BASIS  BGA
1.   XA 0179 Y 11MAY07 TXL FRA 0920  OK  Y    2PC
2.   X BB 0873 Y 11MAY07 FRA YYZ 1110  OK  Y    2PC
3.   X CC 1109 L 11MAY07 YYZ ORD 1500  OK  Y    2PC
4.
      NVB: 1/          2/          3/          4/
          1/ 11MAY07 2/11MAY07 3/11MAY07 4/
FARE: EUR 3056.00
TX: EUR          7.54 RD TX: EUR 17.99 RA TX: EUR 10.72 DE
TX: EUR          12.18 CA TX: EUR 0.64 XG TX: EUR 9.13 SQ
TX: EUR          3.73 YC TX: EUR 10.22 US TX: EUR 2.31 XA
TX: EUR          5.22 XY TX:
EQ:
TL: EUR 3135.68
FARE CALCULATION:
BER XA X/FRA BB X/YTO CC CHI3709.96NUC3709.96END ROE0.823727

FOP: CASH
12345678 / 04MAY07/ABC AIRLINES /
BERLIN /DE
      THIS DISPLAY COMES FROM THE >>XA DATABASE<<
  
```

Final coupon status

Coupon 1 – final Status “**F**”

Coupon 2 – OPEN (since the carrier is holding AIRPORT CONTROL)

Coupon 3 – Notification (indicating the presence of a third coupon).

Again a reissue for Coupons 2 and 3 is requested.

The Operating Carrier requests a display from the Validating Carrier’s Database

in order to verify whether the third coupon is still available, the Operating Carrier requests a display from the Validating Carrier’s database.

Coupon status

```

NAME: MULDER/HENDRIKMR                                TKT: 000 2110 003081 4
CONJ:                                                  REF: 6LDNKU/XA
CP  CR  FLT CL DATE   BRD OFF  TIME  ST FARE BASIS BGA
1.   XA 0179 Y 11MAY07 TXL FRA 0920 OK Y   2PC
2.   X BB 0873 Y 11MAY07 FRA YYZ 1110 OK Y   2PC
3.   X CC 1109 L 11MAY07 YYZ ORD 1500 OK Y   2PC
4.
      NVB: 1/          2/          3/          4/
          1/ 11MAY08 2/11MAY08 3/11MAY08 4/
FARE: EUR 3056.00
TX: EUR          7.54 RD TX: EUR 17.99 RA TX: EUR 10.72 DE
TX: EUR          12.18 CA TX: EUR 0.64 XG TX: EUR 9.13 SQ
TX: EUR          3.73 YC TX: EUR 10.22 US TX: EUR 2.31 XA
TX: EUR          5.22 XY TX:          TX:
EQ:
TL: EUR 3135.68
FARE CALCULATION:
BER XA X/FRA BB X/YTO CC CHI3709.96NUC3709.96END ROE0.823727

FOP: CASH
12345678 / 04MAY07/ ABC AIRLINES /
BERLIN /DE

THIS DISPLAY COMES FROM THE >>XA DATABASE<<

```

As coupon 3 is open, AIRPORT CONTROL can be requested.

Meanwhile the coupon status codes in the Operating Carrier’s database will change to:

```

CP  CR  FLT CL DATE   BRD OFF  TIME  ST FARE BASIS BGA
1.   XA 0179 Y 11MAY07 TXL FRA 0920 OK Y   2PC
2.   X BB 0873 Y 11MAY07 FRA YYZ 1110 OK Y   2PC
3.   X CC 1109 L 11MAY07 YYZ ORD 1500 OK Y   2PC
4.

```

Now Carrier BB is in the position to use Coupon 2 and 3 for the reissue. After the reissue is completed the Validating Carrier is informed that the coupons have been exchanged with the coupon status of “**E**”. This is done automatically by the ticket system at the end of the transaction.

1.1.6 Passenger Itinerary/Receipt

In all cases, an itinerary/receipt must be given to the passenger. In addition, the passenger should be given a copy of the mandatory ticket notices and the notice with respect to the Warsaw Convention (see Appendix B).

In view of the fact that many electronic tickets are purchased by telephone or the internet, it is not always possible to deliver the itinerary/receipt directly to the traveller. Hence, it may be sent by mail, email or fax. If this is not possible, the itinerary/receipt together with the mandatory ticket notices shall be delivered no later than at the time of check-in for the first segment of the ticket. It is desirable to provide the itinerary/receipt to the passenger as early as is practical to departure.

There is no industry standard format for the Itinerary/Receipt document and hence each airline can develop its own layout and style, provided that the basic information is included.

The Validating Carrier shall deliver an Itinerary/Receipt(s) except for electronic tickets issued by travel agents where the issuing travel agency shall provide the Itinerary/Receipt. This copy shall include, but not be limited to, the following:

- Passenger Name
- Airline Designator or name of Marketing Carrier
- Name of the Operating Carrier when it is different from the Marketing Carrier
- Flight Number(s)
- Date of Flight(s)
- Flight Departure Time(s)
- For each flight Origin and Destination Airport/City Code(s)
- Fare (Base Amount)
- Ticket/Document Amount (BT, IT when applicable)
- Equivalent Fare Amount (when applicable)
- Form of Payment¹
- Tax/Fee/Charge Amount(s) (when present)
- Reservations Status Code(s)
- Date of Issue
- Issuing Agency/Airline-Name and Place of Issue
- Ticket/Document Number(s)
- Endorsements/Restrictions (including period of validity) (when present)
- Free Baggage Allowance (optional)
- The “Notice” contained in IATA Resolution 724, Attachment ‘A’ (see Appendix B).

Where the Validating Carrier has elected to impose additional fees and charges, such carrier shall deliver a receipt of such charges. When carrier imposed fees and charges are included on the itinerary receipt, they shall be shown separately from any taxes, fees and charges applicable to the ticket.

A notice with the following wording should be provided:

“Carriage and other services provided by the carrier are subject to conditions of carriage, which are hereby incorporated by reference. These conditions may be obtained from the issuing carrier.”

The Itinerary/Receipt is not a ticket and does not provide entitlement to travel. The Itinerary/Receipt is provided to the passenger as confirmation of the ticket that has been purchased. This may be delivered by a variety of methods, for example, email, facsimile or post. An Itinerary/Receipt may be printed on either an ATB2 type card, plain paper or any other form.

¹When the Form of Payment is a credit card, the complete credit card number may be omitted or replaced with the letter “X” except the last 4 characters.

Examples : Itinerary Receipts on ATB2 Stock

Domestic Itinerary Receipt

ATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK SUBJECT TO CONDITIONS OF CONTRACT		ETKT PASSENGER RECEIPT				PASSENGER COUPON	
	ISSUED BY ABC AIRLINES		DATE OF ISSUE 26 MAR 07	ISS. OFF. CODE 2340000	ISS. AGT. ID. FRAMN	PLA. OF ISSUE FRANKFURT	ISO DE	FF.NBR. 992003681470925
	NAME OF PASSENGER (NOT TRANSFERABLE) BONNEN/RICHARD MR		CARRIER/FLIGHT **NOT VALID FOR**	CLASS/DATE **TRANSPORTATION**	TIME **RETAIN THIS RECEIPT THROUGHOUT YOUR JOURNEY**	RES. INVALID BEFORE **TRANSPORTATION**	INVALID AFTER **TRANSPORTATION**	NAME OF PASSENGER BONNEN/RICHARD MR
	FF 992003681470925		ISSUED IN EXCHANGE FOR		PNR CODE ZJOHGF/YY		CONJ. TKT. NO.	
	FARE CALCULATION FRA XB MUC221.00EUR221.00END		216.51 ANTEIL EUR BRUTTO 251.15: 16%MWST 34.64; NETTO 216.51		FORM OF PAYMENT CASH		ADDITIONAL SEAT INFORMATION	
	FARE EUR221.00		EQUIV. FARE PAID		STOCK CONTROL NUMBER TX 78900026800001		BAGGAGE ID NO. NOT VALID FOR TRAVEL	
	TAX/RECHARGE EUR7.48YO		PCS CK.WT. UNCK. WT.		DOCUMENT NUMBER 0 000 2143459241 4		CK	
	TAX/RECHARGE EUR13.84RD		FORM OF PAYMENT CASH		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		0 000 2143459241 4	
	TAX/RECHARGE EUR8.83DE		*****		*****		*****	
	TOTAL EUR251.15		*****		*****		*****	

International Conjunctive

ATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK SUBJECT TO CONDITIONS OF CONTRACT		ETKT PASSENGER RECEIPT				PASSENGER COUPON	
	ISSUED BY ABC AIRLINES		DATE OF ISSUE 04 APR 07	ISS. OFF. CODE 2340000	ISS. AGT. ID. DUSSX	PLA. OF ISSUE DUESSELDORF	ISO DE	FF.NBR. 4011245674567659
	NAME OF PASSENGER (NOT TRANSFERABLE) BONNEN/WALTER MR		CARRIER/FLIGHT **NOT VALID FOR**	CLASS/DATE **TRANSPORTATION**	TIME **RETAIN THIS RECEIPT THROUGHOUT YOUR JOURNEY**	RES. INVALID BEFORE **TRANSPORTATION**	INVALID AFTER **TRANSPORTATION**	NAME OF PASSENGER BONNEN/WALTER MR
	FF 4011245674567659		ISSUED IN EXCHANGE FOR		PNR CODE X34C6W/YY		CONJ. TKT. NO.	
	FARE CALCULATION DUS XB NYC1795.46XB FRA(XB SIN2305.47XB FRA2305.47) XB DUS1795.46NUC8201.86END ROE 0.909790XT 25.21RA12.78DE4.59YC2.85XA 6.43XY7.35Y02.30AY10.89SG2.75XF EWR3		216.51 ANTEIL EUR BRUTTO 251.15: 16%MWST 34.64; NETTO 216.51		FORM OF PAYMENT CASH		ADDITIONAL SEAT INFORMATION	
	FARE EUR7462.00		EQUIV. FARE PAID		STOCK CONTROL NUMBER TX 78900026800012		BAGGAGE ID NO. NOT VALID FOR TRAVEL	
	TAX/RECHARGE EUR29.40YO		PCS CK.WT. UNCK. WT.		DOCUMENT NUMBER 0 000 2143459240 4		CK	
	TAX/RECHARGE EUR10.05RA		FORM OF PAYMENT CASH		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		0 000 2143459241 4	
	TAX/RECHARGE EUR75.15XT		*****		*****		*****	
	TOTAL EUR7576.60		*****		*****		*****	



ELECTRONIC TICKET
PASSENGER ITINERARY/RECEIPT

NAME: HAWKINS/ROGER MR ETKT NBR: 000 6212517168

ISSUING AIRLINE: ABC AIRLINES
ISSUING AGENT: FUN TRAVEL SE /TX99HCA
DATE OF ISSUE: 23SEP05 IATA: 96-000000

BOOKING REFERENCE: CMNIXC/AB BOOKING AGENT: TX99HCA
INVOICE NBR: 0001761

DATE	AIRLINE	FLT	CLASS	FARE BASIS	STATUS
2ONOV	ABC AIRLINES	771	BUSN EXC	JFL10W	CONFIRMED
	LV: STOCKHOLM ARLANDA		AT: 0700	DEPART: TERMINAL 2	
	AR: LONDON HEATHROW		AT: 0850	ARRIVE: TERMINAL 1	
	BAGS: 30K				

FARE CALC: STO AB LON852.66NUC852.66END ROE7.775618

FORM OF PAYMENT: CA
FARE: SEK6630 T/F/C: 142YA T/F/C:
TOTAL: SEK6772

POSITIVE IDENTIFICATION REQUIRED FOR AIRPORT CHECK-IN

TRANSPORTATION AND OTHER SERVICES PROVIDED BY THE CARRIER ARE SUBJECT TO CONDITIONS OF CONTRACT AND OTHER IMPORTANT NOTICES. PLEASE ENSURE THAT YOU HAVE RECEIVED THESE NOTICES, AND IF NOT, CONTACT THE TRAVEL AGENT OR ISSUING CARRIER TO OBTAIN A COPY PRIOR TO THE COMMENCEMENT OF YOUR TRIP.

NOTICE

IF THE PASSENGER JOURNEY INVOLVES AN ULTIMATE DESTINATION OR STOP IN A COUNTRY OTHER THAN THE COUNTRY OF DEPARTURE, THE WARSAW CONVENTION MAY BE APPLICABLE AND THIS CONVENTION GOVERNS AND ON MOST CASES LIMITS THE LIABILITY OF CARRIERS FOR DEATH OR PERSONAL INJURY AND IN RESPECT OF LOSS OF OR DAMAGE TO BAGGAGE.

1.1.7 Form of Passenger Check-In Identification

Prior to transporting a passenger using an electronic ticket, the Operating Carrier is required to positively confirm the identity of the passenger.

It is necessary to advise the passenger that an acceptable form of identification must be presented at check-in. Acceptable forms of identification (FOID) include but are not limited to:

- a passport;
- a national identity card;
- a driver's licence with photograph;
- employment identification with photograph;
- PNR record locator;
- printed itinerary/receipt from the internet;
- integrated circuit (SMART) card (at the option of the Marketing Carrier);
- the credit card used to purchase the ticket or other valid credit card.

When the FOID is a credit card include the appropriate two-letter vendor code of the credit card.

In an Electronic Ticket, the Passenger Check-in (FOID) is an optional field used by the airline to index data for automatic airport check-in. This field may be comprised of the following three data elements:

- Owner or issuer of the form of identification, e.g., VI for VISA card, US for country code, etc.
- The actual form of identification number, e.g., 372810577909 for credit card number.
- Code to specify the type of form of identification as defined in AIRIMP, e.g., CC for credit card, FF for frequent traveler, etc.

Example:

Using passport details

===== Form of Identification : NI/DE2202165145 =====

DUS 05MAY08 A12345678

KING/VANESSAMS

DUS DD 0010 F 05MAY08 1100 OK Y2 05MAY 20K

VIE

FARE RESTRICTIONS APPLY

7LDNKG/BB

DUS BB VIE 789.09CC DUS789.09NUC1578.18END ROE0.823727

EUR 1300.00 NONREF

EUR 9.15RA EUR 3.79DE

CPN: 1 000 2165455340 0

EUR 1312.94 =====

BB0156/04MAY/Y/DUSVIE 01/015/00 ** C **

1.1.8 Infant Ticketing

An infant flight coupon shall be associated to the accompanying adult's flight coupon using the "In Connection With" data element.

When the infant ET is generated the infant SSR (Special Services) TKNE data shall be sent to the adult PNR.

All subsequent coupon status updates occurring to the associated adult flight coupon may also occur to the infant flight coupon. If there is a change to the adult flight coupon that is not required for the infant flight coupon, the latter may be disassociated from the adult flight coupon.

1.2 ACCESS TO PASSENGER DEPARTURE AREAS

For most international travel, only passengers are allowed access to departure lounges and gates.

The normal mechanism for obtaining such access is to show a ticket or boarding pass. With electronic ticketing, the only document issued may be the Itinerary/Receipt, which may or may not be acceptable at a particular airport.

However, for a variety of reasons, it is likely, but not mandatory, that many airlines will continue to issue a boarding document for international passengers. If a boarding pass is issued, the code "ETKT" will be printed to indicate that it applies to an Electronic Ticket. The ET document number may also be printed on the boarding pass.

The issue of such a boarding pass would facilitate access to departure areas, entitlement for duty free purchases, etc. as is the case today.

1.3 ADDITIONAL TRANSACTIONS

1.3.1 Reservations Change

An electronic ticket may be updated with new flight details when the reservation has been changed and there is no change in routing or fare. The new flight must also be eligible for electronic ticketing.

See 12.13 for a sample scenario.

1.3.2 Exchange/Reissue

An electronic ticket is reissued/exchanged in exactly the same manner as a paper ticket. Except for the endorsement procedures, all procedures relating to the recalculation and reissue of the ticket are the same.

There are three possibilities:

- (a) electronic ticket to a new electronic ticket;
- (b) electronic ticket to a paper ticket;
- (c) a paper ticket to an electronic ticket.

The carrier reissuing/exchanging the ticket must have control of all the relevant coupons and such coupons must be 'open for use'.

1.3.3 Carrier Print to Paper

Electronic tickets should under normal circumstances be processed electronically and there should normally not be any requirement to print an electronic ticket coupon to paper. However in certain circumstances it may become necessary for a carrier to print an electronic ticket coupon to paper. This coupon is then used and processed in the same manner as a paper ticket coupon.

Situations necessitating a carrier print to paper could be as follows:

- (a) A passenger requests carriage on a different carrier and the validating carrier does not have an electronic ticketing interline agreement with the new carrier.
- (b) A carrier experiences an irregular operation and wishes to reroute the passengers on to a carrier with whom they do not have an interline electronic ticket agreement.

Only the airline designated as the validating carrier is authorised to print a coupon to paper.

The coupon must be 'open for use' in order that a print transaction can be performed.

The ticket number remains the original electronic ticket number. It is not necessary to print all remaining electronic coupons since it is possible to print only those coupons affected by the change.

When the electronic coupon is printed to paper this coupon will then be considered to be in 'final status' and no further changes can be made to the original electronic coupon.

Note: There is no sales reporting of this printed coupon since the original transaction was reported as an electronic ticket.

When an electronic ticket is printed to paper the letters ETKT will be imprinted to indicate that the original ticket was issued electronically. This functionality can be applied equally to ATB2 and TAT tickets. However, a print exchange is required when printing an electronic flight coupon(s) on TAT stock with preprinted



document numbers.

1.3.4 Print Exchange

A Print Exchange is used when it is necessary to print an electronic ticket flight value coupon(s) and the ticket number on the paper stock differs from the ticket number of the electronic ticket flight value coupon(s).

A carrier doing a print exchange must have control of the relevant coupon(s) and such coupons must be 'open for use'.

When an electronic ticket is print/exchanged to paper the letters ETKT will be imprinted to indicate that the original ticket was issued electronically.

1.3.5 Refunds

△ As with paper tickets, electronic tickets may also be refundable. Coupons eligible for refund must either be 'Open for Use' (O), under 'Airport Control' (A) or available for 'Refund of Taxes/Fees/Charges Only' (Y).

1.3.6 Settlement Authorisation Code

△ When the Marketing or Operating carriers sends a message advising the Validating Carrier that the passenger has travelled with 'Flown' status, the Validating Carrier generates a Settlement Authorisation Code (SAC) authorising billing.

The Marketing or Operating carrier receives the "SAC" code from the Validating Carrier to use for final settlement and collection of the money for the flown ET coupon.

The SAC is a reference number generated by the Validating Carrier authorising settlement of a coupon(s), e.g. coupon status change to E, F, P, V or X. This is also generated when a Refund Cancel message is processed.

A single Settlement Authorisation Code shall be sent per passenger for all coupons of a ticket/document number within a request for change of coupon status.

Characters 1 through 4 of the 14-character code shall be the 3/4-character airline accounting code. The airline accounting code shall be that of the Validating Carrier when responding to an agent request.

When a 3-character airline accounting code is used, position 1 shall be blank. The remaining 10 characters are left to the discretion of the Validating Carrier.

Example:

Settlement Authorisation Code

```

TKT - 0002127673622          RCI-          LOC-6LBT3V
OD-TIJTIJ          FCMI-1  POI-MVD  DOI-17JAN08  IOI- -94990556
  1. RAMIREZ/PEDROMR          ADT          S I
  1  O  MVD  BB  901  Y   20JAN08  1705  OK  Y   O   10JAN  2PC
  2  X  SCL  BB  196  Y   20JAN08  2355  OK  YW2 O   10JAN  2PC
  3  O  MEX  CC  176  Y   22JAN08  1430  OK  YW2 F   10JAN  2PC
          TIJ
FARE:  R   USD  1347.00
TAX    PD    11.30 UY
TAX    PD    63.60 XO
TAX    PD          XT
TOTAL  USD    161.30A
FC TIJ CC MEX BB SCL M451.34EE BUE EE MVD Q25.00M84.50BB X/SCL Q25.00BB MEX CC
TIJ M601.34 1S75.00NUC1346.60END ROE1.00
000PD XT40.40XD38.90SV
0003336618397TIJ12OCT07/94990556
AX370788502911000/0807/1692163  CASH
SAC-045PCRFNA9CUU

```


CHAPTER 2 – PASSENGER TICKET ENTRIES



Note: At present there are still many different types of passenger tickets namely manual, automated transitional automated tickets (TAT/OPTAT), automated tickets and boarding pass (ATB/OPATB) and Electronic Tickets. However, handwritten tickets are no longer issued by travel agents under the IATA Billing and Settlement Plans. Effective from 01 January 2008 all tickets issued by travel agents will be issued only as electronic ticket transactions.

2.1 GENERAL INSTRUCTIONS

- 2.1.1 A separate flight coupon is required for each change of carrier and for each portion of the journey where a change of flight, change in RBD or a stopover is involved.
- 2.1.2 All tickets issued initially in conjunction with one another shall be of the same form code and shall be completed in numeric sequence.
- 2.1.3 If the ticket contains more coupons than are required, the appropriate flight coupon(s) shall be marked "VOID".
- 2.1.4 Except when an electronic ticket is issued, the issuing office will deliver the ticket to the passenger or the passenger's representative with all the flight coupons intact (except "VOID" or surface coupons). Failure to comply with this will result in the issuing office being responsible for any fare difference from the actual origin of travel. When an electronic ticket is issued the issuing office shall ensure that the passenger receives an itinerary/receipt and is provided with all the mandatory ticket notices.
- 2.1.5 Always issue a separate passenger ticket for each passenger. This is also true for an electronic ticket which should be limited to one passenger only.
- 2.1.6 Adhere strictly to all Ticketing Time Limit requirements established by the carrier.
- 2.1.7 Dates shall be composed of two numerics for day followed by first three letters of month and for electronic tickets, followed by the last two digits of the year
- 2.1.8 Country codes used to identify taxing countries, shall be those established by the International Standards Organization (ISO).
- 2.1.9 Currency codes imprinted on tickets will be the IATA approved codes.
- 2.1.10 Special codes used to identify special TFCs shall be those established by IATA.
- 2.1.11 Flight coupons must be honoured only in sequence as shown on the passenger coupon, or in the case of electronic tickets as stored in the electronic ticket record, and such flight coupon(s) shall not be accepted for carriage, exchange or refund and, in the case of paper tickets, are not valid unless accompanied by the passenger coupon. In the case of a refund, the passenger coupon and all unused flight coupons must be either surrendered or endorsed "REFUNDED". The Ticket is valid only for the transportation as shown on the Ticket, from the place of departure via any Agreed Stopping Places to the final destination. The Ticket will not be honoured and will lose its validity if all the Coupons are not used in the sequence provided in the Ticket.
- 2.1.12 The fare paid shall be that which is applicable when international travel actually commences in the country of the point of origin shown on the ticket.
If international travel actually commences in a different country, the fare must be reassessed from such country.
- 2.1.13 A paper ticket is not valid for transportation unless it has been properly validated.
- 2.1.14 When the itinerary to be ticketed is e-ticket eligible and it is technically and/or procedurally feasible an ET shall be issued.

2.2 TICKET FORMATS

△ Effective 01 January 2008 only electronic tickets will be issued in the BSP environment.

During the transition period when paper tickets are issued, the standard method of ticketing is either the Transitional Automated Ticket (TAT/OPTAT) or the Automated Ticket and Boarding Pass (ATB/OPATB) used in ticket imprinting devices where data is computer generated.

You may encounter variations of these formats but the essential elements will always be the same. Electronic tickets will have this information stored in the “data elements” of the electronic ticket record.

An electronic ticket is used in exactly the same way as a paper ticket. However, instead of processing a paper document, all the data relating to the passenger’s itinerary, fare, class, payment and TFCs, etc., is stored in an ET record in the database of the Validating (i.e. issuing/plating) Carrier.

2.2.1 TAT and OPTAT Tickets

Transitional Automated Ticket (TAT)

ISSUED BY ABC AIRLINES		PASSENGER TICKET AND BAGGAGE CHECK				ORIGIN/DESTINATION (19)						
ENDORSEMENTS/RESTRICTIONS (CARBON) (23)		SUBJECT TO CONDITIONS AS SET OUT IN THIS TICKET				AIRLINE DATA (29)		(24)				
		FLIGHT COUPON NO. 1				ISSUED IN EXCHANGE FOR (21)						
NAME OF PASSENGER (1)		TOUR CODE (12)		CONJUNCTION TICKET(S) (20)								
X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
FROM	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	
TO												
TO												
TO												
		BAGGAGE CHECKED	UNCHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.	UNCHECKED
FARE	(14)	FARE CALCULATION										
EQUIV. FARE PD.	(15)	(13)										
TAX/FEES/CHARGE	(16)											
TAX/FEES/CHARGE	(17)											
TOTAL		FORM OF PAYMENT (18)										
		ORIGINAL ISSUE (22)										

Off Premise Transitional Automated Ticket (OPTAT)

ISSUED BY		CONJUNCTION TICKET(S) (20)				ORIGIN/DESTINATION (19)		(24)				
ENDORSEMENTS/RESTRICTIONS (23)		Passenger ticket and baggage check Subject to conditions of Contract in this ticket				BOOKING REF. (19)		AUDIT CPN				
PASSENGER NAME (NOT TRANSFERABLE) (1)		DATE OF ISSUE (25)				ISSUED IN EXCHANGE FOR (21)						
X/O	NOT GOOD FOR PASSAGE FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	SPLITTING	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
TO	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	
TO												
TO												
TO												
		BAGGAGE CHECKED	UNCHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.	UNCHECKED
FARE	(14)	FARE CALCULATION (13)										
EQUIV. FARE PD.	(15)											
TAX/FEES/CHARGE	(16)											
TAX/FEES/CHARGE	(17)											
TOTAL		FORM OF PAYMENT (18)										
		APP. CODE (28)					TOUR CODE (12)					
A.L. AGENT INFO	(17)	CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	ORIGINAL ISSUE (22)						
CONTROL NO.	(27)			3336618398 1								
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

★ This space reserved for identification of party supplying the stock e.g. IATA-BSP.

△ **Note:** The Audit and Agent coupon, if any, of the automated carbonised Billing and Settlement Plan (BSP) tickets issued by travel agents (OPTAT) will carry an overprint detailing the date by which the document must be issued. The document must not be issued after 31 December 2007. The overprint will read “VALID ONLY IF ISSUED BEFORE 01JAN08”.

2.2.2 Quick Reference Guide to Completion of Transitional Automated Tickets (TAT)

Box	Description	Paragraph
①	Passenger's surname (family name) followed by an oblique, the given (first) name and, optionally, the title. When the given (first) name is not available or there is insufficient space on the ticket, the given (first) name may be replaced by the initials	2.3
②	Passenger's itinerary. If no stopover is made, "X" precedes the city name, in the "X/O" column. If the ticket includes more coupons than required, "VOID" appears in the unused boxes	2.4
③	Official airline designator	2.5.1
④	Flight number followed by the applicable RBD	2.5.2
⑤	Scheduled date of departure in numerics followed by first three letters of month, e.g. 05MAR	2.5.3
⑥	Local departure time	2.5.4
⑦	Reservation status code	2.5.5
⑧	Codes representing the fare paid against the applicable segment. The prime code is followed, if necessary, by seasonal and/or fare type codes and/or passenger type codes, e.g. CH, AD, if applicable. There is a single box for the fare basis codes	2.6
⑨	Earliest return date, if any, in the applicable box for each segment of the itinerary	2.8.1
⑩	Date by which travel must be commenced/completed for each segment of the itinerary	2.8.2
⑪	Free baggage allowance or leave blank	2.9.1
⑫	Official tour code number in case of an Inclusive Tour or Bulk Inclusive Tour	2.7
⑬	Fare calculation when required	2.22.7
⑭	Applicable fare preceded by the currency code ¹	2.10
⑮	Amount of fare preceded by the currency code in which it is collected when payment is in a currency other than that shown in the fare box or other than that of the country of sale ¹	2.11
⑯	Tax(es), fee(s) and charge(s) (TFCs)	2.12
⑰	Sum of fare and TFCs in the currency collected ¹	2.13
⑱	Appropriate form of payment code(s). When a ticket is issued in exchange, imprint the new form of payment, if applicable, followed by the code(s) from the previous document. (For credit card imprint "CC" only)	2.14
⑲	Journey origin and destination city codes. When space does not suffice in the fare box, imprint the currency code of the fare	2.15
⑳	Document number of all ticket(s) issued to cover passenger's complete itinerary	2.17
㉑	Form and serial number of document being exchanged	2.18.1
㉒	Number of the original document, place and date (including year) of issue plus agent's numeric code (if any) of the original document	2.18.2
㉓	Use for endorsing ticket, recording special ticket restrictions/information and showing requested flight when necessary	2.19
㉔	Validation area	2.20
㉕	Date of issue – OPTAT only.	
㉖	Accounting details – OPTAT only.	
㉗	Accounting details – OPTAT only.	
㉘	Credit card approval code – OPTAT only.	
㉙	Airline data	2.16

¹If the fare amount is greater than the space available, the currency code may be omitted.

2.2.3.2 Quick Reference Guide to Completion of Automated Ticket/Boarding Pass (ATB1)¹

Box	Description	Paragraph
①	Passenger's surname (family name) followed by an oblique, the given (first) name and, optionally, the title. When the given (first) name is not available or there is insufficient space on the ticket, the given (first) name may be replaced by the initials	2.3
②	Segment to be flown. If no stopover is made, "X" precedes the city name	2.4
③	Official airline designator	2.5.1
④	Flight number followed by the applicable RBD	2.5.2
⑤	Scheduled date of departure in numerics followed by first three letters of month, e.g. 05MAR Optionally, on boarding pass portion only, the last digit of the year may be printed, e.g. 05MAR7	2.5.3
⑥	Local departure time	2.5.4
⑦	Reservation status code	2.5.5
⑧	Codes representing the fare paid for the segment. The prime code is followed, if necessary, by seasonal and/or fare type codes and/or passenger type codes, e.g. CH, AD, if applicable. There is a single box for the fare basis codes	2.6
⑨	Official tour code number in case of an Inclusive Tour or Bulk Inclusive Tour	2.7
⑩	Earliest return date, if any	2.8.1
⑪	Date by which travel must be commenced/completed	2.8.2
⑫	Free baggage allowance or leave blank	2.9.1
⑬	The following data is imprinted sequentially in the variable data fields separated by an oblique: FP Form of payment – use code "EX" followed by the number of the document accepted in exchange for the new document OR Original issue – imprint place, date and agent's numeric code only as document number shown as "EX" in "FP" element. Imprint document number only if carried forward from previously reissued tickets FC Fare calculation – when required	2.14 2.18.2 2.10
⑭	Fare amount	2.11
⑮	Amount of fare preceded by the currency code in which it is collected when payment is in a currency other than that shown in the fare box or other than that of the country of sale	2.11.1
⑯	Tax(es), fee(s) and charge(s) (TFCs)	2.12
⑰	Sum of fare and TFCs in the currency collected	2.13
⑱	Computer generated information	
⑲	Data (imprinted at time of check-in).	
⑳	Seat number.	
㉑	Flight coupon number.	
㉒	Total number of flight coupons issued.	
㉓	F.C.I. (Fare Calculation Mode Indicator)	2.21

¹Not applicable to IATA, ATA only.



2.2.3.3 ATB2

Automated Ticket/Boarding Pass – Version 2 (ATB2)

ATB2	03 PASSENGER TICKET AND BAGGAGE CHECK SUBJECT TO CONDITIONS OF CONTRACT										PASSENGER COUPON									
	ISSUED BY ABC AIRLINES										NAME OF PASSENGER (1)									
	ISS. AGT. ID. (24) DATE OF ISSUE (26) ISS. OFF. CODE (24) ISI (25) ISQ (24)										NAME OF PASSENGER (1)									
	NAME OF PASSENGER (NOT TRANSFERABLE) (1)										NAME OF PASSENGER (1)									
	FROM (2) TO (2)										FROM (2) TO (2)									
	CARRIER/FLIGHT (3) (4) CLASS/DATE (5) TIME (6) RES. INQUIRY BEFORE (7) INVALID PERMIT (11)										BOARD TIME (27)									
	ENDORSEMENTS/RESTRICTIONS (13)										GATE (27) BOARD TIME (27) SEAT (28) SMOKE (28)									
	ORIGINAL ISSUE (15) ISSUED IN EXCHANGE FOR (16)										CARRIER/FLIGHT (3) (4) CLASS/DATE (5) TIME (6)									
	FARE CALCULATION (18)										GATE (27) BOARD TIME (27) SEAT (28) SMOKE (28)									
	FARE (19) EQUIV. FARE PAID (20) FORM OF PAYMENT (21)										ADDITIONAL SEAT INFORMATION									
TAX/FEE/CHARGE (22) PCS CK. WT. UNCK. WT. (21)										PCS CK. WT. UNCK. WT. SEQ. NO. PCS CK. WT. UNCK. WT. (29)										
TAX/FEE/CHARGE (22) STOCK CONTROL NUMBER TX (78900026800001)										BAGGAGE NR. (29)										
TAX/FEE/CHARGE (22) DOCUMENT NUMBER (30)										DOCUMENT NUMBER (30)										
TOTAL (23)										DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE										

2.2.3.4 OPATB2

Off Premises ATB (OPATB2)

OPATB2	03 PASSENGER TICKET AND BAGGAGE CHECK SUBJECT TO CONDITIONS OF CONTRACT										PASSENGER COUPON									
	ISSUED BY (24) BSP-XB										NAME OF PASSENGER (1)									
	ISS. AGT. ID. (24) DATE OF ISSUE (26) ISS. OFF. CODE (24) ISI (25) ISQ (24)										NAME OF PASSENGER (1)									
	ISS. AGT. IN PLACE OF ISSUE (26)										NAME OF PASSENGER (1)									
	NAME OF PASSENGER (NOT TRANSFERABLE) (1)										NAME OF PASSENGER (1)									
	FROM (2) TO (2)										FROM (2) TO (2)									
	CARRIER/FLIGHT (3) (4) CLASS/DATE (5) TIME (6) RES. INQUIRY BEFORE (7) INVALID PERMIT (11)										BOARD TIME (27)									
	ENDORSEMENTS/RESTRICTIONS (13)										GATE (27) BOARD TIME (27) SEAT (28) SMOKE (28)									
	ORIGINAL ISSUE (15) ISSUED IN EXCHANGE FOR (16)										CARRIER/FLIGHT (3) (4) CLASS/DATE (5) TIME (6)									
	FARE CALCULATION (18)										GATE (27) BOARD TIME (27) SEAT (28) SMOKE (28)									
FARE (19) EQUIV. FARE PAID (20) FORM OF PAYMENT (21)										ADDITIONAL SEAT INFORMATION										
TAX/FEE/CHARGE (22) PCS CK. WT. UNCK. WT. (21)										PCS CK. WT. UNCK. WT. SEQ. NO. PCS CK. WT. UNCK. WT. (29)										
TAX/FEE/CHARGE (22) STOCK CONTROL NUMBER TX (95493080472936)										BAGGAGE NR. (29)										
TAX/FEE/CHARGE (22) DOCUMENT NUMBER (30)										DOCUMENT NUMBER (30)										
TOTAL (23)										DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE										

THIS TICKET IS NOT VALID UNLESS ACCOMPANIED BY THE PASSENGER'S BAGGAGE CHECK. THIS TICKET IS NOT VALID UNLESS ACCOMPANIED BY THE PASSENGER'S BAGGAGE CHECK. THIS TICKET IS NOT VALID UNLESS ACCOMPANIED BY THE PASSENGER'S BAGGAGE CHECK.

2.2.3.5 Quick Reference Guide to Completion of Automated Ticket/Boarding Pass (ATB2)

Box	Description	Paragraph(s)
①	Passenger's surname (family name) followed by an oblique, the given (first) name and, optionally, the title. When the given (first) name is not available or there is insufficient space on the ticket, the given (first) name may be replaced by the initials	2.3
②	Segment to be flown. If no stopover is made, "X" precedes the city name	2.4
③	Official two-character/three-letter carrier designator	2.5.1
④	Flight number followed by the applicable RBD	2.5.2
⑤	Scheduled date of departure in numerics followed by first three letters of month, e.g. 05MAR Optionally, on boarding pass portion only, the last digit of the year may be printed, e.g. 05MAR7	2.5.3
⑥	Local departure time	2.5.4
⑦	Reservation status code	2.5.5
⑧	Codes representing the fare paid for the segment. The prime code is followed, if necessary, by seasonal and/or fare type codes and/or passenger type codes, e.g. CH, AD, if applicable. There is a single box for the fare basis codes	2.6
⑨	Official tour code number in case of an Inclusive Tour or Bulk Inclusive Tour	2.7
⑩	Earliest return date, if any	2.8.1
⑪	Date by which travel must be commenced/completed	2.8.2
⑫	Free baggage allowance or leave blank	2.9.1
⑬	Endorsements/Restrictions	2.19
⑭	PNR reference number	2.16
⑮	Original issue – number of original document, place and date (including year) of issue plus agent's numeric code (if any) of the original document	2.18.2
⑯	Document number of exchanged document(s)	2.18
⑰	Conjunction ticket number(s)	2.17
⑱	Fare calculation – when required	2.10
⑲	Fare amount	2.11
⑳	Amount of fare preceded by the currency code in which it is collected when payment is in a currency other than that shown in the fare box or other than that in the country of sale	2.11.1
㉑	Form of Payment	2.14
㉒	Tax(es), fee(s) and charge(s) (TFCs)	2.12
㉓	Sum of fare and TFCs in the currency collected	2.13
㉔	Computer generated information.	
㉕	International Sale Indicator – Leave Blank	2.10.6.29
㉖	Date and place of issue	2.20.21
㉗	Gate and boarding time (imprinted at time of check-in).	
㉘	Seat number and smoking/no smoking indicator.	
㉙	Baggage details (imprinted at time of check-in)	2.9.2
㉚	Computer generated ticket number.	
㉛	F.I. (Fare Calculation Mode Indicator)	2.21

Note: For completed ATBs see 2.2.5.



2.2.4 Manual Handling of the ATB

- (a) The larger left-hand portion is the flight coupon, and the smaller right-hand portion is the boarding pass. If your airline does not use ATB boarding passes, **you should still detach the boarding pass stub when the passenger is checking in and return the stub to him or her.** These boarding pass stubs together form the passenger coupon and are the only record of the flights that the passenger has at the end of the trip;
- (b) do not staple anything to the ATB or fold or tear it. This is because an airline that wishes to automatically read the ATB coupons in a magnetic stripe reader, may not be able to if there are staples, folds or tears in it. Also, it is not a good idea to place rubber stamp endorsements along the top of the ATB for the same reasons. They should go in the “Endorsements” box or somewhere in the center of the flight coupon portion;
- (c) do not write on the ATB coupons with a ballpoint pen. If the area on the front over the magnetic stripe is written on, the pen makes an impression into the magnetic stripe, which could result in inability to read it in a magnetic stripe reader;
- (d) as the ATB is not a carbonised document, when baggage details are imprinted at check-in time, be sure to repeat them on each flight coupon covering the flights over which baggage is being checked;
- (e) ATBs are fastened together by the issuing airlines in different ways. Some are stapled together by the left-hand binding stub, some are fastened with self-adhesive binding, and some have the coupons loose in a wallet or special envelope. When accepting ATBs from a passenger, check to make sure that you are processing the correct flight coupon, as they may be out of sequence;
- (f) normally, the last coupon in the ATB set given to the passenger, is the “Passenger Receipt”, which is not valid for transportation;
- (g) for legal purposes, all of the boarding pass stub(s) of the ATB are the “Passenger Coupon” and should be retained by the passenger for that purpose. A “Notice” to that effect is printed on the reverse side of the boarding pass portion.

Finally, think of the ATB document as a normal ticket, but follow above guidelines for easy handling.

2.2.5 Completed Sample of an Automated Ticket/Boarding Pass — Version 2 (ATB2)

PASSENGER TICKET AND BAGGAGE CHECK <small>SUBJECT TO CONDITIONS OF CONTRACT</small>				PASSENGER TICKET AND BAGGAGE CHECK <small>PASSENGER COUPON</small>			
ISSUED BY ABC AIRLINES		DATE OF ISSUE 14AUG07		ISSUING OFFICE CODE 81490710		ISSI CH	
NAME OF PASSENGER (NOT TRANSFERABLE) PECKMAN/LEA MRS		ISS. AGENT ID. ZRHSL		PLACE OF ISSUE ZURICH		NAME OF PASSENGER PECKMAN/LEA MRS	
FROM X BARCELONA		FARE BASIS YXPX		TOUR CODE FCI 0		XO FROM X BARCELONA	
TO IBIZA		CARRIER/FLIGHT BB 345		CLASS/DATE Y 06SEP1200		XO TO IBIZA	
ENDORSEMENTS/RESTRICTIONS RESERVATION MAY NOT BE CHANGED		STATUS NOT VALID BEFORE OK 06SEP 03DEC		STATUS NOT VALID AFTER OK 06SEP 03DEC		NO NAME AIRWAYS	
ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR		PNR CODE J6UJZM/YY		CARRIER/FLIGHT BB 345	
FARE CALCULATION ZRH AB X/BCN BB IBZ M172.09BB X/BCN AB ZRH		FORM OF PAYMENT AX XXXXXXXXXXXX1007/NON REF		CONL. TKT. NO.		CLASS/DATE Y 06SEP 1200	
FARE CHF478.00		EQUIV. FARE PAID		FORM AND SERIAL NUMBER 20K		GATE BOARDING TIME SEAT SMOKE	
TAX/FEES/CHARGE CHF 15.50CH		STOCK CONTROL NUMBER TX 78912340000013		CPN 2		AIRLINE 000	
TAX/FEES/CHARGE CHF 19.00ES		FORM AND SERIAL NUMBER 2143459241		CK 1		ADDITIONAL SEAT INFORMATION	
TOTAL CHF512.50		BAGGAGE ID NR. ZRHSL		CPN 2		AIRLINE 000	
		FORM AND SERIAL NUMBER 2143459241		CK 1		SEQ. NO. PCS CK. WT. UNCK. WT.	

2.3 “NAME OF PASSENGER” BOX/DATA ELEMENT

The passenger’s surname (family name) is followed by an oblique, the given (first) name and, optionally, the title. When the given (first) name is not available or there is insufficient space on the ticket, the given (first) name may be replaced by the initials. When the passenger is holding a reservation at the time of ticketing, the name imprinted on the ticket shall be identical to that appearing on the reservations record. When hyphenated surname or double surname is involved, omit the hyphen or, optionally, omit the space, e.g. BRYCE-BUCHANAN or BRYCE BUCHANAN as BRYCEBUCHANAN.

In addition, imprint appropriate special purpose code, when applicable.

Note for Electronic Tickets:

The “Passenger Name” data element is reflected in the same format as paper tickets.

Examples:

- (a) CBBG (Cabin Baggage) – to be imprinted after the passenger’s name. Leave a blank between CBBG and the passenger’s name (see 14.6).
- (b) COUR (Commercial Courier) – to be imprinted after the passenger’s name. Leave a blank between COUR and the passenger’s name.
- (c) DEPA (Deportee Accompanied by an Escort) – to be imprinted after the passenger’s name. Leave a blank between the code and the passenger’s name (see 2.23.14).
- (d) DEPU (Deportee Unaccompanied) – to be imprinted after the passenger’s name. Leave a blank between the code and the passenger’s name (see 2.23.14).
- (e) DIPL (Diplomatic Courier) – to be imprinted after the passenger’s name. Leave a blank between DIPL and the passenger’s name.
- (f) EXST (Extra Seat) – to be imprinted after the passenger’s name. Leave a blank between EXST and the passenger’s name (see 2.23.11).
- (g) INAD (Inadmissible Passenger) – to be imprinted after the passenger’s name. Leave a blank between INAD and the passenger’s name (see 2.23.13).
- (h) UM (Unaccompanied Minor) – to be imprinted, followed by age, after the passenger’s name. Leave a blank between passenger’s name and the UM, e.g. UM08.
- (i) Date of Birth – imprint the date of birth after the passenger’s name when required by tariff rule (e.g. youth; senior citizen; student fare etc.). Leave a blank between that entry and the passenger’s name.
- (j) INF or INFANT – to be imprinted after the passenger’s name on tickets issued with infant’s discount fares. Leave a blank between the entry and the passenger’s name.

BRYCEBUCHANAN/JULIAMS
REILLY/MARINAMS CBBG
ROTOR/CRISTINAMS COUR
WARREN/ANNEMS DEPA
HANAFY/ADELMR DEPU
MUELLER/MIKEMR DIPL
GRANDE/MAURICEMR EXST
LAD/DEANMR INAD
ROMERO/VICTORIAMS UM08
LI/GENGMR 18JUN93
KURUP/MIKOMSTR INFANT



- (k) CHD or CHILD – optionally followed by age, e.g. 08, to be imprinted after the passenger’s name on tickets issued with child’s discount fares. Leave a blank between the entry and the passenger’s name.
- (l) SP (Special Needs Passenger) – may optionally be imprinted after passenger’s name. Leave a blank between SP and the name.
- (m) STCR (Stretcher Passenger) – to be imprinted after the passenger’s name. Leave a blank between STCR and the passenger’s name (see 2.23.12).

CHEN/SIJIAMS CHD08
FLYNN/COLINMR SP
MILLER/KEITHMR STCR

2.4 “FROM” AND “TO” BOXES UNDER “GOOD FOR PASSAGE” SECTION

2.4.1 Paper tickets

For paper tickets, imprint passenger’s itinerary:

- (a) with origin city in the “From” box;
- (b) with each succeeding stopover, connection or destination city in the “To” box;
(For ATB: for each flight coupon, the city of departure “From” will be indicated on the first line and the city of destination “To” on the second line.)
- (c) when more than one ticket is issued for a journey, show same city in the first “From” box of succeeding ticket as it appears in the last box of the preceding ticket,
- (d) when a city is served by more than one airport, show city name followed by airport name or code.
When more than one terminal exists at the same airport, the terminal name or indicator may be imprinted following the airport name or code (e.g. PARIS ORY T1).
- (e) when a city has more than 17 characters the appropriate city abbreviations shall be used;
- (f) when a passenger will arrive at one airport and depart from another airport in the same city:
 - (i) imprint city name followed by both airport names or codes in the same box, in order of use, separated by an oblique, or
 - (ii) imprint city name followed by airport name or code in consecutive boxes, in order of use, marking intermediate coupon “VOID”. Remove the VOID coupon(s) from the ticket and attach to Audit coupon. “VOID” coupon(s) are not printed for ATB.

Examples:

TAT

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS
	FROM MONTREAL	YUL					
	TO FRANKFURT						
	TO PARIS	ORY	VOID			VOID	
	TO PARIS	CDG					
	TO WASHINGTON	IAD					
			BAGGAGE CHECKED UNCHECKED	PCS.	WT.	UNCHECKED	PCS. WT.

ATB

CPN 1	FROM MONTREAL TO FRANKFURT	YUL	CARRIER/FLIGHT REVALIDATION	CLASS/DATE	TIME	STATUS NOT VALID BEFORE – NOT VALID AFTER
CPN 2	FROM FRANKFURT TO PARIS	ORY	CARRIER/FLIGHT REVALIDATION	CLASS/DATE	TIME	STATUS NOT VALID BEFORE – NOT VALID AFTER
CPN 3	FROM PARIS TO WASHINGTON	CDG IAD	CARRIER/FLIGHT REVALIDATION	CLASS/DATE	TIME	STATUS NOT VALID BEFORE – NOT VALID AFTER

- (g) when a city has the identical name of another city in another state or country, the city name shall be followed by the airport name or code;

Example:

Manchester is a city both in the North West of England and in New Hampshire in the USA. In this case Manchester England should be followed by the code MAN whilst Manchester New Hampshire should be followed by the code MHT.

TAT

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS
	FROM MANCHESTER	MAN					
	TO AMSTERDAM						
	TO BOSTON						
	TO MANCHESTER	MHT	VOID		VOID		
	TO VOID		BAGGAGE CHECKED UNCHECKED →	PCS.	WT.	UNCHECKED	PCS. WT.

ATB

CPN 1	FROM MANCHESTER TO AMSTERDAM	MAN	CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS	NOT VALID BEFORE - NOT VALID AFTER
CPN 2	FROM AMSTERDAM TO BOSTON		CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS	NOT VALID BEFORE - NOT VALID AFTER
CPN 3	FROM BOSTON TO MANCHESTER	MHT	CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS	NOT VALID BEFORE - NOT VALID AFTER

- (h) when part of the passenger's itinerary involves surface transportation between a deplaning point and the next boarding point, system automatically

- (i) imprints city names in consecutive boxes,
- (ii) marks the coupon(s) void ,
- (iii) remove the VOID coupon(s) from the ticket and attach to Audit coupon.

Example:

TAT

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS
	FROM WASHINGTON	IAD					
	TO FRANKFURT						
	TO PARIS	ORY	VOID		VOID		
	TO FRANKFURT						
	TO WASHINGTON	IAD	BAGGAGE CHECKED UNCHECKED	PCS.	WT.	UNCHECKED	PCS. WT.

ATB

CPN 1	FROM NEW YORK TO DUSSELDORF	JFK	CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS	NOT VALID BEFORE - NOT VALID AFTER
CPN 3	FROM COLOGNE TO PARIS	CDG	CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS	NOT VALID BEFORE - NOT VALID AFTER
CPN 4	FROM PARIS TO WASHINGTON	CDG IAD	CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS	NOT VALID BEFORE - NOT VALID AFTER

Note: ATB: no flight coupon for surface transportation will be issued;

ELECTRONIC TICKET

CR	FLT	CL	DATE	BRDOFF	TIME	ST	F/B	CPN
BB	8861	Y	09FEB06	LAXMUC	445P	OK	Y	1
CC	222	Y	10FEB06	MUCTXL	225P	OK	Y	2
DD	4475	Y	20FEB06	BCNMUC	1210P	OK	Y	4

surface sector

The sector Berlin - Barcelona is travelled by surface transportation. Hence, coupon 3 is not issued as in the case of an ATB.

- (i) imprint special purpose code “X” immediately preceding the name of the city, in the “X/O” column if such exists on the ticket. “X” denotes that no stopover is made at Caracas between Curaçao and London.

Examples:

TAT

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER
	FROM PORT OF SPAIN	
	TO CARACAS	
	TO CURACAO	
X	TO CARACAS	
	TO LONDON	LHR
		BAGGAGE CHECKED UNCHECKED

ATB

X	FROM CARACAS TO LONDON	LHR	CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS	NOT VALID BEFORE	NOT VALID AFTER
			REVALIDATION					

Note 1: When an “X” is placed in the “X/O” column, to the left of a city name, that city was only considered a transfer point at time of fare calculation. If the passenger decides to stop in that city, the fare must be recalculated; the fare may or may not permit stopovers. In addition, during a recalculation, the agent should also check for any surcharges that may apply with a stopover that did not apply to a transfer at that point.

Note 2: Code “O” may be used optionally to denote that a stopover is permitted.

Note 3: The X/O column is not demarcated and does not have a pre-printed header on ATB2 type neutral tickets (OPATB2). Carrier ATB2 type tickets may not have a pre-printed header.

- (j) when the ticket has more coupons than required:
- (i) system automatically voids the unused coupons,
 - (ii) for TAT and OPTAT: voided coupon(s) must be detached and attached to audit coupon,
 - (iii) for ATB: voided coupons are not printed.

Note: Refer to carrier’s regulations or BSP local procedures for voiding totally unused tickets.

Examples:

TAT – Top Void

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS
	FROM VOID		VOID		VOID	VOID	
	TO VOID		VOID		VOID	VOID	
	TO MONTREAL	JUL					
	TO FRANKFURT						
	TO PARIS	ORF					
			BAGGAGE CHECKED	PCS.	WT.	UNCHECKED	PCS.
			UNCHECKED				WT.

TAT – Bottom Void

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS
	FROM MONTREAL	YUL					
	FRANKFURT						
	TO PARIS	ORJ	VOID		VOID	VOID	
	TO VOID		VOID		VOID	VOID	
	TO VOID						
		BAGGAGE CHECKED UNCHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.

2.4.2 Electronic tickets:

Only the origin airport or city code identifying the point of embarkation and the destination airport or city code identifying the point of disembarkation for each coupon shall be shown in the electronic ticket record.

Example:

CPN	CR	FLT	CL	DATE	BRDOFF	TIME	ST	F/B	CPN
1	BB	8861	Y	09FEB06	LAXMUC	445P	OK	Y	1
2	CC	222	Y	10FEB06	MUCTXL	225P	OK	Y	2
3	DD	4475	Y	20FEB06	TXLMUC	1210P	OK	Y	4

board/off points

2.5 “RESERVATIONS” BOXES/DATA ELEMENTS

Imprint the passenger reservation information opposite the segments to which it applies, as outlined below.

2.5.1 Carrier

At time of ticket issuance, this box/data element may be left blank *only when so specifically requested by purchaser on condition that at such time no specific reservation has been requested on any carrier*. In all other cases, insert official airline designator of:

- the carrier on which *space has been requested*, or if no such reservation request was made;
- the carrier *selected by the passenger or purchaser*.
- for electronic tickets, the Marketing Carrier whose airline designator is recorded on the electronic flight coupons.

2.5.2 Flight/Class

Imprint the flight number in the flight box/data element followed by the Reservations Booking Designator (RBD) in the Class box/data element. The RBD is the class used to book the flight in the reservations system and identified on each flight coupon as required by the fare and specified by the carrier providing transportation.

2.5.3 Date

Imprint two-digit scheduled boarding date followed by three-letter abbreviation for month, e.g. 05 MAR.

For electronic tickets, the sold date of flight also reflects year is added as 2 numerics, e.g. 05MAR06. This is also referred to as Sold Date of Flight.

2.5.4 Time

Indicate local flight departure time as published in carrier’s current schedules based on the 24-hour clock, or expressed as A, P, N, M for AM, PM, noon, midnight.

Example:

0715 or 715A 1200 or 12N 1915 or 715P 2400 or 12M



2.5.5 Status

Imprint passenger's reservation status at the time of ticket issuance as follows:

- OK – space confirmed;
- RQ – space requested but not confirmed, or space waitlisted;
- SA – subject to space being available, whenever fare or rule prohibits making advance reservations;
- NS – infant not occupying a seat (additionally “INF NO SEAT”, “INFANT” or “NO SEAT” may be imprinted across the other reservations boxes/data elements).

Example:

Entry in Reservations Area for an Infant

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS
	FROM SINGAPORE	PP	818	Y	11NOV	1210	NS
	TO CEBU	JJ	661	Y	14DEC	2130	NS
	TO TOKYO	NRT	VOID		VOID	VOID	
	TO VOID		VOID		VOID	VOID	
	TO VOID		VOID		VOID	VOID	
		BAGGAGE CHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.
		UNCHECKED					

In addition:

- (a) in the case of open status (space not requested or refused), for paper tickets imprint the word “OPEN” in the reservations boxes. Additionally, when a void sector is imprinted, the word “VOID” shall be imprinted in these boxes (not applicable for ATB/ET);
- (b) when a passenger holds a reservation, but has requested or is waitlisted on another flight or in a different class of service, imprint the reservation held. In the “Endorsements/Restrictions” box/ data element of the applicable flight coupon(s) imprint carrier, flight number, class and date of requested flight or class, followed by “RQ”. In addition the respective RQ sector(s) shall always be shown if:
 - (i) different from sector(s) shown in “From/To” boxes/data elements,
 - (ii) carbonised “Endorsements/Restrictions” box/data element is used.
- (c) in the baggage “ALLOW” box/data element; when an infant travelling under the baggage “weight” system is entitled to 10 kilos of checked baggage allowance, 10K or 10KG is shown in the “ALLOW” box/data element. When an infant is travelling under the baggage “piece” system and is permitted to carry one piece of checked baggage the letters “PC” are imprinted in the “ALLOW” box/data element. (**Note:** baggage allowances differ by carrier, class and route. Contact the carrier concerned for up to date information on baggage allowances). Some carriers may leave this box/data element blank.

Example:

Reservations on a Request Basis

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK AUDIT COUPON		ORIGIN/DESTINATION TOKYO		DATE AND PLACE OF ISSUE 2221555 18JUN06			
ENDORSEMENTS/RESTRICTIONS (CARBON) DD191011JUN RQ DD529011JUN KHHTPE RQ		TOUR CODE		ISSUE/EXCHANGE FOR CC/6LET3V		ISSUED IN EXCHANGE FOR TOKYO JF		OGR			
STRIGL'EDWIN MR											
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
	FROM TOKYO	NRT	CC 187	F	02JUN	0940	OK	FW			02JUN 40K
	TO TAIPEI	BE	328	F	05JUN	1120	OK	FW			
	TO HAKHSIUNG	CC	902	Y	11JUN	0840	OK	CH			02JUN
	TO TAIPEI	DD	100	C	16JUN	0855	OK	CH			02JUN 30K
	TO TOKYO	NRT									
		BAGGAGE CHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.	UNCHECKED
		UNCHECKED									
FARE JPY 188100		FARE CALCULATION T90 NH TPE914.28/- NHI CI W/TPE NH T90 M906.55NUC1809.80END ROE103.906									
TAX/FEE CHARGE JPY 20403W		CPN		AIRLINE CODE		FORM AND SERIAL NUMBER		CK			
JPY 1050TW		297		2400726656		5		□			
TAX/FEE CHARGE JPY 919190		FORM OF PAYMENT		ORIGINAL ISSUE		FORM OF PAYMENT		ORIGINAL ISSUE			
		ABC		45678901		ABC		45678901			
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

DD101F15JUN RQ or when other than cities shown in “From/To”
DD520F15JUN JFKORY RQ

2.6 “FARE BASIS” BOX/DATA ELEMENT

The codes to be imprinted give information regarding type of fare and category of passenger, class entitlement, minimum and maximum validity, reservations entitlement, seasonality and days of travel. The Fare Basis code elements shall be combined in the same descending order as listed below:

- | | |
|----------------------|---------------------------------|
| 1. Prime Code | 4. Part of Day Code |
| 2. Seasonal Code | 5. Fare and Passenger Type Code |
| 3. Part of Week Code | 6. Fare Level Identifier |

2.6.1 Prime Code (*mandatory*)

The following prime codes identify the fare type paid by the passenger. These codes may appear in the “Fare Basis” box(es)/data element(s) alone or may precede seasonal and/or fare and passenger type codes.

First Class Category

P First Class Premium
 F First Class
 A First Class Discounted

Business/Intermediate Class Category

J Business Class Premium
 C Business Class¹
 D Business Class Discounted
 I Business Class Discounted
 Z Business Class Discounted
 T Economy/Coach Discounted

Economy/Coach Class Category

W Economy/Coach Premium
 S Economy/Coach
 Y Economy/Coach
 B Economy/Coach Discounted
 H Economy/Coach Discounted
 K Economy/Coach Discounted
 L Economy/Coach Discounted
 M Economy/Coach Discounted
 N Economy/Coach Discounted
 Q Economy/Coach Discounted
 V Economy/Coach Discounted

Miscellaneous

Economy/Coach Discounted
 (Used as RBD – not a prime code)

G Conditional Reservation
 U Shuttle Service – no reservation needed. Seat guaranteed.
 E Shuttle Service – no reservation allowed. Seat to be confirmed at check-in.
 O For individual airline use.
 R For individual airline use.

2.6.2 Seasonal Code (*conditional*)

To be used following a prime code to indicate seasonality:

H	Peak	Highest level of a fare having more than one seasonal level
K	Shoulder 1	2nd level of a fare having more than two seasonal levels
J	Shoulder 2	3rd level of a fare having more than three seasonal levels
F	Shoulder 3	4th level of a fare having more than four seasonal levels
T	Shoulder 4	5th level of a fare having more than five seasonal levels
Q	Basic High	6th level of a fare having more than six seasonal levels
Y	Basic Middle	7th level of a fare having more than seven seasonal levels
L	Basic	Lowest level of a fare having more than one seasonal level.

¹This code represents a class of service which may be equal to, or higher than, Y but lower than J.

² For airline own use only

Seasonal code assignment is dependent on the number of seasonal levels in accordance with the following table:

Example:

Where 4 seasonal levels apply, the code H will denote the highest level, code K will denote the second level (i.e. shoulder 1), code J will denote the third level (i.e. shoulder 2) and code L will denote the lowest level (i.e. basic).

8 Levels	7 Levels	6 Levels	5 Levels	4 Levels	3 Levels	2 Levels
H = peak	H = peak	H = peak	H = peak	H = peak	H = peak	H = peak
K = shoulder 1	K = shoulder 1	K = shoulder 1	K = shoulder 1	K = shoulder 1	K = shoulder 1	L = basic
J = shoulder 2	J = shoulder 2	J = shoulder 2	J = shoulder 2	J = shoulder 2	L = basic	
F = shoulder 3	F = shoulder 3	F = shoulder 3	F = shoulder 3	L = basic		
T = shoulder 4	T = shoulder 4	T = shoulder 4	L = basic			
Q = basic high	Q = basic high	L = basic				
Y = basic middle	L = basic					
L = basic						

2.6.3 Part of Week Code *(conditional)*

- W Weekend (applicable for fares established for weekend travel only)
- X Weekday (applicable for fares established for weekday travel only).

2.6.4 Part of Day Code *(conditional)*

- N Night.

2.6.5 Fare and Passenger Type Code *(conditional)*

- AB¹ Advance Purchase Fare (lower level)
- AC² Cargo Agents Discounted Travel (USA only)
- AD² Agent
- AF¹ Area Fare
- AN¹ Non Refundable Advance Purchase Fare
- AP¹ Advance Purchase Fare
- AS Air/Surface
- AT² Attendant travelling at discounted fare to accompany disabled passenger
- BB¹ Budget Fare
- BD¹ Budget Discounted
- BP Bonus Programme (Frequent Flyer Scheme)
- BT Bulk Inclusive Tour/Operator Package (TOP) Fares within Europe
- CA² Cargo Attendant
- CB Extra Seat for Cabin Baggage
- CD² Senior Citizen
- CF Cabotage Fare
- CG² Tour Guide (Conductor)
- CH² Child
- CL² Clergy
- CN Companion Fare – passenger paying the applicable fare
- CP² Companion Fare – accompanying companion
- CT³ Circle Trip

DA ¹	Discover America
DD ¹	Discounted (<i>optional</i>)
DE ¹	Discover Europe Pass
DF ²	Government Fare (<i>optional</i>) – to precede any other applicable discount code, e.g. DFEM, DFSD
DG ²	Government Officials
DH ²	Reduced Fare Transportation for persons officially travelling to Travel Agency Commissioner Hearings
DL ²	Labour
DM ²	Discount not covered by Industry Regulations (for on-line use only)
DN ¹	Discover North America Fare (USA/Canada)
DP ²	Diplomats and Dependents
DT ²	Teacher
EE ¹	Excursion
EM ²	Emigrant
EX	Extra Seat for Passenger Comfort
GE ^{1, 5}	Group- Vocational Training Trips for Passenger Agents
GN ^{4, 5}	Group-Non Affinity
GO ^{4, 5}	Group – Own Use
GP ^{4, 5}	Group – School
GS ^{2, 7}	Group – Ships Crew
GU ^{5, 7}	Group – Excursion
GV ^{4, 5}	Group – Inclusive Tour
GX ^{4, 5}	Group – Advance Purchase Fare
GY ^{4, 5}	Group – Youth Fare
GZ ^{4, 5}	Group – Pex Fare
IB ²	ATA Employee travelling on industry business (ATA domestic only)
ID ²	Air Industry (Employee)
IE ²	Escort to accompany an Inadmissible Passenger
IG ²	Inaugural Guest
IN ²	Infant
IP ¹	Instant Purchase Fare
IS ¹	Late Booking Fare
IT ¹	Inclusive Tour

△

¹ When the validity is less than one year, imprint one to three digits to indicate the validity. Where the validity does not precede a fare level identifier and where space permits, the code shall be followed by:

- (a) one to three digits to indicate the maximum validity of the ticket in days; or
- (b) one digit followed by “M” to indicate the maximum validity of the ticket in month(s).

² When the fare is a discounted unpublished fare, imprint two digits to indicate the discount. When the discount is 100%, imprint “00”.

³ May be used only when the fare is affected.

⁴ Imprint one to three digits to indicate the minimum group size.

⁵ When the group fare requires the group to travel together:

- (a) for the TAT, imprint the code “GTT” (group travel together) in the “Endorsements” box of the ticket(s). If travel together is not required for the whole itinerary, follow “GTT” by the codes of the cities between which the group must travel together. The routing may be condensed;
- (b) for ATB, imprint the code “GTT” (group travel together) in the “Endorsements” box on the relevant coupon(s). If imprinting “GTT” on all coupons and travel is not required for the whole itinerary, follow “GTT” by the codes of the cities between which the group must travel together.

⁷ When the group fare requires the group to travel together, in the “Endorsements/Restrictions” box, imprint the code “GTT” followed by the minimum group size required to travel together. When seamen travel in different classes, follow “GTT” and minimum group size by the number of seamen travelling in each class, e.g. GTT5F2Y3:

- (a) for the TAT, imprint the code in the “Endorsements/Restrictions” box of the ticket(s). If travel together is not required for the whole itinerary, follow the code by the codes of the cities between which the group must travel together. The routing may be condensed;
- (b) for ATB, imprint the code in the “Endorsements/Restrictions” box on the relevant coupon(s). If imprinting the code on all coupons and travel is not required for the whole itinerary, follow the code by the codes of the cities between which the group must travel together.



MA	Military – Category A
MM ²	Military
MR	Military Recruit
MU	Military Standby Fare
MY	Missionary
MZ	Military – Category Z
OJ ³	Open Jaw
OR ²	Orphan/Orphan Escort
OW ³	One Way (Single)
OX ¹	Excursion – One Way Fare
PD ^{1, 2, 6}	Family Fare – family members
PF ^{1, 2, 6}	Family Fare – applicable to both head of family and family members
PG ²	Pilgrim
PH ^{1, 6}	Family Fare head of family
PR ¹	Promotional Fare
PX ¹	PEX Fare
RG ²	General Sales Agent
RP ²	Regular Passenger Fare
RT ³	Round Trip (return)
RW ¹	Round the World
SC ²	Ship's Crew Member – individual
SD ²	Student
SE ⁵	Special Event – to be imprinted when individual or group IT fares or public creative fares are used for special event tours. In the case of individual or group IT fares, the code SE shall be shown at the end of the individual or group IT designator
SF ³	Bilaterally agreed First Class Entitlement
SH ⁶	Spouse Fare (husband or wife)
SR	Special Euro Round Trip Fare
SS ¹	Super Saver Fare
ST ^{1, 2, 6}	Spouse Fare – accompanying spouse
SX ¹	Super Pex Fare
SZ	Extra Seat(s) for Stretcher
UD ²	Delegate to Joint IATA/UFTAA Meeting and National Travel Agent Association Officials
UU ¹	Standby Fare
VU ¹	Visit USA
ZS ²	Youth Fare – student certificate required
ZZ ²	Youth Fare

1 When the validity is less than one year, imprint one to three digits to indicate the validity. Where the validity does not precede a fare level identifier and where space permits, the code shall be followed by:

- (a) one to three digits to indicate the maximum validity of the ticket in days; or
- (b) one digit followed by "M" to indicate the maximum validity of the ticket in month(s).

2 When the fare is a discounted unpublished fare, imprint two digits to indicate the discount. When the discount is 100%, imprint "00".

6 When the family or spouse fare requires the group to travel together,

- (a) for the TAT, imprint the code "FTT" (family travel together) in the "Endorsements" box of the tickets of all family members. If travel is not required for the whole itinerary, follow "FTT" by the codes of the cities between which the family must travel together. The routing may be condensed;
- (b) for ATB, imprint the code "FTT" (family travel together) in the "Endorsements" box on the relevant coupon(s). If imprinting "FTT" on all coupons and travel is not required for the whole itinerary, follow "FTT" by the codes of the cities between which the family must travel together.

In the case of PD (family members), "FTT" shall always be followed by the number of family members including the head of the family.

2.6.6 Fare Level Identifier (conditional)

The fare level identifier is used to differentiate between the fare levels when more than one fare with the same fare basis code exists on a route.

When the fare basis code ends with a letter, it shall be immediately followed by the fare level identifier. When the fare basis code ends with a numeric, the fare level identifier shall be preceded by the letter "L" if it follows the minimum group size or the letter "D", "M" or "Y" if it follows the maximum validity of a ticket expressed in days, months or years.

- 1 – highest fare level
- 2 – second highest fare level
- 3 – third highest fare level, etc.

Examples:

- (a) YEE75D1 with stopovers
YEE75D2 no stopovers
- (b) YAB1M1 (highest fare level)
YAB1M2 (second highest fare level)
YAB1M3 (third highest fare level)
- (c) YGV10L1; YGV10L2
- (d) Y1
Y2

△

Europe-Africa Three-Month Excursion Fare (no stopover) ATB

X	FROM	GLASGOW	LHR	FARE BASIS		TOUR CODE	FCI
	TO	LONDON		Y	LEE3M2		
				CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS NOT VALID BEFORE – NOT VALID AFTER
				REVALIDATION			

Restricted Normal First Class Fare

TAT

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS
	FROM MONTEVIDEO							F2
	TO SAO PAULO	GRU						F2
	TO MONTEVIDEO							

△

2.6.7 Fare Basis Entries

Depending on each individual carrier's system, the entries in the "Fare Basis" box/data element of automated/electronic tickets may be programmed in a "Fixed Format" or a "Flexible Format".

2.6.7.1 Flexible Format

The flexible format consists of a maximum of three fields of variable length. An oblique separates two adjacent fields. Two obliques (//) will separate Field 1 from Field 3 if Field 2 is not used.

Field 1 contains the prime, seasonal, part of the week, part of day codes, the fare level identifier as well as the fare and passenger type codes of published or precalculated fares, e.g. GV10. It would also optionally show the journey type.

Field 2 contains the classification designator, reservation entitlement or the appropriate fare and passenger type code as well as the percentage of discount. An example of a passenger type code is "AD75". Such passenger type codes denote the application of a percentage discount on a published fare.

Field 3 is used to show the priority designator(s), e.g. ID00S1/5703. "5703" is an example of a priority designator. An oblique separates the Field 2 code "ID00S1" from the code "5703".

AGENT'S DISCOUNT

FARE BASIS
YLEE21/AD75
YLEE21/AD75
YLEE21/AD75
YLEE21/AD75

CHILD'S DISCOUNT

FARE BASIS
MAP3M/CH33
MAP3M/CH33
MAP3M/CH33
MAP3M/CH33

TOUR CONDUCTOR'S DISCOUNT

FARE BASIS
Y
Y/CG50
Y/CG50
Y

GROUP CODES

AFFINITY GROUP – MINIMUM 25 PASSENGERS

FARE BASIS
YHGA25
YHGA25
YHGA25
YHGA25

IT GROUP – MINIMUM 10 PASSENGERS

FARE BASIS
MGW10
MGW10
MGW10
MGW10

JOURNEYS WITH SURFACE BREAKS

FARE BASIS
YHEE4500J/CH33
VOID
YHEE450J/CH33
VOID

percentages.

2.6.8.4 Mileage Zone Number (Mandatory)

When tickets are issued at a Zonal Employee Discount (ZED) level enter the mileage zone number 1 through to 9. When tickets are issued at a Zonal Employee Discount ZED level for an infant under two not occupying a seat enter "0".

2.6.8.5 Classification Designator (Mandatory)

- R Airline's own employee and dependants travelling on the carrier's concessional scheme
- N Other carrier's employees, GSAs, eligible dependants of other carriers' employees and any other eligible persons.

2.6.8.6 Reservation Entitlement (Mandatory)

- "1" Entitled to firm reservation
- "2" Not entitled to firm reservation

2.6.8.7 Fare Basis Separator (Conditional)

Enter an oblique (/)

2.6.8.8 Relationship to Employee (Conditional)

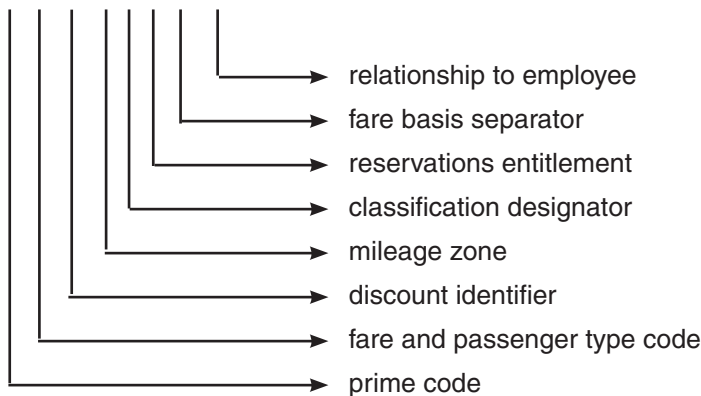
Enter a 3 character code detailing the relationship of the passenger with the employee (in encoded format) in accordance with the ZED staff travel agreement. Contact staff travel department of airline concerned for further details.

Examples of completed fare basis code:

Zone 3:

ZED ADULT	ZED CHILD	ZED INFANT
YIDZL3R2/ZEP	YIDCL3R2/ZEC	YIDZI0R2/ZEI
YIDZM3R2	YIDCM3R2	YIDZI0R2
YIDZH3R2	YIDCH3R2	YIDZI0R2

Y ID ZL 3 R 2 / ZEP



2.6.8.9 Other industry discounts

Tickets for other free and reduced rate transportation to be issued outside of the ZED scheme shall be issued in accordance with the ticketing regulations for free and reduced transportation.

2.7 "TOUR CODE" BOX/DATA ELEMENT

2.7.1 Inclusive tours

Imprint tour code (*conditional*) composed as follows:

- characters 1 and 2: BT or IT whichever is applicable. **Exception:** if the IT or BT code forms part of the "Fare Basis" codes these letters need not precede the tour code;
- character 3: last digit of year of approval of tour;
- characters 4 and 5: two-character airline code of sponsoring airline which has approved the tour or in the case of a carrier having a three-letter airline code, characters 46;
- characters 6 or 7-14: to identify the specific tour, a carrier may use less than the eight characters allocated.

Example 1:

when a ticket is issued at an Individual or Group IT fare, the official tour number as obtained from the tour folder or tour manual must be inserted in the "Tour Code" box/data element.

Individual IT Fare

ENDORSEMENTS/RESTRICTIONS (CARBON)		AUDIT COUPON		AIRLINE DATA CC/ELET3V ISSUED IN EXCHANGE FOR		AE TO						
NAME OF PASSENGER YOUSUF/HAMZAMA		TOUR CODE ITED023WA		ISSUED IN EXCHANGE FOR								
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS				
FROM												
TO	TOKYO	NRT	CC 107	Y	02 JUN	0940	OK	YIT21				
TO	TAIPEI	BE	332	Y	05 JUN	1120	OK	YIT21				
TO	KAOHSIUNG	CC	302	Y	11 JUN	0640	OK	YIT21				
TO	TAIPEI	DD	100	Y	16 JUN	0855	OK	YIT21				
FARE	TOKYO	NRT	BAGGAGE CHECKED UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	LUNCHE

Example 2:

when a ticket is issued at a normal fare and an individual IT is sold in conjunction with the transportation, the official tour number as obtained from the tour folder or tour manual must be inserted in the "Tour Code" box/data element.

Normal Fare

ENDORSEMENTS/RESTRICTIONS (CARBON)		AUDIT COUPON		AIRLINE DATA CC/ELET3V ISSUED IN EXCHANGE FOR		OSF						
NAME OF PASSENGER HILADO/BIANCAMI		TOUR CODE ITED020HE2		ISSUED IN EXCHANGE FOR								
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS				
FROM												
TO	OSAKA	CC	107	Y	02 JUN	0940	OK	YL				
TO	TAIPEI	BE	332	Y	05 JUN	1120	OK	YL				
TO	KAOHSIUNG	CC	302	Y	11 JUN	0640	OK	YL				
TO	TAIPEI	DD	100	Y	16 JUN	0855	OK	YL				
FARE	OSAKA		BAGGAGE CHECKED UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	LUNCHE

2.7.2 Free and reduced rate industry discount/rebate travel

Optionally, when required, the Tour Code box/data element shall be used for the entry of data for free and reduced rate industry discount/rebate travel in the order shown below:

2.7.2.1 Boarding Priority Code

Character 1 to 7 Seniority – Employment Date e.g. 01JUL86

(DDMMYY), where the first two characters have to be numeric characters (day). When the employment date is not applicable, the carrier issuing the ticket (Validating Carrier) shall enter the pseudo (fictitious) date 00MM00.

Characters 8 to 9

Two character airline designator identifying the airline of the employee through which benefits are derived which is not necessarily the employing party: (see character 12 and section 2.7.2.2 below.)

Characters 10 and 11

Two character (numeric) code describing the type of rebate e.g. Duty, Personal, Firm (Bookable), Standby, as agreed between the participating carriers as defined in 2.7.2.2 below.

Character 12

One alpha character describing the relationship of the employing party to the airline through which benefits are derived, as described in section 2.7.2.3 below.

Character 13 (*Optional*)

One character for carriers own use e.g. highest cabin eligibility of the passenger

2.7.2.2 Rebate Type Codes

- 01 - Dead Heading Crews
- 06 - Duty Travel Firm (Bookable)
- 07 - Personal Travel Firm (Bookable)
- 10 - Duty Travel Standby
- 12 - Personal Travel Standby

Examples:

11OCT95SK01A
01JUL76LH06F
15SEP87BA12H

2.7.2.3 Employing Company Code

(Staff means Employee/Retiree and eligible nominees of Employee/Retiree)

- A Staff of airline through which benefits are derived (i.e. main contracting airline party in bilateral agreements)
- B Staff of scheduled airline owned 100% by the Airline through which benefits are derived
- C Staff of scheduled airline owned 50-99% by the Airline through which benefits are derived
- D Staff of scheduled airline owned less than 50% by the Airline through which benefits are derived
- E Staff of non-airline subsidiary owned 100% by the Airline through which benefits are derived
- F Staff of charter or cargo airline owned 51-100% by the Airline through which benefits are derived
- G Staff of airline operating as a Franchisee under the operating code of the Airline through which benefits are derived
- H Staff of other entities agreed bilaterally
- I Reserved for airline internal use only

2.8 “NOT VALID BEFORE” AND “NOT VALID AFTER” BOXES/DATA ELEMENTS

2.8.1 “Not Valid Before” Boxes/Data Elements

If the fare does not permit travel to be commenced or completed before a certain date, imprint the applicable date(s) (DDMMM), e.g. 13NOV, in the “Not Valid Before” box(es)/data element(s) of the appropriate flight coupon(s).

2.8.2 “Not Valid After” Boxes/Data Elements

Imprint the expiry date (DDMMM), e.g. 07JAN, according to the fare charged in the “Not Valid After” box(es)/data element(s) of each coupon to which it applies. In case of conjunction tickets the expiry date must be imprinted on all tickets. When a ticket has a normal one year validity and is not issued in conjunction or in exchange for another ticket, no entry need be made.

Example:

TAT

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
FROM	COPENHAGEN	CC	212	Y	07NOV	1600	OK	YLEE2M		07JAN	20KG
TO	DUBAI	BB	0	F		E	N	YLEE2M	13NOV	07JAN	20KG
TO	COPENHAGEN										

2.8.3 Tickets Having Change of Reservations Restrictions

Where tariff rules prohibit voluntary reservation changes, or where such changes are only permissible against additional payment, the date to be imprinted both in the “Not Valid Before” and “Not Valid After” boxes/data elements shall be the same as the reservation date imprinted on the same coupon.

Examples:

TAT

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
FROM	PARIS	CDG	CC	136	M	28JUL	1900	OK	YHPK2M	28JUL	28JUL	20K
TO	JEDDAH	BB	323	M	27AUG	0810	OK	YHPK2M	27AUG	27AUG	20K	
TO	PARIS	CDG										

ATB

FROM PARIS TO JEDDAH	CDG	CARRIER/FLIGHT CC 136 REVALIDATION	CLASS/DATE M 28JUL	TIME 1900	STATUS OK	NOT VALID BEFORE 28JUL	NOT VALID AFTER 28JUL
-------------------------------	-----	--	-----------------------	--------------	--------------	---------------------------	--------------------------

Note: If at some time subsequent to the issuance of the ticket it is noticed that the “Not Valid Before” and “Not Valid After” boxes/data elements are completed improperly or do not reflect the requirements of certain special fares with limited validity periods, the carrier or the travel agent shall correct these entries so that they indicate the validity requirements of the fare charged.



2.9 “BAGGAGE” BOXES/DATA ELEMENTS

2.9.1 “Allow” Box/Data Element

2.9.1.1 For TAT/ATB/electronic tickets, imprint the applicable free baggage allowance in kilograms “K” or pounds “L”. When the free baggage allowance is based on pieces, imprint ‘PC’ optionally preceded by the number of pieces, e.g. PC or 2PC. The free baggage allowance box may also be left blank.

Examples:

TAT

FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
Y			2PC

FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
Y			PC

FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
F			40K

FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
F			

ATB

FORM OF PAYMENT	SEQ. NO.	ALLOW	PCS	CK. WT.	UNCK. WT.
		40K			
DOCUMENT NUMBER					

FORM OF PAYMENT	SEQ. NO.	ALLOW	PCS	CK. WT.	UNCK. WT.
		PC			
DOCUMENT NUMBER					

2.9.1.2 When the fare used does not permit any free baggage allowance, invalidate the “Allow” box/data element by imprinting “NO”, “NIL” or “XX”. This box may also be left blank.

Example:

TAT

FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
F			NIL
Y			NIL

ATB

FORM OF PAYMENT	SEQ. NO.	ALLOW	PCS	CK. WT.	UNCK. WT.
		NIL			
DOCUMENT NUMBER					

2.9.2 “Baggage Checked/Unchecked” Boxes/Data Elements

These boxes/data elements are for check-in purposes and there will be no entry in these at the time of ticketing. Refer to Chapter 14.4 for examples of entries made at time of baggage check-in.

Example:

TAT											
BAGGAGE CHECKED	UNCHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.	UNCHECKED	PCS.	WT.	UNCHECKED	UNCHECKED

ATB						
PCS	CK. WT.	UNCK. WT.	SEQ. NO.	ALLOW	PCS	UNCK. WT.
STOCK CONTROL NUMBER TX			DOCUMENT NUMBER			

2.10 “FARE” BOX/DATA ELEMENT

This box/data element must *always* be completed, either by insertion of the total air fare paid for the complete routing, excluding TFCs or by insertion of appropriate codes by which such air fare may be identified by the accounting and traffic handling offices.

The same total air fare or code symbols must appear on all tickets issued in conjunction with one another.

2.10.1 The applicable currency code is to be imprinted in the “Fare” box/data element followed by the amount of the total fare. Such amount must be in the currency of the country of commencement of **international** transportation, unless otherwise provided by local currency regulations.

Example:

TAT	ATB
FARE _____	FARE _____
EQUIV. FARE PD. _____	EQUIV. FARE PD. _____
TAX/FEE/CHARGE _____	TAX/FEE/CHARGE _____
TAX/FEE/CHARGE _____	TAX/FEE/CHARGE _____
TAX/FEE/CHARGE _____	TAX/FEE/CHARGE _____
TOTAL _____	TOTAL _____

Note for TAT/OPTAT: If the fare amount is greater than the space available, the currency code may be omitted and imprinted in the “Origin/Destination” box.

2.10.2 The amounts for the following fares usually will not be shown on the flight or passenger coupons of the ticket:

Inclusive Tour Fares	IT
Bulk Inclusive Tour Fares	BT
Tour Operator Package (TOP) Fares within Europe	BT

In these cases, instead of the fare amount, the appropriate code must be imprinted in the “Fare” box/ data element, e.g., IT or BT.

Example:

ALL COUPONS	
TAT	ATB
FARE _____	FARE _____
EQUIV. FARE PD. _____	EQUIV. FARE PD. _____
TAX/FEE/CHARGE _____	TAX/FEE/CHARGE _____
TAX/FEE/CHARGE _____	TAX/FEE/CHARGE _____
TAX/FEE/CHARGE _____	TAX/FEE/CHARGE _____
TOTAL _____	TOTAL _____



2.11 “EQUIV. FARE PD.” BOX/DATA ELEMENT

2.11.1 General procedure

Imprint the fare (excluding TFCs) in the currency actually collected, preceded by the official three-letter currency code (see 14.2) in either of the following cases:

- (a) when payment is made in a currency other than the one shown in the “Fare” box/data element; or
- (b) when payment is made in a currency which is not the currency of the country of sale.

Note 1: Country of sale means the country where payment is made by the purchaser to the carrier whose accountable document is issued, or to the agent of such carrier. Whenever payment is made by cheque, other banking instrument or credit cards, it shall be deemed to have been made at the place where such instrument is accepted by the carrier or its agent.

Note 2: Currency of country of sale means the currency in which international fares are published.

2.11.2 Other important reminders

Whenever this box/data element must be completed:

- (a) round the converted amount;
- (b) show amount preceded by the appropriate currency code in this box/data element.

Examples:

TRAVEL ORIGINATING IN THE UNITED STATES

PAID FOR IN THE CURRENCY OF THE COUNTRY OF SALE - UNITED KINGDOM

TAT		ATB	
FARE	USD510.00	FARE	USD510.00
EQUIV. FARE PD.	GBP336.00	TAX/FEE/CHARGE	EQUIV. FARE PAID GBP336.00
		TAX/FEE/CHARGE	
		TAX/FEE/CHARGE	
		TOTAL	

TICKET SOLD IN THE UNITED KINGDOM – TRAVEL ORIGINATING IN THE UNITED STATES PAID FOR IN A CURRENCY OTHER THAN THAT OF THE COUNTRY OF SALE

TAT		ATB	
FARE	USD510.00	FARE	USD510.00
EQUIV. FARE PD.	CHF820.00	TAX/FEE/CHARGE	EQUIV. FARE PAID CHF820.00
TAX/FEE/CHARGE		TAX/FEE/CHARGE	
TAX/FEE/CHARGE		TAX/FEE/CHARGE	
TAX/FEE/CHARGE		TOTAL	
TOTAL			

Note: Convert USD to GBP at BSR, then convert GBP to CHF at BBR.

TICKET SOLD IN BRAZIL (FARES PUBLISHED IN US DOLLARS) – TRAVEL ORIGINATING IN BRAZIL PAID FOR IN THE NATIONAL CURRENCY

TAT		ATB	
FARE	USD510.00	FARE	USD510.00
EQUIV. FARE PD.	BRL519.20	TAX/FEE/CHARGE	EQUIV. FARE PAID BRL519.20
TAX/FEE/CHARGE		TAX/FEE/CHARGE	
TAX/FEE/CHARGE		TAX/FEE/CHARGE	
TAX/FEE/CHARGE		TOTAL	
TOTAL			

Note for TAT/OPTAT: If the equivalent fare amount is greater than the space available, the currency code may be omitted and imprinted in the “Origin/Destination” box.

2.11.3 Inclusive or Bulk Inclusive Tour Tickets

For tickets sold outside the country of commencement of international transportation, when tickets are issued at IT/BT fares, "IT" or "BT" shall be imprinted in the "Equivalent Amount Paid" box or left blank.

2.12 "TAX/FEE/CHARGE" BOXES/DATA ELEMENTS

2.12.1 Imprint amount of tax(es), fee(s) and charge(s) (TFCs) collected from the purchaser at time of ticket issuance. The TFCs shall be imprinted in the same currency as shown in the "Fare" box/data element. However, if there is an entry in the "Equivalent Fare Paid" box/data element, then the TFCs will be reflected in this currency. The indication of the three-letter currency code is optional. For detailed information concerning TFCs (see 14.2).

2.12.2 Imprint amount of TFCs preceded or followed by the applicable tax/fee/charge code (ISO country code or special fees and charges code).

△ 2.12.3 TFCs with the same code shall be combined into one amount.

2.12.4 If TFCs with different codes apply, show each TFC separately.

2.12.5 If a passenger is exempt from any applicable TFC, "Exempt" may be imprinted, preceded or followed by the applicable code.

2.12.6 If there are not enough "Tax/Fee/Charge" boxes/data elements on the ticket to accommodate all TFC entries, combine as many amounts as necessary into one amount. Imprint that amount in one "Tax/Fee/Charge" box/data element preceded or followed by the code "XT". Detail the combined TFCs at the end of the fare calculation entry in the "Fare Calculation" area or, optionally, in the "Endorsements/ Restrictions" box/data element.

"XT" is used in the "Tax/Fee/Charge" box/data element to identify the amount consisting of combined TFC amounts.

Note: Effective from 01JAN08 the tax code XT shall not be used for transmission of tax/fee/charge data in the electronic ticket.

If the passenger is exempt from multiple applicable TFCs that are to be detailed in the "XT" portion of the "Fare Calc" area, imprint "EXEMPT" preceded or followed by the applicable TFCs codes, separated by hyphens or spaces, e.g., XT US-XY-YC-CA-FR EXEMPT or XT EXEMPT US-XY-YC-CA-FR.

Note: Applicable TFCs shall be shown in the "Tax/Fee/Charge" box(es)/data element(s) on IT/BT tickets although no fare amounts are shown in the "Fare Calc" area.

2.12.7 The IATA rules for rounding TFCs are contained in the currency section of your tariff manuals.

2.12.8 TFCs established in local currency amounts to be shown on the ticket shall be converted into the currency of the country of sale at the banker's selling rate. Local currency amounts which are not subject to conversion shall be shown on the ticket as published (i.e. not subject to rounding).

Examples:

ONE TFC COLLECTED ISRAELI TAX COLLECTED IN ISRAEL

TAT

FARE	
EQUIV. FARE PD.	USD400.00
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	USD13.00IL
TAX/FEE/CHARGE	
TOTAL	USD413.00

ATB

FARE	USD400.00	EQUIV. FARE PAID
TAX/FEE/CHARGE	USD13.00IL	
TAX/FEE/CHARGE		
TAX/FEE/CHARGE		
TOTAL	USD413.00	



TFC EXEMPT

TAT

FARE	
EQUIV. FARE PD.	EUR314.00
TAX/FEE/CHARGE	CA EXEMPT
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	EUR314.00

ATB

FARE	EUR3124.00	EQUIV. FARE PAID	
TAX/FEE/CHARGE	CA EXEMPT		
TAX/FEE/CHARGE			
TOTAL	EUR3124.00		

CANADIAN TFC COLLECTED IN GERMANY (WITH CURRENCY CODE)

TAT

with currency code

FARE	
EQUIV. FARE PD.	EUR3124.00
TAX/FEE/CHARGE	EUR12.2708
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	EUR3136.27

without currency code

FARE	
EQUIV. FARE PD.	EUR3124.00
TAX/FEE/CHARGE	CA12.27
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	

TWO TFCs COLLECTED IN POLAND

TAT

FARE	
EQUIV. FARE PD.	CAD509.00
TAX/FEE/CHARGE	PLN162.00
TAX/FEE/CHARGE	PLN1.60PL
TAX/FEE/CHARGE	PLN2.70CA
TOTAL	PLN166.30

ATB

FARE	CAD509.00	EQUIV. FARE PAID	PLN162.00
TAX/FEE/CHARGE	PLN1.60PL		
TAX/FEE/CHARGE	PLN2.70CA		
TOTAL	PLN166.30		

MORE THAN THREE TFCs COLLECTED IN FRANCE

TAT

FARE	
EQUIV. FARE PD.	EUR4000.00
TAX/FEE/CHARGE	EUR9.14IL
TAX/FEE/CHARGE	EUR5.33YC
TAX/FEE/CHARGE	EUR28.20XT
TOTAL	EUR4042.67

ATB

FARE	EUR4000.00	EQUIV. FARE PAID	
TAX/FEE/CHARGE	EUR9.14IL		
TAX/FEE/CHARGE	EUR5.33YC		
TAX/FEE/CHARGE	EUR28.20XT		
TOTAL	EUR4042.67		

Note: For TFCs preceded or followed by the code "XT", detail the combined TFCs at the end of the fare calculation entries in the Fare Calculation area. Optionally, it can be placed in the "Endorsements/Restrictions" box/data element.

IT TICKET WITH TFC

TAT

FARE	
EQUIV. FARE PD.	IT
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	USD13.00IL
TAX/FEE/CHARGE	
TOTAL	USD IT

ATB

FARE	IT	EQUIV. FARE PAID	
TAX/FEE/CHARGE	USD13.00IL		
TAX/FEE/CHARGE			
TOTAL	USD IT		

2.13 "TOTAL" BOX/DATA ELEMENT

Imprint applicable currency code and sum of amounts shown in "Fare" box/data element and "Tax/Fee/Charge" boxes/data elements, if any.

Exceptions: When there is an entry in the "Equiv Fare Pd" box/data element, then the "total" must be the sum of the equivalent fare paid plus TFCs, if any.

Note 1: "Fare" entries are in the currency of country of commencement of international transportation (COC) unless otherwise provided by local currency regulations.

Note 2: "Equiv Fare Pd", "Tax/Fee/Charge" and "Total" entries are in the currency of payment.

Note 3: When ticketing IT/BT fares imprint the applicable currency code, identifying the currency of payment, followed by a space and "IT" or "BT".

Note 4: For TAT/OPTAT, if the total amount is greater than the space available, the currency code may be omitted and imprinted in the "Origin/Destination" box/data element.

Examples:

FARE (NO TFC)

TAT	
FARE	EUR3310.00
EQUIV. FARE PD.	
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	EUR3310.00

ATB	
FARE	EUR3310.00
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	EUR3310.00

FARE (PLUS TFC)

TAT	
FARE	USD120.00
EQUIV. FARE PD.	
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	USD13.00IL
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	USD133.00

ATB	
FARE	USD120.00
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	USD13.00IL
TAX/FEE/CHARGE	
TOTAL	USD133.00

EQUIVALENT FARE PAID (NO TFCs)

TAT	
FARE	GBP297.00
EQUIV. FARE PD.	HKD4320
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	HKD4320

ATB	
FARE	GBP297.00
TAX/FEE/CHARGE	HKD4320
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	HKD4320

EQUIVALENT FARE PAID (PLUS TFC)

TAT	
FARE	CAD526.00
EQUIV. FARE PD.	GBP202.00
TAX/FEE/CHARGE	GBP4.00CA
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	GBP206.00

ATB	
FARE	CAD526.00
TAX/FEE/CHARGE	GBP202.00
TAX/FEE/CHARGE	GBP4.00CA
TAX/FEE/CHARGE	
TOTAL	GBP206.00

2.14 “FORM OF PAYMENT” BOX/DATA ELEMENT

The “Form of Payment” box/data element must be filled in with one of the following entries (such entry must be carried forward on any reissuance of the ticket).

When payment is made by more than one form of payment, each form of payment may be followed by the appropriate amount.

2.14.1 Cash or Travellers Cheque

Imprint the word CASH. Example:



2.14.2 Credit Card

When payment is by credit card, imprint the two-character alpha code followed by the complete card number. Each credit card must have a corresponding approval code which shall be shown following the credit card account number. When an “**Approval Code**” box/data element is provided, imprint approval data for the first credit card in this box/data element. If separate charge form(s) are used, the approval code will be shown on the charge form(s) and need not be shown on the ticket.

Furthermore, for electronic ticket records, credit card sales are also linked to the following fields:

Address Verification Code (Credit Code) — contains the address verification response code (AVS) when the ticketing agency performs address verification.

Approval Code — a series of characters assigned by the applicable Credit Card Company’s authorisation system to confirm the approval of a credit sale transaction.

Authorised amount — the total amount authorised by one credit card company for one or multiple transactions approved simultaneously with a single authorisation code.

2.14.2.1 Credit Card Codes

Commercial Company Credit Cards

XS ¹	Access
AX ¹	American Express/Optima Card
AB	Australian Bankcard
BC	Bank Card of Japan
BH	Bank of Hawaii
AU	Carte Aurore
CB ¹	Carte Blanche
CG	Cofinoga Credit Card
CS	Citizens and Southern National Bank
ID	Comites
CU	Connecticut Bank and Trust Company
MD	Diamond Credit
DC ¹	Diners Club/American Torch Club/ Sun Diners Club
MT	Empire Card
EC ¹	Eurocard
FH	Fédération Nationale de l’Industrie Hôtelière
JC ¹	Japan Credit Bureau
CA ¹	MasterCard
MC	Million Credit Service
OT	OTB Card
SR	Select Credit
SC	Shoppers Charge
TC	Trust Card
UD	Union Credit
UI	United Debit Credit Center
VI ¹	VISA International
WB	Walker Bankard

Airline Credit Cards

RJ ¹	ALIA Personal Credit Card
TS	Aloha Airlines Credit Card
AA	American Airlines Personal Credit Card
BU ¹	Braathens ASA Bracard
DT	China Airlines “Dynasty Travel Card”
DL ¹	Delta Air Lines Credit Card
GA	Garuda Executive Credit Card
JL ¹	Japan Airlines JALCARD
LH ¹	Lufthansa Senator Card
NZ	Air New Zealand Travel Card
TP ¹	Universal Air Travel Card (UATP)
QF ¹	Qantas Airways Charge Card

Merchandising and Banking Cards

BZ ¹	Bankcard New Zealand
DS ¹	Discover Card/Bravo Card/Private Issue Card – issued by Novus Card Products

¹See Standard Credit Card Numeric Codes following.

2.14.2.2 Credit Card Codes (Numeric)



Airline Industry Issued Card(s) (Industry Identifier “1”)

Below is the current list of UATP Issuers and their four digit Issuer Identification Number (IIN). Merchants of UATP transactions should ensure the account numbers that are accepted begin with these IINs. This list is updated any time there is an addition, deletion or change of a member’s status. These cards may also carry a brand name. Refer to Chapter 10 for further information.

1xxx	Universal Air Travel Plan (UATP) (xxx is numeric airline code of issuer).
1001	American Airlines (AA)
1005	Continental Airlines (CO)
1006	Delta Airlines (DL)
1012	Northwest Airlines (NW)
1016	United Airlines (UA)
1037	US Airways (US)
1053	Aer Lingus P.L.C (EI)
1055	Alitalia (AZ)
1065	Saudi Arabian Airlines (SV)
1074	KLM Royal Dutch Airlines (KL)
1075	IBERIA Lineas Aéreas de España (IB)
1081	Qantas Airways Ltd (QF)
1086	Air New Zealand (NZ)
1105	Finnair OYG (AY)
1117	SAS Scandinavian Airlines System (SK) (SAS Corporate Card)
1220	Lufthansa German Airlines (LH)
1125	British Airways (BA)
1131	Japan Airlines (JL)
1257	Austrian Airlines (OS)
1617	Hapag-Lloyd Fluggesellschaft GmbH (HF)
1800	Japan Airlines (JL) PassAge Card by JAL
19xx	Universal Air Travel Plan (UATP) (cards with 19xx were formerly branded as Airplus-Air Travel Card) (xx is airline identifier)
1920	Lufthansa German Airlines (LH)
1953	Aer Lingus P.L.C. (EI)
1957	Austrian Airlines (OS)

Airline Issued Personal Cards (Industry Identifier “2”)

2001	American Airlines Personal Credit Card
2006	Delta Air Lines Credit Card
2081	Qantas Airways Charge Card
2086	Air New Zealand Travel Card
2126	Garuda Executive Credit Card
2131	Japan Airlines JALCARD
2151	ALIA Personal Credit Card
2154	Braathens ASA Bracard
2220	Lufthansa Senator Card

Travel and Entertainment Cards (Industry Identifier “3”)

34xx	American Express
35xx	Japan Credit Bureau
37xx	American Express/Optima Card
30xx	Diners Club
36xx	Diners Club/Carte Blanche ¹
38xx	Diners Club/Carte Blanche
3889	Diners Club Cards issued to GSA Federal Agent Agencies

¹ Processed as MasterCard (CA) transactions with point of sale American Samoa, Bahamas, Bermuda, British Virgin Islands, Canada, Cayman Is, Dominican Republic, Federated States of Micronesia (including Yap and Pohnpei), Marshall Is (including Majuro), Guam, Haiti, Jamaica, Northern Mariana Is (Saipan), Palau, Puerto Rico, Turks and Caicos Is, United States, U.S. Minor Outlying Islands defined as Baker Is, Howland Is, Jarvis Is, Johnston Atoll, Midway Is, Navasaa Is, Palmyra Atoll, Wake Is), U.S Virgin Is.

Banking Industry Cards (Industry Identifier “4”)

4xxx	VISA International Banking Industry Cards, Expansion (Industry Identifier “5”)
5xxxxx	Access (MasterCard)
5xxxxx	Eurocard (MasterCard)
5xxxxx	MasterCard
51xx	Combined Air Travel Card/MasterCard BusinessCard
5602	Bankcard New Zealand

Merchandising and Banking Cards (Industry Identifier “6”)

6011, 650000 - 650999 Discover Card/ Private Issue Card — Issued by Novus Card Products

Petroleum Industry (Industry Identifier “7”)

Telecommunications and Other Future Industry Assignments (Industry Identifier “8”)

Note 1: Industry credit card identifier codes vary in length from two to six digits and the number of “Xs” following the initial code indicate the number of variable digits which may be used.

Note 2: Not all carriers accept any or all of the above credit cards. Certain carriers authorise the acceptance of credit cards other than those listed, including their own credit cards. Acceptance of credit cards is subject to appropriate verification as instructed by the carrier whose ticket stock is being used.

Note 3: See 10.9.1 for completion of Universal Credit Card Charge Form.

Imprint the complete account number as shown on the first line of the card, or imprint the card on the document. The account number, when imprinted, shall be preceded by the two-character credit card code.

Example:



In case payment is made on extended payment basis follow the credit card number by “E”.

Example:



For tickets and other documents issued on ATB2 and OPATB2 type stock, each character of the credit card number will be replaced by X except for the last four digits (audit and agent coupon will still reflect the full credit card number).

Example:

FORM OF PAYMENT												
VIXXXXXXXXXXXXX1234												
PCS	CK	WT.	UNCK	WT.	SEG. NO. ALLOW			PCS	CK	WT.	UNCK	WT.
STOCK CONTROL NUMBER TX				CPN	AIRLINE	FORM AND SERIAL NUMBER			CK			
78912345678905												

Electronic Ticketing Notes — when the form of payment is a credit card

For Itinerary/Receipts, the complete credit card number may be omitted or replaced with the letter “X” with the exception of the last four digits.

Optionally, the cardholder who entertains a commercial account with the Ticketing Airline may request that a Customer File Reference together with the Passenger Name be communicated to the Credit Card Company for that information to appear on their invoice.

There is also a provision for a Credit Card Corporate Contract which contains a code to indicate whether the purchase is on behalf of a corporate client that has a contract with the Ticketing Agency for the purchase of transportation and related services.

2.14.3 Payment other than Cash, Travellers Cheque or Credit Card

Insert the applicable code in accordance with the following abbreviations.

- CHECK or CHEQUE Paid by check or cheque (other than travellers cheque).
- PT¹ Prepaid Ticket Advice followed by the form of payment from the PTA message. In the case of credit cards, imprint only the alpha code, e.g. "PT/AX", "PT/VI", etc.
- GR¹ Government Transportation Request or Government Warrant (followed by the form and serial number of such document).

Example:



- SGR¹ U.S. Government Transportation Request issued under special billing procedures (single GTR program) (followed by form and serial number of such document).
- UN¹ United Nations Transportation Request (followed by the form and serial number of such document).
- NONREF¹ To be used where refund is restricted such as credit sales/invoices, exchange control regulations or other circumstances where refund must be restricted and whenever the use of such code is specified by the special fare rule. May be followed by additional information as required by the carrier.

Example:



- AGT To be imprinted on the ticket when issued on behalf of or in exchange for a document previously issued by a Travel Agent. This code is used to supplement other form of payment codes and must never be used alone.

Example:



- MS Miscellaneous. Any form of payment other than described above, may be followed by any combination of alpha/numeric characters as required for internal airline accounting. Refundable only by issuing carrier.
- DP Direct form of payment (Airlines Reporting Corporation).

2.14.4 Combination of Forms of Payment

When payment is made by more than one form of payment, each form of payment may be followed by the appropriate amount.

Example:



2.14.5 No Fare Collected

When no fare has been collected, an authorisation number or other pertinent data may be imprinted.

¹Indicates refund must not be made without prior reference to the airline whose document was originally issued.

2.15 “ORIGIN/DESTINATION” BOX/DATA ELEMENT

It is mandatory that the “Origin/Destination” box/data element be completed with origin/destination information when the air transportation necessitates the issuance of two or more tickets in conjunction with one another or when a ticket is reissued.

The three-letter city codes of original point of departure and final point of destination must be shown on each ticket. In the case of circle trips, round trips and journeys with surface sectors where the air transportation terminates at the original city of departure, the same city code will appear twice in the “Origin/Destination” box/data element.

For TAT/OPTAT, if the currency code has not been imprinted in the Fare, EFP, TTL boxes due to lack of space, it is imprinted after the origin/destination.

Examples:

TAT

ORIGIN/DESTINATION
ZPHZRH

ORIGIN/DESTINATION
LADLAD MZM

2.16 “AIRLINE DATA” BOX/DATA ELEMENT (this box/data element may also be entitled “BOOKING REFERENCE”)

For entries to be made in this box/data element, follow carrier’s instructions. Whenever a Passenger Name Record (PNR) reference is imprinted, it must be preceded or followed by the airline designator of the carrier/CRS controlling the PNR, separated by an oblique (/).

2.17 “CONJUNCTION TICKETS” BOX or “CONJUNCTIVE TICKETS” DATA ELEMENT

It is mandatory that the “Conjunction Tickets” box or “Conjunctive Tickets” data element be completed when more than one ticket is issued to cover a passenger’s itinerary.

Tickets issued in conjunction must have the same form code and be issued initially in numeric sequences. Imprint in the “Conjunction Tickets” box/data element of each ticket the document number of the first ticket followed by the last two digits of all additional tickets issued to provide flight coupons covering passenger’s itinerary.

In the ATB, the last two digits of the conjunction tickets range of serial numbers, e.g. 13-17, are imprinted.

Examples:

TAT

CONJUNCTION TICKETS			
0004237850013/44/45/46/47			
DATE	TIME	STATUS	FARE BASIS

ATB

PNR CODE
CONJ. TKT. NO.
13 - 17

Electronic Tickets issued in conjunction have the same form code and are completed in numeric sequence. The number of booklets (document numbers) used for the ET issuance is also shown in the display.

Conjunctive tickets

	CONJUNCTIVE BOOK 1 OF 2	
NAME REYES/FRANCESMRS	CONJ: 00021653455340-41	TKT: 000 216 53455340 4

2.18 “ISSUED IN EXCHANGE FOR” AND “ORIGINAL ISSUE” BOXES/DATA ELEMENTS

2.18.1 “Issued in Exchange For” Box/Data Element

Imprint the document number(s) of any accountable document(s) being exchanged.

2.18.2 “Original Issue” Box/Data Element

In case of reissue, imprint the document number, place, date (DDMMYY) and agent’s numeric code, if any, of the accountable document originally issued. In the case of consecutively numbered conjunction tickets, imprint the ticket number of the first document. Carry forward this information to subsequently reissued tickets.

2.18.3 Completion

It is mandatory that these boxes/data elements be completed when a ticket is issued against another ticket or another accountable document.

Examples:

ORIGINAL TICKET	
PASSENGER TICKET AND BAGGAGE CHECK • ISSUED BY ABC AIRLINES <small>SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET</small>	ORIGIN/DESTINATION AIRLINE DATA DATE AND PLACE OF ISSUE BB AIRLINE 20 2 0958 2 20JUL04 PARIS, FRANCE
ENDORSEMENTS/RESTRICTIONS (CARBON)	FLIGHT COUPON 4
NAME OF PASSENGER	NOT TRANSFERABLE ISSUED IN EXCHANGE FOR
CONJUNCTION TICKETS	ORIGINAL ISSUE AIRLINE FORM SERIAL NO. PLACE DATE AGENT'S NUMERIC CODE AGENT

FIRST EXCHANGE ATB

ENDORSEMENTS/RESTRICTIONS	
ORIGINAL ISSUE 0004423456789PAR20JUL0520209582 FARE CALCULATION	ISSUED IN EXCHANGE FOR 0004423456789

SECOND EXCHANGE

TAT

or

ATB

ORIGIN/DESTINATION	DATE AND PLACE OF ISSUE
AIRLINE DATA	
ISSUED IN EXCHANGE FOR 114443550103	
FORM OF PAYMENT	
ORIGINAL ISSUE 0004423456789PAR20JUL0720209582	

ENDORSEMENTS/RESTRICTIONS	
ORIGINAL ISSUE 0004423456789PAR20JUL0720209582 FARE CALCULATION	ISSUED IN EXCHANGE FOR 114443550103

Note: In the case of a first exchange, complete the “Issued in Exchange For” box/data element and the “Original Issue” box/data element with the same document number and then show in the latter box/data element the additional information required, i.e. place, date and agent’s numeric code.

2.19 “ENDORSEMENTS/RESTRICTIONS” BOX/DATA ELEMENT

This box/data element is used to imprint special information relating to the use of a particular ticket or any coupon thereof, such as:

- (a) endorsement of carriage rights by one carrier to another carrier;
- (b) endorsement(s) or restriction(s), e.g. “Non-refundable”, “Non-endorsable”, “Refundable only to..”;
- (c) fare subject to Government Approval;
- (d) validity or travel restrictions, e.g. minimum stay/weekend/off-peak/“FTT” (Family Travel Together)/“GTT” (Group Travel Together)/Carrier transfer restrictions, etc. (for the automated ticket, if travel together is not required for the full itinerary, follow “FTT” or “GTT” by the codes of the cities between which the family/group must travel together). For ATB, imprint “FTT” or “GTT” on the relevant coupon(s);

- (e) endorsement of involuntary change of carrier/routing/class;
- (f) pooling of baggage;
- (g) reservation requests/waitlisted flights;
- (h) inadmissible passenger holding ticket on which there are restrictions e.g. minimum stay, fare validity, travel together, etc;
- (i) collection of a sundry charge on an MCO. In such case imprint the type of charge and the MCO number on the flight coupon(s) affected by the change (see 3.5);
- (j) details of combined TFCs. Imprint "XT" followed by the individual amounts in currency of payment preceded or followed by appropriate two-letter code. The applicable currency code may be shown immediately following the code "XT".

Note 1: Any relevant information in this box/data element must be carried forward on reissue. Endorsements/restrictions shown on the ticket according to tariffs restrictions must be carried forward to any subsequent reissues as required by the fare rules applied.

Examples:

ISSUED BY ABC AIRLINES ENDORSEMENTS/RESTRICTIONS (CARBON) FARE SUBJECT TO GOVERNMENT APPROVAL NAME OF PASSENGER _____ NOT TRANSFERABLE	SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET TOUR CODE _____ CONJUNCTION TICKETS _____	PASSENGER TICKET AND BAGGAGE CHECK AUDIT COUPON	ORIGIN/DESTINATION AIRLINE DATA _____ ISSUED IN EXCHANGE FOR _____	DATE AND PLACE OF ISSUE _____
ISSUED BY ABC AIRLINES ENDORSEMENTS/RESTRICTIONS (CARBON) ALL TRAVEL MUST BE COMPLETED BY MIDNIGHT OF 14JUN07 NAME OF PASSENGER _____ NOT TRANSFERABLE	SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET TOUR CODE _____ CONJUNCTION TICKETS _____	PASSENGER TICKET AND BAGGAGE CHECK AUDIT COUPON	ORIGIN/DESTINATION AIRLINE DATA _____ ISSUED IN EXCHANGE FOR _____	DATE AND PLACE OF ISSUE _____
ISSUED BY ABC AIRLINES ENDORSEMENTS/RESTRICTIONS (CARBON) CARRIER TRANSFERS RESTRICTED (THREE) NAME OF PASSENGER _____ NOT TRANSFERABLE	SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET TOUR CODE _____ CONJUNCTION TICKETS _____	PASSENGER TICKET AND BAGGAGE CHECK AUDIT COUPON	ORIGIN/DESTINATION AIRLINE DATA _____ ISSUED IN EXCHANGE FOR _____	DATE AND PLACE OF ISSUE _____
ISSUED BY ABC AIRLINES ENDORSEMENTS/RESTRICTIONS (CARBON) VOLUNTARY CHNGS RESTRICTED NAME OF PASSENGER _____ NOT TRANSFERABLE	SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET TOUR CODE _____ CONJUNCTION TICKETS _____	PASSENGER TICKET AND BAGGAGE CHECK AUDIT COUPON	ORIGIN/DESTINATION AIRLINE DATA _____ ISSUED IN EXCHANGE FOR _____	DATE AND PLACE OF ISSUE _____

2.20 VALIDATION

2.20.1 "Date and Place of Issue" Box of Paper Tickets

For paper tickets, the "Date and Place of Issue" box must be completed either by a ticket imprinter or a validator using either a metal or plastic die with Carrier's/Agent's name, Agent's numeric code and date and place of issue (**hand-written validation is not permitted**).

The validation must be *within* the frame of this box and all details of validation must be clear and legible on all coupons. Most airlines require the validation to be initialled or signed by the person issuing the ticket.

A ticket is *not valid* unless properly validated.

Note: In the case of the TAT, the name of the country may be replaced by the ISO country code (see 14.2).

Examples:

TAT

ORIGIN/DESTINATION AIRLINE DATA ISSUED IN EXCHANGE FOR	48391752 01JUN07 ABC AIRLINES YANGON, MYANMAR
_____	205

ATB

PASSENGER TICKET AND BAGGAGE CHECK SUBJECT TO CONDITIONS OF CONTRACT			
ISSUED BY ABC AIRLINES	ISS. AGENT ID.	DATE OF ISSUE 01JUN07	ISSUING OFFICE CODE ISI 48391752 PLACE OF ISSUE YANGON
			ISO MM

2.20.2 Validation of Electronic Tickets

The information that comprises the validation information of the ticket is found in individual data elements in the electronic ticket record.

2.21 “FARE CALCULATION PRICING/REPORTING INDICATOR” (F.I.) BOX/ DATA ELEMENT

A Fare Calculation Pricing/Reporting Indicator is imprinted on automated passenger tickets. The Fare Calculation Pricing or Reporting Indicator is a one character identifier reflecting the method of pricing for the ticket that is issued. Such indicator is imprinted automatically and can be located on the TAT tickets in the bottom right hand corner of the validation area. There is no box/data element demarcated on TAT tickets. On ATB2 type tickets this indicator can be found in the “F.I.” (Fare Indicator) box/data element.

There are two options that may be applied:

Option 1 = The Fare Calculation Pricing Indicator is Imprinted. Some of the values are determined based on airline and/or system provider functionality.

0 = System computer priced (without any manual modifications except for the baggage allowance).

1 = Manually priced.

2-9 = For individual airline/system provider use.

A-Z = Unidentified industry use.

Option 2 = The Fare Calculation Reporting Indicator is imprinted.

The three values are:

0 = auto-priced ticket indicates that a fare has been system computer priced with no manipulation of the fare, between pricing and ticket issuance, or any data filed with the fare including taxes, fees and charges with the exception of the tour code.

1 = indicates that a fare has either been created manually or system computer priced with agent override entries.

2 = indicates that a fare has been system computer priced except for manipulation of the baggage allowance and/or taxes, fees and charges.

Note: Contact carrier or system provider to determine which option has been applied.

Examples:

ATB2

ISSUED BY ABC AIRLINES	ISS. AGT. ID. ZRHSL	DATE OF ISSUE 14AUG08	ISS. OFF. CODE ISI A81490710	FLIGHT COUPON 1 OF 4	BOARDING PASS
NAME OF PASSENGER (NOT TRANSFERABLE) PECKMAN/L MRS	FARE BASIS YXPX	PLACE OF ISSUE ZURICH	TOUR CODE	ISO CH	NAME OF PASSENGER PECKMAN/L MRS
FROM	CARRIER/FLIGHT	CLASS/DATE	TIME	RES. INVALID BEFORE	INVALID AFTER
				F.I. 0	FROM

TAT

ORIGIN/DESTINATION	48391752	DATE AND PLACE OF ISSUE
AIRLINE DATA	01JUN07	
ISSUED IN EXCHANGE FOR	ABC AIRLINES	
	YANGON, MYANMAR	
		205

2.22 FARE CALCULATION AREA/DATA ELEMENTS

This section explains the data found in the Fare Calculation area of automated and electronic tickets.

Standard and correct entries in this portion of the ticket are essential in order to:

- (a) provide prompt and efficient service to the travelling public, agents and carriers throughout the world must be able to effectively handle tickets issued by others;
- (b) determine if a fare adjustment is required when passengers are rerouted, the person handling the transaction must be able to read the original fare construction;
- (c) facilitate carriers' and agents' accounting and billing, clear and accurate entries on tickets are required;
- (d) ensure compliance with relevant Traffic Conference Resolutions.

2.22.1 Fare Calculation Data Elements in the Electronic Ticket Record

The fare calculation area in an ET record shows a string of data reflecting the fare construction applicable to the transaction. This represents the fare calculation as it would appear on a paper flight coupon. When applicable, the breakdown for Passenger Facility Charges and U.S. Flight Segment Taxes.

2.22.1.1 Fare Component Calculation

This calculation involves a series of data elements representing sold data supporting the fare construction applicable to each fare component in a transaction. A fare calculation may include multiple fare components. There may also be data elements within each fare component that are repeated, when applicable.

A Fare Component Calculation is comprised of the following data elements:

1. Fare Component Calculation Price Quote Date — the date in which the fare was calculated and quoted
2. Fare Component Calculation Account Code — a qualifier for pricing to select fares
3. Fare Component Calculation Input Designator — a qualifier for pricing to select fares
4. Fare Component Count — represents the total number of fare components within the Fare Component Calculation
5. Priceable Unit Number — sequential number indicating the pricing unit in which the fare component resides.
Example: "2" means this is the second pricing unit within the Fare Component Calculation
6. Fare Component Number — sequential number representing the order of the fare components within the Fare Component Calculation.
Example: "2" means this is the second fare component in the calculation
7. Fare Component Coupon Sequence — the sequential order of the coupon(s) that apply within a specific fare component of a ticket being issued
Example: " 1 of 5" represents the first coupon of the total number of five coupons associated to a specific fare component.
8. Fare Calculation Coupon/Itinerary Sequence Number — the order in which this coupon was used or is to be used
9. Fare Component From Airport/City Code — the point of embarkation for each coupon within the fare component
10. Fare Component Airline Designator — the two/three character designator identifying the Marketing Carrier whose fare is used from a board point to a stopover or connecting point
11. Fare Component To Airport/City Code — the point of connection or disembarkation for each coupon within the fare component
12. Stop/No Stopover Indicator (X/O) — to indicate if the passenger is entitled to make a stopover or not at the fare paid where "X" indicates a stopover is not permitted.

13. Fare Component Base Amount — the amount excluding TFC for the fare component in the currency of country of commencement of travel or in NUCs.
Additionally for travel agents use the following data may apply:
 - (a) Fare Component Base Net Amount — the applicable fare/amount remitted to the Validating Carrier (excluding TFC) when different from the Fare Component Base Amount.
 - (b) Fare Component Base Sell Amount — the applicable fare/amount paid by the passenger (excluding TFC) when different from the Fare Component Base Amount.
14. Fare Component Fare Basis Code
15. Fare Component Ticket Designator
16. Fare Component Construction Principle Indicator — a code identifying the fare construction principle used, e.g. surcharge, stopover/transfer charge, mileage surcharge, etc.
17. Fare Component Construction Principle From Airport/City — the point for which the fare rule commences or applies based on the Fare Component Construction Principle Indicator
18. Fare Component Construction Principle To Airport/City — the off point associated to the applicable fare rules based on the Fare Component Construction Principle Indicator
19. Fare Component Construction Principle Amount — an amount or percentage applicable to the fare rule based on the Fare Component Construction Principle Indicator
20. Fare Rule Code (for travel agents) — a system generated data element indicating the ticketed fare is from a specific rule filed fare sent by the issuing system
21. Fare Owner — the two/three character carrier designator of the airline whose fare was used
22. Fare Component Tariff Number — the tariff number where the fare data is filed
23. Fare Component Rule Number — rule number within the tariff where the fare data is filed
24. Fare Component Waiver Code — a Validating Carrier assigned code that allows a fare rule modification or override for an original issue ticket or a ticket being reissued
25. Rate of Exchange (ROE) — a published value to convert a NUC to the local currency fare
26. Total Base Construction Amount* — total of all fare component base amounts
27. Total Net Construction Amount* — total of all fare component net amounts
28. Total Sell Construction Amount* — total of all fare component sell amounts
* preceded by the applicable ISO currency code or “NUC”
29. Fare Component Priced Passenger Type Code — indicates the type of passenger as used in tariff filings that may apply to each fare component

2.22.1.2 Electronic Tickets for Travel Agents

For neutral electronic tickets, this area may also include the following:

1. Fare calculation area sell amount

A system generated secondary fare calculation that reflects the sell amount the passenger paid (e.g., negotiated fares, bulk tickets, etc.) containing a string of data reflecting the fare construction applicable to the sell amount.

2. Fare calculation area net amount

A system generated third fare calculation that reflects the net amount the carrier filed (e.g. negotiated fare amounts, bulk tickets, etc.) containing a string of data reflecting the fare construction applicable to the net fare transaction.

Note: Items (1) and (2) are part of the data accessible to both the ticketing agency and the Validating Carrier and are not applicable when data elements for ‘Fare Component Calculation’ are used.

2.22.2 Completion of the Fare Calculation Area/Data Element

It is essential that the Fare Calculation area/data element of the ticket be completed when:

- (a) tickets are issued in conjunction;
- (b) tickets are reissued;
- (c) total fare is a combination of fares;
- (d) fare is calculated by mileage;
- (e) fare is calculated via higher intermediate point;
- (f) fare is calculated over a point not included in the passenger's routing;
- (g) fare is calculated using:
 - (i) differential,
 - (ii) surcharge;
- (h) fare is based on Minimum Fare Checks;
- (i) inclusive Tour Fares prohibiting entry of an amount are applied. "M" or "M" plus percentage of increase shall be followed by oblique and "IT" will be imprinted instead of amount, e.g. "M/IT".

2.22.3 Rounding

When using NUCs, the amount should be left at two decimal places and unrounded. When using local fares, round off in accordance with currency conversion procedures.

2.22.4 Rate of Exchange

Imprint "ROE" followed by the IATA rate of exchange (IROE) of the COC to be used for conversion of the total of the NUCs into the local currency fare.

Note: *It is emphasised that in the examples of fare construction principles, the fares, maximum permitted mileages, ticketed point mileages, etc. contained herein are for illustration purposes only. At all times, it is necessary to refer to current tariffs to determine the applicable fares, the conditions which govern the fares and methods of construction.*

2.22.5 Descriptive Table for Fare Calculation Box/Data Element

Item	Automated/Electronic Ticket Linear Fare Calculation Entry			See Paragraph/ Example No(s)
	Description/Use	Symbol	Format	
△ Backhaul Check	Two pairs of city codes and additional amount to signify the cities between which the required minimum fare applies and the amount needed to raise the calculation to the minimum applicable fare.	P 	P NYCHKG NYCMNL 301.00	2.22.8.17-20
△ Carrier	Use two-character/three-letter carrier code to denote carrier which was used in the fare calculation between two points on the route according to the tariff used. If three-letter airline designators are used, precede the airline designator with a period. Except for electronic tickets, if no carrier is specified, use the symbol YY.	YY	MOW BB NYC BB TYO CC HKG MOW BB NYC.XYZ TYO For paper tickets: MOW YY NYC	All examples.
△ Combined tax/fee/charge amounts	Not applicable for electronic tickets effective 01JAN08: When combined tax, fee or charge amounts are to be detailed in the Fare Calculation area, imprint breakdown of taxes/fees/charges in the currency of payment identified by ISO country code or the appropriate two letter code. Currency code optional.	XT	NUC1359.00END ROE1.1055XT6.00US 8.00BE1.40FR	2.22.8.64 and 2.22.8.67-70
△ Combined <i>paid</i> tax/fee/charge amounts	Not applicable for electronic tickets effective 01JAN08: When combined tax, fee or charge amounts are to be detailed in the Fare Calculation area, imprint breakdown of taxes/fees/charges in the currency of payment identified by ISO country code or the appropriate two letter code.	PD XT	NUC1359.00END ROE1.1055PD XT6.00US 8.00BE1.40FR 3.00XF JFK3	12.5(c)(v) and 12.7.2.1-4
Common Point Minimum Check	(a) To indicate the city which is common to both outbound and inbound components of a journey which is other than OW, RT or CT.	P R/	P R/RUH25.29NUC2061.40 END ROE3.74501	2.22.8.48
	(b) To indicate the cities located in country of origin and country of turnaround which are common to both outbound and inbound components of a normal fare open jaw pricing unit.	P R/.../...	P R/MOW/KUL21.58NUC3858. 89END ROE5.80521	2.10.8.49
Directional Minimum Fare Check	The pair of city codes and additional amount to signify the cities between which the required minimum fare applies and the amount required to raise the calculation to the applicable minimum fare.	P	P TYOBOM934.40	2.22.8.86 to 88

Item	Automated/Electronic Ticket Linear Fare Calculation Entry			See Paragraph/ Example No(s)
	Description/Use	Symbol	Format	
End of fare calculation	To show the end of the fare calculation which can be followed by supplementary information such as the breakdown of taxes/fees/charges.	END	...NUC820.00END ROE1.055 ...NUC1359.00END ROE1.055XT USD6.00US 8.00BE1.40FR	All examples.
Extra Mileage Allowance (TPM deduction)	To indicate the city(ies) through which travel is mandatory to obtain benefit of extra miles and for which a flight coupon has been issued. If there is no mandatory city(ies).	E/...	BB E/BOM BB E/BOM CC E/DEL	2.22.8.5 and 7
		E/XXX	BB BRU E/XXX M328.40	2.22.8.6
Higher Class Differential	The difference in fares for two classes of service between the cities flown in the higher class.	D	D MADLIS72.38	2.22.8.23, 25 and 28
		D	D MNLSEL5M HKGSEL121.10	2.22.8.24
		D	D CASATH5M C/LISATH295.14	2.22.8.26
		D	D JNBBKK M F/JNBRGN C/SEZRG284.02	2.22.8.27
Higher Intermediate Point	Pair of points on the route travelled, between origin and destination, to which a higher fare than the direct fare is applicable.	... ..	M TNRMNL1820.00	2.22.8.13, 14, 20 and 43
Inclusive Tour Fares Prohibiting Entry of an Amount	(a) The fare represents an inclusive tour fare which must not be shown. (b) The fare represents a bulk inclusive tour fare.	M/IT	AMS BB TLV M/IT CC X/ROM DD AMS M/IT END	2.23.7
		M/BT		2.23.9
Intermediate Transfer Points	Intermediate transfer point in itinerary where no stopover is taken.	X/...	DEL AB X/BOM BB BKK AB KUL CC MNL 15M564.53 NUC564.53END ROE14.09245	2.22.8.7 and 8
Lowest Combination Principle using C/	1. To/from the USA; construct the lowest fare for a journey: - by combining direct domestic fares via a non-ticketed point in the United States. 2. Two fares shown as a single amount in a fare calculation when used to establish a fare between any two ticketed points for fare construction checks.	C/...	NYC CC TYO DD HKG DD SIN M C/LAX1129.18 NUC1129.18END ROE1.00	2.22.8.59
		C/...	LIM BB UIO BB CAY CC PAR CC SIN DD SGN M C/PAR CAYSIN4656.12NUC 4656.13END ROE1.00	2.22.8.60
Maximum Permitted Mileage Deduction	To indicate any point(s) in the routing which causes a reduction in the maximum permitted mileage (MPM).	L/...	TYO JJ L/BJC CC KHI EE DEL DD ALA DD L/URC JJ BAK PAR CC L/BJC CC TYO	2.22.8.9 and 10
Mileage Equalization	Point not on the passenger's itinerary but used for comparative mileage purposes.	B/...	ATL CC X/NYC DD PTY EE SAO B/RIO 10M1458.60NU C1458.60 END ROE1.00	2.22.8.11

Item	Automated/Electronic Ticket Linear Fare Calculation Entry			See Paragraph/ Example No(s)
	Description/Use	Symbol	Format	
Minimums: Circle Trip, Round the World, Country of Payment, Special Fare Open Jaw	The pair of city codes and additional amount to signify the cities between which the required minimum fare applies and the amount required to raise the calculation to the minimum applicable fare.	P	P WAWTHR73.40	2.22.8. 40, 43-46 and 63
Mileage Principle	<p>A fare calculated by comparing the ticketed point mileage (TPM) for part or all of the itinerary with the maximum permitted mileage (MPM) for the direct route fare and surcharging the latter, if necessary.</p> <p>Mileage principle used. If applicable, precede by percentage of increase, e.g. 5M210.00.</p> <p>Mileage calculation over routes with different TPMs.</p> <p>Examples: Eastern Hemisphere route. TransSiberian route. TransAtlantic route.</p> <p>Note: Due to system constraints some carriers use asterisks instead of parentheses.</p>	<p>M</p> <p>(EH) (TS)</p> <p>(AT)</p>	<p>M200.00</p> <p>SEL BB SIN CC(AT)NYC 10M5664.95"</p>	<p>2.22.8.4 and 8</p> <p>2.22.8.12</p>
△ One Way Subjourney Check (OSC)	Where it is necessary to raise the sum of a series of consecutive/contiguous one way subjourneys to the published direct fare.	H	H MOWTLV30.40	2.22.8.77 to 80
Passenger Facility Charge (PFC)	Assessed by U.S. Airports to pay for facilities improvements. When the PFC is applicable to one or more airports, show the total PFC amount collected in the "Tax/Fee/Charge" box/data element, preceded or followed by the code "XF". Specify the airport codes to which the PFC is applicable, in itinerary order, at the end of the "Fare Calculation", or optionally in the "Endorsements/Restrictions" box/data element, preceded by the code "XF". Follow each airport code with the appropriate amount indicator reflecting the dollar amount collected (1 = USD 1.00, 2 = USD 2.00, 3 = USD 3.00, 4 = USD 4.00, 4.5 = USD 4.50).	XF	END ROE1.1055XF ATL3DEN4.5JFK3	2.22.8.65 and 66
Rate of Exchange	Used to calculate NUCs from local selling fares and to convert combinations of NUCs into the currency used by country of commencement of international travel.	ROE	END ROE1.1055	All examples.
Return Subjourney Check (RSC)	Where it is necessary to raise the sum of consecutive/contiguous return subjourneys to the highest return fare.	U	U SEZTYO178.64	2.22.8.72 to 76

Item	Automated/Electronic Ticket Linear Fare Calculation Entry			See Paragraph/ Example No(s)
	Description/Use	Symbol	Format	
Routing Sequence	Use three-letter city codes to denote the cities on the passenger's itinerary in the same sequence as in the "Good for Passage" section.	...	TYO	All examples.
Separation of Entries	Not applicable.			All examples.
Side Trip	A pricing unit from and/or to an en route point of a fare component. Note: Show side trips within asterisks or parentheses following the identical en route points.	() * *	BRU(/-AMS DD BRU66.70) BRU*/-AMS DD BRU66.70*	2.22.8.15 and 16
Stopover and/or Transfer Charge	(a) A charge to allow a stopover at a specific point not permitted at the through fare.	S	EE NYC S30.00	2.22.8.51
	(b) A charge to allow additional stopovers and/or transfers in excess of those allowed by the fare.	.. S	3S150.00	2.22.8.52
Surcharge (other than Stopover and/or Transfer Charge)	A specified surcharge such as fuel, security, extra seat, stretcher surcharge etc.	Q	SIN CC AKL Q25.00	2.22.8.21a, 21b, 21c, 30 2.23.11 and 2.23.12
Ticketed point not included in the mileage	A ticketed point which is allowed to be omitted from the mileage calculation.	T/...	BUE AB RIO BB T/NYC BB KHI ...	2.22.8.41
Unflown Sector	A gap in the routing: (a) not included in the mileage/air fare and for which no flight coupon has been issued;	/-	DXB BB JED456.12/-SAH CC BEY349.80	2.22.8.34
	(b) included in the mileage/air fare and for which no flight coupon has been issued.	//	TUN BB PAR BB PRG//VIE CC MOW25M415.70	2.22.8.37 and 38
U.S. Domestic Flight Segment Tax	Applicable to one take off and one landing of a U.S. domestic flight. When the segment tax is applicable to one or more airports, show the total amount collected in the tax/fee/charge box/data element preceded or followed by the code "ZP". Specify the "origin airport" codes to which the "ZP" tax is applicable at the end of the fare calculation or optionally in the endorsements/restrictions box/data element preceded by the code "ZP".	ZP	END ROE1.00 ZPORD VELOPHX	2.22.8.66-69

*Fare calculation entries which must be shown at the end of the itinerary, i.e. D, Q, S, P, H and U shall be imprinted after the last sector fare in the order in which they occur in the calculation of the fare.

**Items should be separated by spaces except where alphabetic characters are followed by numerics or signs or vice versa. A space shall, however, be maintained between a location identifier and a two-character airline designator whether or not the airline designator is a numeric/alpha designator. Consecutive location identifiers are considered as one item.

2.22.6 Rules for Linear Entries in the Fare Calculation Area

2.22.6.1 Routing sequence

List city codes and carrier codes in alternating order separated by a space

△

Example: RGN BB KUL CC JKT

Show all routing points that represent the beginning or end of a segment;

2.22.6.2 Sequence of Entries

Fare calculation entries which must be shown at the end of the itinerary shall be entered in the following order, after the last sector fare:

- (a) “D”, “Q” (multi-segment), “S” (excess stopovers), “P” (minimum fares), “H” one way sub-journey check and “U” (return sub-journey check), shall be shown in the order in which they occur in the calculation of the fare;
- (b) “LESS” (specified discount).
- (c) Show the total sum of the fare calculation entries as the last entry, preceded by the code of the unit of calculation, i.e. currency code or “NUC”, as applicable.
- (d) END — denotes end of fare calculation, followed by “ROE” and breakdown of taxes/fees/charges, if any.

2.22.6.3 Spacing

- (a) Show spaces to separate codes at all times except
 - where alphabetic characters are followed by numerics or signs or vice versa;
 - where there are consecutive city codes representing the use of additional amounts collected as a result of the application of minimum checks. Such city pairs are considered as one item.
- (b) Maintain a space, however, between a location identifier and an airline code whether or not the airline designator is a numeric-alpha designator.
- (c) At such time as three-letter airline designators are implemented, replace the space preceding these designators by a period.
- (d) Consecutive location codes such as those representing the use of minimum checks are considered as one item.

2.22.6.4 Open Carrier

△

Except for electronic tickets, when the itinerary includes an “open” segment, show the carrier used in the calculation of the fare. If no specific carrier is used as a basis in the calculation of the fare, imprint YY. Example: LON YY NYC

For electronic tickets, a carrier code other than YY must be specified for each flight coupon even if a specific flight is not booked.

2.22.6.5 Fare Entry

- (a) Imprint the applicable fare following the city code that represents the fare construction point.
- (b) Show all amounts in the same currency or Neutral Units of Construction (NUCs).
- (c) The date of commencement of travel may be printed as the first entry in the fare construction area on all tickets issued in conjunction.
- (d) Imprint fares already reduced by the appropriate discount (if any) or increased by the appropriate mileage surcharge (if any).
- (e) *Add-ons* are not imprinted but are added to the fare to construct a through fare. Exceptions to this are indicated in individual special fare rules.
- (f) For round trip fares, the half round trip fare for the outbound journey should be imprinted in the “Fare Calculation” box opposite the outbound destination (*turnaround point*) and the half round trip fare for the return journey imprinted opposite the final destination.
- (g) Where, in the case of certain inclusive tour fares and bulk inclusive tour fares it is prohibited to show

an amount, M or M plus percentage of increase shall be followed by an oblique and the code "IT" or "BT" as applicable.

Example:

△

SEL BB SGN M/BT CC SIN M/BT BB KUL CC JKT BB DPS M/IT DD MNL M/IT CC HKG DD
SEL5M/IT

2.22.6.6 Mileage Entries

- (a) When the fare is based on the mileage system, precede the amount by the Code "M"

Example:

M SEZJNB — fare is based on mileage, raised to the level of the higher fare from/to an intermediate point.

△

- (b) If an Excess Mileage Surcharge (EMS) is added to the direct fare, the percentage figure is imprinted before the "M", e.g. 10M for a 10% fare surcharge.

Example:

10M NYCBUE — fare is based on mileage, raised to the level of the higher fare between two intermediate points and surcharged ten percent.

- (c) When a fare is constructed by use of an *Extra Mileage Allowance*, precede by the symbol "E/" any city(ies) in the routing which must be transited by the passenger and for which a flight coupon has been issued.

Examples: BB E/SIN
BB E/BOM CC E/DEL

- (d) If there is no mandatory routing point, imprint "E/XXX" at the end of the segment to which the extra mileage allowance applies; precede by the symbol "X/" any point on the routing at which no stopover is permitted.

Precede by the symbol "B/" the point determining the maximum permitted mileage according to the Mileage Equalisation Rule.

Example: CC B/SAO

- (e) Precede by the symbol "T/" a ticketed point which is allowed to be omitted from the ticketed point mileage calculation.

△

Examples: BB T/NYC
DD T/YMQ

- (f) Precede by the symbol "L/" any point in the routing which causes a reduction of the Maximum Permitted Mileage (MPM). Mileage reduction is limited to one time within a fare component.

Examples: BB L/BJS
BB L/SHA CC L/CAN DD HKG EE MNL
BB L/SHA CC BKK DD L/BJS EE TYO

- (g) When more than one Ticketed Point Mileage (TPM) global indicator exists between two ticketed points and a mileage calculation is used, imprint, in brackets, the route codes, e.g. RU (Russian route), EH (Eastern Hemisphere route), TS (TransSiberian route), AT (Atlantic route) on the TPMs used by following the carrier code to which it applies.

△

Examples: MOW BB(RU)TYO1518.00
MOW CC(FE)SIN2381.00

2.22.6.7 Surface Sector

- (a) When a surface sector is not included in the fare calculation and/or mileage computation, replace the carrier code with an oblique and a hyphen "/-".

Example: HKG/-MFM

- (b) When a surface sector is included in the fare calculation and/or mileage computation but no flight coupon is issued, replace the carrier code with two obliques "//".

Example: SFO//LAX

2.22.6.8 Side Trips

- (a) Show side trips in asterisks/parentheses following the identical en route points.

Example 1: **Side RT**

△ IEV BB MIL(CC VCE30.00CC MIL30.00)BB TUN M1000.00PAR BB VIE*DD
BTS30.00DD VIE30.00*DD IEV M1000.00

Example 2: **Side OW**

IEV BB MIL(CC VCE36.00/-MIL)BB TUN M1000.00PAR BB VIE*/-BTS DD VIE35.00*DD IEV
M1000.00

- (b) Show side trips within side trips in the same manner.

2.22.6.9 Stopover and/or Transfer Charges

- (a) When a stopover and/or transfer charge is applicable to a specific point, imprint "S", followed by the amount immediately after the city to which it applies.

Example: NYC BB MIA S10.00CC LAX

- (b) When a charge is applicable for stopover(s) and/or transfer(s) in excess of those allowed by the fare, imprint "S" preceded by the number of excess stopovers and/or transfers followed by the total amount of such excess charges. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example: 3S45.00

2.22.6.10 Surcharge (other than stopover and/ or transfer charge)

- (a) When a surcharge (other than stopover and/or transfer charge) is applicable to a specific segment, imprint "Q" followed by the amount immediately after the segment to which it applies.

△ Example: NYC CC SEL Q15.00BB BJS

- (b) When a surcharge (other than stopover and/or transfer charge) is applicable to several consecutive segments, imprint "Q" followed by the first and last cities of the segments to which the surcharge applies and the amount. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example:

△ YMQ BB MIA CC PBM BA BEL M780.00Q YMQBEL156.00NUC936.00

Note: Sleeper/berth surcharge may optionally be collected on a MCO.

- (c) When it is necessary to collect a "Q" surcharge on an "IT" or "BT" ticket imprint "Q" followed by the amount immediately after the segment to which it applies. Such amount must not be shown in the "Fare" or "Total box when "IT" or "BT" is imprinted in the "Fare" or "Total" box.

Example: HKG BB LON Q4.23M/IT BB HKG M/IT END

2.22.6.11 Higher Class Differential

- (a) When segments are to be flown in a higher class of service than permitted by the through fare applied, imprint "D" followed by the segments to which it applies and the amount.

The segments shall be shown in the same direction as the fare applied. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example: D CHIMSP12.00

- (b) Where there is a HIP for a city pair in both classes, imprint "D" followed by the city pair to which the class differential applies, specify "M" preceded by any applicable percentage of increase, the HIP city pair and the amount. The city pairs shall be shown in the same direction as the fare applied. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

△ Example: D TNRHKG M TNRMNL280.76

- (c) Where there is a HIP for a city pair in one class only, imprint "D" followed by the city pair to which the class differential applies, specify "M" preceded by any applicable percentage of increase, the class followed by "/" and the HIP city pair, and the amount. The city pairs shall be shown in the same

direction as the fare applied. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example: D TIAMOW M Y/TIAIEV36.23

- △ (d) Where there is a HIP for one city pair in the higher class and a different city pair in the lower class, imprint "D" followed by the city pair to which the class differential applies, specify "M" preceded by any applicable percentage of increase, the higher class followed by "/" and the HIF city pair, and the lower class followed by "/" and the HIF city pair, and the amount. The city pairs shall be shown in the same direction as the fare applied. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example: D BOMJKT M F/BOMDPS Y/BOMKUL206.58

2.22.6.12 Minimum Fares

- (a) Circle Trip Minimum (CTM)

Where it is necessary to raise the sum of the sector fares to a through fare or a minimum fare required for circle trips, imprint "P" followed by the points determining the minimum fare, and the amount. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example: P YVRROM4.65

- △ (b) One Way Backhaul Minimum

Where it is necessary to raise a one way fare involving a backhaul to a minimum fare, imprint "P" followed by the two pairs of points determining the one way minimum fare, and the amount. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example: P CHITPE CHIHKG40.00

- (c) Directional Minimum Check (DMC)

Where it is necessary to raise the fare for a fare component to a directional minimum level, imprint "P" followed by the city pairs and the amount. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example: P TYOMRU25.30

- △ (d) One Way Subjourney Check (OSC)

Where it is necessary to raise the sum of a series of consecutive/contiguous one way subjourneys to the published direct fare, imprint "H" followed by the pair of points and the amount. This entry shall be made at the end of the itinerary in the order in which it occurs in the calculation of the fare.

Example: H SEZSEL172.42

- △ (e) Return Subjourney Check (RSC)

Where it is necessary to raise the sum of a series of consecutive/contiguous return subjourneys to the highest return fare, imprint "U" followed by the pair(s) of points and the amount. This entry shall be made at the end of the itinerary in the order in which it occurs in the calculation of the fare.

Example: U TLVTYO178.64 (return sub-journey check)
U JNBCCU JNBJA1271.72 (return sub-journey check with open jaw)

- △ (f) Common Point Minimum (CPM)

Where it is necessary to raise the constructed fare to the level of the applicable fare to or from a common ticket point in the country of commencement of travel and/or country of turnaround, imprint "P R", city code(s) of common point(s), followed by amount. This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

Example: P R/LED8.00
P R/CPT/AKL100.00

- △ (g) Special fare open jaw minimum

Where it is necessary to raise the applicable fare of a special fare open jaw pricing unit to the level of the highest special round trip fare, imprint "P", city pair, followed by the amount.

This entry shall be made at the end of the itinerary preceding the total amount in NUCs.

2.22.6.13 Lowest Combination Principle

- (a) Where it is necessary to calculate a through fare in accordance with the “lowest combination” principle, show applicable fare calculation points and fares in normal manner.

Example: AKL AA HNL100.00BB LAX CC NYC DD BDA M1000.00
 NUC1100.00END ROE1.27424

- △ (b) Lowest Combination Used to Establish an Unpublished Fare To/From the USA

When the point used for calculation is a point in the USA but not a ticketed point, preceding the applicable fare imprint “C/” and the non-ticketed point which was used for calculation.

Example: NYC CC TYO DD HKG DD SIN M C/LAX1129.18NUC1129.18
 END ROE1.00

- (c) When the lowest combination principle is used for fare construction checks, imprint “C/” and the ticketed point which was used for the calculation, followed by the city pair(s) representing the HIP or other minimum checks.

Examples:

HIP LIM BB UIO BB CAY CC SIN DD SGN M C/CAY UIOSIN4656.12NUC4656.12
 END ROE1.00

BHC P C/BKK RGNBWN RGNBKI222.22

DMC/COP P C/LON YMQCTG333.33

RWM P C/SGN HANRIX41.00

RSC U C/SIN AKLSID33.33

2.22.6.14 Accompanied Infant’s Fare which Includes Free Fare Sector(s)

Imprint fare calculation/fictitious point(s) for applicable sector(s). Imprint “0.00” following last fare calculation point covering free sector(s).

Examples: CGN(BOS)M32.20BB NYC CC LAX(SFO)0.00DD TYO
 M51.20CGN(BOS)M32.20BB NYC(BOS)0.00CC CGN M32.20

2.22.6.15 Passenger Facility Charges (PFCs)

When the code “XF” is shown in a “TAX/FEE/CHARGE” box, imprint the airport to which the PFC applies and an amount indicator reflecting the dollar amount collected (1 = USD 1.00, 2 = USD 2.00, 3 = USD 3.00, 4 = USD 4, 4.5 = USD 4.50) at the end of the “Fare Calculation” area of the ticket. Imprint the code “XF” followed by the airport code(s), in itinerary order, and the amount indicator for each airport for which the PFC has been collected.

Example 1: ...END XFLAS3MSL3HSV4.5LAW2
 (XF total has been shown in a separate tax/fee/charges box.)

Example 2: ...END ROE1.00XF LAS3MSL3HSV3LAW2
 (XF total has been shown in a separate tax/fee/charges box.)

Note: Space following “XF” is optional.

2.22.6.16 U.S. Domestic Flight Segment Tax

When the U.S. Flight Segment Tax is detailed in the Fare Calculation area, the following procedure shall be used. The domestic segment to which the U.S. Flight Segment Tax applies shall be shown following “END” in the Fare Calculation area on the ticket or, when applicable, following the “ROE” rate. Imprint the Code “ZP” followed by the “origin airport” code, in itinerary order, for each domestic segment. For flight segments departing to or from a qualified “rural” airport, show a 0 (zero) following the “origin airport” code. The term “domestic segment” means any segment consisting of one take off and one landing and which is “taxable transportation”, as defined in the U.S. tax laws.

Sample Itinerary: VEL to SLC Flight is non-stop
 SLC to ATL Flight stops in CVG
 ATL to DFW Flight stops in HSV and MLU
 DFW to SLC Flight is non-stop
 SLC to VEL Flight is non-stop



Example of entry at end of Fare Calculation:

END ZPVEL0SLCCV GATLHSV MLUDFW SLC0
XFSLC3ATL3DFW3SLC3

Note 1: Space following "ZP" and "XF" is optional.

Note 2: In the entry "VELO" the "0" indicates transportation beginning or ending at a rural airport for which no U.S. Flight Segment Tax applies.

2.22.6.17 Combined Tax/Fee/Charge Amounts

- (a) Detail the combined taxes/fees/charges at the end of the Fare Calculation entry or when applicable, following the U.S. Flight Segment Tax (ZP) entry. When combined tax, fee or charge amounts are to be detailed in the Fare Calculation area, follow the fare calculation entry, or when applicable the U.S. Flight Segment Tax, with the code "XT" and imprint the individual amounts in the currency of payment preceded or followed by the appropriate two-letter code. The applicable currency code may be shown immediately following the code "XT".

Example: ...END ROE1.00XT US6.00XA2.00XY5.00CA16.50

Note: Effective January 1, 2008, the tax code 'XT' shall not be used for electronic tickets.

- (b) When the combined amount also includes a US Passenger Facility Charge (PFC), the airport to which the PFC applies and an amount indicator reflecting the dollar amount collected (1 = USD 1.00, 2 = USD 2.00, 3 = USD 3.00) must be shown at the end of the Fare Calculation area of the ticket. Imprint the total PFC amount collected in the currency of payment preceded or followed by the code "XF", the airport code(s) (in itinerary order) and the amount indicator for each airport for which the PFC has been collected.

Example 1: ...END ROE1.00XT US6.00XA2.00CA16.50XF4.00DCA1ATL3
(XF4.00 has been included in the XT amount.)

Example 2: ...END ROE1.75XT DE6.10NL12.20XA3.50US10.50 XF5.20JFK3
(Collected in other than USD; XF5.20 has been included in the XT amount.)

Example 3: ...END ROE1.75XT DE6.10NL12.20XA3.50US10.50XF JFK3

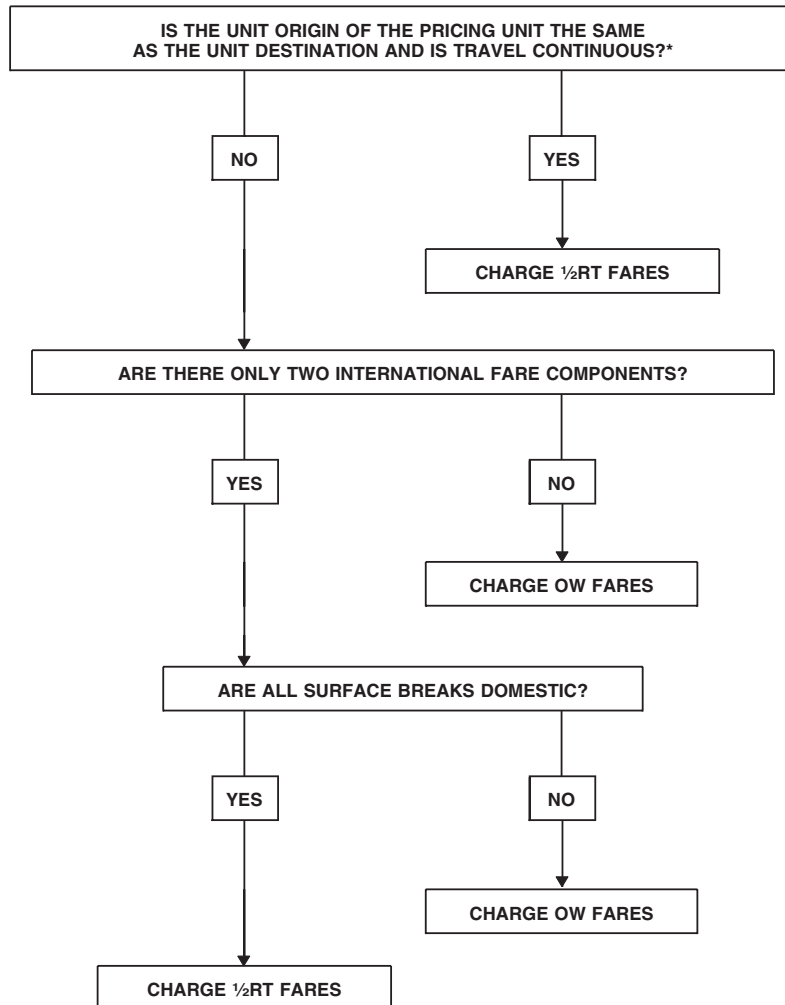
Example 4: ...END ROE1.75ZP VEL0SLC1CVG1ATL1HSV1MLU1 XTUS12.00ZP5.00XF
12.00SLC3ATL3DFW3SLC3

(Collected in other than USD;
XF total has been shown in a separate tax/fee/charge box.)

2.22.7 Fare Calculation

2.22.7.1 HOW TO IDENTIFY WHICH FARE TYPE TO USE –

OW OR ½RT FARES? (Normal Fares)

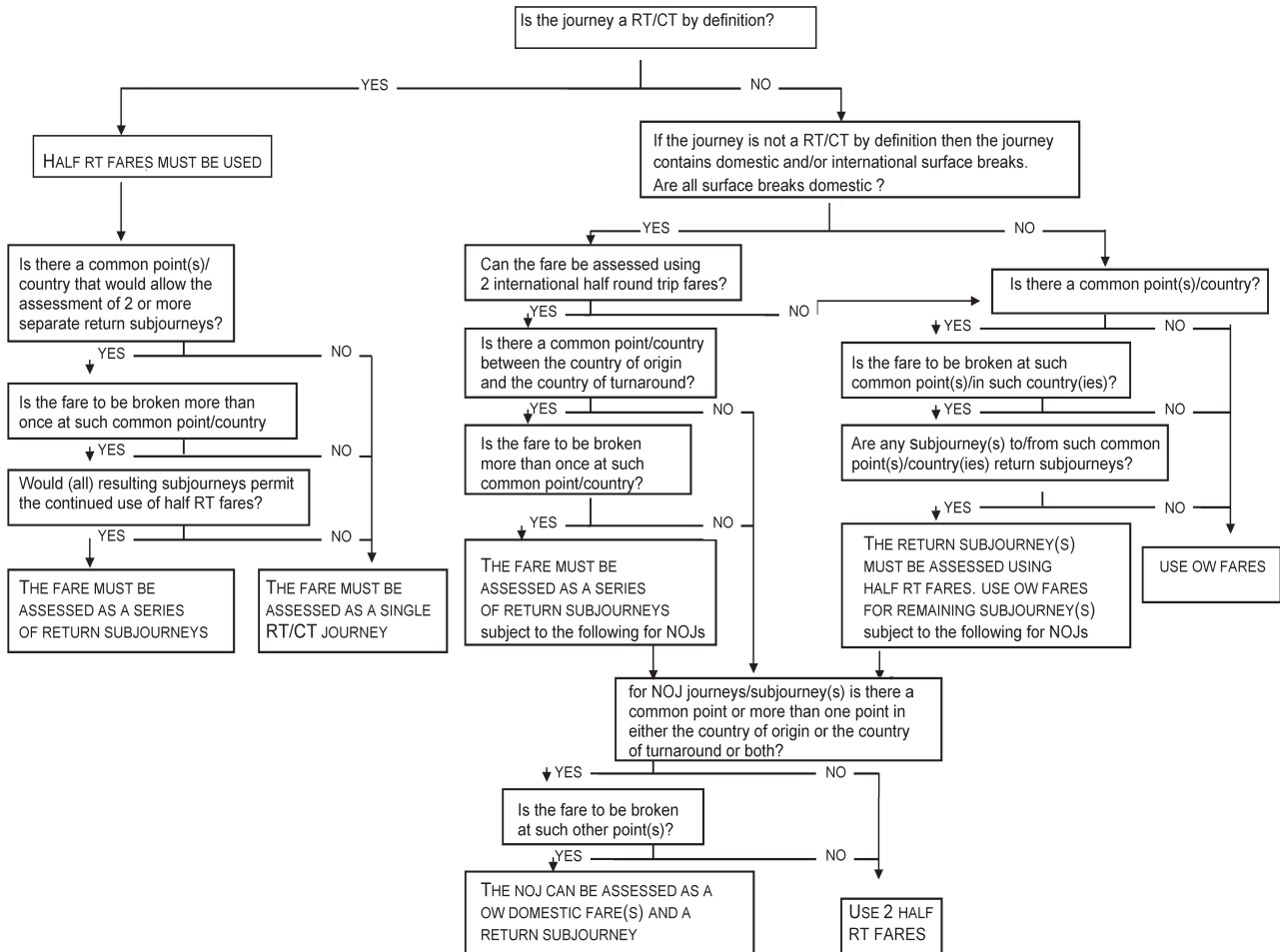


* Except for circle trips with sectors that are deemed to have no reasonable direct scheduled air service.

2.22.7.2 FARE DETERMINATION FLOW CHARTS

Normal Fares (excluding Side Trips which are assessed separately)

NORMAL FARE FLOW CHART



General Notes:

1. If for pricing purposes the journey is changed (e.g. closing a surface gap or adding a sector that creates a surface gap) then the new journey will determine which path of the flow chart should be taken
2. For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart
3. The flow chart does not apply for local combination of normal and special fares - refer to the special fares rule

2.22.7.3 FARE CHECK PROMPT SHEET

(Contains Condensed Information from Following Fare Construction Charts)

Fare Check	Normal One Way, Special One Way and Discounted One Way
HIP	Stopovers Only
BHC	If HIF exists from unit origin to any intermediate stopover point.
OSC ³	Applies to two or more consecutive/contiguous one way pricing units.
DMC ²	Yes

Fare Check	Round Trip/Circle Trip and Normal Fare Open Jaw
HIP	Stopovers Only
CTM ⁵	Highest Direct Route Round Trip Fare from origin to any stopover point.
CPM ¹	Yes
DMC ²	Yes
RSC	Applies – where there are more than two consecutive/contiguous return pricing units.
COP ⁴	Highest Direct Round Trip Fare from any ticketed point in country of payment.

¹ Applicable to Normal Fare Open Jaw Journeys.

² DMC is only applicable to one way/normal fare open jaw pricing units to/from/via Japan when the traffic document is not issued in the country from which the journey commences (Scandinavia is considered one country). DMC is not applicable for traffic documents issued in:

(a) TC1 for journeys commencing in TC1;

(b) Canada, USA/US Territories for journeys to Canada, USA/US Territories;

(c) Benin, Burkina Faso, Cameroon, Central Africa Republic, Chad, Congo (Brazzaville), Cote d'Ivoire, Equatorial Guinea, Gabon, Guinea-Bissau, Mali, Niger, Senegal or Togo and the journey originates in these countries;

(d) USA/US Territories for travel between foreign points.

³ Not applicable for journeys to/from/via USA and U.S. Territories/journeys originating in and/or terminating in Canada.

⁴ Applicable to airlines that have notified their intention to apply it.

⁵ Applicable to circle trips only.

2.22.7.4 NEW ONE WAY FARE CONSTRUCTION STEPS

	STEPS	APPLICATION	
FOR EACH FARE COMPONENT	FCP	Choose a fare break point. This is usually the point of turnaround. However, it is possible to experiment with other break points in search of a lower fare and to avoid HIPs or excess mileage surcharges, if any.	
	NUC	Quote the 1/2 RT Neutral Unit of Construction from the origin to the destination of the fare component using the correct global indicator.	
	MPM	Establish the maximum permitted mileage following the same global indicator as that used in the NUC above. Check if EH MPM deduction applies.	
	TPM	Add up the ticketed point mileages and compare the total TPM to the MPM. Check if special TPM mileage provisions apply, e.g. SATL TPM shortcut.	
	EMA	Deduct the extra mileage allowance, if any, from the total TPM.	
	EMS	If TPM is still higher than MPM, determine the excess mileage surcharge (%) by dividing the TPM by the MPM. Truncate result at 5 decimals.	
	HIP	Look for the higher intermediate point fare from: 1) unit origin to intermediate stopover point 2) Intermediate stopover point to another * 3) Intermediate stopover point to the unit destination. * not applicable to special fare HIP check	
	AF	Get the applicable 1/2 RT through fare in NUC using the steps above.	
FOR EACH FARE COMPONENT	BHC	Calculate the OW minimum fare using the following formula: HI Unit origin to intermediate stopover point <u>LO less unit origin to unit destination</u> BHD Backhaul difference <u>+ HI plus unit origin to intermediate stopover point</u> OWM equals OW minimum	
	TWO OR MORE OWS	OSC	For two or more consecutive/contiguous OW pricing units, do not undercut the published direct through fare.
		DMC	For OW to/from/via Japan and sold outside COC: compare the applicable fare to the highest OW fare between any two ticketed points in either direction. Use whichever is higher. (Note: Fare components that have been increased to the through fare as established by the OSC are considered as one component.
	FOR ENTIRE JOURNEY	TOTAL	Add up all the NUCs to get the total.
		IROE	Multiply the total NUC by the IATA Rate of Exchange based on the country of commencement of travel.
		LCF	Round the Local Currency Fare.

2.22.7.5 NEW ROUND/CIRCLE TRIP FARE CONSTRUCTION STEPS

	STEPS	APPLICATION
FOR EACH FARE COMPONENT	FCP	Choose a fare break point. This is usually the point of turnaround. However, it is possible to experiment with other break points in search of a lower fare and to avoid HIPs or excess mileage surcharges, if any.
	NUC	Quote the 1/2 RT Neutral Unit of Construction from the origin to the destination of the fare component using the correct global indicator.
	MPM	Establish the maximum permitted mileage following the same global indicator as that used in the NUC above. Check if EH MPM deduction applies.
	TPM	Add up the ticketed point mileages and compare the total TPM to the MPM. Check if special TPM mileage provisions apply, e.g. SATL TPM shortcut.
	EMA	Deduct the extra mileage allowance, if any, from the total TPM.
	EMS	If TPM is still higher than MPM, determine the excess mileage surcharge (%) by dividing the TPM by the MPM. Truncate result at 5 decimals.
	HIP	Look for the higher intermediate point fare from: 1) unit origin to intermediate stopover point 2) Intermediate stopover point to another * 3) Intermediate stopover point to the unit destination. * not applicable to special fare HIP check
	AF	Get the applicable 1/2 RT through fare in NUC using the steps above.
WITHIN A PU	CTM/ RWM	If the journey is a RT, no CTM is required. For CT, apply the CTM check by calculating the highest direct RT fare from origin to a stopover point on the journey. Compare the CTM to the applicable total NUC and use whichever is higher.
	COP	For RT/CT for which traffic document is issued outside the COC: Look for the highest direct RT fare from any ticketed point in which the traffic document is issued to any ticketed point in the pricing unit.
TWO OR MORE RETURNS	RSC	Apply the check from the unit origin of the first of the consecutive/contiguous return pricing units to all stopover points in the subsequent Return Subjourney(s).
FOR ENTIRE JOURNEY	TOTAL	Add up all the NUCs to get the total.
	IROE	Multiply the total NUC by the IATA Rate of Exchange based on the country of commencement of travel.
	LCF	Round the Local Currency Fare.

2.22.7.6 NEW NORMAL FARE OPEN JAW FARE CONSTRUCTION STEPS

	STEPS	APPLICATION
FOR EACH FARE COMPONENT	FCP	Determine the fare construction points.
	NUC	Quote the 1/2 RT Neutral Unit of Construction from the origin to the destination of the fare component using the correct global indicator.
	MPM	Establish the maximum permitted mileage following the same global indicator as that used in the NUC above. Check if EH MPM deduction applies.
	TPM	Add up the ticketed point mileages and compare the total TPM to the MPM. Check if special TPM mileage provisions apply, e.g. SATL TPM shortcut.
	EMA	Deduct the extra mileage allowance, if any, from the total TPM.
	EMS	If TPM is still higher than MPM, determine the excess mileage surcharge (%) by dividing the TPM by the MPM. Truncate result at 5 decimals.
	HIP	Look for the higher intermediate point fare from: 1) unit origin to intermediate stopover point 2) Intermediate stopover point to another * 3) Intermediate stopover point to the unit destination. * not applicable to special fare HIP check
	DMC	For each fare component, compare the Applicable Fare to the highest 1/2 RT fare between any two ticketed points in either direction. Use whichever is higher.
	AF	Get the applicable half RT through fare in NUC using the steps above.
WITHIN A PU	CPM	Where travel is via a Common Ticketed Point in the country of unit origin/turnaround, the fare for the normal fare open jaw subjourney shall not be less than the applicable fare from/to such common points.
TWO OR MORE RETURNS	RSC	Apply the check from the unit origin of the first of the consecutive/contiguous return pricing units to all stopover points in the subsequent Return Subjourney(s).
FOR ENTIRE JOURNEY	TOTAL	Add up all the NUCs to get the total.
	IROE	Multiply the total NUC by the IATA Rate of Exchange based on the country of commencement of travel.
	LCF	Round the Local Currency Fare.

2.22.7.7 Terms and Definitions used in Fare Construction

There are two ways to approach fare construction, one system is based on pricing an entire itinerary as one whole journey or as one pricing unit. The other prices individual stand-alone parts of a journey as separate entities or pricing units.

The existing pricing method, i.e. “journey concept” remains applicable and the pricing unit concept is intended to complement the journey concept. Compare the results of both pricing methods and charge whichever is lower.

Terms and definitions associated with the “Pricing Unit Concept” are listed below:

Applicable Fare – the fare resulting from the use of the fare calculation formula.

Constructed Fare – unspecified through fares created by the use of add-ons or by two fares shown as a single amount in a fare calculation and shown as “C”.

Country of Unit Origin – the country in which the Unit Origin is situated.

Destination – the ultimate stopping place **of the journey** as shown on the ticket.

Journey – origin to destination of the entire ticket.

Normal Fare Open Jaw – travel from one country and return thereto comprising not more than two international fare components with a domestic surface break in one country either at Unit Origin or Unit Turnaround, or a surface break at both Unit Origin and Unit Turnaround and for which the fare is assessed as a single pricing unit using half round trip fares.

In this context:

(a) “turnaround open jaw” shall mean where the outward point of arrival in the country of unit turnaround and the inward point of departure in the country of unit turnaround are different;

(b) “origin open jaw” shall mean where the outward point of departure in the country of unit origin and the inward point of arrival in the country of unit origin are different.

Exceptions:

(a) for travel originating in Canada or the United States, the surface break may be permitted between countries in the Europe sub-area; provided travel in both directions is via the Atlantic;

(b) Canada and the United States shall be considered as one country;

(c) Scandinavia (Denmark, Norway, Sweden) shall be considered as one country.

One Way Subjourney – part of a journey wherein travel from one country does not return to such country and for which the fare is assessed as a single pricing unit using one way fares.

Origin – the initial starting point **of the journey** as shown on the ticket.

Pricing Unit – a journey or part of a journey which is priced as a separate entity, i.e. is capable of being ticketed separately.

Return Subjourney – part of a journey wherein travel is from a point/country and return thereto and for which the fare is assessed as a single pricing unit using half round trip fares – round trip, circle trip, normal fare open jaw.

Stopover – when a passenger arrives at an intermediate point and is scheduled to depart later than 24 hours after arrival (local time).

***Exception:** For travel wholly within Central America or for travel wholly between Central America and Panama: when a passenger arrives at an intermediate point and is scheduled to depart later than 6 hours after arrival (local time).*

Unit Origin – the initial starting point of a pricing unit.

Unit Destination – the ultimate stopping place of a pricing unit.

2.22.8 Fare Calculation Examples

Example No.	Title
2.22.8.1	Point to Point One Way Routing
2.22.8.2	Specified Routing
2.22.8.3	Use of Add-ons
2.22.8.4	Mileage Principle (Without Excess Mileage Surcharge)
2.22.8.5	Extra Mileage Allowance via a Mandatory Routing Point(s)
2.22.8.6	Extra Mileage Allowance with No Mandatory Routing Point
2.22.8.7	Extra Mileage Allowance via a Mandatory Routing Point which is a Transfer Point
2.22.8.8	Excess Mileage Surcharge
2.22.8.9	Maximum Permitted Mileage Deduction via a Point in the People's Republic of China
2.22.8.10	Maximum Permitted Mileage Deduction via More Than One Point in the People's Republic of China
2.22.8.11	Point Determining Mileage Equalisation
2.22.8.12	Mileage Calculated over Route where Different Ticketed Point Mileages are Published
2.22.8.13	Higher Intermediate Point Check
2.22.8.14	Higher Intermediate Point Exception
2.22.8.15	One Way Side Trip Pricing Unit Interrupting a Through Fare
2.22.8.16	Side Round Trip Pricing Unit Calculated on Mileage
2.22.8.17	Backhaul Check (BHC)
△ 2.22.8.18	Backhaul Minimum Higher than the Applicable Fare
△ 2.22.8.19	Backhaul Minimum Less than the Applicable Fare
△ 2.22.8.20	Backhaul Sector Different from Higher Intermediate Points
△ 2.22.8.21a	Surcharge (other than stopover/transfer charge) for a single sector
△ 2.22.8.21b	Surcharge (other than stopover/transfer charge) for a fare component
2.22.8.22	One Way Subjourney Check (OSC)
2.22.8.23	Single Sector Class Differential
2.22.8.24	Class Differential with an Excess Mileage Surcharge and Higher Intermediate Point
2.22.8.25	Two Separate Class Differentials
2.22.8.26	Class Differential with a Higher Intermediate Point in One Class Only
2.22.8.27	Class Differential with Varying Higher Intermediate Points in Higher and Lower Classes
2.22.8.28	Class Differential on the Inbound Fare Component of a RT/CT
2.22.8.29	Class Differential Involving Travel in a Higher Class on the Outbound Component and a Circle Trip Minimum (CTM)
2.22.8.30	Through Class Differential and International Security Charges

Example No.	Title
2.22.8.31	Lowest Combination of Class Differentials
2.22.8.32	Entire Pricing Units in Different Classes of Service
2.22.8.33	One Way Journey with International Surface Sector at the Turnaround Points
2.22.8.34	Journey with a Surface Sector Not Included in the Air Fare
2.22.8.35	Journey with a Surface Sector Requiring the Issuance of Two Separate Tickets
2.22.8.36	Journey with Surface Sector – Fare Component from/to/within Scandinavia or United States/Canada
2.22.8.37	Imbedded Surface Sector Included in the Air Fare
2.22.8.38	Permissible Surface Sector
2.22.8.39	Imbedded Surface Sector with a Connection within 24 Hours
2.22.8.40	Circle Trip with a Surface Sector having No Reasonable Direct Air Service
2.22.8.41	Ticketed Point Not Included in the Mileage Computation
2.22.8.42	Identifying Fare Break Point
2.22.8.43	Circle Trip Minimum (CTM)
2.22.8.44	Circle Trip with No Circle Trip Minimum Adjustment
2.22.8.45	Circle Trip Minimum (CTM) – Excluding a Side Trip Pricing Unit
2.22.8.46	Round the World Minimum (RWM)
2.22.8.47	Normal Fare Open Jaw Pricing Unit
2.22.8.48	Origin Normal Fare Open Jaw with Common Point Minimum Check (CPM)
2.22.8.49	Double Normal Fare Open Jaw with Common Point Minimum Check (CPM)
2.22.8.50	Exceptions on Indirect Travel for Germany
2.22.8.51	Stopover and/or Transfer Charge at a Specific Point
2.22.8.52	Charge for Additional Stopovers/Transfers
2.22.8.53	Accompanied Infant's Fare
2.22.8.54	Establishing Children's Fares when Different Child Percentage Levels Apply
2.22.8.55	Lowest Combination Principle (Construction Point in the Routing)
2.22.8.56	Lowest Combination Principle with Two Round Trip Pricing Units Combined End-on
2.22.8.57	End-On Combination of Two Round Trip Pricing Units to Construct the Through Fare
2.22.8.58	Lowest Combination Principle for a Circle Trip using Sector and/or Mileage Fares
2.22.8.59	Lowest Combination Principle using Fares within the United States (Construction Point Not in the Routing)
2.22.8.60	Lowest Combination Principle used to Establish HIPs (and Minimum Fares)
2.22.8.61	Lowest Combination Principle used to Establish HIP and CTM
2.22.8.62	Open Jaw Special Fare (European Exception)
2.22.8.63	Special Fare Turnaround Open Jaw Minimum Fare Check

Example No.	Title
2.22.8.64	Breakdown of Tax/Fee/Charge Entries with a Combined Total
2.22.8.65	Single Passenger Facility Charge (PFC)
2.22.8.66	Single U.S. Domestic Flight Segment Tax
2.22.8.67	Breakdown of Multiple Passenger Facility Charges (PFCs)
2.22.8.68	Multiple U.S. Domestic Flight Segment Taxes and Passenger Facility Charges (PFCs)
2.22.8.69	U.S. Domestic Flight Segment Taxes – Rural Airport Exemption
2.22.8.70	Breakdown of Combined TFCs, PFCs and U.S. Domestic Flight Segment Taxes
2.22.8.71	Direction of Travel for Multiple Pricing Units (PUs)
2.22.8.72	Return Subjourney Check for Consecutive Round/Circle Trips (RSC)
2.22.8.73	Return Subjourney Check using Normal Fare OJ (RSC)
2.22.8.74	Return Subjourney Check using Turnaround Normal Fares Open Jaws (RSC)
2.22.8.75	Return Subjourney Check for Multiple Pricing Units (RSC)
2.22.8.76	Return Subjourney Check for Contiguous Round Trips (RSC)
2.22.8.77	One Way Subjourney Check for Consecutive One Way Pricing Units (OSC)
2.22.8.78	Mixture of Return and One Way Subjourneys with Normal Fare Checks (OSC and RSC)
2.22.8.79	One Way Subjourney Check for Contiguous One Way Subjourneys (OSC)
2.22.8.80	One Way Subjourney Check for One Way Pricing Units (OSC)
2.22.8.81	Common Point Minimum (CPM) for Turnaround Normal Fare Open Jaw with Surface Sector within Europe
2.22.8.82	Country of Payment Check (COP) – Round Trip/Circle Trip Normal Fares
2.22.8.83	Pricing of Return Journeys via a Common Country Using a Single Pricing Unit
2.22.8.84	Pricing of Return Journeys via a Common Country Using Two Pricing Units
2.22.8.85	Circle Trip Minimum (CTM) and a Return Subjourney Check (RSC)
2.22.8.86	One Way Journey with a Directional Minimum Check (DMC)
2.22.8.87	One Way with a Directional Minimum Check (DMC) and a Class Differential
2.22.8.88	Normal Fare Open Jaw with a Directional Minimum Check (DMC)
2.22.8.89	One Way Subjourney Check (OSC) and Directional Minimum Check (DMC)

2.22.8.1 – Point to Point One Way Routing

Itinerary

Bangkok–Frankfurt



Construction using NUCs

BKK–FRA	OW Y	NUC	1045.86
ROE		x	25.185
LCF		THB	26340

Explanation

- The NUC amount is shown for a point to point one way routing.
- List city codes and carrier codes in alternating order separated by a space.
- Show all routing points that represent the beginning or end of a segment.

Horizontal Fare Calculation Entry

BKK PP FRA1045.86NUC1045.86END ROE25.185

Construction using LCF

BKK–FRA	OW Y	THB	26340
---------	------	-----	-------

Explanation

- The LCF may be shown instead of the NUC to reflect the applicable single sector fare published for BKK to FRA.
- To facilitate conversion to its equivalent NUC at time of original ticket issue, in the event of reissues, the applicable IROE may be optionally shown at the end of the fare calculation area.

Horizontal Fare Calculation Entry With IROE

BKK PP FRA26340THB26340END ROE25.185

Horizontal Fare Calculation Entry Without IROE

BKK PP FRA26340THB26340END

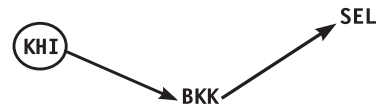
2.22.8.2 – Specified Routing

Itinerary

Karachi–Bangkok–Seoul

Construction

KHI–SEL	OW Y	NUC	581.51
ROE		x	17.57469
LCF		PKR	10220



Explanation

- Fares for published routings, as shown in a carrier's tariff, are not necessarily always direct fares.
- Although the amount may reflect the direct route fare:
 - these fares may apply to mileage surcharged routes or even via HIPs without the exact method being known to the agent;
 - these fares may nevertheless be imprinted in the Fare Calculation area as direct fares without any other identifying codes.

Horizontal Fare Calculation Entry

KHI CC BKK JJ SEL581.51NUC581.51END ROE17.57469

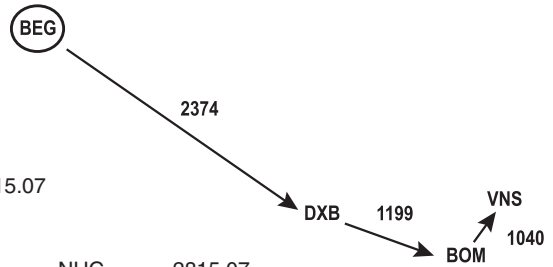
△ 2.22.8. 3 – Use of Add-ons

Itinerary

Belgrade–Dubai–Mumbai–Varanasi

Construction

BEG–DEL	OW Y	NUC	2665.07	
DEL–VNS	OW add-on	NUC	150.00	
BEG–VNS				NUC 2815.07
MPM 4910				
TPM 4613				
Total		NUC	2815.07	
ROE		x	0.751949	
LCF		EUR	2117.00	



Explanation

- An add-on combined with a published direct fare produces a constructed fare.
- The add-ons and published fares used in calculating the fares must not be shown separately in the Fare Calculation area.
- DEL is a published fictitious construction point listed in the add-on section of the carrier's tariff manual.
- It is not necessarily a ticketed point in the routing. DEL will only appear in the Fare Calculation area if it is a ticketed point on the routing.
- The code "M" is imprinted next to the NUC2815.07 to indicate that the mileage principle is used.

Horizontal Fare Calculation Entry

BEG CC DXB BB BOM DD VNS M2815.07NUC2815.07END ROE0.751949

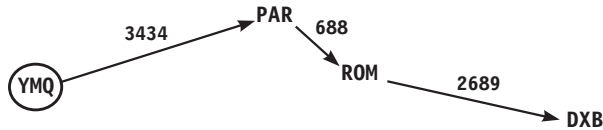
2.22.8. 4 – Mileage Principle (Without Excess Mileage Surcharge)

Itinerary

Montreal–Paris–Rome–Dubai

Construction

YMQ–DXB	OW Y	NUC	1410.87	
MPM 8151				
TPM 6811				
Total		NUC	1410.87	
ROE		x	1.25241	
LCF		CAD	1767.00	



Explanation

- As the sum of TPMs via the route of travel is less than the MPM for the YMQ–DXB fare, no mileage surcharge is applicable.
- The code "M" next to the NUC entry in the Fare Calculation area indicates that the fare has been calculated by application of the mileage principle.
- A fare calculated this way must always be imprinted in the Fare Calculation area following the last city to which it applies.

Horizontal Fare Calculation Entry

YMQ FF PAR CC ROM RR DXB M1410.87NUC1410.87END ROE1.25241

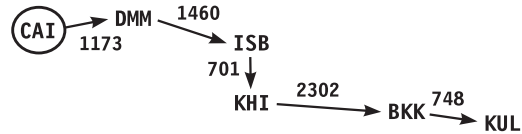
2.22.8. 5 – Extra Mileage Allowance via a Mandatory Routing Point(s)

Itinerary

Cairo–Dammam–Islamabad–Karachi–Bangkok–Kuala Lumpur

Construction

CAI-KUL	OW Y	NUC	1443.18	
MPM	5934 EH			
TPM	6384			
Less EMA	700			
New TPM	5684			
Total			NUC	1443.18
ROE			x	3.879
LCF			EGP	5599.00



Explanation

- The routing between CAI and KUL via both ISB and KHI allows a deduction of 700 miles from the sum of the TPMs.
- The code “M” preceding the fare indicates application of the mileage principle.
- The code “E” is imprinted before each of the specified intermediate points that allow the use of the Extra Mileage Allowance. This also indicates that an EMA via the mandatory routing points ISB and KHI is applicable.

Horizontal Fare Calculation Entry

CAI BB DMM DD E/ISB EE E/KHI FF BKK CC KUL M1433.18NUC1433.18END ROE3.879

Note: If ISB is the only mandatory routing point, the linear entry would be CAI DD DMM EE E/ISB FF BKK ...

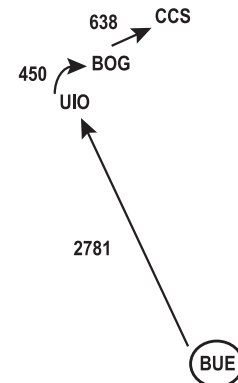
△ 2.22.8. 6 – Extra Mileage Allowance with No Mandatory Routing Point

Itinerary

Buenos Aires -Quito - Bogotá - Caracas

Construction

BUE-CCS	OW Y	NUC	878.00	
MPM	3814			
TPM	3869			
Less EMA	400			
New TPM	3469			
Total			NUC	878.00
ROE			x	1.00000
LCF			USD	878.00



Explanation

- The routing between BUE and CCS allows a deduction of 400 miles from the sum of the TPM.
- The code “E/XXX” is shown preceding the code “M” and the fare entry the, to indicate that an EMA via any routing point in South America is applicable.

Horizontal Fare Calculation Entry

BUE DD UIO EE BOG FF CCS E/XXX M878.00NUC878.00END ROE1.00

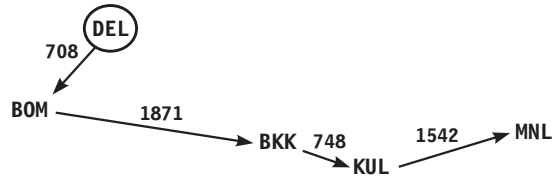
2.22.8. 7 – Extra Mileage Allowance via a Mandatory Routing Point which is a Transfer Point

Itinerary

Delhi–X/Mumbai–Bangkok–Kuala Lumpur - Manila

Construction

DEL–MNL	OW Y	NUC	490.90	
MPM			3656	
TPM			4869	
Less EMA			<u>700</u>	
New TPM			4169	
EMS	15%	NUC	<u>73.63</u>	
Total				NUC 564.53
ROE				<u>x 14.09245</u>
LCF				INR 7960



Explanation

- As BOM is not a stopover point, the HIF NUC 519.42 for the sector BOM–MNL is ignored.
- The code “E/” is imprinted next to the mandatory point (BOM) that allowed the use of the Extra Mileage Allowance.
- The Excess Mileage Surcharge is represented by the code “15M” preceding the surcharged fare.

Horizontal Fare Calculation Entry

DEL AB X/E/BOM BB BKK AB KUL CC MNL15M564.53NUC564.53END ROE14.09245

Note: The code “X” for no stopover precedes any other fare construction symbol for a ticketed point, e.g. X/L/BJJS, X/T/MIA and X/E/BOM.

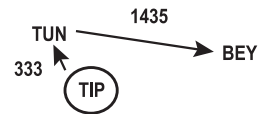
2.22.8. 8 – Excess Mileage Surcharge

Itinerary

Tripoli - X/Tunis -Beirut

Construction

TIP–BEY	OW F	NUC	306.64	
MPM			1639	
TPM			1768	
EMS 10%		NUC	<u>30.66</u>	
Total				NUC 337.30
ROE				<u>x 1.27802</u>
LCF				LYD 431.100



Explanation

- The code “10M” next to the fare entry indicates that the applicable fare is the result of using an excess mileage surcharge of 10%.
- The 10% is not the amount by which the TPM exceeds the MPM but the amount of the surcharge to be applied to the direct fare.

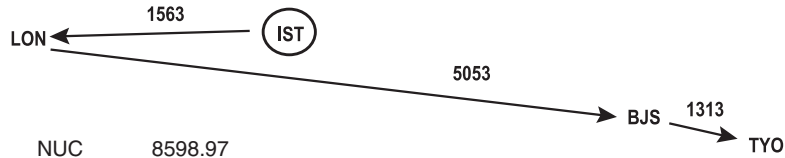
Horizontal Fare Calculation Entry

TIP CC X/TUN DD BEY10M337.30NUC337.30END ROE1.27802

2.22.8.9 – Maximum Permitted Mileage Deduction via a Point in the People’s Republic of China

Itinerary

Istanbul–X/London–Beijing–Tokyo



Construction

IST–TYO	OW F	NUC	8598.97		
MPM (EH)	8053				
Less MPM reduction	1000				
New MPM	7053				
TPM	7929				
EMS 10%		NUC	1289.85		
Total				NUC	9888.82
ROE				x	0.751949
LCF				EUR	7436.00

Explanation

- The routing IST–TYO requires a deduction of 1000 miles from the MPM when a fare component involves a single flight coupon between a point in Europe and a point in the People’s Republic of China (excluding Hong Kong (SAR), China; Macao (SAR), China) and a single flight coupon between a point in the People’s Republic of China (excluding Hong Kong (SAR), China; Macao (SAR), China) and a point in Japan.
- The code “M” next to the fare entry indicates that the sum of the TPM is within the MPM. The code “L” is imprinted next to the applicable Chinese gateway (BJS) to indicate that less maximum permitted mileage over Beijing applies.

Horizontal Fare Calculation Entry

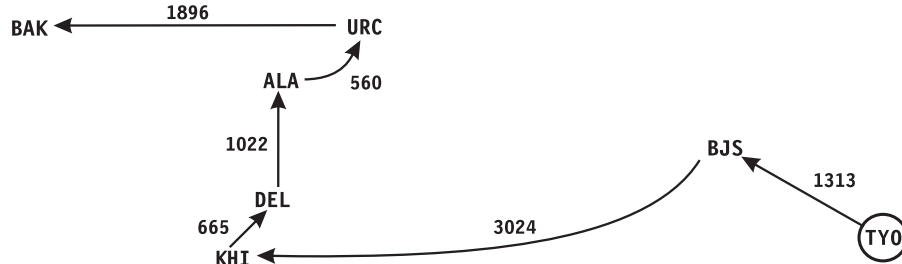
IST BB X/LON BB L/BJS YY TYO15M9888.82NUC9888.82END ROE0.751949

Note: If the point in the People’s Republic of China (L/BJS) is also a connecting point, the code “X” precedes the mileage deduction symbol, e.g. X/L/BJS.

2.22.8.10 – MPM Deduction via More Than One Point in the People’s Republic of China

Itinerary

Tokyo–Beijing–Karachi–Delhi–Almaty–X/Ururmqi–Baku



Construction

TYO–BAK	OW Y	NUC	3061.53		
increased to a BJSBAK					
higher intermediate point					
(HIP)					
MPM (EH)	8744				
Less MPM deduction	1000				
New MPM	7744				
TPM	8480				
EMS 10%		NUC	306.15		
Total				NUC	3367.68
ROE				x	130.95013
LCF				JPY	441000

Explanation

- Between BJS and URC the passenger travels via cities outside the People’s Republic of China. Nevertheless, the routing TYO to BAK, requires a deduction of 1000 miles from the EH MPM since this is an EH fare component that has a flight coupon between a point in Japan (TYO) and a point in the People’s Republic of China (BJS) plus another coupon between a point in the People’s Republic of China (URC) and a point in Europe (BAK). (Such MPM deduction is limited to one time within a fare component.)
- The code “L” is shown next to each Chinese gateways namely L/URC and L/BJS to indicate that there is an EH MPM deduction applied over such points.

Horizontal Fare Calculation Entry

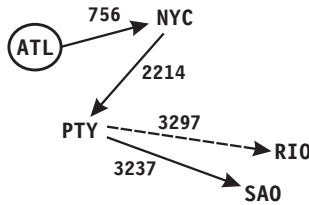
TYO JJ L/BJS CC KHI EE DEL DD ALA DD X/L/URC JJ BAK10M BJSBAK3367.68NUC3367.68END ROE130.95013

Note: If the point in the People’s Republic of China (L/URC) is also a connecting point, the code “X” precedes the mileage deduction symbol, e.g. X/L/URC.

2.22.8.11 – Point Determining Mileage Equalisation

Itinerary

Atlanta–X/New York–Panama City–Sao Paulo



Construction

ATL–SAO	OW Y	NUC	1326.00			
MPM 5599	} compared to					
TPM 6207		ATL–RIO	MPM 5730			
EMA none			TPM 6267			
EMS 15%			EMA none			
		EMS 10%	NUC	132.60		
Total				NUC	1458.60	
ROE				x	1.00	
LCF				USD	1459.00	

Explanation

- The fare is constructed using the ATL to SAO fare.
- The mileage calculation based on the actual ticketed routing ATL–X/NYC–PTY–SAO will result in a 15% mileage surcharge.
- However, due to the SAO–RIO mileage equalization rule, this initial mileage calculation has to be checked against a routing substituting RIO for SAO.
- As the routing to RIO requires a lower mileage surcharge than the routing to SAO, the fare to SAO is surcharged accordingly, i.e. 10% instead of 15%.
- To show that the RIO MPM/TPM was used, the code “B/” is shown against the substitute city “RIO” preceding the Excess Mileage Surcharge followed by the surcharged fare in NUC.

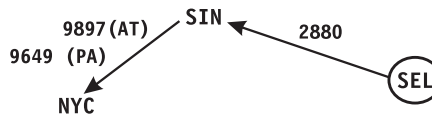
Horizontal Fare Calculation Entry

ATL BB X/NYC ZZ PTY BB SAO B/RIO10M1458.60NUC1458.60END ROE1.00

2.22.8.12 – Mileage Calculated over Route where Different Ticketed Point Mileages are Published

Itinerary

Seoul–Singapore–New York



Construction

SEL–NYC	OW Y	(via AT)	NUC	3876.90		
increased to SIN–NYC					NUC	5149.96
(HIP)						
MPM 11820						
TPM 12777						
EMS 10%					NUC	514.99
Total					NUC	5664.95
ROE					x	828.95869
LCF					KRW	4697000

Explanation

- Where two or more TPM global indicators are published against a city pair, the TPM applied is the one relating to the routing of the aircraft.
- The through fare is based on the Transatlantic (AT) fare since the flight from SIN to NYC operates via LON across the Atlantic Ocean.
- To indicate that between SIN and NYC the Transatlantic TPM is used, the global indicator “AT” is shown in parentheses following the airline designator. This is to describe the type of routing flown by the flight.

Horizontal Fare Calculation Entry

SEL BB SIN CC(AT)NYC10M SINNYC5664.95NUC5664.95END ROE828.95869

△ 2.22.8.13 – Higher Intermediate Point Check

Itinerary

Montevideo -X/Panama - Guatemala - Mexico - San Salvador - X/Sao Paulo- Montevideo

Construction

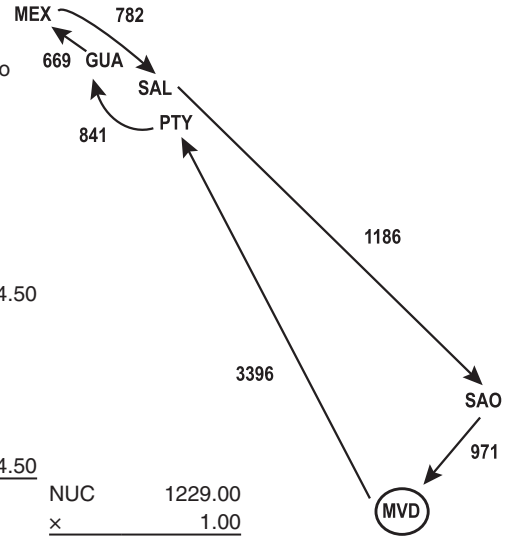
Outbound

MVD-MEX (NUC 607.00)				
increased to (HIP) MVD-GUA	½RT YLXEE3M	NUC	614.50	
MPM 5686				
TPM 4906				
Total outbound			_____	NUC 614.50

Inbound

MVD-MEX (NUC 607.00)				
increased to (HIP) MVD-SAL	½RT YLXEE3M	NUC	614.50	
MPM 5686				
TPM 2939				
Total inbound			_____	NUC 614.50

Total				NUC 1229.00
ROE			x	1.00
LCF			_____	USD 1229.00



Explanation

- This is a round trip pricing unit for which ½ RT fares must be used. The applicable fares are shown against the fare construction points Mexico (MEX) and Montevideo (MVD) to represent the outbound and inbound fares respectively.
- “M” is shown next to each fare to indicate that the components are within the maximum permitted mileage.
- “MVDGUA” is shown before the outbound fare to indicate that the MVD-MEX fare has been increased to the HIP MVD-GUA.
- “MVDSAL” is shown preceding the inbound NUC to indicate that the second fare component has been increased to the HIP MVD-SAL.

Horizontal Fare Calculation Entry

MVD BB X/PTY CC GUA DD MEX M MVDGUA614.50BB SAL CC X/SAO DD MVD M MVDSAL614.50NUC1229.00END ROE1.00

△ 2.22.8.14 – Higher Intermediate Point Exception

Itinerary

Tel Aviv - Bangkok - X/Taipei - Manila

Construction

TLV-MNL (NUC 3794.00)				
increased to (HIP) TLVTPE	OW F	NUC	4442.00	
MPM 6619				
TPM 6590				
Total			_____	NUC 4442.00
ROE			x	1.00
LCF			_____	USD 4442.00



Explanation

- Normally, HIPs must be checked at stopover points only.
- However, due to certain government reservations (e.g. Israel, for travel originating in Israel, HIPs are checked from points in Israel whether or not a stopover is made) an additional check may be required. In the above example this results in the fare being raised to the TLV-TPE NUC level.
- The higher intermediate point sector “TLV TPE” is shown preceding the applicable fare and following the code “M” to indicate that the applicable fare is based on the TLV TPE level.

Horizontal Fare Calculation Entry

TLV CC BKK BB X/TPE DD MNL M TLVTPE4442.00NUC4442.00END ROE1.00

△ 2.22.8.15 – One Way Side Trip Pricing Unit Interrupting a Through Fare

Itinerary

Addis Ababa - Cairo - (surface) - Larnaca - Cairo - Moscow

Construction

ADD-MOW	OW F	NUC	2760.00	
MPM			3890	
TPM			3329	
LCA-CAI	OW F		<u>618.98</u>	
Total		NUC		3378.98
ROE		x		<u>1.00000</u>
LCF		USD		3379.00

Explanation

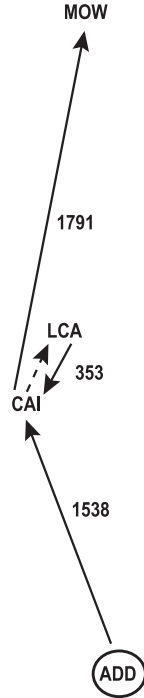
- A one way side trip is assessed for LCA-CAI.
- Side trip combination is the combination of fares from or to an en route point of a fare component.
- As the surface portion is not included in the fare, this is shown by separating CAI and LCA with “/”.
- In the Fare Calculation area the OW fare from LCA to CAI (NUC 618.98) is shown after the last point in the side trip and parentheses are drawn starting from the surface sector up to the side one way fare and also enclosing the carrier code involved.
- The first identical intermediate point CAI is not included in the parenthetical because this city is also part of the main one way routing i.e. ADD-CAI-MOW.

Horizontal Fare Calculation Entry

ADD EE CAI(/-LCA BB CAI618.98)BB MOW M2760.00NUC3378.98END ROE1.00

OR use asterisks instead of parentheses:

ADD EE CAI*/-LCA BB CAI618.98**BB MOW M2760.00NUC3378.98END ROE1.00



△ 2.22.8.16 – Side Round Trip Pricing Unit Calculated on Mileage

Itinerary

Shanghai - Guangzhou - Hanoi - Bangkok - Guangzhou - Jakarta

Construction

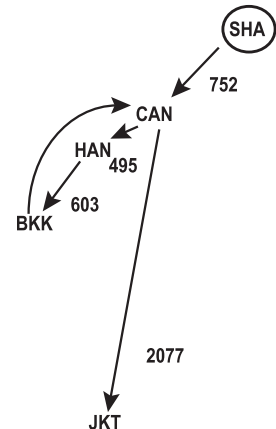
SHA-JKT	Y OW	NUC	1142.30
MPM			3314
TPM			2829

Construction: Side Trip - Outbound

CAN-BKK (via HAN)	½RT	NUC	378.85
MPM			1256
TPM			1098

Inbound

CAN-BKK (direct)	½RT	<u>NUC</u>	<u>378.85</u>	
Total		NUC		1900.00
ROE		x		<u>7.826260</u>
LCF		CNY		14870



Explanation

- When the CAN-HAN-BKK-CAN is taken out of the SHA-JKT fare component to be calculated as a separate side trip pricing unit, the outbound fare component which is an indirect routing is calculated using the mileage system.
- To show that side trip begins and ends in CAN, parentheses or asterisks are imprinted after both CAN.
- The outbound component of the side trip has the code “M” preceding the applicable fare while the inbound just shows a direct fare.
- The through mileage fare (M1142.30) from SHA to JKT is shown after the ultimate destination JKT.

Horizontal Fare Calculation Entry

SHA CC CAN(DD HAN DD BKK M378.85EE CAN378.85)CC JKT M1142.30NUC1900.00END ROE7.82626

OR use asterisks instead of parentheses:

SHA CC CAN*DD HAN DD BKK M378.85EE CAN378.85**CC JKT M1142.30NUC1900.00END ROE7.82626

△ 2.22.8.17 – Backhaul Check (BHC)

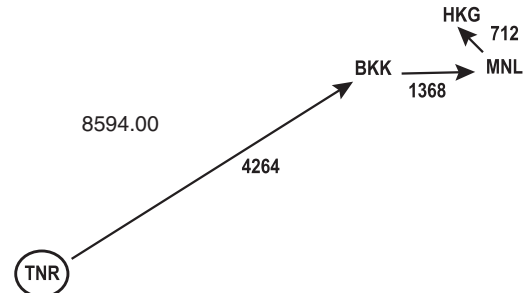
Itinerary

Antananarivo - Bangkok - Manila - Hong Kong

Construction

TNR–HKG (NUC 8345.00)
 increased to (HIP) TNR–MNL
 MPM 7525
 TPM 6344

OW F NUC 8594.00



Minimum Check Using the Backhaul Rule

TNR–MNL	HI-OS	OW F	NUC	8594.00		
Less TNR–HKG	OD	OW F	NUC	<u>8345.00</u>		
Difference			NUC	249.00		
Plus SIN–AMS	HI-OS	OW F	NUC	<u>8594.00</u>		
= (BHC) OW backhaul minimum			NUC	8843.00		
Less (AF) applicable fare			NUC	<u>8594.00</u>		
= OW backhaul adjustment			NUC	<u>249.00</u>	P	<u>249.00</u>
Total			NUC	8843.00		
ROE				x		<u>1.00000</u>
LCF			USD	8843.00		

Explanation

- The fare to be charged is the OW backhaul minimum fare which is higher than the mileage constructed fare.
- “M TNRMNL” is next to the fare to indicate that the HIP from TNR to MNL is charged.
- The “M” indicates that the mileage principle is used.
- However, the OW backhaul construction produces a minimum fare which is higher than the applicable fare.
- To indicate that this minimum fare is charged, the entries “TNRMNL” and “TNRHKG” are shown after the code “P”.
- These city pairs indicate the points between which the backhaul applies and the NUC “249.00” is the amount which must be added to the applicable fare in order to raise it to the OW minimum fare.
- It is important to note that whenever an adjustment (plus up) is required, the code “P”, as applicable, is shown preceding the city pairs and not after, i.e. “P TNRMNL TNRHKG249.00”.

Horizontal Fare Calculation Entry

TNR BB BKK CC MNL DD HKG M TNRMNL8594.00P TNRMNL TNRHKG249.00NUC8843.00END ROE1.00

△ 2.22.8.18 – Backhaul Minimum Higher than Applicable Fare

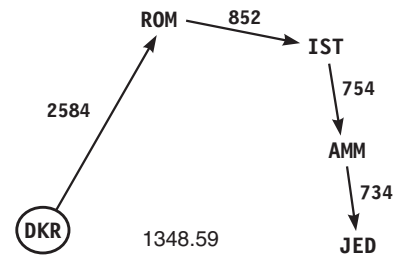
Itinerary

Dakar–Rome–Istanbul–Amman–Jeddah

Construction

DKR–JED (NUC 958.11)
 increased to DKR–IST (HIP)
 MPM 4723
 TPM 4924
 EMS 5%

OW Y NUC 1284.38
 NUC 64.21



Minimum Check Using the Backhaul Rule

DKR–IST	HI-OS	OW Y	NUC	1284.38		
Less DKR–JED	O-D	OW Y	NUC	<u>958.11</u>		
Difference			NUC	326.27		
Plus DKR–IST	HI-OS	OW Y	NUC	<u>1284.38</u>		
= (BHC) OW backhaul minimum			NUC	1610.65		
Less (AF) applicable fare			NUC	<u>1348.59</u>		
= OW backhaul adjustment			Plus		P	<u>262.06</u>
Total			NUC	1610.65		
ROE				x		<u>623.409</u>
LCF			XOF	1004100		

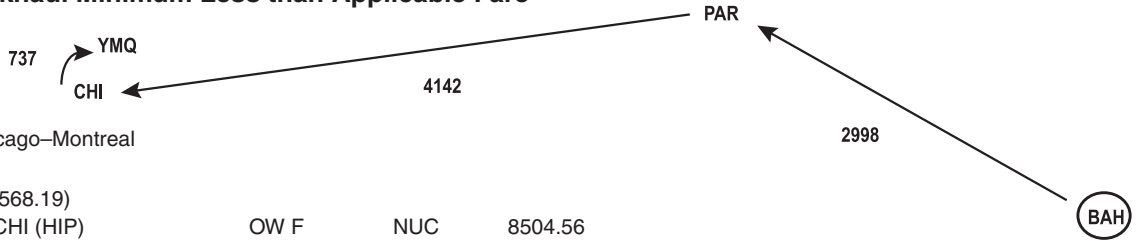
Explanation

- There is a HIP from DKR to IST.
- The code “5M” is shown next to “DKRIST” to indicate the HIP has been raised using 5% EMS.
- However, the one way backhaul construction produces a minimum fare which is higher than the applicable fare.
- To indicate that the fare is raised to the backhaul minimum, the entries “P DKRIST DKRJED” are shown preceding the amount of adjustment.

Horizontal Fare Calculation Entry

DKR AB ROM BB IST CC AMM DD JED5M DKRIST1348.59P DKRIST DKRJED262.06NUC1610.65END ROE623.409

△ **2.22.8.19 – Backhaul Minimum Less than Applicable Fare**



Itinerary

Bahrain–Paris–Chicago–Montreal

Construction

BAH–YMQ (NUC 3568.19)

increased to PAR–CHI (HIP)

MPM 7843

TPM 7877

EMS 5%

Applicable fare

Minimum Check Using the Backhaul Rule

BAH–CHI

Less BAH–YMQ

Difference

Plus BAH–CHI

= (BHC) OW backhaul minimum

Total

ROE

LCF

OW F	NUC	8504.56	
	NUC	<u>425.22</u>	
	NUC		8929.78
OW F	NUC	4360.54	
OW F	NUC	<u>3568.19</u>	
	NUC	792.35	
OW F	NUC	<u>4360.54</u>	
	NUC	5152.89	<
	NUC		8929.78
	x		<u>0.376100</u>
	BHD		3359.000

Explanation

- This itinerary requires a 5% mileage surcharge on the higher BAH–CHI fare.
- As the OW minimum fare constructed by applying the backhaul method is lower than the fare constructed by using the mileage principle, only the applicable fare established by the HIP is shown.

Horizontal Fare Calculation Entry

BAH BB PAR CC CHI DD YMQ5M PARCHI8929.78NUC8929.78END ROE0.3761

△ **2.22.8.20 – Backhaul Sector Different from Higher Intermediate Points**

Itinerary

Skopje - Amsterdam -New York -Montreal



Construction

SKP–YMQ (OW F NUC 7088.24)

increased to (HIP) AMS–NYC

MPM 5359

TPM 5033

Minimum Check Using the Backhaul Rule

SKP–NYC

Less SKP–YMQ

Difference

Plus SKP–NYC

= (BHC) OW backhaul minimum

Less (AF) applicable fare

= OW backhaul adjustment

Total

ROE

LCF

OW F	NUC		7516.46
	NUC	7423.37	
OW F	NUC	<u>7088.24</u>	
	NUC	335.13	
OW F	NUC	<u>7423.37</u>	
	NUC	7758.50	
	NUC	7516.46	
			P 242.04
	NUC		7758.50
	x		<u>0.751949</u>
	EUR		5834.00

Explanation

- The code “M” is shown next to the “AMSNYC” to indicate that the mileage system has been used and the highest intermediate fare between stopover points has been charged.
- The backhaul adjustment is identified by showing the city pairs used in the backhaul minimum, “P SKPNYC SKPYMQ242.04”. The first city pair represents the high fare from unit origin to intermediate stopover point while the next city pair represents the base fare from unit origin to destination.
- The amount shown after these cities is the difference between the applicable fare and the backhaul minimum.

Horizontal Fare Calculation Entry

SKP DD AMS EE NYC FF YMQ M AMSNYC7516.46P SKPNYC SKPYMQ242.04NUC7758.50END ROE0.751949

△ 2.22.8.21a –Q Surcharge for a Single Sector

Itinerary

Tel Aviv–New York–Miami–New York–Tel Aviv

Construction

Outbound

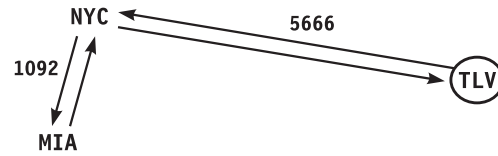
TLV–MIA	½RT C	NUC	3184.00
MPM 7905 AT			
TPM 6758			

Inbound

TLV–MIA	½RT C	NUC	3184.00
MPM 7905 AT			
TPM 6758			

Total		NUC	6368.00
Plus surcharge for TLV–NYC outbound “Q”			5.00
Plus surcharge for TLV–NYC inbound “Q”			5.00

Total		NUC	6378.00
ROE		x	1.00
LCF		USD	6378.00



Explanation

- A surcharge other than that of a stopover or transfer is applied for the sector TLV–NYC and again for the single segment NYC–TLV.
- In the linear format when a surcharge is applicable to a single sector, imprint “Q” followed by the amount immediately after this sector to which it applies.

Horizontal Fare Calculation Entry

TLV AB NYC Q5.00BB MIA M3184.00CC NYC AB TLV Q5.00M3184.00 NUC6378.00END ROE1.00

△ 2.22.8.21b – Q Surcharge for Consecutive Segments

Itinerary

Toronto - X/Tokyo - Singapore - X/Tokyo - Toronto

Construction

Outbound

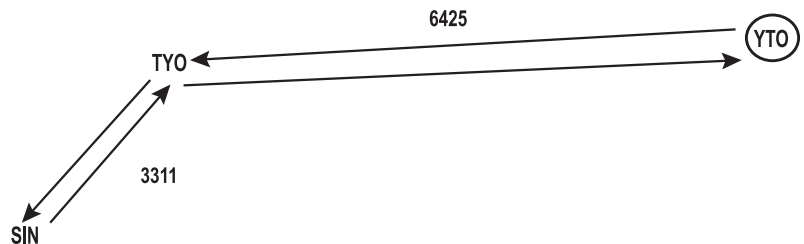
YTO-SIN	½RT C	NUC	3497.42
MPM 11284 PA			
TPM 9736			

Inbound

YTO-SIN	½RT C	NUC	3497.42
MPM 11284 PA			
TPM 9736			

Total		NUC	6994.84
Plus surcharge for YTO-SIN outbound “Q”			13.09
Plus surcharge for YTO-SIN inbound “Q”			13.09

Total		NUC	7021.02
ROE		x	1.14527
LCF		CAD	8041.00



Explanation

- A surcharge other than that for a stopover or transfer is applied over consecutive segments between YTO and SIN via Tokyo and return.
- In the linear format when a surcharge is applicable to the segments, imprint “Q” followed by the first and last cities of the consecutive segments followed by the amount. These entries must be made at the end of the fare calculation directly preceding the total amount in NUCs.

Horizontal Fare Calculation Entry

YTO CC X/TYO BB SIN M3497.42BB X/TYO CC YTO M3497.42Q YTO SIN13.09Q SIN YTO13.09NUC7021.02END ROE1.14527

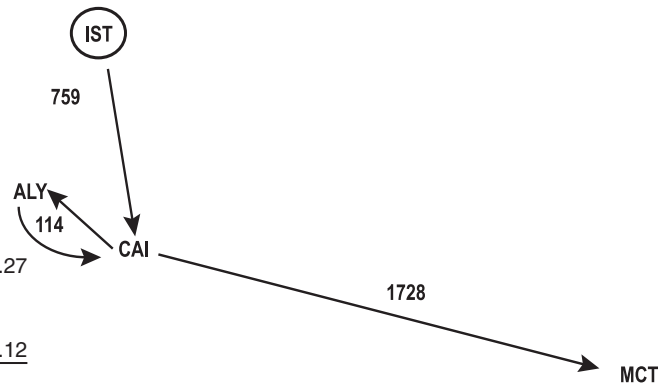
△ **2.22.8.22 – One Way Subjourney Check (OSC)**

Itinerary

Istanbul–Cairo–Alexandria–Cairo–Muscat

Construction

IST–ALY	OW C	NUC	884.27
MPM 1047 EH			
TPM 873			
ALY–MCT	OW C	<u>NUC</u>	<u>556.12</u>
MPM 2198 EH			
TPM 1842			
Plus (to increase to OSC IST-MCT fare)	H	<u>NUC</u>	<u>493.00</u>
Total		NUC	1933.39
ROE		x	0.751949
LCF		EUR	1454.00



Explanation

- The combination of pricing units IST–ALY plus ALY–MCT produces a total of NUC 1440.39.
- However, this total must not undercut the published through fare IST–MCT of NUC 1933.39.
- The entry “H ISTMCT493.00” indicates that the fare has been increased by NUC 493.00 to cover the published through fare IST–MCT.

Horizontal Fare Calculation Entry

IST AB CAI BB ALY M884.27CC CAI DD MCT M556.12H ISTMCT493.00NUC1933.39END ROE0.751949

Mixed Class Calculations

Note: When calculating itineraries involving mixed classes, there are various possible calculations that can be made but only the method that produces the lowest fare result is quoted by systems. For more step-by-step explanation on the various methodologies, please refer to the IATA Passenger Fare Construction Handbook. Only ticketing entries used in mixed class construction will be explained in this chapter.

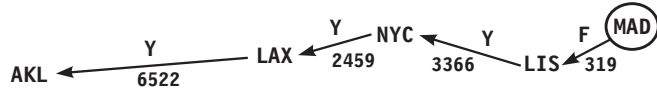
2.22.8.23 – Single Sector Class Differential

Itinerary

Madrid–Lisbon–New York–Los Angeles–Auckland

Possible Calculations

1. MADLIS (F) + LISAKL (Y)
2. MADAKL (Y) + MADLIS (Y/F differential)
3. MADAKL (F)



Construction

MAD–AKL	OW Y	(via AP)	NUC	2807.43	
MPM				14985	
TPM				12666	
MAD–LIS	OW F		NUC	235.35	
Less	OW Y		NUC	162.97	
F/Y class differential MAD–LIS			NUC	72.38	
Total					NUC 2879.81
ROE					× 1.117814
LCF					EUR 3220.00

Explanation

- The fare is constructed by using the MAD–AKL through economy class fare via the AtlanticPacific (AP) route and adding the differential between first and economy class fares for the MAD–LIS sector. The lower class through fare is imprinted opposite AKL.
- Imprint “D” followed by the first and last cities of the segment flown on the higher class and the amount of the class differential. Show the cities in the same direction as the fare applied following the itinerary and preceding the total amount in NUCs.

Horizontal Fare Calculation Entry

MAD FF LIS EE NYC DD LAX CC AKL M2807.43D MADLIS72.38NUC2879.81END ROE1.117814

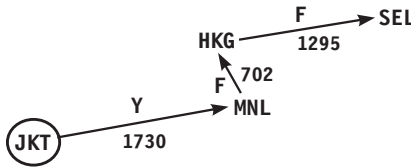
2.22.8. 24 – Class Differential with an Excess Mileage Surcharge and Higher Intermediate Point

Itinerary

Jakarta–Manila–Hong Kong–Seoul

Possible Calculations

1. JKT MNL (Y) + MNL SEL (F)
2. JKT SEL (Y) + MNL SEL (Y/F differential)
3. JKT SEL (F)



Construction

JKT–SEL	OW Y				NUC 689.00
MPM 3993					
TPM 3727					
F/Y Constructed Class Differential					
MPM 1981					
TPM 1997					
EMS 5%					
MNL–SEL increased to HKG–SEL (HIP)					
HKG–SEL	OW F		NUC 463.93		
5% surcharge			NUC 23.19 =	NUC 487.12	
Less MNL–SEL increased to HKG SEL	OW Y		NUC 348.59		
5% surcharge			NUC 17.42 =	NUC 366.01	
Total F/Y class differential MNL–SEL				NUC 121.11	
Plus HKG–SEL international security charge				Q NUC 4.25	
Total					NUC 814.36
ROE					x 1.00
LCF					USD 814.00

Explanation

- The JKT–SEL through economy class fare does not require a mileage surcharge. However, the portion of the component flown first class MNL–HKG–SEL is subject to an EMS of 5%. This EMS applies to the higher intermediate fare HKG–SEL.
- The differential for the first class portion is calculated by subtracting the economy class applicable fare HKG–SEL from the first class applicable fare HKG–SEL, i.e. including any EMS/HIP as appropriate in each class.
- The economy class through fare is imprinted opposite SEL with “M” preceding it.
- Only the first and last cities of the consecutive sectors flown on first class (MNLSEL) are imprinted following the code “D”.
- The amount of the differential accompanied by the code “5M” and the HIP HKG SEL is then shown following the class differential sector.
- The code “Q” is shown after (not in between) the last city of the sector HKG–SEL followed by the amount of the international security charge in NUC.

Horizontal Fare Calculation Entry

JKT CC MNL BB HKG BB SEL Q4.25M689.00D MNLSEL5M HKGSEL121.11NUC814.36END ROE1.00

2.22.8. 25 – Two Separate Class Differentials

Itinerary

Rome–X/Cairo–X/Bahrain–Colombo



Possible Calculations

1. ROMCAI (C) + CAIBAH (F) + BAHCMB (Y)
2. ROMCMB (Y) + ROMCAI (Y/C differential) + CAIBAH (Y/F differential)
3. ROMCMB (F)

Construction

ROM–CMB	OW Y		NUC	1284.23	
MPM 5811					
TPM 4860					
C/Y class differential ROM–CAI					
ROM–CAI	OW C	NUC	789.05		
Less ROM–CAI	OW Y	NUC	<u>686.46</u>		
C/Y class differential ROM–CAI		NUC	102.59		
F/Y class differential CAI–BAH					
CAI–BAH	OW F	NUC	427.69		
Less CAI–BAH	OW Y	NUC	<u>311.04</u>		
F/Y class differential CAI–BAH		NUC	<u>116.65</u>		
Total		NUC		1503.47	
ROE				<u>1.117814</u>	
LCF				EUR	1781.00

Explanation

- The first fare following the routing represents the lower class through fare, i.e. Y class ROM–CMB.
- Then the separate class differentials are shown in the order they appear in the routing, i.e. “D ROMCAI...” then “D CAIBAH...”

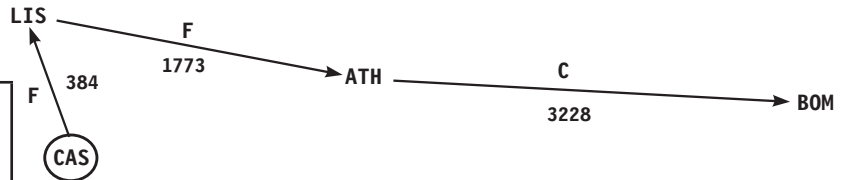
Horizontal Fare Calculation Entry

ROM AB X/CAI BB X/BAH CC CMB M1284.23D ROMCAI102.59D CAIBAH116.65NUC1503.47END ROE1.117814

2.22.8. 26 – Class Differential with a Higher Intermediate Point in One Class Only

Itinerary

Casablanca–Lisbon–Athens–Mumbai



Possible Calculations

1. CASATH (F) + ATHBOM (C)
2. CASBOM (C) + CASATH (C/F differential)
3. CASBOM (F)

Construction

CAS–BOM	OW C		C	NUC	1838.28
MPM 5985					
TPM 5385					
F/C Constructed Class Differential					
CAS–ATH					
MPM 2133					
TPM 2157					
EMS 5%					
CAS–ATH	OW F	NUC	976.86	= NUC	1025.70
Less CAS–ATH increased to surcharged HIP LIS–ATH	OW C	NUC	<u>695.78</u>	= NUC	<u>730.56</u>
Total F/C class differential for CAS–ATH				D NUC	<u>295.14</u>
Total				NUC	2133.42
ROE				<u>9.00838</u>	
LCF				MAD	19220

Explanation

- The CAS–BOM through C fare does not require a mileage surcharge but the portion CAS–LIS–ATH is subject to a 5% EMS
- In the class differential calculation, the HIP LIS–ATH is in business class only.
- The class differential for consecutive sectors flown in F class (CAS–LIS–ATH) are represented by “D CASATH” followed by the entry “C/” that precedes the sector LIS–ATH to indicate that this HIP is in the lower class only.

Horizontal Fare Calculation Entry

CAS AB LIS BB ATH CC BOM M1838.28D CASATH5M C/LISATH295.14NUC2133.42END ROE9.00838

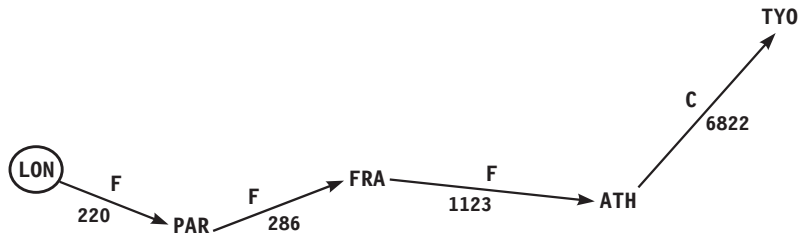
2.22.8.27 – Class Differential with Varying Higher Intermediate Points in Higher and Lower Classes

Itinerary

London–Paris–Frankfurt–Athens–Tokyo

Possible Calculations

1. LONATH (F) + ATHTYO (C)
2. LONTYO (C) + LONATH (C/F differential)
3. LONTYO (F)



Construction

LON–TYO (NUC 3000.00)

increased to (HIP) FRA–TYO

MPM 7464

TPM 8451

EMS 15%

Total

F/C Constructed Class Differential

LON–ATH

increased to (HIP) PAR–ATH

Less LON–ATH

increased to (HIP) FRA–ATH

F/C class differential LON–ATH

MPM 1792

TPM 1629

Total

ROE

LCF

	OW C	NUC	3187.75		
		NUC	478.16		
Total		NUC		3665.91	
increased to (HIP) PAR–ATH	OW F	NUC	1276.57		
increased to (HIP) FRA–ATH	OW C	NUC	992.55		
F/C class differential LON–ATH		NUC		284.02	
Total		NUC		3949.93	
ROE		×		0.64824	
LCF		GBP		2561.00	

Explanation

- The code “15M” is shown next to “FRATYO” to indicate the HIF has been raised using 15% EMS.
- The differential for the first class portion is calculated by subtracting the business class applicable fare FRAATH from the first class applicable fare PAR–ATH.
- The consecutive sectors flown on the first class which are LON–PAR–FRA–ATH are represented by the first and last cities of this string, i.e. “D LONATH M F/PARATH C/FRAATH284.02”.
- The entry, “F/PARATH” indicates the first class sector which has been used as the F HIP in the differential calculation.
- Following this, the entry “C/FRAATH” is shown to indicate the business class sector which has been raised to the relevant HIF.
- The code “M” is imprinted preceding “F/PARATH” to indicate that the mileage principle is used.

Horizontal Fare Calculation Entry

LON AB PAR BB FRA CC ATH DD TYO15M FRATYO3665.91D LONATH M F/PARATH C/FRAATH284.02NUC3949.93END ROE0.64824

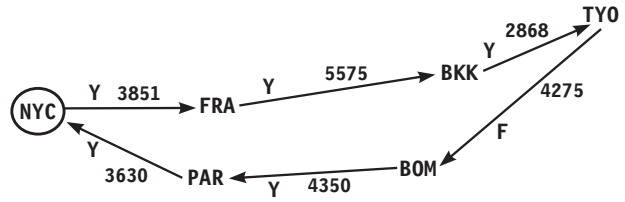
2.22.8. 28 – Class Differential on the Inbound Fare Component of a RT/CT

Itinerary

New York–Frankfurt–Bangkok–Tokyo–Mumbai–Paris–New York

Possible Calculations

1. NYCTYO (Y) + TYOBOM (F) + NYCBOM (Y)
2. NYCTYO (YRT) + TYOBOM (Y/F differential)
3. NYCTYO (FRT)



Construction

Outbound

NYC–TYO	½RT Y	(via AT)	NUC	2522.17
MPM	12754			
TPM	12294			

Inbound

NYC–TYO	½RT Y	(via AT)	NUC	2522.17
MPM	12754			
TPM	12255			

Class Differential

BOM–TYO	½RT F		NUC	1164.24
Less BOM–TYO	½RT Y		NUC	<u>787.68</u>

F/Y class differential BOM–TYO

		NUC	<u>376.56</u>	
Total		NUC	5420.90	
ROE			× 1.00	
LCF		USD	<u>5421.00</u>	

Explanation

- In the above journey, the fare for the inbound component is applied in the reverse direction of travel, i.e. from the country of origin.
- When calculating class differentials within such a component, the fare levels used are those in the direction of the fare component, i.e. NYC–TYO.
- Therefore, the TYO–BOM class differential portion is calculated using the BOM to TYO level.
- This class differential must be shown in the direction of the fare used, i.e. “D BOMTYO376.56”.

Horizontal Fare Calculation Entry

NYC AB FRA BB BKK CC TYO M2522.17DD BOM BB PAR CC NYC M2522.17D BOMTYO376.56NUC5420.90END ROE1.00

2.22.8. 29 – Class Differential Involving Travel in a Higher Class on the Outbound Fare Component and a Circle Trip Minimum (CTM)

Itinerary

London–Amman–Jeddah–Sanaa–Addis Ababa–Cairo–London

Possible Calculations

1. LONADD (F) + LONADD (Y)
2. LONADD (YRT) + LONADD (Y/F differential)
3. LONADD (FRT)

Construction

Outbound

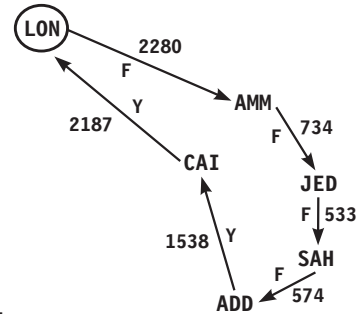
LON–ADD (NUC 1378.59)
 increased to (HIP) LON–SAH ½RT Y NUC 1426.27
 MPM 4442
 TPM 4121

Inbound

LON–ADD ½RT Y NUC 1378.59
 MPM 4442
 TPM 3725
 Total NUC 2804.86
 Plus (to increase to the circle trip minimum LONSAH RT NUC 2852.54) NUC 47.68

Outbound Class Differential

LON–ADD ½RT F NUC 2478.26
 (increased to LON–SAH ½RT F NUC 2583.15)
 Less
 LON–SAH ½RT Y HIP NUC 1426.27
 Class Differential equals ½RT NUC 1156.88
 Total NUC 4009.42
 ROE × 0.61299
 LCF GBP 2458.00



Explanation

- The outbound fare component is entirely flown on First class while the remaining component is travelled on Business class.
- To identify the circle trip minimum, the entire routing must be shown in the lower class fare. Then the circle trip minimum check is determined using the highest RT fare on the lower class of service.
- The CTM adjustment of NUC 47.68 is then shown following the routing as “P LONSAH47.68”.
- The class differential for the outbound fare component is then added to the economy fares and shown at the end of the routing after the plus up. This differential is calculated based on the difference between F and Y of the HIP sector LON–SAH. This is shown prior to the total NUC by the codes ‘D LONADD M LONSAH156.88’.

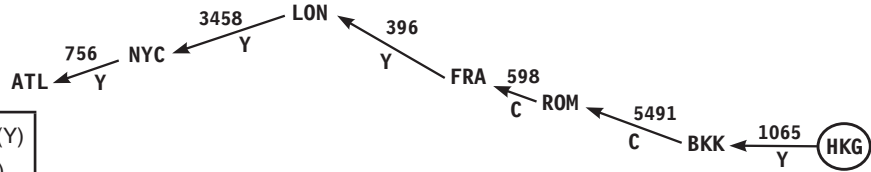
Horizontal Fare Calculation Entry

LON BB AMM BB JED CC SAH DD ADD M LONSAH1426.27EE CAI FF LON M1378.59P LONSAH47.68D LONADD M LONSAH1156.88NUC4009.42END ROE 0.61299

2.22.8.30 – Through Class Differential and International Security Charges

Itinerary

Hong Kong–Bangkok–Rome–Frankfurt–London–New York–Atlanta



Possible Calculations

1. HKGBKK (Y) + BKKFRA (C) + FRAATL (Y)
2. HKGATL (Y) + BKKFRA (Y/C differential)
3. HKGATL (C one way)

Construction

HKG–ATL	OW Y	(via AT)	NUC	2688.26
MPM 13272				
TPM 11764				
Class Differential				
BKK–FRA	OW C		NUC	1427.50
MPM 7588				
TPM 6089				
Less BKK–FRA	OW Y		NUC	1238.83
C/Y class differential			NUC	188.67
Plus HKG–BKK international security charge			Q NUC	4.25
Plus LON–NYC transatlantic security charge			NUC	5.00
Total			NUC	2886.18
ROE			x	7.7522
LCF			HKD	22370

Explanation

- The class differential for the consecutive sectors BKK–ROM–FRA flown on a higher class is the difference between the applicable higher class through fare and the applicable lower class through fare.
- The code “M” is shown next to this differential to indicate such mileage principle application.
- The international security charge represented by “Q” and the applicable amount in NUC are shown immediately after the last city of sectors, HKG–BKK and LON–NYC respectively.

Horizontal Fare Calculation Entry

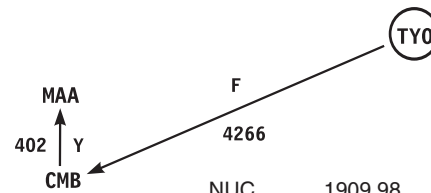
HKG CC BKK Q4.25BB ROM EE FRA DD LON FF NYC Q5.00GG ATL M2688.26D BKKFRA M188.67NUC2886.18END ROE7.7522

2.22.8.31 – Lowest Combination of Class Differentials

a) Single Sector Class Differential

Itinerary

Tokyo–Colombo–Chennai



Construction

TYO–MAA (via EH)	OW Y		NUC	1909.98
MPM		TYO–MAA	5090	
TPM			4668	
TYO–CMB	OW F		NUC	3165.13
Less TYO–CMB	OW Y2		NUC	1286.23
F/Y class differential TYO–CMB			NUC	1878.90
Total			NUC	3788.88
ROE			x	124.765702
LCF			JPY	472800

Explanation

- The fare is constructed by using the TYO–MAA through Y fare via the Eastern Hemisphere (EH) route and adding the class differential between F and secondary Y normal fares for the TYO–CMB sector.
- The lower class through fare is imprinted after MAA, i.e. “M1909.98” and followed by the class differential codes, “D TYOCMB1878.90”.
- TYO–CMB is a point-to-point routing. There are 2 normal economy fares, Y1 and Y2 published for this routing. As this is a point-to-point routing, the Y2 fare may be used as this satisfies the stopover and transfer conditions of the fare.

Horizontal Fare Calculation Entry

TYO AB CMB BB MAA M1909.98D TYOCMB1878.90NUC3788.88END ROE124.765702

b) Fare Component Class Differential with a HIP in One Class Only¹

Construction

TYO–MAA (via EH)			OW Y		NUC	1909.98
MPM	TYO–MAA	5090				
TPM		4668				
Class differential portion:						
TYO–MAA F		3056.92				
raised to HIP TYO CMB			OW F	NUC	3165.13	
Less TYO–MAA			OW Y	NUC	1909.98	
F/Y class differential TYO–MAA					D	1255.15
Total					NUC	3165.13
ROE					x	124.765702
LCF					JPY	394900

Explanation

- Another way to construct the fare for the same transaction is by calculating the class differential based on the entire fare component where mixed class occurs.
- This class differential calculation excludes all other minimum checks.
- Only the first and last cities of the class differential component is shown after the D, i.e. “D TYOMAA M F/TYOCMB1255.15”.
- The code “F/TYOCMB” indicates that there is a HIP from TYO to CMB on First Class only and not on the lower class.

Horizontal Fare Calculation Entry

TYO AB CMB BB MAA M1909.98D TYOMAA M F/TYOCMB1255.15NUC3165.13END ROE124.765702

¹Method subject to government approval.

c) Higher Class Fare for the Entire Journey

Construction

TYO–MAA (via EH)						
raised to HIP	TYO–CMB		OW F	NUC	3165.13	
MPM	TYO–MAA	5090				
TPM		4668				
Backhaul formula:						
HI (unit origin to stopover point)	TYO–CMB	NUC	3165.13			
– LO (unit origin to unit destination)	TYO–MAA	NUC	3056.92			
BHD (backhaul difference)		NUC	108.21			
+ HI (unit origin to stopover point)	TYO–CMB	NUC	3165.13			
= OWM (one way minimum)		NUC	3273.34			
Less (AF) applicable fare		NUC	3165.13			
OW backhaul adjustment	(Plus-up)		P	NUC	108.21	
Total				NUC	3273.34	
ROE				x	124.765702	
LCF				JPY	408500	

Explanation

- A third way to construct the fare for the same routing is to calculate the entire journey as if though this is travelled entirely on the higher class. The resulting applicable fare is imprinted opposite MAA.
- The backhaul plus-up for the first class calculation is also shown after the routing, i.e. “P TYOCMB TYOMAA108.21”.

Horizontal Fare Calculation Entry

TYO AB CMB BB MAA M TYOCMB3165.13P TYOCMB TYOMAA108.21NUC3273.34END ROE124.765702

d) Entire Pricing Unit or Fare Component Travelled in a Different Class of Service¹

Construction

Pricing Unit 1: OW			
TYO-CMB	OW Y2	NUC	1286.23
		+	
Pricing Unit 2: OW			
CMB-MAA	OW Y	NUC	69.69
Subtotal of consecutive OWs:		=	NUC 1355.92
OW Subjourney Check (OSC)			
TYO-MAA published			
fare Y NUC 1909.98			
constructed fare			
1286.23 + 69.69 = 1355.92			
Plus (H)		NUC	554.06
Single Sector Class Differential:			
TYO-CMB F 3165.13 minus		=	D 1878.90
Y2 1286.23			
Total		NUC	3788.88
ROE		×	124.765702
LCF		JPY	427800

Explanation

- Alternatively, the fare may also be assessed as separate pricing units for each portion travelled on a different class, i.e. TYO CMB F and CMB MAA Y. However, all the pricing units should first be assessed on the lower class with the class differential calculated separately.
- The OSC is applied only on the sum of OW fares based on lower class.
- The corresponding plus-up is shown immediately following the Y fare breakdown, i.e. "H TYOMAA554.06". This is then followed by the class differential entry for the portion flown on F, i.e. "D TYOCMB1878.90".

Horizontal Fare Calculation Entry

TYO AB CMB1286.23BB MAA69.69H TYOMAA554.06D TYOCMB1878.90NUC3788.88END ROE124.765702

¹Method subject to government approval.

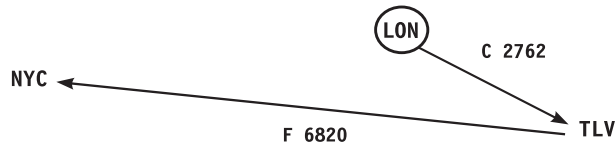
2.2.2.8.32 – Entire Pricing Units in Different Classes of Service

Itinerary

London-Tel Aviv-New York

Possible Calculations

1. LONTLV (C) + TLVNYC (F)
 2. LONTLV (C) + TLVNYC (C) + TLVNYC (C/F differential)



Construction

					OW (PU1)	OW (PU2)	
LON-TLV	OW C	NUC	708.93	(PU 1)	LON	TLV	
TLV-NYC	OW C	NUC	2221.00	(PU 2)			NYC
TLV-NYC	D F-C	NUC	1000.00				
Total		NUC	3929.93				
ROE		×	0.65891				
LCF		GBP	2589.00				

Explanation

- The entire journey is first calculated using the fare based on the lower class of service (C).
- However, when an entire fare component/pricing unit is travelled in one class of service different from the other pricing unit, a class differential calculation becomes necessary.
- The class differential entry "D TLVNYC1000.00" is shown after the economy fares shown against all the pricing units.

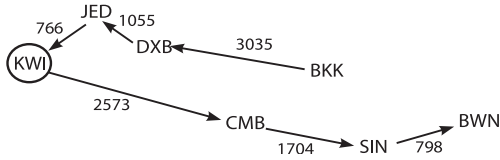
Horizontal Fare Calculation Entry

LON AB TLV708.93BB NYC2221.00D TLVNYC1000.00NUC3929.93END ROE0.65891

2.22.8.33 - One Way Journey with an International Surface Sector at the Turnaround Points

Itinerary

Kuwait–Colombo–Singapore–Bandar Seri Begawan (surface) Bangkok–Dubai–Jeddah–Kuwait



Construction

Outbound

KWI–BWN OW Y NUC 1007.68

MPM 5602

TPM 5075

Inbound

KWI–BKK (OW Y NUC 770.94) increased to HIP JED–BKK

MPM 4215

TPM 4856

EMS 20%

NUC 154.18

Total inbound

NUC 925.12

Total open-jaw journey

NUC 1932.80

ROE

× 0.27449

LCF

KWD 530.600

Explanation

- As the itinerary involves a fare construction surface sector, the code “-” is shown separating the two OW pricing units.
- The mileage surcharged fare for the first OW component is based on KWI–BWN OW NUC.
- The fare for the OW pricing unit that returns to the country of unit origin uses the HIF from JED to BKK.
- This HIP is denoted by “JEDBKK” which is imprinted between “20M” and the NUC 925.12.

Horizontal Fare Calculation Entry

KWI DD CMB EE SIN FF BWN M1007.68/-BKK CC DXB DD JED EE KWI20M JEDBKK925.12NUC1932.80END ROE0.27449

2.22.8.34 – Surface Sector Not Included in the Air Fare

Itinerary

Rome–Paris (surface) Nice–London

Construction

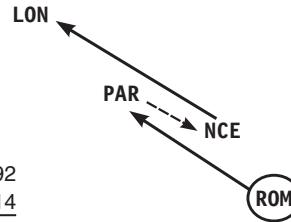
ROM–PAR OW Y NUC 456.12

NCE–LON OW Y NUC 349.80

Total NUC 805.92

ROE × 1.117814

LCF EUR 901.00



Explanation

- A through fare calculation is not used since the mileage exceeds the maximum surcharge of 25%.
- A combination of OW pricing units is applied.
- As the surface portion is not included in the fare, this is clearly denoted by the code “-”.
- All fares are quoted in the actual direction of travel.

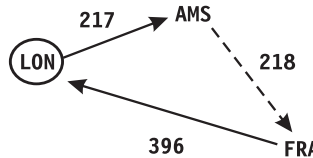
Horizontal Fare Calculation Entry

ROM CC PAR456.12/-NCE BB LON349.80NUC805.92END ROE1.117814

2.22.8.35 – Journey with a Surface Sector Requiring the Issuance of Two Separate Tickets

Itinerary

London–Amsterdam (surface) Frankfurt–London



Explanation

As the mileage for the international surface break (AMSFRA) is greater than the TPM over the routing travelled from the origin of the journey up to the commencement of the surface break (LONAMS) this itinerary will require the issuance of two separate tickets.

Ticket No. 1: LON AMS in GBP

Ticket No. 2: FRA LON in EUR (converted to GBP at the Bankers Selling Rate if sold in the United Kingdom)

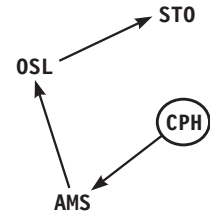
2.22.8.36 – Journey with Surface Sector – Fare Component from/to/within Scandinavia or United States/Canada

Itinerary

Copenhagen–Amsterdam–Oslo–Stockholm

Construction

CPH–AMS	½RT Y	NUC	355.09	} PU1: Normal Fare Open Jaw	
OSL–AMS	½RT Y	NUC	479.52		
OSL–STO	OW Y	NUC	<u>232.74</u>		} PU2: OW
Total		NUC			1067.35
ROE					<u>6.70251</u>
LCF		DKK			7155



Explanation

- Norway, Sweden and Denmark are classified as one country (Scandinavia).
- The pricing unit CPH-AMS-OSL is considered a Origin Normal Fare Open Jaw using half RT fare.
- The fare for the “domestic” component OSL–STO is a OW fare charged in the direction of travel, i.e. OSL to STO.
- The fare for each sector is shown after each breakpoint with no other qualifying code.

Horizontal Fare Calculation Entry

CPH BB AMS355.09CC OSL479.52DD STO232.74NUC1067.35END ROE6.70251

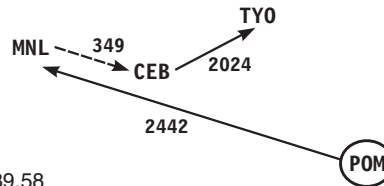
2.22.8.37 – Imbedded Surface Sector Included in the Air Fare

Itinerary

Port Moresby–Manila (surface) Cebu–Tokyo

Construction

POM–TYO	OW Y	NUC	839.58	
MPM 5185				
TPM 4815 (including MNL–CEB)				
Total		NUC	839.58	
ROE			<u>0.88973</u>	
LCF		PGK	747.00	



Explanation

- If the through fare method is used and no flight coupon is issued for the unflown sector, a “/” is imprinted in between the terminal points of the surface sector, i.e. MNL//CEB.

Horizontal Fare Calculation Entry

POM DD MNL//CEB CC TYO M839.58NUC839.58END ROE0.88973

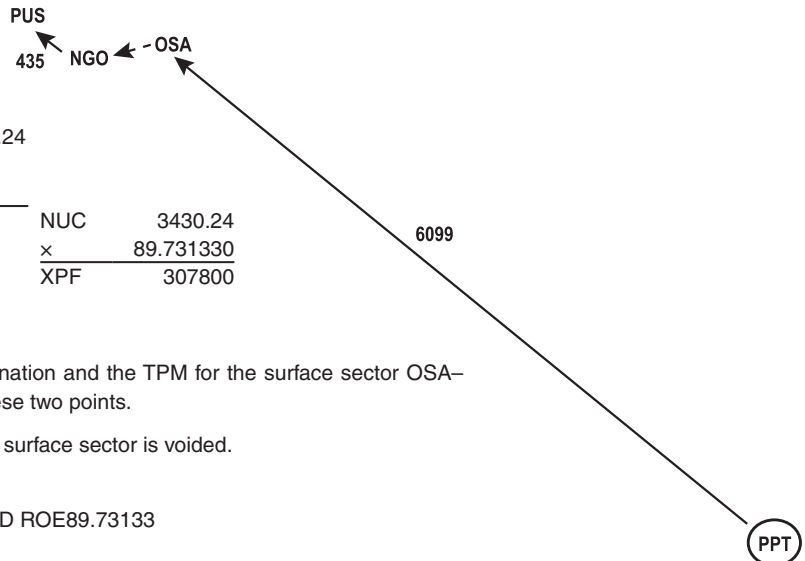
△ 2.22.8.38 – Permissible Surface Sector

Itinerary

Papeete–Osaka (surface) Nagoya–Busan

Construction

PPT–PUS	OW C	NUC	3430.24	
MPM 7798				
TPM 6534 (ignoring OSA–NGO)				
Total		NUC	3430.24	
ROE			<u>89.731330</u>	
LCF		XPF	307800	



Explanation

- When calculating the through fare from origin to destination and the TPM for the surface sector OSA–NGO is ignored, the code “/” is imprinted between these two points.
- Consequently, the corresponding flight coupon for this surface sector is voided.

Horizontal Fare Calculation Entry

PPT BB OSA//NGO CC PUS M3430.24NUC3430.24END ROE89.73133

△ 2.22.8.39 – Imbedded Surface Sector with a Connection within 24 Hours

Itinerary

Santiago de Chile - X/Montevideo - (surface) X/Sao Paulo - Belem - Paramaribo

Construction

SCL-PBM	OW F2	NUC	2144.00	
MPM 4570				
TPM 4016				
Total		NUC	2144.00	
ROE		x	1.000000	
LCF		USD	2144.00	
he				

Explanation

- No stopover is considered to be taking place between MVD and SAO since the passenger arrived MVD and departed SAO within 24 hours.
- “X” is imprinted immediately preceding both terminal points of the surface sector.

Horizontal Fare Calculation Entry

SCL DD X/MVD//X/SAO BB BEL CC PBM M2144.00NUC2144.00END ROE1.00



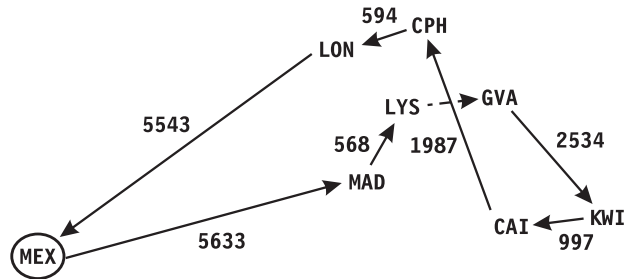
2.22.8.40 – Circle Trip with a Surface Sector having No Reasonable Direct Air Service

Itinerary

Mexico City–Madrid–Lyon (surface) Geneva–Kuwait–Cairo–Copenhagen–London–Mexico City

Construction

MEX-LYS	½RT Y	NUC	2358.50	
MPM 7098				
TPM 6201				
GVA-KWI	½RT Y	NUC	1543.87	
KWI-CPH	½RT Y	NUC	1257.40	
MPM 3740				
TPM 2984				
MEX-CPH	½RT Y	NUC	2432.50	
MPM 7116				
TPM 6137				
Plus (to increase to circle trip minimum MEX-KWI P37.73)				
Total		NUC	7630.00	
ROE		x	1.00	
LCF		USD	7630.00	



Explanation

- There is no direct air service between LYS and GVA and so the passenger is obliged to travel by other surface transportation.
- The fare is assessed as one circle trip pricing unit using ½ RT fares and a circle trip minimum fare check.
- The code “/-” appears between the points of the fare construction surface sector but following the applicable fare of the preceding component.
- The CTM adjustment is shown as “P MEXKWI37.73” following the applicable fare of the last fare component.

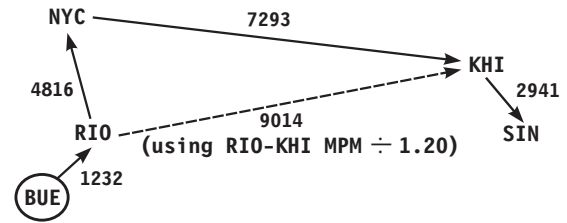
Horizontal Fare Calculation Entry

MEX BB MAD CC LYS M2358.50/-GVA DD KWI1543.87EE CAI FF CPH M1257.40GG LON HH MEX M2432.50P MEXKWI37.73NUC7630.00END ROE1.00

2.22.8.41 – Ticketed Point Not Included in the Mileage Computation

Itinerary

Buenos Aires–Rio de Janeiro–New York–Karachi–Singapore



Construction

BUE–SIN	OW Y	(via AT)	NUC	2360.00	
MPM 15825					
TPM 13187 (using RIO–KHI TPM)					
Total			NUC	2360.00	
ROE			x	1.00	
LCF			USD	2360.00	

Explanation

- For certain routings, to indicate that a ticketed point is allowed to be omitted from the TPM calculation, the code “T” followed by the applicable ticketed point, i.e. in this case NYC is imprinted preceding the fare to which it applies.
- As there is no TPM between RIO and KHI, the RIO–KHI MPM divided by 1.20 is used to calculate the TPM.
- As the BUESIN fare has a MPM of 15825, the above routing is permitted at the direct fare.

Horizontal Fare Calculation Entry

BUE AB RIO BB T/NYC BB KHI BB SIN M2360.00NUC2360.00END ROE1.00

Note: If the ticketed point which is not included in the mileage computation is also a connecting point, the code “X” precedes the symbol for such point, e.g. X/T/NYC.

2.22.8.42 – Identifying Fare Break Point

Itinerary

Singapore–Honolulu–San Francisco–Los Angeles–Singapore

Construction

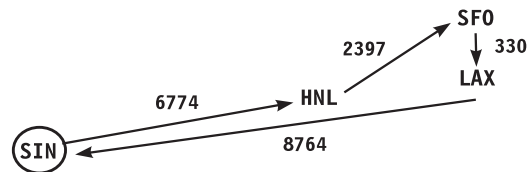
Outbound

SIN–SFO	½RT C	NUC	1218.93
MPM 10132			
TPM 9171			

Inbound

SIN–SFO	½RT C	NUC	1218.93
MPM 10132			
TPM 9094			

Total		NUC	2437.86
ROE		x	2.04851
LCF		SGD	4994



Explanation

- As SFO is the fare break point, the ½ RT fare NUC 1218.93 is imprinted after SFO.
- The other ½ RT fare is imprinted following SIN.
- The code “M” accompanies the fare in both cases to indicate that the mileage principle is used.

Horizontal Fare Calculation Entry

SIN CC HNL CC SFO M1218.93BB LAX CC SIN M1218.93NUC2437.86END ROE2.04851

△ 2.22.8. 43 – Circle Trip Minimum (CTM)

Itinerary

Taipei–Seoul–Jeju–Taipei

Construction

Outbound

TPE–SEL ½RT F NUC 429.92

Inbound

TPE–SEL (NUC 429.92)

increased to (HIP) TPE–CJU ½RT F NUC 533.05

MPM 1093

TPM 936

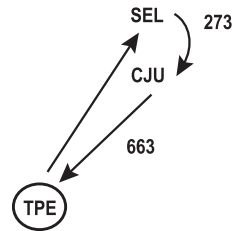
Circle trip subtotal NUC 962.97

Plus (to increase to the circle trip minimum TPE–CJU RT) NUC 103.13

Total NUC 1066.10

ROE × 32.330900

LCF TWD 34468



Explanation

- “M TPECJU533.05” is imprinted after the second fare component to show that the fare has been raised to the HIP “TPECJU”.
- A Circle Trip Minimum plus up is also generated using the highest RT fare from unit origin to stopover point and is shown as “P TPECJU103.13”.

Horizontal Fare Calculation Entry

TPE BB SEL429.92CC CJU DD TPE M TPECJU533.05P TPECJU103.13NUC1066.10END ROE32.3309

2.22.8.44 – Circle Trip with No Circle Trip Minimum Adjustment

Itinerary

Bahrain–Karachi–Hong Kong–Dubai–Doha–Bahrain

Construction

Outbound

BAH–HKG ½RT Y NUC 993.88

MPM 4767

TPM 4014

Inbound

BAH–HKG (NUC 993.88)

increased to (HIP) DOH–HKG ½RT Y NUC 1029.71

MPM 4767

TPM 4025

Total NUC 2023.59

ROE × 0.3769

LCF BHD 763



Explanation

- The ticketing entry “M DOHHKG” is shown before the NUC 1029.71 to indicate that there is a HIP in the direction of DOH to HKG for the inbound fare component.
- The circle trip minimum fare of BAH–HKG RT at NUC 1987.76 is not undercut and, therefore, does not appear on the ticket.

Horizontal Fare Calculation Entry

BAH BB KHI CC HKG M993.88CC DXB DD DOH EE BAH M DOHHKG1029.71NUC2023.59END ROE0.3769

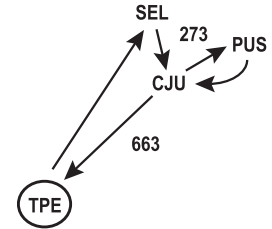
△ 2.22.8.45 – Circle Trip Minimum (CTM) – Excluding a Side Trip Pricing Unit

Itinerary

Taipei–Seoul–Jeju–Busan–Jeju–Taipei

Construction

Outbound: TPE–SEL	½RT F	NUC	429.92	
Inbound: TPE–SEL (NUC 429.92)				
increased to (HIP) TPE–CJU	½RT F	NUC	533.05	
Circle trip subtotal		NUC	962.97	
Plus (to increase to the circle trip minimum TPE–CJU RT)		NUC	103.13	
(excluding Y side trip CJU–PUS–CJU)		NUC		129.06
Total		NUC		1195.16
ROE				x 32.330900
LCF				TWD 38641



Explanation

- A parenthesis is imprinted following the identical intermediate points Jeju (CJU) to indicate that a side trip pricing unit has been used.
- The RT fare TPEPUS is not considered for the circle trip minimum because PUS is in the side trip which is a separate pricing unit.

Horizontal Fare Calculation Entry

TPE BB SEL429.92CC CJU(EE PUS64.53EE CJU64.53)BB TPE M TPECJU533.05P TPECJU103.13NUC1195.16END ROE32.3309

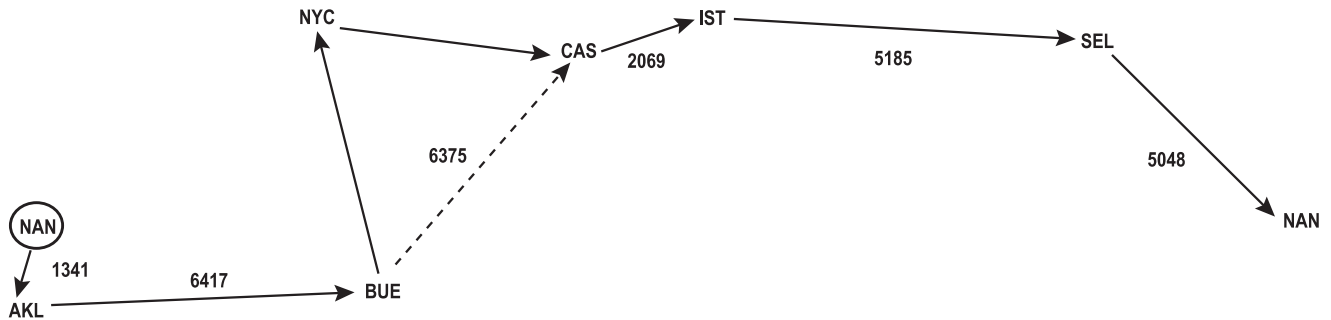
OR (use asterisks)

TPE BB SEL429.92CC CJU*EE PUS64.53EE CJU64.53*BB TPE M TPECJU533.05P TPECJU103.13NUC1195.16END ROE32.3309

△ 2.22.8.46 – Round the World Minimum (RWM)

Itinerary

Nadi- X/Auckland - Buenos Aires -X/New York - Casablanca - Istanbul - Seoul - Nadi



Construction

Fare component 1:

NAN–BUE	½RT Y	(via PA)	NUC	1485.10
MPM 9309				
TPM 7758				

Fare component 2:

BUE–CAS	½RT Y	(via AT)	NUC	1379.50
MPM 7650				
TPM 6375 (using BUE CAS TPM ignoring NYC)				

Fare component 3:

NAN–CAS	½RT Y	(via TS)	NUC	3090.71
MPM 14923				
TPM 12302				

Plus (to increase to round the world minimum NAN–CAS RT)		NUC	226.11	
Total		NUC		6181.42
ROE				x 1.667897
LCF				FJD 10310.00

Explanation

- This round the world fare is constructed using three fare components.
- As the TPM to and from New York in the second fare component has been ignored, the code “T” precedes the city code NYC.
- The entry “P NANCAS226.11” indicates that the sum of the Pacific (PA), Atlantic (AT) and Trans Siberian fare components has been raised to the round the world minimum fare by the addition of a “plus up”.

Horizontal Fare Calculation Entry

NAN BB X/AKL CC BUE M1485.10BB X/T/NYC CC CAS M1379.50DD IST EE SEL FF NAN M3090.71P NANCAS226.11NUC6181.42END ROE1.667897

2.22.8.47 – Normal Fare Open Jaw Pricing Unit

Itinerary

Kuala Lumpur–X/Hong Kong–Manila–Kota Kinabalu

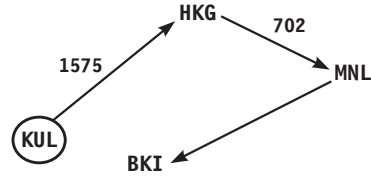
Construction

Outbound

KUL–MNL	½RT Y	NUC	285.19	
MPM 2018				
TPM 2277				
EMS 15%				
		<u>NUC</u>	<u>42.77</u>	
Total		NUC	327.96	

Inbound

BKI–MNL	½RT Y	NUC	161.07	
Plus HKG–MNL security charge		Q	4.25	
Total		NUC	493.28	
ROE		x	2.4994	
LCF		MYR	<u>1233</u>	



Explanation

- As the journey is returning to the country of unit origin, both components are calculated from the country of unit origin.
- As there are only two international fare components with a domestic surface sector, ½RT fares are used.
- The mileage system is used on the outbound.

Horizontal Fare Calculation Entry

KUL AB X/HKG BB MNL Q4.25 15M327.96CC BKI161.07NUC493.28END ROE2.4994

△ 2.22.8.48 – Origin Normal Fare Open Jaw with Common Point Minimum Check (CPM)

Itinerary

Riyadh–X/Istanbul–Belgrade–Beirut–X/Riyadh–Jeddah

Construction

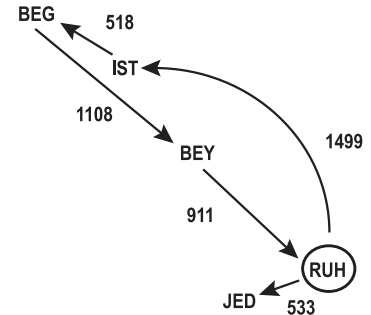
Outbound

RUH–BEG	½RT F	NUC	1858.91	
MPM 2420				
TPM 2017				

Inbound

JED–BEG	½RT F	NUC	1651.33	
MPM 2341				
TPM 2552				
EMS 10%				
		<u>NUC</u>	<u>165.13</u>	
Total inbound fare		NUC	1816.46	
Total		NUC	3675.37	

Plus (to increase to the applicable CPM fare RUH–X/IST–BEG–BEY–RUH)		NUC	42.45	
Total minimum fare		NUC	3717.82	
ROE		x	3.7503	
LCF		SAR	<u>13943.00</u>	



Explanation

- As there are only two international fare components, ½RT fares are used.
- Because RUH (a point in the country of unit origin) appears on both the outbound and inbound component of the journey, the minimum fare is the applicable fare to from this common ticketed point Riyadh: RUH–X/IST–BEG–BEY–RUH.
- The constructed fare for the journey is increased to the Common Point Minimum (CPM) fare (NUC 3717.82 RUH–X/IST–BEG–BEY–RUH).
- The plus amount is shown by imprinting “P R/RUH42.45” in the Fare Calculation area to indicate that the constructed fare has been increased to the return subjourney formed by the common ticketed point (RUH).

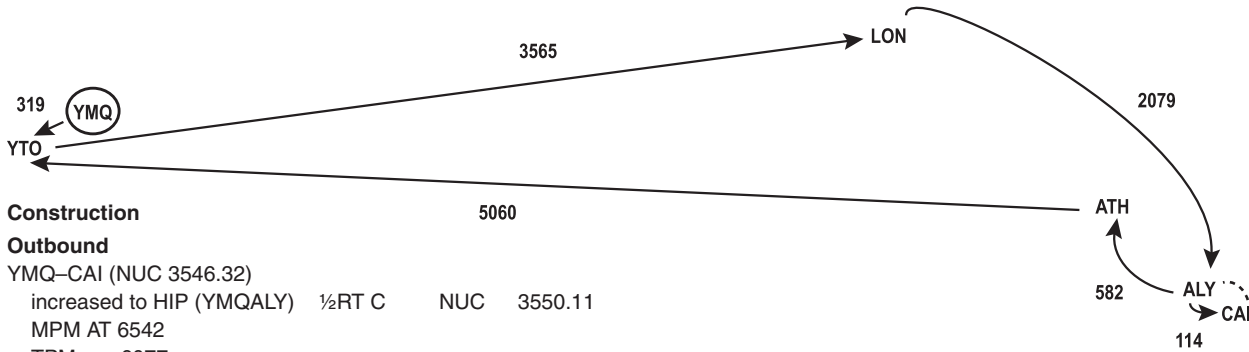
Horizontal Fare Calculation Entry

RUH BB X/IST CC BEG M1858.91BB BEY CC X/RUH BB JED10M1816.46P R/RUH42.45NUC3717.82END ROE3.750300

△ 2.22.8.49 – Double Normal Fare Open Jaw with Common Point Minimum Check (CPM)

Itinerary

Montreal–X/Toronto–London–Alexandria–Cairo (surface) Alexandria–Athens–Toronto



Construction

5060

Outbound

YMQ–CAI (NUC 3546.32)
 increased to HIP (YMQALY) ½RT C NUC 3550.11
 MPM AT 6542
 TPM 6077

Inbound

YTO–ALY (NUC 3700.00)
 increased to HIP (YTOATH) ½RT C NUC 3823.11
 MPM AT 6801
 TPM 5642

Open jaw subtotal

NUC 7373.22

Plus (to increase to YTO–LON–ALY–ATH–YTO circle trip applicable fare)

NUC 273.00

Total minimum fare

NUC 7646.22

ROE

x 1.14527

LCF

CAD 8757.00

Explanation

- As there are only two international fare components with surface sectors within Canada and within Egypt, ½RT fares are used.
- YTO and ALY are common ticketed points in the outbound and inbound components. These cities mark the use of the Common Point Minimum Check. To denote that there is a plus up resulting from the use of the CPM, the codes “P_R/YTO/ALY273.00” are shown at the end of the routing.

Horizontal Fare Calculation Entry

YMQ BB X/YTO CC LON DD ALY EE CAI M YMQALY3550.11/-ALY BB ATH CC YTO M YTOATH3823.11P R/YTO/ALY273.00NUC7646.22END ROE1.14527

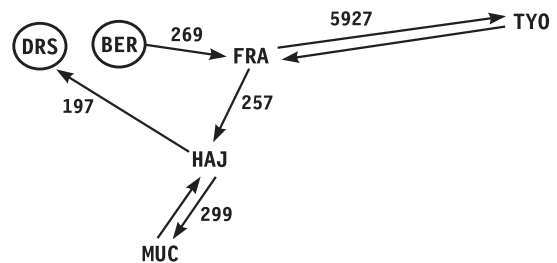
2.22.8.50 – Exception on Indirect Travel for Germany

Itinerary

Berlin–X/Frankfurt–Tokyo–X/Frankfurt–X/Hanover–Munich–Hanover–Dresden

Construction

BER–TYO	½RT F	NUC	2715.21	
MPM			6800	
TPM			6196	
MUC–TYO	½RT F	NUC	2715.21	
MPM			7106	
TPM			6572	
MUC–HAJ	½RT F	NUC	239.42	
HAJ–DRS	½RT F	NUC	239.42	
Total		NUC	5909.26	
ROE		x	1.117814	
LCF		EUR	6606.00	



Explanation

- The exception on indirect travel for Germany is as follows:
 - “For travel originating in Germany a fare component from/to a point in Germany must not include more than two domestic sectors in Germany.”
- Therefore, a through fare on the return journey TYO to DRS is not permitted even if the mileage calculation allows it with a surcharge of 5M.
- The fare has to be shown against MUC, as the international component from TYO to DRS includes more than two domestic sectors.

Horizontal Fare Calculation Entry

BER HH X/FRA BB TYO M2715.21CC X/FRA DD X/HAM EE MUC M2715.21FF HAJ239.42GG DRS239.42NUC5909.26END ROE1.117814

2.22.8.51 – Stopover and/or Transfer Charge at a Specific Point

Itinerary

Washington–X/Los Angeles–Honolulu–Kuala Lumpur



Construction

WAS–KUL	OW YHAP	NUC	693.00		
HNL stopover charge		NUC	50.00		
Total				NUC	743.00
ROE				x	1.00
LCF				USD	743.00

Explanation

- The OW specified routing fare is imprinted against KUL.
- There is no additional identifying code such as “M” in the fare entry as this special fare is based on a specified transpacific routing.
- The code “S” is imprinted after the stopover point HNL followed by the NUC amount of the stopover charge.
- Therefore, when a special fare rule states that a stopover charge applies to specific number of point(s), then it is necessary to identify the code of the city(ies) where such stopover(s) is made.
- Consequently, no stopover is allowed at an intermediate point where no stopover charge is collected.
- The code “X” beside “LAX” denotes that no stopover is allowed in Los Angeles.

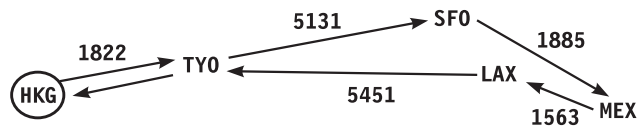
Horizontal Fare Calculation Entry

WAS BB X/LAX CC HNL S50.00CC KUL693.00NUC743.00END ROE1.00

2.22.8.52– Charge for Additional Stopovers/Transfers

Itinerary

Hong Kong–Tokyo–San Francisco–Mexico–Los Angeles–Tokyo–Hong Kong



Construction

HKG–MEX	RT YSS	NUC	1213.00		
MPM 10560 TPM outbound					
8838 inbound 8836					
Charge for three additional stopovers		NUC	150.00		
Plus HKG–TYO international security charge		NUC	4.25		
Total				NUC	1367.25
ROE				x	7.80275
LCF				HKD	10670

Explanation

- When a particular special fare rule specifies that there is a number of stopovers free of charge but additional stopovers have to be paid for, it is necessary to identify the number of such additional stops without identifying the city codes for which stopover charges are collected.
- The code “3S150” is shown before the total NUC to indicate that there are 3 additional stopovers with a total charge of NUC150.
- The international security charge HKG–TYO is imprinted, identified by “Q4.25” after TYO.
- If there are additional transfer charges to be collected, these are denoted in the same manner as stopover charges (e.g. 3S150.00).

Horizontal Fare Calculation Entry

HKG CC TYO Q4.25CC SFO BB MEX M606.50BB LAX CC TYO CC HKG M606.50 3S150.00NUC1367.25END ROE7.80275

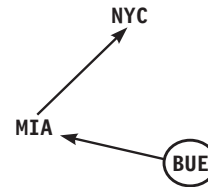
2.22.8.53– Accompanied Infant’s Fare

Itinerary

Buenos Aires–Miami–New York

Construction

BUE–NYC					
based on 10% BUE–NYC	OW C	NUC	114.70		
ROE			x	1.00	
LCF		USD		115.00	



Explanation

- Accompanied infant’s fare for international travel based on 10% of the applicable adult fare.
- The infants fare must be imprinted in the Fare Calculation area as the fare already reduced by the appropriate infant’s discount.
- There is no additional identifying code such as “M” as this fare is based on a specified routing.

Horizontal Fare Calculation Entry

BUE BB MIA CC NYC114.70NUC114.70END ROE1.00

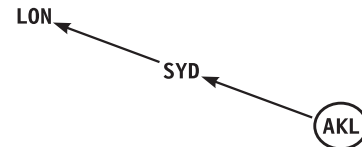
2.22.8.54 – Establishing Children’s Fares when Different Child Percentage Levels Apply

Itinerary

Auckland–Sydney–London

Construction

AKL–LON	OW Y	NUC	2946.61	CHD 67%	NUC	1974.22
(HIP) SYD–LON	OW Y	NUC	2736.51	CHD 75%	NUC	2052.38
MPM 15031						
TPM 11911						



Explanation

- In this example, the AKL–LON non-discounted fare is the higher fare, i.e. no HIP applies.
- However, when establishing the child fare, the following checks should be applied:
 - the percentage(s) to the base fare(s) should be applied to establish the fare level(s);
 - the resulting levels should be applied for HIP checks (and all other relevant checks, e.g. CTM, BHC);
- The fare and passenger type code (in the Fare Basis) for the child will be followed by the percentage of discount applicable to the base fare of the fare component and not to the percentage of discount that applied to the HIP, i.e. Y/CH33.
- The child’s fare must be imprinted in the Fare Calculation area as the fare already reduced by the appropriate child’s discount.

Horizontal Fare Calculation Entry

AKL AB SYD BB LON M SYDLON2052.38NUC2052.38END ROE1.882837

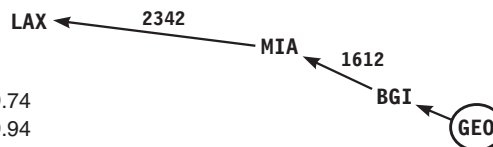
2.22.8.55 – Lowest Combination Principle (Construction Point in the Routing)

Itinerary

Georgetown–Barbados–Miami–Los Angeles

Construction

GEO–BGI	OW Y	NUC	39.74		
BGI–LAX	OW Y	NUC	539.94		
MPM 4743					
TPM 3954					
Total				NUC	579.68
ROE				x	1.00
LCF				USD	580.00



Explanation

- No through fare and no MPM are published from GEO to LAX.
- The combination of pricing units GEO–BGI and BGI–LAX produces the lowest fare for this routing.
- “M” next to the fare BGI–LAX, indicates that the mileage principle is used on the BGI LAX pricing unit.

Horizontal Fare Calculation Entry

GEO BB BGI39.74CC MIA DD LAX M539.94NUC579.68END ROE1.00

2.22.8.56 – Lowest Combination Principle with Two Round Trip Pricing Units Combined End-on

Itinerary

Cebu–Tokyo–Hong Kong–Tokyo–Cebu

Construction

Pricing Unit 1: RT

CEB–TYO (outbound)	½RT Y	NUC	465.00
(inbound)	½RT Y	NUC	465.00

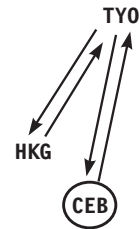
Pricing Unit 2: RT

TYO–HKG (outbound)	½RT Y	NUC	542.42
(inbound)	½RT Y	NUC	542.42

Plus HKG–TYO international security charge

NUC 4.25

Total		NUC	2019.09
ROE		x	1.00
LCF		USD	<u>2019.00</u>



Explanation

- If the mileage system is used with HKG as the fare construction point, the TPM will exceed the MPM and the 25% surcharge.
- Therefore, the use of the lowest combination principle is necessary such as an end-on combination of two or more RT pricing units.
- In the above routing, the two RT pricing units combined end-on were CEB–TYO–CEB plus TYO–HKG–TYO.
- Each ½RT fare is imprinted against its corresponding fare construction point.
- The TYO–HKG–TYO portion is not shown as a side trip because TYO is a fare construction point – not an en route point.
- The international security charge HKGTYO is imprinted, identified by “Q”.

Horizontal Fare Calculation Entry

CEB BB TYO465.00CC HKG542.42CC TYO Q4.25 542.42BB CEB465.00NUC2019.09END ROE1.00

2.22.8.57 – End-on Combination of Two Round Trip Pricing Units to Construct the Through Fare

Itinerary

Gaborone–Harare–Mauritius–X/Hong Kong–Taipei–Mauritius–Harare–Gaborone

Construction

Outbound

GBE–HRE	½RT Y	NUC	241.62
HRE–TPE	½RT Y	NUC	1069.72

MPM 8637

TPM 7056

Inbound

HRE–TPE	½RT Y	NUC	1069.72
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MPM 8637

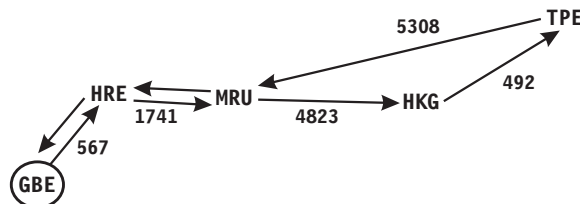
TPM 7049

GBE–HRE	½RT Y	NUC	241.62
---------	-------	-----	--------

Plus Hong Kong international security charge

4.25

Total		NUC	2626.93
ROE		x	2.0486
LCF		BWP	<u>5382.00</u>



Explanation

- Neither through fare nor MPM is published for GBE–TPE.
- The combination of pricing units over HRE produces the lowest fare for this specific routing.
- This is a RT journey and two RT pricing units are used end-on.
- The inbound fare TPE–HRE is computed HRE–TPE as this is the return portion of the HRE–TPE RT.
- The “M” next to the fares HRE–TPE and TPE–HRE indicates that the mileage principle is used.

Horizontal Fare Calculation Entry

GBE AB HRE241.62BB MRU CC X/HKG CC TPE Q4.25M1069.72DD MRU AB HRE M1069.72AB GBE241.62NUC2626.93END ROE2.0486

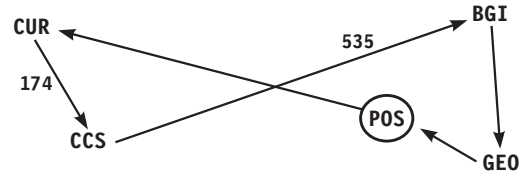
2.22.8.58 – Lowest Combination Principle for a Circle Trip using Sector and/or Mileage Fares

Itinerary

Port of Spain–Curaçao–Caracas–Barbados–Georgetown–Port of Spain

Construction

POS–CUR	½RT Y	NUC	176.00	
CUR–BGI	½RT Y	NUC	203.00	
MPM 924				
TPM 709				
BGI–GEO	½RT Y	NUC	129.00	
POS–GEO	½RT Y	<u>NUC</u>	<u>117.00</u>	
Total circle trip		NUC	625.00	
ROE		x	1.00	
LCF		USD	625.00	



Explanation

- The journey shown above exceeds the 25% mileage surcharge and, therefore, the use of the lowest combination principle is necessary.
- The combination of sector and mileage fares are applied where ½RT fares are used in the direction of travel for each component except the component back to the country of origin.
- As the last component ends in the COC, the ½RT fare from POS to GEO is used.

Horizontal Fare Calculation Entry

POS BB CUR176.00CC CCS DD BGI M203.00EE GEO129.00BB POS117.00NUC625.00END ROE1.00

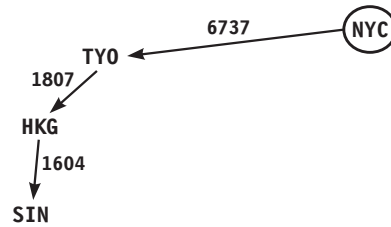
2.22.8.59 – Lowest Combination Principle using Fares within the United States (Construction Point Not in the Routing)

Itinerary

New York–Tokyo–X/Hong Kong–Singapore

Construction

NYC–SIN (OW Y published NUC 1410.00)				
NYC–LAX	OW QZ6	NUC	110.18	
LAX–SIN	OW Y	NUC	1019.00	
Total fare constructed over LAX		NUC	1129.18	
MPM 12060 (NYC–SIN)				
TPM 10148 (NYC–TYO–HKG–SIN)				
Plus Hong Kong international security charge		<u>NUC</u>	<u>4.25</u>	
Total		NUC	1133.43	
ROE		x	1.00	
LCF		USD	1133.00	



Explanation

- There is a OW special fare from NYC to LAX of USD 110.18 to which the passenger is entitled.
- The combination of this United States domestic fare and the LAX–SIN Y fare is lower than the published NYC to SIN Y fare.
- Normal and special fares within the United States may be combined with international fares if the passenger complies with all conditions attached to such fares.
- The city over which the fares are combined need not be on the actual route of travel and the combination may undercut a published or add-on constructed through fare.
- Imprint the total constructed fare against the last city of the fare component.
- “C/LAX” and the fare indicate the combination over LAX. The code “M” indicates application of the mileage principle.

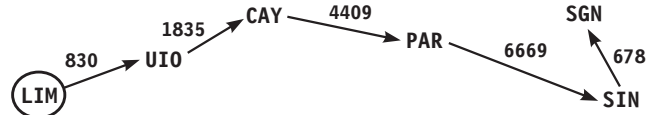
Horizontal Fare Calculation Entry

NYC CC TYO DD X/HKG DD SIN Q4.25M C/LAX1129.18NUC1133.43END ROE1.00

2.22.8.60 – Lowest Combination Principle used to Establish HIPs (and Minimum Fares)

Itinerary

Lima–Quito–Cayenne–Paris–Singapore–Ho Chi Minh City



Construction

LIM–SGN (OW C NUC 3054.00) increase to (HIP) CAY SIN

CAY–PAR OW C

PAR–SIN OW C

NUC 1982.29

NUC 2673.83

Total fare constructed over PAR

NUC 4656.12

MPM 15424

TPM 14421

Total

NUC 4656.12

ROE

x 1.00

LCF

USD 4656.00

Minimum Check Using the Backhaul Rule

LIM–SIN HI-OS OW C NUC 3084.00

Less LIM–SGN OD OW C NUC 3054.00

Difference NUC 30.00

Plus LIM–SIN HI-OS OW C NUC 3084.00

= (BHC) OW backhaul minimum NUC 3114.00

Explanation

- There is no published fare CAY–SIN for purposes of the HIP check. In this case the fare can be constructed over points along the routing. The constructed fare is established by combining no more than two fares over the route flown.
- The lowest combination is CAY–PAR plus PAR–SIN that is denoted in the fare calculation area as “C/PAR” preceding the HIP sector CAYSIN to indicate that the HIP is “constructed over Paris”.
- In the above mentioned construction, the backhaul minimum is less than the constructed fare, therefore, the backhaul plus is not shown.

Horizontal Fare Calculation Entry

LIM BB UIO BB CAY CC PAR CC SIN DD SGN M C/PAR CAYSIN4656.12NUC4656.12END ROE1.00

Note: This principle may not be used to establish an origin – destination fare in the absence of a published one.

△ 2.22.8.61 – Lowest Combination Principle used to Establish HIP and CTM

Itinerary

Belgrade–Dubai–Kolkata–Paro–X/Kathmandu–Mumbai–Istanbul–Belgrade

Construction

Outbound

BEG–CCU NUC 2857.24

MPM 5391

TPM 4468

Inbound

BEG–CCU (NUC 2857.24)

increased to BEG–PBH ½RT C NUC 3087.24

HIP (constructed over KTM)

MPM 5391

TPM 5082

Circle trip subtotal

NUC 5944.48

Plus (to raise to CT minimum BEG–PBH constructed over CCU)

NUC 210.00

Total

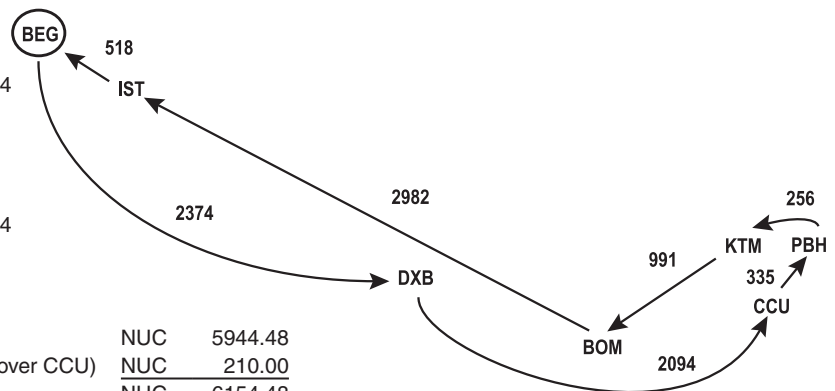
NUC 6154.48

ROE

x 0.751949

LCF

EUR 4628.00



Explanation

- “M C/KTM BEGPBH3087.24” indicates that the HIP BEGPBH is constructed over the ticketed point KTM (combining ½RT BEGKTM NUC 2857.24 with the ½RT fare KTMPBH NUC 230.00 resulting in a constructed fare of BEGPBH NUC 3087.24).
- Unlike the HIP, the CTM was constructed over CCU (using ½RT BEGCCU 2857.24 plus ½RT CCUPBH 220.00 resulting in NUC 3077.24 × 2 = NUC 6154.48).
- “P C/CCU BEGPBH210.00” indicates that the sum of the outbound and inbound fares was adjusted to the BEG–PBH CTM fare.

Horizontal Fare Calculation Entry

BEG BB DXB CC CCU M2857.24DD PBH EE X/KTM FF BOM BB IST CC BEG M C/KTM BEGPBH3087.24P C/CCU BEGPBH210.00 NUC6154.48END ROE0.751949

△ 2.22.8.62 – Open Jaw Special Fare (European Exception)

Itinerary

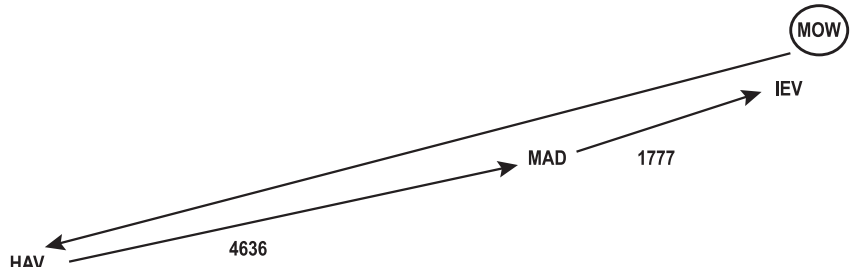
Moscow–Havana–X/Madrid–Kiev

Construction

MOW–HAV ½RT YLEE6M NUC 1125.07
 IEV–HAV ½RT YLEE6M NUC 1230.00

MPM AT 7284
 TPM 6413

Total NUC 2355.07 HAV
 ROE × 0.751949
 LCF CHF 1771.00



Explanation

- Normally fares are calculated in the direction of travel except for fare components of pricing units returning to the country of commencement of the pricing unit.
- However for special fare open jaw journeys, when the origin is a country in Europe, even though the return fare component is destined to another country in Europe the return portion is to be calculated from that country provided that:
 - the journey originates and terminates in Europe (this exception does not apply for travel wholly within Europe).

Horizontal Fare Calculation Entry

MOW BB HAV1125.07CC X/MAD DD IEV M1230.00NUC2355.07END ROE0.751949

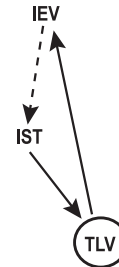
△ 2.22.8.63 – Special Fare Turnaround Open Jaw Minimum Fare Check

Itinerary

Tel Aviv – Kiev surface Istanbul – Tel Aviv

Construction

Outbound					
TLV–IEV	YLEE	½RT	NUC	367.00	
Inbound					
TLV–IST	YLEE	½RT	NUC	381.00	
Total	YLEE	OJ	NUC	748.00	
Check: Open Jaw					
Minimum Fare	Plus			<u>14.00</u>	
Total	YLEE	RT			NUC 762.00
ROE					× 1.00000
LCF					<u>USD 762.00</u>



Explanation

- Some special fare rules require that the sum of the fare components of an open jaw should not be less than the highest RT special fare from the origin to any stopover point of an open jaw.
- In case the RT fare is higher, imprint the plus up symbol (P) followed by the city pair representing origin and highest rated stopover point (TLVIST) and the amount (14.00).

Horizontal Fare Calculation Entry

TLV BB IEV367.00/-IST CC TLV381.00P TLVIST14.00NUC762.00END ROE1.00



2.22.8.64 – Breakdown of Tax/Fee/Charge Entries with a Combined Total

(not applicable to electronic tickets effective 01JAN08)



Itinerary

Vancouver–Honolulu–Manila–Guam–Honolulu

Construction

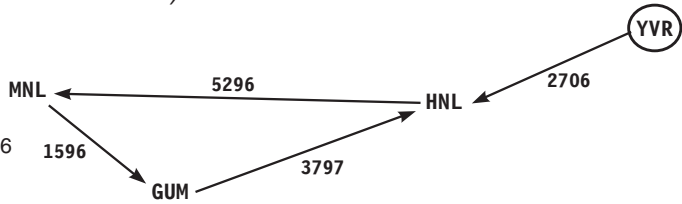
Outbound

YVR–MNL ½RT Y NUC 935.46
 MPM 7872
 TPM 8002
 EMA –800 via Honolulu
 new TPM 7202

Inbound

HNL–MNL ½RT Y NUC 759.00
 MPM 6355
 TPM 5393

Total		NUC	1694.46
ROE		x	1.14596
LCF		CAD	1942.00



Explanation

- The code “XT” is imprinted in the Fare Calculation area and is followed by the currency of payment (optional) and the breakdown of the combined taxes/fees/charges.

Automated Ticketing Entry

- 1) With currency code or

FARE EQUIV. FARE/PT	CAD1942.00	FARE CALCULATION	YVR EE E/HNL FF MNL M935.46FF GUM EE HNL M759.00NUC1694.46END ROE
TAX/FEES/CHARGE	CAD19.00		1.14596XT CAD5.75X96.90US
TAX/FEES/CHARGE	EXEMPT PH		
TAX/FEES/CHARGE	CAD12.65XT		
TOTAL	CAD1973.65		FORM OF PAYMENT _____

- 2) Without currency code

FARE EQUIV. FARE/PT	CAD1942.00	FARE CALCULATION	YVR EE E/HNL FF MNL M935.46FF GUM EE HNL M759.00NUC1694.46END ROE
TAX/FEES/CHARGE	CAD19.00		1.14596XT 75.75X96.90US
TAX/FEES/CHARGE	EXEMPT PH		
TAX/FEES/CHARGE	CAD12.65XT		
TOTAL	CAD1973.65		FORM OF PAYMENT _____

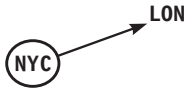
Note 1: The currency code for combined TFCs in Fare Calculation area is optional on automated tickets.

Note 2: When detailing the list of TFC amounts, follow the code “XT” by the TFC amount in the currency of payment preceded or followed by the applicable two-letter TFC code.

2.22.8.65 – Single Passenger Facility Charge (PFC)

Itinerary

New York (JFK)–London



1. Payment in USD

Construction

NYC–LON	OW Y	NUC	1062.00
ROE		x	1.00
LCF		USD	1062.00

Explanation

- The code “XF” is shown in the Fare Calculation box after the itinerary.
- The PFC amount is then imprinted in the “Fare Calculation” area using the code of the airport imposing the fee and the amount indicator reflecting the dollar amount collected (1 = USD 1.00, 2 = USD 2.00, 3 = USD 3.00, 4 = USD 4.00, 4.5 = USD 4.50).

Automated Ticketing Entry

FARE EQUIV. FARE P	USD1062.00	FARE CALCULATION NYC BB LON1062.00NUC1062.00END ROE1.00XF JFK3
TAX/FEES/CHARGE	USD6.00US	
TAX/FEES/CHARGE	USD3.00XF	
TOTAL	USD1071.00	FORM OF PAYMENT

2. Payment in a Different Currency

Explanation

- To reflect a PFC paid in a different currency, the currency code, amount and “XF” is imprinted in a “Tax/Fee/Charge” box. The entries in the Fare Calculation area are the same as above.

Automated Ticketing Entry

FARE EQUIV. FARE P	USD1062.00	FARE CALCULATION NYC BB LON1062.00NUC1062.00END ROE1.00XF JFK3
TAX/FEES/CHARGE	GBP6.07.00	
TAX/FEES/CHARGE	GBP3.50US	
TAX/FEES/CHARGE	GBP1.30XF	
TOTAL		FORM OF PAYMENT

2.22.8.66 – Single U.S. Domestic Flight Segment Tax

Itinerary

San Francisco–Las Vegas



Payment in USD

Construction

SFO–LAS	OW Y	USD	179.00
---------	------	-----	--------

Explanation

- The term “Domestic Flight Segment” means any segment consisting of one take off and one landing and which is taxable transportation as defined in the U.S. Tax Laws.
- The “Domestic Flight Segment” tax applies to all domestic flight segments for wholly domestic transportation sold inside and outside the USA. (Does not apply to domestic segments sold outside the USA in conjunction or in connection with international transportation).
- The code “ZP” is shown at the end of the fare calculation string followed by the “origin airport” code of the domestic flight segment.

Automated Ticketing Entry

FARE EQUIV. FARE P	USD179.00	FARE CALCULATION SFO BB LAS179.00USD179.00END ZPSFO
TAX/FEES/CHARGE	USD16.11US	
TAX/FEES/CHARGE	USD3.00ZF	
TOTAL	USD198.11	FORM OF PAYMENT

2.22.8.67 – Breakdown of Multiple Passenger Facility Charges (PFCs)

(not applicable to electronic tickets effective 01JAN08)



Itinerary

Frankfurt–Atlanta–Denver–New York(JFK)–Frankfurt



1. Included in Combined Tax/Fee/Charge Amounts

Construction

Outbound

FRA–DEN	½RT Y	NUC	866.65
MPM 6104			
TPM 5813			

Inbound

FRA–DEN	½RT Y	NUC	866.65
MPM 6104			
TPM 5477			

Total		NUC	1733.30
ROE		x	1.117814
LCF		EUR	1938.00

Explanation

- This example assumes that only Denver and New York (JFK) Airport are applying PFCs.
- Following the last TFC in the TFC breakdown, imprint “XF” followed by the applicable airport code, in itinerary order, followed by the amount indicator reflecting the dollar amount collected (1 = USD 1.00, 2 = USD 2.00, 3 = USD 3.00, 4 = USD 4.00, 4.5 = USD 4.50).

Automated Ticketing Entry

FARE	EUR1938.00	FRA	EE	ATL	CC	DEN	M366.65	DD	NYC	EE	FRA	M366.65	NUC	1733.30	END	ROE	1.117
EQUIV FARE																	
TAX/FEES/CHARGE	EUR3.05	NY															
TAX/FEES/CHARGE	EUR3.05	NY															
TAX/FEES/CHARGE	EUR3.36	DE															
TOTAL	EUR1938.00																
	EUR1938.00																

2. Not Included in Combined Tax/Fee/Charge Amounts

Explanation

- The total of the United States taxes other than the PFCs (27.50XT) is imprinted in one Tax/Fee/Charge box.
- The total of the PFCs (5.00) is imprinted in another Tax/Fee/Charge box.
- A separate breakdown of the taxes and PFCs is shown in the Fare Calculation area.

Automated Ticketing Entry

FARE	USD5022.00	MNL	FF	NYC	RR	POS	M251.00	RR	NYC	EE	MNL	M251.00	NUC	5022.00	END	ROE	1.00
EQUIV FARE																	
TAX/FEES/CHARGE	PH80.00																
TAX/FEES/CHARGE	WF5.00																
TAX/FEES/CHARGE	XT27.50																
TOTAL	USD5134.50																



2.22.8.68 – Multiple U.S. Domestic Flight Segment Taxes and Passenger Facility Charges (PFCs)

Itinerary

Dallas (DFW)–New York (JFK)–Boston

Payment in USD

Construction

DFW–NYC	OW Y	USD	685.00	
NYC–BOS	OW Y	USD	<u>132.00</u>	
LCF		USD		817.00



Explanation

- This itinerary is subject to the U.S. Domestic Flight Segment Taxes (ZP) and PFCs (XF).
- To indicate the end of the itinerary, the code “END” is shown followed by “ZP” and breakdown of the Flight Segment Taxes and PFCs.
- As the flight from Dallas (DFW) to New York (JFK) stops in Chicago (ORD), the Flight Segment Tax for ORD must also be collected.

Ticketing Entry

FARE	USD817.00				FARE CALCULATION	DFW BB NYC685.0000 BOS132.00USD817.00END ZP DFW ORD JFK WF DFW3JFK3			
EQUIV. FARE PFC									
TAX/FEES/CHARGE	USD73.53US								
TAX/FEES/CHARGE	USD9.00ZF								
TAX/FEES/CHARGE	USD6.00XF								
TOTAL	USD905.53								

2.22.8.69 – U.S. Domestic Flight Segment Taxes – Rural Airport Exemption

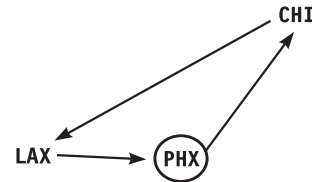
Itinerary

Phoenix–Chicago (ORD)–Los Angeles (LAX)–Phoenix

Payment in USD

Construction

PHX–CHI	OW Y	USD	725.00	
CHI–LAX	OW Y	USD	863.00	
LAX–PHX	OW Y	USD	<u>136.00</u>	
LCF		USD		1724.00



Explanation

- The Domestic Flight Segment Tax does not apply to flight segments beginning or ending at a “rural airport”.
- The term “rural airport” means with respect to any calendar year any airport where
 - there were fewer than 100,000 commercial departing passengers;
 - such airport is not located within 75 miles of another airport;
 - such airport is receiving essential air service subsidies.
- Flight segments beginning or ending at a “rural airport” will be shown in the “ZP” breakdown with a “zero” (0) following the “origin airport” code.
- As the flight from Chicago (ORD) to Los Angeles (LAX) stops in Vernal (VEL), the “ZP” tax for VEL must also be collected.
- However, VEL is a designated “rural airport” therefore the tax amount is “zero” (0).
- The first flight segment is ORD–VEL. The “origin airport” code ORD followed by “zero” (0) is shown in the “ZP” breakdown.
- The second flight segment is VEL–LAX. The “origin airport” code VEL followed by “zero” (0) is shown in the “ZP” breakdown.

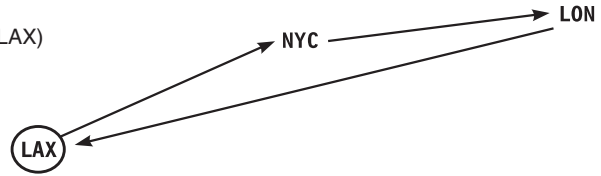
Horizontal Fare Calculation Entry

FARE	USD1724.00				FARE CALCULATION	PHX CC CHI725.0000 LAX863.00EE PHX136.00USD1724.00END ZP PHX ORD0VEL0LAX			
EQUIV. FARE PFC									
TAX/FEES/CHARGE	USD155.16US								
TAX/FEES/CHARGE	USD9.00XF								
TAX/FEES/CHARGE	USD6.00ZF								
TOTAL	USD1894.16								

2.22.8.70– Breakdown of Combined TFCs, PFCs and U.S. Domestic Flight Segment Taxes

Itinerary

Los Angeles (LAX)–X/New York (EWR)–London (LGW)–Los Angeles (LAX)



Explanation

- This example applies to tickets sold in the USA.
- This itinerary is subject to more than three TFCs.
- This itinerary includes a U.S. domestic sector, hence it is subject to the U.S. Domestic Transportation Tax and the U.S. Domestic Flight Segment Tax.
- The origin airport codes for which the Flight Segment Tax applies are in the Fare Calculation area.
- The “XT” breakdown is imprinted next followed by the PFC breakdown.

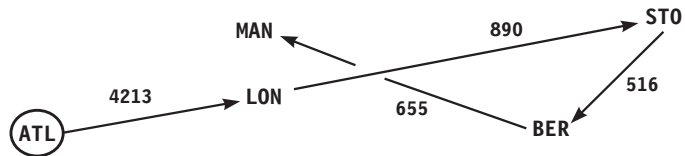
Horizontal Fare Calculation Entry

FARE	USD3148.00	FARE CALCULATION	LAX BB WNYC CC LON M1574.00BB LAX1574.00NUC3148.00END ROE1.00ZPLAX
EQUIV. FARE PC			HT1.95XA80.96US6.00ZF33.00GB6.00HF LAX3ENR3
TAX/FEE/CHARGE	USD6.50YC		
TAX/FEE/CHARGE	USD6.00YD		
TAX/FEE/CHARGE	USD124.98KT	FORM OF PAYMENT	
TOTAL	USD3285.41		

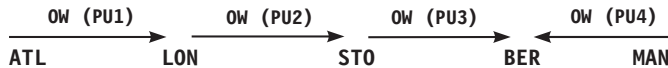
2.22.8.71 – Direction of Travel for Multiple Pricing Units (PUs)

Itinerary

Atlanta–London–Stockholm–Berlin–Manchester



Construction



ATL–LON	OW Y	NUC	742.00 (PU 1)	
LON–STO	OW Y	NUC	396.69 (PU 2)	
STO–BER	OW Y	NUC	570.78 (PU 3)	
MAN–BER	OW Y	NUC	489.46 (PU 4)	
Total		NUC	2198.93	
ROE		x	1.00	
LCF		USD	2199.00	

Explanation

- There are four one way pricing units in this journey.
- Fares are assessed in the direction of travel, except when a PU for a one way subjourney (BER–MAN) terminates in a country from which a previous PU (LON–STO) has been assessed. The fare for the pricing unit for the one way subjourney into such country (United Kingdom) shall be assessed in the reverse direction of travel.
- Hence, the pricing unit BER–MAN must be in the direction of MAN–BER.

Horizontal Fare Calculation Entry

ATL AB LON742.00BB STO396.69CC BER570.78DD MAN489.46NUC2198.93END ROE1.00

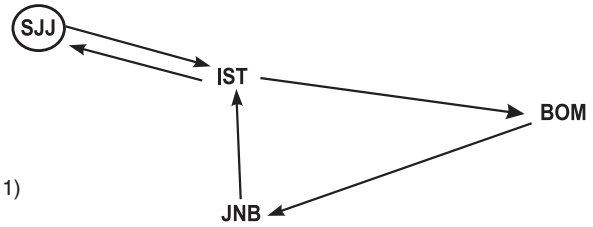
2.22.8.72 – Return Subjourney Check for Consecutive Round/Circle Trips (RSC)

Itinerary

Sarajevo–Istanbul–Mumbai–Johannesburg–Istanbul–Sarajevo

Construction

$\frac{1}{2}$ RT (PU1)	$\frac{1}{2}$ RT (PU2)	$\frac{1}{2}$ RT (PU2)	$\frac{1}{2}$ RT (PU2)	$\frac{1}{2}$ RT (PU1)	
SJJ	IST	BOM	JNB	IST	SJJ
SJJ–IST		$\frac{1}{2}$ RT Y	NUC	916.04	} (PU 1) RT
SJJ–IST		$\frac{1}{2}$ RT Y	NUC	916.04	
IST–BOM		$\frac{1}{2}$ RT Y	NUC	877.49	} (PU 2) CT
BOM–JNB		$\frac{1}{2}$ RT Y	NUC	691.85	
IST–JNB		$\frac{1}{2}$ RT Y	NUC	1130.58	
Plus (to increase to RSC SJJ–JNB)			NUC	U 265.50	
Total				NUC	4797.50
ROE				x	0.75194
LCF				EUR	3608.00



Explanation

- This journey consists of two consecutive Normal Fare Pricing Units (subjourneys) comprising a RT and a CT.
- The sum of the two return subjourneys have been raised to this highest direct RT fare under the Return Subjourney Check. The intervening adjustment is shown as a “U SJJJNB265.50” where SJJ is the origin of the first return subjourney and JNB is the highest rated stopover point in the subsequent return subjourney.

Horizontal Fare Calculation Entry

SJJ BB IST916.04CC BOM877.49DD JNB691.85EE IST1130.58FF SJJ916.04U SJJJNB265.50NUC4797.50END ROE1.38877

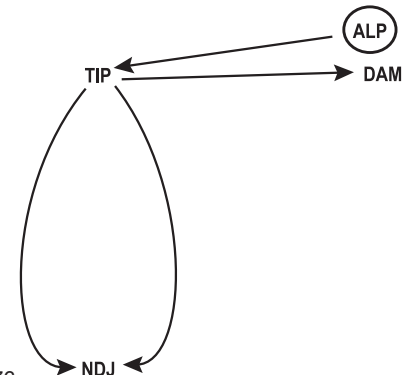
2.22.8.73 – Return Subjourney Check using Normal Fare OJ (RSC)

Itinerary

Aleppo–Tripoli–Ndjamena–Tripoli–Damascus

Construction

$\frac{1}{2}$ RT (ON0J PU1)	$\frac{1}{2}$ RT (PU2)	$\frac{1}{2}$ RT (PU2)	$\frac{1}{2}$ RT (ON0J PU1)	
ALP	TIP	NDJ	TIP	DAM
ALP–TIP	$\frac{1}{2}$ RT Y	NUC	487.10	} (PU 1) Origin Normal Fare Open Jaw
DAM–TIP	$\frac{1}{2}$ RT Y	NUC	487.10	
TIP–NDJ	$\frac{1}{2}$ RT Y	NUC	419.71	} (PU 2) RT
TIP–NDJ	$\frac{1}{2}$ RT Y	NUC	419.71	
Plus (to increase to RSC ALP–NDJ $\frac{1}{2}$ RT+ DAM–NDJ $\frac{1}{2}$ RT)			NUC	U 188.76
Total			NUC	2002.38
ROE			x	51.670000
LCF			SYP	103463



Explanation

- This journey consists of two consecutive Normal Fare Pricing Units (subjourneys): an origin Normal Fare open jaw followed by a round trip.
- These consecutive pricing units are raised to the highest Origin Normal Fare Open Jaw (ALP–NDJ–DAM):
i.e. ALP–NDJ $\frac{1}{2}$ RT NUC1001.19 plus DAM–NDJ $\frac{1}{2}$ RT NUC1001.19 = NUC2002.38. This is the RSC minimum amount for this journey. The sum of pricing units (NUC1813.62) must, therefore, be increased by (U) NUC188.76.

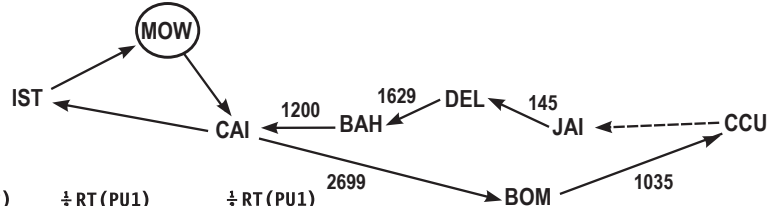
Horizontal Fare Calculation Entry

ALP BB TIP487.10DD NDJ419.71EE TIP419.71FF DAM487.10U ALPNDJ DAMNDJ188.76NUC2002.38END ROE51.67

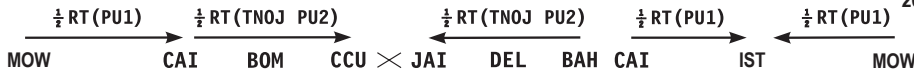
△ 2.22.8.74 – Return Subjourney Check using Turnaround Normal Fares Open Jaws (RSC)

Itinerary

Moscow–Cairo–Mumbai–Kolkata (surface) Jaipur–Delhi–Bahrain–Cairo–Istanbul–Moscow



Construction



MOW-CAI		1/2 RT Y	NUC	1165.86	} (PU 1) CT
CAI-IST		1/2 RT Y	NUC	377.07	
MOW-IST		1/2 RT Y	NUC	598.30	
MOW-CAI P (CTM)			NUC	190.49	
Outbound					
CAI-BOM-CCU		1/2 RT Y	NUC	762.04	} (PU 2) Turnaround Normal Fare Open Jaw
MPM 4258					
TPM 3734					
Inbound					
CAI-BAH-DEL-JAI		1/2 RT Y	NUC	680.55	}
MPM 3471					
TPM 2974					
Plus (to increase to RSC: MOW-CCU 1/2 RT + MOW-JAI 1/2 RT)			NUC	271.72	
Total					NUC 4046.03
ROE					x 0.75194
LCF					EUR 3043.00

Explanation

- This journey consists of two consecutive Normal Fare Pricing Units (subjourneys). The first is a CT which has been raised to the minimum MOW-CAI RT applying the CTM check. The second pricing unit is a turnaround open jaw.
- To indicate that the journey has been raised to the highest turnaround normal fare open jaw, an adjustment is represented by the ticketing entry "U MOWCCU MOWJAI" shown at the end of the routing preceding the total NUC.

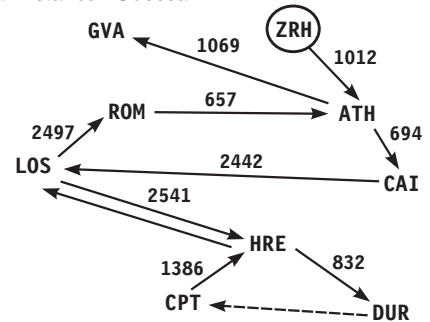
Horizontal Fare Calculation Entry

MOW BB CAI1165.86CC BOM DD CCU M762.04/-JAI EE DEL FF BAH GG CAI M680.55HH IST377.07BB MOW598.30P MOWCAI190.49U MOWCCU MOWJAI271.72NUC4046.03END ROE0.75194

△ 2.22.8.75 – Return Subjourney Check for Multiple Pricing Units (RSC)

Itinerary

Kiev–Istanbul–Cairo–Lagos–X/Johannesburg–Durban (surface) Johannesburg–Lagos–Milan–Istanbul–Odessa



Construction

$\frac{1}{2}$ RT (ON0J PU1) $\frac{1}{2}$ RT (PU2) $\frac{1}{2}$ RT (TNOJ PU3) $\frac{1}{2}$ RT (TNOJ PU3) $\frac{1}{2}$ RT (PU2) $\frac{1}{2}$ RT (ON0J PU1)
 ZRH ATH CAI LOS HRE DUR × CPT HRE LOS X/ROM ATH GVA

IEV-IST		$\frac{1}{2}$ RT Y	NUC	697.00	} (PU 1) Origin Normal Fare Open Jaw	Outbound							
ODS-ATH		$\frac{1}{2}$ RT Y	NUC	508.00			LOS-X/JNB-DUR	$\frac{1}{2}$ RT Y	NUC	574.00	} (PU 3) Turnaround Normal Fare Open Jaw		
Outbound						MPM 3762							
IST-CAI-LOS		$\frac{1}{2}$ RT Y	NUC	2503.49	} (PU 2) RT	Inbound							
MPM 3607							LOS-JNB	$\frac{1}{2}$ RT Y	NUC	700.70			
TPM 3136													
Inbound													
IST-MIL-LOS		$\frac{1}{2}$ RT Y	NUC	2503.49									
MPM 3607													
TPM 3154													
Return Subjourney Subtotal:			NUC	4973.22									
Plus (to increase to RSC):													
IEV-DUR $\frac{1}{2}$ RT+													
ODS-JNB $\frac{1}{2}$ RT)						NUC			27.62				
Total								NUC	5000.84				
ROE								×	1.00000				
LCF								CHF	6945.00				

Explanation

- This journey consists of three consecutive Normal Fare Pricing Units of different subjourney types.
- As a result, the Return Subjourney Minimum Fare Check (RSC) is performed by pairs of pricing units, i.e.:

For PU1 (ON0J) and PU2 (RT):

Get the highest ON0J fare which is either IEV-CAI-ODS, IEV-LOS-ODS or IEV-MIL-ODS.

For PU1 (ON0J) and PU3 (TNOJ):

Get the highest DNOJ fare which is the sum of the $\frac{1}{2}$ RT fare to the highest rated stopover point on the outbound of the third pricing unit plus the $\frac{1}{2}$ RT fare to the highest rated stopover point on the inbound of this subsequent pricing unit, i.e. IEVDUR $\frac{1}{2}$ RT (NUC4020.00) plus ODSCPT $\frac{1}{2}$ RT (NUC4136.50) equals NUC 8156.50. As this fare is higher than the sum of consecutive return subjourneys, the return subjourney subtotal fare (NUC4973.22) is increased by a plus up (U) of NUC27.62.

Horizontal Fare Calculation Entry

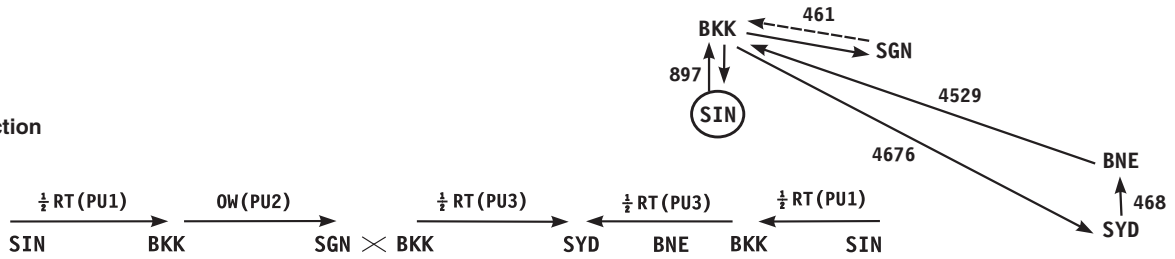
IEV BB IST916.04CC CAI DD LOS M933.22EE X/JNB FF DUR M574.00/-JNB HH LOS700.70KK X/MIL LL IST M933.22MM ODS916.04U
 IEVDUR ODSCPT27.62NUC5000.84END ROE1.00

2.22.8.76 – Return Subjourney Check for Contiguous Round Trips (RSC)

Itinerary

Singapore–Bangkok–Ho Chi Minh City (surface) Bangkok–Sydney–Brisbane–Bangkok–Singapore

Construction



SIN–BKK	½RT Y	NUC	397.08	} (PU 1) RT
SIN–BKK	½RT Y	NUC	397.08	
BKK–SGN	OW Y	NUC	178.87	(PU 2)
Outbound BKK–SYD	½RT Y	NUC	1013.26	} (PU 3) RT
Inbound BKK–SYD	½RT Y	NUC	1013.26	
MPM 5624 TPM 4997				
Plus (to increase to RSC SIN–SYD)		NUC	74.62	
Total		NUC	3074.17	
ROE		×	1.4002	
LCF		SGD	4305	

Explanation

- This journey consists of three Pricing Units. Two are round trips, interrupted on the outbound trip by a OW Pricing Unit (BKK to SGN).
- If consecutive Normal Fare Pricing Units for return subjourneys are interrupted by a one way subjourney (pricing unit) from/to the common construction point, such one way subjourney will be excluded from the RSC. The check will be performed from the unit origin of the first return pricing unit to all stopover points in any subsequent consecutive/contiguous return pricing unit(s).
- In the example, the RSC is assessed from SIN to BNE and SYD only, disregarding the OW BKK to SGN.
- The minimum fare for the two contiguous return pricing units is NUC 2895.30 (SIN–SYD RT). The calculation of combined SIN–BKK and BKK–SYD RT pricing units resulted in NUC 2820.68. Hence, the total fare (excluding the OW fare) must be increased by (U) NUC 74.62.

Horizontal Fare Calculation Entry

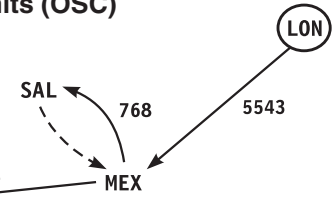
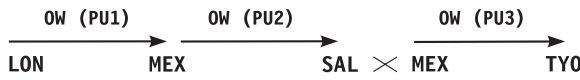
SIN BB BKK397.68CC SGN178.87/-BKK DD SYD1013.26EE BNE FF BKK M1013.26GG SIN397.08U SINSYD74.62NUC3074.17END
ROE1.4002

2.22.8.77 – One Way Subjourney Check for Consecutive One Way Pricing Units (OSC)

Itinerary

London–Mexico City–San Salvador (surface) Mexico–Tokyo

Construction



LON–MEX	OW Y	NUC	1229.88	(PU 1)	} OSC H	
MEX–SAL	OW Y	NUC	195.00	(PU 2)		
MEX–TYO	OW Y	NUC	1069.95	(PU 3)		
Plus (to increase to OSC LON–SAL)	Plus (H)	NUC	106.21			
Total						NUC 2601.04
IROE						x 0.617797
LCF						GBP 1607.00

Explanation

- This journey consists of three pricing units, two consecutive OW pricing units followed by a surface break and a OW pricing unit.
- The One Way Subjourney Check (OSC) applies to the consecutive PUs LON–MEX and MEX–SAL.
- The OSC is not applied to LON–MEX and MEX–TYO since a surface break exists between SAL and MEX and is therefore not considered to be contiguous.
- An amount of (H LONSAL106.21) is required to raise Pricing Units 1 and 2 to the minimum of the LON–SAL through fare.

Horizontal Fare Calculation Entry

LON AB MEX1229.88BB SAL195.00/-MEX DD TYO1069.95H LONSAL106.21NUC2601.04END ROE0.617797

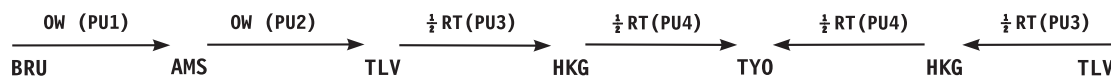
2.22.8.78 – Mixture of Return and One Way Subjourneys with Normal Fare Checks (OSC and RSC)

Itinerary

Brussels–Amsterdam–Tel Aviv–
Hong Kong–Tokyo–X/Hong Kong–Tel Aviv



Construction



BRU–AMS	OW Y	NUC	154.26	(PU 1)	} OSC H	
AMS–TLV	OW Y	NUC	1158.60	(PU 2)		
TLV–HKG	½RT Y	NUC	1178.00	(PU 3)	} RSC U	
HKG–TYO	½RT Y	NUC	414.00	(PU 4)		
Plus (to increase to OSC BRU–TLV)		NUC	30.40			
Plus (to increase to RSC TLV–TYO)		NUC	178.64			
Plus HKG–TYO international security charge		NUC	4.25			
Plus HKG–TLV international security charge		NUC	4.25			
Total						NUC 4715.76
ROE						x 1.117814
LCF						EUR 5271.00

Explanation

- There are two consecutive one way subjourneys and two consecutive return subjourneys in this journey.
- The 2 consecutive OW subjourneys BRU–AMS and AMS–TLV are subject to the One Way Subjourney Check (OSC) producing an OSC plus up shown as “H BRUTLV30.40”
- The 2 consecutive PUs for return subjourneys are TLV–HKG and HKG–TYO. The RSC check applies to these PUs (commencing from TLV). The RSC plus up is shown as “U TLV TYO178.64” at the end of the routing preceding the total NUC.

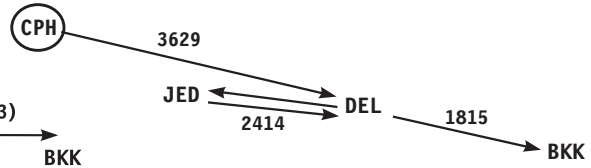
Horizontal Fare Calculation Entry

BRU AB AMS154.26BB TLV1158.60CC HKG1178.00DD TYO Q4.25 414.68EE X/HKG414.68FF TLV Q4.25 1178.00H BRUTLV30.40U TLV TYO178.64NUC4715.76END ROE1.117814

2.22.8.79 – One Way Subjourney Check for Contiguous One Way Subjourneys (OSC)

Itinerary

Copenhagen–Delhi–Jeddah–Delhi–Bangkok



Construction

OW (PU1)	$\frac{1}{2}$ RT (PU2)	$\frac{1}{2}$ RT (PU2)	OW (PU3)	
CPH → DEL	DEL → JED	JED → DEL	DEL → BKK	
CPH–DEL	OW Y	NUC	1767.85	(PU 1)
DEL–JED	$\frac{1}{2}$ RT Y	NUC	411.62	} (PU 2)
DEL–JED	$\frac{1}{2}$ RT Y	NUC	411.62	
DEL–BKK	OW Y	NUC	372.41	(PU 3)

Plus (to increase to OSC

CPH–BKK)	NUC	25.61	
Total			NUC 2989.11
ROE			x 5.52841
LCF			DKK 16530

Explanation

- The journey consists of two one way pricing units separated by a return subjourney pricing unit.
- If two or more Pricing Units (PUs) for one way subjourneys have a common fare construction point (DEL), but are separated by a PU for a return subjourney (DEL–JED–DEL), the one way subjourney check (OSC) is applicable to all fare construction points in the contiguous one way PUs (CPH–DEL, DEL–BKK).
- The combination of PUs 1 and 3 (NUC 2140.26) is less than the CPH–BKK direct fare (NUC 2165.87). Hence, the constructed fare must be increased by “H CPHBKK25.61”.

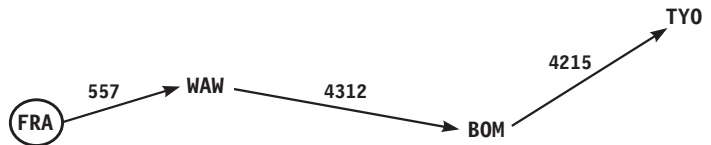
Horizontal Fare Calculation Entry

CPH AB DEL1767.85BB JED411.62CC DEL411.62DD BKK372.41H CPHBKK25.61NUC2989.11END ROE5.52841

2.22.8.80 – One Way Subjourney Check for Consecutive One Way Pricing Units (OSC)

Itinerary

Frankfurt–Warsaw–Mumbai–Tokyo



Construction

OW (PU1)	OW (PU2)	OW (PU3)	
FRA → WAW	WAW → BOM	BOM → TYO	
FRA–WAW	OW Y	NUC	557.07 (PU 1)
WAW–BOM	OW Y	NUC	1196.00 (PU 2)
BOM–TYO	OW Y	NUC	845.04 (PU 3)

Plus (to increase to OSC FRA–BOM)

Plus (to increase to OSC FRA–TYO)

	NUC	H	1.09	
	NUC	H	476.97	
Total				NUC 3076.17
ROE				x 1.117814
LCF				EUR 3439.00

Explanation

- This journey consists of three one way pricing units.
- The sum of Pricing Units 1 and 2 (FRA–WAW and WAW–BOM) is less than the direct fare FRA–BOM (NUC 1754.16).
- Therefore, the One Way Subjourney Check (OSC) applies and the constructed fare must be increased by NUC 1.09.
- The FRA–BOM through fare is then added to Pricing Unit 3 (BOMTYO).
- The resultant fare is less than the direct fare FRA–TYO (NUC 3076.17).
- Therefore, it is necessary to increase the constructed fare by NUC 476.97.

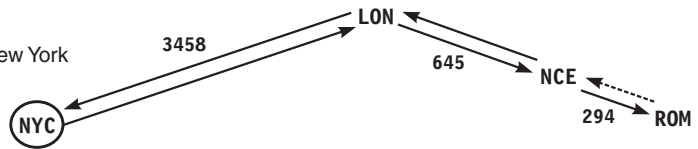
Horizontal Fare Calculation Entry

FRA AB WAW557.07BB BOM1196.00CC TYO845.04H FRABOM1.09H FRATYO476.97NUC3076.17END ROE1.117814

2.22.8.81 – Common Point Minimum (CPM) for Normal Fare Open Jaw with Surface Sector in Europe

Itinerary

New York–X/London–X/Nice–Rome (surface) Nice–X/London–New York



Construction

$\frac{1}{2}$ RT (PU1) → NYC X/LON X/NCE ROM × NCE ← $\frac{1}{2}$ RT (PU1) X/LON NYC

Outbound

NYC–ROM $\frac{1}{2}$ RT Y NUC 1040.00
 MPM 5136
 TPM 4397

Inbound

NYC–NCE $\frac{1}{2}$ RT Y NUC 1091.00
 MPM 4784
 TPM 4103

(PU 1)
Turnaround Open Jaw

Plus (to increase to CPM NYC–NCE RT) R/NCE P NUC 51.00

Total		NUC	2182.00
ROE		×	1.00
LCF		USD	2182.00

Explanation

- This journey consists of one Normal Fare pricing unit: a turnaround normal fare open jaw originating from the USA/Canada with an international surface sector in Europe. Each TransAtlantic fare component in this TNOJ uses half RT fares.
- The total fare for the TNOJ must not be less than the highest applicable return trip fare from unit origin (NYC) to any common ticketed point in the European countries found in the gap(NCE). Any other ticketed point within Europe that is not in the country(ies) at the turnaround is ignored for this common point minimum check.
- The CPM adjustment is indicated by the ticketing entry "P R/NCE51.00" where NCE represents the common ticketed point in Europe where the surface sector occurs.

Horizontal Fare Calculation Entry

NYC AB X/LON BB X/NCE CC ROM M1040.00/-NCE DD X/LON EE NYC M1091.00P R/NCE51.00NUC2182.00END ROE1.00

2.22.8.82 – Country of Payment Check (COP) – Round Trip/Circle Trip Normal Fares

Itinerary

Hong Kong–Tokyo–Hong Kong

Country of Sale: Japan



Construction

HKG–TYO RT C NUC 909.16
 Plus (to increase to TYO–HKG RT C) NUC 239.49
 Plus HKG–TYO international security charge NUC Q 4.25

Total	NUC	1152.90
ROE	×	7.76533
LCF	HKD	8960
BSR	×	17.11
EFP	JPY	154000

Explanation

- The country of payment check is applicable to RT/CT pricing units when specific airlines or countries have notified their intention to apply it. In which case, when travel is to/via the country of payment:
 - the total fare shall not be less than the direct RT fare from any ticketed point in the country of payment to any ticketed point in the itinerary.
- Hence, the HKG–TYO RT fare paid for in Japan has been raised to the TYO–HKG RT fare as represented by the entry "P TYOHKG239.49".
- The calculation must be made in NUCs only.

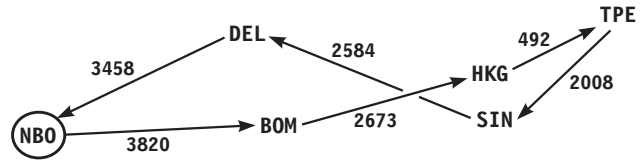
Horizontal Fare Calculation Entry

HKG XY TYO Q4.25 454.58XY HKG454.58P TYOHKG239.49NUC1152.90END ROE 7.76533.

2.22.8.83 – Pricing of Return Journeys via a Common Country Using a Single Pricing Unit

Itinerary

Nairobi–Mumbai–X/Hong Kong–Taipei–Singapore–Delhi–Nairobi



Construction



Outbound

NBO–BOM–HKG–TPE

MPM 7182

TPM 5985

Inbound

NBO–DEL–SIN–TPE

MPM 7182

TPM 8050

EMS 15%

Plus Hong Kong international security charge

Total

ROE

LCF

	$\frac{1}{2}$ RT Y	NUC	971.50	} (PU 1)			
	$\frac{1}{2}$ RT Y	NUC	971.50				
		NUC	14.72	=	NUC	1117.22	
		NUC	Q 4.25				
					NUC	2092.97	
					x	1.00	
						USD	2093.00

Explanation

- This journey consists of a single CT pricing unit where there is a common country (India) on both outbound/inbound fare components.
- The TPE–SIN–DEL component exceeds 25% EMS, hence the journey cannot be divided into two Normal Fare OJ return subjourneys: NBO–BOM/DEL–NBO and BOM–HKG–TPE–SIN–DEL. The subjourney BOM–HKG–TPE–SIN–DEL would require the use of one-way fares for the components BOM–TPE, TPE–SIN and DEL–SIN as a Normal Fare Open Jaw is limited to two international components.

Horizontal Fare Calculation Entry

NBO AB BOM BB X/HKG CC TPE Q4.25M971.50DD SIN EE DEL FF NBO15M1117.22NUC2092.97END ROE1.00

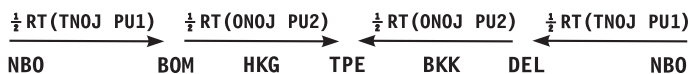
2.22.8.84 – Pricing of Return Journeys via a Common Country Using Two Pricing Units

Itinerary

Nairobi–Mumbai–X/Hong Kong–Taipei–Bangkok–Delhi–Nairobi



Construction



NBO–BOM

NBO–DEL

Outbound

BOM–HKG–TPE

MPM 3798

TPM 3165

Inbound

DEL–BKK–TPE

MPM 3404

TPM 3370

Plus Hong Kong international security charge

Total

ROE

LCF

	$\frac{1}{2}$ RT Y	NUC	381.00	} (PU 1)			
	$\frac{1}{2}$ RT Y	NUC	468.50				
	$\frac{1}{2}$ RT Y	NUC	625.07	} (PU 2)			
	$\frac{1}{2}$ RT Y	NUC	595.68				
		NUC	Q 4.25				
					NUC	2074.50	
					x	1.00	
						USD	2075.00

Explanation

- This journey has been assessed as two pricing units via a common country (India) in both pricing units.
- The journey is divided into one turnaround open jaw and one origin open jaw namely (NBO–BOM/- DEL–NBO) and (BOM–TPE–DEL).
- The total fare of the consecutive pricing units is higher than the Return Subjourney Check (RSC); hence, there is no RSC adjustment.

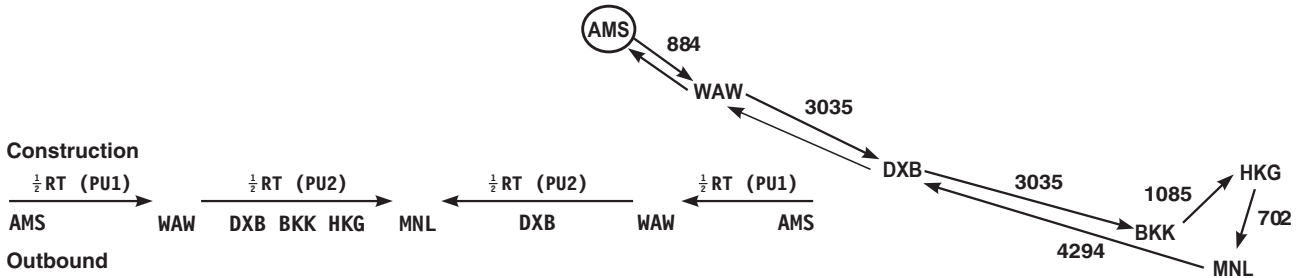
Horizontal Fare Calculation Entry

NBO AB BOM381.00BB X/HKG CC TPE Q4.25M625.07DD BKK EE DEL M595.68FF NBO468.50NUC2074.50END ROE1.00

2.22.8.85 – Circle-Trip Minimum (CTM) and a Return Subjourney Check (RSC)

Itinerary

Amsterdam–Warsaw–Dubai–Bangkok–Hong Kong–Manila–Dubai–Warsaw–Amsterdam



Construction

$\frac{1}{2}$ RT (PU1)	$\frac{1}{2}$ RT (PU2)	$\frac{1}{2}$ RT (PU2)	$\frac{1}{2}$ RT (PU1)
AMS → WAW	WAW → DXB BKK HKG → MNL	MNL → DXB → WAW	WAW → AMS

Outbound

AMS–WAW	$\frac{1}{2}$ RT Y	PU1	NUC	437.44
WAW–MNL	$\frac{1}{2}$ RT Y	PU2	NUC	1604.00
MPM EH 8875				
TPM 7436				
HIP increased to WAW–HKG	$\frac{1}{2}$ RT Y		NUC	1662.50

Inbound

AMS–WAW	$\frac{1}{2}$ RT Y	PU1	NUC	437.44
WAW–MNL	$\frac{1}{2}$ RT Y	PU2	NUC	1604.00
MPM EH 8875				
TPM 6908				

Total PU2

Plus (to increase to the CTM fare of WAW–HKG–WAW)			NUC	58.50
Plus (to increase to the RSC fare of AMS–HKG–AMS)			NUC	15.04
Plus HKG–MNL international security charge			NUC	4.25

Total			NUC	4219.17
ROE			x	1.117814
LCF			EUR	4716.00

Explanation

- This journey consists of two return trip pricing units.
- The total Circle Trip NUC fare for PU2 has been raised to the CTM level of WAW–HKG RT which is represented by the entry “P WAWHKG58.50”.
- The total NUC fare for PU1 and PU2 including the CTM check has been raised to the RSC level of AMS–HKG–AMS as represented by the entry “U AMSHKG15.04”.

Horizontal Fare Calculation Entry

AMS AB WAW437.44BB DXB CC BKK DD HKG EE MNL Q4.25M WAWHKG1662.50FF DXB GG WAW M1604.00HH AMS437.44P WAWHKG58.50U AMSHKG15.04NUC4219.17END ROE1.117814

2.22.8.86 – One Way with a Directional Minimum Check (DMC)

Itinerary

Tokyo–X/Zurich–London

Country of Sale: Switzerland



Construction

TYO–LON	Y OW	NUC	3426.17
MPM TS 7464			
TPM 6224			

Plus (to increase to the DMC fare ZRH–TYO TS NUC 5430.03) P NUC 2003.86

Total	DMC	NUC	5430.03
ROE		x	103.906
LCF		JPY	564300
BSR		x	0.0114566
EFP		CHF	6465.00

Explanation

- As the place of sale is Switzerland and travel commences in Japan the Directional Minimum Check (DMC) applies.
- The highest OW fare is represented by the city pair ZRH–TYO. The DMC adjustment is represented by the entry “P ZRHTYO2003.86”.

Horizontal Fare Calculation Entry

TYO CC X/ZRH BB LON M3426.17P ZRHTYO2003.86NUC5430.03END ROE0.0114566

2.22.8.87 – One Way Fare with a Directional Minimum Check (DMC) and a Class Differential

Several methods of mixed class calculation are possible. See previous examples in this chapter.

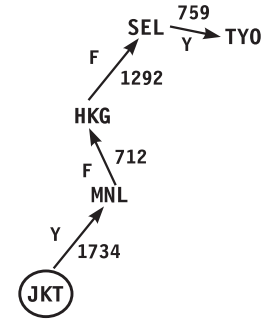
Itinerary

Jakarta–Manila–Hong Kong–Seoul–Tokyo

Country of Sale: Republic of Korea

Construction

JKT–TYO	OW Y	NUC	1256.00		
MPM 4333					
TPM 4497					
EMS 5%					
Total				NUC	1318.80
Plus (to increase to DMC TYO–JKT 1906.93)	Y	P		NUC	588.13
Class differential calculation					
MNL–TYO F OW 1119.00					
less Y 763.00 equals 644.00					
MPM 2254					
TPM 2763					
EMS 25%					
Total class differential F/Y MNL–TYO				NUC	805.00
Plus HKG passenger security charge HKG–SEL				Q	4.23
Total				NUC	2716.16
ROE				x	1.00
LCF				USD	2716.00



Explanation

- The Directional Minimum Check only applies to the lower class (economy) calculation and does not apply to the class differential.
- The entry “P TYOJKT588.13” is imprinted after the itinerary to indicate that the fare has been raised to the directional minimum from TYO to JKT.
- A class differential (D) is applied between Manila and Tokyo.

Horizontal Fare Calculation Entry

JKT CC MNL BB HKG BB SEL Q4.23DD TYO5M1318.80P TYOJKT588.13D MNLTYO25M805.00NUC2716.16END ROE1.00

2.22.8.88 – Normal Fare Open Jaw with a Directional Minimum Check (DMC)

Itinerary

London–Tokyo (surface) Nagoya–X/Tokyo–London

Country of Sale: Japan



Construction

Outbound

LON–TYO ½RT Y NUC 1166.79

Inbound

LON–NGO ½RT Y NUC 1121.20

MPM 7464

TPM 6994

Plus (to increase this component to the LON–TYO DMC fare) NUC 45.59

Total				NUC	2333.58
ROE				x	0.62528
LCF				GBP	1459.00

Explanation

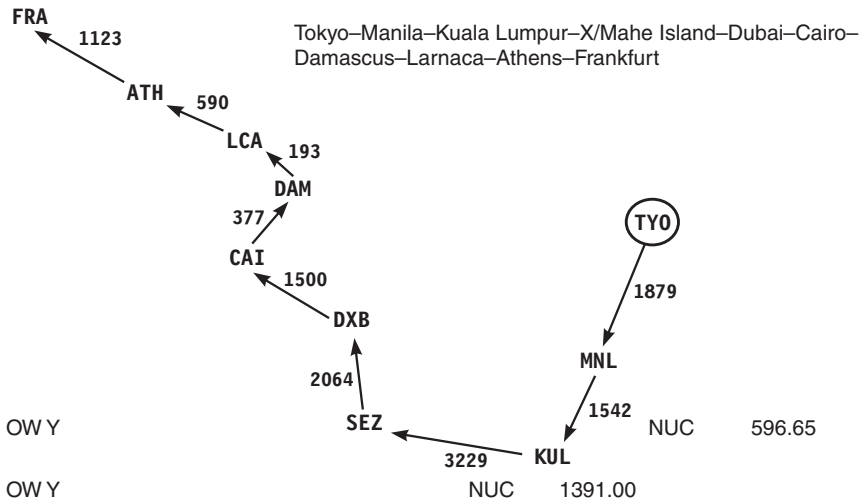
- The TYO NGO surface sector is represented by the code “/-”.
- As the surface sector is in one country, and there are only two international fare components, ½RT fares are used.
- On the inbound component, TYO is not a stopover point, hence the HIP LON–TYO is ignored.
- However, the directional minimum picks up this high fare, hence the plus-up.

Horizontal Fare Calculation Entry

LON AB TYO1166.79/-NGO AB X/TYO AB LON M1121.20P LONTYO45.59NUC2333.58END ROE0.62528

2.22.8.89 – One Way Subjourney Check (OSC) and Directional Minimum Check (DMC)

Itinerary



Country of Sale: Philippines

Construction

Component 1

TYO–MNL OW Y

Component 2

MNL–FRA OW Y

MPM 9114
TPM 10618
EMS 20%

NUC	1391.00	596.65
NUC	278.20	
NUC	1669.20	
NUC	2265.85	
NUC	49.86	

Total fare

Plus (to increase to direct fare TYO–FRA)

Total through fare

Plus (to increase merged components to directional minimum fare FRA–TYO)

Total minimum fare

ROE

LCF

BSR (1 USD = 150 JPY)

EFP

NUC	2315.71
NUC	485.95
NUC	2801.66
×	149.5004
JPY	418900
÷	150.00
USD	2793.00

Explanation

- From origin to destination, the total TPM (12497) exceeds the TYO–FRA MPM (9862) by more than 25%. Hence a new break point, i.e. MNL, is selected. This divides the journey into two components. However, the resulting sum of the two components is lower than the published through fare from TYO to FRA.
- To denote that the sum of fare was increased to the published through fare, the entry “H TYOFRA49.86” is shown at the end of the itinerary.
- Consequently, the merged components are treated as a single component from TYO to FRA.
- As it is now considered as one, the DMC is applied by picking up the highest fare between two ticketed points within this “new” component. It turns out that FRA–TYO (NUC 2801.66) is higher than the published fare TYO–FRA (NUC 2315.71).
- To illustrate the subsequent increase to a directional minimum fare, a second adjustment is shown, i.e. “P FRATYO485.95”.

Horizontal Fare Calculation Entry

TYO JJ MNL596.65LL KUL MM X/SEZ HH DXB GG CAI II DAM GG LCA LL ATH LL FRA20M1669.20H TYOFRA49.86P FRATYO485.95NUC2801.66END ROE149.5004

2.22.9 Directional Minimum Check Exceptions

The Directional Minimum Check illustrated in the foregoing examples applies only for one way and normal fare open jaw pricing units to/from via Japan when traffic document is issued outside the country of commencement of travel.

This provision shall not apply to traffic documents issued in:

- IATA Area 1 (TC1) for journeys originating in TC1
- in Canada/USA/US Territories for journeys to these places;
- the following countries in Western Africa: Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo (Brazzaville), Cote d’Ivoire, Equatorial Guinea, Gabon, Mali, Niger, Senegal or Togo and the journey originates from these countries
- and sold in USA/US Territories for travel between foreign points;



2.22.10 Ticketing for Long Routings

2.22.10.1 General

When the routing of an itinerary or the fare construction is too long to be shown completely on one ticket, conjunction tickets must be issued. Tickets issued initially in conjunction has to be of the same form code and must be completed in numeric sequence.

2.22.10.2 Automated Tickets

Imprint Document Number of all tickets being issued to provide flight coupons covering the passenger's itinerary. The low order digits of the serial number, i.e. 98/99/00/01, will suffice when number is computer printed. Tickets initially issued in conjunction must be issued sequentially. The number of tickets that may be issued in conjunction is limited by the fare construction information that can be accommodated on one ticket.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION LUXLUX		DATE AND PLACE OF ISSUE 47201233 14DEC07			
ENDORSEMENTS/RESTRICTIONS (CARBON)		TOUR CODE		FLIGHT COUPON 1		AIRLINE DATA H9900/OK		C C AIRLINES LUXEMBOURG LU			
NAME OF PASSENGER POMEROY/ROBERT MR		NOT TRANSFERABLE		CONJUNCTION TICKETS 0002470052234/35							
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
	FROM LUXEMBOURG	OK	641	Y	16 JAN	0945	OK	Y RT		16 JAN	20K
X	TO PRAGUE	OK	790	Y	16 JAN	1235	OK	Y RT		16 JAN	20K
	TO BUDAPEST	TG	O P E N					Y RT		16 JAN	20K
	TO BANGKOK	TG	O P E N					Y RT		16 JAN	20K
	TO DUBAI										
FARE EUR3012.00		FARE CALCULATION LUX OK W/PRG OK BUD TG BKK M1833.07TG DNB EK W/FRA LH LUX M1833.07NUC3666.14									
EQUIV. FARE PD.		END ROEO.821567									
TAX/FEES/CHARGE LU2.48											
TAX/FEES/CHARGE YJ0.50											
TAX/FEES/CHARGE HU14.95											
TOTAL EUR3029.93											
STOCK CONTROL TX 789		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT ORIGINAL ISSUE VI 40261123475555					
0123456789 6		1	000	2470052234	6						
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION LUXLUX		DATE AND PLACE OF ISSUE 47201233 14DEC07			
ENDORSEMENTS/RESTRICTIONS (CARBON)		TOUR CODE		FLIGHT COUPON 1		AIRLINE DATA H9900/OK		C C AIRLINES LUXEMBOURG LU			
NAME OF PASSENGER POMEROY/ROBERT MR		NOT TRANSFERABLE		CONJUNCTION TICKETS 0002470052234/35							
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
	FROM DUBAI	EK	O P E N					Y RT		16 JAN	20K
X	TO FRANKFURT	LH	O P E N					Y RT		16 JAN	20K
	TO LUXEMBOURG		V O I D								
	TO VOID		V O I D								
FARE EUR3012.00		FARE CALCULATION LUX OK W/PRG OK BUD TG BKK M1833.07TG DNB EK W/FRA LH LUX M1833.07NUC3666.14									
EQUIV. FARE PD.		END ROEO.821567									
TAX/FEES/CHARGE LU2.48											
TAX/FEES/CHARGE YJ0.50											
TAX/FEES/CHARGE HU14.95											
TOTAL EUR3029.93											
STOCK CONTROL TX 789		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT ORIGINAL ISSUE VI 40261123475555					
0123456790 6		1	000	2470052235	5						
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

Before 2008, when the fare construction for an automated ticket is of such length that it cannot be contained in the fare calculation area, airline offices can issue a manual ticket. (See 37th edition of the Ticketing Handbook Chapter 1.10.9 for manual procedures used for ticketing long or complicated construction.)

2.22.10.3 Electronic Tickets

Electronic Tickets issued in conjunction show the same form code and are completed in numeric sequence. The number of booklets and document numbers used for the issuance of the Electronic Ticketing transaction is shown separately at the top of the display. Presently, only a maximum of 16 segments may be allowed in electronic tickets issued in conjunction.

Example of Airline Electronic Tickets Issued in Conjunction

The sample displays below are per ticket number. All coupons are “open for use” with the exception of coupon 3, which at ticket issuance has been given to carrier BB and is reflected in the Validating Carrier’s data base as under “AIRPORT CONTROL”.

Display of first conjunctive ticket of two (coupons 1 through 4)

```

                                CONJUNCTIVE BOOK 1 OF 2
NAME GRINFELD/AVIADMR                                TKT: 000 216 53455340 4
                                CONJ: 00021653455340-41
                                REF: 6LDNKU/XA

CP CR  FLT CL DATE   BRD OFF  TIME  ST FARE BASIS BGA
1. XY  0315 C  04MAY07 TLV LHR  1015  OK C           30K
2. XY  0316 C  07MAY07 LHR TLV  1535  OK C           30K
3. BB  1256 C  08JUN07 TLV FCO  0655  OK C2          30K   A/BB
4. CC  4545 C  20AUG07 FCO TLV  1700  OK C           30K

      NVB: 1/           2/           3/           4/
      NVA: 1/ 04MAY08 2/04MAY08 3/04MAY08 4/04MAY08

FARE:  USD           8505.00
TX:   IL           39.00      TX:   EX           2.60  TX:   VT           2.30  TX:   IT          10.30
TX:   AP           48.00      TX:   GB           72.60  TX:   UB           16.90
EQ:
TTL:  USD 8686.70
FARE CALCULATION:
TLV XY LON Q10.00 1675.00XY TLV Q10.00 1675.00BB ROM Q10.00 1027.00CC TLV
Q10.00 1027.00DD BKK Q15.00 1515.50EE TLV Q15.00 1515.00NUC8505.00END ROE
1.00000
FOP: CASH
12345678 / 04MAY07/ ABC AIRLINES /
NEW YORK      /US

```



Display of second conjunctive ticket of two (coupons 1 and 2 : segments 5 and 6 in the itinerary)

```

                                CONJUNCTIVE BOOK 2 OF 2
NAME: GRINFELD/AVIADMR                                TKT: 000 216 53455341 6
                                CONJ: 00021653455340-41
                                                REF: 6LDNKH/XA

CP CR  FLT CL DATE   BRD OFF  TIME  ST FARE BASIS BGA
1.  DD  0419 C  04SEP07  TLV BKK  1015  OK C           30K
2.  EE  0316 C  07SEP07  BKK TLV  1535  OK C           30K

                                NVB: 1/           2/           3/           4/
                                NVA: 1/ 04MAY08 2/04MAY08 3/           4/

FARE:  USD           8505.00
TX:  IL           39.00   TX:  EX           2.60  TX:  VT           2.30  TX:  IT  10.30
TX:  AP           48.00   TX:  GB           72.60  TX:  UB           16.90
EQ:
TTL:  USD 8686.70
FARE CALCULATION:
TLV XY LON Q10.00 1675.00XY TLV Q10.00 1675.00BB ROM Q10.00 1027.00CC TLV
Q10.00 1027.00DD BKK Q15.00 1515.50EE TLV Q15.00 1515.00NUC8505.00END ROE
1.00000
FOP: CASH
12345678 / 04MAY07/ ABC AIRLINES /
NEW YORK           /US

```

2.23 TICKETING INSTRUCTIONS FOR “SPECIAL FARES”

Where a fare is restricted and such restrictions are not clearly evident from the required entries on the ticket, such restrictions may be imprinted, stamped or preprinted in plain language in the “Endorsements/Restrictions” box/data element of the applicable flight coupon(s). In addition, in the case of paper tickets, a special fare notice indicating restrictions may be attached to the passenger’s ticket.

2.23.1 Advance Purchase Excursion Fare (APEX)

The actual travel dates are imprinted in the “Not Valid Before” and “Not Valid After” boxes/data elements to show that reservations may not be changed without additional charge.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE											
ENDORSEMENTS/RESTRICTIONS (CARBON) VOLUNTARY CHANGE RESTRICTED		AUDIT COUPON		AIRLINE DATA LS7ATW/BB		ISSUED IN EXCHANGE FOR		VALIDATE											
NAME OF PASSENGER GOMES/JUDITH MS		NOT TRANSFERABLE		CONJUNCTION TICKETS		TOUR CODE													
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW								
	PORT OF SPAIN	BB	216	Y	01MAY	0900	OK	YLAPEM	01MAY	01MAY	20K								
	LONDON	LHR	CC	225	Y	17JUN	2130	OK	YLAPEM	17JUN	17JUN	20K							
	VOID			VOID	VOID	VOID													
	VOID			VOID	VOID	VOID													
	VOID			VOID	VOID	VOID													
FARE		FARE CALCULATION		BAGGAGE CHECKED UNCHECKED		PCS		WT		UNCHECKED PCS		WT		UNCHECKED PCS		WT		UNCHECKED	
USD880.00		POS BB LON440.00CC POS440.00NUC880.00END ROE1.00																	
EQUIV FARE		TAX FEE/CHARGE		TAX FEE/CHARGE		TAX FEE/CHARGE		TOTAL		CPN		AIRLINE CODE		FORM AND SERIAL NUMBER		CK		FORM OF PAYMENT ORIGINAL ISSUE	
USD5060.00		TTD59.00TT		TTD59.00TT				TTD5879.00		000		2400726656		5		5		CASH NONREF/APEX	
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE																			

2.23.2 Individual Excursion Fare

It is necessary to complete the “Not Valid Before” box/data element for the applicable flight coupon to reflect minimum stay requirements.

In this case, there must also be an entry in the “Not Valid After” boxes/data elements as the ticket does not have a normal one year validity.

Restrictions, if any, must be shown in the “Endorsements/Restrictions” box/data element of those coupons to which they apply.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE											
ENDORSEMENTS/RESTRICTIONS (CARBON) TRANSATLANTIC NOT VALID SAT-SUN		AUDIT COUPON		AIRLINE DATA OLUKRY/CC		ISSUED IN EXCHANGE FOR		VALIDATE											
NAME OF PASSENGER BAUMANN/SON JAMES		NOT TRANSFERABLE		CONJUNCTION TICKETS		TOUR CODE													
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW								
	ATHENS	CC	335	Y	01NOV	1000	OK	YLEESM		01MAY	PC								
	ROME	CC	DD	619	Y	01NOV	1300	OK	YLEESM		01MAY	PC							
	MONTREAL	SUL	EE	707	Y	06DEC	1400	OK	YLEESM	08NOV	01MAY	PC							
	LONDON	LHR	FF	111	Y	16DEC	1930	OK	YLEESM	08NOV	01MAY	PC							
	ATHENS																		
FARE		FARE CALCULATION		BAGGAGE CHECKED UNCHECKED		PCS		WT		UNCHECKED PCS		WT		UNCHECKED PCS		WT		UNCHECKED	
EUR726.00		ATH CC W/ROM DD YMQ M304.42EE LON FF ATH M304.42 1340.00NUC48.84END ROE 1.117814																	
EQUIV FARE		TAX FEE/CHARGE		TAX FEE/CHARGE		TAX FEE/CHARGE		TOTAL		CPN		AIRLINE CODE		FORM AND SERIAL NUMBER		CK		FORM OF PAYMENT ORIGINAL ISSUE	
EUR22.00GR		EUR35.00GR		EUR11.00UB				EUR794.00		000		2400726656		5		5		CASH	
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE																			



2.23.3 Individual Inclusive Tour Fare

The applicable code is imprinted in the “Fare Basis” box/data element. The inclusive tour code as shown on the tour folder is imprinted in the “Tour Code” box/data element.

It is necessary to complete the “Not Valid Before” box/data element for the applicable flight coupon to reflect minimum stay requirements. In this case, there must also be an entry in the “Not Valid After” boxes/data elements as the ticket does not have a normal one-year validity.

No entry is required in the “Endorsements/Restrictions” box/data element as the “Not Valid Before” and “Not Valid After” entries cover the restrictions attached to this fare.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION TYO TAO		DATE AND PLACE OF ISSUE			
ENDORSEMENTS/RESTRICTIONS (CARBON) GTT		AUDIT COUPON		ISSUED IN EXCHANGE FOR		AIRLINE DATA CC/21/1RE		VALIDATE			
NAME OF PASSENGER NEMES, DENISE MS		TOUR CODE IT60020H42		CONJUNCTION TICKETS		NOT TRANSFERABLE					
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
FROM											
TO	TOKYO	NRT	CC 107	Y	01DEC	0940	OK	YIT28		29DEC 20H	
TO	TAIPEI	BE	332	Y	05DEC	1120	OK	YIT28		29DEC 20H	
TO	KOLHATA	CC	902	Y	18DEC	0640	OK	YIT28	15DEC	29DEC 20H	
TO	TAIPEI	DD	100	Y	20DEC	1900	OK	YIT28	15DEC	29DEC 20H	
TO	TOKYO	NRT									
FARE		FARE CALCULATION		EQUIV. FARE PD.		TAX/FEES/CHARGE		TAX/FEES/CHARGE		TAX/FEES/CHARGE	
		IT TAO BE TPE BE CCU M/IT CC TPE DD TAO M/IT END ROE134.01									
TOTAL		JFY IT		CPN		AIRLINE CODE		FORM AND SERIAL NUMBER		CK	
				<input checked="" type="checkbox"/>		000 2400726656		5		<input checked="" type="checkbox"/>	
				FORM OF PAYMENT		CASH		ORIGINAL ISSUE			
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

Note: The fare box/data element for an Inclusive Tour will reflect “IT” instead of the fare unless the applicable fare rule requires the fare to be shown. It is therefore important that you refer to airline tariffs. Also see 2.7 and 2.23.8.

2.23.4 Common Interest Group Fare

Persons who have a bona fide common interest in travelling together to the same point(s) may purchase a common interest group fare.

The “Fare Basis” box/data element contains the code “YGC40” which indicates the fare is applicable to a common interest groups of 40 passengers. When a tour guide (conductor) ticket is granted follow the fare basis code by “CG” and two digits indicating the discount.

It is not necessary to complete the “Not Valid Before” boxes/data elements as there are no minimum stay requirements with this fare. It is optional to complete the “Not Valid After” boxes/data elements as this ticket has a normal one year validity and is not issued in conjunction or in exchange for another ticket.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION NJC NJC		DATE AND PLACE OF ISSUE			
ENDORSEMENTS/RESTRICTIONS (CARBON) GTT		AUDIT COUPON		ISSUED IN EXCHANGE FOR		AIRLINE DATA JYAP/JDD		VALIDATE			
NAME OF PASSENGER GRIFFIN, DANNE		TOUR CODE		CONJUNCTION TICKETS		NOT TRANSFERABLE					
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
FROM											
TO	NEW YORK	JFK	DD 01	Y	13NOV	1100	OK	YGC40			2PC
TO	SAN FRANCISCO	EE	018	Y	15NOV	1700	OK	YGC40			2PC
TO	TOKYO	NRT	EE 020	Y	17DEC	2130	OK	YGC40			2PC
TO	SAN FRANCISCO	DD	012	Y	20DEC	2200	OK	YGC40			2PC
TO	NEW YORK	JFK									
FARE		FARE CALCULATION		EQUIV. FARE PD.		TAX/FEES/CHARGE		TAX/FEES/CHARGE		TAX/FEES/CHARGE	
		USD1246.00 NYC DD SFO EE TAO M673.00EE SFO DD NYC M673.00NUC1346.00END ROE1.00									
TOTAL		USD1364.50		CPN		AIRLINE CODE		FORM AND SERIAL NUMBER		CK	
				<input checked="" type="checkbox"/>		000 2400726756		5		<input checked="" type="checkbox"/>	
				FORM OF PAYMENT		CASH		ORIGINAL ISSUE			
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

2.23.5 Affinity Group Fare

The "Fare Basis" box/data element contains the code "YGA15" which indicates the fare is applicable to an affinity groups of 15 passengers. When a tour guide (conductor) ticket is granted follow the fare basis code by ""CG" and two digits indicating the discount.

It is not necessary to complete the "Not Valid Before" boxes/data elements as there is no minimum stay requirement with this fare. It is optional to complete the "Not Valid After" boxes/data elements if this ticket has a normal one year validity. The code "NONREF/AFF" is shown in the Form of Payment box following restrictions found in the specific fare by rule.

The code "GTT" is imprinted in the "Endorsement/Restrictions box if the fare requires that the group travel together for the entire itinerary.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE				
ENDORSEMENTS/RESTRICTIONS (CARBON) GTT				AUDIT COUPON		AIRLINE DATA LHAFER/00 ISSUED IN EXCHANGE FOR		VALIDATE				
NAME OF PASSENGER FLOERSCH/WATJAMS		TOUR CODE NOT TRANSFERABLE		CONJUNCTION TICKETS								
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
	TO COLOMBO	BE	121	M	06MAR	1100	OK	YGA15		06MAR 20K		
	TO KUALA LUMPUR	CC	355	M	06MAR	2100	OK	YGA15		06MAR 20K		
	TO SINGAPORE	DD	727	M	18APR	0745	OK	YGA15		06MAR 20K		
	TO COLOMBO	VOID	VOID	VOID	VOID	VOID	VOID	VOID		VOID		
FARE		BAGGAGE CHECKED UNCHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
EQUIV. FARE PCS		LHK49100 CMB BE K/KUL CC SIN M240.70DD CMB240.70NUC481.40END ROE101.991										
TAX/FEES/CHARGE		LKR1500LH										
TAX/FEES/CHARGE		LKR1315SG										
TOTAL		LKR51915										
CPN		AIRLINE CODE	FORM AND SERIAL NUMBER		CK	FORM OF PAYMENT		ORIGINAL ISSUE				
		000	2400726756		5	CASH NONREF/AFF						
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

2.23.6 Group Inclusive Tour Fare

The "Fare Basis" box/data element contains the code "YGV10" which indicates the fare is applicable to an Inclusive Tour group of 10 passengers. The code to the right of "YGV10" is the code assigned to the group by the fare rule. When a tour guide (conductor) ticket is granted follow the fare basis code by ""CG" and two digits indicating the discount.

The inclusive tour code as shown in the tour folder is inserted in the "Tour Code" box/data element.

The minimum and maximum stay dates are imprinted in the "Not Valid Before" and "Not Valid After" boxes/data elements in accordance with the accompanying fare rule.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE				
ENDORSEMENTS/RESTRICTIONS (CARBON) GTT				AUDIT COUPON		AIRLINE DATA DD/6RFE2TF ISSUED IN EXCHANGE FOR		VALIDATE				
NAME OF PASSENGER MASCI/DENISE MS		TOUR CODE IT6RHE240		CONJUNCTION TICKETS								
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
	TO SEOUL	BE	122	Y	07MAR	1220	OK	YGV10		07APR 20K		
	TO HONGHONG	CC	323	Y	10MAR	1440	OK	YGV10		07APR 20K		
	TO JOHANNESBURG	DD	444	Y	12MAR	0900	OK	YGV10		07APR 20K		
	TO SINGAPORE	EE	515	Y	10APR	1145	OK	YGV10		13MAR 07APR 20K		
	TO SEOUL	VOID	VOID	VOID	VOID	VOID	VOID	VOID		VOID		
FARE		BAGGAGE CHECKED UNCHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
EQUIV. FARE PCS		KRW2838500 SEL BE HNG CC JNE 04.25M1411.28DD SIN EE SEL M1411.28 25103.22NUC2930.03END ROE968.73XT KRW10000EV207002A191004C12700SG										
TAX/FEES/CHARGE		KRW27000EF										
TAX/FEES/CHARGE		KRW15200HK										
TOTAL		KRW53500KT										
CPN		AIRLINE CODE	FORM AND SERIAL NUMBER		CK	FORM OF PAYMENT		ORIGINAL ISSUE				
		000	2400726756		5	CASH						
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

Note: The fare box/data element for an Inclusive Tour will reflect "IT" instead of the fare unless the applicable fare rule requires the fare to be shown. It is therefore important that you refer to airline tariffs. Also see 2.7 and 2.23.7.



2.23.7 Group Inclusive Tour where Fare is Not on the Ticket

In the Fare Calculation area, the code "IT" or "BT" as the case may be, must be imprinted at the fare construction point(s).

The "Fare Basis" box/data element contains the code "YGV7" which indicates that the GIT fare is for a group of 7. The inclusive tour code as shown in the tour folder is imprinted in the "Tour Code" box/data element. When a tour guide (conductor) ticket is granted follow the fare basis code by ""CG" and two digits indicating the discount.

It is necessary to complete the "Not Valid Before" box/data element for the applicable flight coupon to reflect minimum stay requirements. In all cases there must be an entry in the "Not Valid After" boxes/data elements.

When issued for a "BT" or "IT" fare which must not be shown on the flight coupon, the applicable currency code identifying the currency of payment is imprinted followed by at least a space and "BT" or "IT".

Example: **Group Inclusive Tour Ticket without the Fare**

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION DELDEL		DATE AND PLACE OF ISSUE			
ENDORSEMENTS/RESTRICTIONS (CARBON) GTT		AUDIT COUPON		AIRLINE DATA FF/SHUCATZ		ISSUED IN EXCHANGE FOR		VALIDATE			
NAME OF PASSENGER HASAT/MOHAMMADMR		NOT TRANSFERABLE		CONJUNCTION TICKETS		TOUR CODE					
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
FROM	DELHI	FF	897	Y	10MAR	0915	OK	YGV70		10MAR	20H
TO	PARIS	CDG	BB	Y	15MAR	1230	OK	YGV70		10MAR	20H
TO	LONDON	LHR	CC	Y	20MAR	1545	OK	YGV70		10MAR	20H
TO	FRANKFURT	FF	892	Y	21APR	0710	OK	YGV70		20MAR	20H
TO	DELHI										
FARE		FARE CALCULATION IT DEL FF PAR BB LON M/ITCC FRA FF DEL M/IT END XTINR659FR390GB1095RA376DE									
EQUIV. FARE PD.											
TAX/FEES/CHARGE		INR4830X									
TAX/FEES/CHARGE		INR24510									
TAX/FEES/CHARGE		INR2520XT									
TOTAL		INR IT									
CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT CASH							
<input checked="" type="checkbox"/>	000	2400726656	5	ORIGINAL ISSUE							
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

When it is necessary to collect a 'Q' surcharge on an IT or BT ticket show the 'Q' followed by the amount immediately after the segment to which it applies. Such amount must not be shown in the fare or total box/data element when IT or BT is shown in the fare or total box/data element.

Example: **Group Inclusive Tour Ticket Showing a Surcharge but without the Fare**

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION HKHHK		DATE AND PLACE OF ISSUE			
ENDORSEMENTS/RESTRICTIONS (CARBON) GTT HKG JNE HKG		AUDIT COUPON		AIRLINE DATA CC/6LET3V		ISSUED IN EXCHANGE FOR		VALIDATE			
NAME OF PASSENGER MCMANON/CATHERINEMS		NOT TRANSFERABLE		CONJUNCTION TICKETS		TOUR CODE					
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
FROM	HONGKONG	CC	777	Y	07MAR	1220	OK	YGV7		21APR	20H
TO	JOHANNESBURG	DD	666	Y	20MAR	1310	OK	YGV7		21APR	20H
TO	WINDHOEK	EE	515	Y	02APR	0835	OK	YGV7		21APR	20H
TO	JOHANNESBURG	FF	689	Y	08APR	1450	OK	YGV7	17MAR	21APR	20H
TO	HONGKONG										
FARE		FARE CALCULATION IT HKG CC JNE Q4.25DD WDH M/IT EE JNE FF HKG M/IT END XT HKD2962A2334C192NA									
EQUIV. FARE PD.											
TAX/FEES/CHARGE		HKD200H									
TAX/FEES/CHARGE		HKD165V									
TAX/FEES/CHARGE		HKD724XT									
TOTAL		HKD IT									
CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT AK 4512345678901							
<input checked="" type="checkbox"/>	000	2400726656	5	ORIGINAL ISSUE							
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

As the rule allows individual travel on a limited basis, e.g. within Southern Africa and not elsewhere, the code "GTT" (group travel together) is followed by the city codes between which the group must travel together.



2.23.8 Non-Affinity Group Fare

The "Fare Basis" box/data element contains the code "YLG10" which is applicable to a non-affinity group of 10 passengers.

The code to the right of "YLG10" is the code assigned to the group by the carrier.

When a tour guide (conductor) ticket is granted follow the fare basis code by ""CG" and two digits indicating the discount.

It is necessary to complete the "Not Valid Before" box/data element for the applicable flight coupon to reflect minimum stay requirements. In this case, the actual travel dates are entered in the "Not Valid Before" and "Not Valid After" boxes/data elements to show that reservations may not be changed without penalty.

The form of payment also includes "NONREF/NONAFF" to indicate that the original nonrefundable amount remains nonrefundable even for subsequent reissues.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE		00 DATE AND PLACE OF ISSUE		
ENDORSEMENTS/RESTRICTIONS (CARBON) VOLUNTARY CHNGES RESTRICTED				AUDIT COUPON		AIRLINE DATA FF/3LBT3B		VALIDATE				
NAME OF PASSENGER MENDOZA/ANNAMS		NOT TRANSFERABLE		CONJUNCTION TICKETS		ISSUED IN EXCHANGE FOR						
TOUR CODE												
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
	GUAM	PP	155	K	04SEP	1800	OK	YLG10/PP22	04SEP	04SEP	FC	
	MANILA	PP	156	K	03DEC	2130	OK	YLG10/PP22	03DEC	03DEC	FC	
	GUAM		VOID		VOID	VOID						
	VOID		VOID		VOID	VOID						
	VOID		VOID		VOID	VOID						
FARE		BAGGAGE CHECKED UNCHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
EQUIV. FARE		USD734.00 GUM PP MNL367.00PP GUM367.00NUC734.00END R0E1.00KT6.36GU4.50XF GUM4.5										
TAX/FEES/CHARGE		USD7.00XJ										
TAX/FEES/CHARGE		USD2.50AY										
TAX/FEES/CHARGE		USD10.86XT										
TOTAL		USD754.36										
CPN	AIRLINE CODE	FORM AND SERIAL NUMBER		CK	FORM OF PAYMENT ORIGINAL ISSUE							
000	000	2400726656		5	CASH NONREF/NONAFF							
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												



2.23.9 Contract Bulk Inclusive Tours (CBIT)

Each passenger in the group shall be issued an individual ticket which may be either a standard interline Passenger Ticket and Baggage Check (overprinted in large letters "BULK" in the "Fare Calc" box/data element) or a special bulk ticket in the format as shown below. The ticket issued to each passenger in the group shall contain as a minimum:

- (a) passenger's name and flight entitlement information;
- (b) the number of the Bulk Contract in the "Number of Bulk Contract" box/data element of the bulk ticket or in the "Endorsements/Restrictions" box/data element of the standard interline Passenger Ticket and Baggage Check;

Note: The bulk contract number should not be confused with the BT code number used in tour literature.

- (c) the BT code number in the "Tour Code" box/data element.

The price of the Bulk Inclusive Tour ticket shall not be shown in the "Fare" box/data element or elsewhere on such individual ticket.

The travel of each passenger over separate and distinct itineraries on the basis of non-CBIT journeys shall be ticketed on a separate standard interline Passenger Ticket and Baggage Check issued in the normal manner: such separate tickets shall also include the BT code number in brackets in the "Fare Basis" box/data element or to the right of the passenger's name.

When a tour guide (conductor) ticket is granted follow the fare basis code by "CG" and two digits indicating the discount.

Example: TAT Ticket with Overprinting

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE		DATE AND PLACE OF ISSUE													
ENDORSEMENTS/RESTRICTIONS (CARBON) VALID ONLY ON FLIGHTS/DATES SHOWN		AUDIT COUPON		AIRLINE DATA SXTACD/GG		ISSUED IN EXCHANGE FOR		VALIDATE															
BULK CONTRACT NO. 564005		TOUR CODE BT6EB34R3		CONJUNCTION TICKETS																			
NAME OF PASSENGER SATO/SHINICHIROMR		NOT TRANSFERABLE																					
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW												
	FROM																						
	TOKYO	NRT	GG	125	Y	11AUG	1715	OK	M/ET	11AUG	11AUG	FC											
	TO																						
	NEW YORK	JFK	FF	321	Y	20AUG	0900	OK	M/ET	20AUG	20AUG	FC											
	TO																						
	LOS ANGELES	LAX	GG	126	Y	30AUG	1300	OK	M/ET	30AUG	30AUG	FC											
	TO																						
	TOKYO	NRT		VOID		VOID	VOID																
	TO																						
	VOID																						
FARE		BAGGAGE CHECKED		UNCHECKED		PCS		WT		UNCHECKED		PCS		WT		UNCHECKED		PCS		WT		UNCHECKED	
EQUIV. FARE PD.		ET		FARE CALCULATION		TYO GG NYC M/ET FF LAX GG TYO M/ET		END XT JFY3420USE90X9830X9600AY		530XF LAX4.5													
TAX/FEES/CHARGE		JP420403M																					
TAX/FEES/CHARGE		JP95909C																					
TAX/FEES/CHARGE		JP95970NT																					
TOTAL		JFY ET																					
STOCK CONTROL TX 789		0123456789																					
FORM OF PAYMENT		CASH																					
ORIGINAL ISSUE																							
CPN		000		AIRLINE CODE		2400726656		CK		5													
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE																							



2.23.10 VUSA in Conjunction with a Normal Transatlantic Fare

The "Fare Basis" box/data element must show the fare type code "VU" for the appropriate sectors following the Prime Code.

"Not Valid Before" box/data element for last coupon of "VU" fare must be completed to reflect minimum stay provision of "Visit USA" fare. "Not Valid After" box/data element for first coupon of "VU" fare must show last date that "VU" travel may commence after arrival in the United States. Other "Not Valid After" boxes/data elements must reflect the applicable validity date of each coupon.

Example:

VUSA Fare Combined with a Normal Transatlantic Fare

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION ROMROM		DATE AND PLACE OF ISSUE		00		
ENDORSEMENTS/RESTRICTIONS (CARBON)				AUDIT COUPON		AIRLINE DATA BB/PACPA		VALIDATE				
NAME OF PASSENGER SULLIVAN/JULIEMS		NOT TRANSFERABLE		TOUR CODE		CONJUNCTION TICKETS 0002400726656/57				DATE AND PLACE OF ISSUE		
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
	FROM ROME	FCO	BB 123	Y	11NOV	1300	OK	Y1		11NOV	PC	
	TO NEW YORK	JFK	CC 999	Y	25NOV	1000	OK	YU		27NOV	PC	
	TO CHICAGO	ORD	CC 0	P	E	N		YU		02JAN	PC	
	TO SAN FRANCISCO	CC 0	P	E	N			YU		02JAN	PC	
	TO LOS ANGELES	LAX	CC 0	P	E	N		YU		02JAN	PC	
FARE		BAGGAGE CHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
EQUIV. FARE		UNCHECKED										
FARE		FARE CALCULATION										
EQUIV. FARE		EUR2353.00 ROM BB NYC863.7300 CHI47.5000 SF0107.0000 LAX33.0000 MIA104.5000 NYC83.00										
TAX/FEES/CHARGE		BB ROM863.73NUC2104.46END ROE1.117814 XT EU1.81VT4.219024.42US4.21AA5.89NY										
TAX/FEES/CHARGE		EUR2.50EX										
TAX/FEES/CHARGE		EUR2.00HE										
TAX/FEES/CHARGE		EUR57.20KT										
TOTAL		EUR2414.70										
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT						
		<input checked="" type="checkbox"/>	000	2400726656	5	CASH						
						ORIGINAL ISSUE						
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION ROMROM		DATE AND PLACE OF ISSUE		00		
ENDORSEMENTS/RESTRICTIONS (CARBON)				AUDIT COUPON		AIRLINE DATA BB/PACPA		VALIDATE				
NAME OF PASSENGER SULLIVAN/JULIEMS		NOT TRANSFERABLE		TOUR CODE		CONJUNCTION TICKETS 0002400726656/57				DATE AND PLACE OF ISSUE		
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
	FROM LOS ANGELES	LAX	DD 0	P	E	N		YU		02JAN	PC	
	TO MIAMI	DD 0	P	E	N			YU	10DEC	02JAN	PC	
	TO NEW YORK	JFK	BB 0	P	E	N		Y1		11NOV	PC	
	TO ROME	FCO	V 0	I	D							
	TO VOID											
FARE		BAGGAGE CHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
EQUIV. FARE		UNCHECKED										
FARE		FARE CALCULATION										
EQUIV. FARE		EUR2353.00 ROM BB NYC863.7300 CHI47.5000 SF0107.0000 LAX33.0000 MIA104.5000 NYC83.00										
TAX/FEES/CHARGE		BB ROM863.73NUC2104.46END ROE1.117814 XT EU1.81VT4.219024.42US4.21AA5.89NY										
TAX/FEES/CHARGE		EUR2.50EX										
TAX/FEES/CHARGE		EUR2.00HE										
TAX/FEES/CHARGE		EUR57.20KT										
TOTAL		EUR2414.70										
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT						
		<input checked="" type="checkbox"/>	000	2400726656	5	CASH						
						ORIGINAL ISSUE						
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												



2.23.12 Extra Seat for Stretcher Accommodation

When a passenger needs to be transported on a stretcher which requires the use of additional seats, the additional charge, if any, shall be included on the passenger's ticket in accordance with the following:

- (a) complete the ticket in accordance with standard procedure;
- (b) in the "Name of Passenger" box/data element after the passenger's name, imprint "STCR" (stretcher passenger);
- (c) in the "Fare Basis" box/data element – imprint the applicable Fare Basis code, followed by the "Fare and Passenger Type" code "SZ";
- (d) in the Fare Calculation area of the Automated Ticket, follow all other fare calculation entries by "Q", the applicable segments and the amount.

Example:

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION DMEGVA		DATE AND PLACE OF ISSUE		00 DATE AND PLACE OF ISSUE	
ENDORSEMENTS/RESTRICTIONS (CARBON)				AUDIT COUPON		AIRLINE DATA BE/26EYED		VALIDATE			
NAME OF PASSENGER KHAN/UMAR MR STCR		TOUR CODE		CONJUNCTION TICKETS		ISSUED IN EXCHANGE FOR					
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
	DUBAI	BE	315	Y	07DEC	1100	OK	Y/SZ			20K
	GENEVA		VOID		VOID	VOID					
	VOID		VOID		VOID	VOID					
	VOID		VOID		VOID	VOID					
	VOID		VOID		VOID	VOID					
FARE		BAGGAGE CHECKED UNCHECKED		PCS	WT	UNCHECKED		PCS	WT	UNCHECKED	
FARE CALCULATION		UNCHECKED →				UNCHECKED				UNCHECKED	
EQUIV. FARE FOR AED24600 DME BE GVA Q5023.02 1674.34NUC6697.36END ROE3.67308											
TAX/FEES/CHARGE		AED30.00AE									
TAX/FEES/CHARGE		AED30.00AE									
TAX/FEES/CHARGE											
TOTAL		AED24630									
CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT		ORIGINAL ISSUE					
✪	000	2400726656	5	CASH							
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

2.23.13 Inadmissible Passengers (INAD)

2.23.13.1 Definitions

“INADMISSIBLE PASSENGER” (INAD) means a passenger who is refused admission to a country by authorities of such country, or who is refused onward carriage by a carrier or government authority at a point of transfer, e.g. due to lack of a visa, expired passport, etc.

This means that the passenger has not been allowed to imprint a country and is therefore not considered a deportee (see 2.23.14).

“INBOUND CARRIER” means the carrier on whose flight an inadmissible passenger has arrived in the country where he/she is refused admission or onward carriage.

“PARTICIPATING IN INBOUND CARRIAGE” means all carriers (including the inbound carrier) involved in an inadmissible passenger’s continuous through journey from last point of stopover or point of origin, as the case may be, to the place at which admission to a country or onward carriage is refused to the passenger.

“OUTBOUND CARRIER” means the carrier on whose flight the passenger is carried from the place at which admission or onward carriage is refused to him/her (inadmissible passenger) or from which removal is ordered by the authorities (deportee).

“PARTICIPATING IN OUTBOUND CARRIAGE” means all carriers (including the outbound carrier) involved in an inadmissible passenger’s or deportee’s outbound carriage to this destination.

2.23.13.2 Procedures for Ticketing

- (a) It is the responsibility of the final inbound carrier to take all necessary steps to ticket the inadmissible passenger.
- (b) The place to which a passenger must be ticketed will be advised by the responsible authorities.
- (c) Where the passenger is in possession of a return ticket this ticket should be used, or the value of the remaining coupons should be used as payment towards a new ticket in the event the original ticket can not be used as originally issued.
- (d) Any endorsement requirements, restrictions such as minimum stay, fare validity etc. of the original ticket may be waived. The ticket should be endorsed “RESTRICTIONS WAIVED DUE TO INAD”.
- (e) Where the passenger is not in possession of a ticket to cover the carriage of the journey from the country where entry is refused, the inbound carrier is responsible for ticketing and collection of the fare for the outbound carriage from the inadmissible passenger.
- (f) Where the inbound carrier is unable to collect the required fare from the inadmissible passenger, that carrier must nonetheless issue a ticket to cover the outbound carriage. The cost of such ticket shall be shared with all carriers who participated in the inbound carriage.

Example: A passenger travels CMB AB BKK BB TYO DD LAX

At Los Angeles the passenger is denied entry and carrier DD is directed to remove the passenger back to Colombo. As the passenger is not in possession of a return ticket and does not have funds to purchase a ticket, carrier DD is obligated to provide a ticket at its own expense to transport the passenger back to the point of origin, i.e. Colombo. Carrier DD is permitted to recharge or bill each of the carriers that participated in the inbound carriage from Colombo to Los Angeles at a proportionate amount or prorated value of the cost of the ticket back to Colombo.

- (g) Where the inbound carrier is unable to issue the ticket for the outbound journey any carrier may issue the ticket. The inbound carrier shall be then responsible for the full transportation charges. The airline issuing the ticket is responsible for informing the inbound carrier of the action taken.
- (h) The code “INAD” must be imprinted in the “Name of Passenger” box/data element following the name.

Examples: Passenger declared inadmissible in Milan

Original Ticket Issuance

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE			
ENDORSEMENTS/RESTRICTIONS (CARBON)		TOUR CODE		AUDIT COUPON		AIRLINE DATA BE/M24KL4 ISSUED IN EXCHANGE FOR		VALIDATE			
NAME OF PASSENGER MENDOZA/ANNAMS		NOT TRANSFERABLE		CONJUNCTION TICKETS							
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
	FROM										
	DHAKA	BE	183	M	20MAY	0740	OK	YEE4M		20SEP	20K
X	TO	CC	482	M	20MAY	1540	OK	YEE4M		20SEP	20K
	RIYADH										
	MILAN	MXP	CC	M	16JUL	1040	OK	YEE4M	03JUN	20SEP	20K
X	TO	BE	182	M	16JUL	2015	OK	YEE4M	03JUN	20SEP	20K
	JEDDAH										
	DHAKA										
FARE		BAGGAGE CHECKED		PCS	I	WT	UNCHECKED	PCS	I	WT	UNCHECKED
EQUIV. FARE		UNCHECKED		→							
TAX/FEES/CHARGE		FARE CALCULATION									
USD1820.00		DAC BB X/RUH CC MIL M910.00CC X/JED BB DAC M910.00NUC1820.00END ROE1.00									
TAX/FEES/CHARGE		KT USD2.10VT2.40EX									
TAX/FEES/CHARGE											
TAX/FEES/CHARGE											
TOTAL		USD1875.90									
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT					
		000	000	2400726656	5	CASH					
						ORIGINAL ISSUE					
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

Original Routing

DAC BB X/RUH CC MIL M910.00CC X/RUH BB DAC BB910.00 (PASSENGER DECLARED INAD IN MIL)

Ticket for Inadmissible Passenger with Revalidation Sticker

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE				
ENDORSEMENTS/RESTRICTIONS (CARBON)		TOUR CODE		AUDIT COUPON		AIRLINE DATA BE/M24KL4 ISSUED IN EXCHANGE FOR		VALIDATE				
NAME OF PASSENGER MENDOZA/ANNAMS		NOT TRANSFERABLE		CONJUNCTION TICKETS								
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
	FROM											
	DHAKA	ISSUING OFFICE M24KL4/BB/NIL/20MAY LG							YEE4M		20SEP	20K
X	TO	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	YEE4M		20SEP	20K	
	RIYADH											
	MILAN	MXP	BB	182	M	21MAY	2015	OK	YEE4M	03JUN	20SEP	20K
X	TO								YEE4M	03JUN	20SEP	20K
	JEDDAH											
	DHAKA											
FARE		BAGGAGE CHECKED		PCS	I	WT	UNCHECKED	PCS	I	WT	UNCHECKED	
EQUIV. FARE		UNCHECKED		→								
TAX/FEES/CHARGE		FARE CALCULATION										
USD1820.00		DAC BB X/RUH CC MIL M910.00CC X/JED BB DAC M910.00NUC1820.00END ROE1.00										
TAX/FEES/CHARGE		KT USD2.10VT2.40EX										
TAX/FEES/CHARGE												
TAX/FEES/CHARGE												
TOTAL		USD1875.90										
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT						
		000	000	2400726656	5	CASH						
						ORIGINAL ISSUE						
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

Notes:

- 1) The ticket is revalidated for immediate return carriage even though the ticket has a minimum stay restriction of 03 June. An endorsement is added to indicate the restrictions of the fare are waived due to the passenger being declared inadmissible.
- 2) Revalidation sticker is placed not only on the affected flight coupon but also on the passenger coupon.



Ticket Issuance for Inadmissible Passenger

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE				
ENDORSEMENTS/RESTRICTIONS (CARBON)				AUDIT COUPON		AIRLINE DATA LAB123/EE ISSUED IN EXCHANGE FOR		VALIDATE				
NAME OF PASSENGER VORSTER/MADELEINMS		NOT TRANSFERABLE INAD		TOUR CODE		CONJUNCTION TICKETS		03 DATE AND PLACE OF ISSUE				
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS		NOT VALID BEFORE	NOT VALID AFTER	ALLOW
	TO JOHANNESBURG	EE	210	Y	01APR	0800	OK	Y				20K
	TO LAGOS		VOID		VOID	VOID						
	TO VOID		VOID		VOID	VOID						
	TO VOID		VOID		VOID	VOID						
FARE		BAGGAGE CHECKED UNCHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
EQUIV. FARE PD. ZAR2500		FARE CALCULATION JNB EE LOS2500ZAR2500END										
TAX/FEES/CHARGE ZAR1312A												
TAX/FEES/CHARGE ZAR110												
TOTAL ZAR2741		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT		ORIGINAL ISSUE				
		<input checked="" type="checkbox"/>	000	2400726656	5	CASH						
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

Original Routing

The routing is LOS-JNB. The passenger is declared inadmissible upon arrival in Johannesburg and had to purchase a new one way ticket back to Lagos. In case the passenger was unable to purchase the ticket, the carrier delivering the passenger to Johannesburg would be obliged to provide the ticket.



2.23.14 Deportee (DEPA and DEPU)

2.23.14.1 Definitions

“DEPORTEE” means a person who had legally been admitted to a country by its authorities or who had imprinted a country illegally, and who at some later time is formally ordered by the authorities to be removed from that country.


Airlines/authorities may determine that a deportee may travel unaccompanied (DEPU) or with an accompanying escort of the departing country (DEPA).

2.23.14.2 Procedures for Ticketing

- (a) Except as may be contrary to local law or government regulations, the authorities of the country ordering the removal of a deportee from a country shall be responsible for providing a ticket for the deportee’s outbound carriage at the applicable fare.
- (b) No carrier is obliged to assume responsibility for a deportee to reach the destination specified by the departing authorities.
- (c) Confirmed reservations for the entire itinerary should first be obtained prior to ticketing.
- (d) The issuing carrier must imprint in the “Name of Passenger” box/data element the code “DEPA” or “DEPU” as necessary after the passenger name to identify that the passenger is being deported.

Example:

Ticket Issuance for an Unaccompanied Deportee

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE		DATE AND PLACE OF ISSUE		
ENDORSEMENTS/RESTRICTIONS (CARBON) NOT REFUNDABLE TO PASSENGER/ NOT REROUTEABLE		TOUR CODE		AUDIT COUPON		AIRLINE DATA BE/LSEAB2 ISSUED IN EXCHANGE FOR		VALIDATE				
NAME OF PASSENGER HEFER/ADAMMR DEPU		NOT TRANSFERABLE		CONJUNCTION TICKETS								
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
	FROM											
	TO											
X	MUMBAI	BE	210	Y	10DEC	0600	OK	Y			20K	
	DUBAI	BC	612	Y	10DEC	1210	OK	Y			20K	
	JOHANNESBURG											
	VOID											
	VOID											
	VOID											
FARE		BAGGAGE CHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
EQUIV. FARE PD.		UNCHECKED		→								
TAX/FEES/CHARGE		FARE CALCULATION										
TAX/FEES/CHARGE		INR24255 BOM BE W/DWB BC JNB M572.89NU0572.89END ROE42.33651										
TAX/FEES/CHARGE		INR20040										
TAX/FEES/CHARGE												
TOTAL		INR24455										
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT		ORIGINAL ISSUE				
		<input checked="" type="checkbox"/>	000	2400726656	5	CP123.89520E						
		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE										
												



2.24 TICKETING FOR MIXED CLASS TRAVEL

Where a ticket is priced using a class differential, the fare basis should reflect the fare that has been paid.

Example:

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE			
ENDORSEMENTS/RESTRICTIONS (CARBON)				AUDIT COUPON		TYOPOS		29304455 16AUG07			
		TOUR CODE				AIRLINE DATA		ABC AIRLINES			
						H9900 YBB		TOKYO JF			
						ISSUED IN EXCHANGE FOR					
NAME OF PASSENGER		NOT TRANSFERABLE		CONJUNCTION TICKETS				OGR			
MITSUTA/KUNIKO MS											
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
	FROM										
	TOKYO	NRT	0012	C	22AUG	1740	OK CW OW			22AUG	PC
	TO										
	MEXICO	CC	0631	F	03SEP	0800	OK F1 OW			22AUG	30K
	TO										
	CARACAS	BB	1215	Y	03SEP	1145	OK Y OW			22AUG	30K
	TO										
X	FORT DE FRANCE	CC	371	Y	10SEP	0905	OK Y OW			22AUG	30K
	TO										
	FORT OF SPAIN										
FARE		FARE CALCULATION									
JFY 691200		22AUG07TYO BB MEX CC CCS BB W/FDF CC POS M453.55D TYOMEX1718.86D MEXCCS363.00NUC									
EQUIV. FARE PD.		6650.41END ROE103.906									
TAX/FEES CHARGE											
JFY 2040 SW											
TAX/FEES CHARGE											
JFY 2430 HD											
TAX/FEES CHARGE											
JFY 2070 UK											
TOTAL											
JFY 697740											
CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT							
000	2447606223	2	0	AK 3712345678901234							
				ORIGINAL ISSUE							
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

The through fare from Tokyo to Port of Spain is calculated using the lowest class of service used, i.e. normal economy class fare plus class differentials for Tokyo to Mexico (CW-Y) and Mexico to Caracas (F1-Y).

The fare basis codes of the higher class fares used in the class differential assessment are imprinted against the respective flight coupons namely:

TYO-MEX using CW fare and MEX-CCS using F1 fare.

CHAPTER 3 – MISCELLANEOUS CHARGES ORDER (CARRIER) - MANUAL

3.1 PURPOSE

The Miscellaneous Charges Order (MCO) may be issued to cover collections for such services as listed below but shall not be used for transmittal of funds only:

- air or surface transportation;
- excess baggage charges;
- baggage shipped as cargo;
- land arrangements for inclusive tours;
- car hire/rental;
- superior air or surface transportation;
- extra fares;
- additional collections in connection with upgrading or undercollections;
- TFCs;
- deposits/down payments;
- refundable balances;
- hotel accommodation;
- collection for PTAs;
- charges to be collected for services (carrier-provided or not) for incapacitated passengers, e.g. oxygen, ambulance, special equipment;
- sleeper/berth surcharges;
- collection of sundry charges, e.g. a charge for a reservation or routing change.

The MCO is provided in four versions: one, two, three or four exchange coupons in addition to the audit coupon, agent coupon and passenger coupon. An MCO shall be valid for one year from date of issue.

Issue a separate exchange coupon for each service and each honouring party.

The MCO may be issued for specified or unspecified use.

3.2 SPECIFIED TRANSPORTATION

An MCO is considered to have been issued for specified air, sea, rail, bus or other ground transportation or for excess baggage charges, when all of the following elements are complied with:

- (a) it is drawn on a specific carrier(s) and is limited to one type of service, i.e. either air, sea, rail or bus; and
- (b) the points of departure and destination, the class, fare/charge and calculation points are shown (reservation information may be left open); and
- (c) the type of service is shown, e.g. “Air Transportation”, “PTA”, “Excess Baggage”, “Down Payment For”, “Deposit For”, “Additional Collection For”, “Extra Fare For”, “Taxes/Fees/Charges On”, “Sleeper/Berth”, “Stateroom”, etc.; and
- (d) the name of the passenger is shown, except when an MCO is issued to cover collection for a PTA in favour of an unknown person when so authorised by the provisions governing PTAs. Issuance for more than one passenger shall not be permitted except as follows:
 - (i) issuance by a carrier’s own office to cover specified transportation of more than one passenger for a PTA or for a family or other group travelling together which is to be ticketed locally by that office. The names of all passengers are to be clearly entered on the MCO or on a list validated and cross-referenced to the MCO and attached to each coupon, except in the case of a PTA when otherwise authorised by procedures governing PTAs,



CHAPTER 4 – AUTOMATED MISCELLANEOUS CHARGES ORDER (CARRIER) COUPON-BY-COUPON

4.1 INTRODUCTION

The Automated Miscellaneous Charges Order (MCO) may be issued using the Automated Ticket/ Boarding Pass document – Version 2 (ATB2) Airline.

This document is issued coupon-by-coupon and is designed for use in various printing devices for which all of the data must be imprinted at the time of issue.

4.2 PURPOSE

The Automated Miscellaneous Charge Order (MCO) may be issued to cover collections for such services as listed below but shall not be used for transmittal of funds only:

- air or surface transportation;
- excess baggage charges;
- baggage shipped as cargo;
- land arrangements for inclusive tours;
- car hire/rental;
- superior air or surface transportation;
- extra fares;
- additional collections in connection with upgrading or undercollection;
- TFCs;
- deposits/down payments;
- refundable balances;
- hotel accommodation;
- collection of PTAs;
- charges to be collected for services (carrier-provided or not) for incapacitated passengers, e.g. oxygen, ambulance, special equipment;
- sleeper/berth surcharges;
- collection of sundry charges, e.g. charge for a reservation or routing change.

The automated MCO may be issued for specified or unspecified use. It is limited to one exchange coupon only. Therefore a separate automated MCO should be issued for each service and each honouring party.

The automated MCO contains the following coupons:

- One Exchange Coupon;
- Passenger Receipt;
- Audit and Agent Coupons (optional);
- And for credit card sales, a Charge Form (optional).

Coupons are differentiated by imprinting the appropriate headers at time of issuance. The Exchange coupon shall not be honoured, exchanged or refunded unless accompanied by the related Passenger Receipt.

The automated MCO shall be valid for one year from the date of issuance.



4.25 COMPLETION OF THE AUTOMATED MCO CARRIER ISSUED FOR A "CANCELLATION PENALTY"

Examples:

ATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****				MCO EXCHANGE COUPON				PASSENGER COUPON *****							
	ISSUED BY ABC AIRLINES				DATE OF ISSUE 04 APR 08		ISS. OFF. CODE 23400000		ISS. DE DE		MISCELLANEOUS CHARGES ORDER					
	ISS. AGT. ID. DUSSX				FARE BASIS 023488		PLACE OF ISSUE DUSSELDORF		YOUR CODE 2		NAME OF PASSENGER					
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR				CARRIER/FLIGHT AB		CLASS/DATE		TIME		VOID IF TOTAL VALUE EXCEEDS USD750 OR EQUIVALENT UNLESS FOR SPECIFIED TRAVEL/TOUR					
	FROM AB FRANKFURT				REVALIDATION AB		RES.		INVALID BEFORE		INVALID AFTER		GATE BOARD TIME SEAT SMOKE			
	CANCELLATION OR REBOOKING FEE				*NOT TO BE EXCHANGED FOR TRANSPORTATION / NON REFUNDABLE*								ADDITIONAL SEAT INFORMATION			
	ENDORSEMENTS/RESTRICTIONS RES DATA AB2425 K 29JUN FRAGVA HK1				ISSUED IN EXCHANGE FOR		FNR CODE YI8VMN/YY		CONJ. TKT. NO.		PCS CK. WT. UNCK. WT. SEQ. NO. PCS CK. WT. UNCK. WT.					
	FARE CALCULATION				IN CONNECTION 0002120202020								BAGGAGE ID NO.			
	FARE EUR50.00				EQUIV. FARE PND		FORM OF PAYMENT CASH		SEQ. NO. ALLOW		PCS CK. WT. UNCK. WT.		DOCUMENT NUMBER			
	TAX/FEES/CHARGE				STOCK CONTROL NUMBER TX 7890002680001		DOCUMENT NUMBER 1 000 2143459241 4		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		DOCUMENT NUMBER					
TAX/FEES/CHARGE				TOTAL EUR50.00								CK				

ATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****				MCO PASSENGER RECEIPT				PASSENGER COUPON *****							
	ISSUED BY ABC AIRLINES				DATE OF ISSUE 04 APR 08		ISS. OFF. CODE 23400000		ISS. DE DE		MISCELLANEOUS CHARGES ORDER					
	ISS. AGT. ID. DUSSX				FARE BASIS 023488		PLACE OF ISSUE DUSSELDORF		YOUR CODE 2		NAME OF PASSENGER					
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR				CARRIER/FLIGHT AB		CLASS/DATE		TIME		THIS IS YOUR RECEIPT					
	FROM AB FRANKFURT				REVALIDATION AB		RES.		INVALID BEFORE		INVALID AFTER		GATE BOARD TIME SEAT SMOKE			
	CANCELLATION OR REBOOKING FEE				*NOT TO BE EXCHANGED FOR TRANSPORTATION / NON REFUNDABLE*								ADDITIONAL SEAT INFORMATION			
	ENDORSEMENTS/RESTRICTIONS RES DATA AB2425 K 29JUN FRAGVA HK1				ISSUED IN EXCHANGE FOR		FNR CODE YI8VMN/YY		CONJ. TKT. NO.		PCS CK. WT. UNCK. WT. SEQ. NO. PCS CK. WT. UNCK. WT.					
	FARE CALCULATION				IN CONNECTION 0002120202020								BAGGAGE ID NO.			
	FARE EUR50.00				EQUIV. FARE PND		FORM OF PAYMENT CASH		SEQ. NO. ALLOW		PCS CK. WT. UNCK. WT.		DOCUMENT NUMBER			
	TAX/FEES/CHARGE				STOCK CONTROL NUMBER TX 78900026800012		DOCUMENT NUMBER 0 000 2143459241 5		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		DOCUMENT NUMBER					
TAX/FEES/CHARGE				TOTAL EUR50.00								NOT VALID FOR TRAVEL OR PAYMENT				

□ CHAPTER 5 – ELECTRONIC MISCELLANEOUS DOCUMENT— EMD (CARRIER AND TRAVEL AGENT)

Note: The EMD is a new concept which has been agreed to replace all other paper documents (except for passenger's ticket) covered in the Ticketing Handbook including MCOs, carrier and neutral MPDs, excess baggage tickets and other documents. It can be issued to be lifted with a flight coupon or as a stand alone document for such purposes as refunds and unspecified transportation. This Chapter serves to introduce the basic concept underlying EMD use and this will be further developed as standards, implementation and usage evolves.

5.1 GENERAL INFORMATION

The Electronic Miscellaneous Document (EMD) is a method to document the sale and track usage of charges (e.g., residual value, miscellaneous or excess baggage charges) without requiring the issuance of paper value documents.

The carrier issuing the EMD (Validating Carrier) in interline scenarios must ensure that a bilateral EMD agreement exists with the carrier specified on the EMD. The EMD resides in the Validating Carrier's database.

Depending on the reason for issuance, the EMD may be required to be associated to an electronic ticket flight coupon(s) (EMD-A) or the EMD can be issued as a stand alone document (EMD-S).

5.2 PURPOSE

5.2.1 ELECTRONIC MISCELLANEOUS DOCUMENT—STAND-ALONE (EMD-S)

An EMD-S can be issued for the collection of miscellaneous charges that are not to be lifted with an ET flight coupon(s) at time of check-in. The EMD-S may be issued to cover collections including but not limited to the following services or products:

- land arrangements,
- car hire/rental,
- deposits/down payments
- refundable balances,
- hotel accommodation,
- purchase of sundry articles e.g. pet kennels and bike boxes etc.
- collection of sundry charges, e.g. charge for a reservation change or routing change
- Prepaid Ticket Advice (PTA)/Ticket on Departure (TOD)
- unspecified air transport and or excess baggage (not applicable for travel agents)
- denied boarding compensation

5.2.2 ELECTRONIC MISCELLANEOUS DOCUMENT — ASSOCIATED (EMD-A)

An EMD-A can be issued for the collection of miscellaneous charges and excess baggage charges that are to be lifted with an ET flight coupon(s). The association between an EMD-A value coupon(s) and the corresponding ET flight coupon(s) requires that the coupon status of both the ET and the EMD-A remain synchronised. The EMD-A may be issued to cover collections including but not limited to the following services or products:-

- excess baggage;
- premiums for superior air service;
- extra fares;
- additional collections in connection with upgrading or under-collection;
- TFCs;
- charges to be collected for services provided by the carrier e.g. oxygen, special equipment on board, unaccompanied minor fees, meals, pre-reserved and other optional services as defined by the carrier.

5.3 DEFINITIONS

Billing Carrier	the carrier authorised to bill the Validating Carrier when different from the Operating Carrier
Billing Carrier Coupon Data	itinerary data per coupon, defined as airline designator, reason for issuance sub code and origin/destination city codes
Electronic Coupon	an electronic coupon held in Carrier's database
EMD Value Coupon	coupon(s) of an EMD that may be valid for exchange, a stand alone service, refund (EMD-S) or lifted in connection with an ET flight coupon (EMD-A)
ET Flight Coupon	coupon(s) in an electronic ticket for each part of the journey
Electronic Miscellaneous Document (EMD)	an electronic record issued by a carrier or its authorised agent, in accordance with applicable tariffs, for the collection of miscellaneous charges. Each EMD will have a maximum of four coupons and up to four EMDs issued in conjunction
Electronic Miscellaneous Document — Stand-alone (EMD-S)	EMD issued for residual value or the collection of miscellaneous charges that are not to be lifted with an ET flight coupon(s)
Electronic Miscellaneous Document — Associated (EMD-A)	EMD issued for the collection of miscellaneous and excess baggage charges that are to be lifted with an ET flight coupon(s). The association between an EMD value coupon(s) and the corresponding ET flight coupon(s) requires that the coupon status of both remain synchronised
EMD Receipt	a document provided to the passenger which contains information and notices related to the service purchased or residual value
Marketing Carrier	the airline whose Airline Designator is recorded as the transporting carrier on the electronic value coupon(s)
Operating Carrier	the carrier used in a code share situation when different from the Marketing Carrier
Reason for Issuance Code	a code that identifies the use of an EMD
Reason for Issuance Sub Code	a secondary code that qualifies the Reason for Issuance Code at the coupon level
Validating Carrier	the issuing airline whose numeric airline code precedes the document number

5.4 ACCEPTANCE OF THE EMD

The EMD shall be accepted in accordance with interline traffic agreements and subject to bilateral agreements between the Validating Carrier and the Marketing and Operating Carrier(s).

5.5 COUPON STATUS INDICATORS *(not to be confused with reservations status codes)*

Each coupon maintained in a Validation Carrier's electronic ticket database has a Coupon Status Indicator which enables the Validating Carrier to track the usage of each coupon throughout the entire "life" of the EMD. In addition the Marketing/Operating Carrier will also maintain a Coupon Status Indicator in their electronic ticket database. Some Coupon Status Indicators are applicable only to the EMD-A as noted below:

A	Airport Control	indicates a carrier has secured the EMD value coupon(s) prior to use
C	Checked-In	indicates the passenger has presented an EMD to the Marketing or Operating Carrier. (only applicable to EMD-A)
E	Exchanged/Reissued	indicates the value of the EMD value coupon(s) has been used in payment for a new transaction
F	Flown/Used	indicates the EMD value coupon has been used and now eligible for billing/revenue reporting. Status to be set by the carrier holding control only
I	Irregular Operations	indicates the carrier holding control is extending control beyond the normal 72 hour period provided for under Airport Control, Checked-In or Lifted/Boarded status.(only applicable to EMD-A)
L	Lifted/Boarded	indicates the passenger has boarded the aircraft. (only applicable to EMD-A)
N	Coupon Notification	indicates coupon data for a coupon(s) not showing a final status and for which control of the coupon is not provided
O	Open For Use	indicates the EMD value coupon(s) is eligible for all coupon status updates
R	Refund	indicates the unused value of the EMD value coupon(s) has been returned/remitted to the passenger/purchaser
S	Suspended	indicates the Validating Carrier has restricted the use of the EMD value coupon(s)
U	Unavailable	indicates the Validating Carrier has determined the value coupon(s) is no longer available for use as issued
V	Void	indicates cancellation of the entire EMD sale transaction within the Validating Carrier's reporting period
Y	Refund Taxes/Fees/Charges Only	indicates the Validating Carrier has determined the value coupon(s) is no longer available for use as ticketed.
Z	Closed	indicates the Validating Carrier has determined that the EMD value coupon(s) is not available for use

5.6 LIMITATION OF VALUE OF THE EMD

Subject to applicable government and/or currency restrictions an EMD may be issued to cover collection for:

- a) specified transportation not to exceed the value of the transportation;
- b) unspecified transportation and other services not exceeding USD750.00 or the equivalent at the banker's selling rate applicable at the time of issuance or reissuance. This provision shall apply only when issued as an EMD-S by carriers (not applicable to travel agents).

When an EMD-S is issued "FOR REFUND ONLY" the value may exceed this limitation, it must however be drawn on the Original Issuing Carrier and may only be used for refund.

5.7 LIMITATION OF DISPLAY TO TRAVEL AGENTS

An agency issued EMD shall only be displayed to the issuing agency location or an authorised branch location.

5.8 ISSUANCE

The EMD shall have the following coupons:-

- Electronic Value Coupon(s)
- Electronic or Paper Audit/Agent coupon(s) (Optional)
- Electronic or Paper Passenger Receipt
- Paper Charge Form (optional)

The EMD-S shall be limited to one passenger or group name only. The EMD-A shall be limited to one passenger name only.

A separate EMD-A value coupon shall be stored in the Validating Carrier's database for each flight on the ET itinerary where miscellaneous or excess baggage charges are applicable. A carrier code other than YY must be specified for each value coupon.

The board and off points shall be present in the same order as in the ET record to which the EMD-A will be associated. The Validating Carrier shall verify that the corresponding flight coupon(s) in the ET record are in a status other than a final status before issuing the EMD-A.

It is possible that the Validating Carrier of the EMD-A will differ from the Validating Carrier of the ET. The Validating Carrier of the EMD-A shall verify that the conditions described above are met. The Validating Carrier of the EMD-A shall request that the Validating Carrier of the ET and all Operating Carriers present in the itinerary for which an EMD-A has been issued, associates the EMD-A value coupons to the applicable flight coupons of the ET.

Each EMD will have a Reason for Issuance indicating the usage of the EMD as follows:

- Air transportation
- Surface transportation
- Bag shipped as cargo
- Land arrangements for Inclusive Tour
- Car hire
- Sleeper/berth
- Upgrading
- Under collections
- Taxes/Fees/Charges
- Deposits/down payments
- Refundable Balances
- Hotel Accommodations
- Sundry Charges
- Cancellation Fee
- Other
- Rebooking Fee Domestic (with taxes e.g. VAT where applicable)
- Rebooking Fee International
- Lost Ticket Fee (charge for replacement)
- Unaccompanied Minor Fee Domestic (with taxes e.g. VAT where applicable)
- Unaccompanied Minor Fee International
- Excess Baggage (including charges for Sporting Goods, with and without flat fees, Pet in Cabin (PETC) and Animal in Hold (AVIH))
- Prepaid Ticket Advice (PTA)/Ticket on Departure (TOD).

The Validating Carrier shall deliver a Receipt. This document shall include, but not be limited to:

- Passenger Name or Group Name (as applicable)
- Reason for Issuance Code definition
- Reason for Issuance Description (as applicable)
- In Connection with Document Number (as applicable)
- For each Value Coupon, Airline Designator, Origin and Destination Airport/City code (as applicable)
- Base Amount/Charges
- Equivalent Base Amount/Charges (as applicable)
- Ticket/Document Amount
- Form of payment (when the form of payment is a credit card, omit the complete credit card number or replace each of the characters in the credit card number with the exception of the last four with the letter “X”)
- Tax/Fee/Charge Amount(s) (as applicable)
- Tour Code (when present)
- Date of Issue
- Issuing Agency/Airline-Name and Place of Issue
- Ticket/Document Number(s)
- Original Issue and Issued in Exchange for documents (as applicable)
- Endorsements/Restrictions (including period of validity)(when present)
- Passenger Check-In Identification Type (FOID) — (optional)

The “Terms and Conditions Notice” as applicable shall be provided to the passenger (see Appendix B)

5.9 MINIMUM DATA ELEMENTS TO BE SHOWN IN THE EMD

The following data elements as applicable may be present in an EMD record:

Name of Passenger; Type of Service for which issue; Value for Exchange; Bank Exchange Rate; Equivalent Amount Paid; Tax on EMD; Other Charges; Total; To... At; Coupon Value; Reservations Data; Remarks; Issued in Exchange For; Original Issue; Date and Place of Issue; Date of Issue; Issued in Connection With; Form of Payment issued in accordance with the procedures for the MCO (see Chapter 3)

When issued as an Excess Baggage Ticket the EMD may contain:-

Passenger Ticket Number; In Conjunction With/In Exchange for; Excess Weight(Kilos); Excess Piece(s)/Oversize; Rate per KG or PC; Charge; Tax/Fee/Charge; Form of Payment; Special Items; Carrier; From/To; Date and Place of Issue; Remarks issued in accordance with the procedures for the excess baggage ticket (see Chapter 14.5).

5.10 CONTROL

Control establishes possession of the EMD value coupon(s).

The Validating Carrier shall maintain control of the entire EMD. Only the Validating Carrier can relinquish control of an EMD value coupon(s) to another carrier. A carrier may return control only to the Validating Carrier.

The Validating Carrier shall transfer control of an EMD value coupon to only one carrier at any given time. Transfer of control of the EMD value coupon by the Validating Carrier shall constitute endorsement of that coupon in accordance with standard endorsement rules.



5.11 SAMPLE EMD DISPLAY

Electronic Miscellaneous Document — Standalone (EMD-S) for denied boarding compensation

```
MISCELLANEOUS DOCUMENT - FULL DISPLAY

000 0664858750      *****/XB      ATLFTO      0066
EXP DATE 13APR08
BLALOCK/LEN MRS                                US 13APR07
CPN      TYPE      STATUS      ORG ISSUE DATE
1      EMD      OPEN      13APR07
ISSUED FOR DBC - DENIED BOARDING COMPENSATION
                XB 1766L13APR07FLL ATL -VOL

TOTAL USD      200.00

ENDORSEMENT RESTRICTIONS      AGENT ID XX/LB
NON-REFUNDABLE VALID ONLY ON ABC AIR CONNECTION
VALID FOR PURCHASE OF AIR TRANSPORTATION ANYWHERE WITHIN
ABC CONNEX SYSTEM

ISSUED IN CONNECTION WITH
```

CHAPTER 6 – OTHER DOCUMENTS (TRAVEL AGENTS)

6.1 MISCELLANEOUS CHARGES ORDER



Note: A new alternative option to the use of MCOs is the Virtual MPD for BSP travel agents. The vMPD is available as an interim industry solution for miscellaneous documents until such time as the EMD is implemented. See Appendix F for more details.

6.1.1 Purpose

The Miscellaneous Charges Order (MCO) shall not be issued or reissued for unspecified air transportation.

The MCO may be issued to cover collections for such specified services as listed below but shall not be used for transmittal of funds only:

- air transportation;
- excess baggage charges (whether rated as baggage or cargo);
- land arrangements for inclusive tours;
- car hire/rental;
- surface transportation;
- TFCs;
- deposits/down payments;
- hotel accommodation;
- collection for PTAs;
- charges to be collected for services (carrier-provided or not) for incapacitated passengers, e.g. oxygen, ambulance, special equipment;
- sleeper/berth surcharges;
- collection of sundry charges, e.g. a charge for a reservation or routing change.

The MCO is provided with two exchange coupons in addition to the audit coupon, agent coupon and passenger coupon. An MCO shall be valid for one year from date of issue.

Issue a separate exchange coupon for each service and each honouring party.

6.1.2 Specified Transportation

An MCO is considered to have been issued for specified air, sea, rail, bus or other ground transportation of passengers or for excess baggage charges when the following conditions are complied with:

- (a) it is drawn as a PTA on a specific carrier(s) or otherwise is limited to one type of service; and
- (b) the points of departure and destination, the class, fare/charge and calculation points are shown (reservation information may be left open); and
- (c) the type of service is shown, e.g. “Specified Air Transportation”, “PTA”, “Excess Baggage”, “Down Payment For”, “Deposit For”, “Additional Collection For”, “Taxes On”, “Extra Fare For”, “Sleeper/Berth”, “Stateroom”, etc.; and
- (d) the name of the passenger is shown, except when an MCO is issued to cover collection for a PTA in favour of an unknown person when so authorized by the provisions governing PTAs. Issuance for more than one passenger is not permitted except for:
 - (i) collection for a PTA,
 - (ii) partial or total collection for a group which is to be ticketed locally by a carrier; provided that the MCO is presented to that carrier’s sales office to which the agent regularly reports; and provided further that reporting and remittance of the amount shown on the MCO as deposit shall be made in accordance with the terms of the applicable fare,
 - (iii) collection of a deposit for a group which is to be ticketed locally by the agent producing such group, provided that reporting and remittance of the amount shown on the MCO shall be made in accordance with the terms of the applicable fare.

The names of all passengers shall be clearly entered on the MCO or in a separate list attached to each coupon.

6.1.3 Land Arrangements for a Specified Inclusive Tour

An MCO is considered to have been issued for specified land arrangements for an inclusive tour when the following conditions are complied with:

- (a) it is drawn on a specific tour operator;
- (b) the approved tour code and tour title is included in the "Type of Service for Which Issued" box;
- (c) it is cross-referenced to the ticket(s)/MCO(s) covering air transportation by entry of the document number(s) in the "Issued in Connection With" box;
- (d) the name(s) of the passenger(s) is shown. Issuance for more than one passenger is permitted.

6.1.4 Collection of Sundry Charges

6.1.4.1 Definition

A sundry charge is a charge made to a passenger for:

- (a) a change of reservation(s), e.g. flight/date;
- (b) a change of routing where there is a specified charge, e.g. NYCPAR to NYCLONPAR.

6.1.4.2 Procedure

When collecting a sundry charge issue an MCO in the normal manner in the amount of the applicable charge and include the following entries:

- (a) "Type of Service for Which Issued" box – "Change of Reservation Charge" or "Change of Routing Charge" as applicable;
- (b) "Issued in Connection With" box – ticket number on which transportation is performed;
- (c) "Remarks" box – not refundable/not good for transportation.

6.1.4.3 For a Change of Reservation(s)

Uplift the exchange coupon and the audit coupon. Attach the passenger coupon of the MCO to the passenger coupon of the ticket. Enter "Change of Reservation Charge" and the MCO number in the "Endorsements/Restrictions" box of the flight coupon(s) affected by the change.

6.1.4.4 For a Change of Routing

Uplift the exchange coupon and the audit coupon of the MCO, the original ticket and the audit coupon of the new ticket. Attach the passenger coupon of the MCO to the passenger coupon of the reissued ticket. Enter "Change of Routing Charge" and the MCO number in the "Endorsements/Restrictions" box of the flight coupon(s) affected by the change.

6.1.5 Specific Exchange Coupon Value Method

Each exchange coupon is assigned a specific value. This value is entered in the applicable "Coupon Value" box(es) at time of issuance.

6.1.6 Exchange Rates

When an MCO is issued and/or honoured for air transportation and related charges, applicable currency regulations shall apply.

6.1.7 General

The following general procedures should be followed:

- (a) make all entries in block capital letters;
- (b) commence entries relating to value to the extreme left of the appropriate boxes with minimum space between words, figures and currency codes. Draw a straight horizontal line to fill any unused space, precluding additional entries;
- (c) use only one line of letters in the "Amount in Letters" box;
- (d) when an entry is not required in the "Equivalent Amount Paid" box of the MCO, draw a straight horizontal line through it;

6.1.9.2 Quick Reference Guide to Completion of the Manual MCO – Agents

Box	Entry Required	Paragraph(s)
①	Enter the passenger's surname (family name) followed by an oblique, the given (first) name and, optionally, the title of each passenger. When the given (first) name is not available or there is insufficient space the given (first) name may be replaced by the initials	6.1.10
②	Enter a clear description of the type of service or purpose for which the MCO is issued and "Incl. TFCs", if any. If issued for an inclusive tour, enter name of tour and tour code. This box shall never be left blank	6.1.11
③	Enter in words the total value of the MCO in block capital letters (excluding "Tax" on MCO) which is entered under item 8 ¹	6.1.12
④	Indicate the type of currency by using the official IATA three-character currency code	6.1.12
⑤	Enter, in figures, the total value of the MCO ¹ (enter excluding tax on MCO which is entered under item 8)	6.1.12
⑥	Complete this box when the MCO is paid for in a currency other than that shown in the "Value for Exchange" boxes	6.1.13
⑦	Complete this box when the MCO is paid for in a currency other than shown in the "Value for Exchange" box. It must be the "Equivalent" of the total value of the MCO, i.e. the amount shown in the "Amount in Letters" box, stated in currency of payment ¹	6.1.13
⑧	Enter local government taxes for issuance of the MCO, not included in the "Value for Exchange" of the MCO, stated in currency of payment ¹	6.1.15
⑨	Enter other charges not included in the "Value for Exchange" of the MCO ¹	6.1.14
⑩	Enter total amount paid preceded by the applicable currency code ¹	6.1.16
⑪	Enter the name and location of the carrier or operator which is to honour each exchange coupon	6.1.20.1
⑫	Enter the endorsements applicable to each exchange coupon	6.1.17
⑬	Enter the specific value (including TFCs if any) applicable to each exchange ¹	6.1.19 , 6.1.24.1
⑭	Enter reservation details and status code of transportation when known	6.1.20.2
⑮	Enter any information required to describe or qualify type of service for which the MCO is issued and to list TFCs. When necessary, enter full details of the routing and fare construction, using linear format	6.1.18
⑯	Validate with a validator or machine imprinter	6.1.21
⑰	Enter the document number of any document issued in connection with the MCO. Completion of this box is important for specified inclusive tours, tax exemption, or air/surface travel purposes	6.1.23
⑱	Enter the applicable form of payment code as in the case of a passenger ticket	6.1.22
⑲	Enter any endorsements/restrictions which apply to the entire MCO. Endorsements/restrictions must be carried forward when reissuing the MCO	6.1.17

Note 1: Dates shall be composed of two numerics for day, first three letters of month and two numerics for year, e.g. 05NOV07.

Note 2: TFCs and currency codes entered on documents must be those published in Chapter 11.

¹ Neutral Units of Construction (NUCs) are not a currency and must never be entered in the "Value for Exchange", "Equivalent Amount Paid", "Coupon Value", "Tax on MCO", "Other Charges" or "Total" boxes.

6.1.10 “Name of Passenger” Box

Enter the passenger’s surname (family name) followed by an oblique, the given (first) name and, optionally, the title of each passenger. When the given (first) name is not available or there is insufficient space on the MCO, the given (first) name may be replaced by the initials. When hyphenated surname or double surname is involved, omit the hyphen or, optionally, omit the space, e.g. BRYCE-BUCHANAN or BRYCE BUCHANAN as BRYCEBUCHANAN. In instances where more than one passenger is travelling, all names will be entered in this box. When the names of all the passengers cannot be accommodated in this box, the name of the head of the family or group leader is entered followed by the words “FOR (number) PASSENGERS”. The names of the additional passengers shall be entered in the “Remarks” box or on a list attached to each coupon. Such a list must be validated and cross-referenced to the document number of the accompanying MCO.

When names are unknown, enter the name of the group leader or sponsor followed by the number of passengers. This does not apply in countries of issuance where substitution of the passenger’s name is prohibited by law.

Examples:

Using a Name List

NAME OF PASSENGER <i>JONES/JAMES MR FOR 10 PGRS</i>		NOT TRANSFERABLE
TYPE OF SERVICE FOR WHICH ISSUED		
VALUE FOR EXCHANGE	AMOUNT IN LETTERS	CURRENCY ; AMOUNT IN FIGURES
1	TO	AT
RESERVATION DATA		
REMARKS <i>SEE PASSENGER LIST ATTACHED</i>		

All Names Entered in the “Name of Passenger” Box

ISSUED BY ABC AIRLINES	SUBJECT TO TERMS AND CONDITIONS ON *	MISCELLANEOUS CHARGES ORDER AUDIT COUPON
NAME OF PASSENGER <i>SMITH/JOSEPH MR/RUTH MRS/BRENDA MISS</i>		NOT TRANSFERABLE
TYPE OF SERVICE FOR WHICH ISSUED		

6.1.11 “Type of Service for Which Issued” Box

Entries in this box must describe clearly the type of service or the purpose for which the MCO is issued. Add the words “INCL. TFCs” if any non local TFCs have been collected. When issued for an inclusive tour, enter approved tour title and tour code. The “Remarks” box may be used to expand on the description of the services covered by the MCO. This box must never be left blank.

Examples:

Inclusive Tour

ISSUED BY ABC AIRLINES	SUBJECT TO TERMS AND CONDITIONS ON *	MISCELLANEOUS CHARGES ORDER AUDIT COUPON
NAME OF PASSENGER <i>ROTH/GUNTHER MR</i>		NOT TRANSFERABLE
TYPE OF SERVICE FOR WHICH ISSUED <i>FUN TOURS IT4BB2431</i>		

Sundry Charges

ISSUED BY ABC AIRLINES	SUBJECT TO TERMS AND CONDITIONS ON *	MISCELLANEOUS CHARGES ORDER AUDIT COUPON
NAME OF PASSENGER <i>BENNIS/JOANN MISS</i>		NOT TRANSFERABLE
TYPE OF SERVICE FOR WHICH ISSUED <i>CHANGE OF RESERVATION CHARGE</i>		

Prepaid Ticket Advice

ISSUED BY ABC AIRLINES	SUBJECT TO TERMS AND CONDITIONS ON *	MISCELLANEOUS CHARGES ORDER AUDIT COUPON
NAME OF PASSENGER <i>OBRIAN/PETER MR</i>		NOT TRANSFERABLE
TYPE OF SERVICE FOR WHICH ISSUED <i>PTA</i>		

Prepaid Ticket Advice with TFCs

ISSUED BY ABC AIRLINES	SUBJECT TO TERMS AND CONDITIONS ON *	MISCELLANEOUS CHARGES ORDER AUDIT COUPON
NAME OF PASSENGER <i>OBRIAN/PETER MR</i>		NOT TRANSFERABLE
TYPE OF SERVICE FOR WHICH ISSUED <i>PTA INCL. TFCs</i>		

TFC

ISSUED BY ABC AIRLINES	SUBJECT TO TERMS AND CONDITIONS ON *	MISCELLANEOUS CHARGES ORDER AUDIT COUPON
NAME OF PASSENGER <i>CLARK/MICHAEL MR</i>		NOT TRANSFERABLE
TYPE OF SERVICE FOR WHICH ISSUED <i>COLLECTION OF TFC</i>		

6.1.12 “Value for Exchange” Boxes

“Value for Exchange” is defined as being the relevant fare or tariff or charge for the specified or unspecified transportation and/or service plus any applicable TFCs relating to the transportation and/or service for which the MCO will be used.

The amounts in the “Value for Exchange” boxes will be shown in the currency of the country of commencement of travel unless otherwise provided by local currency regulations.

Amount in Letters – enter in block capital letters the value for exchange for which the MCO is issued, in one line only. It is recommended to enter amounts in letters as shown in the following example: “1235.50” to be entered as “TWELVE HUNDRED THIRTY FIVE ⁵⁰/₁₀₀”; alternatively, enter as “ONE TWO THREE FIVE ⁵⁰/₁₀₀”.

Currency – enter applicable IATA currency code. This is the same currency as shown in the “Amount in Letters” box.

Amount in Figures – enter total exchange value for which MCO is issued. This is the same amount as shown in the “Amount in Letters” box.

6.1.13 “Bank Exchange Rate” and “Equivalent Amount Paid” Boxes

This area of the MCO must be completed when the MCO is paid for in a currency other than that shown in the “Value for Exchange” box:

- (a) “Bank Exchange Rate” box – enter the applicable rate of exchange between currency of payment and currency in which the MCO is issued. When different exchange rates are used for fare and tax, show them separately;
- (b) “Equivalent Amount Paid” box – enter the amount in the currency actually collected, preceded by the applicable IATA three-character currency code.

When an entry is not required in the “Bank Exchange Rate” or “Equivalent Amount Paid” box, draw a straight horizontal line through it.

Note: Neutral Units of Construction (NUCs) are not a currency and must never be entered in the “Value for Exchange”, “Equivalent Amount Paid”, “Coupon Value”, “Tax on MCO”, “Other Charges” or “Total” boxes.

Example:

Different Currency of Payment

VALUE FOR: AMOUNT IN LETTERS EXCHANGE: ONE HUNDRED ⁰⁰ / ₁₀₀	CURRENCY: AMOUNT IN FIGURES USD 100.00	BANK EXCHANGE RATE CHF 1.45 = USD 1.00
EQUIVALENT AMOUNT PAID CHF 145.00		TAX ON MCO
OTHER CHARGES		TOTAL CHF 145.00

6.1.14 “Other Charges” Box

The “Other Charges” box will be used for other charges (which will not appear on the ticket) such as PTA service charge. Specify the type of charge and enter the amount preceded by the applicable currency code of the country of payment.

Example:

PTA Service Charge

AIRLINE	FORM	SERIAL NUMBER
BANK EXCHANGE RATE	DATE AND PLACE OF ISSUE	
EQUIVALENT AMOUNT PAID	THIS ORDER IS NOT VALID AND WILL NOT BE HONoured UNLESS PURCHASED FROM AIRLINE NAME OR ITS AUTHORIZED TRAVEL AGENT	
TAX ON MCO		
OTHER CHARGES XP USD 50.00		
TOTAL		
AGENT		

6.1.15 "Tax on MCO" Box

Enter, in the currency of payment, the amount(s) of any taxes or fees levied by the local government for the issuance of the MCO in the country where the MCO is issued. Only taxes which will not appear on the ticket may be shown in this box.

Example:

BANK EXCHANGE RATE
EQUIVALENT AMOUNT PAID
TAX ON MCO <i>EGP2.10</i>
OTHER CHARGES
TOTAL

6.1.16 "Total" Box

Enter total amount paid preceded by the applicable IATA currency code of the country of payment.

Example:

BANK EXCHANGE RATE
EQUIVALENT AMOUNT PAID
TAX ON MCO
OTHER CHARGES
TOTAL <i>THB10000</i>

6.1.17 "Endorsement" and "Endorsements/Restrictions" Boxes (Carbon)

Enter any applicable endorsements/restrictions, including any information concerning refunds. When the endorsement/restriction applies to a specific exchange coupon or MCO not having an "Endorsements/Restrictions" box, make the entry in the "Endorsement" box for coupon(s) concerned.

Carry forward any endorsements/restrictions when reissuing.

Example:

Refund Restricted

ISSUED IN CONNECTION WITH
ENDORSEMENTS/RESTRICTIONS (CARBON) <i>REFUNDABLE ONLY IN UNITED KINGDOM</i>

6.1.18 "Remarks" Box

Enter any information required to describe or qualify type of service for which the MCO is issued and to list TFCs. When necessary, enter full details of the routing and fare construction, using linear format.

Examples:

Contact and Sponsor Information

REMARKS
<i>CONTACT: 18 WYETH ST ANYTOWN, PERU PHONE 555-5555</i> <i>SPONSOR: J.A. SMITH 145 PALM GROVE NOME, ALASKA</i>

Latest Travel Date

REMARKS
<i>PSGR MUST TRAVEL BY 19 NOV 09</i>

No Refund/No Endorsement

REMARKS
<i>NOT REFUNDABLE/NOT ENDORSEABLE</i>



6.1.18.1 Specified Transportation

Using linear format, enter fare calculation information followed by ROE and TFC(s) that have to be shown separately on the ticket. Show these amounts in the currency of the country of commencement of travel and the equivalent in the currency of payment. TFC amount(s) shall be preceded or followed by the applicable code(s). This information may be followed by the applicable fare and fare basis code.

Example:

Fare Calculation Details

REMARKS			
NYC BB PAR708.00YL CC NYC708.00YL			
NUC 1416.00END ROE1.00 XF JFK3			
FARE	USD	1416.00EFP	GBP 874.00
TFC	USD	6.00US	GBP 3.80US
	USD	6.50YC	GBP 4.10YC
	USD	6.00XY	GBP 3.80XY
	USD	1.40FR	GBP 0.90FR
	USD	3.00XF	GBP 1.90XF
TTL	USD	1438.90	GBP 888.50

6.1.19 “Coupon Value” Boxes

6.1.19.1 “Specific Exchange Coupon Value” Method

A multi-coupon MCO may be issued only for a specific exchange coupon value as follows:

- enter the value for which each coupon is to be honoured in the applicable “Coupon Value” boxes and draw a horizontal line across the “Residual Value” box. The total of the separate entries in the “Coupon Value” boxes must equal the amount in the “Amount in Figures” box;
- enter an “X” in the “Each Coupon to Be Honoured Only for Value Shown Thereon” box for MCOs still having such a box.

Example:

Using all Coupons

COUPON	MISCELLANEOUS CHARGES ORDER	BANK EXCHANGE RATE	DATE AND PLACE OF ISSUE
	AUDIT COUPON	EQUIVALENT AMOUNT PAID	
	(NOT TRANSFERABLE)	TAX ON MCO	
		OTHER CHARGES	
	CURRENCY	AMOUNT IN FIGURES	TOTAL
	USD	177.00	AGENT
1	COUPON VALUE	140.00	ISSUED IN CONNECTION WITH
2	COUPON VALUE	37.00	ENDORSEMENTS/RESTRICTIONS (CARBON)
			FORM OF PAYMENT

THIS ORIGIN IS NOT VALID AND WILL NOT BE RECORDED IN THE TICKET CHARGES FROM AGENCIES OR ITS AUTHORIZED TRAVEL AGENT

Where an MCO, issued according to the “Specific Exchange Coupon Value” method, contains more exchange coupons than are needed for the particular transaction, void the unwanted coupon(s). This is accomplished by entering the word “VOID” in block letters in both the “Endorsement” box and the “Coupon Value” box applicable to such unwanted coupon(s). Extract the voided coupon(s) with the Audit Coupon.

Example:

One Coupon Voided

1	TO	AT	ENDORSEMENT	1	COUPON VALUE	ISSUED IN CONNECTION WITH
	INTERNATIONAL AIRWAYS MONTREAL				2430.00	
	RESERVATION DATA OR RESIDUAL VALUE IN LETTERS					
	CC 291F 17JUL YULLHR OK/CC 292 F 24JUL LHRYUL OK					
2	TO	AT	ENDORSEMENT	2	COUPON VALUE	ENDORSEMENTS/RESTRICTIONS (CARBON)
			VOID		VOID	
	RESERVATION DATA					
REMARKS						FORM OF PAYMENT
						EACH COUPON TO BE HONoured ONLY FOR VALUE SHOWN THEREON
						CPN AIRLINE CODE FORM SERIAL NUMBER CK
						000 9020123456 10
						DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE

6.1.20 “To/At” and “Reservation Data or Residual Value in Letters” Boxes

6.1.20.1 “To/At” Box

Enter here for each coupon, the name of the carrier or operator and location thereof which is to honour each exchange coupon for specified transportation or related services. When exact name and location of the carrier or operator cannot be determined in advance, leave blank. These sections will be filled in at the time each exchange coupon is honoured.

6.1.20.2 “Reservation Data or Residual Value in Letters” Box

When the type of service for which the MCO or a coupon is issued requires a reservation, and one has been sold or requested, enter the details for the reservation in these boxes and indicate the status of the reservation in accordance with the following codes:

OK – space confirmed;

RQ – space requested but not confirmed, or space waitlisted;

SA – subject to space available – to be entered wherever a fare or rule forbids making advance reservation;

OPEN – to be used when space has not been requested, or has been refused and not waitlisted.

Example:

Specified Air Transportation

1	TO	AT
	INT'L AIRLINE	LONDON
RESERVATION DATA OR RESIDUAL VALUE IN LETTERS		
BB401Y10JAN LHRJFK OK/MM220Y17JAN JFKLHR RQ		

6.1.21 “Date and Place of Issue” Box

The “Date and Place of Issue” box must be completed with agent’s name and numeric code, date and place of issue by means of a validator, stamp or imprinter (hand written validation is not permitted).

The validation must be within the frame of this box and all details of validation must be clear and legible on all coupons.

An MCO is not valid unless properly validated.

MCOs may contain a “Date of Issue” box. When such a box is included on the MCO, the date of issue may be entered.

6.1.22 “Form of Payment” Box

Enter the official form of payment code as described in Chapter 2.14. On all reissued MCOs the entry in this box must be carried forward to the new MCO.

When payment is made by more than one form, the forms may be followed by the appropriate amount.

Example:

Two Forms of Payment

ENDORSEMENTS/RESTRICTIONS (CARBON)
FORM OF PAYMENT
CASH USD100.00 CHEQUE USD200.00

6.1.23 “Issued in Connection With” Box

Whenever the MCO is issued in connection with another accountable form, such as a ticket for air passenger transportation, enter the document number of such accountable form in this box. This is particularly important with respect to specified inclusive tours, air/sea transportation and to establish TFC exemption.

Example:

ISSUED IN CONNECTION WITH
000 1234567890
ENDORSEMENTS/RESTRICTIONS (CARBON)
FORM OF PAYMENT
CASH

6.1.24 Honouring and Refunding

The honouring agent shall check the amounts in words and figures to ensure that no unauthorized alterations have been made.

Subject to applicable governmental regulations and/or currency restrictions, the honouring of an MCO is restricted as follows:

- (a) any MCO, or MCOs presented together, having a total value exceeding USD 5,000 or equivalent (at the banker's buying rate) shall not be honoured without authorisation of the issuing carrier. A copy of this authorisation shall be attached to the exchange coupon(s);
- (b) any unspecified MCO issued by a carrier exceeding USD 750 or the equivalent, at the banker's selling rate, must not be honoured;
- (c) always check to make sure the value of the individual coupon does not exceed the total of the MCO shown in the "Amount in Letters" box/data element. When a coupon is presented, never honour it for more than the "Amount in Letters" box;
- (d) any MCO which shows signs of having been altered shall not be honoured without authorisation of the issuing carrier;
- (e) exchange coupon(s) of MCOs shall not be accepted unless presented with the passenger coupon.

6.1.24.1 Honouring MCO's under the "Specific Exchange Coupon Value" Method

Each carrier or operator on which an exchange coupon has been drawn for a specific value will uplift the coupon and render the services specified thereon. If the value specified on the coupon is not sufficient to cover the cost of the services called for, make an additional collection. If the value of the coupon is more than the cost of the services to be rendered, issue an Agents Refund Voucher (ARV) for the excess amount which shall be refundable by the carrier only.

6.1.24.2 Honouring MCO's Issued by a Carrier under the "Deduction" Method

Exchange coupon(s) issued under the "Deduction" Method will be honoured only in numeric sequence, and only if presented together with the passenger coupon and all unused exchange coupon(s).

Before uplifting a coupon, enter in the "Coupon Value" box the amount for which the coupon will be honoured. This amount must be in the same currency as that shown in the "Amount in Figures (Value for Exchange)" box. The "Coupon Value" amount of the first coupon is subtracted from the "Amount in Figures" and the difference is entered in the "Residual Value" box. Repeat the balance in letters in the "Residual Value in Letters" box.

Example:

Honouring the First Coupon

VALUE FOR EXCHANGE	AMOUNT IN LETTERS	CURRENCY	AMOUNT IN FIGURES
	ONE HUNDRED SEVENTY FIVE ⁰⁰ / ₁₀₀	CAD	175.00
1	TO BB AT XXX	ENDORSEMENT	1 COUPON VALUE
			34.80
	RESERVATION DATA OR RESIDUAL VALUE IN LETTERS		RESIDUAL VALUE
	ONE HUNDRED FORTY ²⁰ / ₁₀₀		140.20

Each subsequent honouring carrier or operator shall follow a similar procedure successively for coupons 2, 3 and 4 as applicable. In these cases the "Coupon Value" amount is subtracted from the preceding "Residual Value" amount.

Example:

Honouring Subsequent Coupons

1	COUPON VALUE	34.80
	RESIDUAL VALUE	140.20
2	COUPON VALUE	72.00
	RESIDUAL VALUE	68.20

When honouring the exchange coupon which exhausts the residual value of the MCO, enter "VOID" completely over the shaded area covering the remaining exchange coupon(s). The remaining coupon(s) will be uplifted with and attached to the exchange coupon being honoured for value.

Example:

Honouring a Coupon Exhausting the Value of an MCO

	RESIDUAL VALUE 68.20 _____
3	COUPON VALUE 68.20 _____
	RESIDUAL VALUE _____
4	COUPON VALUE VOID _____

When the value of the last exchange coupon to be honoured is less than the “Residual Value” applicable to such coupon, apply one of the following alternative procedures:

- (a) enter the total residual value in the “Coupon Value” box, then uplift the coupon. Against such exchange coupon, issue another accountable form(s), i.e. a ticket or specified MCO and/or an agents refund voucher;
- (b) if the MCO is not to be used for refund only, refer the passenger to the MCO issuing carrier or to the carrier referred to in the “Original Issue” box.

6.1.24.3 Refunds

An MCO or a portion thereof can be refunded only by a carrier. An unused MCO may be refunded by the agency location that originally issued that MCO, using an Agent’s Refund Voucher.



6.1.25 Completion of an Automated MCO (OPATB2)

6.1.25.1 MCO Layout

Automated MCO (OPATB2)

OPATB2	03 PASSENGER TICKET AND BAGGAGE CHECK SUBJECT TO CONDITIONS OF CONTRACT			DATE OF ISSUE (20) (18)			PASSENGER COUPON (19)		
	ISSUED BY (19)	BSP-XB	CARRIER ID. (19)	ISS. AGT. ID. (23)	/BOOK, AGT. I.D. (23)	ISS. OFF. CODE (22)	NAME OF PASSENGER (19)		
	ISS. AGT. IN PLACE OF ISSUE (20)	NAME OF PASSENGER (NOT TRANSFERABLE) (1)		FARE BASIS (2)	TOP CODE (21)	ISS. OFF. CODE (22)	NAME OF PASSENGER (19)		
	FROM (5)	TO (6)	CARRIER/FLIGHT (1)	CLASS/DATE	TIME	RES. - PAID BEFORE - INVALID AFTER (3)	FROM (4)		
	ENDORSEMENTS/RESTRICTIONS (8)		ISSUED IN EXCHANGE FOR (10)		PNR CODE (11)		BOARD TIME (4)		
	ORIGINAL ISSUE (9)	FARE CALCULATION (12)		CONJ. TKT. NO. (11)		CARRIER/FLIGHT CLASS/DATE TIME			
	FARE (13)	EQUIV. FARE PAID (14)	FORM OF PAYMENT (15)	SEQ. NO. ALLOW PCS CK. WT. UNCK. WT.		GATE BOARD TIME SEAT SMOKE			
	TAX/FEE/CHARGE (16)	STOCK CONTROL NUMBER TX		DOCUMENT NUMBER (7)		ADDITIONAL SEAT INFORMATION			
	TOTAL (17)	95493080472936		DOCUMENT NUMBER (7)		BAGGAGE ID NR.			
						DOCUMENT NUMBER (21)			

DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE

THIS TICKET ENVOYANCE AND ALL NOT BE ACCEPTED FOR CHANGE UNLESS PURCHASED FROM THE ISSUING CARRIER
DATE: 01/01/2011 10:00:00 AM

6.1.25.2 Quick Reference Guide to Completion of an Automated MCO (OPATB2)

Box	Entry Required	Paragraph(s)
①	Passenger's surname (family name) followed by an oblique, the given (first) name and, optionally, the title. When the given (first) name is not available or there is insufficient space the given (first) name may be replaced by the initials	6.1.10
②	Tour code	4.14
③	Computer generated fare calculation pricing/reporting indicator	2.21
④	Computer generated information	4.15
⑤	Name and location of the carrier or operator which is to honour each exchange coupon.	6.1.20
⑥	Type of service for which the MCO is issued.	6.1.11
⑦	Computer generated MCO number.	
⑧	Imprint any endorsements which apply to the entire MCO. Endorsements must be carried forward when reissuing the MCO. In case the MCO is paid for in a currency other than that shown in the fare box imprint the bank exchange rate	6.1.17
⑨	Original issue number of original document, place and date (including year) of issue plus agent's numeric code (if any) of the original document	4.17
⑩	Document number of exchanged document(s)	6.1.23
⑪	PNR reference number	6.1.20
⑫	Any additional information/remarks. In case the MCO is issued in connection with any document, imprint the document number	6.1.18
⑬	Fare Box to be used for the total value of the MCO (excluding tax on MCO which is imprinted under item 16) ¹	6.1.12
⑭	Complete this box when the MCO is paid for in a currency other than that shown in the Total value of the MCO. It must be the amount shown in the Total value stated in currency of payment ¹	6.1.13
⑮	Imprint the applicable form of payment code as in the case of a passenger ticket	6.1.22
⑯	Government taxes for issuance of the MCO, not included in the "Total Value of the MCO", stated in currency of payment ¹	6.1.15
⑰	Total amount paid preceded by the applicable currency code ¹ .	6.1.16
⑱	Computer generated coupon identification (Type of Coupon)	
⑲	Imprinted or pre-printed carrier information	
⑳	Date of issue and place of issue	6.1.21
㉑	Computer generated issuing office code	
㉒	Computer generated country code	
㉓	Computer generated issuing agent identification	

Note: For completed OPATB2s issued as MCOs, see 6.1.26.

¹ Neutral Units of Construction (NUCs) are not a currency and must never be entered in the "Value for Exchange", "Equivalent Amount Paid", "Coupon Value", "Tax on MCO", "Other Charges" or "Total" boxes.



6.1.26 Completion of the Automated MCO – Agents

Note: Effective 01 January 2008, OPATB2 stock will no longer be available for issuance.

△ 6.1.26.1 Pre-payment for a Ticket on Departure

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****				*****			
	SUBJECT TO CONDITIONS OF CONTRACT				0001228			
	ISSUED BY				MISCELLANEOUS			
	IATA-BSP DATE OF ISSUE				CHARGES ORDER			
	ABC AIRLINES				NAME OF PASSENGER			
	ISS. AGT. ID. PLACE OF ISSUE				FROM			
	FUN TRAVEL / FRANKFURT				TO			
	NAME OF PASSENGER (NOT TRANSFERABLE)				CARRIER/FLIGHT			
	MCEWEN/DAVID MR				CLASS/DATE			
	FROM				TIME			
TO RIO AIRWAYS				RES. INVALID BEFORE				
TICKET ON DEPARTURE				INVALID AFTER				
ENDORSEMENTS/RESTRICTIONS				REVALIDATION				
VALID AB/BB/CC/DD ONLY PEX				PNR CODE				
ORIGINAL ISSUE				ISSUED IN EXCHANGE FOR				
FARE CALCULATION				EXI QWZ / AB				
AB8745 H 23FEB FRAGIG / AB8744 H GIGFRA FARE BAS				CONJ. TKT. NO.				
IS HKPX30E. FARE CALC FRA AB RIOQ6.00 530.90HKPX30E AB FRA Q6.00 530.90HKPX30E				CARRIER/FLIGHT				
NUC1073.80END ROEO.90223 9.84DE17.08RA31.35BR				CLASS/DATE				
FARE				TIME				
EUR 969.00				RES. INVALID BEFORE				
EQUIV. FARE PAID				INVALID AFTER				
FORM OF PAYMENT				GATE				
CASH				BOARD TIME				
TAX/FEES/CHARGE				SEAT				
EUR 969.00				SMOKE				
TAX/FEES/CHARGE				NOT VALID FOR TRAVEL				
STOCK CONTROL NUMBER TX				ADDITIONAL SEAT INFORMATION				
95493080472936				PCS CK.WT. UNCK. WT. SEQ. NO. PCS CK.WT. UNCK. WT.				
DOCUMENT NUMBER				BAGGAGE ID NO.				
0 000 1922331224 2				DOCUMENT NUMBER				
TOTAL				0000 99999999				
EUR 1027.27				CK				
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE								

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****				*****			
	SUBJECT TO CONDITIONS OF CONTRACT				0001228			
	ISSUED BY				MISCELLANEOUS			
	IATA-BSP DATE OF ISSUE				CHARGES ORDER			
	ABC AIRLINES				NAME OF PASSENGER			
	ISS. AGT. ID. PLACE OF ISSUE				FROM			
	FUN TRAVEL / FRANKFURT				TO			
	NAME OF PASSENGER (NOT TRANSFERABLE)				CARRIER/FLIGHT			
	MCEWEN/DAVID MR				CLASS/DATE			
	FROM				TIME			
TO RIO AIRWAYS				RES. INVALID BEFORE				
TICKET ON DEPARTURE				INVALID AFTER				
ENDORSEMENTS/RESTRICTIONS				REVALIDATION				
VALID AB/BB/CC/DD ONLY PEX				PNR CODE				
ORIGINAL ISSUE				ISSUED IN EXCHANGE FOR				
FARE CALCULATION				EXI QWZ / AB				
AB8745 H 23FEB FRAGIG / AB8744 H GIGFRA FARE BAS				CONJ. TKT. NO.				
IS HKPX30E. FARE CALC FRA AB RIOQ6.00 530.90HKPX30E AB FRA Q6.00 530.90HKPX30E				CARRIER/FLIGHT				
NUC1073.80END ROEO.90223 9.84DE17.08RA31.35BR				CLASS/DATE				
FARE				TIME				
EUR 969.00				RES. INVALID BEFORE				
EQUIV. FARE PAID				INVALID AFTER				
FORM OF PAYMENT				GATE				
CASH				BOARD TIME				
TAX/FEES/CHARGE				SEAT				
EUR 969.00				SMOKE				
TAX/FEES/CHARGE				NOT VALID FOR TRAVEL				
STOCK CONTROL NUMBER TX				ADDITIONAL SEAT INFORMATION				
95493080472940				PCS CK.WT. UNCK. WT. SEQ. NO. PCS CK.WT. UNCK. WT.				
DOCUMENT NUMBER				BAGGAGE ID NO.				
1 000 1922331224 5				DOCUMENT NUMBER				
TOTAL				0000 99999999				
EUR 1027.27				CK				
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE								

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****				*****			
	SUBJECT TO CONDITIONS OF CONTRACT				0001228			
	ISSUED BY				MISCELLANEOUS			
	IATA-BSP DATE OF ISSUE				CHARGES ORDER			
	ABC AIRLINES				NAME OF PASSENGER			
	ISS. AGT. ID. PLACE OF ISSUE				FROM			
	FUN TRAVEL / FRANKFURT				TO			
	NAME OF PASSENGER (NOT TRANSFERABLE)				CARRIER/FLIGHT			
	MCEWEN/DAVID MR				CLASS/DATE			
	FROM				TIME			
TO RIO AIRWAYS				RES. INVALID BEFORE				
TICKET ON DEPARTURE				INVALID AFTER				
ENDORSEMENTS/RESTRICTIONS				REVALIDATION				
VALID AB/BB/CC/DD ONLY PEX				PNR CODE				
ORIGINAL ISSUE				ISSUED IN EXCHANGE FOR				
FARE CALCULATION				EXI QWZ / AB				
AB8745 H 23FEB FRAGIG / AB8744 H GIGFRA FARE BAS				CONJ. TKT. NO.				
IS HKPX30E. FARE CALC FRA AB RIOQ6.00 530.90HKPX30E AB FRA Q6.00 530.90HKPX30E				CARRIER/FLIGHT				
NUC1073.80END ROEO.90223 9.84DE17.08RA31.35BR				CLASS/DATE				
FARE				TIME				
EUR 969.00				RES. INVALID BEFORE				
EQUIV. FARE PAID				INVALID AFTER				
FORM OF PAYMENT				GATE				
CASH				BOARD TIME				
TAX/FEES/CHARGE				SEAT				
EUR 969.00				SMOKE				
TAX/FEES/CHARGE				NOT VALID FOR TRAVEL				
STOCK CONTROL NUMBER TX				ADDITIONAL SEAT INFORMATION				
95493080472951				PCS CK.WT. UNCK. WT. SEQ. NO. PCS CK.WT. UNCK. WT.				
DOCUMENT NUMBER				BAGGAGE ID NO.				
0 000 1922331224 2				DOCUMENT NUMBER				
TOTAL				0000 99999999				
EUR 1027.27				CK				
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE								



Other Documents (Travel Agents)

△ 6.1.26.2 Prepaid Ticket Advice (Ticket on Departure with a PTA Service Charge)

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****				*****						
	SUBJECT TO CONDITIONS OF CONTRACT				0001227						
	ISSUED BY				MISCELLANEOUS CHARGES ORDER						
	IATA-BSP 17NOV06 MCO AGENT COUPON				NAME OF PASSENGER						
	ABC AIRLINES				FROM						
	FUN TRAVEL / FRANKFURT				TO						
	MCEWEN/DAVID MR				CARRIER/FLIGHT CLASS/DATE TIME						
	TO ABC AIRLINES				GATE BOARD TIME SEAT SMOKE						
	TICKET ON DEPARTURE				NOT VALID FOR TRAVEL						
	FEE APPLIES TO CHG/REFUND				ADDITIONAL SEAT INFORMATION						
ORIGINAL ISSUE				ISSUED IN EXCHANGE FOR				PNR CODE / YY			
FARE CALCULATION				AB71 V 03FEB FRADFW / AB70 V 13FEB DFWFRA FARE B				PCS CK.WT. UNCK.WT. SEQ.NO. ALLOW PCS CK.WT. UNCK.WT.			
ASIS VLPX21D FARE CALC FRA AB DFW Q8.00 279.86VLPX21D AB FRA Q8.00 279.86VLPX21D NUC				575.72ENDROEO.90223 9.84DE2.70XA2.18AY23.34US17.08AA3.92XDFW4.50				BAGGAGE ID NO.			
FARE EUR 520.00				FORM OF PAYMENT CASH				DOCUMENT NUMBER			
TAX/FEES CHARGE EUR 30.00XP				STOCK CONTROL NUMBER TX				0 000 1922331223 5			
TOTAL EUR 619.52				95493080472936				000 99999999			
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****				*****						
	SUBJECT TO CONDITIONS OF CONTRACT				0001227						
	ISSUED BY				MISCELLANEOUS CHARGES ORDER						
	IATA-BSP 17NOV06 MCO EXCHANGE COUPON				NAME OF PASSENGER						
	ABC AIRLINES				FROM						
	FUN TRAVEL / FRANKFURT				TO						
	MCEWEN/DAVID MR				CARRIER/FLIGHT CLASS/DATE TIME						
	TO ABC AIRLINES				GATE BOARD TIME SEAT SMOKE						
	TICKET ON DEPARTURE				NOT VALID FOR TRAVEL						
	FEE APPLIES TO CHG/REFUND				ADDITIONAL SEAT INFORMATION						
ORIGINAL ISSUE				ISSUED IN EXCHANGE FOR				PNR CODE / YY			
FARE CALCULATION				AB71 V 03FEB FRADFW / AB70 V 13FEB DFWFRA. FARE B				PCS CK.WT. UNCK.WT. SEQ.NO. ALLOW PCS CK.WT. UNCK.WT.			
ASIS VLPX21D. FARE CALC FRA AB DFW Q8.00 279.86VLPX21D AB FRA Q8.00 279.86VLPX21D NUC				575.72ENDROEO.90223 9.84DE2.70XA2.18AY23.34US17.08AA3.92XDFW4.50				BAGGAGE ID NO.			
FARE EUR 520.00				FORM OF PAYMENT CASH				DOCUMENT NUMBER			
TAX/FEES CHARGE EUR 30.00XP				STOCK CONTROL NUMBER TX				1 000 1922331223 2			
TOTAL EUR 619.52				95493080472940				000 99999999			
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****				*****						
	SUBJECT TO CONDITIONS OF CONTRACT				0001227						
	ISSUED BY				MISCELLANEOUS CHARGES ORDER						
	IATA-BSP 17NOV06 MCO PASSENGER RECEIPT				NAME OF PASSENGER						
	ABC AIRLINES				FROM						
	FUN TRAVEL / FRANKFURT				TO						
	MCEWEN/DAVID MR				CARRIER/FLIGHT CLASS/DATE TIME						
	TO ABC AIRLINES				GATE BOARD TIME SEAT SMOKE						
	TICKET ON DEPARTURE				NOT VALID FOR TRAVEL						
	FEE APPLIES TO CHG/REFUND				ADDITIONAL SEAT INFORMATION						
ORIGINAL ISSUE				ISSUED IN EXCHANGE FOR				PNR CODE / YY			
FARE CALCULATION				AB71 V 03FEB FRADFW / AB70 V 13FEB DFWFRA. FARE B				PCS CK.WT. UNCK.WT. SEQ.NO. ALLOW PCS CK.WT. UNCK.WT.			
ASIS VLPX21D. FARE CALC FRA AB DFW Q8.00 279.86VLPX21D AB FRA Q8.00 279.86VLPX21D NUC				575.72ENDROEO.90223 9.84DE2.70XA2.18AY23.34US17.08AA3.92XDFW4.50				BAGGAGE ID NO.			
FARE EUR 520.00				FORM OF PAYMENT CASH				DOCUMENT NUMBER			
TAX/FEES CHARGE EUR 30.00XP				STOCK CONTROL NUMBER TX				0 000 1922331223 5			
TOTAL EUR 619.52				95493080472951				000 99999999			
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE											



6.1.26.3 Automated MCO Issued for Payment of a Tour (Tour Order-Agent)

OPATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT ISSUED BY		IATA-BSP		DATE OF ISSUE 17NOV07	MCO AGENT COUPON		ISS. AGT. ID. 0011/G2WM	ISS. AGT. LD. H/M	BOOK. AGT. LD. X/	ISO DE	***** 0001224 MISCELLANEOUS CHARGES ORDER			
	ABC AIRLINES ISS. AGT. PL. OF ISSUE FUN TRAVEL		/FRANKFURT		FARE BASIS DE		ISS. OFF. CODE 99999999		ISS. OFF. CODE 99999999		NAME OF PASSENGER				
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR		CARRIER/FLIGHT		CLASS/DATE	TIME	RES.	INVALID BEFORE	INVALID AFTER	TOUR CODE		FROM			
	FROM TO FAR EAST TRAVEL		REVALIDATION		AT SINGAPORE						TO				
	TOUR ORDER		ENDORSEMENTS/RESTRICTIONS		BSR 1.9934		PBR CODE ITRNY/YY		CONJ. TKT. NO.		CARRIER/FLIGHT		CLASS/DATE	TIME	
	NON ENDORSEABLE		ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR						GATE		BOARD TIME	SEAT	SMOKE
	FARE CALCULATION CITY BY NIGHT TOUR OF SINGAPORE. DEPARTING FR		FARE SGD 261		EQUIV. FARE PAID EUR 130.93	FORM OF PAYMENT CASH	SEQ. NO.	ALLOW	PCS	CK.WT.	UNCK. WT.	NOT VALID FOR TRAVEL			
	TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX 95493080472936		DOCUMENT NUMBER 0 000 1922331222 2								ADDITIONAL SEAT INFORMATION		
	TOTAL EUR 130.93												BAGGAGE ID NO.		
													DOCUMENT NUMBER		
												0000 99999999			

OPATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT ISSUED BY		IATA-BSP		DATE OF ISSUE 17NOV07	MCO EXCHANGE COUPON		ISS. AGT. ID. 0011/G2WM	ISS. AGT. LD. H/M	BOOK. AGT. LD. X/	ISO DE	***** 0001224 MISCELLANEOUS CHARGES ORDER			
	ABC AIRLINES ISS. AGT. PL. OF ISSUE FUN TRAVEL		/FRANKFURT		FARE BASIS DE		ISS. OFF. CODE 99999999		ISS. OFF. CODE 99999999		NAME OF PASSENGER				
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR		CARRIER/FLIGHT		CLASS/DATE	TIME	RES.	INVALID BEFORE	INVALID AFTER	TOUR CODE		FROM			
	FROM TO FAR EAST TRAVEL		REVALIDATION		AT SINGAPORE						TO				
	TOUR ORDER		ENDORSEMENTS/RESTRICTIONS		BSR 1.9934		PBR CODE ITRNY/YY		CONJ. TKT. NO.		CARRIER/FLIGHT		CLASS/DATE	TIME	
	NON ENDORSEABLE		ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR						GATE		BOARD TIME	SEAT	SMOKE
	FARE CALCULATION CITY BY NIGHT TOUR OF SINGAPORE. DEPARTING FR		FARE SGD 261		EQUIV. FARE PAID EUR 130.93	FORM OF PAYMENT CASH	SEQ. NO.	ALLOW	PCS	CK.WT.	UNCK. WT.	NOT VALID FOR TRAVEL			
	TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX 95493080472940		DOCUMENT NUMBER 1 000 1922331222 2								ADDITIONAL SEAT INFORMATION		
	TOTAL EUR 130.93												BAGGAGE ID NO.		
													DOCUMENT NUMBER		
												0000 99999999			

OPATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT ISSUED BY		IATA-BSP		DATE OF ISSUE 17NOV07	MCO PASSENGER RECEIPT		ISS. AGT. ID. 0011/G2WM	ISS. AGT. LD. H/M	BOOK. AGT. LD. X/	ISO DE	***** 0001224 MISCELLANEOUS CHARGES ORDER			
	ABC AIRLINES ISS. AGT. PL. OF ISSUE FUN TRAVEL		/FRANKFURT		FARE BASIS DE		ISS. OFF. CODE 99999999		ISS. OFF. CODE 99999999		NAME OF PASSENGER				
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR		CARRIER/FLIGHT		CLASS/DATE	TIME	RES.	INVALID BEFORE	INVALID AFTER	TOUR CODE		FROM			
	FROM TO FAR EAST TRAVEL		REVALIDATION		AT SINGAPORE						TO				
	TOUR ORDER		ENDORSEMENTS/RESTRICTIONS		BSR 1.9934		PBR CODE ITRNY/YY		CONJ. TKT. NO.		CARRIER/FLIGHT		CLASS/DATE	TIME	
	NON ENDORSEABLE		ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR						GATE		BOARD TIME	SEAT	SMOKE
	FARE CALCULATION CITY BY NIGHT TOUR OF SINGAPORE. DEPARTING FR		FARE SGD 261		EQUIV. FARE PAID EUR 130.93	FORM OF PAYMENT CASH	SEQ. NO.	ALLOW	PCS	CK.WT.	UNCK. WT.	NOT VALID FOR TRAVEL			
	TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX 95493080472951		DOCUMENT NUMBER 0 000 1922331222 6								ADDITIONAL SEAT INFORMATION		
	TOTAL EUR 130.93												BAGGAGE ID NO.		
													DOCUMENT NUMBER		
												0000 99999999			



Other Documents (Travel Agents)

6.1.26.4 Automated MCO Issued for Payment of Excess Baggage

OPATB 2	04 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT ISSUED BY		DATE OF ISSUE IATA-BSP 17NOV07 MCO AGENT COUPON		ISS. AGT. ID. BOOK. AGT. LD. ISB ISO 0011/G2WM HHM / HHM DE		0001225 MISCELLANEOUS CHARGES ORDER	
	ABC AIRLINES ISS. AGT. ID. PLACE OF ISSUE FUN TRAVEL / FRANKFURT		CARRIER/FLIGHT CLASS/DATE TIME RES. INVALID BEFORE INVALID AFTER MCEWEN/DAVID MR / FRANKFURT DE AT FRANKFURT		ISS. OFF. CODE 99999999		NAME OF PASSENGER	
	TO ABC AIRLINES FROM		FARE BASIS FOUR CODE		P.N.R. CODE EXIQWZ/YY		FROM	
	EXCESS BAGGAGE ENDORSEMENTS/RESTRICTIONS		REVALIDATION		CONJ. TKT. NO.		TO	
	VALID AB ONLY		ISSUED IN EXCHANGE FOR		SEQ. NO. ALLOW PCS CK.WT. UNCK. WT.		GATE BOARD TIME SEAT SMOKE	
	ORIGINAL ISSUE		FORM OF PAYMENT		00000		NOT VALID FOR TRAVEL	
	FARE CALCULATION 2 PIECES. AB909 J 04MAY FRA NYC. EUR50.00 PER PIE CE. TOTAL EUR100.00		CASH		0		ADDITIONAL SEAT INFORMATION	
	FARE EUR 100.00		EQUIV. FARE PAID		00000		PC'S CK. WT. UNCK. WT. SEQ. NO. PCS CK. WT. UNCK. WT.	
	TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX		0 000 1922331221 2		BAGGAGE ID NO.	
	TOTAL EUR 100.00		95493080472936		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		DOCUMENT NUMBER CK 0000 99999999	

OPATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT ISSUED BY		DATE OF ISSUE IATA-BSP 17NOV07 MCO EXCHANGE COUPON		ISS. AGT. ID. BOOK. AGT. LD. ISB ISO 0011/G2WM HHM / HHM X/ DE		0001225 MISCELLANEOUS CHARGES ORDER	
	ABC AIRLINES ISS. AGT. ID. PLACE OF ISSUE FUN TRAVEL / FRANKFURT		CARRIER/FLIGHT CLASS/DATE TIME RES. INVALID BEFORE INVALID AFTER MCEWEN/DAVID MR / FRANKFURT DE AT FRANKFURT		ISS. OFF. CODE 99999999		NAME OF PASSENGER	
	TO ABC AIRLINES FROM		FARE BASIS FOUR CODE		P.N.R. CODE EXIQWZ/YY		FROM	
	EXCESS BAGGAGE ENDORSEMENTS/RESTRICTIONS		REVALIDATION		CONJ. TKT. NO.		TO	
	VALID AB ONLY		ISSUED IN EXCHANGE FOR		SEQ. NO. ALLOW PCS CK.WT. UNCK. WT.		GATE BOARD TIME SEAT SMOKE	
	ORIGINAL ISSUE		FORM OF PAYMENT		1 000		NOT VALID FOR TRAVEL	
	FARE CALCULATION 2 PIECES. AB909 J 04MAY FRA LHR. EUR50.00 PER PIE CE. TOTAL EUR100.00		CASH		1 000 1922331221 5		ADDITIONAL SEAT INFORMATION	
	FARE EUR 100.00		EQUIV. FARE PAID		00000		PC'S CK. WT. UNCK. WT. SEQ. NO. PCS CK. WT. UNCK. WT.	
	TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX		0 000 1922331221 5		BAGGAGE ID NO.	
	TOTAL EUR 100.00		95493080472940		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		DOCUMENT NUMBER CK 0000 99999999	

OPATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT ISSUED BY		DATE OF ISSUE IATA-BSP 17NOV07 MCO PASSENGER RECEIPT		ISS. AGT. ID. BOOK. AGT. LD. ISB ISO 0011/G2WM HHM / HHM X/ DE		0001225 MISCELLANEOUS CHARGES ORDER	
	ABC AIRLINES ISS. AGT. ID. PLACE OF ISSUE FUN TRAVEL / FRANKFURT		CARRIER/FLIGHT CLASS/DATE TIME RES. INVALID BEFORE INVALID AFTER MCEWEN/DAVID MR / FRANKFURT DE AT FRANKFURT		ISS. OFF. CODE 99999999		NAME OF PASSENGER	
	TO ABC AIRLINES FROM		FARE BASIS FOUR CODE		P.N.R. CODE EXIQWZ/YY		THIS IS YOUR RECEIPT	
	EXCESS BAGGAGE ENDORSEMENTS/RESTRICTIONS		REVALIDATION		CONJ. TKT. NO.		FROM	
	VALID AB ONLY		ISSUED IN EXCHANGE FOR		SEQ. NO. ALLOW PCS CK.WT. UNCK. WT.		TO	
	ORIGINAL ISSUE		FORM OF PAYMENT		0 000		NOT VALID FOR TRAVEL	
	FARE CALCULATION 2 PIECES. AB909 J 04MAY FRA LHR. EUR50.00 PER PIE CE. TOTAL EUR100.00		CASH		0 000 1922331221 2		ADDITIONAL SEAT INFORMATION	
	FARE EUR 100.00		EQUIV. FARE PAID		00000		PC'S CK. WT. UNCK. WT. SEQ. NO. PCS CK. WT. UNCK. WT.	
	TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX		0 000 1922331221 2		BAGGAGE ID NO.	
	TOTAL EUR 100.00		95493080472951		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		DOCUMENT NUMBER CK 0000 99999999	

6.2 AGENTS REFUND VOUCHER (For Refunds see Chapter 15)

6.2.1 Purpose

The agents refund voucher (hereinafter referred to as “voucher”) shall be used by all approved/ accredited Passenger Sales Agents when a refund is due in the reissuance of an accountable traffic document or issuance of a ticket(s) against a Prepaid Ticket Advice (PTA). The voucher shall be a document of the same airline as that of the new ticket(s). It shall be drawn on the airline whose traffic document was originally issued, and that airline will be responsible for arranging interline adjustments with the carrying and/or reissuing airline(s).

Under no circumstances shall an agent issue a Miscellaneous Charges Order (MCO) for refunds.

6.2.2 Completion of the Voucher

6.2.2.1 “Name of Passenger” Box

Enter passenger’s name as shown on the traffic document being exchanged.

6.2.2.2 “To/At” Box

Enter the name of the original issuing airline that is to make the refund, and the place where refund is to be made.

6.2.2.3 “Date of Issue” Box

When the voucher is validated and an imprinter is used, the date will imprint in this box. When a hand validator is used, the date will be entered in the “Place of Issue – Agency” box.

6.2.2.4 “Place of Issue – Agency” Box

Enter name and numeric code of agency and place of issue with a validator or imprinter.

6.2.2.5 “Endorsements/Restrictions” Box

Enter any endorsements/restrictions from traffic document being exchanged.

6.2.2.6 Fare, “Tax/Fee/Charge/Total” Boxes

Enter the applicable fare, TFC and total amount to be refunded, in figures. If more than one TFC is involved, show breakdown in “Tax/Fee/Charge” box. NUCs must not be entered in these boxes.

6.2.2.7 “Total Amount in Letters” Box

Enter total amount of refund in letters. It is recommended to enter the amount as in the following example: show 300.50 as “Three Hundred 50/100”; alternatively, enter “Three Zero Zero 50/100”.

NUCs must not be entered in this box.

6.2.2.8 “Currency” Box

Enter applicable IATA currency code. NUCs must not be entered in this box.

6.2.2.9 “Form of Payment” Box

Enter the appropriate code as shown on the traffic document being exchanged. When payment was made by more than one form, show code for each form.

6.2.2.10 “Issued in Connection with New Ticket Numbers” Box

Enter the document number(s) of the new ticket(s) being issued.

6.2.2.11 “Issued in Exchange For” Box

Enter airline code number, form code, serial number(s) and coupon number(s) of the traffic document(s) being exchanged.

6.2.2.12 “Issued By” Box

The name and three-digit numeric code of airline on whose behalf the refund voucher is being issued.

Note 1: BSP – imprint with carrier identification plate.

Note 2: Non-BSP – name and three-digit numeric code shall be preprinted at time of manufacture.

6.2.2.13 “Original Issue” Box

Enter the two-character airline code, original traffic document number (if different than document number being exchanged), place, date and agent’s numeric code of the accountable document originally issued.

6.2.2.14 “Airline Form Serial Number CK” Box

In BSP countries/areas, the airline code number is imprinted from the carrier identification plate, and the form code, serial number and check digit are preprinted. In non-BSP countries/areas, the complete document number is preprinted.



6.2.3 Completion of the Agents Refund Voucher – BSP

6.2.3.1 ARV Layout

VALID ONLY FOR REFUND BY ORIGINAL SELLING AGENT OR AIRLINE VOID IF MUTILATED OR ALTERED		AGENTS REFUND VOUCHER		PLACE OF ISSUE - AGENCY	
TO _____ AT _____		AUDIT COUPON		13	
NAME OF PASSENGER _____		DATE OF ISSUE _____			
ISSUED IN CONNECTION WITH NEW TICKET NUMBER(S) _____		FARE _____		14	
AIRLINE FORM AND SERIAL NUMBER(S) _____		TAX/FEE/CHARGE _____			
ENDORSEMENTS/RESTRICTIONS _____		TOTAL _____		15	
TOTAL AMOUNT IN LETTERS _____ CURRENCY _____		ISSUED BY _____			
ISSUED IN EXCHANGE FOR _____		COUPON NUMBER(S) _____		3030000000 6	
AIRLINE ORIGINAL ISSUE _____		AGENT'S NUMERIC CODE _____			
AIRLINE FORM AND SERIAL NUMBER(S) _____		CPN _____ AIRLINE _____ FORM AND SERIAL NUMBER _____ CK _____			
AIRLINE FORM SERIAL NUMBER PLACE DATE AGENT'S NUMERIC CODE _____		3030000000 6			
A 0 9 5 4 3 0 3 0 0 0 0 0 0 0 0 0 6 E					

6.2.3.2 A Completed ARV

Audit Coupon

VALID ONLY FOR REFUND BY ORIGINAL SELLING AGENT OR AIRLINE VOID IF MUTILATED OR ALTERED		AGENTS REFUND VOUCHER		PLACE OF ISSUE - AGENCY	
TO <u>ABC AIRLINES</u> AT <u>FRA</u>		AUDIT COUPON		VALIDATE	
NAME OF PASSENGER <u>STUEBS/MICHAELAMS</u>		DATE OF ISSUE <u>10 JUN 07</u>			
ISSUED IN CONNECTION WITH NEW TICKET NUMBER(S) <u>000 4423123124</u>		FARE <u>EUR501.00</u>		CASH	
AIRLINE FORM AND SERIAL NUMBER(S) _____		TAX/FEE/CHARGE <u>EUR14.00</u>			
ENDORSEMENTS/RESTRICTIONS <u>REFUND TO SPONSOR ONLY</u>		TOTAL <u>EUR515.00</u>		ISSUED BY ABC AIRLINES	
TOTAL AMOUNT IN LETTERS <u>FIVE ONE FIVE 00/100 EUR</u>		ISSUED IN EXCHANGE FOR _____			
ISSUED IN EXCHANGE FOR _____		COUPON NUMBER(S) <u>4</u>		000 3030000000 6	
AIRLINE ORIGINAL ISSUE _____		AGENT'S NUMERIC CODE _____			
AIRLINE FORM AND SERIAL NUMBER(S) _____		CPN _____ AIRLINE _____ FORM AND SERIAL NUMBER _____ CK _____			
AIRLINE FORM SERIAL NUMBER PLACE DATE AGENT'S NUMERIC CODE <u>XB FRA 17 MAY 07 12345678</u>		000 3030000000 6			
A 0 9 5 4 3 0 3 0 0 0 0 0 0 0 0 0 6 E					

Note:

The voucher shall have an overprint on the "Value Coupon" reading: "VALID FOR REFUND ONLY".

6.2.3.3 Quick Reference Guide to Completion – ARV

Box	Entry Required	Paragraph(s)
①	Enter passenger's name as shown on the traffic document being exchanged	6.2.2.1
②	Enter the name of the original issuing airline that is to make the refund, and the place where refund is to be made	6.2.2.2
③	Enter the document number(s) of the new ticket(s) being issued	6.2.2.10
④	Enter endorsements/restrictions from traffic document being exchanged	6.2.2.5
⑤	Enter the total amount of refund in letters	6.2.2.7
⑥	Enter applicable currency code	6.2.2.8
⑦	Enter traffic document number being exchanged followed by the coupon(s) number(s)	6.2.2.11
⑧	Enter the two character airline code, original traffic document number (if different than the document number being exchanged) place, date and agent's numeric code of the accountable document originally issued	6.2.2.13
⑨	When an imprinter is used, the date will imprint in this box	6.2.2.3
⑩	Enter the fare to be refunded, in figures	6.2.2.6
⑪	Enter the TFCs to be refunded, in figures	6.2.2.6
⑫	Enter the total amount to be refunded, in figures	6.2.2.6
⑬	Enter name and numeric code of agency and place of issue with a validator or imprinter	6.2.2.4
⑭	Enter the appropriate code(s) as shown on the traffic document being exchanged	6.2.2.9
⑮	The name and three-digit numeric code of the airline on whose behalf the refund voucher is being issued	6.2.2.12

6.2.4 Issuance Procedure

6.2.4.1 BSP Agents Refund Voucher

- The refund voucher must be that of the carrier whose new ticket is being issued.
- Imprint the voucher with the appropriate airline identification plate.
- Tear off the cover.
- Issue a separate refund voucher for each ticket or set of conjunction tickets being issued.
- Remove the audit and agent coupons. Retain the agent coupon for two years in your files.
- Staple the audit coupon behind the audit coupon(s) of the new ticket(s), along with the exchanged flight/exchange coupon(s).
- Invalidate the reissued flight coupon(s) by writing "REISSUED" across the coupon(s).
- Give the value coupon and passenger copy to the passenger.

6.2.4.2 Non-BSP Agents Refund Voucher

- The refund voucher must be that of the carrier whose new ticket is being issued.
- Validate the voucher.
- Tear off the cover.
- Issue a separate refund voucher for each ticket or set of conjunction tickets being issued.
- Remove the audit and agent coupons. Retain the agent coupon for two years in your files.
- Staple the audit coupon behind the audit coupon(s) of the new ticket(s), along with the exchanged flight/exchange coupon(s).
- Invalidate the reissued flight coupon(s) by writing "REISSUED" across the coupon(s).
- Give the value coupon and passenger copy to the passenger.



CHAPTER 7 – MULTIPLE PURPOSE DOCUMENT (CARRIER)

7.1 PURPOSE

The Multiple Purpose Document (MPD) may be used for automated or manual issuance of interline accountable traffic documents other than the passenger ticket and baggage check.

The Carrier MPD is available in two different formats:

- (a) the MPD Carrier Carbonised Automated document containing two exchange coupons (MPDCCA);
- (b) the MPD Carrier Carbonised Manual MPD (MPDCCM) containing one exchange coupon.

7.2 GENERAL CONDITIONS

- (a) Carriers shall honour the MPD in accordance with their interline traffic agreements.
- (b) The MPD may not be issued for more than one passenger except as follows:
 - Tour Order;
 - PTA;
 - Specified MCO;
 - Unspecified MCO.
- (c) The automated carbonised MPD is composed of a fixed area (boxes 123) and a flexible area (box 24).
- (d) The manual carbonised MPD is composed of a fixed preformatted area (boxes 122) and a flexible free format area (box 23).
- (e) Each individual variation of the flexible area has been preformatted¹ and assigned a specific two digit code as shown below:

Code Description

10	Excess Baggage Ticket
20	Special Service Ticket
30	Tour Order
40	Prepaid Ticket Advice
50	Specified Miscellaneous Charges Order
61	Unspecified Miscellaneous Charges Order
9099	Airline own use.

- (f) Neutral Units of Construction (NUCs) are not a currency and may only be used for fare calculation entries in the flexible area.
- (g) Alterations to entries are not permitted at any time.

¹ Applicable to the automated MPD only. The flexible area of the manual MPD is not preformatted.



Manual Carbonised MPD

Example of a Carrier Issued Prepaid Ticket Advice

NAME OF PASSENGER <i>SUN/SHARON MS</i>		NOT TRANSFERABLE	ENDORSEMENTS/RESTRICTIONS (CARBON) <i>REFUNDABLE TO SPONSOR ONLY</i>		AIRLINE DATA <i>BB/ACTWM3</i>	AUDIT COUPON	
REASON FOR ISSUANCE <input type="checkbox"/> 10 = EXCESS BAGGAGE TICKET <input type="checkbox"/> 20 = SPECIAL SERVICE TICKET <input type="checkbox"/> 30 = TOUR ORDER		<input checked="" type="checkbox"/> 40 = PREPAID TICKET ADVICE <input type="checkbox"/> 50 = SPECIFIED MISCELLANEOUS CHARGES ORDER <input type="checkbox"/> 61 = UNSPECIFIED MISCELLANEOUS CHARGES ORDER <small>— Maximum 750 U.S. Dollars</small>		DATE OF ISSUE <i>90-99</i> VALIDATE	BANK EXCHANGE RATE - FARE <i>ZAR5 = GBP1.00</i>	DATE AND PLACE OF ISSUE VALIDATE	
AMOUNT IN LETTERS <i>SIX ZERO THREE ZERO</i>		CURRENCY <i>ZAR</i>	AMOUNT IN FIGURES <i>6030</i>		BANK EXCHANGE RATE - OTHER CHARGES		
FARE/CHARGES <i>GBP1200.00</i>	TO <i>BB</i>	AT <i>LON</i>		ISSUED IN CONNECTION WITH			
EQUIV. AMT./FARE PAID <i>ZAR6000</i>	TAX/FAEE/CHARGE <i>ZAR30 ZA</i>			ISSUED IN EXCHANGE FOR <i>C/32 AVONBRIDGE RD CAMBRIDGE LONDON TEL 64212626</i>			
TAX/FAEE/CHARGE <i>ZAR30 ZA</i>	TICKET TOTAL <i>ZAR6030</i>			ORIGINAL ISSUE <i>X/LON BB JNB 600.00 BB LON600.00 GBP 1200.00</i>			
OTHER CHARGES	EQUIV. CHARGE PAID			MULTIPLE PURPOSE DOCUMENT - ISSUED BY ABC AIRLINES			
EQUIV. CHARGE PAID	TOTAL EXCHANGE VALUE <i>ZAR6030</i>			FORM OF PAYMENT <i>VI 4901 4711 0234 5641</i>	APR. CODE <i>64217</i>	EXT. PAY. T	
SERVICE CHARGE/TAX ON MPD <i>ZAR70 XP</i>	TOTAL <i>ZAR6100</i>			SUBJECT TO TERMS AND CONDITIONS			
VOID IF MUTILATED OR ALTERED				CPN AIRLINE CODE FORM AND SERIAL NUMBER CK 000 5090910127 6			
A 0 7 8 9 2 0 0 0 9 1 0 1 2 7 6 E				DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE			

Example of a Carrier Issued Excess Baggage Ticket

NAME OF PASSENGER <i>KING/VANESSA MS</i>		NOT TRANSFERABLE	ENDORSEMENTS/RESTRICTIONS (CARBON)		AIRLINE DATA <i>RCMDCA/BB</i>	AUDIT COUPON	
REASON FOR ISSUANCE <input checked="" type="checkbox"/> 10 = EXCESS BAGGAGE TICKET <input type="checkbox"/> 20 = SPECIAL SERVICE TICKET <input type="checkbox"/> 30 = TOUR ORDER		<input type="checkbox"/> 40 = PREPAID TICKET ADVICE <input type="checkbox"/> 50 = SPECIFIED MISCELLANEOUS CHARGES ORDER <input type="checkbox"/> 61 = UNSPECIFIED MISCELLANEOUS CHARGES ORDER <small>— Maximum 750 U.S. Dollars</small>		DATE OF ISSUE <i>90-99</i> VALIDATE	BANK EXCHANGE RATE - FARE	DATE AND PLACE OF ISSUE VALIDATE	
AMOUNT IN LETTERS <i>FOUR SEVEN FOUR ⁰⁰/100</i>		CURRENCY <i>USD</i>	AMOUNT IN FIGURES <i>474.00</i>		BANK EXCHANGE RATE - OTHER CHARGES		
FARE/CHARGES <i>USD474.00</i>	TO <i>BB</i>	AT <i>BOS</i>		ISSUED IN CONNECTION WITH <i>1231183246280/81</i>			
EQUIV. AMT./FARE PAID	TAX/FAEE/CHARGE <i>BOS BB LGW CC DXB DD KHI EXCESS PIECES 3</i>			ISSUED IN EXCHANGE FOR			
TAX/FAEE/CHARGE	TICKET TOTAL <i>XXX</i>			ORIGINAL ISSUE <i>CHARGE USD158.00 PER PIECE</i>			
OTHER CHARGES	EQUIV. CHARGE PAID			MULTIPLE PURPOSE DOCUMENT - ISSUED BY ABC AIRLINES			
EQUIV. CHARGE PAID	TOTAL EXCHANGE VALUE <i>USD474.00</i>			FORM OF PAYMENT <i>CASH</i>	APR. CODE	EXT. PAY. T	
SERVICE CHARGE/TAX ON MPD	TOTAL <i>USD474.00</i>			SUBJECT TO TERMS AND CONDITIONS			
VOID IF MUTILATED OR ALTERED				CPN AIRLINE CODE FORM AND SERIAL NUMBER CK 000 5090910127 6			
A 0 7 8 9 2 0 0 0 9 1 0 1 2 7 6 E				DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE			

Note: Manual carrier MPDs have only one exchange coupon. Two additional MPDs must be issued in conjunction to cover the segments LGWDXB and DXBKHI.

CHAPTER 8 – MULTIPLE PURPOSE DOCUMENT (TRAVEL AGENT)



Note: A new alternative option to the use of paper MPDs is the Virtual MPD for BSP travel agents. The vMPD is available as an interim industry solution for miscellaneous documents until such time as the EMD is implemented. See Appendix F for more details.

8.1 PURPOSE

The Multiple Purpose Document (MPD) may be used for automated or manual issuance of interline accountable traffic documents other than the passenger ticket and baggage check.

The MPD is available in two different formats:

- (a) the MPD Neutral Carbonised Automated document containing two exchange coupons (MPDNCA);
- (b) the MPD Neutral Carbonised Manual MPD (MPDNM) containing one exchange coupon.

8.2 GENERAL CONDITIONS

- (a) Carriers shall honour the MPD in accordance with their interline traffic agreements.
- (b) The MPD may not be issued for more than one passenger except as follows:
 - Tour Order;
 - PTA;
 - Specified MCO.
- (c) The automated carbonised MPD is composed of a fixed area (boxes 123) and a flexible area (box 24).
- (d) The manual carbonised MPD is composed of a fixed area (boxes 122) and a flexible free format area (box 23).
- (e) Each individual variation of the flexible area has been preformatted¹ and assigned a specific two digit code as shown below:

Code Description

10	Excess Baggage Ticket
20	Special Service Ticket
30	Tour Order
40	Prepaid Ticket Advice
50	Specified Miscellaneous Charges Order
51	Agents Refund Voucher

- (f) Neutral Units of Construction (NUCs) are not a currency and may only be used for fare calculation entries in the flexible area.
- (g) Alterations to entries are not permitted at any time.

¹ Applicable to the automated MPD only. The flexible area of the manual MPD is not preformatted.



8.3 COMPLETION OF THE AUTOMATED MPD

8.3.1 MPD Layout

Neutral

MULTIPLE PURPOSE DOCUMENT SUBJECT TO TERMS AND CONDITIONS			
ISSUED BY _____	ISSUED IN CONNECTION WITH _____	AIRLINE DATA _____	DATE OF ISSUE _____
ENDORSEMENTS/RESTRICTIONS _____	21	13	22
NAME OF PASSENGER _____	NOT TRANSFERABLE _____	14	15
REASON FOR ISSUANCE _____	1	BANK EXCHANGE RATE - FARE _____	16
AMOUNT IN LETTERS _____	2	BANK EXCHANGE RATE - OTHER CHARGES _____	AGENT
FARE CHARGES _____	3		DATE AND PLACE OF ISSUE
EQUIV. AMT FARE PAID _____	4		
TAX/FEE/CHARGE _____	5		
TAX/FEE/CHARGE _____	6		
TICKET TOTAL _____	7	24	
OTHER CHARGES _____	8		
EQUIV. CHARGE PAID _____	9		
TOTAL EXCHANGE VALUE _____	10		
SERVICE CHARGE TAX ON TOTAL _____	11	FORM OF PAYMENT _____	20
TOTAL _____	12	APPROVAL CODE _____	18
AIRLINE/AGENT _____	25	EXT. PAYMENT _____	23
STOCK CONTROL 120854 _____	CK	ISSUED IN EXCHANGE FOR _____	19
3336618398	1	REMITTANCE AREA _____	17

Note: Box 24 (Flexible area). For explanation, see 8.3.26 .



8.3.2 Quick Reference Guide to Completion of the Automated MPD

Box	Entry Required	Paragraph
①	Imprint the passenger's surname (family name) followed by an oblique and the given (first) name	8.3.3
②	Imprint the specific reason for issuance of the MPD preceded by the two digit code of the MPD format used	8.3.4
③	Imprint in words the total exchange value of the MPD followed by the currency code of the country of commencement of travel. The entry shall be left justified	8.3.5
④	Imprint ¹ the amount of fare or charges (excluding TFCs) immediately preceded by the applicable currency code ² of the country commencement of travel	8.3.6
⑤	If payment is made in a currency other than that shown in the "Fare/Charges" box, imprint ¹ the equivalent amount paid for the fare or charges immediately preceded by the applicable currency code ²	8.3.7
⑥	Imprint the TFC amount which will be included in the total exchange value of the MPD, in the same currency as that shown in the "Total" box	8.3.8
⑦	This entry is applicable only to the PTA. Imprint ¹ the total amount to be shown on the ticket in the currency of payment ² preceded by the applicable currency code. When the document is not used for a PTA, imprint "XXX"	8.3.9
⑧	This entry is applicable only to the PTA. Imprint ¹ charges which are included in the total exchange value of the MPD but are not part of the amounts mentioned in the preceding boxes. Immediately precede the entry by the applicable currency code ²	8.3.10
⑨	This entry is applicable only to the PTA. When payment of other charges is made in a currency other than that shown in the "Other Charges" box, imprint ¹ the equivalent amount paid immediately preceded by the code of the currency of payment ²	8.3.11
⑩	Imprint ¹ the total value for exchange for which the MPD is issued preceded by the code of currency of payment ²	8.3.12
⑪	Imprint ¹ the amount of the service charge or of the tax on the MPD paid locally and not part of the exchange value of the MPD. Precede the amount by the code of currency of payment. Follow the amount of PTA service charge by the code "XP" and the tax amount by "TX" ²	8.3.13
⑫	Imprint ¹ the total amount paid preceded by the code of currency of payment ²	8.3.14
⑬	Imprint the PNR address when available	8.3.15
⑭	Imprint the date of issue of the document	8.3.16
⑮	When applicable, imprint the banker's rate of exchange to obtain the amount to be collected in the currency of payment used for the fare paid	8.3.17
⑯	When applicable, imprint the banker's rate of exchange to obtain the amount to be collected in the currency of payment used for charges other than the fare	8.3.18
⑰	In the case of reissue, imprint the document number, place, date and agent's numeric code, if any, of the accountable document originally issued; carry forward this information to subsequently reissued MPD	8.3.19
⑱	Where applicable, imprint the approval code for credit card payment	8.3.20
⑲	Imprint the document number of the accountable document(s) being exchanged	8.3.21
⑳	Imprint the form of payment. In the case of reissue enter the new form of payment (if applicable) followed by the original form of payment, for credit card enter "CC"	8.3.22
㉑	Imprint any applicable endorsements/restrictions including any concerning refunds. Carry forward any endorsements/restrictions when reissuing	8.3.23
㉒	Imprint the document number of any accountable documents the MPD is issued in connection with	8.3.24
㉓	Where applicable, imprint information related to extended payment	8.3.25
㉔	This is a flexible area – specify detailed information as imprinted in "Reason for Issuance" box	8.3.26
㉕	Imprint currency code if omitted in the "fare/charges", "equivalent amount/fare paid", "ticket total", "other charges", "equivalent charge paid", "total exchange value", "service charge/tax on MPD" and "total" boxes.	

¹ Right Justified.

² If the amount is greater than the space available, the currency code may be imprinted in the box immediately below the total box.

8.3.3 “Name of Passenger” Box

Imprint the passenger’s surname (family name), followed by an oblique, the given (first) name and optionally the title where appropriate. When given (first) name is not available or there is insufficient space, the first name may be replaced by the initials. When hyphenated surname or double surname is involved, omit the hyphen or, optionally, omit the space, e.g. BRYCE-BUCHANAN or BRYCE BUCHANAN as BRYCEBUCHANAN.

Example:

NAME OF PASSENGER	NOT TRANSFERABLE
BRYCEBUCHANAN/ANDREW MR	

When the MPD is issued for more than one passenger, imprint the name of each passenger. When space does not permit that, imprint the name of the head of the family, group leader or sponsor, followed by “For (number) Passengers”. The other names shall be imprinted in the flexible area or on a separate list attached to each coupon. Such list shall be validated and annotated with the document number of the MPD.

Example:

NAME OF PASSENGER	NOT TRANSFERABLE
ELTON/PETER MR FOR 5 PASSENGERS	

When the MPD is issued for passengers whose names are unknown, imprint the name of the group leader or sponsor followed by “For (number) Passengers”. This however, does not apply in countries of issuance where substitution of passenger names is prohibited by law.

8.3.4 “Reason for Issuance” Box

Imprint the specific reason for issuance of the MPD, preceded by the two-digit code of the MPD format used.

8.3.5 “Amount in Letters” Box

Imprint “left justified” in words the total exchange value of the MPD, followed by the currency code, with minimum spaces between the words and currency codes.

Example:

AMOUNT IN LETTERS
ONE THREE FIVE FIVE ZAR

8.3.6 “Fare/Charges” Box¹

Imprint, right justified, the amount of fare or charges (excluding TFCs) immediately preceded by the applicable ISO currency code.

Exception: *Applicable during an EMU transition period; when it is advised that an EU Member State will be converting from a legacy currency to the euro the “Fare/Charges” box may show either the ISO currency code of the legacy national currency or the ISO currency code of the “euro” during the transition period. At the end of the transition period MPDs may only be issued in euros.*

¹ If the amount is greater than the space available, the currency code may be imprinted in the box immediately below the total box.

8.3.7 “Equivalent Amount/Fare Paid” Box¹

If payment is made in a currency other than that shown in the “Fare/Charges” box, imprint, right justified, the equivalent amount paid for the fare or TFCs immediately preceded by the applicable currency code. If the Fare /Charges amount (excluding tax) is greater than the space available the currency code may be omitted.

***Exception:** Applicable during an EMU transition period; when it is advised that an EU Member State will be converting from a legacy currency to the euro such country may have dual expression of the legacy currency and the euro for the duration of the transition period. If a euro amount is shown in the “AMOUNT IN LETTERS” and “AMOUNT IN FIGURES” boxes, and payment is made in another EMU country in euro, no entry shall be made in the “EQUIVALENT AMOUNT PAID” box.*

8.3.8 “Tax/Fee/Charge” Boxes

Imprint, right justified, the amount of TFCs which will be included in the total exchange value of the MPD, in the same currency shown in the “Total” box. The currency code is optional. TFCs applicable to one single country may be combined into one amount.

If the TFC is for more than one country, show the TFC amount for each country separately. When the TFC is for a country other than the one in which the MPD or, in the case of a PTA, the ticket is issued, precede or follow the amount by the applicable two-letter code.

For any non-tariff fee or charge that has to be shown separately on the MPD, imprint the amount preceded or followed by the appropriate two-letter code. If there are not enough tax boxes on the MPD to accommodate all TFCs, combine as many amounts as necessary into one amount. Imprint that amount in one tax box preceded or followed by the code “XT”. Detail the combined TFCs in the flexible area by imprinting the code “XT” followed by the individual amounts in the currency of payment preceded or followed by the appropriate two-letter code. The applicable currency code may be shown immediately following the code “XT”. If a passenger is exempt from any applicable TFC, imprint

“EXEMPT” preceded or followed by the applicable two-letter code.

When the combined amount also includes a U.S. Passenger Facility Charge (PFC), the airport to which the PFC applies and an amount indicator reflecting the dollar amount collected (1 = USD1.00; 2 = USD2.00; 3 = USD3.00; 4.5 = USD4.50) must be shown at the end of the Fare Calculation area of the ticket. Imprint the code “XF”, the total PFC amount collected, the airport code(s) (in itinerary order) and the amount indicator for each airport for which the PFC has been collected.

8.3.9 “Ticket Total” Box¹

This entry is only applicable to the PTA. Imprint, right justified, the total amount to be shown on the ticket in the currency of payment immediately preceded by the applicable currency code.

When the document is not used for a PTA, imprint “XXX”.

8.3.10 “Other Charges” Box¹

This entry is applicable only to the PTA. Imprint, right justified, charges which are included in the total exchange value of the MPD but are not part of the amounts mentioned in the preceding boxes.

Precede by the applicable currency code.

8.3.11 “Equivalent Charge Paid” Box¹

This entry is applicable only to the PTA. When payment of other charges is made in a currency other than that shown in the “Other Charges” box, imprint, right justified, the equivalent charge paid. Precede by the currency code of payment.

8.3.12 “Total Exchange Value” Box¹

Imprint, right justified, the total value for exchange for which the MPD is issued, preceded by the currency code of payment.

¹ If the amount is greater than the space available, the currency code may be imprinted in the box immediately below the total box.

8.3.13 “Service Charge/Tax on MPD” Box¹

Imprint, right justified, the amount of the service charge or of the tax on the MPD paid locally and not part of the exchange value of the MPD. Precede the amount by the currency code of payment. Follow the amount of PTA service charge by the code “XP” and the tax amount by the code “TX”.

8.3.14 “Total” Box¹

Imprint, right justified, the total amount paid preceded by the currency code of payment.

8.3.15 “Airline Data” Box

Imprint the PNR address when available.

8.3.16 “Date of Issue” Box

Imprint the date of issue.

8.3.17 “Bank Exchange Rate – Fare” Box

When applicable, imprint the banker’s rate of exchange to obtain the amount to be collected in the currency of payment, used for the fare paid, e.g. EUR 1.11800.

8.3.18 “Bank Exchange Rate – Other Charges” Box

When applicable, imprint the banker’s rate of exchange to obtain the amount to be collected in the currency of payment, used for charges other than the fare, e.g. EUR 1.11800.

8.3.19 “Original Issue” Box

In the case of reissue, imprint the document number, place, date and agent’s numeric code, if any, of the accountable document originally issued; carry forward this information to subsequently reissued MPD.

Optionally, in the case of original issue, imprint the place, date and agent’s numeric code.

8.3.20 “Approval Code” Box

Where applicable, imprint the approval code for credit card payment.

8.3.21 “Issued in Exchange For” Box

Imprint the document number of the accountable document(s) being exchanged.

8.3.22 “Form of Payment” Box

Imprint the form of payment information. In the case of reissues, imprint the new form(s) of payment, followed by the original form(s) of payment. If original form of payment was by credit card, imprint “CC” only. When payment is made by more than one form, the forms may be followed by the appropriate amount.

8.3.23 “Endorsements/Restrictions” Box

Imprint any applicable endorsements/restrictions including any concerning refunds. Carry forward any endorsements/restrictions when reissuing.

8.3.24 “Issued in Connection With” Box

Imprint the document number of any accountable documents the MPD is issued in connection with.

8.3.25 “Extended Payment” Box

Where applicable, imprint information related to extended payment.

¹ If the amount is greater than the space available, the currency code may be imprinted in the box immediately below the total box.

8.3.26 Flexible Area

For Excess Baggage Ticket (Code 10)

Imprint the reason for charge and charge rate per unit.

Imprint the routing applicable to coupons using airport/city codes and airline designators.

Imprint the number of the conjunction MPD, if any.

For Special Service Ticket (Code 20)

Imprint "FROM" followed by city of origin, airline designator, flight number, class of service, date of travel, status, e.g. FROM AAA BB123F22MAY OK.

Imprint "TO" followed by city of destination of first leg, flight data of second leg, if applicable. In case of an upgrade, imprint "FROM" followed by the fare basis from which the passenger is upgraded "TO" the fare basis into which the passenger is upgraded, e.g. FROM Y TO F.

Repeat the sequence for each leg of the journey, using separate lines.

Imprint "NOT VALID WITHOUT FLIGHT COUPON ATTACHED".

When applicable, imprint "COUPON 2 VOID".

For Tour Order (Code 30)

Imprint "PRESENT TO".

Imprint "VALID" followed by the tour data.

Imprint "ARRIVAL" followed by arrival information and "DEPARTURE" followed by departure information.

May be used to imprint "BILL TO" followed by name and address of party to be billed.

Imprint "COUPON 2 VOID" and commission rate, if any.

When applicable, imprint "FOR ANY CHANGE ETC" followed by contact information. The voided coupon 2 may be used as the contractor coupon.

Prepaid Ticket Advice (Code 40)

Imprint "/" followed by name of passenger in AIRIMP format. This entry is required only when there is not enough space in the "Name of Passenger" box. Imprint "C/" followed by the address and telephone number of the passenger.

Continue with contact information. Imprint "X/" followed by the routing and fare and passenger type code.

Use for continuation of routing and fare and passenger type code.

Continue with routing and fare and passenger type code. Imprint "B/" followed by the reservations data for the first segment. Imprint "R/" followed by additional information, when applicable.

Continue with additional information. Imprint "S/" followed by name and address of sponsor.

Continue with name and address of sponsor. Imprint "COUPON 2 VOID".

Specified MCO (Code 50)

Imprint “COUPON 1 VALUE” followed by currency code and coupon 1 value. Imprint “TO” followed by the name of the honouring airline followed by “AT” and the place where coupon 1 is to be honoured.

Imprint “VALID FOR” followed by the exchange data of coupon 1.

Imprint “COUPON 2 VALUE” followed by currency code and amount. Imprint “TO” followed by the name of the honouring airline followed by “AT” and the place where coupon 2 is to be honoured. If coupon 2 is voided, imprint “COUPON 2 VOID”.

Where coupon 2 is used for exchange, imprint “VALID FOR” and exchange data for coupon 2.

Agents Refund Voucher (Code 51)

Imprint “COUPON 1 VALUE”, currency code and amount to be refunded.

Imprint “TO” followed by the name of the original issuing carrier that is to make the refund followed by “AT” and the place where the refund is to be made.

Imprint “COUPON 2, VALUE 0 – COUPON 2 VOID”.

Note: See paragraph 8.5 for completed examples.

8.4 COMPLETION OF THE MANUAL MPD

8.4.1 Manual MPD Layout

Neutral

NAME OF PASSENGER (1)		NOT TRANSFERABLE | ENDORSEMENTS/RESTRICTIONS (CARBON) (17)		AIRLINE DATA (13)		5000 910 712	
REASON FOR ISSUANCE (2)		DATE OF ISSUE (14)		BANK EXCHANGE RATE - FARE (18)		PLACE OF ISSUE - AGENCY (19)	
<input type="checkbox"/> 10 - EXCESS BAGGAGE TICKET <input type="checkbox"/> 20 - SPECIAL SERVICE TICKET <input type="checkbox"/> 30 - TOUR ORDER		<input type="checkbox"/> 40 - PREPAID TICKET ADVICE <input type="checkbox"/> 50 - SPECIFIED MISCELLANEOUS CHARGES ORDER <input type="checkbox"/> 51 - AGENTS REFUND VOUCHER		BANK EXCHANGE RATE - OTHER CHARGES (15)		AUDIT (19)	
AMOUNT IN LETTERS (3)		CURRENCY		AMOUNT IN FIGURES		ISSUED IN CONNECTION WITH (20)	
FARE/CHARGES (4)		TO		AT		ISSUED IN EXCHANGE FOR (21) NOT APPLICABLE	
EQUIV. AMT./FARE PAID (5)						ORIGINAL ISSUE (22) WHEN ISSUED AS AN MCO	
TAX/FEE/CHARGE (6)						MULTIPLE PURPOSE DOCUMENT - ISSUED BY	
TICKET TOTAL (7)						SUBJECT TO TERMS AND CONDITIONS	
OTHER CHARGES (8)						CPN	
EQUIV. CHARGE PAID (9)						AIRLINE CODE	
TOTAL EXCHANGE VALUE (10)		FORM OF PAYMENT (16)		APP. CODE		FORM AND SERIAL NUMBER	
SERVICE CHARGE/TAX ON MPD (11)		CURR.		CASH COLLECTION		CK	
TOTAL (12)		CREDIT BALANCE		COMM RATE		5000910712 0	
VOID IF MUTILATED OR ALTERED							

Note: The manual neutral Multi Purpose Document Carbonised distributed by the IATA BSPs will carry an overprint on the Agent and Audit coupon “VALID ONLY IF ISSUED BEFORE DD/MMM/YY”. This will indicate the last date by which the document can be issued.



8.4.2 Quick Reference Guide to Completion of the Manual MPD

Box	Entry Required	Paragraph
①	Enter passenger's surname (family name) followed by an oblique and the given (first) name	8.4.3
②	Check or tick specific reason for issuance of the MPD	8.4.4
③	Enter in words the total exchange value of the MPD, followed by the currency code of the country of commencement of travel	8.4.5
④	Enter the amount of fare or charges (excluding TFCs) preceded by the applicable currency code of the country of commencement of travel	8.4.6
⑤	Enter equivalent amount paid, if applicable, preceded by the relevant currency code	8.4.7
⑥	Enter the TFC amount which will be included in the total exchange value of the MPD, in the same currency as that shown in the "Total" box	8.4.8
⑦	Enter the total amount to be shown on the ticket in the currency of payment immediately preceded by the applicable currency code (applicable to PTA only. If not issued as a PTA enter XXX)	8.4.9
⑧	Enter charges which are included in the total exchange value of the MPD (applicable to PTA only)	8.4.10
⑨	Enter equivalent charge paid amount, in currency of payment (applicable to PTA only)	8.4.11
⑩	Enter the total value of exchange for which the MPD is issued, preceded by the currency code of payment.	8.4.12
⑪	Enter the prepaid service charge and/or tax amount not included in the exchange value of the MPD. PTA service charge to be followed with code "XP" and tax amount by "TX" code	8.4.13
⑫	Enter the total amount paid, preceded by the code of currency of payment	8.4.14
⑬	Enter the PNR address when available.	8.4.15
⑭	Enter the date of issue of the document	8.4.16
⑮	Enter the banker's rate of exchange, for charges other than fare, if applicable.	8.4.17
⑯	Enter the form of payment. In the case of reissue enter the new form of payment (if applicable) followed by the original form of payment, for credit card enter "CC"	8.4.18
⑰	Enter any endorsements/restrictions including any concerning refunds	8.4.19
⑱	Enter the banker's rate of exchange for fare paid, if applicable	8.4.20
⑲	Validate either by ticket imprinter or validator	8.4.21
⑳	Enter the document number of any other accountable document(s) issued in connection.	8.4.22
㉑	Enter the document number of the accountable document(s) being exchanged	8.4.23
㉒	Enter place, date and agent's numeric code of accountable document originally issued	8.4.24
㉓	Specify detail information as marked in "Reason for Issuance" box	8.4.25

8.4.3 “Name of Passenger” Box

Enter the passenger’s surname (family name), followed by an oblique, the given (first) name and optionally the title where appropriate. When given (first) name is not available or there is insufficient space, the first name may be replaced by the initials. When hyphenated surname or double surname is involved, omit the hyphen or, optionally, omit the space, e.g. BRYCE-BUCHANAN or BRYCE BUCHANAN as BRYCEBUCHANAN.

Example:

NAME OF PASSENGER	NOT TRANSFERABLE
<i>BRYCEBUCHANAN/ANDRE MR</i>	

Where the MPD is issued for more than one passenger, enter the name of each passenger. When space does not permit that, enter the name of the head of the family, group leader or sponsor, followed by “For (number) Passengers”. The other names shall be entered in the flexible area or on a separate list attached to each coupon. Such list shall be validated and annotated with the document number of the MPD.

Example:

NAME OF PASSENGER	NOT TRANSFERABLE
<i>ELTON/PETER MR FOR 5 PASSENGERS</i>	

When the MPD is issued for passengers whose names are unknown, enter the name of the group leader or sponsor followed by “For (number) Passengers”. This however, does not apply in countries of issuance where substitution of passenger name is prohibited by law.

8.4.4 “Reason for Issuance” Box

Check or tick the number indicating the reason for issuance.

Example:

REASON FOR ISSUANCE			
<input checked="" type="checkbox"/> 10 = EXCESS BAGGAGE TICKET	<input type="checkbox"/> 40 = PREPAID TICKET ADVICE		
<input type="checkbox"/> 20 = SPECIAL SERVICE TICKET	<input type="checkbox"/> 50 = SPECIFIED MISCELLANEOUS CHARGES ORDER		
<input type="checkbox"/> 30 = TOUR ORDER	<input type="checkbox"/> 51 = AGENTS REFUND VOUCHER		

8.4.5 “Amount in Letters” Box

Enter in words the total exchange value of the MPD, followed by the currency code, with minimum spaces between the words and currency codes and draw a line to fill any unused space, precluding additional entries.

Example:

AMOUNT IN LETTERS	CURRENCY	AMOUNT IN FIGURES
<i>ONE THREE FIVE FIVE</i> _____	<i>ZAR</i>	<i>1355</i> _____

8.4.6 “Fare/Charges” Box

Enter the amount of fare or charges (excluding TFCs) preceded by the applicable ISO currency code.

Exception: *Applicable during an EMU transition period; when it is advised that an EU Member State will be converting from a legacy currency to the euro the “Fare/Charges” box may show either the ISO currency code of the legacy national currency or the ISO currency code of the “euro” during the transition period. At the end of the transition period MPDs may only be issued in euros.*

Example:

FARE/CHARGES
<i>ZAR1320</i> _____

8.4.7 “Equivalent Amount/Fare Paid” Box

If payment is made in a currency other than that shown in the “Fare/Charges” box, enter the equivalent amount paid for the fare or charges preceded by the applicable currency code. If a euro amount is shown in the “AMOUNT IN LETTERS” and “AMOUNT IN FIGURES” boxes, and payment is made in another EMU country in euro, no entry shall be made in the “EQUIVALENT AMOUNT PAID” box.

Example:

EQUIV AMT/FARE PAID EUR2200.00

8.4.8 “Tax/Fee/Charge” Boxes

Enter the amount of TFCs which will be included in the total exchange value of the MPD, in the same currency of that shown in the “Total” box. The currency code is optional.

Example:

TAX/FEE/CHARGE EUR65.00ZA
TAX/FEE/CHARGE

When the TFC is for more than one country, show the TFC amount for each country separately. When the TFC is for a country other than the one of issuance, precede or follow the amount by the applicable country code.

Example:

TAX/FEE/CHARGE EUR17.50DE
TAX/FEE/CHARGE EUR20.00YC

If there are not enough Tax/Fee/Charge boxes, combine the TFCs into one amount. Enter the amount in one box preceded or followed by the code “XT”. Detail the combined TFCs in the flexible area, followed or preceded by the appropriate two-letter codes.

8.4.9 “Ticket Total” Box

This entry is applicable only when the MPD is issued as a PTA. Enter the total amount to be shown on the ticket in the currency of payment, preceded by the applicable currency code. When the document is not used for a PTA, enter “XXX”.

Examples:

Issued as a PTA

TICKET TOTAL EUR2265.00

Not Issued as a PTA

TICKET TOTAL XXX

8.4.10 “Other Charges” Box

This entry is applicable only when the MPD is issued as a PTA. Enter charges which are included in the total exchange value of the MPD but are not part of the amounts mentioned in the preceding boxes. Precede the amount of this charge by the currency code of payment.

8.4.11 “Equivalent Charge Paid” Box

This entry is applicable only when the MPD is issued as a PTA. When payment of other charges is made in a currency other than that shown in the “Other Charges” box, enter the equivalent charge paid, preceded by the currency code of payment.

8.4.12 “Total Exchange Value” Box

Enter the total value for exchange for which the MPD is issued, preceded by the currency code of payment.



8.4.13 “Service Charge/Tax on MPD” Box

Enter the amount of the PTA service charge or of the tax on the MPD paid locally and not part of the exchange value of the MPD. Precede the amount by the currency code of payment. Follow the amount of PTA service charge by the code “XP” and the tax amount by the code “TX”.

8.4.14 “Total” Box

Enter the total amount paid preceded by the currency code of payment.

8.4.15 “Airline Data” Box

Enter PNR address when available.

Example:

AIRLINE DATA
A2UB40/BB

8.4.16 “Date of Issue” Box

Enter date of issue.

Example:

DATE OF ISSUE
05JUN07

8.4.17 “Bank Exchange Rate – Other Charges” Box

When applicable, enter the banker’s rate of exchange to obtain the amount to be collected in the currency of payment, used for charges other than the fare, e.g. CYP1.90.

8.4.18 “Form of Payment” Box

Enter applicable form of payment.

Example:

FORM OF PAYMENT
CASH

8.4.19 “Endorsements/Restrictions” Box

Enter any endorsements/restrictions including any concerning refunds. Carry forward any endorsements/restrictions when reissuing.

Example:

ENDORSEMENTS/RESTRICTIONS (CARBON)
REFUNDABLE ONLY BY ORIGINAL ISSUING OFFICE

8.4.20 “Bank Exchange Rate – Fare” Box

When applicable, enter the banker’s rate of exchange to obtain the amount to be collected in the currency of payment, used for the fare paid, e.g. CYP1.90.

8.4.21 “Place of Issue – Agency” Box

The MPD must be validated either by ticket imprinter or validator stamp.

8.4.22 “Issued in Connection With” Box

Enter the document number of any other accountable document(s) issued in connection.

8.4.23 “Issued in Exchange For” Box

Enter the document number of the accountable document(s) being exchanged. Not applicable when the MPD is issued as a Specified MCO. When the MPD is issued as a Specified MCO (coded 50), this box shall be left blank.

8.4.24 “Original Issue” Box

Not applicable when the MPD is issued as a Specified MCO. When the MPD is issued as a Specified MCO (code 50), this box shall be left blank:

- (a) in the case of reissue, enter the document number, place, date and agent’s numeric code, if any, of the accountable document originally issued; carry forward this information to subsequently reissued MPD(s);
- (b) in the case of original issue, enter the place, date and agent’s numeric code. Carry forward this information if the MPD is reissued.

8.4.25 “Flexible (Free Format) Area”

8.4.25.1 Excess Baggage Ticket

Code 10 – “Excess Baggage Ticket” is checked/ticked in the “Reason for Issuance” box.

Enter the carrier designator in the “TO” area followed by the carrier code and enter the place in the “AT” area followed by the location.

Enter the routing covered by the excess baggage charge using airport/city codes and airline designators. Enter the reason for the charge: excess weight, excess pieces, oversize or excess value declared with the quantity in excess. Where applicable give a description of the item: pet, golfing equipment, skiing equipment, etc. Enter the charge per unit. Enter any other relevant information. Enter the routing applicable to the exchange coupon using airport/city codes and airline designator. If the document is issued in conjunction with another MPD, enter the number of the conjunction document.

8.4.25.2 Special Service Ticket

Code 20 – “Special Service Ticket” is checked/ticked in the “Reason for Issuance” box.

Enter the carrier designator in the “TO” area and enter the place in the “AT” area.

Specify the special service for which the MPD is provided, e.g. “UPGRADE” followed by the routing, flight class, date and reservation status.

The exchange coupon shall be attached to the corresponding flight coupon of the passenger ticket.

Example:

TO	AT
<i>BB</i>	<i>AMS</i>
<i>UPGRADE</i>	
<i>AMS/NYC YY641C 28JUN05 HK1</i>	
<i>UPGRADE FROM M TO C</i>	
<i>NOT VALID WITHOUT FLIGHT COUPON ATTACHED</i>	

8.4.25.3 Tour Order

Code 30 – “Tour Order” is checked/ticked in the “Reason for Issuance” box.

Enter the name of the carrier/operator in the “TO” area. Enter the location of the carrier/operator in the “AT” area.

Enter “TOUR” followed by the name of the tour, followed by the official tour number, if any. Enter “PRESENT TO” followed by name, address and telephone number of the vendor. Enter “VALID” followed by tour data. This includes tour features such as beginning and end of the services, number of nights, type of room, number of meals, the reservation status and the number of persons. Enter arrival and departure information. Enter “BILL TO”, followed by the party to be billed. Optionally, enter “FOR ANY CHANGE ETC”, followed by contact information.

Example:

TO	AT
<i>WELCOME DESK</i>	<i>SCHIPHOL AIRPORT ARRIVAL HALL</i>
<i>TOUR – AMSTERDAM STOPOVER PACKAGE</i>	
<i>PRESENT TO - MR TULIP 682 KALVER ST TEL 567234</i>	
<i>VALID – HTL BARBIZON CENTRE 1 DBLB IN 18JUN05 – OUT 20JUN05</i>	
<i>INCL 2 BFSTS 2 LUNCHES 2 DINNERS FOR 2 PERSONS</i>	
<i>INCL ADMISSION RIJKS MUSEUM – REMBRANDT EXHIBITION 19JUN</i>	
<i>ARRIVAL – YY644 17JUN NYC AMS HK1</i>	
<i>DEPARTURE – YY831 20JUN AMS SIN HK1</i>	
<i>BILL TO – HOLLAND PROMOTION FOUNDATION AMSTERDAM PH6781234</i>	
FORM OF PAYMENT	APR. CODE EXT. PAY. T

8.4.25.4 Prepaid Ticket Advice

Code 40 – “Prepaid Ticket Advice” is checked/ticked in the “Reason for Issuance” box.

Enter the name of the carrier in the “TO” area. Enter the place in the “AT” area.

Enter “C/” followed by the address and telephone number of the passenger.

Enter “X/” followed by the routing and fare and passenger type code.

Enter “B/” followed by the reservation data.

Enter “R/” followed by additional information when applicable.

Enter “S/” followed by name and address of sponsor.

8.4.25.5 Specified Miscellaneous Charges Order

Code 50 – “Specified MCO” is checked/ticked in the “Reason for Issuance” box.

Enter the name of the honouring carrier in the “TO” area and the location where the coupon is to be honoured in the “AT” area.

Enter “VALID FOR” followed by the exchange data.

8.4.25.6 Agents Refund Voucher

Code 51 – “Agents Refund Voucher” is checked/ticked in the “Reason for Issuance” box.

Enter the name of the original issuing carrier in the “TO” area and the location where the coupon is to be refunded in the “AT” area. Optionally specify the calculation of the refund, e.g. value of the original document being reissued and the value of the new document.



Multiple Purpose Document (Travel Agent)

8.5 EXAMPLES OF COMPLETED MPDs

Manual Neutral Carbonised MPD

Example of a Completed MPD issued as a Prepaid Ticket Advice (PTA)

NAME OF PASSENGER <i>SUN/SHARON MS</i>		NOT TRANSFERABLE	ENDORSEMENTS/RESTRICTIONS (CARBON) <i>REFUND TO SPONSOR ONLY</i>		AIRLINE DATA <i>AC7WM3/AB</i>	5000 910 712	
REASON FOR ISSUANCE <input type="checkbox"/> 10 = EXCESS BAGGAGE TICKET <input type="checkbox"/> 20 = SPECIAL SERVICE TICKET <input type="checkbox"/> 30 = TOUR ORDER		<input checked="" type="checkbox"/> 40 = PREPAID TICKET ADVICE <input type="checkbox"/> 50 = SPECIFIED MISCELLANEOUS CHARGES ORDER <input type="checkbox"/> 51 = AGENTS REFUND VOUCHER		DATE OF ISSUE VALIDATE	BANK EXCHANGE RATE - FARE <i>ZAR5 = GBP1.00</i>	PLACE OF ISSUE - AGENCY VALIDATE AUDIT	
AMOUNT IN LETTERS <i>SIX ZERO THREE ZERO</i>		CURRENCY <i>ZAR</i>	AMOUNT IN FIGURES <i>6030</i>		ISSUED IN CONNECTION WITH		
FARE/CHARGES <i>GBP1200.00</i>	TO <i>AB</i>	AT <i>LON</i>	ISSUED IN EXCHANGE FOR		NOT APPLICABLE		
EQUIV. AMT./FARE PAID <i>ZAR 6000</i>	<i>C/32 JETSET AVE CAMBRIDGE LONDON TEL 64217634</i>		ORIGINAL ISSUE		WHEN ISSUED AS AN MCO		
TAX/FEE/CHARGE <i>ZAR30 ZA</i>	<i>X/LON BB JNB 600.00 BB LON600.00 GBP 1200.00</i>		MULTIPLE PURPOSE DOCUMENT - ISSUED BY		ABC AIRLINES		
TICKET TOTAL <i>ZAR6030</i>	<i>B/AB 235 Y 20 FEB LHR JNB HK/AA 238 Y 03 MAR JNB LHR HKI</i>		FORM OF PAYMENT <i>VI 4901 4711 0234 5641</i>		SUBJECT TO TERMS AND CONDITIONS		
OTHER CHARGES	<i>S/MR A JONES 16 ARIES AVE EDENVALE TEL 9748123</i>		APP. CODE <i>64217</i>	EXT. PAY. T.	CPN AIRLINE CODE FORM AND SERIAL NUMBER CK		
EQUIV. CHARGE PAID	TOTAL EXCHANGE VALUE <i>ZAR6030</i>		CURR.	CASH COLLECTION	CREDIT BALANCE	COMM RATE	TAX AMOUNT
TOTAL EXCHANGE VALUE <i>ZAR6030</i>	SERVICE CHARGE/TAX ON MPD <i>ZAR70 XP</i>						
TOTAL <i>ZAR6100</i>	VOID IF MUTILATED OR ALTERED						
						789 5000910127 6	

Example of an MPD Issued as an Agents Refund Voucher

NAME OF PASSENGER <i>HILADO/BIANCA MS</i>		NOT TRANSFERABLE	ENDORSEMENTS/RESTRICTIONS (CARBON)		AIRLINE DATA <i>5000 910 712</i>	5000 910 712	
REASON FOR ISSUANCE <input type="checkbox"/> 10 = EXCESS BAGGAGE TICKET <input type="checkbox"/> 20 = SPECIAL SERVICE TICKET <input type="checkbox"/> 30 = TOUR ORDER		<input type="checkbox"/> 40 = PREPAID TICKET ADVICE <input type="checkbox"/> 50 = SPECIFIED MISCELLANEOUS CHARGES ORDER <input checked="" type="checkbox"/> 51 = AGENTS REFUND VOUCHER		DATE OF ISSUE VALIDATE	BANK EXCHANGE RATE - FARE	PLACE OF ISSUE - AGENCY VALIDATE AUDIT	
AMOUNT IN LETTERS <i>TWO HUNDRED AND FORTY THREE</i>		CURRENCY <i>EUR</i>	AMOUNT IN FIGURES <i>243.00</i>		ISSUED IN CONNECTION WITH		
FARE/CHARGES <i>EUR243.00</i>	TO <i>ABC AIRLINES</i>	AT <i>FRA</i>	ISSUED IN EXCHANGE FOR		NOT APPLICABLE		
EQUIV. AMT./FARE PAID	<i>ORIGINAL FARE FRA-PAR-FRA</i>		ORIGINAL ISSUE		WHEN ISSUED AS AN MCO		
TAX/FEE/CHARGE	<i>EUR532.00 RETURN</i>		MULTIPLE PURPOSE DOCUMENT - ISSUED BY		ABC AIRLINES		
TICKET TOTAL <i>XXX</i>	<i>NEW FARE FRA-PAR OW</i>		FORM OF PAYMENT <i>CASH</i>		SUBJECT TO TERMS AND CONDITIONS		
OTHER CHARGES	<i>EUR289.00 REFUND EUR243.00</i>		APP. CODE	EXT. PAY. T.	CPN AIRLINE CODE FORM AND SERIAL NUMBER CK		
EQUIV. CHARGE PAID	TOTAL EXCHANGE VALUE <i>EUR243.00</i>		CURR.	CASH COLLECTION	CREDIT BALANCE	COMM RATE	TAX AMOUNT
TOTAL EXCHANGE VALUE <i>EUR243.00</i>	SERVICE CHARGE/TAX ON MPD <i>EUR243.00</i>						
TOTAL <i>EUR243.00</i>	VOID IF MUTILATED OR ALTERED						
						7895000910712 0	

Example of a Completed Neutral Automated MPD Issued as a Tour Order

MULTIPLE PURPOSE DOCUMENT SUBJECT TO TERMS AND CONDITIONS							
ISSUED BY ABC Airlines		ISSUED IN CONNECTION WITH		AIRLINE DATA		AGENT	
ENDORSEMENTS/RESTRICTIONS		NOT TRANSFERABLE		DATE OF ISSUE <i>01 JUN 05</i>	BANK EXCHANGE RATE - FARE <i>EUR1.00 = ZAR3.18302</i>	BANK EXCHANGE RATE - OTHER CHARGES	
NAME OF PASSENGER <i>SOAP/JOSEPH MR</i>		REASON FOR ISSUANCE <i>30 TOUR ORDER</i>					
AMOUNT IN LETTERS <i>ONE ONE THREE ONE POINT ZERO ZERO EUR</i>							
FARE/CHARGES <i>ZAR3600</i>	PRESENT TO: SPRINGBOK ATLAS SPEARS VALID: KRUGER PARK TOUR 2B 741						
EQUIV. AMT./FARE PAID <i>EUR1131.00</i>	COUPON 2 VOID						
TAX/FEE/CHARGE	DEPARTURE 15 JUN 05 RETURN 15 JUL 05						
TICKET TOTAL <i>XXX</i>	FORM OF PAYMENT <i>CASH</i>						
OTHER CHARGES	APPROVAL CODE		EXT. PAYMENT		ISSUED IN EXCHANGE FOR		
EQUIV. CHARGE PAID	TOTAL EXCHANGE VALUE <i>EUR1131.00</i>		ORIGINAL ISSUE		REMITTANCE AREA		
TOTAL EXCHANGE VALUE <i>EUR1131.00</i>	SERVICE CHARGE TAX ON MPD		CPN AIRLINE CODE FORM AND SERIAL NUMBER CK		STOCK CONTROL TX954 CK		
TOTAL <i>EUR1131.00</i>	VOID IF MUTILATED OR ALTERED		0123456789 6		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		
				A 1 7 8 9 0 1 2 3 4 5 6 7 8 9 6 E			



CHAPTER 9 – PREPAID TICKET ADVICE

9.1 PURPOSE

“Prepaid Ticket Advice” (PTA) is the notification by teletype, commercial wire or mail that a person in one city has requested the issuance of prepaid transportation to another person(s) in another city.

The use of the PTA permits the issuance of a ticket at a point other than the point of payment. The PTA may be issued to cover:

- (a) fare and tax(es), fee(s) and charge(s) for transportation;
- (b) prepayment of excess baggage charges and other related services in connection with the prepayment of specified air transportation;
- (c) provision of a cash advance to cover enroute expenses in connection with the prepayment of specified air transportation. The PTA may not be used for transmittal of funds only.

9.2 ISSUANCE

9.2.1 MCO, MPD issued as a PTA

△ The carrier will complete an MCO as described in Chapters 3, 4 or an MPD as described in Chapter 7 or 8 as a PTA which is illustrated on the pages following. The carrier will retain the exchange coupon and arrange for transmittal of the PTA to the ticketing office in accordance with carrier’s procedures.

A travel agent may sell prepaid transportation. In so doing, the agent should complete an MCO as described in Chapter 6, or an MPD issued as a PTA as described in Chapter 8. However, the travel agent must not forward the PTA to the passenger or the ticketing office. The agent shall contact the local office of the carrier who will transmit the PTA.

The office originating the PTA will ensure that the correct equivalent of the applicable fare has been collected from the sponsor.

9.2.2 Ticket

The ticketing office will ensure that the PTA received shows the correct applicable fare in the local currency of the country of commencement of transportation and issue the ticket in exchange for the related MCO or MPD. Enter the MCO or MPD number in the “Issued in Exchange For” box. Enter in the “Original Issue” box the MCO or MPD number, place, and date of issue thereof as well as issuing agent’s numeric code, if available on the PTA.

When issuing a ticket against a PTA, also enter the Equivalent Fare Paid (EFP) amount as shown in the PTA message.

In the “Total” box, enter “NO ADC” or, optionally, the total amount as shown in the PTA message.

At the time of ticket issuance against a PTA, if the passenger requires a change, e.g. upgrade, that would result in an additional collection:

- (a) issue the ticket for the Specified Amount of the PTA;
- (b) re-issue the ticket to reflect the Additional Collection.

Note: *The receiving office is required to acknowledge receipt of the PTA.*

A travel agent issuing an accountable document against a PTA shall not change any detail specified in the PTA without authorisation from the airline to whom the PTA was addressed and/or the airline that issued the PTA.

9.3 REFUNDS

If overcollection is subsequently discovered, or only part of the PTA value is to be utilised, the ticketing airline must issue an MCO or MPD issued as an MCO. When the ticket is issued by a travel agent an Agents Refund Voucher or MPD issued as an Agents Refund Voucher must be issued, for the difference to be refunded in the *currency of original payment and for*:

- (a) airlines– transmit a refund authority covering the difference to the selling office; or
- (b) travel agents – contact the local office of the carrier, who will transmit the refund authority.

9.4 PTAs FOR ELECTRONIC TICKETS

The PTA process for electronic tickets is essentially eliminated since the electronic ticket can be issued directly by the Validating Carrier/Selling Office. Only a passenger itinerary/receipt and ticket notices are required.

9.4.1 Ticket Issuance Restrictions

Some countries impose restrictions on the issuance of PTAs and tickets for travel that commences in those countries. These countries require that such tickets are issued IN the country concerned.

This restriction is applicable equally to electronic tickets. In such cases PTAs may be required.

9.4.2 Impact of E-Ticketing on PTAs

As there is no longer a requirement to provide the flight coupons to the passenger, in theory the PTA process is no longer required since the electronic flight coupons are held in the Validating Carrier's database. However, some carriers may restrict the issuance of tickets to the country of commencement of international travel. In addition, some government and/or exchange control restrictions may require that the ticket be issued in the country of commencement of international travel. In such circumstances PTA transactions may still be required where payment is made outside the country of commencement.

9.5 COMPLETION OF THE MCO FOR A PTA

9.5.1 MCO Layout

One Exchange Coupon MCO

ISSUED BY ABC AIRLINES		VOID IF MUTILATED OR ALTERED VALID ONE YEAR FROM DATE OF ISSUE		MISCELLANEOUS CHARGES ORDER AUDIT COUPON		BANK EXCHANGE RATE (6)	DATE AND PLACE OF ISSUE	
NAME OF PASSENGER (9)				(NOT TRANSFERABLE)		EQUIVALENT AMOUNT PAID (5)	(15)	
TYPE OF SERVICE FOR WHICH ISSUED (1)						TAX ON MCO (16)		
VALUE FOR EXCHANGE (1)	AMOUNT IN LETTERS (2)	CURRENCY (3)	AMOUNT IN FIGURES (4)			OTHER CHARGES (17)		
1	TO (7)	AT				TOTAL (18)	AGENT	
RESERVATION DATA (8)						ISSUED IN CONNECTION WITH		
REMARKS (10)						ENDORSEMENTS/RESTRICTIONS (CARBON) (11)		
						FORM OF PAYMENT (12)		
						ISSUED IN EXCHANGE FOR (13)		
ORIGINAL ISSUE	AIRLINE (14)	FORM	SERIAL NUMBER	PLACE	DATE	AGENTS NUMERIC CODE		
						CPN AIRLINE CODE FORM SERIAL NUMBER CK 000 4010123456 30		
A 0 0 0 0 4 0 1 0 1 2 3 4 5 6 3 E						DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		

9.5.2 Quick Reference Guide to Completion of the Miscellaneous Charges Order for a PTA

Box	Entry Required
①	Enter "PTA" or "PTA INCL. TFCs" (if applicable).
②	Enter in block letters the total value of the PTA in the currency of the country of commencement of international transportation.
③	Enter currency code of the country of commencement of international transportation unless otherwise provided by local currency regulations. For countries whose fares are published in USD, enter "USD".
④	Enter value of PTA in figures. This is the same amount as that shown in the "Amount in Letters" box.
⑤	If applicable, enter equivalent amount paid, preceded by the applicable IATA currency code.
⑥	Enter banker's rate(s) of exchange between currency of payment and currency in which the MCO is issued.
⑦	Enter name of carrier and location where ticket(s) are to be issued.
⑧	Enter flights, RBD's, dates and status of reservations.
⑨	Enter the passenger's surname (family name) followed by an oblique, the given (first) name and, optionally, the title of each passenger. When the given (first) name is not available or there is insufficient space on the MCO, the given (first) name may be replaced by the initials (for Group PTAs, refer to 3.11).
⑩	Enter the following details: sponsor's name, address and telephone number (if available); passenger address and telephone number; fare, fare calculation points and IROE, using linear format, non local TFCs and any tariff fee(s) or charge(s) that has to be shown separately on the ticket. Show the fare in the currency of the country of commencement of international transportation, and the equivalent in the currency of payment. TFC(s) shall be preceded or followed by the appropriate two-letter code. TFCs which will be reflected on the ticket must be included in this box and may be shown individually in the currency of payment.
⑪	May indicate refund restricted to the selling office or to the purchaser. Example: "REFUNDABLE IN ISRAEL TO SPONSOR ONLY".
⑫	Enter form of payment code.
⑬	Enter the document number of the document being exchanged (if any).
⑭	Enter the first document number, place, date and agent's numeric code (if any) of the document(s) originally issued.
⑮	Validate with a validator, stamp or imprinter.
⑯	Enter in this box only the taxes which are not to appear on the ticket and in the currency of payment, any taxes levied by the local government for the issuance of the MCO in the country where the MCO is issued.
⑰	Enter any applicable PTA service charge using the code "XP".
⑱	Enter total paid in currency of payment preceded by the applicable currency code.



Example of an Automated MCO Issued as a PTA by Travel Agents – BSP



Note: Effective 01 January 2008, OPATB2 stock will no longer be available for issuance.

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****		0001228	
	SUBJECT TO CONDITIONS OF CONTRACT		MISCELLANEOUS CHARGES ORDER	
	IATA-BSP DATE OF ISSUE 17NOV05 MCO AGENT COUPON		ISS. OFF. CODE 99999999	
	ABC AIRLINES / FRANKFURT DE		NAME OF PASSENGER	
	ISS. AGT. ID./PLACE OF ISSUE FUN TRAVEL		FROM	
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR		TO	
	ISS. AGT. ID./PLACE OF ISSUE TO ORIENT AIRWAYS		RES. INVALID BEFORE INVALID AFTER	
	CARRIER/FLIGHT CLASS/DATE TIME AT HONG KONG		GATE BOARD TIME SEAT SMOKE	
	REPAID TICKET ADVISE		BAGGAGE ID NO.	
	ENDORSEMENTS/RESTRICTIONS REFUND TO SPONSOR ONLY		DOCUMENT NUMBER	
ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR HPKNHS/XY		
FARE CALCULATION		FARE BASIS DE		
AB289 Y 06JAN HKGFRA OW. FARE BASIS Y. FARE CAL		C HKG AB FRA Q4.23 1811.69 NUC1815.92END ROE7.79934 9.00HK		
FARE HKD 14170 EQUIV. FARE PAID EUR 1594.00 FORM OF PAYMENT CASH		ADDITIONAL SEAT INFORMATION		
TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX 95493080472936		
TAX/FEES/CHARGE		DOCUMENT NUMBER 0 000 1922331222 3		
TOTAL EUR 1603.00		BAGGAGE ID NO. 0000		
		DOCUMENT NUMBER 99999999		
		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****		0001228	
	SUBJECT TO CONDITIONS OF CONTRACT		MISCELLANEOUS CHARGES ORDER	
	IATA-BSP DATE OF ISSUE 17NOV05 MCO EXCHANGE COUPON		ISS. OFF. CODE 99999999	
	ABC AIRLINES / FRANKFURT DE		NAME OF PASSENGER	
	ISS. AGT. ID./PLACE OF ISSUE FUN TRAVEL		FROM	
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR		TO	
	ISS. AGT. ID./PLACE OF ISSUE TO ORIENT AIRWAYS		RES. INVALID BEFORE INVALID AFTER	
	CARRIER/FLIGHT CLASS/DATE TIME AT HONG KONG		GATE BOARD TIME SEAT SMOKE	
	REPAID TICKET ADVISE		BAGGAGE ID NO.	
	ENDORSEMENTS/RESTRICTIONS REFUND TO SPONSOR ONLY		DOCUMENT NUMBER	
ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR HPKNHS/XY		
FARE CALCULATION		FARE BASIS DE		
AB289 Y 06JAN HKGFRA D/W. FARE BASIS Y. FARE CAL		C HKG AB FRA Q4.23 1811.69Y NUC1815.92END ROE7.7 9934 9.00HK		
FARE HKD 14170 EQUIV. FARE PAID EUR 1594.00 FORM OF PAYMENT CASH		ADDITIONAL SEAT INFORMATION		
TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX 95493080472940		
TAX/FEES/CHARGE		DOCUMENT NUMBER 1 000 1922331222 6		
TOTAL EUR 1603.00		BAGGAGE ID NO. 0000		
		DOCUMENT NUMBER 99999999		
		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		

OPATB 2	PASSENGER TICKET AND BAGGAGE CHECK *****		0001228	
	SUBJECT TO CONDITIONS OF CONTRACT		MISCELLANEOUS CHARGES ORDER	
	IATA-BSP DATE OF ISSUE 17NOV05 MCO PASSENGER RECEIPT		ISS. OFF. CODE 99999999	
	ABC AIRLINES / FRANKFURT DE		NAME OF PASSENGER	
	ISS. AGT. ID./PLACE OF ISSUE FUN TRAVEL		FROM	
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR		TO	
	ISS. AGT. ID./PLACE OF ISSUE TO ORIENT AIRWAYS		RES. INVALID BEFORE INVALID AFTER	
	CARRIER/FLIGHT CLASS/DATE TIME AT HONG KONG		GATE BOARD TIME SEAT SMOKE	
	REPAID TICKET ADVISE		BAGGAGE ID NO.	
	ENDORSEMENTS/RESTRICTIONS REFUND TO SPONSOR ONLY		DOCUMENT NUMBER	
ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR HPKNHS/XY		
FARE CALCULATION		FARE BASIS DE		
AB289 Y 06JAN HKGFRA D/W. FARE BASIS Y. FARE CAL		C HKG AB FRA Q4.23 1811.69Y NUC1815.92END ROE7.7 9934 9.00HK		
FARE HKD 14170 EQUIV. FARE PAID EUR 1594.00 FORM OF PAYMENT CASH		ADDITIONAL SEAT INFORMATION		
TAX/FEES/CHARGE		STOCK CONTROL NUMBER TX 95493080472951		
TAX/FEES/CHARGE		DOCUMENT NUMBER 0 000 1922331222 3		
TOTAL EUR 1603.00		BAGGAGE ID NO. 0000		
		DOCUMENT NUMBER 99999999		
		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE		



9.5.3 Completed MCO/MPD used for a PTA

One Exchange Coupon MCO

ISSUED BY ABC AIRLINES		VOID IF MUTILATED OR ALTERED VALID ONE YEAR FROM DATE OF ISSUE		MISCELLANEOUS CHARGES ORDER AUDIT COUPON		BANK EXCHANGE RATE 1USD=0.771635EUR		DATE AND PLACE OF ISSUE	
NAME OF PASSENGER MIRCESCU/RALUCAMS		SUBJECT TO TERMS AND CONDITIONS ON BACK OF PASSENGER'S COUPON		(NOT TRANSFERABLE)		EQUIVALENT AMOUNT PAID EUR3073.35		VALIDATE	
TYPE OF SERVICE FOR WHICH ISSUED PTA INCL TFCS		VALUE FOR EXCHANGE THREE NINE EIGHT ONE 05/100		CURRENCY USD		AMOUNT IN FIGURES 3981.85		OTHER CHARGES EUR35XP	
TO XYZ AIRLINE		AT MNL		ISSUED IN CONNECTION WITH		TOTAL EUR3108.35		AGENT Sign	
RESERVATION DATA MNL XY FRA Y/OPEN FRA XY EVN Y/OPEN		REMARKS SPONSOR: MS. STANJA LUMINESCU 129 RUE DE VILLIERS 75017 PARIS PHONE 33(0)14764 4410		PSGR CTC: 155 KATIPUNAN AVE, Q.C. METROMANILA, PHONE 4261164		ENDORSEMENTS/RESTRICTIONS (CARBON) REFUNDABLE TO SPONSOR IN FRANCE ONLY		FORM OF PAYMENT CASH	
FARE USD3949.00 TFCS USD 24.05RA USD8.80DE TOTAL USD 3981.85		EQFP EUR3048.00 EQUIV TFCS EUR 18.56RA EUR6.79DE TTL EQUIV EUR 3073.35		CPN AIRLINE CODE FORM SERIAL NUMBER CK		000 4010123456 3		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE	

or
Automated Carrier PTA

ATB 2	ISSUED BY ABC AIRLINES		DATE OF ISSUE 01 JUN 06		ISS. OFF. CODE 2340000		ISO FR		PREPAID TICKET ADVISE	
	NAME OF PASSENGER (NOT TRANSFERABLE) MIRCESCU/RALUCA MS		ISS. AGENCY PARSX		PLACE OF ISSUE PARIS		FOUR CODE FL 0		SPONSOR INFO	
FROM 155 KATIPUNAN AVE Q.C. METROMANILA TEL. 4261164		CARRIER/FLIGHT TEL. 4261164		CLASS/DATE RES. DATA MNL XY FRA Y/OPEN FRA XY EVN Y/OPEN		INVALID BEFORE INVALID AFTER		FROM STANJA LUMINESCU 129 RUE DE VILLIERS 75017 PARIS TEL. 33(0)147644410		
FARE CALCULATION MNL XY FRA XY EVN M3949.00Y NUC3949.00END ROEL.00XT EUR18.56RA6.79DE		PTA FARE USD3949.00 BSR 1USD EQUALS 0.771835 EUR		FORM OF PAYMENT CASH		SEQU. NO. ALLOW PCS CK.WT. UNCK. WT.		NOT VALID FOR TRAVEL ADDITIONAL SEAT INFORMATION		
PTA FARE USD3949.00 TAX/FEE/CHARGE EUR35.00XP TOTAL EUR3073.35		STOCK CONTROL NUMBER TX 78900026800001		DOCUMENT NUMBER 0 000 2803459241 4		PCSK CK.WT. UNCK. WT. SEQ. NO. ALLOW PCS CK.WT. UNCK. WT.		REFUNDABLE TO SPONSOR ONLY		

or
MPD

NAME OF PASSENGER MIRCESCU/RALUCA MS		NOT TRANSFERABLE		ENDORSEMENTS/RESTRICTIONS (CARBON) REFUNDABLE TO SPONSOR ONLY		AIRLINE DATA		AUDIT COUPON	
REASON FOR ISSUANCE <input type="checkbox"/> 10 = EXCESS BAGGAGE TICKET <input type="checkbox"/> 20 = SPECIAL SERVICE TICKET <input type="checkbox"/> 30 = TOUR ORDER <input checked="" type="checkbox"/> 40 = PREPAID TICKET ADVICE <input type="checkbox"/> 50 = SPECIFIED MISCELLANEOUS CHARGES ORDER <input type="checkbox"/> 60 = UNSPECIFIED MISCELLANEOUS CHARGES ORDER		DATE OF ISSUE VALIDATE		BANK EXCHANGE RATE - FARE 1USD=0.771835EUR		DATE AND PLACE OF ISSUE VALIDATE		BANK EXCHANGE RATE - OTHER CHARGES 1USD=0.771835EUR	
AMOUNT IN LETTERS THREE ZERO SEVEN THREE POINT THIRTY FIVE		CURRENCY EUR		AMOUNT IN FIGURES 3073.35		ISSUED IN CONNECTION WITH		Cgr	
FARE CHARGES USD3949.00 EQUIV. AMOUNT PAID EUR3048.00 TAX/FEE/CHARGE EUR18.56RA EUR6.79DE TICKET TOTAL EUR 3073.35		TO XY		AT MNL		ISSUED IN CONNECTION WITH		ISSUED IN EXCHANGE FOR	
EQUIV. CHARGE PAID EUR3073.35		C/155 KATIPUNAN AVE, Q.C, METROMANILA TEL.4261164		S/STANJA LUMINESCU 129 RUE DE VILLIERS 75017 PARIS TEL 33(0)147644410		ORIGINAL ISSUE		MULTIPLE PURPOSE DOCUMENT - ISSUED BY ABC AIRLINES	
TAX/FEE/CHARGE EUR35.00XP		B/MNL XY FRA Y/OPEN FRA XY EVN Y/OPEN		FORM OF PAYMENT CASH		APP. CODE		EXT. PAK. T.	
TOTAL EUR3108.35		XM/MNL XY FRA XY EVN M3949.00Y NUC 3949.00END ROE1.00		EACH COUPON TO BE HONoured FOR THE VALUE SHOWN THEREON VALID ONE YEAR FROM DATE OF ORIGINAL ISSUE		CPN AIRLINE CODE FORM AND SERIAL NUMBER CK		000 5090910127 6	

△ 9.5.4 Teletype Message Transmitting a PTA

Example illustrating a teletype message for the request of the issuance of a ticket paid for against a PTA.

Teletype Address	MNLRPXY
Teletype Signature .....	.PARRPCC 071945
Record Locator	XY QZUZAK
“PTA” and MCO Number	PTA 0004010123456
“Date of issue”	DATE OF ISSUE 01JUN06
“Issue TO”	ISSUE TO
Name of Passenger(s)	1MIRCESCU/RALUCAMS
Address/Phone Number .....	.C/155 KATIPUNAN AVE, Q.C., METROMANILA PHONE 4321164
Routing/Fare Construction/Fare Basis .....	.X/MNL XY FRA XY EVN M3949.00Y NUC3949.00END ROE1.00
Reservation Information .....	.B/OPEN
Additional Information or Restrictive Conditions	
(if applicable)	.R/REFUND TO SPONSOR ONLY
Form of Payment .....	.V/CASH
Fare/Tax/Ticket Total/other Charges/PTA .....	.F/FARE USD3949.00 EQFP EUR3048.00 TFC EUR18.56RA6.79DE RATE 1USD=0.771635EUR
PTA Total (in numerics)	TKT TOTL EUR3073.35
PTA Total (in letters) .....	.T/TOTL THREE ZERO SEVEN THREE POINT THREE FIVE EUR ONLY
Acknowledgement	ACK

9.6 TICKET ISSUED AGAINST A PTA

Ticket issued against the PTA shown in 9.5.3.

TAT

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION MNLEVN AIRLINE DATA		DATE AND PLACE OF ISSUE VALIDATE															
ENDORSEMENTS/RESTRICTIONS (CARBON) REFUNDABLE IN FRANCE TO SPONSOR ONLY		TOUR CODE		AUDIT COUPON		ISSUED IN EXCHANGE FOR 0004010123456																	
NAME OF PASSENGER MIRCESCU/RALUCAMS		NOT TRANSFERABLE		CONJUNCTION TICKETS																			
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW												
	FROM																						
	MANILA	W9	O	P	E	N		Y			20K												
	TO																						
	FRANKFURT	W9	O	P	E	N		Y			20K												
	TO																						
	YEREVAN	V	O	I	D																		
	TO																						
	VOID	V	O	I	D																		
	TO																						
	VOID																						
FARE		BAGGAGE CHECKED		UNCHECKED		PCS		WT		UNCHECKED		PCS		WT		UNCHECKED		PCS		WT		UNCHECKED	
USD 3949.00		FARE CALCULATION MNL W9 FRA W9 EVN M3949.00NUC3949.00END ROE1.00																					
TAX/FEES/CHARGE																							
EUR 3048.00																							
TAX/FEES/CHARGE																							
EUR 18.56RA																							
TAX/FEES/CHARGE																							
EUR 6.79DE																							
TOTAL																							
EUR 3073.35																							
STOCK CONTROL TX 789																							
0123456789																							
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER		CK		FORM OF PAYMENT PT/CASH		ORIGINAL ISSUE													
		000	2400726656	5		0004010123456		PAR 01JUN06		37123451													
		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE																					

or

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION MNLEVN AIRLINE DATA		DATE AND PLACE OF ISSUE VALIDATE															
ENDORSEMENTS/RESTRICTIONS (CARBON) REFUNDABLE IN FRANCE TO SPONSOR ONLY		TOUR CODE		AUDIT COUPON		ISSUED IN EXCHANGE FOR 0004010123456																	
NAME OF PASSENGER MIRCESCU/RALUCAMS		NOT TRANSFERABLE		CONJUNCTION TICKETS																			
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW												
	FROM																						
	MANILA	W9	O	P	E	N		Y			20K												
	TO																						
	FRANKFURT	W9	O	P	E	N		Y			20K												
	TO																						
	YEREVAN	V	O	I	D																		
	TO																						
	VOID	V	O	I	D																		
	TO																						
	VOID																						
FARE		BAGGAGE CHECKED		UNCHECKED		PCS		WT		UNCHECKED		PCS		WT		UNCHECKED		PCS		WT		UNCHECKED	
USD 3949.00		FARE CALCULATION MNL W9 FRA W9 EVN M3949.00NUC3949.00END ROE1.00																					
TAX/FEES/CHARGE																							
EUR 3048.00																							
TAX/FEES/CHARGE																							
EUR 18.56RA																							
TAX/FEES/CHARGE																							
EUR 6.79DE																							
TOTAL																							
NO ADC																							
STOCK CONTROL TX 789																							
0123456789																							
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER		CK		FORM OF PAYMENT PT/CASH		ORIGINAL ISSUE													
		000	2400726656	5		0004010123456		PAR 01JUN06		37123451													
		DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE																					



CHAPTER 10 – UNIVERSAL AIR TRAVEL PLAN¹

10.1 INTRODUCTION

Universal Air Travel Plan (UATP) is a business travel payment network, owned and operated by shareholder airlines from around the world. UATP is offered as centrally billed lodged accounts or as traditional walk-in style credit cards which are also centrally billed. All UATP cards are accepted as a form of payment by all member airlines worldwide and by travel agents. The purpose of the Universal Air Travel Plan (UATP), formerly Air Travel Card, is to facilitate the sale of air and rail transportation and extended services on a credit basis. The following services may be charged against a Universal Air Travel Plan Card:

- air transportation (excluding freight);
- rail travel on scheduled services;
- excess baggage charges;
- small parcel services;
- surface travel in connection with air travel, if interline agreements exist between the airlines and surface carriers involved;
- charter operation (provided authority is given by the contractor);
- land arrangements and accommodation which are in connection with an air tour (approved inclusive tour);
- transportation of accompanied private cars by scheduled car-ferry air services;
- hotel and other services which have agreed to honour the UATP cards;
- onboard telephone service;
- in-flight sales and other transaction items;
- airline lounges;
- valet parking offers by any ticket;
- upgrade certificates.

10.2 DEFINITIONS

“ISSUER” (formally known as CONTRACTOR). An airline which issues and honours UATP cards.

“MERCHANT” (formally known as TICKETOR). An airline or organisation which honours UATP cards.

“PARTY”. A party may either be an Issuer or Merchant.

“SUBSCRIBER”. Any person (including companies, partnerships, etc.) having a UATP contract with an Issuer airline.

10.3 UATP CARDS

UATP cards have a green UATP logo, expiry date, hologram, and embossed “TP” along with other features (see figure 10.5).

10.3.1 Co-Branded UATP Cards

The combined (co-branded) UATP/MasterCard and UATP/Visa are honoured for air transportation as a MasterCard® or Visa® unless the UATP number is printed on the card, in which case it should be accepted as any other UATP Card (see figure 10.6).

¹ For the latest changes to UATP information visit uatp.com on the Internet.

10.3.2 On-line Booking Tools

UATP has released a list of On-line Booking Tools (Electronic Reservations Services Providers) that accept the UATP Card. The list can be accessed from the website uatp.com/ersp.

10.4 EXPIRY DATES

An expiry date is required on all cards.

UATP cards expire on the last day of the month that is embossed on the card.

10.5 UATP CARD FACSIMILE

Example:

Front

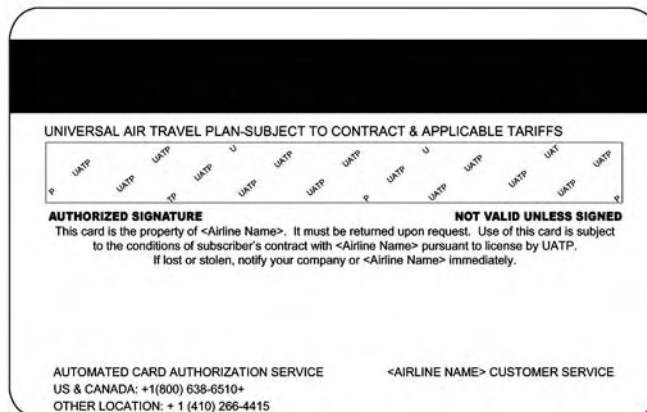


The example shown is a “standard” UATP Card (not colour specific). The UATP Card may carry the colour scheme and artwork chosen by each issuer airline.

Cards shall contain the UATP logo and hologram, and expiry date, a printed four (4) digit Issuer Identification Number (IIN) on the face of the card and an embossed “TP” character.

Cards may contain individual carrier identification above the embossed field. The Issuer airline may print its name or logo in this area.

Back



The example shown is a “Standard” UATP Card, which is not colour specific. The UATP Card, except for Co-brand UATP Cards, may carry the colour scheme and artwork chosen by each Issuer airline.

UATP Cards must have a magnetic stripe and conform to the ‘International Organisation for Standardisation’ (ISO) 7811-2&4 and ISO/IEC 7810.

UATP Cards, except Co-brand UATP Cards, must have a UATP signature panel as shown above.

10.6 CO-BRANDED CARDS

UATP Issuer airlines have the option of entering into co-branding agreements with other major card issuers. These agreements enable the other card issuers to place the UATP logo on their cards. Issuers continue to maintain the subscriber account, including billing the account for both regular UATP transactions and co-branded air transactions. The partner card issuer bills the cardholder for all non-air transactions.

Co-branded cards are accepted and processed as any other credit card. For example, when a co-branded UATP Card is presented and it also bears the logo of Visa® or MasterCard®, it should be processed as a Visa® or MasterCard® transaction as appropriate. The exception is when the UATP number is printed on the front or back of the card. In this case, the UATP number should be used for the purchase of air transportation or related services.

Examples:

UATP Co-Branded Cards Facsimile



Note: If a corporate VISA® or Mastercard® issued by an airline is by definition, a Co-brand UATP Card, the UATP brand logo must be on the front of the co-branded card in accordance with UATP card specifications.

10.7 HONOURING UATP CARDS

10.7.1 Verification of a UATP Card

Merchants and travel agents can verify the validity of UATP Cards presented for payment of airline tickets by sending an authorisation inquiry to the UATP Authorisation System. Such messages contain a card number, the sale amount, the currency of sale, the expiry date and other information pertinent to the Card and the sender of the message. Authorisation requests can also be made via telephone by following the instructions provided in the recording. An authorisation request is transmitted to the UATP service for verification. The service composes and returns a reply over the telephone. By using a touch-tone telephone (or touch-tone equivalent pad), you may obtain UATP authorisations 24 hours a day, seven days a week at +1 (800) 638 6510 (United States and Canada) or +1 (410) 266 4415 elsewhere. Please refer to the UATP Manual for more information regarding the UATP Authorisation System.

10.7.2 Interline

The UATP Card is accepted by all Merchants. Furthermore, air carriers may issue tickets for transportation over the lines of the other carriers not a party to UATP but holding an interline agreement with the carrier issuing the ticket, in accordance with the issuing carrier's policy on minimum sector flown on itself, if applicable.

10.7.3 Acceptance Procedure

Check the following when honouring UATP Cards:

- (a) "Validity" – honour the card not later than the last day of the month and year shown on each card, and issue tickets irrespective of when travel begins;
- (b) "Signature" – same signature on charge form, personally signed by cardholder in presence of ticket agent, as on credit card;
- (c) "Cancelled Cards" – see 10.7.1 . Normally a reward is paid by airlines to anybody who detects and retains a cancelled card and forwards it to the respective airline. Therefore, always have the card in your possession before checking whether it is valid.

△ 10.8 ISSUERS/MERCHANTS¹

The following “Merchant” airlines and organisations accept Universal Air Travel Plan (UATP) cards for the purchase of air transportation and related services.

Airlines reflected in bold letters and preceded by an asterisk are both Merchants as well as Issuers (shareholder airlines). All the others are Merchants only.

A

AAA-Air Alps Aviation (A6-527)
 Accessrail (9b-450)
 Adria Airways (JP-165)
 Aer Arann (RE-809)
***Aer Lingus P.L.C. (EI-053)**
 Aero Condor (Q6-381)
 Aeroflot Russian International Airlines (SU-555)
 Aeroméxico (AM-139)
 Air Algérie (AH-124)
 Air Baltic (BT-657)
 Air Berlin (AB-745)
 Air Canada (AC-014)
 Air China (CA-999)
 Air Dolomiti (EN-101)
 Air Europa (UX-996)
 Air Europe (PE-667)
 Air France (AF-057)
 Air India (AI-098)
 Air Jamaica (JM-201)
 Air Luxor (LK-040)
 Air Macau (NX-675)
 Air Malawi (QM-167)
 Air Malta (KM-643)
 Air Marshall Islands (CW-778)
 Air Mauritius (MK-239)
 Air Midwest (ZV-471)
***Air New Zealand (NZ-086)**
 Air Niugini (PX-656)
 Air One S.P.A (AP-867)
 Air Pacific (FJ-260)
 Air Seychelles (HM-061)
 Air Tahiti Nui (TN-244)
 Air Tanzania (TC-197)
 Air Vallée (DO-965)
 Air Vanuatu (NF-218)
 Air Wisconsin (ZW-303)
 Air Zimbabwe (UM-168)
 Airlines Reporting Corporation – ARC (XD-890)
 AirTran Airways (FL-332)
 Alaska Airlines (AS-027)
 Alitalia (AZ-055)
 All Nippon Airways (NH-205)
 ALM Dutch Antillean Airlines (LM-119)
 Aloha Airlines (AQ-327)
 Alpi Eagles S.P.A. (E8-789)
 America West Airlines (HP-401)
***American Airlines (AA-001)**
 Amtrak National Railroad Passenger Corp.
 (2V-554)
 Asiana Airlines (OZ-988)
 Associated Travel Agency Inc. (A35)

Atlas World Travel (A14)
 Augsburg Airways (IQ-614)
***Austrian Airlines (OS-257)**
 AVENSA Airlines (VE-128)
 Avia International Travel Inc. (A34)
 AVIACO – Aviación y Comercio (AO-110)
 Aviacsa Airlines (6A-095)
 AVIANCA – Aerovías Nacionales de Colombia (AV-134)

B

Bahamasair (UP-111)
 Bangkok Airways (PG-829)
 Bearskin Lake Air Services (JV-632)
 Biman Bangladesh (BG-997)
 British Midland Airways Ltd. d/b/a BMI (BD-236)
***British Airways (BA-125)**
 BTI New Zealand/Pacific Travel Group (A06)

C

C Travel Co. Ltd. (A37)
 Canadian North Inc. (5T-518)
 Caribbean Would Travel dba Going Places Travel (A47)
 Carlson Wagonlit Travel (A24)
 Carpatair S.A (V3-021)
 Cathay Pacific Airlines (CX-160)
 Cayman Airways (KX-378)
 China Airlines (CI-297)
 China Eastern Airlines (MU-781)
 China Southern Airlines (MU-781)
 Cimber Air (QI-647)
 Cirrus Airlines (C9-251)
 Coast Air (BX-970)
 Colgan Air (9L-426)
 Colwick Travel (A03)
 Comair (OH-886)
 Compact Travel Agency Ltd. (A42)
***Continental Airlines (CO-005)**
 Continental Micronesia (CS-596)
 COPA – Compañía Panameña de Aviación (CM-230)
 Corporate Airlines (3C-310)
 Covington International Travel (A-11)
 Croatia Airlines (OU-831)
 CSA Czech Airlines (OK-064)
 Cyprus Airways (CY-048)

D

Darwin Airline
 dba Luftfahrtgesellschaft mbH (DI-944)
***Delta (DL-006)**
 Denim Airways (3D - 490)
 DMA Value Vacations Travel & Tour, Inc. (A46)

E

Eastern Airways (T3-467)
 easyJet Airline (EZY)

¹ List subject to change. Up-to-date list of Merchants and Issuers can be found at uatp.com/card_acc.html



Ecuatoriana Airlines (EU-341)
Egyptair (MS-077)
El Al Israel Airlines (LY-114)
Emirates (EK-176)
Eos Airlines (E0-646)
Era Aviation (7H-808)
Estonian Air (OV-960)
Ethiopian Air Lines (ET-071)
Etihad Airways (EY-607)
European Air Express (7Y-024)
Eurowings Luftverkehrs AG (EW-104)
Eva Air (BR-695)
Executive Travel (A19)
ExpressJet Airlines (XE-477)

F

*Finnair Oyj (AY-105)

Flying Boat, Inc, d/b/a¹ Chalk's Ocean Airways (OP-370)
Frontier Airlines (F9-422)

G

Gandalf Airlines (G7-194)
Garuda Indonesia Airways (GA-126)
Gilpin Corporate Travel (A23)
Global Travel Ltd. (A39)
Great Lakes Aviation (ZK-846)
Gulf Air (GF-072)
Gulfstream International Airlines (3M-449)

H

Hahn Air Business Line (HR-169)
*Hapag-Lloyd Fluggesellschaft (HF-617)
Hawaiian Airlines (HA-173)
Helvetic Airways (A30)
Hong Kong Dragon Airlines (Dragonair) (KA-043)
Horizon Air (QX-481)
Hub Travel Center (A21)

I

*IBERIA – Líneas Aéreas de España (IB-075)

Icelandair (FI-108)
IMAS, LLC (A22)
Indian Airlines (IC-058)
Inter Air (JC-600)
Iran Air (IR-096)
Instone Int'l. (A44)

J

*Japan Airlines (JL-131)

Japan Asia Airways (EG-688)
JAT Airways (JU-115)
Jet Airways (9W-589)
JetBlue Airways (B6-279)

K

Kenya Airways (KQ-706)
KLM Royal Dutch Airlines (KL-074)
Korean Air Lines Co. Ltd. (KE-180)
Kuwait Airways (KU-229)

L

LACSA – Líneas Aéreas Costarricenses (LR-133)
LADECO – Líneas Aéreas del Cobre (UC-145)
Lan Ecuador (Aerolane) (XL-462)
Lan Peru (LP-544)
LanChile – Línea Aérea Nacional, Chile (LA-045)
LandMark Travel (A26)
Lauda Air Luftfahrt Ag (NG-231)
LIAT – Leeward Islands Air Transport Services (LI-140)
Lithuanian Airlines (TE-874)
LOT Polish Airlines (LO-080)
LTU International Airways (LT-266)
*Lufthansa German Airlines (LH-220)
Luxair (LG-149)

M

Malaysia Airlines (MH-232)
MALEV Hungarian Airlines (MA-182)
Malmö Aviation (TF-276)
Martinair Holland (MP-129)
Meridiana S.P.A. (IG-191)
Mesa Airlines (YV-533)
Mesaba Aviation (XJ-582)
Mexicana de Aviación (MX-132)
MEA Middle East Airlines (ME-076)
Midwest Airlines (YX-453)

N

Nationwide Airlines (CE-567)
Navigant Int'l. dba TQ3Navigant (A4)
NICA – Nicaraguense de Aviación (6Y-930)
*Northwest Airlines (NW-012)
Northwest Territorial Airways (NV-668)

O

OLT Ostfriesische Lufttransport (OL-704)
Olympic Airlines (OA-050)

P

Pakistan International Airlines (PK-214)
Paradise Island Airlines (BK-522)
Peninsula Airways, Inc, d/b/a¹ Penair (KS-339)
Philippine Airlines (PR-079)
Portugalia Airlines (NI-685)

Q

*Qantas Airways Ltd. (QF-081)

Qatar Airways (QR-157)

R

Rheintalflug Seewald (WE-915)
Roseman and Warren Travel (A27)
Royal Air Maroc (AT-147)
Royal Brunei Airlines (BI-672)
Royal Jordanian Airlines - ALIA (RJ-512)

¹ d/b/a doing business as.

S

SAHSA – Servicio Aéreo de Honduras (SH-274)
Sara Enterprises Inc. dba Montrose Travel (A15)
***SAS – Scandinavian Airlines System (SK-117)**
SATA Air Acores (SP-737)
SATA International (S4-331)
***Saudi Arabian Airlines (SV-065)**
Scot Airways (CB-969)SilkAir (Singapore) (MI-629)
SilkAir (Singapore) (MI-629)
Simmons Travel dba United Travel (A31)
Singapore Airlines (SQ-618)
Sky West Airlines (OO-302)
Slovak Airlines (6Q-921)
SN Brussels Airlines (SN-082)
Solomon Airlines (IE-193)
South African Airways (SA-083)
Southwest Airlines (WN-526)
Spanair (JK-680)
SriLankan Airlines (UL-603)
Styrian Airways (Z2-536)
Surinam Airways (PY-192)
Swiss (LX-724)

T

TACA International Airlines (TA-202)
TAM Brazilian Airlines (JJ-957)
TAP Air Portugal (TP-047)
TAROM Romanian Air Transport (RO-281)
Thai Airways International (TG-217)
The Travel House, Inc. (A48)
Total Travel Services Ltd. (A40)
TransAero Airlines (UN-670)
Transavia Airlines (HV-979)
Transportes Aéreos del Mercosur (PZ-692)
Trans States Airlines (AX-414)
TravelCorp (A07)
TTA Inc. (A13)
Tunis Air (TU-199)
Turkish Airlines (TK-235)

U

Ukraine International Airlines (PS-566)
***United Airlines (UA-016)**
***US Airways (US-037)**

V

Vietnam Airlines (VN-738)
Virgin Atlantic Airways (VS-932)
VLM Airlines (VG-978)

W

Warwick Beatson Travel Ltd. (A-12)
Welcome Air (2W-227)
Wideroe's Flyveselskap ASA (WF-701)



10.9 DOCUMENTS USED IN CONNECTION WITH PURCHASES

10.9.1 Universal Credit Card Charge Form

This form is used to record purchases against a Card and must be signed by the cardholder.

The Universal Credit Card Charge Form must be completed as described in 10.9.2 at the time the Card is presented.

Universal Credit Card Charge Form – Layout



<small>I ACKNOWLEDGE RECEIPT OF TICKET(S) AND/OR COUPONS FOR RELATED CHARGES DESCRIBED HEREON AND AM AWARE OF APPLICABLE RESTRICTIONS AND/OR PENALTIES AS SHOWN ON SUCH TICKETS AND/OR COUPONS. PAYMENT IN FULL TO BE MADE WHEN BILLED OR IN EXTENDED PAYMENTS IN ACCORDANCE WITH STANDARD POLICY OF COMPANY ISSUING CARD AND AS REFLECTED IN APPLICABLE TARIFFS.</small>				UNIVERSAL CREDIT CARD CHARGE FORM				DATE AND PLACE OF ISSUE	
				AIRLINE CODE (14)		1. TICKETOR COPY				IF EXTENDED PAYMENT DESIRED CIRCLE NO OF MONTHS (15)
X (1)		DATE OF ISSUE (20)		3 6 9 12		(12)			
(2)		(3)	(4)			(16)			
NAME OF PASSENGER IF DIFFERENT THAN CARDHOLDER		OTATO NO.	CONNECTION OF PASSENGER WITH SUBSCRIBER			APPROVAL CODE			
COMPLETE ROUTING		FARE BASIS	CARRIER	AIRLINE FORM		SERIAL NO. CHECK DIGIT			
(5)		(6)	(7)	(13)		(18)			
		TICKETS NOT TRANSFERABLE No Cash Refunds		CREDIT CARD CODE (17)					
CURR. (8a)	FARE (8b)	TOTAL (11)		CUSTOMER FILE REFERENCE (19)					
CURR. (9a)	TAX (9b)								
CURR. (10a)	EQUIV. AMT. Pd. (10b)								

Note: This form may be used with any credit card, and must only be completed by the airline issuing the ticket.

10.9.2 Quick Reference Guide To Completion of Universal Credit Card Charge Form

Box	Entry Required
①	Verify the signature of the cardholder, receiving the ticket against the credit card.
②	Enter the name of the passenger when different from the cardholder.
③	Enter the One Trip Air Travel Order (OTATO) number (applicable to Japan Airlines only).
④	Enter the connection of the user of the ticket or related document with the Cardholder (e.g. "Business Associate", "Employee", "Customer", "Friend", "Spouse" etc).
⑤	Enter the passenger's itinerary of the documents being charged.
⑥	Enter applicable fare basis/RBD code.
⑦	Enter the airline designator(s).
⑧a	Enter the currency code in which the fare has been specified.
⑧b	Enter the amount as reflected in the fare box of the accountable document being charged.
⑨a	Enter the currency code in which the TFCs have been collected on the document being charged.
⑨b	Enter the total amount of TFCs as reflected in the tax/fee/charge boxes of the accountable document being charged.
⑩a	Enter the currency code of the equivalent amount paid if any or leave blank.
⑩b	Enter the equivalent amount paid if reflected in the Equiv. Amt Pd. box of the accountable document being charged or leave blank.
⑪	Enter the total amount to be billed to the credit card company in the appropriate invoicing currency.
⑫	Validate with a validator or imprinter.
⑬	Enter document number(s).
⑭	Enter the airline accounting code (3 numerics) of the airline whose document is being issued.
⑮	For the use of extended payment schemes only. Not applicable to UATP.
⑯	Enter approval code received.
⑰	Enter the 2 letter card vendor code (e.g. VI; AX). Not applicable to UATP.
⑱	Enter or imprint the card details.
⑲	Each Cardholder may have an individual file reference number, or account, within a Subscriber's UATP account. Enter the individual file reference number if requested.
⑳	Enter date of issue.

Example of a Completed Universal Credit Card Charge Form

<small>I ACKNOWLEDGE RECEIPT OF TICKET(S) AND/OR COUPONS FOR RELATED CHARGES DESCRIBED HEREON AND AM AWARE OF APPLICABLE RESTRICTIONS AND/OR PENALTIES AS SHOWN ON SUCH TICKETS AND/OR COUPONS. PAYMENT IN FULL TO BE MADE WHEN BILLED OR IN EXTENDED PAYMENTS IN ACCORDANCE WITH STANDARD POLICY OF COMPANY ISSUING CARD AND AS REFLECTED IN APPLICABLE TARIFFS.</small> <i>Walter Bonnen</i>		UNIVERSAL CREDIT CARD CHARGE FORM				DATE AND PLACE OF ISSUE VALIDATE
		AIRLINE CODE 123	1. TICKETOR COPY				IF EXTENDED PAYMENT DESIRED CIRCLE NO OF MONTHS 3 6 9 12
NAME OF PASSENGER IF DIFFERENT THAN CARDHOLDER JOERG KUEGLER		OTATO NO.	EMPLOYEE CONNECTION OF PASSENGER WITH SUBSCRIBER 0236		APPROVAL CODE 0236	
COMPLETE ROUTING	FARE BASIS	CARRIER	AIRLINE	FORM	SERIAL NO.	CHECK DIGIT
FRA RIO BB FRA BB	YEE3M	BB	123	24	12345678	5
			TICKETS NOT TRANSFERABLE No Cash Refunds			
			CREDIT CARD CODE XX		4 0 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 1 / 0 6 C V	
CURR. EUR	FARE 3000.00	TOTAL	CUSTOMER FILE REFERENCE		F & G ASSOCIATES WALTER BONNEN	
CURR. EUR	TAX 75.00	3075.00				
CURR. EUR	EQUIV. AMT. PD.					

10.9.3 Distribution

Distribute completed copies of Universal Credit Card Charge Forms as follows:

Cover	– discard after validation.		
Copy 1	– contractor (issuer) invoice (white paper)	}	To be sent <i>on same day</i> of ticket issuance to revenue accounting office of ticket issuing airline.
Copy 2	– ticketor (merchant) copy (pink paper)		
Copy 3	– agent copy (light yellow paper)		To be retained by issuing office.
Copy 4	– cardholder copy (light blue paper)		To cardholder.

10.10.3 Simplified Transportation Credit

Example:

Specimen of a Simplified Transportation Credit

<input checked="" type="checkbox"/> Voluntary <input type="checkbox"/> Involuntary <input checked="" type="checkbox"/> Unused Transportation <input type="checkbox"/> Fare Basis Adjust From _____ To _____ <small>Class Class</small> <input type="checkbox"/> Other _____		ABC AIRLINES Transportation Credit Date of Issue VALIDATE Original-Contractor Credit		Date and place of issue VALIDATE			
Transportation used — if fare basis adjustment involved			original ticket No.(s) — if exchange involved				
Carrier	Flight	Class	Date	Airline	Form	Serial	Agent
Tickets And Passenger's Name				Segments Affected		Amount Credited	
Airline	Form	Serial	Cpn.	From	Fare	Name of credit card company (or code)	
000	2901	797164	2	LON	CHF 300.00	UATP	
Date-sold	Passenger's Name			To	Tax	Imprint/write complete credit card information	
02 APR 07	MULLER MIKE MR			ZRH		4000 0020 0000 0000 WALTER BONNEN F AND G ASSOCIATES	
Airline	Form	Serial	Cpn.	From	Fare		
Date-sold	Passenger's Name			To	Tax		
Currency of Ticketor	Exchange	Amount in contractor's Currency		Total Amount (Subject to Audit)		Exp. Date	
				CHF 300.00		12/09	

Note: Many airlines use a simplified version of the above.

10.10.4 Distribution

Distribute completed copies of transportation credit forms as follows:

Original	— contractor (issuer) credit copy	}	To be sent on same day as refund to revenue accounting office of ticket issuing carrier.}
Copy 1	— contractor (issuer) copy		
Copy 2	— ticketor (merchant) copy		
Copy 3	— agent copy		To be retained by issuing office.
Copy 4	— passenger copy		To cardholder.

Note: Number and names of copies may vary according to carrier.

CHAPTER 11 – CURRENCY PROCEDURES

11.1 ISSUANCE OF PASSENGER TICKET

11.1.1 General Instructions

Tariff publications will normally be in a local currency (and where agreed by the tariff co-ordinating conference, in USD or EUR) and Neutral Units of Construction (NUCs). When NUCs are used for fare calculation purposes, they should be shown on the ticket/electronic ticket in the fare calculation area/data element. To find out which countries have adopted the USD or EUR as the currency in which their international fares are denominated, see 14.2.2 or the latest tariff manual.

11.1.1.1 Applicable Fares

To determine the fare to be charged, the following basic steps should be followed:

- determine the applicable NUC for each portion of the journey according to normal fare construction principles, e.g. mileage surcharge, higher intermediate point, minimum checks, etc.;
- convert the total NUC amount into the currency of the country of commencement of international transportation (except for countries whose fares are denominated in USD or EUR), using the IROE of COC, and round in accordance with the rounding procedures. The resultant amount is the fare to be entered in the "Fare" box/data element of the ticket.

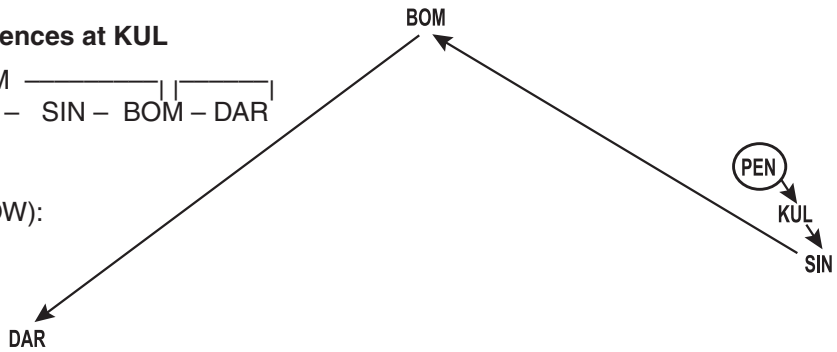


International Travel Commences at KUL

(i) Example: $\overline{\text{PEN} - \text{KUL}} - \overline{\text{M} - \text{SIN} - \text{BOM}} - \overline{\text{DAR}}$

PENBOM + BOMDAR (OW):

- COC: Malaysia;
- sold in Malaysia;
- converted to MYR DAR
- (international travel begins in KUL) at IROE for MYR;
- follow rounding procedure for the Malaysian ringgit.



International Travel Commences at EVN

(ii) Example: $\overline{\text{EVN} - \text{IST}} - \overline{\text{TUN} - \text{ALG}}$

EVNIST + ISTALG (OW):

- COC: Armenia;
- sold in Armenia;
- convert to USD at IROE;
- international travel begins in EVN – Armenia specifies fares in USD
- follow rounding procedures for the US dollar.



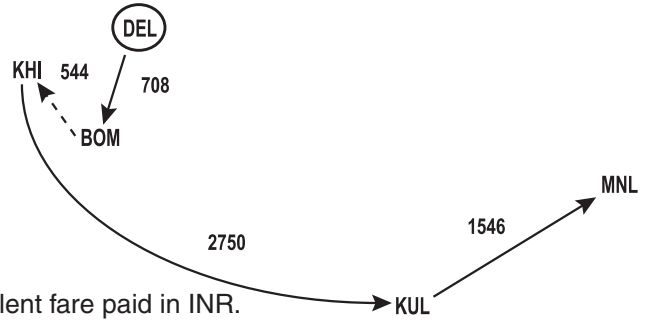


International Travel Commences at KHI

(iii) Example: DEL – BOM (surface) – KHI – KUL – MNL

DELBOM + KHIKUL + KULMNL (OW):

- (international travel begins in KHI)
- COC: Pakistan;
- sold in India;
- converted into PKR at IROE;
- rounded-up to the next higher PKR;
- fare on ticket is in PKR with an equivalent fare paid in INR.



Note: In this case, the mileage for the international surface break is less than the TPM over the routing travelled from origin to the point of commencement of the surface break, thus allowing usage of the through fare. If the break is greater, then the journey from the origin to the surface break is to be ticketed separately.

11.1.2 Payment of Fares In the Country of Commencement of International Transportation

Itinerary: FRA AMM MAD FRA (paid for in FRA).

Explanation:

- enter the applicable NUCs in the “Fare Calc.” column;
- enter total NUC in “Total Fare Calc.” box/data element;
- enter the applicable IROE in the blank box/data element immediately above the “Total Fare Calc.” box/data element in the fare calculation area;
- convert the total NUC to EUR by multiplying the amount by the applicable IROE; the resultant amount will be rounded in accordance with the rounding procedures;
- enter resultant EUR fare in the “Fare” box/data element.

Example:



FARE	EUR2739.00	FARE CALCULATION	FRA BB AMM1303.99BB MAD1035.67BB FRA883.25NUC3222.89END ROEO.849597
EQUIV. FARE PD.			WT EUR7.08DE20.63FA1.42QV4.19JD
TAX/FEES/CHARGE	EUR5.32HQ		
TAX/FEES/CHARGE	EUR11.85JO		
TAX/FEES/CHARGE	EUR33.32KT		
TOTAL	EUR2790.09		FORM OF PAYMENT

- Payment made in the COC in any other acceptable currency, e.g. CHF, GBP shall be converted at the bankers **buying** rate (BBR) in effect on the date of ticket issuance.

Enter the currency code of payment and amount collected in the “Equiv. Fare Pd.” box/data element. In the “tax/fee/charge” box/data element enter the applicable TFCs. Subsequently, enter the sum of the equivalent fare paid and the TFCs in the “Total” box/data element.

Example:

FARE	EUR2739.00	FARE CALCULATION	FRA BB AMM1303.99BB MAD1035.67BB FRA883.25NUC3222.89END ROEO.849597
EQUIV. FARE PD.	CHF4329.00		WT CHF11.50DE33.00RA2.50QV7.00JD
TAX/FEES/CHARGE	CHF3.50HQ		
TAX/FEES/CHARGE	CHF18.50JO		
TAX/FEES/CHARGE	CHF54.00KT		
TOTAL	CHF4411.00		FORM OF PAYMENT

11.1.3 Payment of Fares Outside the Country of Commencement of International Transportation

Payment shall be made either in the currency of the country of payment or in any other acceptable currency. When any currency other than the currency of the country of payment is collected the equivalent amount shall be established by using the bankers buying rate of exchange in effect on the date of the transaction.

MCOs for unspecified transportation, totally unused tickets paid for in certain currencies and any cash payment made in such currencies can only be accepted in the country concerned. A list of restricted currencies is shown in Appendix C.

Itinerary: ZRH MOW (paid for in LON).

Explanation:

- enter the applicable NUCs in the "Fare Calc." column;
- enter the total NUC in the "Total Fare Calc." box/data element;
- enter the applicable IROE above the "Total Fare Calc." box/data element in the Fare Calculation area (in the example the rate is 1 NUC = CHF 1.30944);
- convert the total NUC to CHF by multiplying the amount by the IROE. The resultant amount will be rounded in accordance with the rounding procedures.
- enter resultant CHF fare in the "Fare" box/data element;
- convert the CHF fare to GBP at the *banker's selling rate* (BSR) in effect on the date of ticket issuance. Enter the amount collected in GBP in the "Equiv Fare Pd." box/data element.

Example:

FARE	CHF2161.00	FARE CALCULATION	ZRH DD MOW1650.32NUC1650.32END ROE1.30944
EQUIV. FARE PD.	GBP948.00		
TAX/FEES/CHARGES	GBP15.80CH		
TAX/FEES/CHARGES	GBP8.20PI		
TOTAL	GBP972.00		

- in the example, if payment is made in any acceptable currency other than GBP, the equivalent amount of that currency should be converted from GBP at the banker's *buying* rate in effect on the date of ticket issuance.

Note: This procedure would apply even if the currency of payment is the same as the currency of the country of commencement of **international** transportation, due to the double conversion procedure the resultant amount will differ.

Example:

FARE	CHF2161.00	FARE CALCULATION	ZRH DD MOW1650.32NUC1650.32END ROE1.30944
EQUIV. FARE PD.	CHF2172.00		
TAX/FEES/CHARGES	CHF26.50CH		
TAX/FEES/CHARGES	CHF9.50PI		
TOTAL	CHF2228.00		

11.2 ISSUANCE AND HONOURING OF MCO

11.2.1 Issuance

11.2.1.1 Full Payment for Specified Transportation

When full payment for specified transportation is made:

- enter the fare in the "Value for Exchange" box/data element in the currency of the country of commencement of **international** transportation;
- when the MCO is paid for in a currency other than that shown in the "Value for Exchange" box/ data element, calculate the equivalent amount to be paid and enter this amount in the "Equivalent Amount Paid" box/data element.

11.2.1.2 Payment for Unspecified Transportation

Enter in the “Value for Exchange” box/data element the amount collected in the currency of payment.

The “Equivalent Amount Paid” box/data element shall be left blank.

Note 1: NUCs are not a currency and must **never** be entered in the “Value for Exchange”, “Equivalent Amount Paid”, “Tax on MCO”, “Other Charges” and “Total” boxes/data elements.

Note 2: Unspecified MCOs may not be issued by travel agents.

11.2.1.3 Unspecified MCO Exchanged for New Tickets

When an unspecified MCO is used as payment of a new international ticket and is accepted outside country of commencement of travel:

- Calculate the LCF in the currency of the COC;
- Convert the LCF to the equivalent fare in the currency of the country of payment (i.e. the country where MCO is accepted for payment) at the Bankers Selling Rate (BSR) in effect at the time of ticket issuance.
- If the MCO is not in the same currency as the country of payment, further convert the equivalent fare in the currency of the country of payment to the currency shown on the MCO at the BBR in effect at the time of ticket issuance.

Example: Passenger is in Greece presenting an unspecified MCO for payment of the new ticket

COC: United States

NYC ZRH NUC		500.00
X IROE		1.00
LCF	USD	500.00



Convert to the equivalent fare paid (EQFP) in the currency of the country of payment (Greece) at BSR.

LCF	USD	500.00
BSR		0.9234
EQFP	EUR	462.00



If MCO is in a currency other than that of the country of payment, convert further at BBR.

EQFP	EUR	462.00
BBR		1.567
EQUIV	CHF	724.00



Unspecified MCO value CHF 975.00 (must be within USD 750 maximum limit) is more than enough to cover the fare required, i.e. MCO CHF975.00 > CHF 724.00.

MCO	CHF	975.00
less	CHF	724.00
Residual value on MCO =		251.00

- Following the assumption in (c) above, if the exchange coupon value of the MCO is not sufficient to cover the required fare, reconvert the residual value of the MCO (e.g. CHF251.00) to the currency of the country of payment at the same BBR. Collect this remaining amount (e.g. EUR161.00) using other acceptable forms of payment, e.g.cash or credit card.

11.3 PAYMENT OF EXCESS BAGGAGE CHARGES

For payment of excess baggage charges in a currency other than the local currency, the amount in local currency shall be converted into the currency of payment at the BBR.

CHAPTER 12 – CHANGES TO PASSENGER TICKETS

12.1 INTRODUCTION

At a passenger's request a carrier may effect a change in the routing, carrier(s), class of service or validity specified in the ticket unless otherwise prohibited in the fare rule.

12.1.1 Definitions

In consideration of changes to passenger tickets the following definitions apply:

“EXCHANGE” means for the purpose of this chapter taking the value of a totally unused ticket and exchanging it directly in full or part “payment” for a completely new ticket using present fares and associated rules and conditions.

“REBOOKING” means a change of reservation and/or other changes which do not require ticket reissuance or exchange;

“REISSUE” means for the purpose of this chapter taking a partially used ticket and re-assessing the fare for a revised routing based on fares, associated rules and conditions that were applicable at the time of original ticket issuance.

“REROUTING” means a change of routing and/or other changes which require ticket reissue or exchange;

“UPGRADING” means a change from the original fare paid to a higher fare (changes of seasonality, day of week, applicable related charges resulting in a higher fare do not constitute upgrading).

12.2 ENDORSEMENTS

12.2.1 Paper Tickets

Certain changes requested by the passenger require endorsing the flight coupon(s) concerned from one airline to another. Such an endorsement shall be obtained from an authorised carrier and shall be authenticated by a stamp identifying the carrier and office making the endorsement. Such stamp may itself include the endorsement wording. To determine whether an endorsement is required, the following endorsement guidelines should be used.

Who is authorised to endorse?

The carrier:

- (a) who issued the ticket; or
- (b) whose name (if different from the one whose ticket has been used) is shown in the validation box;
or
- (c) who is the original issuing carrier as shown in the “Date and Place of Original Issue” box the ticket;
or
- (d) designated in the “Carrier” box of the flight coupon(s) concerned.

In case there is doubt concerning the requirement to obtain an endorsement, consult one of the carriers mentioned above.

Note: *Neither the carrier receiving the endorsement nor the carrier granting the endorsement shall require it to be for value.*

Exception to the endorsement requirement: In codeshare scenarios where no changes have been made to the original ticket and the operating carrier has an agreement with the original marketing carrier, the operating carrier may uplift a ticket closed to the marketing carrier without endorsement from the validating carrier.

12.2.2 Electronic Tickets - Coupon Control and Endorsements

Unlike paper traffic documents where endorsements are physically stamped by the Validating Carrier or the Marketing Carrier(s), carriers wishing to use an electronic ticket for the purpose of exchange/reissue must first gain control from the Validating Carrier. In this case the concept of control of the ticket/coupons is deemed to be permission to use the ticket/coupons (i.e. endorsed). Only the Validating Carrier may relinquish control of the coupon. The Marketing Carrier may only give control back to the Validating Carrier. Airport control must also be obtained for the purpose of performing all check-in functions by the Operating Carrier when accepting electronic tickets irrespective of whether there has been a change to the ticket or not.

The Validating Carrier decides whether to give control to another carrier based on their own business criteria. When control is given to another carrier this constitutes an endorsement for the purpose of exchange/reissue transactions.

12.2.3 Endorsement Guide for Carriers¹

May I:	A. Honour the flight coupon without obtaining an endorsement? B. Reissue the ticket without obtaining an endorsement? C. Endorse the flight coupon to another carrier?
---------------	---

If I am (Situation):	Yes or No:
1. The carrier shown in the "Original Issue" box.	Yes – A/B/C.
2. The carrier shown as the "Issued By" party.	Yes – A/B/C , provided that the document was not issued against a PTA, in which case an endorsement must be obtained from the carrier which issued the PTA.
3. The GSA for the issuing carrier who delegated the endorsing authority to me.	Same as No. 2 above.
4. The carrier shown in the "Carrier" box of the first flight coupon or the "To" box of an MCO or MPD exchange coupon which requires changing	Yes – A/B/C , provided that no space is changed which is closed to the carrier which issued the ticket/MCO/MPD/PTA in which case refer to the notes below.
5. Requested to reroute a passenger and no carrier is shown in the "Carrier" box of the first unused coupon of a ticket or the "To" box of an MCO or MPD which requires changing.	Same as No. 4 above.
6. The carrier to which a flight/exchange coupon was previously endorsed.	Same as No. 4 above.
7. Requested to reroute a passenger and none of above apply.	No – A/B/C. In order to honour or reissue flight/exchange coupons, first obtain an endorsement from either the carrier which issued the document or from the carrier indicated in the "Carrier" or "To" box of the first flight/ exchange coupon which needs to be changed.

Note 1: Ticket not issued in exchange for a PTA – if space to be changed is closed to the carrier which issued the ticket/MCO/MPD, an endorsement need only be obtained from such carrier if it has an office (or GSA authorised to endorse) either at the point² on the route where the ticket is presented for a change of carrier and/or routing or at the point² on the routing where the deviation from the original routing first occurs.

Note 2: Ticket issued in exchange for a PTA – if space to be changed on a ticket/MCO/MPD originally issued in exchange for a PTA, and the space to be changed is closed to the carrier which issued the PTA, an endorsement need only be obtained from the PTA issuing carrier (or its GSA if authorised to endorse) either at the point² where the ticket/MCO/MPD is presented for a change of carrier and/or routing or at the point² on the routing where the deviation from the original routing first occurs.

¹ The Validating Carrier shall be the controlling and authorising entity for Electronic Ticketing transactions.

² Point refers to the place as shown in the "from/to" box on the passenger's ticket. Where a city is served by more than one airport these airports shall be deemed to be the same point for the purpose of endorsement procedures.

12.2.4 Request for Endorsement *(applies to endorsement request of paper tickets)*

The following examples illustrate endorsement request and reply using commercial cable or interline communication facilities.

Request

Teletype address

Teletype signature

“ERQ” as standard message. Identifier, document number and passenger’s surname and full first name

Date and place of issue including the location code

Form of payment code and code of currency of original payment

Restrictions/endorsements indicated on the document

“ORIG” followed by an oblique (/); then enter the original condensed routing including the carrier(s) followed by the fare and passenger type code

“NN” followed by an oblique (/); then enter the segment(s) and carrier(s) to be used in the new routing

Brief reason for rerouting

Example

```

_ _ _ RR _ _
. _ _ TR _ _181630
ERQ000 9412 345678 STERN/
ISAAC
JUN15/05 CPH 1749001
CASH/DKK
CHNG OF RES RESTRICTED
ORIG/CPH BB BKK BB CPH YEE3M
RT
NN/BKK AB GVA AB CPH
PSGR WISHES TO TRVL VIA
GVA

```

Reply

Teletype address

Teletype signature

Reference followed by the letters “ERQ”

Ticket, MCO, MPD and serial number

Passenger’s surname and full first name

The statement “AUTH” or “REFUSED”

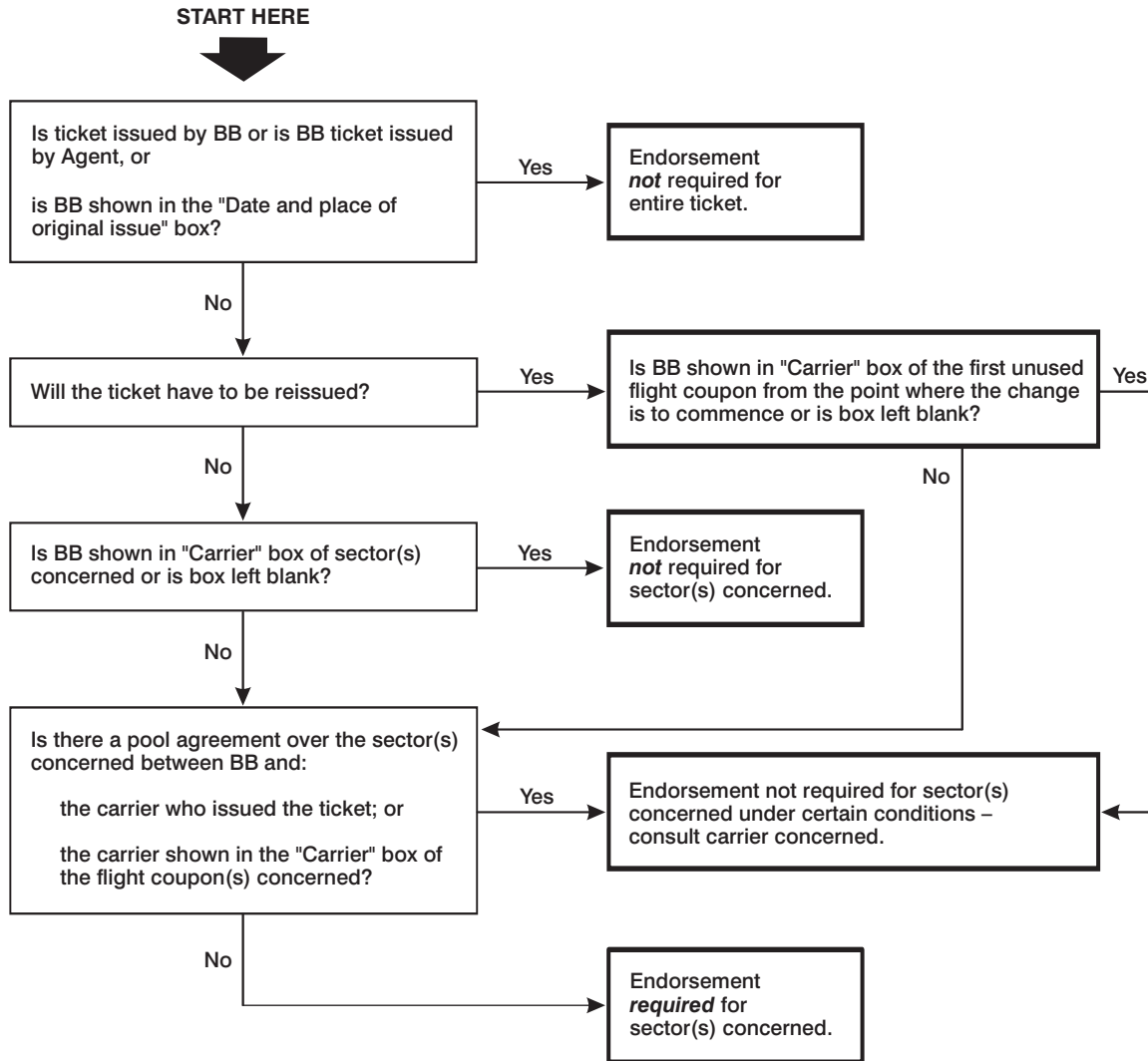
```

_ _ _ TR _ _
. _ _ RR _ _182230
RYT 181630 ERQ
000 9412 345678
1STERN/ISAAC
AUTH

```

12.2.5 Endorsement Guide for Travel Agents¹

Situation: you are asked to make a reservation on carrier BB and/or reroute a ticket to carrier BB.



¹ The Validating Carrier shall be the controlling and authorising entity for Electronic Ticketing transactions. See Paragraph 12.2.2 of this chapter for procedures for obtaining control of electronic tickets.

12.3 CHANGE OF RESERVATIONS¹

Except for electronic tickets, changes to reservations may be made by means of a reservations alteration sticker shown below.

Travel agents may change reservations on a ticket by use of a sticker as illustrated in Format 2, only when authorised by the carrier concerned.

When making these changes the following must be strictly observed:

- (a) the new reservation does not require a change in the fare and, if required, prior endorsement has been obtained;
- (b) the new reservation does not contravene the applicable conditions of the fare used, e.g. night timings, validity, minimum stay, stopovers, etc.

The following procedures must be observed when entering new reservations information:

- (a) draw a line through any entry in the "Flight/Class", "Dates", "Time" and "Status" boxes of the reservation being changed on all coupons;
- (b) complete all boxes of the Reservations Alteration Sticker;

Note: *The carrier must not be changed by travel agents.*

- (c) the sticker must be authenticated by means of an entry which identifies the office issuing the sticker. In the case of travel agents the numeric code must be included;
- (d) affix the sticker to the applicable flight coupon so as not to obliterate essential information. When the sticker is printed in duplicate, the duplicate shall be affixed to the passenger coupon;
- (e) if the change in the reservations entry being made by use of a sticker affects the validity:
 - (i) strike out the original entry in the "Not Valid Before" and/or "Not Valid After" box(es) and enter the new date(s) in the applicable box(es) as space permits or in the "Endorsements/Restrictions" box,
 - (ii) in addition, affix a Reservations Alteration Sticker, reflecting the change, to the passenger coupon;
- (f) if the change in the reservations entry being made by use of a sticker affects the free baggage allowance:
 - (i) strike out the original entry in the "Allow" box(es),
 - (ii) enter the new allowance immediately above or below, as space permits, or in the "Endorsements/Restrictions" box of the applicable flight coupon(s) and the passenger coupon;
- (g) if the change in the reservations entry being made by use of a sticker affects the airport of arrival and/or departure indicated in the "Good for Passage" section, alter the affected flight coupon(s) to reflect the revised airport name(s) in the appropriate order. This will be accomplished by striking out the original entry and entering the new airport name. When no airport name has been shown, enter, whenever possible, the appropriate airport name following the city name.

Note: *Under no circumstances may a city name shown on the ticket be changed.*

Examples of Revalidation Sticker:

Format 1
For use by Carriers

ISSUING OFFICE		NOT FOR USE BY TRAVEL AGENTS			
CARRIER	FLIGHT/CLASS	DATE	TIME	STATUS	

Format 2
For use by Travel Agents

AGENCY NAME/LOCATION/AGENT'S NUMERIC CODE			
FLIGHT/CLASS	DATE	TIME	STATUS

Note: *The "Agent's Numeric Code" in Format 2 may be replaced by a control number.*

¹ Applicable only to paper tickets.



- (h) *optional feature* – the Passenger Name Record (PNR) reference may be entered on the revalidation sticker. If the PNR reference already appears on the ticket and is not changed, it need not be entered on the revalidation sticker. The PNR reference shall be preceded or followed by the designator of the airline or GDS controlling the PNR¹. The PNR reference and the airline designator shall be separated by an oblique. In locations where the PNR reference is not available, the sticker shall be validated.

Examples:

Format 1 For use by Carriers

ISSUING OFFICE		NOT FOR USE BY TRAVEL AGENTS		PNR NUMBER	
CARRIER	FLIGHT/CLASS	DATE	TIME	STATUS	

- (i) *automated revalidation* – when the origin and/or destination cities of the flight coupon being altered have not changed and an alteration is made to a ticket by use of an automated revalidation system, and for cities served by multiple airports the airport of arrival and/or departure is being changed, this new airport need not be noted on the coupon. However the passenger must be advised by other means (e.g. printed itinerary or receipt) that the airport of arrival and/or departure has changed from that shown on the original flight coupon.

Example:

Automated Revalidation of ATB2

ATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK SUBJECT TO CONDITIONS OF CONTRACT				FLIGHT COUPON 1 OF 1				PASSENGER COUPON					
	ISSUED BY ABC AIRLINES				DATE OF ISSUE 04 APR 07		ISS. OFF. CODE 2340000		ISS. AGT. ID. DUSSX		ISS. AGT. ID. 023488		ISO DE	
	NAME OF PASSENGER (NOT TRANSFERABLE) BONNEN/WALTER MR				PLACE OF ISSUE DUSSELDORF				NAME OF PASSENGER BONNEN/WALTER MR					
	FROM DUSSELDORF				CARRIER/FLIGHT AB 4546				FROM DUSSELDORF					
	TO LONDON				CLASS/DATE C 20 APR 07 00				TO LONDON					
	ENDORSEMENTS/RESTRICTIONS				RES.™ INVALID BEFORE OK				LHR					
	ORIGINAL ISSUE				ISSUED IN EXCHANGE FOR				PNR CODE X34C6WYY					
	FARE CALCULATION DUS AB LON398.99NUC398.99END ROED.90979				FORM OF PAYMENT CASH				CARRIER/FLIGHT AB 4546					
	FARE EUR363.00				STOCK CONTROL NUMBER TX 78900026800001				CLASS/DATE C 20 APR 07 00					
	TAXES/CHARGE EUR7.35Y0				DOCUMENT NUMBER 1 000 2143459241 4				TIME 0700					
TAXES/CHARGE EUR8.65RA				DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE				SEAT 00						
TAXES/CHARGE EUR5.17DE								SMOKE						
TOTAL EUR384.17								BAGGAGE ID NO. 1 000 2143459241 4						

¹ PNR may also be controlled by a CRS/GDS.

12.3.1 Reservations Changes to Electronic Ticket Coupons - No Change in the Routing

12.3.1.1 Carrier Online Process

Carriers may have an internal process enabling them to synchronise the electronic ticket flight coupons when changes to a reservation are made. However, this will only apply when the Validating Carrier is also the Marketing/Operating Carrier and no change in fare is applicable. This procedure will not apply to interline bookings.

This is equivalent to a revalidation of an electronic ticket.

12.3.1.2 Carrier Interline Process

The procedure for advising the Marketing/Operating Carrier of a change of reservation in an Electronic Ticket is known as a "Reservation Change".

A carrier initiating a reservation change shall verify the new itinerary is ET eligible before sending a Reservation Change message to the Validating Carrier. If the new itinerary is not ET eligible, the Reservation Change message will not be sent. Before the Validating Carrier acknowledges the request, it will at a minimum verify: a bilateral ET agreement exists with the new Marketing Carrier(s); coupon status is not at final status.

The Validating Carrier will respond to the carrier making the Reservations Change request with one of the following comments:

- The new carrier can use the ET coupon(s) which has been updated with the new or modified itinerary.
- The new carrier can use the ET coupon(s) as is. The coupon(s) has not been updated to reflect the new or modified itinerary.
- The new carrier may use the ET coupon(s), further action may be required.
- The new carrier may use the ET coupon(s), exchange recommended.

The Marketing Carrier(s) of the new segment(s) booked as a result of a reservation change shall be notified of an existing ET. However, where the reservations change is not allowed because of system limitations in order to advise the Marketing/Operating Carrier of the change of reservation the carrier effecting the change will be required to exchange/reissue the applicable flight coupons.

See 12.13 of this chapter for an example of a rebooking using a conversion of a paper ticket to an electronic ticket.

12.4 CHANGE OF ROUTING AFTER CARRIAGE HAS COMMENCED – (REISSUE) *(see definition of reissue in paragraph 12.1.1)*

△ 12.4.1 Change of Routing

Whenever a change in the routing, with or without a change in the fare, is required, tickets must be reissued; withdrawn flight coupons must be annotated “EXCHANGED” (or another notation to the same effect) across the face.

The “Issued in Exchange For” and the “Original Issue” boxes/data elements of the new ticket must show the relevant data of the original ticket (see 2.18).

The period of validity of any new ticket issued for the revised routing will be limited to the expiry date that would have been applicable had the new ticket been issued on the date of sale of the original ticket.

When all unused coupons of a ticket are being exchanged, enter “EXCHANGED” across the face of the passenger coupon of such documents and attach it to the new ticket. For electronic tickets the coupons will be marked “EXCHANGED”.

Additional transportation at the through fare shall not be permitted unless the request has been made prior to arrival at the destination named on the ticket submitted for rerouting.

12.4.1.1 Rerouting – Domestic Coupons

Tickets presented for rerouting with only domestic coupons remaining shall not be re-routed for further international carriage.

For the purpose of this rule, the term “domestic” shall be considered as including sectors within the area comprised of Denmark, Norway and Sweden and sectors within the United States and/or Canada.

12.4.1.2 Fares for Recalculation

Fares used for recalculation shall be those in effect at the time of commencement of transportation, using the IROE applicable on the date of original ticket issue. For U.S. exception, see 12.6.2 .

12.4.2 Additional Conditions for Travel Agents (After Travel Has Commenced)

At a passenger’s request an agent may effect a rerouting under the conditions specified in the following paragraphs. In such case, the agent shall ensure that all space originally reserved in respect of the segment affected by the change is promptly cancelled.

All documents presented for reissue shall be checked against the official record of traffic documents which are not to be honoured, to the extent such record is locally accessible to the agent:

- (a) an agent shall not reissue a traffic document when:
 - (i) the document presented for reissue was issued, or originally issued, in currencies or countries with exchange control restrictions,
 - (ii) the document presented for reissue is not valid, or is restricted for reissue by the fare rule, the discount applied or the form of payment, or shows any other restrictive remarks,
 - (iii) the effect of the reissue would be to change the type of fare, e.g. normal fare into excursion fare or grant a reduction, e.g. normal fare into youth fare, for an itinerary involving a sector already flown;
- (b) in all other cases, an agent may reissue a traffic document provided authorisation to do so has been requested from and given by the issuing airline shown on the document presented for reissuance or by the airline shown in the “Original Issue” box. Such authorisation is not required if a document is reissued, without changing the routing, only to change the carrier named for transportation to become the carrier which issued the ticket or the carrier shown in the “Original Issue” box. For Electronic Tickets the Validating Carrier shall be the controlling and authorising entity for the reissue transaction;
- (c) the reissued document shall be issued in the name of the carrier which issued the document presented for reissue or the carrier shown in the “Original Issue” box. For Electronic Tickets the Validating Carrier shall be the controlling and authorising entity for the reissue transaction;
- (d) any remark restricting reissue shown on the document presented for reissue must be carried forward

onto the new document;

- (e) an MCO issued against a completely unused document shall be valid only for refund. The carrier whose document was originally issued shall be entered in the "To...At" box/data element and the words "FOR REFUND ONLY" in the "Type of Service for Which Issued" box/data element;

Note: *Travel agents must use the Agents Refund Voucher where available.*

- (f) for paper tickets, when authorisation to reissue is required, written evidence of such authorisation shall be attached to the respective flight or exchange coupons and to the audit coupon of the reissued document.

12.5 MONETARY ENTRIES

The fare is calculated for the new routing and the following entries are made in the "Fare", "Equiv Fare Pd", "Tax/Fee/Charge", "Total" and "Form of Payment" boxes/data elements by carriers. Travel agents require appropriate carrier authorisation to complete this type of transaction:

- (a) "Fare" box/data element:
 - (i) if there is no change in the fare, imprint the fare and currency code of the previous ticket,
 - (ii) if the fare is lower, imprint the revised fare in the currency of the country of commencement of **international** transportation (COC),
 - (iii) if the fare is higher, imprint the revised fare in the currency of the COC;
- (b) "Equiv Fare Pd" box/data element:
 - (i) if there is no change in the fare, carry forward the currency code from the "Equiv Fare Pd" box/data element of the original ticket. If no entry, leave blank,
 - (ii) if the fare is lower, imprint the currency code shown in the "Equiv Fare Pd" box/data element of the original ticket. If no entry, leave blank,
 - (iii) if the fare is higher, imprint the currency code shown in the "Equiv Fare Pd." box/data element of the original ticket, if any, and the currency code of the new amount paid, e.g. CHF USD (separate the entries with a space);
- (c) "Tax/Fee/Charge" box/data element:
 - (i) if there is no change in the TFC, imprint "PD" followed by the TFC amount already paid and the two-letter TFC code, e.g. PD20.00CA ("PD" indicates that the TFC has already been paid. The currency code is not carried forward since it is shown on the original passenger coupon(s)),
 - (ii) if the TFC is lower, imprint "PD" followed by the new TFC amount and the TFC code, e.g. PD15.00CA. Refund the difference, if refundable. If the difference is not refundable carry forward the original TFC amount,
 - (iii) if the TFC is higher, imprint "PD", followed by the TFC amount already paid and the two-letter tax code. Imprint the additional tax(es), fee(s) or charge(s) in the currency of payment,
 - (iv) the "TFC" box/data element is to remain blank in case of a higher or lower fare where TFC is no longer applicable and is refunded,
 - (v) if there are not sufficient "Tax/Fee/Charge" boxes/data elements for paid taxes, fees, charges imprint "PD XT" in the "Tax/Fee/Charge" box/data element and a breakdown, preceded by "PD", at the end of the fare calculation entries in the "Fare Calculation" area.

Example:

Automated Ticket Entry

```
LIM CC SCL BB AKL XX DPS M2511.00FF AKL EE PPT DD SCL AB LIM M2511.00NUC
5022.00END ROE1.00PD XT ZQ60.00 IA12.00
```

For paper tickets, if there is not enough space in the "Fare Calculation" area, paid taxes/fees/charges for sectors already flown may be omitted.



Example:

FARE CHF2606.00	EQUIV. FARE USD EUR SGD	TAX/FEES/CHARGE FD109C	TAX/FEES/CHARGE FD9US	TAX/FEES/CHARGE FD9M3	TOTAL SGD1204	CPN 000	AIRLINE CODE 2400726656	FORM AND SERIAL NUMBER 5	CK 5	FORM OF PAYMENT DC36141296913008 CC CASH
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE										

- (iii) if there is an additional collection resulting from the upgrade from a special fare with a restricted refund, imprint the new form of payment, followed by "NONREF", followed by the type of restricted fare, e.g. NONREF/PEX; NONREF SPEX, followed by the original form of payment carried forward from the previous document. For credit cards, imprint "CC".

Example:

FARE CHF2606.00	EQUIV. FARE USD EUR SGD	TAX/FEES/CHARGE FD109C	TAX/FEES/CHARGE FD9US	TAX/FEES/CHARGE FD9M3	TOTAL SGD1204	CPN 000	AIRLINE CODE 2400726656	FORM AND SERIAL NUMBER 5	CK 5	FORM OF PAYMENT DC36141296913008 NONREF/SPEX CC CASH
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE										

12.6 RECALCULATION PROCEDURES AFTER TRAVEL HAS COMMENCED

12.6.1 General Procedures

The fare shall be recalculated from the last fare construction point preceding the point from which the flight coupon(s) will be uplifted (unless flight coupons are being uplifted at a fare breakpoint then the recalculation shall be assessed from such fare breakpoint) to the destination or to the next fare construction point beyond which the original fare calculation remains applicable.

The place of the reissuance transaction does not necessarily need to be the same point from which flight coupon(s) are uplifted.



Itinerary: JKT-BKK-SEL-TYO-TPE-JKT changed to JKT-BKK-SEL-TYO-TPE-SGN-JKT.

Place of original issue: JKT.

Place of reissue: TYO.

Original Routing and Fare Calculation			Revised Routing (at ZRH) and Fare Recalculation		
JKT			JKT		
BKK	M		BKK	M	
SEL	1708.00	½RT	SEL	1708.00	½RT (carried forward)
TYO			TYO		
TPE	M		TPE		
<u>JKT</u>	<u>1708.00</u>	<u>½RT</u>	SGN	M	
			<u>JKT</u>	<u>1708.00</u>	<u>½RT (recalculated)</u>
NUC	3416.00		NUC	3416.00	
ROE	1.00		ROE	1.00	
Fare in USD	<u>3416.00</u>		Fare in USD	<u>3416.00</u>	

Explanation

- The fare construction points are JKT (origin), SEL (fare break point) and JKT (destination).
- TYO is the point at which the change in the routing begins.
- The reissue takes place in TYO, i.e. where the flight coupons will be uplifted.
- SEL is last fare construction point preceding TYO where the change in the routing begins.
- The fare is then recalculated from the fare breakpoint of SEL calculated in the direction JKT-SEL.

Note: Once travel on a fare component has been completed, such fare component may not be used for subsequent voluntary rerouting.

△ Itinerary: JKT–BKK–BJS–TPE–JKT changed to JKT–BKK–BJS–SGN–JKT
 Place of original issue: JKT
 Place of reissue: BJS

Original Routing and Fare Calculation			Revised Routing (at FRA) and Fare Recalculation		
JKT			JKT		
BKK	M		BKK	M	
BJS	1708.00	½RT	BJS	1708.00	½RT (carried forward)
TPE	M		SGN	M	
<u>JKT</u>	<u>1708.00</u>	½RT	<u>JKT</u>	<u>1708.00</u>	½RT (recalculated)
NUC	3416.00		NUC	3416.00	
ROE	1.00		ROE	1.00	
Fare in USD	<u>3416.00</u>		Fare in USD	<u>3416.00</u>	

Explanation

- The fare construction points are JKT (origin), BJS (fare break point) and JKT (destination).
- BJS is also the point at which the change in the routing begins.
- JKT (origin) is the last fare construction point preceding the point at which the change in the routing begins.
- However, since travel on the JKT–BKK–BJS fare component has been completed, this component may not be used for subsequent voluntary rerouting. The fare must then be recalculated from BJS.

12.6.1.1 One Way Ticket

- (a) When a one way ticket is to be converted into a round or circle trip ticket, the new fare shall be calculated from the point of origin for the journey to be travelled, provided that if travel on a fare component has been completed, such fare construction point shall not be changed in assessing the new fare.
- (b) The fares to be used shall be those applicable to the new journey.

△ Itinerary: TYO– SAO– RIO– SCL changed to TYO– SAO– RIO– TYO
 Place of original issue: TYO
 Place of reissue: RIO

Original Routing and Fare Calculation			Revised Routing (at RIO) and Fare Recalculation		
TYO			TYO		
SAO	1380.93	OW	SAO	1350.00	½RT
RIO	M		RIO	M	
SCL	<u>1387.41</u>	OW	TYO	<u>1350.00</u>	½RT
NUC	2768.34		NUC	2700.00	
ROE	<u>116.4730</u>		ROE	<u>116.4730</u>	
Fare in JPY	85900		Fare in JPY	81600	
			Refund due: JPY	7900*	

(*Refer to 11.7.3 for issuance of MCO for refundable amount or Agent's Refund Voucher.)

Explanation

- The fare construction points are TYO (origin), SAO (fare break point) and SCL (destination).
- RIO is the point at which the change in the routing begins.
- SAO is the last fare construction point preceding RIO, the point at which the change in the routing begins.
- In the recalculation, ½RT fares must be used from point of origin (TYO) because the revised routing now qualifies for RT fares.

12.6.1.2 Round/Circle Trip Ticket

(a) When a round or circle trip ticket is to be converted into a one way ticket, the new fare shall be calculated from the point of origin for the journey to be travelled, provided that if travel on a fare component has been completed, such fare construction point shall not be changed in assessing the new fare.

(b) The fares to be used shall be those applicable to the new journey.

△

Itinerary: SAO–TYO–RIO–SAO changed to SAO–TYO–RIO–SCL.

Place of original issue: SAO.

Place of reissue: RIO.

Original Routing and Fare Calculation

SAO	
TYO	1350.00 ½RT
RIO	M
<u>SAO</u>	<u>1350.00 ½RT</u>
NUC	2700.00
ROE	<u>1.00</u>
Fare in USD	2700.00

Revised Routing (at RIO) and Fare Recalculation

SAO	
TYO	1380.93 OW (recalculated)
RIO	M
<u>SCL</u>	<u>1387.41 OW (recalculated)</u>
NUC	2768.34
ROE	<u>1.00</u>
Fare in USD	2768.00
	(additional collection USD 68.00).

Explanation

- The fare construction points in the old routing are SAO (origin), TYO (fare break point) and SAO (destination).
- RIO is the point at which the change in the routing begins.
- TYO is the last fare construction point preceding RIO, the point at which the change in the routing begins.
- The original round trip is revised into a one way journey.
- The fare must now be recalculated from the point of origin of the original ticket to the new destination, using OW fares.

12.6.2 United States Exception

For journeys to/from or transacted in the United States, always recalculate the fare from the point of origin of the original ticket.

△ Itinerary: NYC–MEX–BGI–PTY–NYC changed to NYC–MEX–BGI–PTY–LIM–NYC

Place of original issue: NYC

Place of reissue: BGI

Original Routing and Fare Calculation		Revised Routing (at PTY) and Fare Recalculation	
NYC		NYC	
MEX	M	MEX	
BGI	1696.00 ½RT	BGI	
PTY	M	PTY	M
<u>NYC</u>	<u>1696.00 ½RT</u>	LIM	2020.00 ½RT
		<u>NYC</u>	<u>2020.00 ½RT</u>
NUC	2392.00	NUC	4040.00
ROE	<u>1.00</u>	ROE	<u>1.00</u>
Fare in USD	2392.00	Fare in USD	4040.00

In order to convert the additional amount into the currency of country of payment/reissue (Barbados), use the following procedure:

	New LCF	USD 4040.00
minus	<u>Old LCF</u>	<u>USD 2392.00</u>
	Additional Collection:	USD 1648.00
	<u>BSR (1USD = 0.512847GBP)</u>	
÷	Equivalent Fare Paid	GBP 845.00

Explanation

- The fare construction points are NYC (origin), BGI (fare break point) and NYC (destination).
- PTY is the point at which the change in the routing begins.
- BGI is the last fare construction point preceding PTY, the point at which the change in the routing begins.
- Normally, the fare can only be recalculated from the previous fare break point and once a fare component has been completed such fare component may not be used for subsequent voluntary rerouting. However, as this itinerary involves a journey to/from the United States, the fare must always be recalculated from the point of origin and the fare break point can be changed to produce the lowest fare.
- The fare break point may be changed using fares in effect on the date of original ticket issue to produce a lower fare for the revised itinerary.

12.7 RECALCULATION CAUSED BY REROUTING

12.7.1 Rerouting Without a Change in Fare (Travel Agents see 12.4.2)

When it is simply a question of adding or deleting ticketed point(s) without a change in the fare, this will be effected by withdrawing the unused flight coupon(s) (endorsed when required) of the ticket submitted for rerouting and issuing a new ticket in exchange. The "Issued in Exchange For" and the "Original Issue" boxes/data elements of the new ticket must show the relevant data of the original ticket as illustrated earlier.

Itinerary: FRA-BKK-AUH- FRA changed to FRA-BKK-DXB-FRA

Place of original issue: FRA

Place of reissue: BKK

Original Ticket

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION FFAFRA		DATE AND PLACE OF ISSUE									
ENDORSEMENTS/RESTRICTIONS (CARBON)				AUDIT COUPON		AE/PK/LM/D6 ISSUED IN EXCHANGE FOR		VALIDATE									
NAME OF PASSENGER ERAJU/MARTINAMS		TOUR CODE		CONJUNCTION TICKETS													
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW						
	FROM FRANKFURT	EE	113	Y	13MAR	115	OK	Y			20K						
	TO BANGKOK	CC	215	Y	13MAR	2000	OK	Y			20K						
	TO ABU DHABI	DD	426	Y	07APR	0840	OK	Y			20K						
	TO FRANKFURT	W	0	I	D												
	TO VOID	W	0	I	D												
FARE EUR3985.00		FARE CALCULATION FRA EE BKH2344.95CC AUH DD FRA M2344.95NUC4689.90END ROEO.849697		BAGGAGE CHECKED UNCHECKED		PCS UNCHECKED		WT UNCHECKED		PCS UNCHECKED		WT UNCHECKED		PCS UNCHECKED		WT UNCHECKED	
EQUIV. FARE PC.																	
TAX/FEES/CHARGE EUR20.63FA																	
TAX/FEES/CHARGE EUR7.08DE																	
TAX/FEES/CHARGE EUR6.38AE																	
TOTAL EUR4019.57																	
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT CASH		ORIGINAL ISSUE									
		<input checked="" type="checkbox"/>	000	2400726656	5	<input checked="" type="checkbox"/>											
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE																	

Reissued Ticket

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION FFAFRA		DATE AND PLACE OF ISSUE									
ENDORSEMENTS/RESTRICTIONS (CARBON)				AUDIT COUPON		AE/PK/LM/D6 ISSUED IN EXCHANGE FOR		VALIDATE									
NAME OF PASSENGER ERAJU/MARTINAMS		TOUR CODE		CONJUNCTION TICKETS		0002400726656											
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW						
	FROM BANGKOK	CC	113	Y	13MAR	115	OK	Y			20K						
	TO DUBAI	DD	278	Y	13MAR	2000	OK	Y			20K						
	TO FRANKFURT	W	0	I	D												
	TO VOID	W	0	I	D												
FARE EUR3985.00		FARE CALCULATION FRA EE BKH2344.95CC DNB DD FRA M2344.95NUC4689.90END ROEO.849697		BAGGAGE CHECKED UNCHECKED		PCS UNCHECKED		WT UNCHECKED		PCS UNCHECKED		WT UNCHECKED		PCS UNCHECKED		WT UNCHECKED	
EQUIV. FARE PC.																	
TAX/FEES/CHARGE EUR20.63FA																	
TAX/FEES/CHARGE EUR7.08DE																	
TAX/FEES/CHARGE EUR6.38AE																	
TOTAL NO ADC																	
		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT CASH		ORIGINAL ISSUE									
		<input checked="" type="checkbox"/>	000	2400726627	5	<input checked="" type="checkbox"/>		0002400726656FRA27FEB06		37212345							
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE																	

The unused coupon(s) of the original ticket must be withdrawn and a new ticket issued. The Fare Calculation area of the new ticket shall reflect the entire itinerary from origin to destination. The withdrawn coupon shall be endorsed "EXCHANGED" (or another notation to the same effect).

12.7.2 Rerouting with Additional Collection

12.7.2.1 Additional Payment Made in the Currency of the Country of Reissue

The fare shall be recalculated from the last fare construction point preceding the point from which the flight coupon(s) will be uplifted (unless flight coupons are being uplifted at a fare breakpoint then the recalculation shall be assessed from such fare breakpoint) to the destination or to the next fare construction point beyond which the original fare calculation remains applicable.

However, once travel on a fare component has been completed, such fare component may not be used for subsequent voluntary rerouting.

Itinerary: ZRH-ATH-ZRH changed to ZRH-ATH-IST-ZRH (Y).

Place of original issue: ZRH.

Place of reissue: ATH.

Explanation

Recalculate the fare in NUCs in accordance with the following procedure. Convert to currency of the country of commencement of international transportation (rate NUC 1 = CHF 1.30944) using the IROE on the date of original issue and compare to the fare shown in the "Fare" box/data element of the original ticket (new fare CHF 3528.00 less original fare CHF 2984.00 = CHF 544.00).

Original Routing and Fare Calculation		Revised Routing (at ATH) and Fare Calculation ²	
ZRH		ZRH	
ATH	1139.41 ½RT	ATH	1139.41 ½RT
<u>ZRH</u>	<u>1139.41 ½RT</u>	IST	314.81 ½RT
		<u>ZRH</u>	<u>1189.82 ½RT</u>
NUC	2278.82	NUC	2694.04
ROE ¹	1.30944	ROE ¹	1.30944
Fare in CHF	2984.00	Fare in CHF	3528.00

Additional Amount Calculation

New fare in CHF	3528.00
Fare already collected in CHF	2984.00
Difference to be collected in CHF	544.00

In order to determine the additional fare to be collected for the rerouting, convert the difference in the currency of the country of origin (CHF 544.00) into EUR(349.00) at the banker's selling rate on the date and place of rerouting (CHF 1 = EUR 0.640658). An additional TFC for the stopover in Istanbul (EUR12.60TR) is added with EUR 349.00 resulting in a total additional amount to be collected of EUR 361.60.

Reissued Ticket

FARE	CHF3528.00	FARE CALCULATION	ZRH BB ATH1189.4100 IST314.8188 ZRH1189.82NUC2694.04END ROE1.30944PD XT
EQUIN FARE TO	EUR		11.204PF3.20WQ
TAX/FEE/CHARGE	EUR12.60TR		
TAX/FEE/CHARGE	EUR36.00CH		
TOTAL	EUR361.60A		FORM OF PAYMENT

¹ IROE in effect on the date of original ticket issue.

² Quote the fare valid on the date of commencement of travel.

12.7.2.2 RT/CT Reissued as a One Way Ticket

If a RT/CT Pricing Unit is revised into OW Pricing Unit, the fare must be recalculated from the point of origin of the original ticket to the new destination provided that if travel on a fare component has been completed, such fare calculation point shall not be changed.

Itinerary: ATH–FRA–ZRH–ATH changed to ATH–FRA–ZRH–LCA.

Place of original issue: ATH.

Place of reissue: ZRH.

Explanation

Recalculate the fare in NUCs in accordance with the following procedure. As the journey is now one way, take the one way fare ATH–FRA in NUCs and add it to the applicable one way fare FRA–LCA in NUC. Convert to the currency of the country of commencement of international transportation (rate NUC 1 = EUR 0.849697) using the IROE on the date of original issue and compare to the fare shown in the “Fare” box/data element of the original ticket (new fare EUR1964.00 less original fare EUR1391.00 =difference EUR 573.00).

Original Routing and Fare Calculation				Revised Routing (at ZRH) and Fare Calculation ²			
ATH				ATH			
FRA	818.52	½RT		FRA	901.49	OW	
ZRH	M			ZRH	M ZRHLCA	(HIP)	
<u>ATH</u>	<u>818.52</u>	<u>½RT</u>		<u>LCA</u>	<u>1408.99</u>	<u>OW</u>	
NUC	1637.04			NUC	2310.48		
ROE ¹	0.849697			ROE ¹	0.849697		
Fare in EUR	1391.00			Fare in EUR	1964.00		

Additional Amount Calculation	
New fare in EUR	1964.00
Fare already collected in EUR	1391.00
Difference to be collected in EUR	573.00

In order to determine the additional amount to be collected for the rerouting, convert the difference in the currency of the country of origin (EUR 573.00) into CHF at the banker’s selling rate on the date of rerouting (1EUR=1.5804 CHF). This amounts to CHF 906.00.

Reissued Ticket

FARE	EUR1964.00	FARE CALCULATION	ATH AA FRA901.49BB ZRH BB LCA M ZRHLCA1408.99NUC2310.48END ROE0.849697
EQUIV. FARE IN	CHF		PD WT1.20WFB3.20WQ17.43RA7.08DE
TAXI/FEES/CHARGE	FD23.06CH		
TAXI/FEES/CHARGE	FD12.00GE		
TOTAL	FD35.06KT		FORM OF PAYMENT
	CHF906.00A		

Note: For all journeys other than the above, always recalculate the fare from the last fare break point preceding the point from which the flight coupons will be uplifted.

Exception: For journeys to/from/transacted in the United States, always recalculate the fare from the point of origin of the original ticket.

¹ IROE in effect on the date of original ticket issue.

² Quote the fare valid on the date of commencement of travel.

12.7.2.3 Additional Collection when Payment is in a Currency not that of Country of Reissue

If the passenger pays for the additional collection in a currency other than the currency of the country of reissue (by cash, cheque or MCO), convert the difference in fare into the currency of country of reissue at the banker's selling rate. Convert this amount into the currency of payment using the banker's buying rate.

Itinerary: ZRH-ATH-ZRH changed to ZRH-ATH-PAR-ZRH.

Country of origin: Switzerland

Country of reissue: Greece

MCO in USD offered as payment. Banker's buying rate: 1 EUR = 1.195886 USD

Reissued Ticket

FARE	CHF3264.00	FARE CALCULATION	ZRH EE ATH139.4100 PAR899.1400 ZRH529.99NUC2568.54END ROE1.309440PD XT
EQUIV. FARE TAX	USD		13.50WFE.50WQ3E.00GR36.00CH
TAX/FEEL/CHARGE	USD14.500K		
TAX/FEEL/CHARGE	USD18.60FR		
TAX/FEEL/CHARGE	PKWT		FORM OF PAYMENT
TOTAL	USD323.10A		

Taxes sharing the same tax code may be combined into one, e.g.
USD8.40FR + USD 10.20FR = USD18.60FR.

Note: The above conversion procedure is also applied for payment by an MCO that has been issued in the same currency as that of the fare.

12.7.2.4 Rerouting when a Fare Break Point has been Passed

Itinerary: LON-ROM-NCE-MAD-LON changed to LON-ROM-NCE-PAR-MAD-LON.

Place of original issue: LON

Place of reissue: NCE

Explanation

As the change in the routing begins at NCE, recalculate the fare from ROM (preceding fare break point). Retain the fare component LON-ROM on the revised calculation. As the routing from MAD-LON remains the same on the revised itinerary, retain this fare component.

Original Routing and Fare Calculation		Revised Routing (at NCE) and Fare Calculation	
LON		LON	
ROM	713.18 ½RT	ROM	713.18 ½RT
NCE	M	NCE	M
MAD	753.20 ½RT	PAR	810.87 ½RT
LON	<u>694.04 ½RT</u>	MAD	754.38 ½RT
		LON	<u>694.04 ½RT</u>
NUC	2160.42	NUC	<u>2972.47</u>
ROE ¹	<u>0.574888</u>	ROE ¹	<u>0.574888</u>
Fare in GBP	1242.00	Fare in GBP	1709.00
Additional Amount Calculation			
	New fare in GBP		1709.00
	Fare already collected in GBP		<u>1242.00</u>
	Difference to be collected in GBP		467.00
	GBP 467.00 converted to EUR at the BSR:		<u>EUR 679.00</u> + New QW tax

Reissued Ticket

FARE	GBP1709.00	FARE CALCULATION	LON EE ROM713.18DD NCE EE PAR 810.87BB MAD754.38DD LON694.04NUC2972.47
EQUIV. FARE TAX	EUR		END ROE0.574888
TAX/FEEL/CHARGE	EUR3.150K		
TAX/FEEL/CHARGE	EUR5.100K		PD XT1.40EX1.40HBS.70IT1.20VT2.70FR5.10FR2.90RS1.00QV
TAX/FEEL/CHARGE	PKWT		FORM OF PAYMENT
TOTAL	EUR682.15A		

¹ IROE in effect on the date of original ticket issue.

12.7.2.5 A Change in the Fare Basis (Travel Agents see 12.4.2)

At times a change in the fare occurs not due to a change in the routing but due to a change in the fare basis. This also requires determining the new fare and issuance of a new ticket.

Example:

A passenger holding an excursion fare ticket, after his arrival in New York is unable to conform to the 3 month maximum validity requirement and wants to return later. A new ticket NYC–CAI is issued on normal fare basis and the local combination of fares is as illustrated below.

Itinerary: CAI–NYC–CAI.

Additional Amount Calculation		Amounts
New Fare basis:	Y2	EGP 6760.00 (RT)
Original Fare basis:	YLEE3M	<u>EGP 4676.00</u>
Difference to be collected		EGP 2084.00
EGP 2084.00 converted to USD at banker's selling rate = USD 613.00		

The amount to be collected is, therefore, USD 613.00.

New Ticket

FARE	EGP6760.00
EQUIV. FARE PD.	USD
TAX/FEE/CHARGE	EGP676.00EG
TAX/FEE/CHARGE	EGP400.00KH
TAX/FEE/CHARGE	EGP170.00KT
TOTAL	USD613.00A



12.7.3 Reissue Where a Refund is Due

Itinerary: FRA–ROM–FRA changed to FRA–ROM–MLA.

Place of original issue: FRA.

Place of reissue: ROM.

Explanation

Recalculate the fare in NUCs in accordance with the following procedure. Once travel on a fare component has been completed, such fare component may not be used for subsequent voluntary rerouting. In this case the fare calculation point cannot be changed. As this is a OW journey now, for the sector FRA–ROM the OW fare applies and does not permit ½RT fare any longer. Convert to the currency of the country of commencement of international transportation (rate NUC 1 = EUR 0.849697) using the rate of exchange on the date of original issue and compare to the fare shown in the “Fare” box/data element of the original ticket (new fare EUR 952.00. Original fare EUR 1130.00. Refund due EUR 178.00).

Original Routing and Fare Calculation

FRA		
ROM	664.94	½RT
FRA	664.94	½RT
NUC	1329.88	
ROE ¹	X 0.849697	
Fare in EUR	1130.00	

Revised Routing (at ROM) and Fare Calculation

FRA		
ROM	732.02	OW (recalculated)
MLA	388.37	OW (recalculated)
NUC	1120.39	
ROE ¹	X 0.849697	
Fare in EUR	952.00	
Refund due: EUR	178.00	

Reissued Ticket

FARE EUR952.00	FARE CALCULATION FRA AA ROM732.02BB MLA388.37NUC1120.39END ROE0.849697
EQUIV FARE PD PD17.45RA	PD XT2.05EX2.00HB3.26IT1.34VT
TAX/FEES/CHARGE PD7.08DE	FORM OF PAYMENT
TAX/FEES/CHARGE PD14.12XT	
TOTAL NO ADC	

Issue an unspecified MCO² or an MPD² for refundable amount in the currency of country of commencement of international transportation. This amount shall be shown in the “Value for Exchange” box/data element of the MCO, MPD and the “Equivalent Amount Paid” box/data element of the MCO, MPD shall be left blank.

If issued for further transportation and/or excess baggage, ensure that the value on the unspecified MCO does not exceed the maximum limit of USD750 or its equivalent at the bankers selling rate. This limit is not observed for MCOs issued only for refund.

When a refund is required in a currency other than the currency of the country of origin, convert to the appropriate currency at the banker’s rate at the time and place of refund.

¹ IROE in effect on the date of original ticket issue.

² Travel agents must issue an Agents Refund Voucher (ARV) for refundable balances.



Changes to Passenger Tickets

Examples:

Carrier Issued Unspecified MCO

ISSUED BY ABC AIRLINES		VOID IF MUTILATED OR ALTERED VALID ONE YEAR FROM DATE OF ISSUE		MISCELLANEOUS CHARGES ORDER AUDIT COUPON		BANK EXCHANGE RATE		DATE AND PLACE OF ISSUE	
SUBJECT TO TERMS AND CONDITIONS ON BACK OF PASSENGER'S COUPON				(NOT TRANSFERABLE)		EQUIVALENT AMOUNT PAID		VALIDATE	
NAME OF PASSENGER MCELLIGOTT/BRIAN MR						TAX ON MCO			
TYPE OF SERVICE FOR WHICH ISSUED FOR FURTHER TRANSPORTATION AND/OR EXCESS BAGGAGE						OTHER CHARGES			
VALUE FOR EXCHANGE ONE HUNDRED SEVENTY EIGHT		CURRENCY EUR		AMOUNT IN FIGURES 178.00		TOTAL EUR 178.00		AGENT	
1 TO AB AT FRA		ENDORSEMENT		1 COUPON VALUE		ISSUED IN CONNECTION WITH 000 4278956777			
RESERVATION DATA OR RESIDUAL VALUE IN LETTERS						ENDORSEMENTS/RESTRICTIONS (CARBON)			
2 TO AB AT FRA		ENDORSEMENT		2 COUPON VALUE		FORM OF PAYMENT CASH			
RESERVATION DATA						ISSUED IN EXCHANGE FOR 000 4234567890			
REMARKS						<input type="checkbox"/> EACH COUPON TO BE HONORED ONLY FOR VALUE SHOWN THEREON <input checked="" type="checkbox"/> VALUE FOR WHICH HONORED TO BE DEDUCTED FROM ORIGINAL OR RESIDUAL VALUE			
ORIGINAL ISSUE		AIRLINE FORM SERIAL NUMBER PLACE DATE AGENT'S NUMERIC CODE		000 423 4567890 FRA 01JUN06 12345678		CPN AIRLINE CODE FORM SERIAL NUMBER CK		000 4020123456 6	
A 0 0 0 0 4 0 2 0 1 2 3 4 5 6 6 E								DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE	

Carrier Issued Unspecified MCO for Refund only

ISSUED BY ABC AIRLINES		VOID IF MUTILATED OR ALTERED VALID ONE YEAR FROM DATE OF ISSUE		MISCELLANEOUS CHARGES ORDER AUDIT COUPON		BANK EXCHANGE RATE		DATE AND PLACE OF ISSUE	
SUBJECT TO TERMS AND CONDITIONS ON BACK OF PASSENGER'S COUPON				(NOT TRANSFERABLE)		EQUIVALENT AMOUNT PAID		VALIDATE	
NAME OF PASSENGER MCELLIGOTT/BRIAN MR						TAX ON MCO			
TYPE OF SERVICE FOR WHICH ISSUED FOR REFUND ONLY						OTHER CHARGES			
VALUE FOR EXCHANGE ONE HUNDRED SEVENTY EIGHT		CURRENCY EUR		AMOUNT IN FIGURES 178.00		TOTAL EUR 178.00		AGENT	
1 TO AB AT FRA		ENDORSEMENT		1 COUPON VALUE		ISSUED IN CONNECTION WITH 000 4278956777			
RESERVATION DATA						ENDORSEMENTS/RESTRICTIONS (CARBON)			
REMARKS						FORM OF PAYMENT CASH			
						ISSUED IN EXCHANGE FOR 000 4234567890			
ORIGINAL ISSUE		AIRLINE FORM SERIAL NUMBER PLACE DATE AGENT'S NUMERIC CODE		000 423 4567890 FRA 01JUN06 12345678		CPN AIRLINE CODE FORM SERIAL NUMBER CK		000 4010123456 3	
A 0 0 0 0 4 0 1 0 1 2 3 4 5 6 7 E								DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE	

Agents Refund Voucher

VALID ONLY FOR REFUND BY ORIGINAL SELLING AGENT OR AIRLINE VOID IF MUTILATED OR ALTERED		AGENT'S REFUND VOUCHER AUDIT COUPON		PLACE OF ISSUE - AGENCY	
TO ABC AT FRA		DATE OF ISSUE		VALIDATE	
NAME OF PASSENGER MCELLIGOTT/BRIAN MR		FARE EUR 178.00			
ISSUED IN CONNECTION WITH NEW TICKET NUMBER(S) 000 4278956777		TAX		FORM OF PAYMENT CASH	
AIRLINE FORM AND SERIAL NUMBER(S) 000 4234567890		TOTAL EUR 178.00			
ENDORSEMENTS/RESTRICTIONS		ISSUED IN EXCHANGE FOR 000 4234567890			
TOTAL AMOUNTS IN LETTERS ONE HUNDRED SEVENTY EIGHT		CURRENCY EUR			
AIRLINE FORM AND SERIAL NUMBER(S) 000 4234567890		PLACE DATE FRA 01JUN06		COUPON NUMBER(S) 12345678	
ORIGINAL ISSUE		CPN AIRLINE FORM AND SERIAL NUMBER CK		VALIDATE 3030000000 6	
A 0 9 5 4 3 0 3 0 0 0 0 0 0 0 6 E					

⊗ 12.7.4 Intentionally left blank

12.8 ACCEPTANCE OF CREDIT CARDS

12.8.1 Honouring of Credit Cards

All credit card charges will be determined in the currency of the country in which the credit card is honoured.

12.8.2 Issuance of the Charge Form

Fare and TFC entries shall be shown in the currency of payment.

Note: See 10.9.2 for instructions on how to complete these boxes.

12.9 CHANGE OF ROUTING BEFORE CARRIAGE HAS COMMENCED (i.e. TOTALLY UNUSED TICKETS) – EXCHANGES

(see definition of exchanges in paragraph 12.1.1)

When a totally unused ticket is presented for a change of journey it may be exchanged for a new ticket provided that:

- (a) the fare for the new journey is calculated using the fares applicable at the time of commencement of the new transportation;
- (b) the new fare construction rules (without ISIs) are applied;
- (c) the IROE used is the IATA Rate Of Exchange valid at the time of assessment of the new fare.

12.9.1 Validity of Exchanged Tickets

For totally unused tickets exchanged for a completely new journey, as the current fares and Rates Of Exchange are used, the period of validity of the new ticket issued in exchange will be one year from the date of commencement of travel or any lesser validity applicable to the new ticket according to the restricted tariff.

The validity of any new ticket issued in exchange shall be one year from date of issuance if no portion of the ticket is used.

Example:

For a totally unused ticket issued 08 June 2007 if such ticket was presented for exchange on 06 June 2008 for travel commencing 07 June 2008 such ticket will have a validity of 07 June 2008 based on the new date of commencement of travel (for a ticket with a one year validity).

If this ticket was presented for travel commencing 09 June 2008 this would not be acceptable as the ticket has expired. The ticket would then only be good for refund.

First Ticket Issued 10 June 2007.

Travel 15 June 2007 (yearly fare).

Ticket Validity 15 June 2008.

Travel rebooked 15 June 2008 validity reconfirmed as 15 June 2009.

Travel has not commenced, validity reverts to 10 June 2008.

Ticket presented for exchange on 08 June 2008.

Travel 15 June 2008 (yearly fare).

Ticket validity 15 June 2009.

Travel commences 15 June 2007 validity reconfirmed as 15 June 2008.

Travel has not commenced, validity is now 08 June 2009.

If this totally unused ticket is again presented for exchange on 09 June 2009 or after the ticket is good for refund only.

For tickets issued against Prepaid Ticket Advices see Paragraph 9.6. For the purposes of this chapter these procedures are applicable to exchange and reissue transactions.

12.10 REISSUE/EXCHANGE PROCEDURES – ORIGINAL ISSUE

12.10.1 Original Ticket for Reissue

Fare – total fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – total fare in currency of payment; leave blank if identical with fare.

Tax/Fee/Charge – currency code of payment, TFC amount and TFC code, if any.

Total – sum of EFP and TFC, if any.

Example:

FARE	CHF1272.00
EQUIV. FARE/PD	EUR755.00
TAX/ FEE/ CHARGE	EUR22.97CH
TAX/ FEE/ CHARGE	
TOTAL	EUR777.97

12.11 REISSUANCE PROCEDURES – FIRST REISSUE

12.11.1 No Change in Fare (original ticket see 12.10.1)

Fare – carry forward the entry from the “Fare” box/data element of the original ticket.

Equiv. Fare Paid – carry forward the currency code from the original “EFP” box/data element. If no entry, leave blank.

Tax/Fee/Charge – imprint “PD” in “Tax/Fee/Charge” box/data element, followed by the TFC amount already paid and the two-letter TFC code.

Total – imprint “NO ADC” in “Total” box/data element (as no collection required).

Example:

FARE	CHF1272.00
EQUIV. FARE/PD	EUR
TAX/ FEE/ CHARGE	PD22.97CH
TAX/ FEE/ CHARGE	
TOTAL	NO ADC

12.11.2 Lower Fare

12.11.2.1 Lower Fare, Same Tax/Fee/Charge (original ticket see 12.10.1)

Fare – imprint revised fare in currency of country of commencement of international transportation. Issue an MCO for the difference.

Equiv. Fare Paid – carry forward the currency code from the original “EFP” box/data element. If no entry, leave blank.

Tax/Fee/Charge – same as 12.11.1.

Total – imprint “NO ADC” (as no collection required).

Example:

FARE	CHF962.00
EQUIV. FARE/PD	EUR
TAX/ FEE/ CHARGE	PD22.97CH
TAX/ FEE/ CHARGE	
TOTAL	NO ADC

12.11.2.2 Lower Fare, Lower Tax/Fee/Charge (original ticket see 12.10.1)

Fare – imprint revised fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – same as 12.11.1.

Tax/Fee/Charge – imprint PD followed by the new TFC amount and two-letter TFC code. Refund the difference, if refundable. If it is not refundable, carry forward original TFC amount.

Issue an MCO for the difference in fare and TFC.

Total – imprint “NO ADC” (as no collection required).

Example:

FARE	CHF962.00
EQUIV. FARE PAID	EUR
TAX/ FEE/ CHARGE	FD21.00CH
TAX/ FEE/ CHARGE	
TAX/ FEE/ CHARGE	
TOTAL	NO ADC

12.11.2.3 Lower Fare, Higher Tax/Fee/Charge (original ticket see 12.10.1)

Fare – imprint revised fare in currency of country of commencement of international transportation. Issue an MCO for the difference.

Equiv. Fare Paid – same as 12.11.1.

Tax/Fee/Charge – same as 12.11.1 then imprint additional TFCs in currency of payment.

Total – imprint the additional amount of TFCs to be collected, preceded by currency code of the currency of payment. Follow this entry by “A”.

Example:

FARE	CHF962.00
EQUIV. FARE PAID	EUR
TAX/ FEE/ CHARGE	FD22.97CH
TAX/ FEE/ CHARGE	EUR10.76A
TOTAL	EUR10.76A

12.11.3 Higher Fare

12.11.3.1 Higher Fare, Same Tax/Fee/Charge (original ticket see 12.10.1)

Fare – imprint revised fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – carry forward the currency code from the original “EFP” box/data element (if any), plus code of the currency of additional collection.

Tax/Fee Charge – same as 12.11.1.

Total – imprint additional amount to be collected, preceded by currency code of the currency of payment. Follow this entry by “A”.

Example:

FARE	CHF1320.00
EQUIV. FARE PAID	EUR EUR
TAX/ FEE/ CHARGE	FD22.97CH
TAX/ FEE/ CHARGE	
TOTAL	EUR21.00A

12.11.3.2 Higher Fare, Higher Tax/Fee/Charge (original ticket see 12.10.1)

Fare – imprint revised fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – same as 12.11.3.1.

Tax/Fee/Charge – same as 12.11.2.3.

Total – imprint additional amount to be collected (including TFC), preceded by code of currency of payment. Follow entry by “A”.

Example:

FARE	CHF1320.00
EQUIV. FARE PAID	EUR EUR
TAX/ FEE/ CHARGE	FD22.97CH
TAX/ FEE/ CHARGE	EUR10.76A
TOTAL	EUR31.76A

12.11.3.3 Higher Fare, Lower Tax/Fee/Charge (original ticket see 12.10.1)

Fare – imprint revised fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – same as 12.11.3.1.

Tax/Fee/Charge – imprint “PD” followed by new TFC amount and two-letter TFC code. Refund the difference, if refundable. Otherwise, carry forward original TFC amount.

Total – imprint additional amount to be collected, preceded by currency code of the currency of payment. Follow this entry by “A”.

Example:

FARE	CHF1320.00
EQUIV. FARE PAID	EUR EUR
TAX/FEE/CHARGE	FD21.00CH
TAX/FEE/CHARGE	
TOTAL	EUR21.00A

12.11.3.4 Same, Higher or Lower Fare, but TFC no Longer Applicable (original ticket see 12.10.1)

Fare – see 12.11.1, 12.11.2.1 or 12.11.3.1 as applicable.

Equiv. Fare Paid – see 12.11.1, 12.11.2.1 or 12.11.3.1 as applicable.

Tax/Fee/Charge – leave blank. Refund TFC if refundable. If not, carry forward original TFC amount.

Total – see 12.11.1, 12.11.2.1 or 12.11.3.1 as applicable.

Example:

FARE	CHF1320.00
EQUIV. FARE PAID	EUR EUR
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	
TOTAL	EUR21.00A

12.11.3.5 Higher Fare, Higher Tax/Fee/Charge, Addition of PFC (original ticket see 12.10.1)

Fare – imprint revised fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – same as 12.11.3.1

Tax/Fee/Charge – same as 12.11.1 then imprint additional TFCs in currency of payment.

Total – imprint additional amount to be collected (including TFCs), preceded by currency code of the currency of payment. Follow this entry by “A”.

Example:

FARE	CHF2518.00	FARE CALCULATION	ZMH EE MUC CC FRA DD BRU EE NYC FF AT GG MOB M2686.64MUC2686.64END ROE1.30
EQUIV. FARE PAID	EUR EUR		944XT EUR17.43RA13.08DE21.36BE4.18YC12.13US4.18NA5.86XW4.18AY12.38RD
TAX/FEE/CHARGE	FD22.97CH		XF JFK3 AT4.5
TAX/FEE/CHARGE	EUR6.30NF		
TOTAL	EUR24.78NT		FORM OF PAYMENT
TOTAL	EUR2082.40A		

12.12 REISSUANCE PROCEDURES – SECOND or SUBSEQUENT REISSUES

12.12.1 Second and Further Reissues

12.12.1.1 No Change in Fare and Tax/Fee/Charge (original ticket see 12.10.1 and first reissue see 12.11.3.1)

Fare – carry forward entries shown on ticket being reissued.

Equiv. Fare Paid – imprint Currency Code(s) shown in “EFP” box/data element of the ticket to be exchanged.

Tax/Fee/Charge – if tax was shown on ticket to be reissued, imprint “PD” followed by the TFC amount already paid and two-letter TFC code.

Total – imprint “NO ADC”.

Example:

FARE	CHF1320.00
EQUIV. FARE PD	EUR EUR
TAX/FEES/CHARGE	PD22.97CH
TAX/FEES/CHARGE	
TAX/FEES/CHARGE	
TOTAL	NO ADC

12.12.2 Lower Fare

12.12.2.1 Lower Fare, Same Tax/Fee/Charge (original ticket see 12.10.1 and first reissue see 12.11.3.1)

Fare – imprint revised fare in currency of country of commencement of international transportation. Issue an MCO for the difference.

Equiv. Fare Paid – same as 12.12.1.1.

Tax/Fee/Charge – same as 12.11.1.

Total – imprint “NO ADC”.

Example:

FARE	CHF788.00
EQUIV. FARE PD	EUR EUR
TAX/FEES/CHARGE	PD22.97CH
TAX/FEES/CHARGE	
TAX/FEES/CHARGE	
TOTAL	NO ADC

12.12.2.2 Lower Fare, Lower Tax/Fee/Charge (original ticket see 12.10.1 and first reissuance see 12.11.3.1)

Fare – imprint revised fare in currency of commencement of international transportation.

Equiv. Fare Paid – imprint currency code(s) shown in “EFP” box/data element of the ticket to be exchanged.

Tax/Fee/Charge – imprint “PD” followed by new TFC amount and two-letter TFC code. Refund difference if refundable. If not, carry forward original TFC amount.

Total – imprint “NO ADC”.

Example:

FARE	CHF788.00
EQUIV. FARE PD	EUR EUR
TAX/FEES/CHARGE	PD21.00CH
TAX/FEES/CHARGE	
TAX/FEES/CHARGE	
TOTAL	NO ADC

Issue an MCO for the difference in fare and TFCs.

12.12.2.3 Lower Fare, Higher Tax/Fee/Charge (original ticket see 12.10.1 and first reissue see 12.11.3.1)

Fare – imprint revised fare in currency of country of commencement of international transportation. Issue an MCO for the difference.

Equiv. Fare Paid – imprint currency code(s) shown in “EFP” box/data element of ticket to be exchanged.

Tax/Fee/Charge – same as 12.11.1, then imprint additional TFCs in currency of payment.

Total – imprint additional amount to be collected, preceded by currency code of the currency of payment. Follow this entry by “A”.

Example:

FARE	CHF788.00
EQUIV. FARE PD	EUR EUR
TAX/FEES/CHARGE	PD22.97CH
TAX/FEES/CHARGE	EUR10.78SG
TAX/FEES/CHARGE	
TOTAL	EUR10.78A

12.12.3 Higher Fare

12.12.3.1 Higher Fare, Same Tax/Fee/Charge (original ticket see 12.10.1 and first reissuance see 12.11.3.1)

Fare – imprint revised fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – imprint currency code(s) (no amount) shown in the “EFP” box/data element of the exchanged ticket plus the code of the currency of additional payment.¹

Tax/Fee/Charge – if the TFC was shown on the ticket to be reissued, imprint “PD” followed by the TFC amount already paid and two-letter TFC code.

Total – imprint additional amount to be collected, preceded by currency code of the currency of payment. Follow this entry by “A”.

Example:

FARE:	CHF2606.00
EQUIV. FARE:	EUR EUR EUR
TAX/FEE/CHARGE:	PD22.97CH
TAX/FEE/CHARGE:	
TOTAL:	EUR408.00A

12.12.3.2 Higher Fare, Lower Tax/Fee/Charge (original ticket see 12.10.1 and first reissue see 12.11.3.1)

Fare – imprint revised fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – imprint currency code(s) (no amount) shown in the “EFP” box/data element of the exchanged ticket plus the code of the currency of additional payment.²

Tax/Fee/Charge – imprint “PD” followed by new TFC amount and two-letter TFC code. Refund the difference if refundable. If not, carry forward original TFC amount.

Total – imprint additional amount to be collected, preceded by currency code of the currency of payment. Follow this entry by “A”.

Example:

FARE:	CHF2606.00
EQUIV. FARE:	EUR EUR EUR
TAX/FEE/CHARGE:	PD21.00CH
TAX/FEE/CHARGE:	
TOTAL:	EUR408.00A

12.12.3.3 Higher Fare, Higher Tax/Fee/Charge (original ticket see 12.10.1 and first reissue see 12.11.3.1)

Fare – imprint revised fare in currency of country of commencement of international transportation.

Equiv. Fare Paid – same as 12.12.3.1.²

Tax/Fee/Charge – same as 12.11.1, then imprint additional TFCs in currency of payment.

Total – same as 12.11.3.2.

Example:

FARE:	CHF2606.00
EQUIV. FARE:	EUR EUR EUR
TAX/FEE/CHARGE:	PD22.97CH
TAX/FEE/CHARGE:	EUR10.76SG
TOTAL:	EUR448.76A

¹ When space does not permit, imprint additional currency codes in the “Endorsements/Restrictions” box/data element.

² If the difference is not refundable carry forward original TFC amount.



12.13 FROM PAPER TO ELECTRONIC TICKET

12.13.1 General

To convert a paper ticket to an electronic ticket, the following steps must be observed:

1. Check if endorsement is required.
2. Retrieve the Passenger Name Record (PNR) of the flights shown on the remaining unused coupons. All remaining flight segments must be eligible for electronic ticketing. This is indicated by the code “E” against the segment(s) in the PNR.
3. Make the necessary modifications to the itinerary and reprice the revised routing based on normal recalculation procedures as described earlier in this chapter.
4. Enter “issued in exchange for” information in the PNR to indicate that this is a paper to an electronic ticket exchange/reissue. This action creates a message sent to the ET database to perform an exchange or reissue and create an Electronic Ticket Record for the journey.

Note: Flight coupons are stored electronically. For accounting and legal purposes and depending on the airline, an electronic ticket transaction may generate other coupons either paper or electronic forms such as the Agent coupon and credit card charge form. The Agent coupon and charge form (if required) may be printed on regular paper or stored electronically for settlement and auditing purposes.

12.13.2 Sample Scenario

In the ticket office of Airline BB in Montevideo (MVD) the passenger wants coupons 1 to 3 of the ticket below to be rebooked and converted to an Electronic Ticket. This ticket has been issued in conjunction with another ticket that has already been flown.

Before rebooking and prior to making any alterations to the ticket, it is necessary to check if endorsement is required. As Airline BB is also the Original Issuing Airline, endorsement is not necessary.

ISSUED BY BBB AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK FLIGHT COUPON 1		ORIGIN/DESTINATION TIJTIJ		DATE AND PLACE OF ISSUE 72321335 12OCT06			
ENDORSEMENTS/RESTRICTIONS (CARBON)		TOUR CODE		AIRLINE DATA BB/8LET3V		ISSUED IN EXCHANGE FOR		BBB AIRLINES			
NAME OF PASSENGER DIZON/JOSEPHINEMS		NOT TRANSFERABLE		CONJUNCTION TICKETS 0002400726656/57				TIJUANA MX			
CGR											
X/O	FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
X	MONTEVIDEO	BB	901	Y	17JAN	1400	OK	Y		10JAN	PC
X	SANTIAGO	SCL	BB	196	Y	17JAN	2000	OK		10JAN	PC
X	MEXICO	CC	176	Y	18JAN	1600	OK	YK2		10JAN	PC
	TIJUANA	V	O	I	D						
	VOID										
FARE		FARE CALCULATION									
USD1197.00		TIJ CC MEX BB SCL M451.34EE BUE EE MVD Q25.00M84.50BB W/SCL Q25.00 84.50BB									
TAX/FEES CHARGE		W/MEX CC TIJ M451.34 1575.00NUCH196.68END ROE1.00									
USD63.60XO											
TAX/FEES CHARGE											
USD40.40XD											
TAX/FEES CHARGE											
USD38.30XU											
TAX/FEES CHARGE											
USD1339.90											
STOCK CONTROL TX 789											
0123456789 6											
CK											
		CPN		AIRLINE CODE		FORM AND SERIAL NUMBER		CK		FORM OF PAYMENT	
		1		000		2400726656		5		CASH	
										ORIGINAL ISSUE	

At the passenger’s request, the original flight segments are rebooked and sectors that have the “E” indicator are then ticketed electronically:

PNR:

								E-TKT Eligible	
1. DIZON/JOSEPHINEMS									
2	BB	901	Y	20JAN	MVD SCL	HK1	17052000	/E	
3	BB	196	Y	20JAN	SCL MEX	HK1	23550500 +1	/E	
4	CC	176	Y	22JAN	MEX TIJ	HK1	14301800	/E	

The revised itinerary is then recalculated and the following results compared:

New Fare: USD 1347.00
 Old Fare: USD 1197.00

Additional fare to be collected: USD 150.00 + New TFC: (7.5%) USD 11.30 UY = USD 161.30

New Electronic Ticket

										Coupon status	
TKT - 0002127673622				RCI-			LOC-6LBT3V				
OD-TIJTIJ		FCMI-1	POI-MVD	DOI-17JAN07			IOI-		-94990556		
1. DIZON/JOSEPHINEMS				ADT			S I				
1	O	MVD	BB 901 Y	20JAN07	1705	OK	Y	O	10JAN	2PC	
2	X	SCL	BB 196 Y	20JAN07	2355	OK	YW2	O	10JAN	2PC	
3	O	MEX	CC 176 Y	22JAN07	1430	OK	YW2	A	10JAN	2PC	
TIJ											
FARE: R		USD	1347.00								
TAX		PD	11.30 UY								
TAX		PD	63.60 XO								
TAX		PD	XT								
TOTAL		USD	161.30A								
FC TIJ CC MEX BB SCL M451.34EE BUE EE MVD Q25.00M84.50BB X/SCL Q25.00MEX CC TIJ											
M601.34 1S75.00NUC1346.68END ROE1.00											
000PD XT40.40XD38.90SV											
0003336618397TIJ12OCT06/94990556											
AX370788502911000/0807/N692163 CASH											
SAC-045PCRFNA9CUU											

The Settlement Authorisation Code (SAC) is generated as soon as a coupon is exchanged to final status. The interline partner will receive the SAC for document settlement.

For travel agents, the SAC is used between the Validating Carrier and travel agents in the following transactions:

- 1) Exchange/Reissue
- 2) Refund
- 3) Refund - Cancel. This occurs when the agent already refunded the ticket and then decides to undo the refund action within the same reporting period to enable coupon status to return to "open for use".

Subsequent Alterations to the Electronic Ticket

The passenger is still in Montevideo but now requests to postpone the date of the 3rd flight coupon on the Electronic Ticket from 22JAN to 24JAN07.

A Request Control Message is generated by the Validating Carrier (BB) to solicit control and return of coupon 3 to enable subsequent reissuance to take place.

										Exchanged status	
TKT - 0002127673622				RCI-			LOC-6LBT3V				
OD-TIJTIJ		FCMI-1	POI-MVD	DOI-19JAN07			IOI-		-94990556		
1. DIZON/JOSEPHINEMS				ADT			S I				
1	O	MVD	BB 901 Y	20JAN07	1705	OK	Y	E	10JAN	2PC	
2	X	SCL	BB 196 Y	20JAN07	2355	OK	YW2	E	10JAN	2PC	
3	O	MEX	CC 176 Y	24JAN07	1430	OK	YW2	E	10JAN	2PC	
TIJ											



CHAPTER 13 – INVOLUNTARY REROUTING (FOR AIRLINE USE ONLY)

13.1 DEFINITIONS

13.1.1 Involuntary Reroute

Means a change to a passenger's itinerary as ticketed due to an interruption in the operation of a carrier's flight or inability to provide transportation for confirmed space.

13.1.2 Misconnection

Occurs when a passenger is unable to use reserved accommodation out of a connection point due to late arrival or cancellation of the delivering flight.

13.1.3 New Operating Carrier (NOC)

Means the carrier(s) selected for onward carriage from the point where an involuntary reroute became necessary and any subsequent connecting carrier in the disrupted itinerary.

13.1.4 Normal Fares

an intermediate, first or economy class service and any other fare denominated and published as a normal fare, e.g. C2, F2, Y2. Children's fares and infant's fares which are established as percentage of the fares referred to above are also considered to be normal fares.

13.1.5 Original Marketing Carrier (OMC)

- (a) the carrier whose airline designator is originally recorded as the transporting carrier on the affected coupon.
- (b) the carrier responsible for the reissuance of the original flight coupon(s) or for the issuance of a Flight Interruption Manifest or for setting the involuntary indicator (I).
- (c) in a code share situation, the Original Marketing Carrier may be different from the Original Operating Carrier.

13.1.6 Original Operating Carrier (OOC)

- (a) the carrier on whose flight a passenger is originally scheduled to be carried and who is responsible for the condition which creates the need for an involuntary change in the passenger's journey
- (b) the carrier responsible for the reissuance of the original flight coupon(s) or for the issuance of a Flight Interruption Manifest.
- (c) in a code share situation, the Original Operating Carrier may be different from the Original Marketing Carrier.

13.1.7 Original Receiving Carrier

Means the carrier on whose flight a passenger is originally ticketed to be carried from a connection point.

13.1.8 Special Fare

Means any fare other than a normal fare.

13.1.9 Ticket Handler

The handling company used for passenger ticketing and related ticketing services on behalf of the Marketing/Operating Carrier where the handling company is using a system other than the Marketing/Operating Carrier's system.

13.10 EXTENSION OF TICKET VALIDITY DUE TO ILLNESS

A passenger may request to extend the validity of his/her ticket due to illness after having commenced the journey.

When a passenger, after having commenced his journey, is prevented from travelling within the period of validity of his ticket by reason of illness, a carrier may extend the period of validity as follows:

- (a) in the case of normal fare tickets and special fare tickets which have the same period of validity as normal fare tickets, until the date when he becomes fit again to travel according to a medical certificate or until the first service of the class for which the fare has been paid (irrespective of any restrictive conditions applicable to the type of fare paid) of the Member on which space is available after such date from the point where the journey is resumed or from the last connection point if any;
- (b) provided that when the flight coupons remaining in such ticket involve one or more stopovers the validity of such ticket may be extended for not more than three months as from the date shown on such certificate. In such circumstances a Member may extend to the same extent the period of validity of tickets of other members of the immediate family travelling with the incapacitated passenger;
- (c) in the case of short limit, special fare tickets, unless otherwise specified in the applicable special fares Resolution, until the date of the first available flight after he becomes fit again to travel according to a medical certificate (irrespective of any restrictive conditions applicable to the type of fare paid) but in no case later than seven days beyond the date when he becomes fit to travel. In such circumstances a Member may extend to the same extent the period of validity of tickets of other members of the immediate family travelling with the incapacitated passenger.

The intention of this provision is to extend the validity due to unforeseen circumstances caused by illness. This can however only be done if the journey has already commenced. For normal tickets which have a one year validity the ticket may be extended beyond one year once the passenger has a medical certificate. When there is a multi leg journey involved, any subsequent legs must be utilised within 3 months from the date the passenger becomes fit to fly as evidenced by the medical certificate. The intent is that even if the passenger is sick for a long period of time, the ticket can be extended once to enable the passenger to return or continue the journey even if it is two or more years later. It is however not the intent that the passenger can choose to keep extending his ticket. The validity of any extension is based on the date the passenger becomes fit to fly as evidenced by the medical certificate submitted.

CHAPTER 14 – RELATED INFORMATION

14.1 TAXES, FEES AND CHARGES (TFCs)

14.1.1 General

There are various types of taxes, fees and charges (TFCs) that may be assessed: these include departure tax, sales tax and transportation tax, passenger facility or service charge, customs inspection fee, etc. While departure and sales taxes are often local taxes, i.e. collected locally in the taxing country, such taxes may also be collected at document issuance, unless prohibited by law of the country in which the document is issued.

The IATA rules for rounding taxes, fees and charges are contained in the currency section of your tariff manuals.

The latest updates on taxes, fees and charges are provided by the IATA Ticket Tax Box Service at <http://ttbs-ratd.iata.org/TTBS-RATD/LoginPage.aspx?ReturnUrl=%2fTTBS-RATD%2fDefault.aspx>.

14.1.2 Types of Taxes/Fees/Charges

14.1.2.1 Departure TFCs

A TFC may be imposed on a passenger and may be collected directly from the passenger in the taxing country at check-in. It may be collected by a government agency or by an airline on behalf of the government. If collected by the airline, it may be remitted directly to the government locally. Receipt forms are usually provided by the government agency. Departure TFCs may also be collected on the ticket.

14.1.2.2 Sales TFCs

A TFC may be imposed on a passenger on the issuance, of a ticket or other accountable document. The airlines collect the TFC from the passenger on behalf of a government or authority. While a government imposing a TFC cannot make the collection mandatory on tickets or other accountable documents issued abroad airlines may choose to collect such TFC from passengers at time of ticket or other accountable document sale.

14.1.2.3 Transportation TFCs

A TFC may be imposed on a passenger, for the use of airport facilities and other charges, that may be collected, by an airline, from the passenger in advance, at time of ticket issuance anywhere in the world.



△ 14.2 ISO COUNTRY CODES, IATA CURRENCY CODES & TICKET CODES FOR TAXES, FEES & CHARGES (CODING)

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Afghanistan	AF	Afghani	AFN	
Aland Islands	AX			
Albania	AL	Lek	ALL	
Border Crossing Tax				IX
Passenger Service Charge (Domestic)				AL
Passenger Service Charge (International)				AL
Tirana Security Charge (International)				HA
Algeria	DZ	Algerian Dinar	DZD	
Airport Tax (Domestic)				DZ
Airport Tax (International)				XE
Fiscal Stamp Tax (Domestic)				DZ
Fiscal Stamp Tax (International)				DZ
Transportation Tax (International)				DZ
Value Added Tax				YB
American Samoa	AS	US Dollar	USD	
Pago Pago Passenger Facility Charge				XF
Andorra	AD	Euro	EUR	
Angola	AO	Kwanza	AOA	
Embarkation Tax (International)				AO
Fiscal Stamp Tax (Domestic)				ZL
Fiscal Stamp Tax (International)				ZL
Anguilla	AI	East Caribbean Dollar	XCD	
Airport Expansion Tax				EO
Development Tax (International)				EP
Antarctica	AQ			
Antigua and Barbuda	AG	East Caribbean Dollar	XCD	
Passenger Facility Charge (Intl)				WK
Ticket Tax				AG
Argentina	AR	Peso	ARS	
Airport Tax (Domestic)				XR
Airport Tax (International)				XR
Custom and Immigration Services Tax (International)				QO
Gross Receipts Tax (Domestic)				QN
Security Tax (Domestic)				TQ
Security Tax (International)				TQ
Ticket Tax				AR
Value Added Tax (Excess Baggage)				DN
Value Added Tax (Passengers)				DL
Armenia	AM	Armenian Dram	AMD	
Aruba	AW	Aruban Guilder	AWG	
Passenger Facility and Security Charge				AW
Special Facility Charge				VJ
Australia	AU	Australian Dollar	AUD	
Goods and Services Tax (GST)				UO
Passenger Services Charge - Intl				WY
Passenger Movement Charge (PMC)				AU
Passenger Service Charge - Dom				QR
Safety and Security Charge (Dom)				WG
Safety and Security Charge (Intl)				WG
Sydney/Adelaide Noise Levy Tax (Domestic)				QK
Sydney/Adelaide Noise Levy Tax (International)				QK
Austria	AT	Euro	EUR	
Passenger Security Charge (Domestic)				AT
Passenger Security Charge (International)				AT
Passenger Service Charge (PAX)				ZY



Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Azerbaijan	AZ	Azerbaijani Manat	AZM	
Departure Tax (International)				AZ
Bahamas	BS	Bahamian Dollar	BSD	
Airport Facility Fee (Domestic)				GJ
Airport Facility Fee (Int'l)				GJ
Passenger Departure Tax				EA
Security Fee (Domestic)				GK
Security Fee (International)				GK
Ticket Tax (International)				BS
Bahrain	BH	Bahraini Dinar	BHD	
Passenger Service Fee (International)				BH
Bangladesh	BD	Taka	BDT	
Embarkation Fee (Domestic)				BD
Embarkation Fee (International)				BD
Foreign Travel Tax (International)				UT
Barbados	BB	Barbados Dollar	BBD	
Airport Facilitation Fee (International)				DI
Security Fee				JH
Passenger Service Charge				JG
Value Added Tax				BB
Belarus	BY	Belarussian Ruble	BYR	
Passenger Service Charge				WI
Sales Tax (International)				BY
Security Charge (International)				WJ
Terminal Use Fee (International)				WH
Belgium	BE	Euro	EUR	
Passenger Service and Security Charge				BE
Belize	BZ	Belize Dollar	BZD	
Airport Development Fee				BU
Conservation Tax				FU
Passenger Service Fee				FV
Security Fee (International)				FW
Ticket Tax				BZ
Benin	BJ	CFA Franc BECAO 1)	XOF	
Aeronautical Development Charge (Intl)				DX
Fiscal Tax (Domestic)				BJ
Fiscal Tax (International)				BJ
Passenger Service Charge (International)				ZD
Security Tax (Domestic)				BJ
Security Tax (International)				BJ
Tourist Development Tax				BJ
Bermuda	BM	Bermudian Dollar	BMD	
Aviation Security Fee				BL
Government Passenger Tax				BM
Passenger Facility Charge				EN
Bhutan	BT	Ngultrum	BTN	
Bolivia	BO	Boliviano	BOB	
Sales Tax (Domestic)				BO
Sales Tax (International)				BO
Service Charge (Domestic)				QM
Bosnia and Herzegovina	BA	Convertible Mark	BAM	
Passenger Service Charge (Domestic)				BA
Passenger Service Charge (International)				BA
Passenger Tax (International)				HV
Botswana	BW	Pula	BWP	
Departure Tax (Domestic)				BW
Departure Tax (International)				BW
Value Added Tax (Domestic)				CW
Bouvet Island	BV	Norwegian Krone	NOK	



Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Brazil	BR	Brazilian Real	BRL	
Embarkation Tax (Domestic)				BR
Embarkation Tax (Intl)				BR
British Indian Ocean Territory	IO	US Dollar	USD	
Brunei Darussalam	BN	Brunei Dollar	BND	
Bulgaria	BG	Lev	BGN	
Passenger Charge (Domestic)				BG
Passenger Charge (International)				BG
Burkina Faso	BF	CFA Franc BECAO 1)	XOF	
Fiscal Stamp Tax (Domestic)				BF
Fiscal Stamp Tax (International)				BF
Passenger Service Charge (Domestic)				ZJ
Passenger Service Charge (International)				ZJ
Security Tax (Domestic)				BF
Security Tax (International)				BF
Ticket and Sales Tax (Domestic)				BF
Ticket and Sales Tax (International)				BF
Tourism Tax (Dom)				BF
Tourism Tax (Intl)				BF
Burundi	BI	Burundi Franc	BIF	
Embarkation Fee (Domestic)				BI
Embarkation Fee (International)				BI
Security Tax				BI
Cambodia	KH	Riel	KHR	
Value Added Tax (Domestic)				KH
Cameroon	CM	CFA Franc BEAC 2)	XAF	
Development Tax (International)				VY
Passenger Service Charge (Domestic)				VZ
Passenger Service Charge (International)				VZ
Safety Tax (Domestic)				VX
Safety Tax (International)				VX
Tax on Value (Domestic)				CM
Tax on Value (International)				CM
Canada	CA	Canadian Dollar	CAD	
Air Travellers Security Charge (Dom)				CA
Air Travellers Security Charge (Intl)				CA
Airport Improvement Fee (AIF), Dom.				SQ
Airport Improvement Fee (AIF), Intl.				SQ
Goods and Services Tax (GST)				XG
Harmonized Sales Tax				RC
Quebec Sales Tax				XQ
Cape Verde	CV	Cape Verde Escudo	CVE	
Airport Embarkation Tax (Domestic)				CV
Airport Embarkation Tax (International)				CV
Stamp Tax				GV
Cayman Islands	KY	Cayman Islands Dollar	KYD	
Departure Tax (International)				KY
Security Tax (Domestic)				SU
Security Tax (International)				SU
Terminal Fee (Dom)				GX
Terminal Fee (Int'l)				GX
Central African Republic	CF	CFA Franc BEAC 2)	XAF	
Development Charge (Domestic)				HC
Development Charge (International)				HC
Passenger Service Charge (International)				ZB
Safety Charge (Domestic)				HD
Safety Charge (International)				HD
Security Tax				CF



Related Information

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Chad	TD	CFA Franc BEAC 2)	XAF	
Airport Tax (Domestic)				IB
Airport Tax (international)				IB
Development Charge (Dom.)				IP
Development Charge (Int'l)				IP
Embarkation Tax (Domestic)				TD
Embarkation Tax (International)				TD
Passenger Service Charge (Domestic)				ZG
Passenger Service Charge (International)				ZG
Security Tax (Domestic)				BX
Security Tax (International)				BX
Chile	CL	Chilean Peso	CLP	
Airport Facility Charge (Domestic)				CL
Airport Facility Charge (International)				ZQ
China (see People's Republic of China)				
Chinese Taipei (Taiwan)	TW	New Taiwan Dollar	TWD	
Airport Service Charge - Intl				TW
Christmas Island	CX	Australian Dollar	AUD	
Christmas Island Passenger Service Charge				CX
Safety and Security Charge (Intl)				WG
Cocos (Keeling) Islands	CC	Australian Dollar	AUD	
Cocos (Keeling) Islands Safety and Security Charge (Intl)				WG
Cocos Island Passenger Service Charge				CC
Colombia	CO	Colombian Peso	COP	
Airport Tax (Domestic)				CO
Airport Tax (International)				CO
Resident Exit Tax (Timbre)				DG
Sales Tax (Domestic) = I.V.A.				YS
Sales Tax (International) = I.V.A.				YS
Comoros	KM	Comoro Franc	KMF	
Airport Tax (Domestic)				KM
Airport Tax (International)				KM
Security Tax (Domestic)				KM
Security Tax (International)				KM
Stamp Tax (Domestic)				KM
Stamp Tax (International)				KM
Congo	CG	CFA Franc	XAF	
Airport Charge (International)				HS
Passenger Service Charge (International)				ZC
Sales Tax (Domestic)				CG
Sales Tax (International)				CG
Security Tax (Domestic)				CG
Security Tax (International)				CG
Stamp Tax (Domestic)				RZ
Stamp Tax (International)				RZ
Congo, Democratic Republic of	CD	Franc Congolais	CDF	
Airport Tax (Domestic)				CD
Airport Tax (International)				CD
Sales Tax - CCA (Domestic)				CD
Sales Tax - CCA (International)				CD
Tourist Development Fund - FPT (Domestic)				CD
Tourist Development Fund - FPT (International)				CD
Cook Islands	CK	New Zealand Dollar	NZD	
Costa Rica	CR	Costa Rican Colon	CRC	
Common Area User Charge (Intl)				FS
Security Fee (International)				IK
Transportation Tax				CR
Côte d'Ivoire	CI	CFA Franc BECAO 1)	XOF	
Abidjan Municipal Tax (Domestic)				FQ



Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Abidjan Municipal Tax (International)				FQ
Fiscal Stamp Tax (Domestic)				TI
Fiscal Stamp Tax (International)				TI
Passenger Service Charge (Domestic)				RQ
Passenger Service Charge (International)				RQ
Security Tax				CI
Solidarity Tax				HZ
Tourism Tax (Domestic)				CI
Tourism Tax (International)				CI
Croatia	HR	Kuna	HRK	
Airport Tax (Domestic)				HR
Airport Tax (International)				HR
Value Added Tax				ZS
Cuba	CU	Cuban Peso	CUP	
Cyprus	CY	Cyprus Pound*	CYP*	
Airport Service Charge (International)				CY
Czech Republic	CZ	Czech Koruna	CZK	
Embarkation Tax (Domestic)				CZ
Embarkation Tax (International)				CZ
Value Added Tax				XH
Denmark	DK	Danish Krone	DKK	
Passenger Service Charge - Domestic				ZO
Passenger Service Charge - International				ZO
Transportation Tax (Dom.)				DK
Transportation Tax (Intl.)				DK
Djibouti	DJ	Djibouti Franc	DJF	
Departure Tax				DJ
Sales Tax (Domestic)				DJ
Sales Tax (International)				DJ
Dominica	DM	East Caribbean Dollar	XCD	
Transportation Tax (International)				DM
Dominican Republic	DO	Dominican Peso	DOP	
Airport Authority Fee				UX
Airport Departure Tax (International)				AA
Airport Infrastructure Fee				VB
Transportation Tax (Domestic)				DO
Transportation Tax (International)				DO
East Timor	TL	US Dollar	USD	
Ecuador	EC	US Dollar	USD	
Government Transportation Tax (Domestic)				EC
Government Transportation Tax (International)				EC
Security Fee (Dom)				WT
Security Fee (Intl)				WT
Tourism Fee (International)				ED
Egypt	EG	Egyptian Pound	EGP	
Airport Facility Charge (Dom)				DR
Airport Facility Charge (Intl)				DR
Departure Fee				JK
Embarkation Tax				QH
Service Charge (Dom)				EQ
Service Charge (Domestic)				RH
Service Charge (Int'l)				EQ
Stamp Tax (Domestic)				XL
Stamp Tax (Excess Baggage)				XL
Stamp Tax (International)				XL
Ticket Issuance Fee				XK
Transportation Tax				EG

* Cyprus switches to the euro as of 1 January 2008. Cyprus Pound, however, will remain in circulation until 31 January 2008.



Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
El Salvador	SV	El Salvador Colon	SVC	
Airport Departure Tax (international)				IF
Immigration Fee				IG
Tourism Contribution Fee (International)				IM
Value Added Tax (Commercial Entities)				QG
Value Added Tax (Individuals)				SV
Equatorial Guinea	GQ	CFA Franc BEAC 2)	XAF	
Departure Tax (Domestic)				GQ
Departure Tax (International)				GQ
Eritrea	ER	Eritrean Nakfa	ERN	
Sales Tax (Domestic)				ER
Sales Tax (International)				ER
Estonia	EE	Kroon	EEK	
Passenger Service Charge (International)				EE
Ethiopia	ET	Ethiopian Birr	ETB	
Airport Departure Tax (Domestic)				IH
Airport Departure Tax (International)				IH
Stamp Duty, Domestic Air Travel				ET
Stamp Duty, International Air Travel				ET
Falkland Islands	FK	Falkland Islands Pound	FKP	
Faroe Islands	FO	Danish Krone	DKK	
Departure Tax				FO
Passenger Service Charge (Domestic)				ZO
Passenger Service Charge (International)				ZO
Fiji	FJ	Fiji Dollar	FJD	
Airport Departure Tax				EY
Airport Development Charge				FA
Airport Security Charge				EZ
Value Added Tax				FJ
Finland	FI	Euro	EUR	
Passenger Fee (Domestic)				QU
Passenger Fee (International Transit)				WL
Passenger Fee (International)				FI
Passenger Fee (Transfer)				ZX
Security Charge (Dom)				DQ
Security Charge (Intl)				DQ
Value Added Tax				YF
France	FR	Euro	EUR	
Airport Tax (Domestic)				FR
Airport Tax (International)				FR
Civil Aviation Tax (Domestic)				FR
Civil Aviation Tax (International)				FR
Fiscal Tax (Corsica) - Dom				FR
Fiscal Tax (Corsica) - Intl				FR
Passenger Service Charge - Dom				QW
Passenger Service Charge - Intl				QX
VAT Adjustment Tax				UI
French Guiana	GF	Euro	EUR	
Airport Tax (Domestic)				FR
Airport Tax (International)				FR
French Civil Aviation Tax (Domestic)				FR
French Civil Aviation Tax (International)				FR
Passenger Service Charge (Domestic)				QY
Passenger Service Charge (International)				QY
French Polynesia	PF	CFP Franc	XPF	
Departure Tax (International)				PF
Local Departure Tax (Domestic)				PF



Ticketing Handbook

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
French Southern Territories	TF	Euro	EUR	
Gabon	GA	CFA Franc BEAC 2)	XAF	
Airport Tax - Domestic				GA
Airport Tax - International				GA
Departure Tax (Regional)				RT
Passenger Service Charge				SX
Safety Charge (International)				WZ
Value Added Tax				RV
Gambia	GM	Dalasi	GMD	
Airport Security Charge (Domestic)				GG
Airport Security Charge (Int'l)				GG
Government Sales Tax				GM
Passenger Service Charge (Domestic)				WB
Passenger Service Charge (International)				WB
Georgia	GE	Lari	GEL	
Airport Passenger Security Fee				JA
CAA Regulation Fee				FY
Passenger Fee				GE
Germany	DE	Euro	EUR	
Airport Security Charge (Domestic)				DE
Airport Security Charge (International)				DE
Passenger Service Charge - Intl				RA
Passenger Service Charge - Dom.				RD
Ghana	GH	Cedi	GHC	
Passenger Service Charge (International)				GH
Gibraltar	GI	Gibraltar Pound	GIP	
Passenger Service Charge				GI
Greece	GR	Euro	EUR	
Airport Development Charge (Domestic)				GR
Airport Development Charge (International)				GR
Passenger Security Charge (Domestic)				WQ
Passenger Security Charge (International)				WQ
Passenger Terminal Facilities Charge (Dom)				WP
Passenger Terminal Facilities Charge (Intl)				WP
Greenland	GL	Danish Krone	DKK	
Passenger Service Charge (Domestic)				ZO
Grenada	GD	East Caribbean Dollar	XCD	
Baggage Screening Charge (Int'l)				FF
Concourse Fee				JF
Facilitation Charge (International)				VW
Government Ticket Tax				GD
Guadeloupe	GP	Euro	EUR	
Airport Tax (Domestic)				FR
Airport Tax (International)				FR
Departure Tax				GP
Development Charge (CCI), Domestic				GP
Development Charge, International				GP
Embarkation Tax (International)				GP
French Civil Aviation Tax (Domestic)				FR
French Civil Aviation Tax (International)				FR
Passenger Service Charge (Domestic)				QZ
Passenger Service Charge (International)				QZ
Guam	GU	US Dollar	USD	
Customs, Agriculture & Quarantine Inspection Services Charge				GU
Guam Passenger Facility Charge				XF
Guatemala	GT	Quetzal	GTQ	
Departure Tax (International)				XC
Transportation Tax (International)				GT
Value Added Tax (Domestic)				XB
Value Added Tax (International)				XB



Related Information

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Guinea	GN	Guinea Franc	GNF	
Security Tax (Domestic)				EF
Security Tax (International)				EF
Service Charge (Domestic)				GN
Service Charge (International)				GN
Guinea-Bissau	GW	CFA Franc BECAO 1)	XOF	
Embarkation Tax (Domestic)				GW
Embarkation Tax (International)				GW
Security Tax (Domestic)				GW
Security Tax (International)				GW
Stamp Tax (Domestic)				GW
Stamp Tax (International)				GW
Guyana	GY	Guyana Dollar	GYD	
Government Sales Tax				GY
Haiti	HT	Gourde	HTG	
Immigration Processing Fee				HI
Passenger Facility Charge				DH
Security Control Fee				FP
Territorial Development Tax				HT
Transportation Tax (Domestic)				HT
Transportation Tax (International)				HT
Heard and McDonald Islands	HM	Australian Dollar	AUD	
Honduras	HN	Lempira	HNL	
Transportation Tax (Domestic)				HN
Transportation Tax (International)				HN
Hong Kong (SAR), China	HK	Hong Kong Dollar	HKD	
Air Passenger Departure Tax				HK
Hungary	HU	Forint	HUF	
Airport Departure Tax				HU
Security Charge				FE
Iceland	IS	Iceland Krona	ISK	
Airport Service Charge (Domestic)				IS
Airport Service Charge (International)				IS
Passenger Fee (Keflavik)				ZU
India	IN	Indian Rupee	INR	
Passenger Service Fee (Dom)				WO
Passenger Service Fee (Intl)				WO
Indonesia	ID	Rupiah	IDR	
Value Added Tax - Freight (Domestic)				ID
Value Added Tax - Passengers (Domestic)				ID
Iran	IR	Iranian Rial	IRR	
Airport Tax (International)				IR
Tourism Development Tax (International)				AV
Iraq	IQ	Iraqi Dinar	IQD	
Ireland	IE	Euro	EUR	
Airport Security Charge - Dom				BC
Airport Security Charge - Intl				BC
Passenger Charge (Domestic)				UP
Passenger Charge (International)				UP
Pre-Inspection Charge				UQ
Israel	IL	New Israeli Sheqel	ILS	
Departure Passenger Airport Tax - (Intl.)				IL
Security Charge (Domestic)				AP
Security Charge (International)				AP



Ticketing Handbook

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Italy	IT	Euro	EUR	
Council City Tax (Dom)				HB
Council City Tax (Int'l)				HB
Embarkation Tax (Domestic)				IT
Embarkation Tax (International)				IT
Security Bag Charge (Domestic)				EX
Security Bag Charge (International)				EX
Security Charge (Domestic)				VT
Security Charge (International)				VT
Value Added Tax on IT/EX/VT/HB (Dom)				FN
Jamaica	JM	Jamaican Dollar	JMD	
Airport Improvement Fee				EL
Passenger Service and Security Fee (Dom)				EK
Passenger Service and Security Fee (Intl)				EK
Stamp Tax (Domestic)				JM
Stamp Tax (International)				JM
Tourism Enhancement Fee (Int'l)				HG
Travel Tax (International)				WD
Japan	JP	Yen	JPY	
Consumption Tax				JP
Passenger Facility Charge (Domestic)				HJ
Passenger Service Facilities Charge (International)				SW
Jordan	JO	Jordanian Dinar	JOD	
Embarkation Tax (International)				HQ
Ticket Sales Tax (International)				JO
Kazakhstan	KZ	Tenge	KZT	
Passenger Service Charge (Domestic)				UJ
Passenger Service Charge (International)				UJ
Sales Tax (Domestic)				KZ
Sales Tax (International)				KZ
Kenya	KE	Kenyan Shilling	KES	
Passenger Airport Service Charge (Domestic)				KE
Passenger Airport Service Charge (International)				TU
Kiribati	KI	Australian Dollar	AUD	
Korea, Democratic People's Rep. of	KP	North Korean Won	KPW	
Korea, Republic of	KR	Won	KRW	
Passenger Service Charge (Domestic)				DA
Passenger Service Charge (International)				BP
Kuwait	KW	Kuwait Dinar	KWD	
Airport Departure Tax				KW
Airport Service Charge (International)				GZ
Kyrgyzstan	KG	Som	KGS	
Airport Development Charge (International)				HL
Lao People's Democratic Republic	LA	Kip	LAK	
Latvia	LV	Latvian Lats	LVL	
Passenger Departure and Security Tax (Dom.)				LV
Passenger Departure and Security Tax (Intl.)				LV
Lebanon	LB	Lebanese Pound	LBP	
Beirut Airport Embarkation Tax (International)				LB
Departure Tax				VL
Ticket Issuance Fee (Domestic)				YL
Ticket Issuance Fee (International)				YL
Lesotho	LS	Loti	LSL	
Passenger Service Charge (International)				VM



Related Information

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Liberia	LR	Liberian Dollar	LRD	
Airport Service Fee				EM
Safety and Security Fee (Domestic)				HX
Safety and Security Fee (International)				HX
Ticket Tax				LR
Libya (Libyan Arab Jamahiriya)	LY	Libyan Dinar	LYD	
Airport Departure Tax (Domestic)				WV
Airport Departure Tax (International)				WV
Ticket Tax				LY
Liechtenstein	LI	Swiss Franc	CHF	
Lithuania	LT	Lithuanian Litas	LTL	
Airport Tax (Domestic)				LT
Airport Tax (International)				LT
Luxembourg	LU	Euro	EUR	
Passenger Service Charge				LU
Security Tax				YJ
Macao (SAR), China	MO	Pataca	MOP	
Airport Security Tax				MO
Passenger Service Charge (Domestic)				WN
Passenger Service Charge (International)				WN
Macedonia (FYROM)	MK	Denar	MKD	
Airport Service Tax (Domestic)				MK
Airport Service Tax (International)				MK
Security Tax (Domestic)				VS
Security Tax (International)				VS
Madagascar	MG	Ariary	MGA	
Passenger Tax (Domestic)				MG
Passenger Tax (International)				MG
Malawi	MW	Kwacha	MWK	
Surtax (Dom.)				MW
Malaysia	MY	Malaysian Ringgit	MYR	
Passenger Service Charge (Domestic)				MY
Passenger Service Charge (International)				MY
Maldives	MV	Rufiyaa	MVR	
Airport Fee				BQ
Mali	ML	CFA Franc BECAO 1)	XOF	
Development Charge (international)				IC
Passenger and Safety Charge (Domestic)				EB
Passenger and Safety Charge (International)				EB
Ticket Tax (Domestic)				ML
Ticket Tax (International)				ML
Tourism Tax				RX
Malta	MT	Maltese Lira¹	MTL¹	
Airport Security Charge				DB
Airport Tax				MT
Passenger Service Charge - Intl				UF
Value Added Tax				AC
Marshall Islands	MH	US Dollar	USD	
Martinique	MQ	Euro	EUR	
Airport Tax (Domestic)				FR
Airport Tax (International)				FR
Embarkation Tax				MQ
French Civil Aviation Tax (Domestic)				FR
French Civil Aviation Tax (International)				FR
Passenger Service Charge (International)				RB

¹ Upon joining EMU, Malta switches to the euro as of 1 January 2008. As time of this writing, the Maltese Lira is expected to remain in circulation until 31 January 2008.



Ticketing Handbook

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Mauritania	MR	Ouguiya	MRO	
Air Transportation Charge				HO
Embarkation Tax (International)				MR
Fiscal Stamp Tax (Domestic)				MR
Fiscal Stamp Tax (International)				MR
Passenger Service Charge (International)				ZI
S.A.M. Tax (Domestic)				MR
Security Tax				MR
Mauritius	MU	Mauritius Rupee	MUR	
Passenger Fee (International)				HH
Passenger Service Charge				MU
Passenger Solidarity Fee				JE
Mayotte	YT	Euro	EUR	
Mexico	MX	Nuevo Peso	MXN	
Airport Departure Tax - TUA (Domestic)				XV
Airport Departure Tax - TUA (International)				XD
Excess Baggage Ticket Tax				MX
Tourism Tax (Derecho No Inmigrante)				UK
Transportation Tax - IVA (Domestic)				MX
Transportation Tax - IVA (International)				XO
Micronesia	FM	US Dollar	USD	
Moldova, Republic of	MD	Moldovan Leu	MDL	
Airport Development Tax				MD
Passenger Service Charge (International)				WW
Monaco	MC	Euro	EUR	
Mongolia	MN	Tugrik	MNT	
Passenger Service Charge				MN
Montenegro	ME	Euro	EUR	
Montserrat	MS	East Caribbean Dollar	XCD	
Morocco	MA	Moroccan Dirham	MAD	
Airport Security Tax (Domestic)				MA
Airport Security Tax (International)				MA
Equipment Tax (International)				MA
Passenger Service Charge (Domestic)				MA
Passenger Service Charge (International)				MA
Ticket Stamp Tax (Domestic)				MA
Ticket Stamp Tax (International)				MA
Mozambique	MZ	Mozambique Metical	MZN	
Myanmar	MM	Kyat	MMK	
Namibia	NA	Namibian Dollar	NAD	
Passenger Service Charge (Dom)				NA
Passenger Service Charge (Intl)				NA
Nauru	NR	Australian Dollar	AUD	
Nepal	NP	Nepalese Rupee	NPR	
Netherlands	NL	Euro	EUR	
Airport Service Charge - Domestic				QL
Airport Service Charge - International				QL
Noise Isolation Charge (Domestic)				VV
Noise Isolation Charge (International)				VV
Passenger Service Charge - (Domestic)				RN
Passenger Service Charge - International				RN
Security Service Charge (Domestic)				CJ
Security Service Charge (International)				CJ
Netherlands Antilles	AN	Neth. Antillian Guilder	ANG	
Airport Departure Tax (SXM) Domestic				FH
Airport Departure Tax (SXM) International				FH
Airport Facility Charge (Domestic)				AN
Airport Facility Charge (International)				AN
Passenger Screening Fee (Domestic)				FG
Passenger Screening Fee (International)				FG



Related Information

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
New Caledonia	NC	CFP Franc	XPF	
Passenger Service Charge (Domestic)				NC
Passenger Service Charge (International)				NC
New Zealand	NZ	New Zealand Dollar	NZD	
Aviation Security Screening Levy (Domestic)				CE
Goods and Services Tax (GST) - Passengers				NZ
Passenger Levy (Domestic)				WX
Passenger Security Charge (international)				IA
Nicaragua	NI	Cordoba Oro	NIO	
City (Fisco) Tax - Domestic				QE
City (Fisco) Tax - International				QE
Sales (Hacienda) Tax - Domestic				NI
Sales (Hacienda) Tax - International				NI
Terminal Fee (International)				FC
Tourism Fee (International)				FD
Niger	NE	CFA Franc BECAO 1)	XOF	
Fiscal Stamp Tax (International)				NE
Passenger Service Charge (International)				ZH
Security Tax (Domestic)				NE
Security Tax (International)				NE
Tourist Tax				VP
Transportation Tax - TIT (International)				NE
Nigeria	NG	Naira	NGN	
Airport Service Charge (Domestic)				QT
Airport Service Charge (International)				QT
Sales Tax (Domestic)				NG
Sales Tax (International)				NG
Niue	NU	New Zealand Dollar	NZD	
Norfolk Island	NF	Australian Dollar	AUD	
Domestic (Australian) Passenger Service Charge				NF
Northern Mariana Islands	MP	US Dollar	USD	
Rota Island Passenger Facility Charge				XF
Saipan Island Passenger Facility Charge				XF
Tinian Island Passenger Facility Charge				XF
Norway	NO	Norwegian Krone	NOK	
Passenger Charge (Domestic)				ZN
Passenger Charge (International)				ZN
Value Added Tax (VAT) Dom.				NV
Oman	OM	Rial Omani	OMR	
Airport Tax				OM
Pakistan	PK	Pakistan Rupee	PKR	
Capital Value Tax (CVT)				RG
Embarkation Fee (Domestic)				SP
Embarkation Fee (International)				SP
Excise Duty				PK
Foreign Travel Tax				SF
Palau	PW	US Dollar	USD	
Palestinian Territory	PS			
Panama	PA	Balboa	PAB	
Airport Departure Tax				FZ
Tourism Tax (Domestic)				PA
Tourism Tax (International)				PA
Papua New Guinea	PG	Kina	PGK	
Departure Tax				PG
Terminal Facility Charge (Domestic)				GC
Terminal Facility Charge (International)				GC
Value Added Tax (Domestic)				UN
Paraguay	PY	Guarani	PYG	
Airport Departure Fee (International)				BK
Transportation Tax (International)				PY



Ticketing Handbook

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
People's Republic of China	CN	Yuan Renminbi	CNY	
Airport Fee (Domestic)				CN
Airport Fee (International)				CN
Peru	PE	Nuevo Sol	PEN	
Airport Departure Tax (International)				HW
Sales Tax				PE
Tourism Arrival Tax				DY
Value Added Tax on the Airport Departure tax				JB
Philippines	PH	Philippine Peso	PHP	
Alien Head Tax (Non-residents)				PH
Travel Tax				PH
Value Added Tax (VAT) Domestic				PV
Pitcairn Island	PN	New Zealand Dollar	NZD	
Poland	PL	Zloty	PLN	
Airport Tax (Domestic)				XW
Airport Tax (International)				XW
Value Added Tax				XX
VAT Adjustment Tax (Dom)				EI
Portugal	PT	Euro	EUR	
Passenger Service Charge - Intl.				YP
Passenger Service Charge - Domestic				YP
IVA - Value Added Tax				WA
Security Tax (Domestic)				PT
Security Tax (International)				PT
Puerto Rico	PR	US Dollar	USD	
San Juan Passenger Facility Charge				XF
Qatar	QA	Qatari Rial	QAR	
Airport Fee (Intl)				QA
Reunion	RE	Euro	EUR	
Airport Tax (Domestic)				FR
Airport Tax (International)				FR
Embarkation Tax (Intl)				RE
French Civil Aviation Tax (Domestic)				FR
French Civil Aviation Tax (International)				FR
Passenger Service Charge (Domestic)				RJ
Passenger Service Charge (International)				RJ
Romania	RO	Leu	ROL	
Airport Departure Tax (Domestic)				RO
Airport Departure Tax (International)				RO
Airport Development Tax (Domestic)				HE
Airport Development Tax (Int'l)				HE
Security Charge (Domestic)				DC
Security Charge (International)				DC
Transfer Passenger Fee (Domestic)				DT
Transfer Passenger Fee (International)				DT
Russian Federation	RU	Russian Ruble	RUB	
Sales Tax (Intl) - Russian airlines				RU
Security Charge (International)				UH
Terminal Use Charge (International)				RI
Rwanda	RW	Rwanda Franc	RWF	
Passenger Service Fee (Domestic)				RW
Passenger Service Fee (International)				RW
Saint Helena	SH			
Saint Kitts and Nevis	KN	East Caribbean Dollar	XCD	
Airport Enhancement Facilitation Fee (Dom)				FB
Airport Enhancement Facilitation Fee (Intl)				FB
Sales Tax (Domestic)				KN
Sales Tax (International)				KN



Related Information

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Saint Lucia	LC	East Caribbean Dollar	XCD	
Facilitation Charge (International)				II
Passenger Facility Fee				EW
Security Charge (International)				IJ
Travel Tax				LC
Saint Pierre and Miquelon	PM	Euro	EUR	
Saint Vincent and the Grenadines	VC	East Caribbean Dollar	XCD	
Government Tax				VC
Samoa	WS	Tala	WST	
Value Added Tax				WS
San Marino	SM	Italian Lira	ITL	
Sao Tome and Principe	ST	Dobra	STD	
Goods & Services Tax (GST), Dom				DP
Goods & Services Tax (GST), Intl				DP
Public Assistance Tax (Domestic)				ST
Public Assistance Tax (International)				ST
Security Tax (Dom)				CT
Security Tax (Intl)				CT
Stamp Tax (Domestic)				ST
Stamp Tax (International)				ST
Saudi Arabia	SA	Saudi Riyal	SAR	
Departure Fee (International)				UR
Senegal	SN	CFA Franc BECAO 1)	XOF	
Fiscal Stamp Tax (Domestic)				SN
Fiscal Stamp Tax (International)				SN
Infrastructure Development Charge (Int'l)				HP
Passenger Service Charge (Domestic)				ZE
Passenger Service Charge (International)				ZE
Security Charge (Intl)				DF
Serbia	RA	Serbian Dinar	RSD	
Airport Departure Tax (International)				WM
Passenger Service Charge (Domestic)				CS
Passenger Service Charge (International)				CS
Seychelles	SC	Seychelles Rupee	SCR	
Embarkation Tax (Dom)				DW
Embarkation Tax (Intl)				DW
Goods and Services Tax (Dom)				SC
Goods and Services Tax (Int'l)				SC
Sierra Leone	SL	Leone	SLL	
Foreign Travel Tax				SL
Passenger Service Charge (International)				VR
Singapore	SG	Singapore Dollar	SGD	
Passenger Security Service Charge				SG
Slovakia	SK	Slovak Koruna	SKK	
Embarkation Tax (Domestic)				SK
Embarkation Tax (International)				SK
Value Added Tax				XJ
Slovenia	SI	Slovenia Tolar	SIT	
Airport Departure Tax				SI
Solomon Islands	SB	Solomon Islands Dollar	SBD	
Government Ticket Sales Tax (Domestic)				SB
Government Ticket Sales Tax (International)				SB
Somalia	SO	Somali Shilling	SOS	
South Africa, The Republic of	ZA	Rand	ZAR	
Air Passenger Tax				WC
Passenger Safety Charge (Domestic)				EV
Charge (International)				EV
Passenger Service Charge (Domestic)				ZA
Passenger Service Charge (International)				ZA
Value Added Tax				ZV



Ticketing Handbook

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
South Georgia and the South Sandwich Island	GS			
Spain and Canary Islands	ES	Euro	EUR	
Departure Charge (Domestic)				RS
Departure Charge (International)				RS
Security Tax (Domestic)				QV
Security Tax (International)				QV
Value Added Tax (IVA)				ES
Sri Lanka	LK	Sri Lanka Rupee	LKR	
Embarkation Tax (CMB)				LK
PTA Surcharge (Domestic)				EJ
PTA surcharge (International)				EJ
Sudan	SD	Sudanese Pound¹	SDG¹	
Stamp Tax (Domestic)				SD
Stamp Tax (International)				SD
Suriname	SR	Suriname Dollar	SRD	
Airport Facility Charge (International)				SR
Goods and Services Tax (Domestic)				TB
Goods and Services Tax (International)				TB
Passenger Facility Charge				QS
Safety Fee (Intl)				DS
Svalbard & Jan Mayen Island	SJ	Norwegian Krone	NOK	
Swaziland	SZ	Lilangeni	SZL	
Sweden	SE	Swedish Krona	SEK	
Passenger Charge (Domestic)				YA
Passenger Charge (International)				YA
Value Added Tax				XS
Switzerland	CH	Swiss Franc	CHF	
Airport Passenger Security & Noise Charge (Dom.)				CH
Airport Passenger Security & Noise Charge (Intl.)				CH
Airport Tax (Domestic) BSL				UU
Airport Tax (International) BSL				UU
Syrian Arab Republic	SY	Syrian Pound	SYP	
Consumption Expenditure Tax				SY
Stamp Tax (Domestic)				SY
Stamp Tax (International)				SY
Tajikistan	TJ	Tajik Ruble	TJR	
Tanzania, United Rep. of	TZ	Tanzanian Shilling	TZS	
Airport Tax (Domestic)				TZ
Airport Tax (International)				TZ
Aviation Safety Fee (Domestic)				HY
Aviation Safety Fee (International)				HY
Thailand	TH	Baht	THB	
Passenger Service Charge (International)				TA
Passenger Service Charge (Domestic)				TS
Timor Leste	TP	US Dollar	USD	
Togo	TG	CFA Franc BECAO 1)	XOF	
Aeronautical Development Charge				ZT
Embarkation Tax (TEBA)				YH
Passenger Service Charge				VO
Security Tax (Domestic)				YG
Security Tax (International)				YG
Travel Tax				TG
Tokelau	TK	New Zealand Dollar	NZD	
Tonga	TO	Pa'anga	TOP	
Passenger Service Charge (Domestic)				FL
Trinidad and Tobago	TT	Trinidad and Tobago Dollar		TTD
Concourse Fee (Intl)				DD
Value Added Tax				TT

¹The Sudanese Pound (SDG) replaces the Sudanese Dinar (SDD) which will remain legal tender until 1 July 2007 when it will be withdrawn.



Related Information

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Tunisia	TN	Tunisian Dinar	TND	
Embarkation Tax (International)				RL
Fiscal Stamp Tax - MCO/PTA/Excess Baggage (Dom.)				TN
Fiscal Stamp Tax - MCO/PTA/Excess Baggage (Intl)				TN
Fiscal Stamp Tax - Passengers (Domestic)				TN
Fiscal Stamp Tax - Passengers (International)				TN
Security Tax (Domestic)				RK
Security Tax (International)				RK
Turkey	TR	Turkish Lira	TRL	
Airport Service Charge (Domestic)				VQ
Airport Service Charge (International)				TR
Turkmenistan	TM	Turkmenistan Manat	TMM	
Turks and Caicos Islands	TC	US Dollar	USD	
Aerodrome Security Charge (International)				TC
Government Aerodromes Use Fee (International)				TC
Passenger Tax (International)				TC
Security Facility Maintenance Charge				GO
Tuvalu	TV	Australian Dollar	AUD	
Uganda	UG	Uganda Shilling	UGX	
Passenger Service Charges (Domestic)				UL
Passenger Service Charge (International)				UL
Ukraine	UA	Hryvnia	UAH	
Airport Passenger Charge - (Domestic)				YK
Airport Passenger Charge - (International)				YK
Security Charge - (Domestic)				UA
Security Charge - (International)				UA
State Charge - (Domestic)				UD
State Charge - (International)				UD
Value Added Tax				HF
United Arab Emirates	AE	UAE Dirham	AED	
Passenger Service Charge (Int'l)				AE
United Kingdom	GB	Pound Sterling	GBP	
Air Passenger Duty (APD), Domestic				GB
Air Passenger Duty (APD) International				GB
Air Passenger Duty (APD), Dom - Isle of Man				YO
Air Passenger Duty (APD), Intl. - Isle of Man				YO
Passenger Service Charge - Domestic				UB
Passenger Service Charge - International				UB
United States of America	US	US Dollar	USD	
APHIS User Fee - Passengers				XA
Customs User Fee				YC
Flight Segment Tax (Domestic)				ZP
Immigration User Fee				XY
Passenger Civil Aviation Security Service Fee (Dom)				AY
Passenger Civil Aviation Security Service Fee (Intl)				AY
Passenger Facility Charge				XF
Transportation Tax (Domestic)				US
Transportation Tax (International) - Arrival/Departure				US
Uruguay	UY	Peso Uruguayo	UYU	
Departure Tax (International)				WU
Ticket Sales Tax				UY
US Minor Outlying Islands	UM	US Dollar	USD	
Uzbekistan	UZ	Uzbekistan Sum	UZS	
Airport Departure Tax (Dom.)				UZ
Airport Departure Tax (Intl.)				UZ
Security Tax				FX
Vanuatu	VU	Vatu	VUV	
Airport Departure Tax (Domestic)				UV
Departure Fee (International)				VU
Value Added Tax (Domestic)				UW



Ticketing Handbook

Country Name/Tax Name	ISO Country	IATA Currency Name	Currency Code	Ticket Code
Vatican City State	VA	Euro	EUR	
Venezuela	VE	Bolivar	VEB	
Airport Departure Tax (International)				AK
Airport Exit Tax (International)				AJ
INAC - Civil Aviation Services Improvement Fee (Domestic)				EU
INAC - Civil Aviation Services Improvement Fee (International)				EU
Luxury Tax (Domestic)				YN
Luxury Tax (International)				YN
Tourist Contribution Tax - Dom				VE
Tourist Contribution Tax - Intl				VE
Viet Nam	VN	Dong	VND	
Passenger Service Charge (International)				JC
Passenger Service Charge (Domestic)				AX
Sales Tax				VN
Value Added Tax - Domestic				UE
Virgin Islands, British	VG	US Dollar	USD	
Virgin Islands, U.S.	VI	US Dollar	USD	
Passenger Facility Charge (STT)				XF
Passenger Facility Charge (STX)				XF
Wallis and Futuna Islands	WF	CFP Franc	XPF	
Western Sahara	EH	Moroccan Dirham	MAD	
Yemen, Republic of	YE	Yemeni Rial	YER	
Airport Service Charge (Domestic)				VD
Airport Service Charge (International)				VD
Development Tax (Domestic)				VH
Development Tax (International)				VH
National Aid Tax (Domestic)				VF
National Aid Tax (International)				VF
Rehabilitation fund and care of handicapped persons fee (Dom)				CQ
Rehabilitation fund and care of handicapped persons fee (Intl)				CQ
Security Charge (Domestic)				WR
Security Charge (International)				WR
Tourism Tax				YE
Zambia	ZM	Kwacha	ZMK	
Sales Tax (Domestic)				ZM
Zimbabwe	ZW	Zimbabwe Dollar	ZWD	
Passenger Service Charge (Domestic)				CB
Passenger Service Charge (International)				CB
Miscellaneous Codes				
Airline own use only				YQ
Airline own use only				YR
Billing & Settlement Plan Pseudo Tax Code				ZZ
Booking fees (Optional - validating carrier only - not interlineable)				OA
Identifier for tax on MPD (Multiple Purpose Document)				TX
Identifier when amounts are combined in a tax/fee/charge box				XT
Not to be assigned - for industry use (used in DISH standards)				MF
Not to be assigned - for industry use (used in DISH standards)				CP
Not to be assigned for industry use.				DV
Not to be assigned for industry use.				DU
PTA Service Charge				XP
Service Fees (Optional - validating carrier only - not interlineable)				OC
Ticketing fees (Optional - validating carrier only - not interlineable)				OB

Notes:

- ¹⁾ CFA Franc BECAO 1) BECAO: Responsible Authority - Banque centrale des États de l'Afrique de l'Ouest.
- ²⁾ CFA Franc BEAC 2) BEAC: Responsible Authority - Banque des États de l'Afrique Centrale.

14.2.1 DECODING CURRENCY & TICKET CODES FOR TAXES, FEES & CHARGES

Taxes, Fees and Charges

For missing codes, please refer to the IATA Airline Coding Directory.

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
AA	Airport Departure Tax (International)	DO	Dominican Republic
AB	Airport Departure Tax	HT	Haiti
AC	Value Added Tax	MT	Malta
AE	Passenger Service Charge (Int'l)	AE	United Arab Emirates
AG	Ticket Tax	AG	Antigua and Barbuda
AH	Airport Improvement Fee (AIF) - Intl	TT	Trinidad and Tobago
AJ	Airport Exit Tax (International)	VE	Venezuela
AK	Airport Departure Tax (International)	VE	Venezuela
AL	Agency Service Charge	AL	Albania
AL	Passenger Service Charge	AL	Albania
AN	Airport Facility Charge	AN	Netherlands Antilles
AO	Embarkation Tax (International)	AO	Angola
AP	Security Charge	IL	Israel
AR	Ticket Tax	AR	Argentina
AT	Passenger Security Charge	AT	Austria
AU	Passenger Movement Charge (PMC)	AU	Australia
AV	Tourism Development Tax (International)	IR	Iran
AW	Passenger Facility and Security Charge	AW	Aruba
AX	Passenger Service Charge (Domestic)	VN	Viet Nam
AY	Passenger Civil Aviation Security Service Fee	US	United States
AZ	Sales Tax (International)	AZ	Azerbaijan
AZ	Departure Tax (International)	AZ	Azerbaijan
BA	Passenger Service Charge	BA	Bosnia and Herzegovina
BB	Value Added Tax	BB	Barbados
BC	Airport Security Charge	IE	Ireland
BD	Embarkation Fee	BD	Bangladesh
BE	Passenger Service and Security Charge	BE	Belgium
BF	Ticket and Sales Tax	BF	Burkina Faso
BF	Security Tax	BF	Burkina Faso
BF	Tourism Tax	BF	Burkina Faso
BF	Fiscal Stamp Tax	BF	Burkina Faso
BG	Passenger Charge	BG	Bulgaria
BH	Passenger Service Fee (International)	BH	Bahrain
BI	Embarkation Fee	BI	Burundi
BI	Security Tax	BI	Burundi
BJ	Fiscal Tax	BJ	Benin
BJ	Tourist Development Tax	BJ	Benin
BJ	Security Tax	BJ	Benin
BK	Airport Departure Fee (International)	PY	Paraguay
BL	Aviation Security Fee	BM	Bermuda
BM	Government Passenger Tax	BM	Bermuda
BN*	Passenger Services Charge (International)	BN	Brunei Darussalam
BO	Sales Tax	BO	Bolivia
BP	Passenger Service Charge (International)	KR	Korea (Rep. of)
BQ	Airport Fee	MV	Maldives
BR	Embarkation Tax	BR	Brazil
BS	Ticket Tax (International)	BS	Bahamas
BU	Airport Development Fee	BZ	Belize
BW	Departure Tax	BW	Botswana
BX	Security Tax	TD	Chad
BY	Sales Tax (International)	BY	Belarus
BZ	Ticket Tax	BZ	Belize
CA	Air Transport Tax (Ad Valorem)	CA	Canada



Ticketing Handbook

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
CA	Air Transport Tax (Specific)	CA	Canada
CA	Air Travellers Security Charge	CA	Canada
CB	Passenger Service Charge	ZW	Zimbabwe
CC	Cocos Island Passenger Service Charge	CC	Cocos (Keeling) Islands
CD	Airport Tax	CD	Congo (Kinshasa)
CD	Sales Tax - CCA	CD	Congo (Kinshasa)
CD	Tourist Development Fund - FPT	CD	Congo (Kinshasa)
CE	Aviation Security Screening Levy (Domestic)	NZ	New Zealand
CF	Security Tax	CF	Central African Republic
CG	Sales Tax	CG	Congo (Brazzaville)
CG	Embarkation Tax (International)	CG	Congo (Brazzaville)
CG	Security Tax (	CG	Congo (Brazzaville)
CH	Airport Passenger Security & Noise Charge	CH	Switzerland
CI	Security Tax	CI	Côte d'Ivoire
CI	Tourism Tax	CI	Côte d'Ivoire
CJ	Security Service Charge	NL	Netherlands
CL	Airport Facility Charge (Domestic)	CL	Chile
CM	Airport Tax (Domestic)	CM	Cameroon
CM	Tax on Value	CM	Cameroon
CM	Departure Tax (International)	CM	Cameroon
CN	Airport Fee	CN	China exc HKG and MFM
CO	Airport Tax	CO	Colombia
CP	Not to be assigned - for industry use (used in DIS		
CQ	Rehabilitation fund and care of handicapped person	YE	Yemen
CR	Transportation Tax	CR	Costa Rica
CS	Passenger Service Charge	CS	Serbia and Montenegro
CT	Security Tax	ST	Sao Tome and Principe
CV	Airport Embarkation Tax	CV	Cape Verde
CW	Value Added Tax (Domestic)	BW	Botswana
CX	Christmas Island Passenger Service Charge	CX	Christmas Island
CY	Airport Service Charge (International)	CY	Cyprus
CZ	Embarkation Tax	CZ	Czech Republic
DA	Passenger Service Charge (Domestic)	KR	Korea (Rep. of)
DB	Airport Security Charge	MT	Malta
DC	Security Charge	RO	Romania
DD	Concourse Fee (Intl)	TT	Trinidad and Tobago
DE	Airport Security Charge	DE	Germany
DF	Security Charge	SN	Senegal
DG	Resident Exit Tax (Timbre)	CO	Colombia
DH	Passenger Facility Charge	HT	Haiti
DI	Airport Facilitation Fee (International)	BB	Barbados
DJ	Sales Tax	DJ	Djibouti
DJ	Departure Tax	DJ	Djibouti
DK	Transportation Tax	DK	Denmark
DL	Value Added Tax (Passengers)	AR	Argentina
DM	Transportation Tax (International)	DM	Dominica
DN	Value Added Tax (Excess Baggage)	AR	Argentina
DO	Transportation Tax	DO	Dominican Republic
DP	Goods & Services Tax (GST)	ST	Sao Tome and Principe
DQ	Security Charge	FI	Finland
DR	Airport Facility Charge	EG	Egypt
DS	Safety Fee (Intl)	SR	Suriname
DT	Transfer Passenger Fee	RO	Romania
DU	Not to be assigned for industry use.		
DV	Not to be assigned for industry use.		
DW	Embarkation Tax	SC	Seychelles
DX	Aeronautical Development Charge (Intl)	BJ	Benin
DY	Tourism Arrival Tax	PE	Peru
DZ	Transportation Tax (International)	DZ	Algeria
DZ	Fiscal Stamp Tax	DZ	Algeria
DZ	Airport Tax (Domestic)	DZ	Algeria



Related Information

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
EA	Passenger Departure Tax	BS	Bahamas
EB	Passenger and Safety Charge	ML	Mali
EC	Government Transportation Tax	EC	Ecuador
ED	Tourism Fee (International)	EC	Ecuador
EE	Passenger Service Charge (International)	EE	Estonia
EF	Security Tax	GN	Guinea
EG	Transportation Tax	EG	Egypt
EI	VAT Adjustment Tax (Dom)	PL	Poland
EJ	PTA surcharge	LK	Sri Lanka
EK	Passenger Service and Security Fee	JM	Jamaica
EL	Airport Improvement Fee	JM	Jamaica
EM	Airport Service Fee	LR	Liberia
EN	Passenger Facility Charge	BM	Bermuda
EO	Airport Expansion Tax	AI	Anguilla
EP	Development Tax (International)	AI	Anguilla
EQ	Service Charge	EG	Egypt
ER	Sales Tax	ER	Eritrea
ES	Value Added Tax (IVA)	ES	Spain
ET	Stamp Duty, Air Travel	ET	Ethiopia
EU	INAC - Civil Aviation Services Improvement Fee	VE	Venezuela
EV	Passenger Safety Charge	ZA	South Africa
EW	Passenger Facility Fee	LC	Saint Lucia
EX	Security Bag Charge	IT	Italy
EY	Airport Departure Tax	FJ	Fiji
EZ	Airport Security Charge	FJ	Fiji
FA	Airport Development Charge	FJ	Fiji
FB	Airport Enhancement Facilitation Fee	KN	Saint Kitts and Nevis
FC	Terminal Fee (International)	NI	Nicaragua
FD	Tourism Fee (International)	NI	Nicaragua
FE	Security Charge	HU	Hungary
FF	Baggage Screening Charge (Int'l)	GD	Grenada
FG	Passenger Screening Fee	AN	Netherlands Antilles
FH	Airport Departure Tax	AN	Netherlands Antilles
FI	Passenger Fee (International)	FI	Finland
FJ	Value Added Tax	FJ	Fiji
FL	Passenger Service Charge (Domestic)	TO	Tonga
FN	Value Added Tax on IT/EX/VT/HB (Dom)	IT	Italy
FO	Departure Tax	FO	Faroe Islands
FP	Security Control Fee	HT	Haiti
FQ	Abidjan Municipal Tax	CI	Côte d'Ivoire
FR	Equalization Fund Tax	FR	France
FR	Fiscal Tax (Corsica)	FR	France
FR	Civil Aviation Tax	FR	France
FR	Airport Tax	FR	France
FR	Airport Tax	GF	French Guiana
FR	French Civil Aviation Tax	GF	French Guiana
FR	Airport Tax	PF	French Polynesia
FR	French Civil Aviation Tax	GP	Guadeloupe
FR	Airport Tax	GP	Guadeloupe
FR	Airport Tax	MQ	Martinique
FR	French Civil Aviation Tax	MQ	Martinique
FR	Airport Tax	NC	New Caledonia
FR	Airport Tax	RE	Reunion
FR	French Civil Aviation Tax	RE	Reunion
FS	Common Area User Charge (Intl)	CR	Costa Rica
FT	Foreign Travel Tax (FTT)	IN	India
FU	Conservation Tax	BZ	Belize
FV	Passenger Service Fee	BZ	Belize
FW	Security Fee (International)	BZ	Belize
FX	Security Tax	UZ	Uzbekistan
FY	CAA Regulation Fee	GE	Georgia

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
FZ	Airport Departure Tax	PA	Panama
GA	Airport Tax	GA	Gabon
GB	Air Passenger Duty (APD)	GB	United Kingdom
GC	Terminal Facility Charge	PG	Papua New Guinea
GD	Government Ticket Tax	GD	Grenada
GE	Airport Tax	GE	Georgia
GE	Passenger Fee	GE	Georgia
GF	Embarkation Tax	GF	French Guiana
GF	Ticket Tax	GF	French Guiana
GG	Airport Security Charge	GM	Gambia
GH	Passenger Service Charge (International)	GH	Ghana
GI	Passenger Service Charge	GI	Gibraltar
GJ	Airport Facility Fee	BS	Bahamas
GK	Security Fee (International)	BS	Bahamas
GK	Security Fee (Domestic)	BS	Bahamas
GM	Government Sales Tax	GM	Gambia
GN	Service Charge	GN	Guinea
GO	Security Facility Maintenance Charge	TC	Turks and Caicos Islands
GP	Embarkation Tax	GP	Guadeloupe
GP	Departure Tax	GP	Guadeloupe
GP	Development Charge (CCI), Domestic	GP	Guadeloupe
GP	Development Charge, International	GP	Guadeloupe
GQ	Departure Tax	GQ	Equatorial Guinea
GR	Airport Development Charge	GR	Greece
GT	Transportation Tax	GT	Guatemala
GU	Customs, Agriculture & Quarantine Inspection Servi	GU	Guam
GV	Stamp Tax	CV	Cape Verde
GW	Stamp Tax	GW	Guinea-Bissau
GW	Embarkation Tax	GW	Guinea-Bissau
GX	Terminal Fee	KY	Cayman Islands
GY	Government Sales Tax	GY	Guyana
GZ	Airport Service Charge (International)	KW	Kuwait
HA	Tirana Security Charge (International)	AL	Albania
HB	Council City Tax	IT	Italy
HC	Development Charge	CF	Central African Republic
HD	Safety Charge	CF	Central African Republic
HE	Airport Development Tax (Domestic)	RO	Romania
HE	Airport Development Tax (Int'l)	RO	Romania
HF	Value Added Tax	UA	Ukraine
HG	Tourism Enhancement Fee (Int'l)	JM	Jamaica
HH	Passenger Fee (International)	MU	Mauritius
HI	Immigration Processing Fee	HT	Haiti
HZ	Solidarity Tax	CI	Cote D'Ivoire
IN	Air Travel Tax - Inland	IN	India
IP	Development Charge	TD	Chad
IR	Airport Tax (International)	IR	Iran
IS	Security Charge (Keflavik)	IS	Iceland
IS	Airport Service Charge	IS	Iceland
IT	Embarkation Tax	IT	Italy
IU*	Passenger Security Charge (International)	KW	Kuwait
IV*	Airport Infrastructure Improvement Fee (Domestic)	AR	Argentina
IV*	Passenger Fee	GE	Georgia
IX	Border Crossing Tax (International)	AL	Albania
IY*	Value Added Tax (Domestic)	LV	Latvia
IY*	Departure Tax (Int'l) - Korsair (6K) only	RU	Russia (in Europe)
IZ*	Air Passenger Solidarity Tax	FR	France
IZ*	Air Passenger Solidarity Tax	GF	French Guiana
IZ*	Air Passenger Solidarity Tax	GP	Guadeloupe
IZ*	Air Passenger Solidarity Tax	MQ	Martinique

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
IZ*	Air Passenger Solidarity Tax	RE	Reunion
JA	Airport Passenger Security Fee	GE	Georgia
JB	Value Added Tax on Airport Departure Tax	PE	Peru
JC	Passenger Service Charge - International	VN	Viet Nam
JD	Departure Charge	ES	Spain
JE	Passenger Solidarity Fee	MR	Mauritius
JH	Security Fee	BB	Barbados
JF	Concourse Fee	GD	Grenada
JG	Passenger Service Charge	BB	Barbados
JK	Departure Fee	EG	Egypt
JM	Stamp Tax	JM	Jamaica
JO	Ticket Sales Tax (International)	JO	Jordan
JP	Consumption Tax	JP	Japan
KE	Passenger Airport Service Charge (Domestic)	KE	Kenya
KG	Passenger Service Charge	KG	Kyrgyzstan
KH	Value Added Tax (Domestic)	KH	Cambodia
KM	Airport Tax	KM	Comoros
KM	Security Tax	KM	Comoros
KM	Stamp Tax	KM	Comoros
KN	Sales Tax	KN	Saint Kitts and Nevis
KW	Airport Departure Tax	KW	Kuwait
KY	Departure Tax (International)	KY	Cayman Islands
KZ	Sales Tax	KZ	Kazakhstan
LB	Beirut Airport Embarkation Tax (International)	LB	Lebanon
LC	Travel Tax	LC	Saint Lucia
LK	Business Turnover Tax	LK	Sri Lanka
LK	National Security Levy	LK	Sri Lanka
LK	Embarkation Tax (CMB)	LK	Sri Lanka
LR	Ticket Tax	LR	Liberia
LT	Airport Tax	LT	Lithuania
LU	Passenger Service Charge	LU	Luxembourg
LV	Passenger Departure and Security Tax	LV	Latvia
LY	Great Man-Made River Tax (International)	LY	Libya
LY	Ticket Tax	LY	Libya
LY	Great Man-Made River Tax (Domestic)	LY	Libya
MA	Passenger Service Charge	MA	Morocco
MA	Ticket Stamp Tax	MA	Morocco
MA	Airport Security Tax	MA	Morocco
MA	Passenger Service Charge -	MA	Morocco
MA	Equipment Tax (International)	MA	Morocco
MD	Airport Development Tax	MD	Moldova
MF	Not to be assigned - for industry use (used in DISH)		
MG	Passenger Tax	MG	Madagascar
MK	Airport Service Tax	MK	Macedonia (FYROM)
ML	Ticket Tax	ML	Mali
MN	Passenger Service Charge	MN	Mongolia
MO	Airport Security Tax	MO	Macao SAR
MQ	Development Charge	MQ	Martinique
MQ	Embarkation Tax	MQ	Martinique
MR	S.A.M. Tax (Domestic)	MR	Mauritania
MR	Embarkation Tax (International)	MR	Mauritania
MR	Fiscal Stamp Tax	MR	Mauritania
MR	Security Tax	MR	Mauritania
MT	Airport Tax	MT	Malta
MU	Passenger Service Charge	MU	Mauritius
MW	Surtax (Dom.)	MW	Malawi
MX	Transportation Tax - IVA (Domestic)	MX	Mexico
MX	Excess Baggage Ticket Tax	MX	Mexico
MY	Passenger Service Charge	MY	Malaysia

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
NA	Security Charge	NA	Namibia
NA	Passenger Service Charge	NA	Namibia
NC	Passenger Service Charge	NC	New Caledonia
NE	Transportation Tax - TIT (International)	NE	Niger
NE	Fiscal Stamp Tax (International)	NE	Niger
NE	Security Tax	NE	Niger
NF	Domestic (Australian) Passenger Service Charge	NF	Norfolk Island
NG	Sales Tax	NG	Nigeria
NI	Sales (Hacienda) Tax	NI	Nicaragua
NL	Security Tax	NL	Netherlands
NO	Transportation Tax	NO	Norway
NV	Value Added Tax (VAT) Dom.	NO	Norway
NZ	Goods and Services Tax (GST) - Passengers	NZ	New Zealand
OA	Booking fees (Optional - validating carrier only)		
OB	Ticketing fees (Optional - validating carrier only)		
OC	Service Fees (Optional - validating carrier only)		
OM	Airport Tax	OM	Oman
PA	Tourism Tax	PA	Panama
PE	Sales Tax	PE	Peru
PF	Departure Tax (International)	PF	French Polynesia
PF	Local Departure Tax (Domestic)	PF	French Polynesia
PG	Departure Tax	PG	Papua New Guinea
PH	Alien Head Tax (Non-residents)	PH	Philippines
PH	Travel Tax	PH	Philippines
PK	Excise Duty	PK	Pakistan
PL	Government Ticket Tax	PL	Poland
PL	Government Excess Baggage Tax	PL	Poland
PT	Security Tax	PT	Portugal
PV	Value Added Tax (VAT) Domestic	PH	Philippines
PY	Transportation Tax (International)	PY	Paraguay
QA	Airport Fee (Intl)	QA	Qatar
QC	Passenger Charge, Cairns (International)	AU	Australia
QE	City (Fisco) Tax -	NI	Nicaragua
QG	Value Added Tax (Commercial Entities)	SV	El Salvador
QH	Embarkation Tax	EG	Egypt
QI	Fiscal Tax	NO	Norway
QK	Noise Levy Tax	AU	Australia
QL	Airport Service Charge	NL	Netherlands
QM	Service Charge	BO	Bolivia
QN	Gross Receipts Tax (Domestic)	AR	Argentina
QO	Custom and Immigration Services Tax (International)	AR	Argentina
QR	Passenger Service Charge - (Domestic)	AU	Australia
QS	Passenger Facility Charge	SR	Suriname
QT	Airport Service Charge	NG	Nigeria
QU	Passenger Fee (Domestic)	FI	Finland
QV	Security Tax	ES	Spain
QW	Passenger Service Charge - (Domestic)	FR	France
QX	Passenger Service Charge - (International)	FR	France
QY	Passenger Service Charge	GF	French Guiana
QZ	Passenger Service Charge	GP	Guadeloupe
RA	Passenger Service Charge - (International).	DE	Germany
RB	Passenger Service Charge (International)	MQ	Martinique
RC	Harmonized Sales Tax	CA	Canada
RD	Passenger Service Charge - (Domestic)	DE	Germany
RE	Embarkation Tax (Intl)	RE	Reunion
RF	Solidarity Tax (T.A.S)	DZ	Algeria
RG	Capital Value Tax (CVT)	PK	Pakistan
RG*	Federal Excise Duty (FED)	PK	Pakistan
RH	Service Charge (Domestic)	EG	Egypt
RI	Terminal Use Charge (International)	RU	Russia (in Europe)

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
RJ	Passenger Service Charge	RE	Reunion
RK	Security Tax	TN	Tunisia
RL	Embarkation Tax (International)	TN	Tunisia
RM	Embarkation Tax (Domestic)	TN	Tunisia
RN	Passenger Service Charge	NL	Netherlands
RO	Airport Departure Tax	RO	Romania
RP	Airport Development Tax	LV	Latvia
RQ	Passenger Service Charge	CI	Côte d'Ivoire
RT	Departure Tax (Regional)	GA	Gabon
RU	Sales Tax (Intl) - Russian airlines	RU	Russia (in Europe)
RV	Value Added Tax	GA	Gabon
RW	Passenger Service Fee	RW	Rwanda
RX	Tourism Tax	ML	Mali
RZ	Stamp Tax	CG	Congo (Brazzaville)
SB	Government Ticket Sales Tax	SB	Solomon Islands
SC	Goods and Services Tax	SC	Seychelles
SD	Stamp Tax	SD	Sudan
SF	Foreign Travel Tax	PK	Pakistan
SG	Passenger Security Service Charge	SG	Singapore
SI	Airport Departure Tax	SI	Slovenia
SK	Embarkation Tax	SK	Slovakia
SL	Foreign Travel Tax	SL	Sierra Leone
SN	Fiscal Stamp Tax	SN	Senegal
SP	Embarkation Fee	PK	Pakistan
SQ	Airport Improvement Fee	CA	Canada
SR	Airport Facility Charge (International)	SR	Suriname
ST	Public Assistance Tax	ST	Sao Tome and Principe
ST	Stamp Tax	ST	Sao Tome and Principe
SU	Security Tax (International)	KY	Cayman Islands
SU	Terminal Charge (International)	KY	Cayman Islands
SU	Security Tax (Domestic)	KY	Cayman Islands
SU	Terminal Charge (Domestic)	KY	Cayman Islands
SV	Value Added Tax (Individuals)	SV	El Salvador
SW	Passenger Service Facilities Charge (International)	JP	Japan
SX	Passenger Service Charge	GA	Gabon
SY	Luxury Tax	SY	Syria
SY	Stamp Tax	SY	Syria
SY	Consumption Expenditure Tax	SY	Syria
TA	Passenger Service Charge	TH	Thailand
TB	Goods and Services Tax	SR	Suriname
TC	Passenger Tax (International)	TC	Turks and Caicos Islands
TC	Government Aerodromes Use Fee (International)	TC	Turks and Caicos Islands
TC	Aerodrome Security Charge (International)	TC	Turks and Caicos Islands
TD	Embarkation Tax	TD	Chad
TD	Turnover Tax (Taxe sur le Chiffre d'Affaires - TCA)	TD	Chad
TE	Provincial Government Tax	PG	Papua New Guinea
TG	Travel Tax	TG	Togo
TI	Fiscal Stamp Tax	CI	Côte d'Ivoire
TN	Fiscal Stamp Tax - Passengers	TN	Tunisia
TN	Fiscal Stamp Tax - MCO/PTA/Excess Baggage	TN	Tunisia
TO	Sales Tax	TO	Tonga
TQ	Security Tax	AR	Argentina
TR	Airport Service Charge	TR	Turkey
TS	Passenger Service Charge (Domestic)	TH	Thailand
TT	Value Added Tax	TT	Trinidad and Tobago
TU	Passenger Airport Service Charge (International)	KE	Kenya
TW	Airport Service Charge - Intl	TW	Chinese Taipei
TX	Identifier for tax on MPD (Multiple Purpose Docume		
TY	Education Fund Tax (Domestic)	TR	Turkey



Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
TZ	Airport Tax	TZ	Tanzania
UA	Security Charge -	UA	Ukraine
UB	Passenger Service Charge	GB	United Kingdom
UD	State Charge -	UA	Ukraine
UE	Value Added Tax - Domestic	VN	Viet Nam
UF	Passenger Service Charge - Intl	MT	Malta
UH	Security Charge (International)	RU	Russia (in Europe)
UI	VAT Adjustment Tax	FR	France
UJ	Passenger Service Charge	KZ	Kazakhstan
UK	Tourism Tax (Derecho No Inmigrante)	MX	Mexico
UL	Passenger Service Charge	UG	Uganda
UN	Value Added Tax (Domestic)	PG	Papua New Guinea
UO	Goods and Services Tax (GST)	AU	Australia
UP	Passenger Charge	IE	Ireland
UQ	Pre-Inspection Charge	IE	Ireland
UR	Departure Fee (International)	SA	Saudi Arabia
US	Transportation Tax (International) - Arrival/Depar	US	United States
US	Transportation Tax (Domestic)	US	United States
UT	Foreign Travel Tax (International)	BD	Bangladesh
UU	Airport Tax BSL	CH	Switzerland
UV	Airport Departure Tax (Domestic)	VU	Vanuatu
UW	Value Added Tax (Domestic)	VU	Vanuatu
UX	Airport Authority Fee	DO	Dominican Republic
UY	Ticket Sales Tax	UY	Uruguay
UZ	Airport Departure Tax	UZ	Uzbekistan
VB	Airport Infrastructure Fee	DO	Dominican Republic
VC	Government Tax	VC	St. Vincent and the Grenadines
VD	Airport Service Charge	YE	Yemen
VE	Tourist Contribution Tax	VE	Venezuela
VF	National Aid Tax	YE	Yemen
VH	Development Tax	YE	Yemen
VJ	Special Facility Charge	AW	Aruba
VK	Special Processing Tax	TR	Turkey
VL	Departure Tax	LB	Lebanon
VM	Passenger Service Charge (International)	LS	Lesotho
VN	Sales Tax	VN	Viet Nam
VO	Passenger Service Charge	TG	Togo
VP	Tourist Tax	NE	Niger
VQ	Airport Service Charge (Domestic)	TR	Turkey
VR	Passenger Service Charge (International)	SL	Sierra Leone
VS	Security Tax	MK	Macedonia (FYROM)
VT	Security Charge	IT	Italy
VU	Vanuatu Ticket Tax (International)	VU	Vanuatu
VU	Departure Fee (International)	VU	Vanuatu
VV	Noise Isolation Charge	NL	Netherlands
VW	Facilitation Charge (International)	GD	Grenada
VX	Safety Tax	CM	Cameroon
VY	Development Tax (International)	CM	Cameroon
VZ	Passenger Service Charge	CM	Cameroon
WA	IVA - Value Added Tax	PT	Portugal
WB	Passenger Service Charge	GM	Gambia
WC	Air Passenger Tax	ZA	South Africa
WD	Travel Tax (International)	JM	Jamaica
WG	Safety and Security Charge	AU	Australia
WG	Safety and Security Charge (Intl)	CX	Christmas Island
WG	Cocos (Keeling) Islands Safety and Security Charge	CC	Cocos (Keeling) Islands
WH	Terminal Use Fee (International)	BY	Belarus
WI	Passenger Service Charge	BY	Belarus
WJ	Security Charge (International)	BY	Belarus
WK	Passenger Facility Charge (Intl)	AG	Antigua and Barbuda

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
WL	Passenger Fee (International Transit)	FI	Finland
WM	Airport Departure Tax (International)	CS	Serbia and Montenegro
WN	Passenger Service Charge	MO	Macao SAR
WO	Passenger Service Fee	IN	India
WP	Passenger Terminal Facilities Charge	GR	Greece
WQ	Passenger Security Charge	GR	Greece
WR	Security Charge	YE	Yemen
WS	Value Added Tax	WS	Samoa
WT	Security Fee	EC	Ecuador
WU	Departure Tax	UY	Uruguay
WV	Airport Departure Tax	LY	Libya
WW	Passenger Service Charge (International)	MD	Moldova
WX	Passenger Levy (Domestic)	NZ	New Zealand
WY	Passenger Services Charge - Intl	AU	Australia
WZ	Safety Charge (International)	GA	Gabon
XA	APHIS User Fee - Passengers	US	United States
XB	Value Added Tax	GT	Guatemala
XC	Departure Tax (International)	GT	Guatemala
XD	Airport Departure Tax - TUA (International)	MX	Mexico
XE	Airport Tax (International)	DZ	Algeria
XF	Pago Pago Passenger Facility Charge	AS	American Samoa
XF	Guam Passenger Facility Charge	GU	Guam
XF	Rota Island Passenger Facility Charge	MP	Northern Mariana Islands
XF	Saipan Island Passenger Facility Charge	MP	Northern Mariana Islands
XF	Tinian Island Passenger Facility Charge	MP	Northern Mariana Islands
XF	San Juan Passenger Facility Charge	PR	Puerto Rico
XF	Passenger Facility Charge	PR	Puerto Rico
XF	Passenger Facility Charge	US	United States
XF	Passenger Facility Charge (STT)	VI	Virgin Islands, US
XF	Passenger Facility Charge (STX)	VI	Virgin Islands, US
XG	Goods and Services Tax (GST)	CA	Canada
XH	Value Added Tax	CZ	Czech Republic
XI	Insurance Surcharge	HR	Croatia
XI	Flight Insurance	ID	Indonesia
XI	Insurance Surcharge	MK	Macedonia (FYROM)
XI	Insurance Surcharge	SI	Slovenia
XJ	Value Added Tax	SK	Slovakia
XK	Ticket Issuance Fee	EG	Egypt
XL	Stamp Tax	EG	Egypt
XL	Stamp Tax (Excess Baggage)	EG	Egypt
XO	Transportation Tax - IVA (International)	MX	Mexico
XP	PTA Service Charge		
XQ	Quebec Sales Tax	CA	Canada
XR	Airport Tax	AR	Argentina
XS	Value Added Tax	SE	Sweden
XT	Identifier when amounts are combined in a tax/fee/		
XV	Airport Departure Tax - TUA (Domestic)	MX	Mexico
XW	Airport Tax	PL	Poland
XX	Value Added Tax	PL	Poland
XY	Immigration User Fee	US	United States
YA	Passenger Charge	SE	Sweden
YB	Value Added Tax	DZ	Algeria
YC	Customs User Fee	US	United States
YD	Airport Service Charge	NL	Netherlands
YE	Tourism Tax	YE	Yemen
YF	Value Added Tax	FI	Finland
YG	Security Tax	TG	Togo
YH	Embarkation Tax (TEBA)	TG	Togo
YJ	Security Tax	LU	Luxembourg



Ticketing Handbook

Ticket Code	Country Name/Tax Name	ISO Country	ISO Country Name
YK	Airport Passenger Charge	UA	Ukraine
YL	Ticket Issuance Fee	LB	Lebanon
YN	Luxury Tax	VE	Venezuela
YO	Air Passenger Duty (APD)	GB	United Kingdom
YP	Madeira - Funchal, Porto Santo Passenger Service	PT	Portugal
YP	Braganca, Faro, Lisbon, Porto, Villa Real Passenge	PT	Portugal
YP	Azores - Passenger Service Charge	PT	Portugal
YQ	Airline own use only		
YR	Airline own use only		
YS	Sales Tax = I.V.A.	CO	Colombia
ZA	Passenger Service Charge	ZA	South Africa
ZB	Passenger Service Charge (International)	CF	Central African Republic
ZC	Passenger Service Charge (International)	CG	Congo (Brazzaville)
ZD	Passenger Service Charge (International)	BJ	Benin
ZE	Passenger Service Charge	SN	Senegal
ZG	Passenger Service Charge	TD	Chad
ZH	Passenger Service Charge (International)	NE	Niger
ZI	Passenger Service Charge (International)	MR	Mauritania
ZJ	Passenger Service Charge	BF	Burkina Faso
ZK	Passenger Service Charge (Intl)	GW	Guinea-Bissau
ZL	Fiscal Stamp Tax	AO	Angola
ZM	Sales Tax (Domestic)	ZM	Zambia
ZN	Passenger Charge	NO	Norway
ZO	Passenger Service Charge	DK	Denmark
ZO	Passenger Service Charge	FO	Faroe Islands
ZO	Passenger Service Charge	GL	Greenland
ZP	Flight Segment Tax (Domestic)	US	United States
ZQ	Airport Facility Charge (International)	CL	Chile
ZS	Value Added Tax	HR	Croatia
ZT	Aeronautical Development Charge	TG	Togo
ZU	Passenger Fee (Keflavik)	IS	Iceland
ZV	Value Added Tax	ZA	South Africa
ZW	Sales Tax (International)	ZW	Zimbabwe
ZX	Passenger Fee (Transfer)	FI	Finland
ZY	Passenger Service Charge (PAX)	AT	Austria
ZZ	Billing & Settlement Plan Pseudo Tax Code		

△ 14.2.2 Currency Codes – Decoding

Currency Code	Currency Name	Country Name
AED	UAE Dirham	United Arab Emirates
AFA	Afghani	Afghanistan
ALL	Lek	Albania
AMD	Armenian Dram	Armenia
ANG	Netherlands Antillian Guilder	Netherlands Antilles
AOA	Kwanza	Angola
ARS	Peso	Argentina
AUD	Australian Dollar	Australia
AUD	Australian Dollar	Kiribati
AUD	Australian Dollar	Nauru
AUD	Australian Dollar	Norfolk Island
AUD	Australian Dollar	Tuvalu
AWG	Aruban Guilder	Aruba
AZN	New Azerbaijan Manat	Azerbaijan
BAM	Convertible Mark	Bosnia and Herzegovina
BBD	Barbados Dollar	Barbados
BDT	Taka	Bangladesh
BGN	Lev	Bulgaria
BHD	Bahraini Dinar	Bahrain
BIF	Burundi Franc	Burundi
BMD	Bermudian Dollar	Bermuda
BND	Brunei Dollar	Brunei Darussalam
BOB	Boliviano	Bolivia
BRL	Brazilian Real	Brazil
BSD	Bahamian Dollar	Bahamas
BTN	Ngultrum	Bhutan
BWP	Pula	Botswana
BYR	Belarussian Ruble	Belarus
BZD	Belize Dollar	Belize
CAD	Canadian Dollar	Canada
CDF	Franc Congolais	Congo (Kinshasa)
CHF	Swiss Franc	Switzerland
CLP	Chilean Peso	Chile
CNY	Yuan Renminbi	China, People's Republic of
COP	Colombian Peso	Colombia
CRC	Costa Rican Colon	Costa Rica
CUP	Cuban Peso	Cuba
CVE	Cape Verde Escudo	Cape Verde
CYP	Cyprus Pound ¹	Cyprus ¹
CZK	Czech Koruna	Czech Republic
DJF	Djibouti Franc	Djibouti
DKK	Danish Krone	Denmark
DKK	Danish Krone	Faeroe Islands
DKK	Danish Krone	Greenland
DOP	Dominican Peso	Dominican Republic
DZD	Algerian Dinar	Algeria
EEK	Kroon	Estonia
EGP	Egyptian Pound	Egypt
ERN	Nakfa	Eritrea
ETB	Ethiopian Birr	Ethiopia
EUR	euro	Austria/Belgium / Cyprus ¹
EUR	euro	Finland
EUR	euro	France (excluding French Polynesia (including Wallis and Futuna), New Caledonia (including Loyalty Islands))

¹ Cyprus switches to the euro as of 1 January 2008. However, the Cyprus Pound remains in circulation until 31 January 2008.



Currency Code	Currency Name	Country Name
EUR	euro	Germany
EUR	euro	Greece
EUR	euro	Ireland
EUR	euro	Italy
EUR	euro	Luxembourg
EUR ¹	euro ¹	Malta
EUR	euro	Monaco
EUR	euro	Netherlands
EUR	euro	Portugal
EUR	euro	Spain
FJD	Fiji Dollar	Fiji
FKP	Falkland Islands Pound	Falkland Islands
GBP	Pound Sterling	United Kingdom
GEL	Lari	Georgia
GHC	Cedi	Ghana
GIP	Gibraltar Pound	Gibraltar
GMD	Dalasi	Gambia
GNF	Guinea Franc	Guinea
GTQ	Quetzal	Guatemala
GYD	Guyana Dollar	Guyana
HKD	Hong Kong Dollar	Hong Kong SAR, China
HNL	Lempira	Honduras
HRK	Kuna	Croatia
HTG	Gourde	Haiti
HUF	Forint	Hungary
IDR	Rupiah	Indonesia
ILS	New Israeli Sheqel	Israel
INR	Indian Rupee	India (incl. Andaman Isl.)
IQD	Iraqi Dinar	Iraq
IRR	Iranian Rial	Iran (Islamic Republic of)
ISK	Iceland Krone	Iceland
JMD	Jamaican Dollar	Jamaica
JOD	Jordanian Dinar	Jordan
JPY	Yen	Japan
KES	Kenyan Shilling	Kenya
KGS	Som	Kyrgyzstan
KHR	Riel	Cambodia
KMF	Comoro Franc	Comoros
KPW	North Korean Won	Korea, Dem. Rep. of
KRW	Won	Korea, Republic of
KWD	Kuwait Dinar	Kuwait
KYD	Cayman Islands Dollar	Cayman Islands
KZT	Tenge	Kazakhstan
LAK	Kip	Laos
LBP	Lebanese Pound	Lebanon
LKR	Sri Lanka Rupee	Sri Lanka
LRD	Liberian Dollar	Liberia
LSL	Loti	Lesotho
LTL	Lithuanian Litas	Lithuania
LVL	Latvian Lats	Latvia
LYD	Libyan Dinar	Libya
MAD	Moroccan Dirham	Morocco
MDL	Moldovan Leu	Moldova
MGA	Ariary	Madagascar
MKD	Denar	Macedonia, Former Yugoslav Republic of
MMK	Kyat	Myanmar
MNT	Tugrik	Mongolia

Currency Code	Currency Name	Country Name
MOP	Pataca	Macao (SAR), China
MRO	Ouguiya	Mauritania
MTL ¹	Maltese Lira ¹	Malta
MUR	Mauritius Rupee	Mauritius
MVR	Rufiyaa	Maldives
MWK	Kwacha	Malawi
MXN	Nuevo Peso	Mexico
MYR	Malaysian Ringgit	Malaysia
MZM	Metical	Mozambique ¹
MZN	Mozambique Metical	Mozambique ¹
NAD	Namibian Dollar	Namibia
NGN	Naira	Nigeria
NIO	Cordoba Oro	Nicaragua
NOK	Norwegian Krone	Norway
NPR	Nepalese Rupee	Nepal
NZD	New Zealand Dollar	Cook Islands
NZD	New Zealand Dollar	New Zealand
NZD	New Zealand Dollar	Niue
OMR	Rial Omani	Oman
PAB	Balboa	Panama
PEN	Nuevo Sol	Peru
PGK	Kina	Papua New Guinea
PHP	Philippine Peso	Philippines
PKR	Pakistan Rupee	Pakistan
PLN	Zloty	Poland
PYG	Guarani	Paraguay
QAR	Qatari Rial	Qatar
ROL	Leu	Romania
RUB	Russian Ruble	Russia
RWF	Rwanda Franc	Rwanda
SAR	Saudi Riyal	Saudi Arabia
SBD	Solomon Islands Dollar	Solomon Islands
SCR	Seychelles Rupee	Seychelles
SDG	Sudanese Pound	Sudan
SEK	Swedish Krona	Sweden
SGD	Singapore Dollar	Singapore
SKK	Slovak Koruna	Slovakia
SLL	Leone	Sierra Leone
SOS	Somali Shilling	Somalia
SRD	Surinam Dollar	Suriname
STD	Dobra	Sao Tome and Principe
SVC	El Salvador Colon	El Salvador
SYP	Syrian Pound	Syria
SZL	Lilangeni	Swaziland
THB	Baht	Thailand
TJS	Somoni	Tajikistan
TMM	Turkmenistan Manat	Turkmenistan
TND	Tunisian Dinar	Tunisia
TOP	Pa'anga	Tonga
TRY	New Turkish Lira	Turkey
TTD	Trinidad & Tobago Dollar	Trinidad and Tobago
TWD	New Taiwan Dollar	Chinese Taipei
TZS	Tanzanian Shilling	Tanzania
UAH	Hryvnia	Ukraine
UGX	Uganda Shilling	Uganda

¹ Upon joining EMU, Malta switches to the euro as of 1 January 2008. As of the time of this writing, the Maltese Lira is expected to remain in circulation until 31 January 2008.



Currency Code	Currency Name	Country Name
USD	US Dollar	American Samoa
USD	US Dollar	Ecuador
USD	US Dollar	Guam
USD	US Dollar	Marshall Islands
USD	US Dollar	Micronesia
USD	US Dollar	Northern Mariana Islands (including Mariana Islands except Guam)
USD	US Dollar	Palau
USD	US Dollar	Palestinian Territory, Occupied
USD	US Dollar	Puerto Rico
USD	US Dollar	Timor Leste
USD	US Dollar	Turks and Caicos Islands
USD	US Dollar	United States of America
USD	US Dollar	United States Minor Outlying Islands (including Johnston Atoll, Midway Islands, Wake Island)
USD	US Dollar	Virgin Islands, (British)
USD	US Dollar	Virgin Islands, (US)
UYU	Peso Uruguayo	Uruguay
UZS	Uzbekistan Sum	Uzbekistan
VEB	Bolivar	Venezuela
VND	Dong	Viet Nam
VUV	Vatu	Vanuatu
WST	Tala	Samoa
XAF	CFA Franc	Cameroon
XAF	CFA Franc	Central African Republic
XAF	CFA Franc	Chad
XAF	CFA Franc	Congo (Brazzaville)
XAF	CFA Franc	Equatorial Guinea
XAF	CFA Franc	Gabon
XCD	East Caribbean Dollar	Anguilla
XCD	East Caribbean Dollar	Antigua & Barbuda
XCD	East Caribbean Dollar	Dominica
XCD	East Caribbean Dollar	Grenada
XCD	East Caribbean Dollar	Montserrat
XCD	East Caribbean Dollar	Saint Kitts and Nevis
XCD	East Caribbean Dollar	Saint Lucia
XCD	East Caribbean Dollar	Saint Vincent and the Grenadines
XOF	CFA Franc	Benin
XOF	CFA Franc	Burkina Faso
XOF	CFA Franc	Cote d'Ivoire
XOF	CFA Franc	Guinea-Bissau
XOF	CFA Franc	Mali
XOF	CFA Franc	Niger
XOF	CFA Franc	Senegal
XOF	CFA Franc	Togo
XPF	CFP Franc	French Polynesia
XPF	CFP Franc	New Caledonia (including Loyalty Islands)
XPF	CFP Franc	Wallis and Futuna Islands
YER	Yemeni Rial	Yemen
YUM	Yugoslavian Dinar	Serbia and Montenegro
ZAR	Rand	South Africa
ZMK	Kwacha	Zambia
ZWD	Zimbabwe Dollar	Zimbabwe

△ 14.2.3 COUNTRIES WITH FARES ESTABLISHED IN USD OR EUR

All passenger fares (except add-ons) and excess baggage charges shall be established in the currency of the country of commencement of transportation or where agreed by IATA airlines in US Dollars or in euro as listed below.

14.2.3.1 Countries with fares and excess baggage charges in USD

Countries for which passenger fares and excess baggage charges are established in US Dollars instead of in their national currencies include the following:

Afghanistan	Ethiopia	Palestinian Territory, Occupied
Angola	Gambia	Panama
Anguilla	Georgia	Paraguay
Antigua & Barbuda	Ghana	Peru
Argentina	Grenada	Philippines
Armenia	Guatemala	Rwanda
Azerbaijan	Guinea	St. Kitts and Nevis
Bahamas	Guyana	St. Lucia
Bangladesh	Haiti	St. Vincent and the Grenadines
Barbados	Honduras	Sao Tome and Principe
Belarus	Indonesia	Sierra Leone
Belize	Iraq	Somalia
Bermuda	Israel	Suriname
Bolivia	Jamaica	Tajikistan
Brazil	Kenya	Tanzania
Burundi	Kyrgyzstan	Timor Leste
Cambodia	Laos	Trinidad and Tobago
Cayman Islands	Lebanon	Turkmenistan
Chile	Liberia	Uganda
Colombia	Madagascar	Ukraine
Congo (Kinshasa)	Malawi	Uruguay
Costa Rica	Maldives	Uzbekistan
Cuba	Mexico	Venezuela
Dominica	Mongolia	Viet Nam
Dominican Republic	Montserrat	Zambia
Ecuador	Nepal	Zimbabwe
El Salvador	Nicaragua	
Eritrea	Nigeria	

14.2.3.2 Countries with fares and excess baggage charges in EUR

Countries for which passenger fares and excess baggage charges are established in euro instead of in their national currencies include the following:

Albania	Moldova
Bosnia and Herzegovina	Montenegro
Bulgaria	Romania
Cape Verde	Russia
Croatia	Serbia
Macedonia (FYROM)	Turkey

14.3 BAGGAGE HINTS

In many instances the first contact of the passenger with air transportation is through his travel agent.

The agent would render his client a service by drawing to his attention useful hints concerning the carriage of his baggage:

- (a) there are strict regulations regarding whether or not certain articles may be carried in passengers' baggage. Such articles shall not be carried without the consent of and prior arrangement with the airlines and provided they are presented separately and meet all necessary requirements. Please check with airlines in all cases. Such articles include, but are not necessarily limited to, compressed gases, corrosive materials, explosives, munitions, firearms, fireworks and flares, flammable liquids and solids, oxidising materials, poisons and radioactive materials and other restricted articles such as mercury or magnetised material, offensive or irritating materials. Medicinal and toilet articles in small quantities only and which are necessary or appropriate for the passenger during the journey, such as hair sprays, perfumes and medicines containing alcohol, may be carried without prior approval;
- (b) medicines, items of value or important documents such as passports, travellers cheques, jewellery, should be personally carried and not be placed in checked baggage;
- (c) to facilitate handling of heavy baggage it is recommended that the weight of each piece of baggage be limited to 32 kilos. If any one piece of baggage is greater than 32 kilos it is recommended to contact the transporting carrier to make special arrangements. Baggage in excess of 32 kilos per piece may be required to be re-packed.

14.4 BAGGAGE ENTRIES ON PASSENGER TICKET

At the time of baggage check-in, the number of checked pieces is entered in the "PCS" box, and additionally, when the free allowance is based on pieces, the number of any excess charges is entered in the "PCS" or "WT" boxes as space permits, and that number encircled.

When the free allowance is based on weight, the checked weight is entered in the "WT" box.

When the free allowance is based on pieces, entry of the weight of checked baggage is optional except when weight excess charges apply.

When the passenger has no checked baggage, the unused boxes of the applicable flight coupon(s) should be crossed out.

Examples:

CHECKED IN BAGGAGE

TAT

CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW			
CC	107	Y	02JUN	0940	OK	YL			20K			
EE	332	Y	05JUN	1120	OK	YL			PC			
CC	902	Y	11JUN	0640	OK	YL			PC			
DD	100	Y	16JUN	0855	OK	YL			20K			
BAGGAGE CHECKED		PCS	WT	UNCHECKED		PCS	WT	UNCHECKED		PCS	WT	UNCHECKED
UNCHECKED →		1	14	5								→

14.4.1 Pooling of Baggage

When the pooling of baggage is permitted, the following procedures shall apply at the time of baggage check-in.

The total number of checked pieces of all the members of the group and total weight, when applicable, shall be recorded only on the ticket of the head of the group; in the “Endorsements/Restrictions” box the code “PL” is entered followed by the number of persons in the pool. On the tickets of the other members of the pool, in the “Checked PCS WT” box, code “PL” will be followed by the last two digits of the ticket of the head of the group.

Example:

Ticket of Head of Group (No. 0004001234558)

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE				
ENDORSEMENTS/RESTRICTIONS (CARBON) PL6		TOUR CODE		AUDIT COUPON		AIRLINE DATA		ISSUED IN EXCHANGE FOR				
NAME OF PASSENGER		NOT TRANSFERABLE		CONJUNCTION TICKETS								
X/D FROM	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
TO												
TO												
TO												
TO												
FARE		BAGGAGE CHECKED UNCHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
		→		7	105							
FARE CALCULATION												

Ticket of Group Member

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE				
ENDORSEMENTS/RESTRICTIONS (CARBON)		TOUR CODE		AUDIT COUPON		AIRLINE DATA		ISSUED IN EXCHANGE FOR				
NAME OF PASSENGER		NOT TRANSFERABLE		CONJUNCTION TICKETS								
X/D FROM	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW	
TO												
TO												
TO												
TO												
FARE		BAGGAGE CHECKED UNCHECKED		PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED
		→		PL	58							
FARE CALCULATION												

14.5 ENTRIES ON EXCESS BAGGAGE TICKET

14.5.1 “Excess Piece(s)/Oversize” Box (Piece System)

Enter the number of excess and/or oversize piece(s) for which a charge is to be made.

Example:

EXAMPLE OF A COMPLETED MANUAL CARRIER EXCESS BAGGAGE TICKET

PASSENGER TICKET NUMBER(S) <i>789 4202 123 456</i>		EXCESS BAGGAGE TICKET		AUDIT COUPON		DATE AND PLACE OF ISSUE	
IN CONJUNCTION WITH IN EXCHANGE FOR						VALIDATE	
EXCESS WEIGHT (KG)	EXCESS PIECE(S)/OVERSIZE	<input type="checkbox"/> SKIING EQUIPMENT <input type="checkbox"/> GOLFING EQUIPMENT <input type="checkbox"/> PET <input type="checkbox"/> BULKY BAGGAGE _____ SEATS <input type="checkbox"/>		NOT GOOD FOR CARRIAGE OF EXCESS BAGGAGE		REMARKS	
	<i>2</i>						
RATE PER KG OR PIECE	CHARGE						
<i>USD100.00</i>	<i>USD200.00</i>						
TAX	CARRIER	FROM					ISSUED BY ABC-AIRLINES SUBJECT TO CONDITIONS OF CONTRACT OF PASSENGER TICKET AND BAGGAGE CHECK CPN AIRLINE SERIAL NUMBER CK CODE 000 4520101990 5 0 DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE
	<i>BB</i>	<i>MIAMI</i>					
TOTAL	CARRIER	TO					
<i>USD200.00</i>		<i>PORT OF SPAIN</i>					
FORM OF PAYMENT	TO						
<i>CASH</i>	<i>VOID</i>						



14.5.2 Examples of Completed Excess Baggage Ticket – Weight System Automated Excess Baggage Ticket

ATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT				BAGGAGE COUPON 1 OF 2				***** REFUNDABLE ONLY WITH RELATED FLIGHT CPN			
	ISSUED BY ABC AIRLINES				DATE OF ISSUE 26MAR07		ISS. OFF. CODE 49340000		ISIRI DE		ISO DE	
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR				ISS. AGT. ID. FRAMN		FARE BASIS 083026		PLACE OF ISSUE FRANKFURT		FL 2	
	FROM FRANKFURT				CARRIER/FLIGHT AB		CLASS/DATE		TIME		RES. IN VALID BEFORE IN VALID AFTER	
	TO GENEVA				REVALIDATION		PASSENGER TICKET		0002101234567		SUBJECT TO TARIFF REGULATIONS	
	ENDORSEMENTS/RESTRICTIONS GOOD FOR CARRIAGE OF EXCESS BAGGAGE ONLY				ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR		PNR CODE		FOR CONDITIONS OF CONTRACT SEE	
	ROUTING FRA AB GVA BB TLV				FARE CALCULATION		EXCESS WEIGHT (KG) 20		RATE PER KG/PIECE EUR30.33		PASSENGER TICKET AND BAGGAGE CHECK	
	FARE EUR607.00				EQUIV. FARE PAID		FORM OF PAYMENT CASH		STOCK CONTROL NUMBER TX 78900026800001		DOCUMENT NUMBER 1 000 2603459241 4	
	TAX/FEES/CHARGE				PCS CK.WT. UNCK. WT.		SEG. NO. ALLOW PCS CK.WT. UNCK. WT.		BAGGAGE ID NO.		DOCUMENT NUMBER CK	
	TOTAL EUR607.00										NOT VALID FOR TRAVEL	
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

ATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT				BAGGAGE COUPON 2 OF 2				***** REFUNDABLE ONLY WITH RELATED FLIGHT CPN			
	ISSUED BY ABC AIRLINES				DATE OF ISSUE 26MAR07		ISS. OFF. CODE 49340000		ISIRI DE		ISO DE	
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR				ISS. AGT. ID. FRAMN		FARE BASIS 083026		PLACE OF ISSUE FRANKFURT		FL 2	
	FROM GENEVA				CARRIER/FLIGHT BB		CLASS/DATE		TIME		RES. IN VALID BEFORE IN VALID AFTER	
	TO TEL AVIV				REVALIDATION		PASSENGER TICKET		0002101234567		SUBJECT TO TARIFF REGULATIONS	
	ENDORSEMENTS/RESTRICTIONS GOOD FOR CARRIAGE OF EXCESS BAGGAGE ONLY				ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR		PNR CODE		FOR CONDITIONS OF CONTRACT SEE	
	ROUTING FRA AB GVA BB TLV				FARE CALCULATION		EXCESS WEIGHT (KG) 20		RATE PER KG/PIECE EUR30.33		PASSENGER TICKET AND BAGGAGE CHECK	
	FARE EUR607.00				EQUIV. FARE PAID		FORM OF PAYMENT CASH		STOCK CONTROL NUMBER TX 78900026800013		DOCUMENT NUMBER 2 000 2603459241 5	
	TAX/FEES/CHARGE				PCS CK.WT. UNCK. WT.		SEG. NO. ALLOW PCS CK.WT. UNCK. WT.		BAGGAGE ID NO.		DOCUMENT NUMBER CK	
	TOTAL EUR607.00										NOT VALID FOR TRAVEL	
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

ATB 2	03 PASSENGER TICKET AND BAGGAGE CHECK ***** SUBJECT TO CONDITIONS OF CONTRACT				EXB PASSENGER RECEIPT				***** EXCESS BAGGAGE TICKET			
	ISSUED BY ABC AIRLINES				DATE OF ISSUE 26MAR07		ISS. OFF. CODE 49340000		ISIRI DE		ISO DE	
	NAME OF PASSENGER (NOT TRANSFERABLE) MCEWEN/DAVID MR				ISS. AGT. ID. FRAMN		FARE BASIS 083026		PLACE OF ISSUE FRANKFURT		FL 2	
	FROM FRANKFURT				CARRIER/FLIGHT		CLASS/DATE		TIME		RES. IN VALID BEFORE IN VALID AFTER	
	TO GENEVA				REVALIDATION		PASSENGER TICKET		0002101234567		THIS IS YOUR RECEIPT	
	ENDORSEMENTS/RESTRICTIONS **NOT VALID FOR** **TRANSPORTATION**				ORIGINAL ISSUE		ISSUED IN EXCHANGE FOR		PNR CODE		FOR CONDITIONS OF CONTRACT SEE	
	ROUTING FRA AB GVA BB TLV				FARE CALCULATION		EXCESS EXCESS (KG) 20		RATE PER KG/PIECE EUR30.33		PASSENGER TICKET AND BAGGAGE CHECK	
	FARE EUR607.00				EQUIV. FARE PAID		FORM OF PAYMENT CASH		STOCK CONTROL NUMBER TX 78900026800024		DOCUMENT NUMBER 0 000 2603459241 4	
	TAX/FEES/CHARGE				PCS CK.WT. UNCK. WT.		SEG. NO. ALLOW PCS CK.WT. UNCK. WT.		BAGGAGE ID NO.		DOCUMENT NUMBER CK	
	TOTAL EUR607.00										NOT VALID FOR TRAVEL	
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE												

Manual Excess Baggage Ticket Weight System

PASSENGER TICKET NUMBER(S) <i>0002101234567</i>		EXCESS BAGGAGE TICKET		AUDIT COUPON		DATE AND PLACE OF ISSUE		
IN CONJUNCTION WITH/IN EXCHANGE FOR		<input type="checkbox"/> SKIING EQUIPMENT <input type="checkbox"/> GOLFING EQUIPMENT <input type="checkbox"/> PET <input type="checkbox"/> BULKY BAGGAGE _____ SEATS <input type="checkbox"/> <input type="checkbox"/>		REMARKS		VALIDATE		
EXCESS WEIGHT (KG) <i>20</i>	EXCESS PIECE(S)/OVERSIZE	NOT GOOD FOR CARRIAGE OF EXCESS BAGGAGE						
RATE PER KG OR PIECE <i>EUR30.33</i>								
CHARGE <i>EUR607.00</i>								
TAX	CARRIER <i>AB</i>	FROM <i>FRANKFURT</i>			ISSUED BY ABC-AIRLINES <small>SUBJECT TO CONDITIONS OF CONTRACT OF PASSENGER TICKET AND BAGGAGE CHECK</small> CPN AIRLINE SERIAL NUMBER CK <i>789 4520101990 5</i>			
TOTAL <i>EUR607.00</i>	CARRIER <i>BB</i>	TO <i>GENEVA</i>						
FORM OF PAYMENT <i>CASH</i>		TO <i>TEL AVIV</i>						
<small>DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE</small>								

14.5.3 “Special Items” Box

Enter “X” in the applicable square(s). Enter any excess value declared, preceded by the applicable three-letter currency code. Enter number of seats charged for bulky baggage, when applicable. Use the unnamed square for any other special items.

Example 1:

Entry for Golfing Equipment – 50% of Normal per Piece Rate

PASSENGER TICKET NUMBER(S)		EXCESS BAGGAGE TICKET	
IN CONJUNCTION WITH/IN EXCHANGE FOR		<input type="checkbox"/> SKIING EQUIPMENT <input checked="" type="checkbox"/> GOLFING EQUIPMENT <input type="checkbox"/> PET <input type="checkbox"/> BULKY BAGGAGE _____ SEATS <input type="checkbox"/>	
EXCESS WEIGHT (KG)	EXCESS PIECE(S)/OVERSIZE <i>0.50</i>		
RATE PER KG OR PIECE <i>USD 50.00</i>			
CHARGE <i>USD 25.00</i>			
TAX	CARRIER	FROM	
TOTAL <i>USD 25.00</i>	CARRIER	TO	
FORM OF PAYMENT		TO	

Example 2:

Entry for Extra Piece at Normal per Piece Rate

PASSENGER TICKET NUMBER(S)		EXCESS BAGGAGE TICKET	
IN CONJUNCTION WITH/IN EXCHANGE FOR		<input type="checkbox"/> SKIING EQUIPMENT <input type="checkbox"/> GOLFING EQUIPMENT <input type="checkbox"/> PET <input checked="" type="checkbox"/> BULKY BAGGAGE _____ SEATS <input type="checkbox"/>	
EXCESS WEIGHT (KG)	EXCESS PIECE(S)/OVERSIZE <i>1</i>		
RATE PER KG OR PIECE <i>USD 50.00</i>			
CHARGE <i>USD 50.00</i>			
TAX	CARRIER	FROM	
TOTAL <i>USD 50.00</i>	CARRIER	TO	
FORM OF PAYMENT		TO	

Example 3:

Entry for Skiing Equipment – 25% of Normal per Piece Rate

PASSENGER TICKET NUMBER(S)		EXCESS BAGGAGE TICKET	
IN CONJUNCTION WITH/IN EXCHANGE FOR		<input checked="" type="checkbox"/> SKIING EQUIPMENT <input type="checkbox"/> GOLFING EQUIPMENT <input type="checkbox"/> PET <input type="checkbox"/> BULKY BAGGAGE _____ SEATS <input type="checkbox"/>	
EXCESS WEIGHT (KG)	EXCESS PIECE(S)/OVERSIZE <i>0.25</i>		
RATE PER KG OR PIECE <i>USD 40.00</i>			
CHARGE <i>USD 10.00</i>			
TAX	CARRIER	FROM	
TOTAL <i>USD 10.00</i>	CARRIER	TO	
FORM OF PAYMENT		TO	

Example 4:

Entry for Pet at Twice per Piece Rate

PASSENGER TICKET NUMBER(S)		EXCESS BAGGAGE TICKET	
IN CONJUNCTION WITH/IN EXCHANGE FOR		<input type="checkbox"/> SKIING EQUIPMENT <input type="checkbox"/> GOLFING EQUIPMENT <input checked="" type="checkbox"/> PET <input type="checkbox"/> BULKY BAGGAGE _____ SEATS <input type="checkbox"/>	
EXCESS WEIGHT (KG)	EXCESS PIECE(S)/OVERSIZE <i>2</i>		
RATE PER KG OR PIECE <i>USD 40.00</i>			
CHARGE <i>USD 80.00</i>			
TAX	CARRIER	FROM	
TOTAL <i>USD 80.00</i>	CARRIER	TO	
FORM OF PAYMENT		TO	

14.6 CABIN BAGGAGE

When a passenger requires the use of a seat(s) in the passenger cabin for baggage, either issue an excess baggage ticket or issue a separate passenger ticket in accordance with the following:

- (a) issue a ticket covering carriage of the passenger in the normal manner;
 - (b) issue a second ticket for accompanying baggage according to standard ticketing procedure, except for the following:
 - (i) in the "Name of Passenger" box/data element, following the passenger's name, imprint "CBBG" for Cabin Baggage, e.g. HEUER/DENNISMR CBBG.
- Note:** When more than one extra seat is involved, precede CBBG by the applicable number of extra seats.
- (ii) in the "Fare Basis" box/data element imprint the applicable fare basis code followed by the Fare and Passenger Type Code "CB",
 - (iii) in the "Endorsements/Restrictions" box/data element imprint the passenger's ticket number,
 - (iv) in the "Allow" box/data element, imprint "NO", "NIL" or "XX".

Examples:

When Passenger Ticket is Used

ISSUED BY ABC AIRLINES		SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET		PASSENGER TICKET AND BAGGAGE CHECK		ORIGIN/DESTINATION		DATE AND PLACE OF ISSUE							
ENDORSEMENTS/RESTRICTIONS (CARBON) 000 00024007266700		TOUR CODE		AUDIT COUPON		AIRLINE DATA		VALIDATE							
NAME OF PASSENGER HEUER/DENNISMR CBBG		NOT TRANSFERABLE		CONJUNCTION TICKETS		ISSUED IN EXCHANGE FOR									
X/O	NOT GOOD FOR PASSAGE BETWEEN POINTS OUTLINED FROM	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS	NOT VALID BEFORE	NOT VALID AFTER	ALLOW				
	FRANKFURT	AE	100	Y	01MAY	2000	OK	Y/CE		01MAY	NIL				
	LONDON	LHA	BB	200	Y	03MAY	1200	OK	Y/CE		01MAY	NIL			
	FRANKFURT		V	O	I	D									
	VOID		V	O	I	D									
	VOID		V	O	I	D									
FARE EUR500.00		FARE CALCULATION		BAGGAGE CHECKED	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	PCS	WT	UNCHECKED	
EQUIV. FARE															
TAX/FEE/CHARGE															
TAX/FEE/CHARGE															
TAX/FEE/CHARGE															
TOTAL EUR500.00		CPN	AIRLINE CODE	FORM AND SERIAL NUMBER	CK	FORM OF PAYMENT CASH		ORIGINAL ISSUE							
		000	2400726656	5											
DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE															

When Excess Baggage Ticket is Used

PASSENGER TICKET NUMBER(S) 000 4476 543 214		EXCESS BAGGAGE TICKET	
IN CONJUNCTION WITHIN EXCHANGE FOR		<input type="checkbox"/> SPORTS EQUIPMENT <input type="checkbox"/> GOLFING EQUIPMENT <input type="checkbox"/> PET <input checked="" type="checkbox"/> BULKY BAGGAGE <u>1</u> SEATS <input type="checkbox"/>	
EXCESS WEIGHT (KG)	EXCESS PIECE(S)/OVERSIDE		
	1		
RATE PER KG OR PIECE EUR500.00			
CHARGE EUR500.00			
TAX	CARRIER	FROM	
	AB	FRANKFURT	
TOTAL	CARRIER	TO	
EUR500.00	BB	LONDON	
FORM OF PAYMENT	TO		
CASH	FRANKFURT		

14.7 REVENUE PROTECTION

14.7.1 Airlines

When an airline knows or has reasons to believe that certain of its accountable traffic documents, whether or not used in the Multilateral Interline Traffic Agreement (MITA) environment, are not to be honoured because they have been reported lost, stolen, fraudulent or otherwise suspicious, such documents shall be promptly listed in the industry Tickets Service blacklisting system. Any other form of notification shall not be regarded as being blacklisted for the purposes of liability.

14.7.2 Checking or Listing Within the Blacklist

Checking or listing lost, stolen or missing tickets within the blacklist is done by either the ticket number (when it is pre-printed on the document) or stock control number (when the ticket number is not pre-printed on the document).

14.7.2.1 Stock Control Number

The Stock Control Number (SCN) must always be used if it exists on the document. The Stock Control Number is pre-printed on the document and can be found to the left of the ticket number.

The SCN must be preceded by the party providing the stock.


For airline dedicated stock precede the SCN by the airline number.

For stock provided by IATA-BSP precede the SCN by the code 954. These documents are generally issued by travel agents world-wide except the USA.

For stock provided by ARC to travel agents in the USA precede the SCN by the code 889.

Example:

ATB2	PASSENGER TICKET AND BAGGAGE CHECK SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET											
	ISSUED BY	DATE OF ISSUE			ISSUING OFFICE CODE	ISSI	ISO	NAME OF PASSENGER				
	IATA-BSP ISS. AGENT ID.			PLACE OF ISSUE			NAME OF PASSENGER					
	NAME OF PASSENGER (NOT TRANSFERABLE)						FARE BASIS	TOUR CODE	FCI			
	FROM	CARRIER/FLIGHT	CLASS/DATE	TIME	STATUS NOT VALID BEFORE - NOT VALID AFTER		X/O FROM					
	TO	REVALIDATION					X/O TO					
	ENDORSEMENTS/RESTRICTIONS										PNR CODE	PNR CODE
	ORIGINAL ISSUE	ISSUED IN EXCHANGE FOR				CONNL TRK. NO.		CARRIER/FLIGHT	CLASS/DATE	TIME		
	FARE CALCULATION											
	FARE	EQUIV. FARE PAID	FORM OF PAYMENT			SEQ. NO.	ALLOW	PCS	CK.	WT.	UNCK. WT.	
TAX/FEE/CHARGE	PCS	CK.	WT.	UNCK. WT.	SEQ. NO.	ALLOW	PCS	CK.	WT.	UNCK. WT.		
TAX/FEE/CHARGE	STOCK CONTROL NUMBER TX				CPN	AIRLINE	FORM AND SERIAL NUMBER		CK.			
TAX/FEE/CHARGE	95412345678905											
TOTAL												


STOCK CONTROL NUMBER

Note 1: It is important that the correct number is listed and checked in the blacklist. Do not list the computer generated ticket number when a stock control number is present. Do not check the blacklist with the computer generated ticket number when a stock control number is present. If the incorrect number is checked this could result in fraudulent documents NOT being detected. Equally it could result in a passenger being denied carriage if a number, previously listed in the blacklist, has been re-allocated by the party providing the stock.

Note 2: In the event that the stock control number is not known (for example when a ticket is reported lost, missing or reissued against a Form of Indemnity) the computer generated ticket should not be used to blacklist the document.

14.7.2.2 Ticket Number

For airline dedicated stock where a pre-printed ticket number exists, imprint the 13 digit number. This number comprises the airline numeric code followed by the form code and serial number.

For tickets provided by IATA BSP replace the airline identification number with the code 954 followed by the preprinted form code and serial number.

For tickets provided by ARC replace the airline identification number with the code 889 followed by the preprinted form code and serial number.

14.7.2.3 Other Accountable Traffic Documents

The above procedure also applies to other accountable traffic documents, e.g. MCOs, MPDs.

14.7.3 Travel Agents

Refer to the IATA Travel Agent's Handbook for recommended procedures.

14.7.4 Revenue Protection and Electronic Tickets

Since the flight value coupons are held in the Validating Carrier's database and can only be issued after a positive response from the Validating Carrier, electronic tickets will not be blacklisted in the Tickets Service blacklist. Where permitted, electronic tickets may be suspended from usage by the Validating Carrier when it is known that an electronic ticket must not be honoured. As electronic ticketing expands it is important to remain vigilant for any emerging fraud of electronic tickets.

CHAPTER 15 – REFUNDS

15.1 GENERAL INFORMATION

15.1.1 Definitions *(as used herein)*

15.1.1.1 “INVOLUNTARY REFUND” means a refund of an unused ticket or portion thereof or an unused Miscellaneous Charges Order where carriage is refused because of:

- flight cancellation;
- flight schedule change;
- over or under carriage;
- offloading;
- misconnection;
- safety or legal reasons;
- condition or conduct of passenger.

15.1.1.2 “VOLUNTARY REFUND” means a refund of an unused ticket or portion thereof or an unused Miscellaneous Charges Order other than an involuntary refund.

15.1.2 Involuntary Refunds

Involuntary refunds may be made by the carriers responsible for forwarding the passenger or by the issuing carrier as follows:

- (a) if no portion of the ticket has been used, the amount of refund will be equal to the fare paid;
- (b) if a portion of the ticket has been used, the refund will be:

either in an amount equal to the one way fare less the same rate of discount, if any, that was applied in computing the original one way fare (or, on round trip or circle trip tickets, one half of the round trip fare) and charges applicable to the unused transportation from the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is to be resumed, via:

- (i) the routing specified on the ticket, if the point of termination was on such routing, or
- (ii) the routing of any carrier(s) operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on the lowest fare applicable between such points,

or the difference between the fare paid and the fare for the transportation used or to be used whichever is higher;

- (c) absorption of passenger(s) expenses will be as outlined in 13.5, provided that in case of cancellations required for safety or legal reasons or caused by the condition or conduct of the passenger, such charges may be imposed and such expenses may be refused.

15.1.3 Voluntary Refunds

15.1.3.1 Voluntary refunds will be computed as follows:

- (a) if no portion of the ticket has been used refund will be the full amount of the fare paid, less any applicable service charge and communication expenses;
- (b) if a portion of a ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare for travel between the points for which the ticket has been used, less any applicable service charge and communication expenses.

15.1.3.2 A carrier requested to make refund shall not do so without prior reference to, or arrangement with, the carrier whose accountable traffic document was originally issued. When the “Form of Payment” is by UATP, the procedures in 10.10 – UATP Refunds, will apply. When a carrier has the right to reroute the portion of the journey for which a refund is requested, and the document to be refunded does not bear a “Form of Payment” code or special endorsement restricting refund, such carrier may refund by means of a miscellaneous charges order drawn on the carrier whose accountable traffic document was originally issued. Except that, for refunds made by Travel Agents, the agents refund voucher will be used.

15.1.4 Refund of Lost Tickets

- 15.1.4.1 If a ticket is lost, refund may be made upon receipt of proof of loss satisfactory to the carrier which issued the ticket; provided, that the lost ticket or portion thereof has not been used or previously refunded or replaced; and provided further, that the passenger agrees, in such form as may be prescribed by the carriers, to indemnify the carrier for any loss or damage which it may sustain by reason thereof.
- 15.1.4.2 The amount of refund for lost tickets shall be the difference between the total amount paid for the carriage, including any replacement ticket, and the cost of the carriage actually used.
- 15.1.4.3 Refunds for lost tickets shall be subject to any charge assessed by a carrier as a result of such loss.
- 15.1.4.4 The foregoing provisions shall also apply to the lost Miscellaneous Charges Orders, deposit receipts and excess baggage tickets or other surcharge tickets.

15.1.5 Applicable Fare

Where the issuing carrier makes involuntary refund or for lost tickets, the following rules shall apply:

- (a) additional passage at the through fare shall not be permitted unless request therefore has been made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order which is submitted for refund;
- (b) after travel has commenced, a one way ticket shall not be converted into a round or circle trip ticket at the round or circle trip discount for the entire journey from point of origin;
- (c) after travel has commenced a round trip ticket may be converted into a circle trip ticket, or vice versa; provided that request therefore is made prior to the passenger's arrival at the destination named in the original ticket or Miscellaneous Charges Order.

15.1.6 Refund Assessment

Refunds for partly used tickets will be assessed as follows:

- (a) refunds will be assessed in the currency of the country of commencement of transportation;
- (b) the fare for the journey travelled will be assessed using the fare(s) applicable at the time of commencement of transportation and the IATA rate of exchange applicable at the time of the original transaction:
 - (i) when original payment has been made in a currency other than the currency of the country of commencement of transportation, refunds in the same currency as originally tendered will be made at the exchange rate used for the original payment,
 - (ii) refunds other than outlined in Paragraph (i) above will be made at the bank rate in effect on the date of the refund.

15.1.7 Invalidating of Refunded Flight/Exchange Coupons



For paper tickets, the refunded flight/exchange coupons and the passenger coupon of traffic documents shall be endorsed across the face of the coupons "REFUNDED" (or another notation to the same effect), in order to prevent their fraudulent reuse. For electronic tickets all coupons for refund shall be 'OPEN FOR USE' in the Validating Carrier's database. Once the refund has been completed the coupons will be marked with the coupon status indicator "R" for refunded.

15.2 AGENTS REFUND VOUCHER

The agents refund voucher (hereinafter referred to as "voucher") shall be used by all approved/ accredited Passenger Sales Agents when a refund is due in the reissuance of an accountable traffic document or issuance of a ticket(s) against a prepaid ticket advice (PTA). The voucher shall be a document of the same airline as that of the new ticket(s). It shall be drawn on the airline whose traffic document was originally issued, and that airline will be responsible for arranging interline adjustments with the carrying and/or reissuing airline(s).

Note: *Under no circumstances shall an agent issue an MCO for refunds.*

For the completion of the agents refund voucher, refer to 5.2.2.

15.3 MCO REFUNDS

When an MCO or portion thereof, is to be refunded, such refund shall be made, subject to any restrictions appearing on the MCO and/or in applicable currency regulations and refund Resolution(s).

When an MCO is issued to cover a refundable balance, the carrier whose accountable form was originally issued shall be entered in the "To ... At" box/data element. Enter the words "For Refund Only" in the "Type of Service for Which Issued" box/data element. Such refundable balance may exceed USD 750 (or equivalent) (determined in accordance with the IATA rate of exchange). An MCO or a portion thereof can only be refunded by the carrier issuing the original document.

15.4 REROUTING AND REFUND IN CASE OF DEATH

The following procedures may apply in case of death of a passenger or immediate family member(s) that prevents initiation, continuation or termination of travel.

15.4.1 Definition (as used herein)

15.4.1.1 "IMMEDIATE FAMILY" shall be limited to spouse, children (including adopted children), parents, brothers, sisters, grandparents, grandchildren, fathers-in-law, mothers-in-law, brothers-in-law, sisters-in-law, sons-in-law and daughters-in-law.

15.4.1.2 "DEATH CERTIFICATE" means a death certificate or copy thereof duly executed by the competent authorities, i.e. those designated to issue death certificates by the applicable laws of the country concerned, in the country in which death occurred. The death certificate or copy thereof shall remain on the carrier's files for a period of not less than two years.

15.4.2 Before Commencement of Travel

In case of death of a passenger or death in the immediate family before commencement of travel, refund may be arranged.

15.4.3 After Commencement of Travel

15.4.3.1 Death of a Passenger

In case of death of a passenger refund may be arranged.

Accompanying passengers may terminate travel or interrupt travel until completion of formalities and religious customs, if any, but in no event later than forty-five (45) days after the travel is interrupted.

The ticket of returning passengers will be endorsed "Return Account Death (name)" and such endorsement shall be authenticated by validation or other official stamp. Refund may be arranged.

15.4.3.2 Death in the Immediate Family

A group fare passenger or an individual passenger travelling at a fare with rerouting/change of reservation restrictions may return to the place of origin shown on the ticket, without stopovers en route, at the same fare on the next available flight or, if death occurred at the point at which travel is interrupted, immediately after completion of formalities and religious customs, if any, but in no event later than forty-five (45) days after the travel is interrupted. The ticket will be endorsed "Return Account Death (name)" and such endorsement shall be authenticated by validation or other official stamp.

A death certificate must be presented to the reticketing carrier either at the place and time of reticketing, or in the country where death occurred. In the latter case details shall be transmitted to the reticketing office before reticketing. Should a death certificate not be available at the time of rerouting, a new ticket shall be issued at the normal one way fare applicable to the journey to be undertaken. Upon the later presentation of the certificate refund may be arranged.

15.4.4 Refund

The carrier making the original sale may:

- (a) in case of death before commencement of travel arrange for refund of the fare paid;
- (b) in case of death after commencement of travel arrange for any necessary refund in accordance with Chapter 13 – Involuntary Rerouting, and applicable sections of this Chapter.

15.4.5 Group Travel

In the event a passenger discontinues travel with the group as a result of his/her death or death in his/her immediate family, this shall not affect the entitlement of the remaining passengers in the group to travel at the group fare.

15.4.6 Change of Carrier

Tickets may be endorsed to another carrier for carriage.

APPENDIX A

1. TICKETS ISSUED IN EMU LEGACY CURRENCIES (TRANSITION TO THE EURO)

1.1 General Information

IMPORTANT NOTE: These generic instructions are only to be used when it is advised that a country will undergo a transition period where the current legal currency in that country (legacy currency) will be replaced with the euro as that country's legal currency.

The Economic and Monetary Union (EMU) countries implemented the euro (EUR) as their single currency on January 1st, 2002. The enlargement of the EMU continues to this day and new EMU members are required to convert their legacy currencies and adopt the euro as the legal currency.

Such countries will need to apply the procedures described in this section during the period of transition from their legacy currencies to the euro.

1.2 Fixed Conversion Rate (FCR)

Tickets which have been issued in a legacy currency, and presented for further reissue or refund, such legacy currencies shall be converted to euros using a fixed conversion rate. The fixed conversion rate will be established in accordance with currency procedures and will be notified upon commencement of the transition period.

2. REISSUANCE/REFUND OF DOCUMENTS ISSUED IN AN EMU LEGACY CURRENCY

This section details procedures for reissuing/refunding tickets that were issued in the legacy currency of the EMU countries prior to the commencement of the transition period. These reissuance/refund procedures apply worldwide for all tickets originally issued in a legacy currency of the EMU countries and reissued/refunded anywhere.

2.1 Reissue Without a Change in Fare

Convert the legacy currency to EUR using the Fixed Conversion Rate. Round up to the next higher EUR 1.

Example:

Original Ticket

Original Fare Paid ***1 770.59

TO	_____
FARE	FARE CAL
EQUIV. FARE PD.	***1 770.59
TAX/FEE/CHARGE	***1 25.33RA
TAX/FEE/CHARGE	***1 9.22DE
TAX/FEE/CHARGE	FORM OF
TOTAL	***1 805.14
A/L AGENT INFO	_____
STOCK CONTROL TX 954	CK
8106421791	6

New Ticket

Fare to be converted to EUR using the Fixed Conversion Rate.

New Fare: EUR 394.00

TO	_____
FARE	FARE CAL
EQUIV. FARE PD.	EUR394.00
TAX/FEE/CHARGE	PD25.33RA
TAX/FEE/CHARGE	PD9.22DE
TAX/FEE/CHARGE	FORM OF
TOTAL	NO ADC
A/L AGENT INFO	_____
STOCK CONTROL TX 954	CK
8106421937	5

Explanation:

- The ticket originally issued in the legacy currency has been submitted for reissue into euros.
- The IROE shown on the reissued ticket will be that of the euro applicable at the time of original ticket issue.
- No reference shall be made to the legacy currency on the reissued ticket.
- Taxes/fees/charges shall be carried forward from the original ticket preceded by the code "PD" to denote that these taxes/fees/charges had been paid. The amounts reflect the values of the legacy currency. These amounts are NOT converted to euros.

¹ Will be replaced with the ISO currency code of the legacy currency.

2.2 Reissue Resulting in a Higher Fare

Compare the fare for the new itinerary in NUCs with the original NUC amount used to construct the fare in the legacy currency. This new NUC amount is to be converted to EUR applying the IROE for the euro and rounded up to the next higher EUR 1 and shown in the “Fare” box/data element of the new ticket.

Having established the difference in NUCs, to determine the additional amount in euros, convert the difference into EUR (rounded up to the next higher EUR 1). This amount is the difference to be paid by the passenger.

In the “Equiv. Fare Pd.” box/data element carry forward the currency code(s) shown in the “EFP” box/data element from the original ticket (if any) plus the code of the currency of additional collection. Where an EMU legacy currency is shown in the “EFP” box/data element of the original ticket enter EUR. When the additional collection is to be paid in EUR follow these codes with EUR. When the additional collection is paid in any other currency enter that currency code.

Enter the amount to be collected in the “Total” box/data element preceded by the currency code of additional collection followed by “A” to denote that an additional collection is made.

Example:

Original Ticket

Original Fare Paid ***1
4217.73

Reissued Ticket

New Fare: EUR 814.00
Additional Collection: EUR 161.00

This amount or it's equivalent (when paid in a different currency) shall be reflected in the “Total” box/data element followed by “A”.

TO	
FARE	***14217.73
EQUIV. FARE PD.	
TAX/FEE/CHARGE	***131.00QX
TAX/FEE/CHARGE	***141.00FR
TOTAL	***14289.73
A/L AGENT INFO	
STOCK CONTROL TX 954	CK
8106421791	6

TO	
FARE	EUR814.00
EQUIV. FARE PD.	EUR
TAX/FEE/CHARGE	PD31QX
TAX/FEE/CHARGE	PD41FR
TOTAL	EUR8.56XT
A/L AGENT INFO	EUR169.56A
STOCK CONTROL TX 954	CK
8106421937	6

2.3 Reissue Resulting in a Lower Fare

Establish the original NUC amount used to construct the fare in the legacy currency.

Establish the fare for the new itinerary in NUCs. Calculate the difference in NUCs between the fare of the original ticket and the new itinerary.

Convert the difference into EUR, rounded up to the higher EUR 1.

This amount is to be refunded to the passenger or a balance in an MCO showing the EUR amount may be issued instead.

The “Equiv. Fare Pd.” box/data element will only show the currency code(s) shown in the “EFP” box/data element of the original ticket (if any). When an EMU legacy currency is shown in the “EFP” box/data element of the original ticket, enter EUR.

The “Total” box/data element will show NO ADC to reflect the fact that no additional collection is made.

¹ Will be replaced with the ISO currency code of the legacy currency.

Example: **Original Ticket**

TO _____	
FARE	FARE CAL
EQUIV. FARE PD.	*** ¹ 305778
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	*** ¹ 670BE
TAX/FEE/CHARGE	*** ¹ 630CH
TAX/FEE/CHARGE	FORM OF
TOTAL	
A/L AGENT INFO	*** ¹ 307078
STOCK CONTROL TX 954	CK
8106421791	6

Reissued Ticket

TO _____	
FARE	FARE CAL
EQUIV. FARE PD.	EUR476.00
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	PD670BE
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	FORM OF
TOTAL	
A/L AGENT INFO	NO ADC
STOCK CONTROL TX 954	CK
8106421937	6

2.4 Reissue involving an EMU Legacy Currency in the “Equiv. Fare Pd.” Box/Data Element

2.4.1 No Additional Collection

Example: Sold in a country transitioning to the euro Ticketed in JKT

Original Ticket

TO _____	
FARE	FARE CAL
EQUIV. FARE PD.	USD1117.00
TAX/FEE/CHARGE	*** ¹ 2765.15
TAX/FEE/CHARGE	*** ¹ 32.18NL
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	FORM OF
TOTAL	
A/L AGENT INFO	*** ¹ 2797.33
STOCK CONTROL TX 954	CK
8106421791	6

Reissued Ticket

TO _____	
FARE	FARE CAL
EQUIV. FARE PD.	USD1117.00
TAX/FEE/CHARGE	EUR
TAX/FEE/CHARGE	PD32.18NL
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	FORM OF
TOTAL	
A/L AGENT INFO	NO ADC
STOCK CONTROL TX 954	CK
8106421937	6

The “Equiv. Fare Pd.” box/data element carried a value of *** 1. As *** 1 is the legacy currency country of payment, the code EUR is entered (replacing the legacy currency code *** 1).

2.4.2 Additional Collection

Example: Sold in EMU legacy country Ticketed in JKT

Journey: JKT–AMS Y class fare priced in USD legacy currency .
 Passenger wishes to fly JKT–AMS in C class.

Original Ticket

TO _____	
FARE	FARE CAL
EQUIV. FARE PD.	USD1117.00
TAX/FEE/CHARGE	*** ¹ 2765.15
TAX/FEE/CHARGE	*** ¹ 32.18NL
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	FORM OF
TOTAL	
A/L AGENT INFO	*** ¹ 2797.33
STOCK CONTROL TX 954	CK
8106421791	6

Reissued Ticket

TO _____	
FARE	FARE CAL
EQUIV. FARE PD.	USD1628.00
TAX/FEE/CHARGE	EUR USD
TAX/FEE/CHARGE	PD32.18NL
TAX/FEE/CHARGE	
TAX/FEE/CHARGE	FORM OF
TOTAL	
A/L AGENT INFO	USD511.00A
STOCK CONTROL TX 954	CK
8106421937	6

The original value in the “Equiv. Fare Pd.” box/data element is the legacy currency country of payment. This is replaced by the currency code “EUR” followed by the the additional collection in USD.

¹ Will be replaced with the ISO currency code of the legacy currency.

3. Taxes/Fees/Charges

When a reissue requires the additional collection of taxes/fees/charges (TFCs), these shall be shown in the currency of additional collection.

Taxes/fees/charges which were paid in a EMU legacy currency are carried forward to the new ticket without conversion to euro and preceded by "PD" to denote these TFCs had already been paid to EUR, using the fixed conversion rate, and rounded up to the higher EUR 0.01. This euro equivalent must then be converted to the currency of payment (FCR) at the applicable banker's rate.

4. Refunds

Refunds of tickets showing a fare in the legacy currency of an EMU country shall be established in EUR, using the fixed conversion rate.

For other refund procedures, see Chapter 14 – Refunds.

5. Involuntary Rerouting

Tickets that are to be reissued on an involuntary basis must be reissued in euro.

APPENDIX B PROVISION OF MANDATORY TICKET NOTICES

Irrespective of the media by which a passenger obtains a ticket, a set of ticket notices must always be delivered. This applies equally to paper tickets (whether the notices form part of the ticket set or not) and to electronic tickets where no paper document has been issued.

To facilitate the provision of these mandatory ticket notices together with other useful notices IATA has produced a ticket notices template. It is available in English only but can be easily changed to take account of other languages. The ticket notices are printed on one side of an A4 size sheet of paper and conforms to the agreed resolutions relevant to font and font size. A facsimile (which is not to scale) is on the following page.

△ The latest edition of these mandatory ticket notices can be freely downloaded from the IATA website at <https://extranet.iata.org/sites/ticketing/default.aspx>.

IMPORTANT NOTE: *At the time of going to press new ticket notices covering new liabilities under the Montreal Convention have not received all necessary government approvals.*

APPENDIX C
△ COUNTRIES FOR WHICH ACCEPTANCE OF LOCAL CURRENCY IS RESTRICTED

Afghanistan	AFN	Afghani
Albania	ALL	Lek
Algeria	DZD	Algerian Dinar
Angola	AOA	Kwanza
Argentina	ARS	Peso
Armenia	AMD	Armenian Dram
Azerbaijan	AZN	Azerbaijani Manat
Bangladesh	BDT	Taka
Barbados	BBD	Barbados Dollar
Belarus	BYR	Belarussian Ruble
Belize	BZD	Belize Dollar
Bolivia	BOB	Boliviano
Bosnia and Herzegovina	BAM	Convertible Mark
Brazil	BRL	Brazilian Real
Bulgaria	BGN	Lev
Burundi	BIF	Burundi Franc
Cambodia	KHR	Riel
Cape Verde Islands	CVE	Cape Verde Escudo
Chile	CLP	Chilean Peso
China (excluding Hong Kong SAR and Macao SAR)	CNY	Yuan Renminbi
Colombia	COP	Colombian Peso
Congo (Kinshasa)	CDF	Franc Congolais
Croatia	HRK	Kuna
Cuba	CUP	Cuban Peso
Egypt	EGP	Egyptian Pound
El Salvador	SVC	El Salvador Colon
Eritrea	ERN	Nakfa
Ethiopia	ETB	Ethiopian Birr
Gambia	GMD	Dalasi
Georgia	GEL	Lari
Ghana	GHC	Cedi
Guinea	GNF	Guinea Franc
Guyana	GYD	Guyana Dollar
Hungary	HUF	Forint
India (incl. Andaman Isl.)	INR	Indian Rupee
Iran (Islamic Republic of)	IRR	Iranian Rial
Iraq	IQD	Iraqi Dinar
Jamaica	JMD	Jamaican Dollar
Kazakhstan	KZT	Tenge
Kenya	KES	Kenyan Shilling
Korea (Dem. Peoples Rep. of)	KPW	North Korean Won
Korea (Rep. of)	KRW	Won
Kyrgyzstan	KGS	Som
Laos (People's Dem. Rep.)	LAK	Kip
Liberia	LRD	Liberian Dollar
Libya	LYD	Libyan Dinar
Macedonia (FYROM)	MKD	Macedonian Denar
Madagascar	MGA	Ariary
Mauritania	MRO	Ouguiya
Mauritius	MUR	Mauritius Rupee
Moldova	MDL	Moldovan Leu
Morocco	MAD	Moroccan Dirham
Mozambique	MZN	Metical
Myanmar	MMK	Kyat

Nepal	NPR	Nepalese Rupee
Nicaragua	NIO	Cordoba Oro
Nigeria	NGN	Naira
Pakistan	PKR	Pakistani Rupee
Paraguay	PYG	Guarani
Preu	PEN	Nuevo Sol
Philippines	PHP	Philippine Peso
Poland	PLN	Zloty
Romania	RON	New Romanian Leu
Rwanda	RWF	Rwanda Franc
Sao Tome and Principe	STD	Dobra
Serbia	RSD	Serbian Dinar
Sierra Leone	SLL	Leone
Slovakia	SKK	Slovak Koruna
Slovenia	SIT ¹	Slovenia Tolar ¹
Somalia	SOS	Somali Shilling
Sri Lanka	LKR	Sri Lanka Rupee
Sudan	SDG ²	Sudanese Pound ²
Suriname	SRD	Surinam Dollar
Syria	SYP	Syrian Pound
Tajikistan	TJS	Somoni
Tanzania	TZS	Tanzanian Shilling
Thailand	THB	Baht
Tonga	TOP	Pa'anga
Trinidad and Tobago	TTD	Trinidad & Tobago Dollar
Tunisia	TND	Tunisian Dinar
Turkey	TRY	Turkish Lira
Turkmenistan	TMM	Turkmenistan Manat
Uganda	UGX	Uganda Shilling
Ukraine	UAH	Hryvnia
Uruguay	UYU	Peso Uruguayo
Uzbekistan	UZS	Uzbekistan Sum
Vanuatu	VUV	Vatu
Venezuela	VEB	Bolivar
Viet Nam	VND	Dong
Zambia	ZMK	Kwacha
Zimbabwe	ZWD	Zimbabwe Dollar

The currencies listed above can only be accepted in that concerned country, e.g acceptance of MCOs, payment, cash for new tickets paid for with Zimbabwe Dollars (ZWD) can only be effected in Zimbabwe and no other country.



¹ As Slovenia is now an EMU country and has switched to the euro, the use of the Slovenian Tolar has been discontinued as of 16JAN07.

² The new Sudanese Pound (SDG) replaces the old Sudanese Dinar (SDD), which will remain legal tender until 1 July 2007 when it will be withdrawn.

APPENDIX E**CARE, MAINTENANCE AND STORAGE OF TICKET STOCK AND IMPRINTING MACHINES**

Proper care and storage of ticket stock and imprinting machines can greatly increase the efficiency of the ticket printer and reduce the number of times that such machines need to be serviced by an engineer.

The following guidelines are suggested for the efficient use of automated tickets and the imprinting machines.

TRANSITIONAL AUTOMATED TICKETS

These carbonised booklet type tickets should be loaded in accordance with the instructions provided with the equipment and your CRS/GDS provider. In addition: For multi feed ticket stock, ensure that the box in which the tickets are stored is free of all obstruction including any part of the incumbent packaging.

Ensure that the box is directly aligned under the printer so that the stock runs smoothly through the printer without appearing to “twist” the paper.

If the imprinter is sealed in a silencer cabinet ensure that the aperture is large enough to permit a clean exit from the imprinter after imprinting.

When loading the tickets into the machine ensure that there is sufficient tension so that the ticket imprinter head glides smoothly over the ticket.

When removing the tickets from the printer be careful not to dislodge the following stock so that subsequent tickets are also printed correctly.

Having printed large quantities of tickets (e.g. for group bookings) try not to “split” too many tickets at once since this may result in tearing.

Tickets should not be stored near direct heat and should be kept dry.

AUTOMATED TICKETS AND BOARDING PASS ((OP)ATB2)**Storage Conditions**

To ensure or maintain performance characteristics, Coupon-by-Coupon documents should be stored in relative humidity between 30% and 65% and temperature between 5°C and 50°C (41°F and 122°F).

Thermal stock shall be stored in relative humidity between 30% and 65% and temperature between 5°C and 35°C (41°F and 95°F).

It is advisable: to keep the documents in their original cartons or special drawers, until used; that the cartons be squarely supported on the bottom to prevent any tendency for the weight to distort the cartons; not to put weights on top of the cartons; cartons should not be stored on their side; partially empty cartons should be stored on top of the stack; not more than a few months' supply should be stored; documents should be used in rotation, old stock being used before newer supplies are opened; avoid damp conditions; keep away from sources of heat; do not stack boxes more than 1 m (3 ft) high; allow documents to condition to changes in climate before use.

Use Conditions

Optimally, the documents should be issued in premises with relative humidity of 50%±10% with a normal temperature between 18°C and 24°C (65°F and 75°F). It must be stressed that the relative humidity and the temperature values given above apply only to the storage and the use areas. They have no influence on the values required for conditioning and tests.

Climatic Conditions

Importance of Climate for Documents

Without proper precautions, documents will be affected by heat, cold and, most significantly, by humidity. Variations in the humidity will alter the document's size and mass by changing its moisture content, and may cause warping. This is the most frequent source of trouble in processing installations.

More precise indications of the effects of humidity are as follows:

- dimensions – when humidity is high, moisture is absorbed by the documents, usually causing them to swell in length;
- width and thickness. When humidity is low, the documents lose moisture and shrink in all dimensions. For instance, a variation of relative humidity from 20–75% or from 75–20% may cause variations of the document dimensions up to 0.46 mm (0.018 in) in length and 0.58 mm (0.023 in) in width.

A new document does not return to its original dimensions when brought back to the initial conditions of measurement after exposure to a wide variation or high level of relative humidity. For instance, a document exposed to a relative humidity higher than 70% may become permanently deformed, causing the document to be out of tolerance. It is therefore recommended to stay under 65% relative humidity for storage.

Warp

A document exposed to a relative humidity beyond the extremes of 4060% may become temporarily or even permanently warped. It also has a tendency to warp, in particular, when the relative humidity is low. Even when keeping it within these limits, an abrupt change in relative humidity may cause a temporary warp. In this case, the stresses that cause warp will usually, but not always, disappear as soon as the document has reached a moisture balance with its new surroundings.

Ambient Conditions for Working and Storage Areas

The relative humidity levels and the temperatures of working and storage areas must be taken into account. It is recommended that they should be recorded.

Documents should be maintained at a constant temperature and humidity. Abrupt changes should be avoided.

It is possible to maintain to the desirable levels the humidity of almost every working area, except perhaps when the outside temperature is extreme or the humidity very high. Great care must be exercised in regulating thermostats and hygrometers.

In winter, a favourable relative humidity in the machine room is more easily maintained at lower temperatures. Continuous high heat dries the air and may cause a drop in recommended humidity levels.

An excessive relative humidity may be reduced by the use of dehumidifiers.

The following points should be taken into account:

- moving tickets from the storage area to the working area may cause warp especially if there is a sharp difference in relative humidity and tickets are not protected during transportation;
- conditioning in the working area by exposing tickets to the ambient atmosphere for 72 hours prior to use will improve performance;
- tickets transferred from a cold room to a warm room may collect moisture in much the same way as the outside of a glass of iced water.

Acclimatisation of Documents

Even when the recommendations concerning the storage have been observed, documents should be given ample time to achieve a moisture balance with the machine room atmosphere, in order to perform properly. 72 hours of open exposure maximises performance.

This time depends primarily on the difference between the relative humidity of the machine room and the documents, on the manner in which documents are packed (in full cartons, in open trays, etc.) and the extent of air circulation around them (open or closed cartons, etc.).

Although there are no precise data, the following values may give an approximation of this time:

- documents alone: 3 days;
- documents in opened cartons:
 - for a difference in relative humidity of $\pm 10\%$: 4 days,
 - for a difference in relative humidity of $\pm 20\%$: 10 days,
 - for a difference in relative humidity of greater than or
 - equal to $\pm 30\%$: 15 days.

In all circumstances, a carton of documents should not be opened before equilibrium of temperature is reached with the working area. Where space permits, storage facilities should be set up in the working area for a five to ten day supply.

Document Handling

For the purpose of document processing, it is recommended to fan the documents lightly before passing them through machines.

Documents should be flat for machine feeding. If they exhibit slight distortion, the machine operator can generally eliminate it by gently manipulating the documents.

The following points should be taken into account:

- moving documents from the storage area to the working area may cause warp especially if there is a sharp difference in relative humidity and documents are not protected during transportation;
- conditioning in the working area by exposing documents to the ambient atmosphere for 72 hours prior to use will improve performance;
- documents transferred from a cold room to a warm room may collect moisture in much the same way as the outside of a glass of iced water.

Even when the recommendations concerning the storage have been observed, documents should be given ample time to achieve a moisture balance with the machine room atmosphere, in order to perform properly, 72 hours of open exposure maximises performance.

This time depends primarily on the difference between the relative humidity of the machine room and the documents, on the manner in which documents are packed (in full cartons, in open trays, etc.) and the extent of air circulation around them (open or closed cartons, etc.).

When loading stock into the machine ensure that the stock is loaded in such a way that ensures the magnetic stripe will be encoded.

Maintenance of Imprinter Machines

The ATB2 imprinter machines are highly sensitive to enable the magnetic stripe to be encoded. In normal usage an amount of paper dust is deposited on key parts of the machine. This should not under normal circumstances affect the working of the machine however it is recommended that periodically this dust is removed. Excessive build up of paper dust can affect the encoding of the magnetic stripe and smooth passage through the machine which may result in either the magnetic stripe not being successfully encoded resulting in a failed print or a paper jams as the ATB is running through the imprinter.

□ APPENDIX F

VIRTUAL MPD (vMPD)

New Option to Replace Miscellaneous Paper Documents in BSPs

IATA has received questions regarding options for miscellaneous paper documents as a result of the final removal of paper tickets effective 1 January 2008 in BSPs. A consequence of the removal of paper tickets from the BSPs is that the neutral coupon-by-coupon MCO (Resolution 725d known as the “MD 50”) will also no longer be available after 31 December 2007. This is because all OPATB2 stock on which this MCO is imprinted will be removed from agent locations.

With regard to the reasons for issuance of MCOs, the vast majority are issued by agents for Prepaid Ticket Advices (PTAs) and Tickets On Departure (TODs). ET will eliminate the need for issuance of MCOs for this purpose (except where government regulations exist), and this in turn will dramatically reduce the number of MCOs issued.

At the same time, it is assumed that the newly adopted Electronic Miscellaneous Document (EMD) will not enjoy widespread implementation for at least one or two years. Given this, it is a priority for IATA to ensure an interim procedure is available until there is universal adoption of the EMD.

To address this need IATA has developed and implemented an electronic (internet) version of the (paper) MPD to replace all miscellaneous paper documents issued by travel agents. This is known as the Virtual MPD (vMPD) and it allows agents to continue to issue MPDs as a form of exchange or prepayment for PTAs and other services without the need to complete a paper document. The vMPD is available for use in all BSPs on global basis, but its implementation is by carrier request per market.

The vMPD is available as an interim industry solution for miscellaneous documents until such time as the EMD is implemented. IATA is actively encouraging airlines and GDSs to give priority to implementation of the new EMD as described in Resolutions 725f and 725g.

Further information on vMPD (user manuals, fact sheet) is available on the BSPlink portal https://www.bsplink.iata.org/bsplink14/entrada/BSPL_E_MAN.html

Specific questions can be directed to bsplink@iata.org or BSPsupport@iata.org.



Sample Virtual MPD display:

NAME OF PASSENGER DELACRUZ/MARTINA MS		ENDORSEMENTS/RESTRICTIONS				VIRTUAL MPD	
REASON FOR ISSUE 30-TOUR ORDER		AIRLINE 000 ABC AIRLINES		DATE OF ISSUE 16APR2007		AIRLINE DATA ABC AIRLINES INTL SALES ACCOUNTING PACIFIC, GUAM 96911	
CURRENCY USD	INTERNATIONAL	AMOUNT IN FIGURES 412.36	BANK EXCHANGE RATE		1		
AMOUNT IN LETTERS FOUR HUNDRED AND TWELVE 36/100							
FARE	USD	392.00	REMARKS				AGENCY 54-886023 XYZ TOURS & TRAVEL
EQUIV. AMT	USD	392.00	CONF# AKXRDW AGENT: ARIEL				
TAX/FEE/CHARGE	USD	XY 7.00 GU 6.36 XA 2.50 XF 4.50 XFGUM4.5 0.00	SWINGAROUND YEAR 29MAR-30MAR HOTEL SHIA 1SGLB				ISSUED IN CONNECTION WITH
							ISSUED IN EXCHANGE FOR Exchange Coupons
TICKET TOTAL	USD	412.36	FORM OF PAYMENT Cash NO Credit YES Exchange NO		TOUR CODE		ORIGINAL ISSUE
OTHER CHARGES	USD	0.00	Credit Card Type AX		TAX CASH 0.00		
EQUIV. CHARGE	USD	0.00	Credit Card Number 3712345678900				
TOTAL EXCHANGE VALUE	USD	0.00	Credit Card Amount 412.36				
SERVICE CHARGE/ TAX ON MPD	USD	0.00	Credit Total Tax 30.36				
TOTAL	USD	412.36	Credit Card Expiry 0910				
			Authorisation Code 191222				
			Extended Payment				
CURRENCY USD		CASH COLLECTION 392.00	CREDIT BALANCE 0.00	COMMISSION 19.60	TAX AMOUNT 20.36	FORM AND SERIAL NUMBER 000 3144136 5	



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