

### OVERVIEW

Sabre Travel Network® participating carriers file free baggage allowance information via ATPCO for distribution to the Sabre system. The system automatically processes and applies baggage allowance during air pricing and ticketing.

IATA Resolution 302 governs baggage allowances and includes principles based on the Most Significant Carrier (MSC) to determine whose baggage rules to apply in an interline itinerary. The system bases the allowance on bag travel (bag journey), which is from when a bag is checked in until it is picked up.

The Sabre system automatically adds baggage information when the carrier has filed allowance data via ATPCO. This displays in the stored Price Quote Record (PQ) and you may view this by entering \*PQ. The system also displays the allowance in the extended electronic ticket record (ETR).

If a carrier does **not** file baggage allowances via ATPCO or the Sabre system **cannot** find allowance data, the allowance field will be **blank** in the stored PQ and extended ETR. Blank or missing allowance is not the same as NIL or no free bags, but rather indicates that carrier data is not available or known.

Since Resolution 302 recognizes blank as valid baggage value, ticketing in BSP and ARC locations can proceed without a specific piece or weight value. You no longer need to manually add the missing baggage allowance for ticketing in most cases. However, you still have the option to do this, as well as override a system processed allowance per specific agreements with the MSC bag carrier.

### IMPORTANT NOTES

- There will still be instances where a manual override is required because some carriers' systems do **not** recognize or support Blank or NIL allowance. Until the carrier makes updates to their system, you will be prompted to add the allowance in these cases by obtaining the information from the carrier or carrier's website.
- Some carriers do **not** currently process blank allowance during ticketing of Phase IV priced itineraries and will prompt you to manually add the allowance in these cases.
- Air pricing calculates free baggage allowance information only and does **not** include billable baggage charges, such as pre-paid additional pieces, oversized, heavy or excess bag fees.

### STEP

### RESPONSE

1. Book the passenger's reservation.

```
*IA
1 LH2483Y 15NOV 1 LHRMUC SS1 0715 1005 /DCLH
2 LH 119Y 18NOV 4 MUCFRA SS1 1635 1740 /DCLH
3 LH 914Y 23NOV 2 FRALHR SS1 1615 1655 /DCLH
```

2. Price the itinerary and store the fare in PQ record. Do **not** enter baggage allowance.

```
WPKP0+RQ«
PRICE QUOTE RECORD RETAINED

          BASE FARE      EQUIV AMT      TAXES          TOTAL
1-  GBP1141.00      USD1807.00      247.00XT      USD2054.00ADT
      XT  119.10YQ      19.00GB      37.10UB      16.60DE
          24.60RD      30.60RA
          1141.00      1807.00      247.00      2054.00TTL

ADT-01 YCOUPON
LON LH MUC686.70YCOUPON LH FRA345.58YCOUPON LH LON725.19
YCOUPON NUC1757.47END ROE0.649479
VALIDATING CARRIER - LH
```

**Note:** Baggage allowance data populates in the PQ record when adding ¥RQ to the WP/FP entry or when using a separate PQ entry after WP.

3. The system determines the baggage allowance applicable to the itinerary and fare and then stores the data in the PQ record. The baggage allowance displays immediately after any applicable not valid before/after data.

```
*PQ<<
PRICE QUOTE RECORD - DETAILS
FARE NOT GUARANTEED UNTIL TICKETED

PQ 2 KP0#RQ

BASE FARE      EQUIV AMT      TAXES      TOTAL
GBP1141.00     USD1807.00    247.00XT   USD2054.00ADT
XT 119.10YQ    19.00GB      37.10UB    16.60DE
24.60RD      30.60RA

ADT-01 YCOUPON
LON LH MUC686.70YCOUPON LH FRA345.58YCOUPON LH LON725.19YCOU
PON NUC1757.47END ROE0.649479
VALIDATING CARRIER - LH
CHNG CNX BAFOC/LH ONLY/CPN SEQUENCE NOT REQUIRED
01 O LHR LH 2483Y 15NOV 715A YCOUPON 15NOV 20K
02 O MUC LH 119Y 18NOV 435P YCOUPON 15NOV 20K
03 O FRA LH 914Y 23NOV 415P YCOUPON 15NOV 20K
LHR
OMM PCT 0
VALIDATING CARRIER-LH
97Q7 97Q7 *AKP 1516/13OCT PRICE-SYS
```

4. Issue the ticket using the PQ record.

```
W#PQ(PQ record number)
W#PQ1
```

5. The system issues the ticket and prints the free baggage allowance data on the coupons.

- In this example, the free baggage allowance is 20 kilos, for each segment. The ticket prints with the codes 20K for the segments.

### HOW BAGGAGE ALLOWANCE CODES DISPLAY/PRINT

Baggage type	System or manually entered baggage allowance	Baggage code printed on ticket
Pieces	02P	2PC
Kilos	23K	23K
Pounds	66L	66L
No free baggage allowance permitted for all passenger types	NIL	NIL
<b>Note:</b> A possible exception for NIL baggage allowance may occur for carriers that do not accept NIL in the Electronic Ticket Record message. In such cases, you may see NIL in the stored PQ, but the extended ETR baggage allowance field will be BLANK.		
No baggage data filed or found	Blank space	Blank space

The electronic ticket record also displays the free baggage allowance.

- You **must** use the **extended display** format (**WETR\*2/E**) to view the free baggage allowance.

Airline baggage allowance policies can be found:

- In the online DRS on Agency eServices > Business Tools
- On the airline's website
- By checking directly with the airline

```
WETR*2/E<<
ELECTRONIC TICKET RECORD
INV: CUST: CRS CODE:0011
TKT:2207909735415 ISSUED:13OCT10 PCC:97Q7 IATA:04553301
NAME:SANTINO/AUSTIN
FORM OF PAYMENT FCI: 0
1 CHECK
CPN A/L FLT CLS DATE BRDOFF TIME ST F/B STAT
1 LH 2483 Y 15NOV LHRMUC 0715 OK YCOUPON OPEN
NVB: NVA:15NOV BAG:20K
2 LH 119 Y 18NOV MUCFRA 1635 OK YCOUPON OPEN
NVB: NVA:15NOV BAG:20K
3 LH 914 Y 23NOV FRALHR 1615 OK YCOUPON OPEN
NVB: NVA:15NOV BAG:20K

ENDORSEMENT
CHNG CNX BAFOC/LH ONLY/CPN SEQUENCE NOT REQUIRED

FARE GBP1141.00
TOTAL USD2054.00 EQUIVALENT FARE PAID USD1807.00
FARE CALCULATION
LON LH MUC686.70YCOUPON LH FRA345.58YCOUPON LH LON 725.19YCOUPO
N NUC1757.47END ROE0.649479

TAX BREAKDOWN
TAX 119.10YQ TAX 19.00GB TAX 37.10UB TAX 7.10DE
TAX 9.50DE TAX 24.60RD TAX 30.60RA
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## OPEN SEGMENTS

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The system provides the applicable free baggage allowance for open segments when you include the actual carrier code in the open segment in your pricing entry; baggage does **not** display for YY segments.

```
*I
1 ZZ 9531Y 01APR M ABQDFW HK1 1255N 342P
2 XX 358Y 01APR M DFWRM HK1 625P 955A 02OCT
3 AA OPENQ ROMBDS DS1

WPRQ
PRICE QUOTE RECORD - DETAILS

RQ
BASE FARE TAXES TOTAL
1- USD3359.00 101.10XT USD3460.10ADT
XT 60.00YQ 15.10US 5.00AY 7.30IT
2.60VT 3.60HB 7.50XF
3359.00 101.10 3460.10TTL

ADT-01 Y
ABQ ZZ X/DFW XX ROM AA BDS M ABQROM 3286.00Y P ABQROM
ABQBDS73.00NUC3359.00END ROE1.00 XFABQ3DFW4.5
01 O ABQ ZZ 9531Y 01APR 1255N Y
02 X DFW XX 358Y 01OCT 625P Y
03 O ROM AA OPENQ Y
BDS
```

**02P**  
**02P**  
**02P**

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## GENERAL INFORMATION

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- Baggage allowance data applies to both paper and electronic tickets.
- Baggage allowance data stores in a PQ record **only**.
- Baggage allowance data prints on the ticket whether ticketing from a PQ or not.
- If you add manual baggage allowance data to your pricing or ticketing format, the manual data **overrides** the system determined baggage allowance data, stores in the PQ record (if applicable) and prints on the ticket.
- Your PQ record does **not** update if you change the baggage allowance data at the time of ticketing.

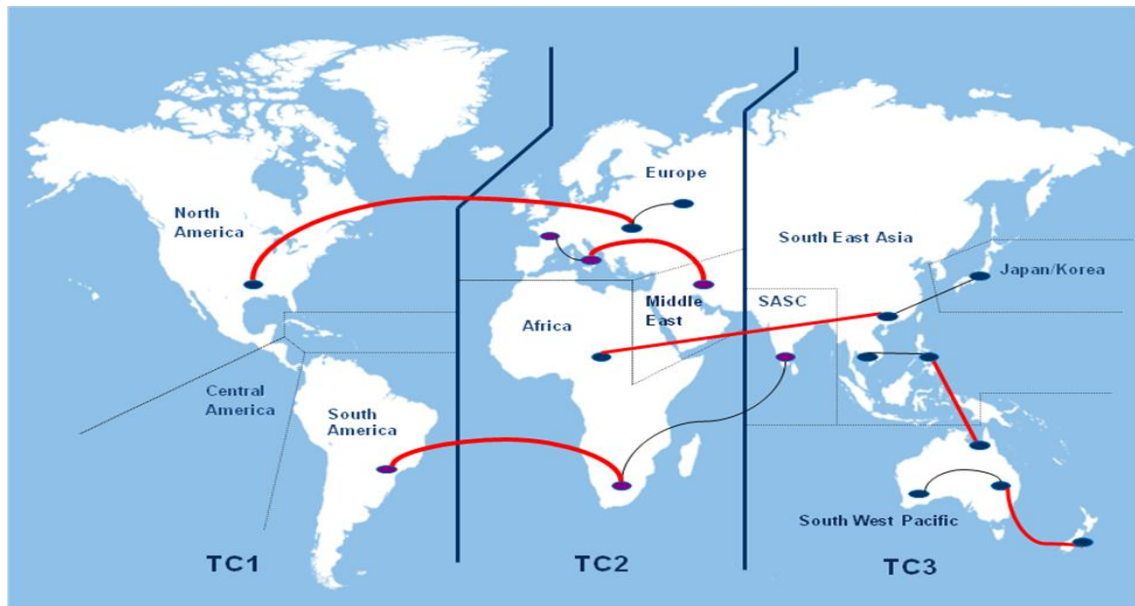
## MOST SIGNIFICANT CARRIER (MSC)

**IATA Resolution 302** governs baggage allowances (also called provisions) and charges using the concept of the **Most Significant Carrier (MSC)** to determine whose baggage rules to apply in an interline itinerary. These rules are based on bag travel (bag journey), which is from when a bag is checked in until it is picked up. Under Resolution 302, the Operating Carrier is generally the MSC, especially for code-share flights.

Baggage Journey	Most Significant Carrier
For travel between two or more Traffic Conference (TC) areas	The operating carrier performing carriage on the first sector on the baggage journey that crosses from one area to another (i.e. TC2 to TC3)
For travel within a Traffic Conference areas	The operating carrier performing carriage on the first sector on the baggage journey that crosses from one sub-area to another (i.e. Africa to Europe)
For travel within a Traffic Sub-Conference areas	The operating carrier performing carriage on the first international sector on the baggage journey.
For travel within a single country	The first operating carrier performing carriage on the first sector on the baggage journey.

### MSC Examples

MSC - \_\_\_\_\_



Once you identify the IATA Resolution 302 Bag Journey(s), and determine the MSC for each bag journey, apply the MSC's baggage allowance for the baggage journey to all flight segments within that baggage journey.

- If code-share flights exist on the segments that determine the MSC, apply the Operating Carrier's allowances.

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## HOW TO DETERMINE WHICH AIRLINES BAGGAGE ALLOWANCE APPLIES

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Use the following information to determine which baggage allowance applies to your customer's travel.

1. Check to see if the ticket is governed by the US Department of Transportation (DOT) rulings:
  - a. Is the origination city in the USA?
  - b. Is the ultimate destination of the ticket in the USA?
  - c. Is the furthest stopover point of travel from origin, in the USA?

If **YES**, then US DOT rules apply (see the US DOT process section of this document)

If **NO**, then IATA Resolution 302 rules apply (see the IATA Resolution 302 process section of this document)

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### US DOT PROCESS

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For US DOT Reservation itineraries system must determine the outbound and inbound baggage travel (BT) and the most significant marketing carrier (MSC). According to US DOT Reservation the **most significant outbound marketing carrier's baggage allowance provisions will be applied through the journey (to outbound and inbound baggage travel)**. The most significant marketing carrier is determined according rules described in MSC Carrier section.

For US DOT Reservation itineraries system must determine two baggage travel segments:

- Outbound baggage travel - from journey origin to the furthest stopover point
- Inbound baggage travel- from the furthest stopover point to the final destination

**Note:** The furthest stopover point may be the destination, and then only one baggage travel will be determined from the origin to the destination. Unlike to IATA Resolution 302 itineraries where for each baggage travel, the most significant operating carrier is determined, for US DOT itineraries only one /the same most significant marketing carrier applies to outbound and inbound baggage travel.

### US DOT Examples

**Itinerary 1:** NYC -ZZ-x/FRA-YY-x/MUC-AA -KRK

- Baggage Travel (BT) is as follows:
  - BT1 outbound: NYC KRK – the most significant marketing carrier ZZ (since travel originates in the US, the Most Significant Marketing Carrier's allowance applies to the journey)

**Itinerary 2:** DFW -XX-x/BOS-YY-o/LHR-AA -x/BOS- XX-DFW (LHR is the furthest stopover point)

- Baggage Travels are as follows:
  - BT1 outbound: DFW LON – the most significant marketing carrier YY (since travel is between two TC's, the most significant marketing of baggage travel is the first carrier that crosses from TC1 to TC2)
  - BT2 inbound: LON DFW- the most significant marketing carrier YY (the outbound carrier's baggage rules applies)

**Itinerary 3:** ROM -XX-o/FRA-YY-o/CHI-AA -o/FRA- XX-ROM (CHI is the furthest stopover point)

- Baggage Travels are as follows:
  - BT1 outbound: ROM CHI – the most significant marketing carrier YY (since travel is between two TC's, the MSC of baggage travel is the first carrier that crosses from TC2 to TC1)
  - BT2 inbound: CHI ROM- the most significant marketing carrier YY (the outbound carrier's baggage rules applies)

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## IATA RESOLUTION 302 PROCESS

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For itineraries that fall under IATA Resolution 302, **system must determine baggage journey(s) and the most significant operating carrier for each baggage journey in the itinerary.** Baggage travel is determined from the point of departure to the next stopover point for example, **24 hours for international flight stopovers and 4 hours for domestic flights.** Think of the Bag Journey as starting where the bag will be checked-in, and ending where it will be collected by the traveler.

The most significant operating carrier is determined according to rules described in MSC Carrier section.

### 302 Examples

**Itinerary 1:** LON-ZZ-x/PAR-YY-x/FRA-AA KRK

- Baggage Travel is as follows:
  - BT 1: LON KRK – the most significant operating carrier ZZ (since travel is within a TC sub –area, the most significant operating carrier of baggage travel is the first international carrier)

**Itinerary 2:** LON -ZZ-x/DXB-YY-JNB

- Baggage Travel is as follows:
  - BT1: LON JNB – the most significant operating carrier ZZ (since travel is between a TC sub –areas, the most significant operating carrier of baggage travel is the first carrier that crosses from one sub-area to another)

**Itinerary 3:** DEL -ZZ-o/BOM-YY-x/MEX-AA -SAO

- Baggage Travels are as follows:
  - BT1: DEL BOM – the most significant operating carrier ZZ
  - BT2: BOM SAO- the most significant operating carrier YY

**Itinerary 4:** LON -ZZ-o/PAR-YY-o/FRA-AA -SAO

- Baggage Travels are as follows:
  - BT1: LON PAR – the most significant operating carrier ZZ
  - BT2: PAR FRA- the most significant operating carrier YY
  - BT3: FRA KRK - the most significant operating carrier AA