

## IATA Resolution 302 and the ATPCO Baggage Solution

### Background and Frequently Asked Questions

Updated August 3, 2011

#### Introduction

---

For many years, baggage was a commodity with little differentiation. Today baggage charges are a top contributor to airline revenue earnings. With government regulatory and industry groups calling for accurate, up-to-date and transparent baggage information, IATA and ATPCO have worked together to address the need for more current baggage data distribution and application.

These changes benefit carriers, system providers, subscribers and travelers:

- **Carriers** want flexible baggage specification filing capabilities
- **Subscribers** require accurate and automated baggage allowances and charges
- **Travelers** want full disclosure of baggage policies and charges

#### IATA Baggage Resolutions

---

##### 1. How is baggage governed?

IATA Tariff Composite Resolutions 300 and 301 previously established rules for free baggage allowances for checked and carry-on items and the calculation of excess baggage charges for interline travel. Baggage allowances and charges were usually based on fare component or sector under Resolutions 300 and 301.

##### 2. What was Resolution 300?

Resolution 300 established the Baggage Allowance Weight System that:

- Applied to markets other than To/From Canada, USA/U.S. Territories, TC31 and TC1 with some exceptions
- Set free baggage allowance (FBA) per cabin: F (40kg), C (30kg), Y (20kg)
- Specified excess baggage charges (EBC) by weight

##### 3. What was Resolution 301?

Resolution 301, the Baggage Allowance Piece System, was implemented because the U.S. Department of Transportation (D.O.T.) authorities deemed baggage rules for weight limits unlawful, resulting in application of the “piece” system for itineraries to/from the U.S. that:

- Applied to markets To/From Canada, USA/U.S. Territories , TC31 and TC1 with some exceptions
- Specified free baggage allowance (FBA) by cabin for F/C (2 pieces), Y (2 pieces with total size limitations)
- Included excess baggage charge (EBC) by piece, with charges varying by market

#### **4. What is changing in 2011?**

Recognizing the industry requirement for more flexible baggage allowance and charge capabilities, IATA announced the expiration of Resolution 300 and 301 effective March 31, 2011. This eliminates all existing industry baggage weight and piece defaults.

The new industry guidelines covered in IATA Resolution 302 became effective April 1, 2011 and are designed to better govern the handling of baggage issues associated with interline travel.

#### **5. What is Resolution 302?**

Resolution 302 governs baggage allowances and charges, using the concept of the Most Significant Carrier (MSC) to determine whose baggage rules to use 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.

Resolution 302 applies to all airlines and impacts all subscribers, including travel agencies and online agencies that book air.

#### **6. What about U.S. Department of Transportation (D.O.T.) rules?**

When the ultimate origin or destination of a ticket is a U.S. point, U.S. D.O.T. rules apply and the baggage provisions (allowances) selected at the beginning of the itinerary must apply throughout the journey, regardless of stopover. In the case of code-share flights that include a U.S. origin or destination, the Most Significant Carrier is the Marketing Carrier. D.O.T. ruling does not apply for itineraries that include U.S. VIA points only.

- The baggage provisions are based on the Most Significant Carrier, which is determined from the origin to the furthest stopover point
- This carrier's baggage rules apply to both outbound and inbound baggage travel

### **ATPCO Automated Baggage Solution**

---

#### **7. How is Resolution 302 data filed?**

Unlike fares and rules that carriers can distribute via ATPCO, there has not been a central repository of baggage information. In support of IATA Resolution 302, ATPCO has developed an automated solution for carriers to file baggage allowances and charges for transmission to system providers, including Sabre.

### **8. What is the ATPCO automated baggage solution?**

The ATPCO automated baggage solution enables carriers to file baggage data, including allowances and charges, for transmission to system providers, similar to the way airlines distribute fare and rule information.

### **9. How does the ATPCO baggage solution work?**

Carriers submit baggage allowances and charges using a pre-formatted spreadsheet that ATPCO provides or by other agreed upon methods. Data is distributed to system providers that subscribe to the transmission.

### **10. How is baggage data used during the reservation booking process?**

Baggage allowance information is processed at Pricing and Ticketing during reservation booking. Under Resolutions 300 and 301, carrier specifications from the Sabre in-house Automated Free Baggage Allowance (AFBA) table or industry defaults were used.

With the *Sabre Travel Network* release of Resolution 302, the data source changes to ATPCO and Sabre will no longer utilize AFBA filings or system defaults. The allowance will still be shown in the *Price Quote Record* (PQ) and extended Electronic Ticket Record (ETR), but based on Resolution 302 rules and ATPCO data.

### **11. Is this the same as ATPCO Optional Services (OC) for pre-paid baggage?**

Carriers can file ancillary information using Optional Services, including *pre-paid baggage fees*. These ancillary services, Sabre Air Extras, include bag fees that can be pre-paid at booking and up to a specified pre-travel date/time.

The ATPCO automated baggage solution provides baggage allowance information during the booking process. In addition, baggage charges information is used by airlines during day of travel airport operations, such as departure control systems and traveler check-in processing. The charges are for any pieces beyond the allowance, including pre-paid ancillary bags.

## **Allowances**

---

### **12. Where is the bag allowance shown?**

Baggage allowance is shown in the stored Price Quote Record (PQ) and extended ETR and will continue to be shown there with Resolution 302.

Starting April 1, another enhancement changed the printing of pieces on the extended ETR. Instead of simply showing “PC”, the specific number of pieces, (e.g. 2PC), is now shown.

**13. Is an activation or format required to apply Resolution 302 allowance data?**

No, automated baggage allowance is already available. The primary change is the application of Resolution 302 MSC principles instead of Resolution 300 and 301 rules.

There is a change in data source with Resolution 302 allowances received via the ATPCO automated data feed instead of from the Sabre in-house Automated Free Baggage Allowance (AFBA) table or industry defaults. Because of these changes, a BLANK will be shown if no information can be found.

**14. What does a BLANK in the allowance field mean?**

Resolution 302 includes principles to determine whose rule to apply. However, if no information is found after following the established rules, the allowance field will be BLANK in the stored Price Quote Record (PQ) and extended ETR.

ATPCO baggage replaces industry defaults and in-house data. A BLANK allowance will be shown when:

- A carrier does not file allowance via ATPCO and they are the Most Significant Carrier
  - o If the MSC carrier does not file, Resolution 302 rules say the allowances of the check-in operating carrier are applied
  - o If allowance data is still not found, no allowance is returned

Remember that Resolutions 300/301 included industry defaults that applied when carriers didn't file specifications via in-house tables, including Sabre's Automated Free Baggage Allowance (AFBA). These defaults expire and Resolution 302 does not include any industry defaults.

**15. Is BLANK the same as NIL or zero free pieces?**

No, NIL or zero free pieces mean that a carrier has filed the allowance and there is no free baggage permitted. A BLANK means that no baggage allowance can be found, therefore the allowance is not known.

**16. Can subscribers still manually add the baggage allowance?**

Yes, subscribers can still use the baggage override format to manually add or change the allowance as applicable and appropriate.

**17. How do I ticket with BLANK allowance?**

In August 2011, an enhancement allows ticketing to proceed with or without baggage allowance in all BSP and ARC locations. Users still have the option to manually override the baggage allowance per carrier rules.

**18. Can you show examples?**

Pricing Response where a BLANK is returned in Baggage

**WPRQ«**

PRICE QUOTE RECORD RETAINED

	BASE FARE	TAXES	TOTAL
1-	USD4350.00	549.50XT	USD4899.50ADT
XT	420.00YQ	32.60US 5.50YC	7.00XY
	5.00XA	2.50AY 29.20FR	37.40QX
	5.80IZ	4.50XF	
	4350.00	549.50	4899.50TTL

ADT-01 YR1

CHI UA PAR2175.00YR1 UA CHI2175.00YR1 NUC4350.00END ROE1.00 XF  
ORD4.5

VALIDATING CARRIER - UA

Stored PQ indicating BLANK allowance:

**\*PQ«**

PRICE QUOTE RECORD - DETAILS

FARE NOT GUARANTEED UNTIL TICKETED

**PQ 1 RQ**

	BASE FARE	TAXES	TOTAL
	USD4350.00	549.50XT	USD4899.50ADT
XT	420.00YQ	32.60US 5.50YC	7.00XY
	5.00XA	2.50AY 29.20FR	37.40QX
	5.80IZ	4.50XF	

ADT-01 YR1  
CHI UA PAR2175.00YR1 UA CHI2175.00YR1 NUC4350.00END ROE1.00  
XFORD4.5  
VALIDATING CARRIER - UA  
01 O ORD UA 942Y 23JUN 605P YR1 23JUN  
02 O CDG UA 943Y 30JUN 1115A YR1 23JUN  
ORD  
VALIDATING CARRIER-UA  
E5P1 ATX \*SSR 0922/13APR PRICE-SYS

Pricing format to manually add the allowance:

**WPBA\*NIL‡RQ«**

PRICE QUOTE RECORD RETAINED

	BASE FARE	TAXES	TOTAL
1-	USD4350.00	549.50XT	USD4899.50ADT
XT	420.00YQ	32.60US 5.50YC	7.00XY
	5.00XA	2.50AY 29.20FR	37.40QX
	5.80IZ	4.50XF	
	4350.00	549.50	4899.50TTL

ADT-01 YR1

CHI UA PAR2175.00YR1 UA CHI2175.00YR1 NUC4350.00END ROE1.00 XF  
 ORD4.5  
 VALIDATING CARRIER - UA

Stored PQ indicating NIL allowance:

**\*PQ**

PRICE QUOTE RECORD - DETAILS

FARE NOT GUARANTEED UNTIL TICKETED

**PQ 1 BA\*NIL**

BASE FARE	TAXES	TOTAL
USD4350.00	549.50XT	USD4899.50ADT
XT 420.00YQ	32.60US 5.50YC	7.00XY
5.00XA	2.50AY 29.20FR	37.40QX
5.80IZ	4.50XF	

ADT-01 YR1  
 CHI UA PAR2175.00YR1 UA CHI2175.00YR1 NUC4350.00END ROE1.00  
 XFORD4.5  
 VALIDATING CARRIER - UA  
 01 O ORD UA 942Y 23JUN 605P YR1 23JUN **NIL**  
 02 O CDG UA 943Y 30JUN 1115A YR1 23JUN **NIL**  
 ORD  
 VALIDATING CARRIER-UA  
 E5P1 ATX \*SSR 0922/13APR PRICE-SYS

Ticketing

Subscribers can ticket referencing the PQ if it includes stored baggage allowances or add the allowance at ticketing.

- **W+PQ** (ticket from PQ with stored allowance)
- **W+BA\*02P** (ticket without PQ and add the allowance)

**19. Why do I see NIL in the stored PQ, but BLANK in the extended ticket ETR?**

A possible exception for NIL baggage allowance may occur for carriers that do not accept “NIL” in the ETR Edifact message. In such cases, you may see NIL in the stored PQ, but the extended ETR baggage allowance field will be BLANK. In these cases, the ticket has already issued because a valid allowance (i.e., NIL) was included.

**20. Why does ticketing sometimes fail with BLANK or NIL allowance?**

Although Sabre ticketing can proceed with baggage allowance (including NIL) or without the allowance (BLANK), some carriers’ systems do not yet process these values. This is a carrier constraint and beyond the control of the Sabre ticketing process.

The carrier will generate a warning message when this happens. In the case of BLANK, agents should contact the carrier or reference the carrier’s web site and manually add the allowance using the override format. In the case of NIL, agents should contact the carrier.

Note that this can occur even if the validating carrier files allowances. In the case of a code share or interline itinerary, if the MSC does not file allowances and the validating carrier does not process BLANK or NIL, ticketing will stop. This can also occur in a single carrier itinerary if no information can be found, resulting in BLANK and the validating carrier does not recognize these values.

**21. What should agencies do to prepare?**

Since automated baggage allowance is already processed globally for *Sabre Travel Network* agencies, primary changes include the possibility of a BLANK in the allowance field or different allowance values from those under Resolution 300/301. Agents should be aware of these differences.

Agents should also know that ticketing may stop if a carrier does not process BLANK or NIL. Please reference the Quick Reference Guide and FormatFinder for more information.

**22. What ticket date is used to find Allowance and Charge data for a reissued ticket?**

When a ticket is reissued, the date of the original passenger ticket is used unless the change to the ticket results in a new Contract of Carriage, in which case the reissue date is used as the ticket date.

**23. What ticket date is used to find Allowance and Charge data for an exchanged ticket?**

When a ticket is exchanged, the date of the new passenger ticket is used.

**24. Is automated baggage guaranteed?**

No, baggage falls outside of the fare guarantee policy and is not considered for agency debit memo reviews.