



IATA Resolution 302 – ATPCO for Automated Baggage Rules

On **April 1st, 2011** the new **IATA Resolution 302** will become effective and replace the Resolution 300 (Weight Concept 'WC') and 301 (Piece Concept 'PC'). The new IATA rule defines whose baggage rules (free baggage allowance 'FBA' and excess baggage charges) apply in an interline journey but not the content of the baggage rule.

Traditional baggage rules today are based on IATA Resolutions 300 (WC) and 301 (PC) until March 31, 2011. GDS determine FBA on interlining flights per sector and on codeshare flights per fareowner. Charge rules of the first operating carrier apply.

The existing IATA standard approach was deemed anti-competitive and will hence expire by end of March 2011, in response to carrier and government requirements.

IATA Resolution 302 explanation:

The related process determining the baggage rule in an interline journey follows four steps

- Step 1: (any) common published provisions among participating carriers¹
- Step 2: most significant carrier (MSC): see explanation below
- Step 3: check-in carrier for a through journey
- Step 4: operating carrier sector-by-sector

Most Significant Carrier (MSC):

1. Carrier performing carriage on the 1st sector crossing Tariff Coordinating Conference Area (TC) border.

Exception: TC123 only, the 1st carrier providing carriage between TC1 & TC2

2. Carrier performing carriage on the 1st crossing one TC sub-area border

3. Carrier performing carriage on the first international sector

4. For wholly domestic journeys, check-in carrier

The US DoT Reservation on Resolution 302

When origin or destination of a ticket is a U.S. point, the baggage provisions 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 point in the US, the MSC shall be the Marketing carrier.

Challenge:

Determining 'whose baggage rule applies' is complex and requires automation. The current definition is not the same as the fare selection logic. The 'fare owner' is not necessarily the 'baggage owner' (incompatible with the General Terms and Conditions of Carriage).

ATPCO(Airline Tariff Publishing Company)-Solution to solve challenge:

The ATPCO Solution available on April 1 could fully handle the application of carrier-specific baggage rules.

Reservation and ticketing systems will interface with the ATPCO database accessing the correct free baggage allowances and overweight charges.

However, most of the **Check-In System (DCS)** providers **will not have an automated solution** ready for correct Resolution 302 handling before the 4th Quarter 2011