

BAGGAGE PROVISIONS SELECTION CRITERIA

(for implementation 01 April 2011)

PTC1(57)302	(amended)	Expiry	Indefinite
PTC2(89)302	(amended)		
PTC3(61)302	(amended)	Type	B
PTC12(119)302	(amended)		
PTC23(83)302	(amended)		
PTC31(85)302	(amended)		
PTC123(93)302	(amended)		

RESOLVED that,

unless otherwise agreed the following baggage provisions selection process should apply for interline journeys

- 1) Baggage provisions is defined as free baggage allowance rules and baggage charges
- 2) for the purposes of baggage provisions selection, the following 4 step process should apply for interline journeys:
 - a) Step 1: If the published baggage provisions among all participating carriers are the same; these provisions will apply.
 - b) Step 2: Where the one or more published baggage provisions differ between participating carriers, apply any common provisions and where provisions differ the published baggage provisions of the Most Significant Carrier (MSC).

(In case of code share flights this will be the Operating Carrier, unless that carrier publishes a rule stipulating that it will be the Marketing Carrier);
 - c) Step 3: If the MSC does not publish baggage provisions for the journey concerned apply the published baggage provisions of the carrier accepting the baggage at check-in
 - d) Step 4: If the carrier accepting the baggage at check-in does not publish baggage provisions for the interline journey concerned apply the published baggage provisions of each operating airline sector-by-sector.

MOST SIGNIFICANT CARRIER (MSC)

- 3) the MSC is
 - a) For travel between two or more Tariff Conference areas, the carrier performing carriage on the first sector that crosses from one area to another.

Exception: TC123 only, the carrier providing carriage on the first sector that crosses between TC1 and TC2.
 - b) For travel between Tariff Conference sub-areas, the carrier performing carriage on the first sector that crosses from one sub-area to another.
 - c) For travel within a Tariff Conference sub-area, the carrier performing carriage on the first international sector.

Example 1

Itinerary: MEX- BDA-LON (No stopovers)

Cxr = XX Cxr = YY
 MEX X/BDA LON

Through checked MEXLON. Use the baggage provisions of:

- Step 1. Carriers XX and YY, if they are the same,
- Step 2. The MSC (Cxr YY)
- Step 3. First check-in carrier (Cxr XX)
- Step 4. The operating carriers sector-by-sector

Example 2

Itinerary: MEX- BDA-LON (stopover BDA)

Cxr = XX Cxr = YY
 MEX BDA LON

checked MEXBDA, and BDALON at a later date. Use the baggage provisions of:

- Step 1. Carriers XX and YY, if they are the same
- Step 2. The MSC (Cxr XX MEX-BDA) + the MSC (Cxr YY BDA-LON)
- Step 3. First check-in carrier (Cxr XX MEX-BDA + Cxr YY BDA-LON)
- Step 4. The operating carriers sector-by-sector

Example 3

Itinerary: WAS-PAR-MUC-PAR-LON (stopover MUC)

Cxr = XX Cxr = YY Cxr = CC Cxr=DD
 WAS PAR MUC PAR LON
 checked WASMUC, and MUCLON at a later date.
 Use the baggage provisions of:

Step 1. Determine if ticketed airlines' published rules permit application of through charges via a stopover point. If not reassess at each check-in point.

Step 2. Carriers XX and YY WAS-MUC, if they are the same + Carriers CC and DD MUC-LON, if they are the same

Step 3. The MSC (Cxr XX WAS-MUC) + the MSC (Cxr CC MUC-LON)

Step 4. First check-in carrier (Cxr XX WAS-MUC + Cxr CC MUC-LON)

Step 5. The operating carriers sector-by-sector

Example 4

Itinerary: SYD BKK DXB PAR MOW (stopover DXB)

Cxr = XX Cxr = YY Cxr = CC Cxr = DD
 SYD BKK DXB PAR MOW
 checked SYDDXB, and DXBMOW at a later date.
 Use the baggage provisions of:

Step 1. Determine if ticketed airlines' published rules permit application of through charges via a stopover point. If not reassess at each check-in point.

Step 2. Carriers XX and YY SYD-BKK-DXB, if they are the same + Carriers CC and DD DXB-PAR-MOW, if they are the same

Step 3. The MSC (Cxr YY SYD-DXB) + the MSC (Cxr CC DXB-MOW)

Step 4. First check-in carrier (Cxr XX SYD-DXB + Cxr CC DXB-MOW)

Step 5. The operating carriers sector-by-sector

GOVERNMENT RESERVATIONS

US DOT Order 2009-9-20 (05Oct09)

(a) For passengers whose ultimate ticketed origin or destination is a U.S. point, the baggage provisions selected at the beginning of the itinerary shall apply throughout the itinerary, regardless of stopovers, and

(b) in the case of code-share flights that include a point in the United States, the Most Significant Carrier (MSC) shall be the Marketing Carrier.
