IATA Changes

Product Advisory Number:	621
Version:	2.0
Effective Date:	15 Oct 08: Apollo/Galileo: 0100 EST Worldspan: 0530 EST
High Level Description:	1) Certain minimum checks have been eliminated by IATA and will no longer be processed by Galileo 360° Fares and Worldspan Pricing. 2) The IATA definition of a Normal Fare Open Jaw has been amended to include the provision that "except for pricing units wholly within Europe, Europe shall be considered as one country." NOTE **– In the event the implementation of this feature requires a product outage, advance notification pertaining to the outage will be sent by the TTO Service Desk.**
Impact Summary:	Information Only
Reason For Issue:	Second Notification: • Addition of Normal Open Jaw change • Addition of Load date/times
Customer Impact	**N** Internal Only **Y** Subscribers **N** Developers* **N** Air Suppliers **N** Surface Suppliers
System:	**Y** Galileo **Y** Apollo **Y** Worldspan
Product Area:	**N** Host Function **N** Desktop **Y** Fares **N** Web Services (API and Messaging) * **N** Galileo Fares Interface (ATO/CTO) **N** Hosting
Load to Production:	15 Oct 08
Load to Copy:	13 Oct 08

© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

	* Additional Information
Web Services (API and Messaging)	This new information will be included in existing Web Services message responses, no new Web Services requests or formats are required and Web Service customers will receive these on the same load dates.

© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

Overview

An agenda item to eliminate the following minimum checks was approved at the October 2007 IATA RAP meeting in Montreal:

- Country of Payment (COP)
- Common Point Minimum (CPM)
- Directional Minimum Check (DMC)
- Normal fare Check (OSC)
- Return Subjourney Check (RSC)

In addition, IATA has amended the definition of a Normal Open Jaw to include the provision: “except for pricing units wholly within Europe, Europe shall be considered as one country”.

This change applies to Origin Normal Fare Open Jaws. For Turnaround Normal Fare Open Jaws, this logic already applies.

Customer Benefit

- Simplified fare calculation
- Increased pricing solution options

Detail and Customer Examples

The date of ticket issue or sale and not the date of commencement of travel should be used to determine whether or not the minimum checks apply.

The minimum checks applicable to the type of journey/subjourneys will continue to be assessed for the reissue of a ticket where the first flight coupon has already been used before the approval date for this change.

The examples shown in this document are based on current/enhanced responses displayed in Apollo®, Galileo®, and Worldspan terminal emulation. Equivalent Apollo® and Galileo® Viewpoint™ displays will also show these changes when applicable.

© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

Country of Payment (COP)

The COP is a pricing unit check which applies to normal and special fare round and circle trip pricing units. The IATA Reso mentions normal fares only, however in some cases, government mandates have applied it to both normal and special fares. The check requires that the fare for a round trip or circle trip pricing unit paid in the country of the check for travel to the country, or via the country cannot be less than the direct route fare from pricing unit origin to any ticketed point in the country of payment.

Example

Itinerary: BKK-TYO-BKK

```
          1         2         3         4         5         6
01234567890123456789012345678901234567890123456789012345678901234
01  1 XX 772Y 10JUN BKKNRT HK1   735A  345P           TU
02  2 ZZ 703Y 15JUN NRTBKK HK1   400P  855P *         SU
03 >
```

This is a round trip from BKK to TYO. COP applies to sales made in TYO.

Round trip fares:

City Pair	Fare	Fare type
TYO-BKK	1923.01	ER
TYO-BKK	2160.74	EU

Pricing response:

(current - COP applied; i.e. fare is raised to the TYO-BKK fare)

```
          1         2         3         4         5         6
01234567890123456789012345678901234567890123456789012345678901234
01 BKK XX TYO M612.42YRT ZZ BKK M612.42Y P TYOBKK698.17 NUC 1923.01
02 END
```

(enhanced - COP not applied)

```
          1         2         3         4         5         6
01234567890123456789012345678901234567890123456789012345678901234
01 BKK XX TYO M612.42YRT ZZ BKK M612.42Y NUC 1224.84 END
```


© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

Common Point Minimum (CPM)

The Common Point Minimum applies when the surface sector at either origin, destination or both origin and destination of a normal fare open jaw is within one country, and each fare component contains a common ticketed point or points within that country.

The Common Point Minimum also applies when the surface sector is between different countries, and there is a common ticketed point or points in the country of the fare break point of one of the open jaw fare components. In the case where there is a common ticketed point(s), the fare charged for the normal open jaw pricing unit cannot undercut the applicable fare to/and or from the common point(s). If there is more than one common point, the fare charged for the open jaw pricing unit cannot undercut the fare to and/or from the higher/highest common point.

Example

Itinerary: MAN-LX-ZRH-BA-X/MAN-BHX

```
          1         2         3         4         5         6
 1234567890123456789012345678901234567890123456789012345678901234
01  1 XX 387J 10MAY MANZRH HK1   610A  910A           SA
02  2 ZZ1693C 18MAY ZRHMAN HK1   700P  755P           SU
03       OPERATED BY BRITISH AIRWAYS CITIEXPRESS
04  3 X1  10C 18MAY MANBHX HK1   930P 1030P           SU
05 >
```

This example is a normal fare origin open jaw comprised of fare components MAN-ZRH and BHX-ZRH (showing the fare components in the direction that fares are assessed). The country of origin of the open jaw pricing unit is Great Britain. There is a common point of MAN on each fare component within Great Britain. The fare for the open jaw cannot be less than the fare would have been if priced MAN-ZRH-MAN.

Round trip fare:

City Pair	Fare	Fare type
MAN-ZRH	1187.54	EU

Pricing response:

(current - CPM applied; i.e. raised to MAN-ZRH round trip fare)

```
          1         2         3         4         5         6
 1234567890123456789012345678901234567890123456789012345678901234
01 MAN XX ZRH M593.77Y ZZ X/MAN X1 BHX 5M555.46Y P R/MAN 38.31 NUC
   1187.54 END
```


© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

(enhanced - CPM not applied)

```
                1         2         3         4         5         6
      1234567890123456789012345678901234567890123456789012345678901234
01    MAN XX ZRH M593.77Y ZZ X/MAN X1 BHX 5M555.46Y NUC 1149.23 END
```

Directional Minimum Check (DMC)

The DMC requires that the fare charged cannot be less that the fare for the highest rated pair of points in either direction between any ticketed points within the fare component. It applies to tickets sold or ticketed outside the country of origin. It applies to international normal and special one way pricing units and normal open jaw pricing units.

The minimum fare is compared to the fare charged for the component, including mileage surcharges, Higher Intermediate Points (HIPs), and One Way Backhauls (BHCs).

Example

Itinerary: BKK-C-SIN-C-ATH

```
                1         2         3         4         5         6
      1234567890123456789012345678901234567890123456789012345678901234
01     1 XX 401C 10JUN BKKSIN HK1   715P 1035P            TU
02     2 ZZ 348C 11JUN SINATH HK1   105A  710A            WE
03    >
```

Fares

City Pair	Fare class	Amount	Fare Type	Controlling Carrier	Fare (carrier/ IATA)
BKK-ATH	C	1453.32	BU	XX	YY
BKK-SIN	COW	270.47	BU	ZZ	ZZ
	C	270.47	BU		YY
SIN-BKK	C	410.98	BU	ZZ	YY
SIN-ATH	C2	1631.36	BR	XX	XX
	C	2057.81	BU		YY
ATH-SIN	C	2087.56	BU	XX	YY
ATH-BKK	C	1899.40	BU	XX	YY

In this example a through fare is charged BKK-ATH. SQ is the controlling carrier, and a YY fare is used. The DMC check applies BKK-SIN, SIN-BKK, SIN-ATH, ATH-SIN, ATH BKK. The fare charged for the component can not undercut the highest fare between any ticketed points. The minimum fare for this example is 2087.56.

Pricing response:

(current response – DMC applied; i.e. fare is raised to the ATH-SIN fare)

© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

```
                1         2         3         4         5         6
      123456789012345678901234567890123456789012345678901234567890123 4
01    BKK ZZ X/SIN XX ATH 15M1671.31C P ATHSIN416.25 NUC 2087.56 END
```

(enhanced response – DMC not applied)

```
                1         2         3         4         5         6
      123456789012345678901234567890123456789012345678901234567890123 4
01    BKK ZZ X/SIN XX ATH 15M1671.31C NUC 1671.31 END
```

Normal Fare Check (OSC)

The OSC requires that a specified through fare is not undercut by a combination of fares. It applies between consecutive normal one way subjourneys (pricing units). It applies between domestic one way pricing units and consecutive international pricing units.

Example:

Itinerary: TYO-BKK-CMB

```
                1         2         3         4         5         6
      123456789012345678901234567890123456789012345678901234567890123 4
01     1 XX8265Y 10JUN NRTBKK HK1   600P 1015P           TU
02     2 ZZ 423Q 12JUN BKKCMB HK1   900P 1120P           TH
03    >
```

Fares

City pair	Fare class	Amount	Fare type	Rules
TYO-BKK	Y4	1228.42	ER	CAT 8=No stops
	Y	1366.32	EU	
BKK-CMB	QOW	351.76	EU	
TYO-CMB	Y	2131.13	EU	
	Y2	1727.58	ER	CAT 8=No stops

In this example, the through Y fare cannot be applied because segment 2 fails booking class. The fare quote is point to point. Segment 1 is fare type ER. Segment 2 is fare type EU. Both are economy class. The combination of fares undercuts the through fare TYO-CMB. The OSC applies. There are two fares for the carrier and class of service between TYO and BKK. The lower cannot be used because it fails stopovers. The fare must be raised to the Y fare TYO-CMB.

© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

Pricing response:

(current response – OSC applied; i.e. the fare is raised to Y fare TYO-CMB)

```
                1         2         3         4         5         6
       1234567890123456789012345678901234567890123456789012345678901234
    01 TYO XX BKK Q5.00 M1228.42Y4 ZZ CMB M351.76QOW H TYOCMB550.95 NUC
    02 2136.13 END
```

(enhanced response – OSC not applied)

```
                1         2         3         4         5         6
       1234567890123456789012345678901234567890123456789012345678901234
    01 TYO XX BKK Q5.00 M1228.42Y4 ZZ CMB M351.76QOW NUC 1580.18 END
```

Return Subjourney Check (RSC)

The RSC is a journey check which applies to normal fare pricing units consisting of return subjourneys/pricing units. The check requires that the total fare for the consecutive normal fare return pricing units cannot be less than the highest direct route fare from the origin of the first return pricing unit to any stopover point on any of the subsequent return pricing units.

Example:

Itinerary: TYO-X/BKK-KHI-MCT-KHI-X/KUL-TYO

```
                1         2         3         4         5         6
       1234567890123456789012345678901234567890123456789012345678901234
    01  1 XX  73J 10JAN NRTBKK HK1  1120A  405P           FR
    02  2 ZZ 701J 10JAN BKKKHI HK1   655P 1020P           FR
    03  3 X1 507C 12JAN KHIMCT HK1  1005P 1055P           SU
    04  4 X1 508C 11FEB MCTKHI HK1  1159P  235A|       TU/WE
    05  5 Z1 161C 15FEB KHIKUL HK1  1140P  810A|       SA/SU
    06  6 Z1  70C 16FEB KULNRT HK1  1105A  635P           SU
    07 >
```

This itinerary can be priced as two pricing units:

TYO-KHI circle trip

KHI-MCT round trip

Stopovers occur at KHI and MCT. The combination of return pricing units cannot be less than the direct route round trip fare TYO-KHI or TYO-MCT, whichever is higher.

Round trip fares

City Pair	Fare
TYO-KHI	4226.73
TYO-MCT	4772.41

© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

Pricing response:

(current – RSC applied; i.e. the fare is raised to the TYO-MCT round trip fare.)

```
                1         2         3         4         5         6
       1234567890123456789012345678901234567890123456789012345678901234
01     TYO XX BKK M1281.30C ZZ KHI M515.28J X1 MCT M260.50C X1 KHI
02     M260.50C Z1 KUL M607.45C Z1 TYO M1378.59C P TYOKHI444.09 U
03     TYOMCT24.70 NUC 4772.38 END
```

(enhanced – RSC not applied.)

```
                1         2         3         4         5         6
       1234567890123456789012345678901234567890123456789012345678901234
01     TYO XX BKK M1281.30C ZZ KHI M515.28J X1 MCT M260.50C X1 KHI
02     M260.50C Z1 KUL M607.45C Z1 TYO M1378.59C P TYOKHI444.09 NUC
03     4747.68 END
```

Normal Open Jaw – Europe as one country

Currently, the normal open jaw definition requires that any surface sector at origin must be within the same country, with exceptions as follows:

- Canada/USA are considered one country
- except for pricing units wholly within Scandinavia, Scandinavia is considered one country
- Aruba/Netherlands Antilles is considered one country

The definition of a normal fare open jaw has changed and Europe has been added to this list of exceptions. Per IATA:

> Except for fares wholly within Europe, Europe is considered one country for the purpose of normal open jaw.

This impacts pricing unit creation. Currently, when a pricing unit originates in Europe, has a point of turnaround outside of Europe, and returns to a different country in Europe, the pricing solution is composed of fare components assesed in the direction of travel.

With this change, the pricing unit meets the definition of a normal open jaw, therefore both fare components will be assesed from the pricing unit origin.

Example:

Itinerary: LON-JNB-FRA

```
                1         2         3         4         5         6
       1234567890123456789012345678901234567890123456789012345678901234
01      1. XX  235 D  30JAN LHRJNB AK1  1800  +0725             FR
02      2. XX  260 D  15FEB JNBFRA AK1  2020  +0615             SU
03     >
```


© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

Round trip fares

City Pair	1/2 round trip
LON-JNB	2358.80
FRA-JNB	1769.03
JNB-FRA	1852.08

Pricing response:

(current – Europe is not considered one country. Pricing solution is two fares combined half round trip, assesed in the direction of travel.)

```
          1         2         3         4         5         6
 1234567890123456789012345678901234567890123456789012345678901234
01 LON XX JNB 2358.80DAPGB XX FRA 1852.08DRFZA NUC4210.88END
```

(enhanced – Europe is considered one country. Pricing solution is two fares combined half round trip, assesed from the pricing unit origin.)

```
          1         2         3         4         5         6
 1234567890123456789012345678901234567890123456789012345678901234
01 LON XX JNB 2358.80DAPGB XX FRA 1769.03DNCDE NUC4127.83END
```

Historical Fare Quote

Historical fare quote will continue to apply the minimum checks that were in effect on the date specified in the historical fare quote request.

Example

Itinerary: MAN-LX-ZRH-BA-X/MAN-BHX

```
          1         2         3         4         5         6
 1234567890123456789012345678901234567890123456789012345678901234
01  1 XX 387J 10MAY MANZRH HK1   610A  910A           SA
02  2 ZZ1693C 18MAY ZRHMAN HK1   700P  755P           SU
03          OPERATED BY BRITISH AIRWAYS CITIEXPRESS
04  3 X1  10C 18MAY MANBHX HK1   930P 1030P           SU
05 >
```

Pricing response for a historical fare quote made after the minimum checks have been eliminated:

```
          1         2         3         4         5         6
 1234567890123456789012345678901234567890123456789012345678901234
```


© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

```
01 MAN XX ZRH M593.77Y ZZ X/MAN X1 BHX 5M555.46Y P R/MAN 38.31 NUC
02 1187.54 END
```

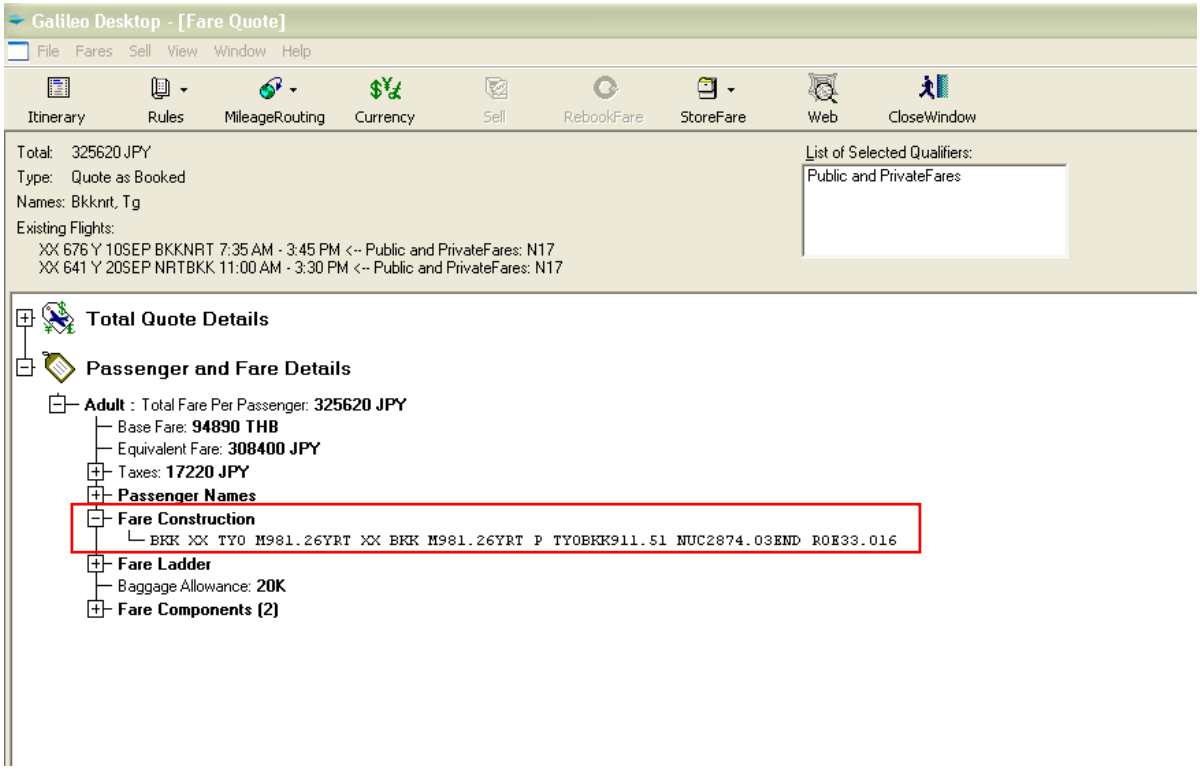
The Common Point Minimum is still applied.

Viewpoint™

Fare construction displays in Viewpoint will also reflect these changes.

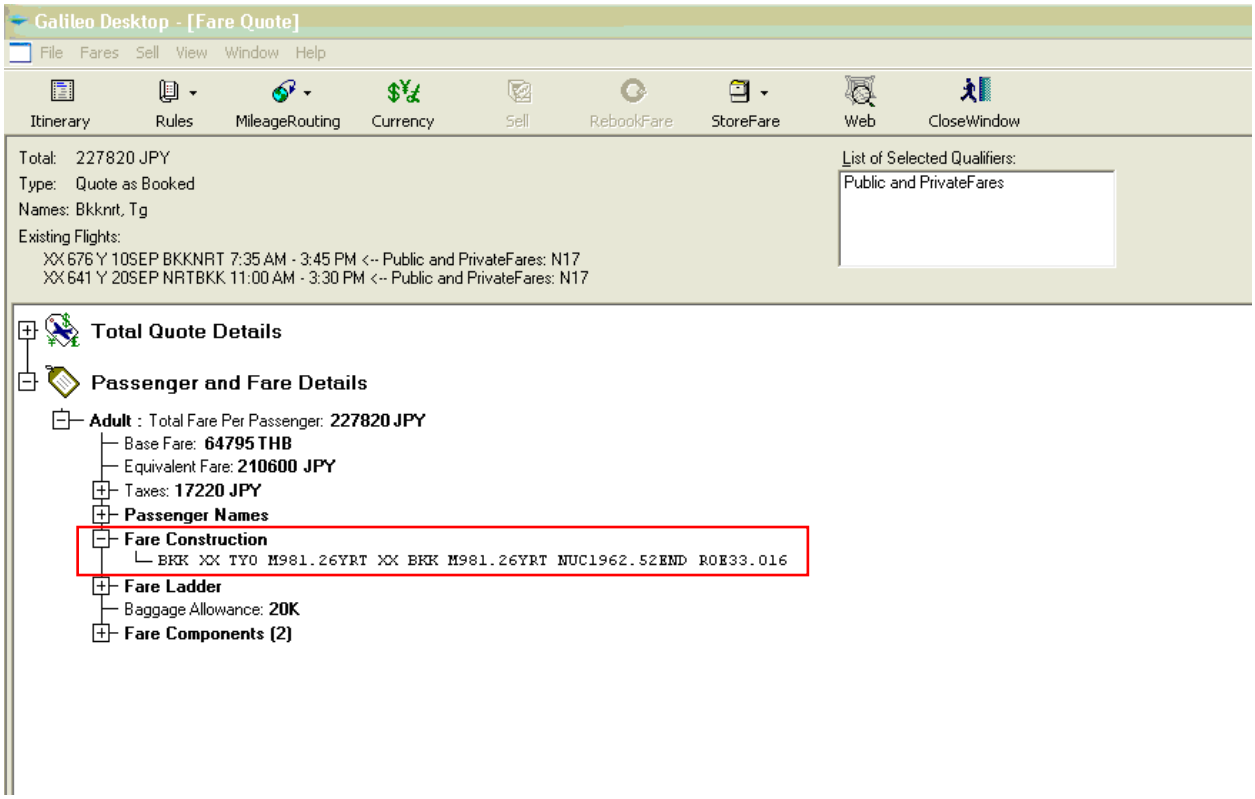
Example

(current - COP applied; i.e. fare is raised to the TYO-BKK fare)



© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

(enhanced - COP not applied)



© 2003 – 2008 Travelport, Inc. and Its Subsidiaries. All Rights Reserved.
Travelport Confidential – Not to Be Transmitted to Unauthorized Persons

Glossary

Term	Definition
Country of Payment (COP)	A minimum check that requires that the fare for a round trip or circle trip pricing unit paid in the country of the check for travel to the country, or via the country cannot be less than the direct route fare from pricing unit origin to any ticketed point in the country of payment.
Common Point Minimum (CPM)	A minimum check that requires that the fare charged for the normal open jaw pricing unit cannot undercut the applicable fare to/and or from the common point(s) in an itinerary.
Directional Minimum Check (DMC)	A minimum check that requires that the fare charged cannot be less that the fare for the highest rated pair of points in either direction between any ticketed points within the fare component.
Normal fare Check (OSC)	A minimum check that requires that a specified through fare is not undercut by a combination of fares.
Return Subjourney Check (RSC)	A minimum check that requires that the total fare for the consecutive normal fare return pricing units cannot be less than the highest direct route fare from the origin of the first return pricing unit to any stopover point on any of the subsequent return pricing units.

THE INFORMATION CONTAINED IN THIS DOCUMENT IS CONFIDENTIAL AND PROPRIETARY TO TRAVELPORT

Copyright

Copyright © Travelport and/or its subsidiaries. All rights reserved.

Travelport provides this document for information purposes only and does not promise that the information contained in this document is accurate, current or complete. This document is subject to change without notice. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or any means electronic or 2008 mechanical, including photocopying and recording for any purpose other than the licensee's personal use without the prior written permission of Travelport and/or its subsidiaries.

Trademarks

Travelport and/or its subsidiaries may have registered or unregistered patents or pending patent applications, trademarks copyright, or other intellectual property rights in respect of the subject matter of this document. The furnishing of this document does not confer any right or license to or in respect of these patents, trademarks, copyright, or other intellectual property rights.

All other companies and product names are trademarks or registered trademarks of their respective holders.