ATPCO Baggage Selection Quick Reference

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A quick reference for the ATPCO checked baggage allowance and charges selection criteria based on IATA Resolution 302 (with US DoT rule making and Canadian Transportation Agency interpretation).[1] This logic applies for ATPCO Optional Services Service Types A (Baggage Allowance) and C (Baggage Charges). Type F logic is provided for context.

1. For International Journeys to/from United States and Canada - where the journey origin, destination or furthest checked point/turnaround is in the US or CA, use the rules of the **first marketing carrier on the journey for outbound and inbound travel**.

Example:

DFW – ZZ (XX) - x/JFK - ZZ (ZZ) - o/LHR – ZZ (ZZ) – x/JFK – ZZ (XX) – DFW
(operating carrier), x/ = transfer, o/ = stopover

Service Type A (Baggage Allowance) & C (Charges) result	Type F (Flight-Related Services) result
ZZ rules apply DFW-LHR and LHR-DFW[2]	Results may vary based on the travel the service is being assessed and whether the airlines agree to concur. Processing will first attempt to assess the marketing carrier and then the operating carrier.

2. Journeys within the US or CA **–** where all points on the journey are within the US or CA, use the rules of the **first marketing carrier on the journey for each checked portion**.

Example:

LAX – ZZ (XX) - o/ORD - ZZ (ZZ) - o/JFK - ZZ (ZZ) - x/ORD - ZZ (XX) - LAX
(operating carrier), x/ = transfer, o/ = stopover

Service Type A (Baggage Allowance) & C (Charges) result	Type F (Flight-Related Services) result
ZZ rules apply LAX-ORD, ORD-JFK and JFK-LAX [3]	Results may vary based on the travel the service is being assessed and whether the airlines agree to concur. Processing will first attempt to assess the marketing carrier and then the operating carrier.

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[1] The unabridged processing logic which includes exceptions, defaults, and definitions are provided in ATPCO Baggage in Optional Services Overview Data Application – Attachment A – Baggage Selection. Processing logic for Service Type F is found in Optional Services Overview Data Application.

[2] If no data or no match for the first marketing carrier, do not default to the operating carrier. Apply assumptions as per Section 2.2.2 of Baggage in Optional Services Overview Data Application.

[3] If no data or no match for the first marketing carrier, do not default to the operating carrier. Apply assumptions as per Section 2.2.2 of Baggage in Optional Services Overview Data Application.

3. All other Journeys – Journeys not to/from/within United States and Canada – any other journey that doesn't qualify as to/from/within Canada as defined above, use the rules of the **most significant marketing carrier for each checked portion**.
    a. For travel crossing Tariff Conference areas, use the marketing carrier on the flight that crosses areas
    b. For travel crossing Tariff Conference sub areas, use the marketing carrier on the flight that crosses sub areas
    c. For travel within a Tariff Conference sub area, use the marketing carrier on the first international sector
    d. For travel within a single country, use the first marketing carrier on the checked portion

Example:

AMS – ZZ (ZZ) - x/CDG - XX (XX) - o/FCO - XX (XX) - x/CDG - ZZ (ZZ) - AMS
(operating carrier), x/ = transfer, o/ = stopover

Service Type A (Baggage Allowance) & C (Charges) result	Type F (Flight-Related Services) result
ZZ rules apply AMS-FCO, XX rules apply FCO-AMS[4]	Results may vary based on the travel the service is being assessed and whether the airlines agree to concur. Processing will first attempt to assess the marketing carrier and then the operating carrier.

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[4] If no data or no match is found for the most significant marketing carrier, default to the first operating carrier on the checked portion. If no data or no match for the first operating carrier on the checked portion, apply assumptions as per Section 2.2.2 of Baggage in Optional Services Overview Data Application.