

Amadeus Training

TST – Transitional stored ticket

Document control

Security level				
Company	Amadeus IT Group SA			
Department	Amadeus Lithuania			
Author	Alma Aleksiejuniene			
Reviewed by		Date	04/12/2009	
Approved by		Date	04/12/2009	
Version	Date	Change	Comment	By
V2.0	04/12/2009			

Index

1	Introduction	2
2	TST types.....	3
2.1	Automatic stored ticket.....	3
2.2	Manual stored ticket.....	3
2.3	Creating a TST – manually	5
2.4	Adding options to the TTC entry	6
3	Deleting a TST	7
4	Updating a TST.....	8
4.1	Format field identifiers.....	8
4.2	Stopover/Connection indicators	9
4.3	Origin/Destination	10
4.4	Not-valid-before/Not-valid-after	10
4.5	Baggage allowance.....	11
4.6	Fare basis	11
4.7	Fare calculation line	11
4.7.1	Entering fare calculation line manually	11
4.7.2	Creating fare calculation line automatically.....	12
4.7.3	Creating fare calculation line for involuntary reissue automatically	12
4.8	Fare field elements	13
4.8.1	Issue identifier and base fare amount.....	14
4.9	Adding options to the TTI or TTK entry	15
5	Ticket exchange option	17
6	Updating the TST with new segments.....	19
7	PNR change flag.....	20
8	Adding and splitting passengers to/from existing TST.....	21
8.1	Adding passengers to an existing TST.....	21
8.2	Splitting passengers from an existing TST	21
9	TST history.....	22
10	TST history codes	24
11	Confidential TST	25
12	Fare calculation mode indicators/Failcodes.....	27
13	Fare Remark Elements	31
13.1	Automated Ticket Number	32
13.2	Automatic Amadeus Interface Record Sequence Number	33
13.2.1	Fare Discount.....	33
13.2.2	Endorsement.....	34
13.2.3	Manual Ticket Number	35
13.2.4	Commission Amount	36
13.2.5	Commission Calculator.....	37
13.2.6	Transmission Control Number	37
13.2.7	Original/Issued in Exchange.....	38
13.2.8	Form of Payment.....	39
13.2.9	Tour Code	42
13.2.10	Validating Airline.....	42
13.2.11	Selecting the Correct Validating Carrier.....	43

1 Introduction

A Transitional Stored Ticket (TST) is a record created to store information that is printed on a passenger ticket. The system creates the TST automatically after you make an itinerary pricing entry, **FXP (FXB, FXA.....)**. The TST is attached to the PNR and can be viewed as required.

A maximum of ten TSTs can be stored per passenger.

When you enter a request to display a stored TST, the system combines information contained in the PNR and the TST.

The following information is stored in a TST only:

- International sales indicator
- Origin/Destination
- Fare basis/Ticket designator
- Not-valid-before and not-valid-after dates
- Baggage allowance
- Fare including currency code
- Equivalent fare including currency code
- Tax including currency code, country tax code, and tax type code
- Net Fare (Net Remit Ticketing)
- Fare calculation
- Banker' selling rate
- Additional Banker' selling rate
- Payment restrictions
- The following fare element information is stored both in the PNR and in the TST
- Ticketing carrier
- Commission
- Tour code
- Form of payment
- Endorsement
- Original issue/in exchange

2 TST types

There are two types of TST:

- Automatic Stored Ticket (AST)
- Manual Stored Ticket (MST)

2.1 Automatic stored ticket

When you make a pricing entry for a PNR, followed by a Received From (**RF**) and End Transaction (**ET**), the system automatically creates an AST and attaches it to the PNR.

Conditions for the Automated Stored Ticket (AST) are as follows:

- An AST can contain a maximum of 16 segments
- A maximum of ten ASTs can be stored in the PNR for each passenger. These ASTs cannot contain the same segments
- An AST can contain multiple passengers, if the itinerary and the fare elements are the same for each one
- An AST is valid for a maximum of one day. After one day the AST expires but remains attached to the PNR

2.2 Manual stored ticket

When the system cannot price the PNR, you can create an MST to store the fare.

Conditions for the MST are as follows:

- An MST can contain a maximum of 24 segments
- A maximum of ten MSTs can be stored in the PNR for each passenger. These MSTs cannot contain the same segments
- An MST can contain multiple passengers, if the itinerary and the fare elements are the same for each one
- An MST is valid for a maximum of one day. After one day the MST expires but remains attached to the PNR

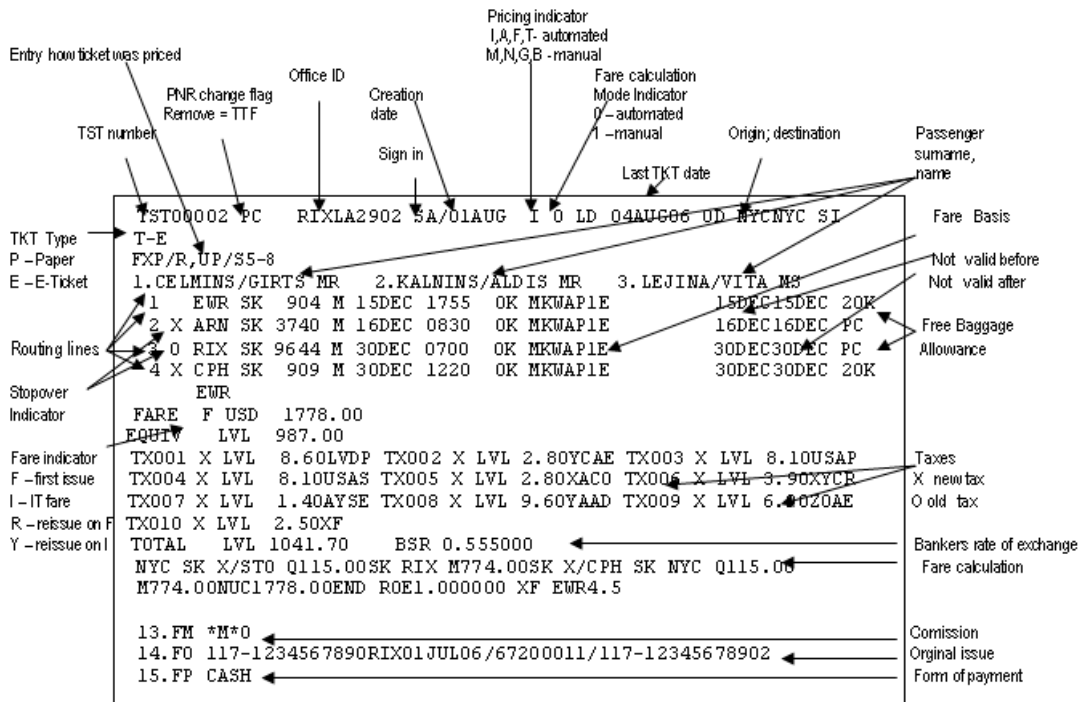
TST display

HE TQT

There are two types of TST display – cryptic and graphical mode

When displaying a TST in **Cryptic mode** the following appears:

- All the names belonging to the same TST will be displayed
- All flight segments and taxes on the same screen
- The entry will remain on the screen, even when an error occurs
- Fare elements (FM, FO, FE, FP) are displayed below the TST



When displaying a TST in **Graphical mode** the following appears in graphical interface:

- All the names belonging to the same TST will be displayed
- All flight segments and taxes in special tax box
- Fare elements (FM, FO, FE, FP, FT, FV) are displayed in special fields in the TST

TST -- Webpage Dialog

TST

Check country taxes

TST 1 Change Loc., sign, date VNO1A0980 Type I Orig/dest VNOVNC TKT Valid carrier

Last date to 03SEP09 Passenger 1.KUKTIENE/GRAZINA MS Calculation 0

#	Stop.	City	Carrier	Flight	Class	Date	Time	Status	Fare basis	TKT desig.	NVB	NVA	Baggage
1	O	VNO	LH	3255	U	19OCT	19:40	OK	UABASEG		19OCT09	19OCT09	20K
2	X	FRA	LH	4536	U	19OCT	21:45	OK	UABASEG		19OCT09	19OCT09	20K
3	O	LIS	LH	4533	W	26OCT	16:50	OK	WABASE50		26OCT09	26OCT09	20K
4	X	FRA	LH	3252	W	27OCT	10:40	OK	WABASE50		27OCT09	27OCT09	20K

VNO

Base fare LTL 322 Normal issue(F)

Equivalent Banker's rate

Taxes LTL 575

Airline

Total LTL 897 Net fare

Commission

Tour code

Form of payment

Fare calculation VNO LH X/FRA LH LIS26.42LH X/FRA LH VNO104.48NUC130.90END ROE2.459630

Build

Endorsements / restrictions CHANGE OF RES. RESTRICTED NONREFUNDABLE

Payment restrictions NONREF/SAPEX

Original issue/in exchange

Update Update segments Delete Exchange Service fee Create MCO

To retrieve a TST in either cryptic or graphical mode, enter:

TQT

When a PNR has more than one TST, the system displays a TST list

T-ticket was issued
IT-Infant ticket was issued

PNR change flag indicator	T	P/S	NAME	TOTAL	FOE	SEGMENTS
TST number	1	PC.1	SMITH/JAMES MR	LVL 763.70	CASH	2-3
	2	.1 T	SMITH/JAMES MR	LVL 227.60	CASH	5
DELETED TSTS						
TST number	1	A	SMITH/JAMES MR	LVL 770.10		

Labels and annotations:

- Passenger number and passenger name: points to P/S and NAME columns.
- Currency code in the TST: points to LVL in the TOTAL column.
- Total fare in the TST: points to 763.70 and 227.60 in the TOTAL column.
- Form of payment in the TST: points to CASH in the FOE column.
- PNR segments that apply to the TST: points to 2-3 and 5 in the SEGMENTS column.
- TST identifier: points to the TST number (1).
- Passenger name of the deleted TST: points to SMITH/JAMES MR in the deleted row.
- Currency code and fare total of the deleted TST: points to LVL 770.10 in the deleted row.

To retrieve a TST from a list, enter:

TQT/T2

TQT Transaction code
/T2 Slash followed by the TST indicator and number

2.3 Creating a TST – manually

HE TTC

When your itinerary contains more than 16 segments, or you are using a special fare that the system cannot price, you can create the TST manually. To begin TST creation in cryptic or graphical mode, enter:

TTC

Here are some important points to remember when creating a manual TST:

- The system automatically places an **M** in the pricing indicator column
- Once you begin to create a manual TST, the **TQT** entry must be used to redisplay the TST from the PNR
- If you repeat the **TTC** entry, the system deletes the original TST, and displays an empty TST

The **TTC** entry creates one TST for all passengers using the same PNR elements and fare discount codes.

Note: You can create a maximum of ten TSTs per passenger. Once you have partially created the TST with the **TTC** entry, you can use format entries to add information to either a TST in cryptic mode or graphical mode. If your TST is in graphical mode you can insert or delete information directly.

2.4 Adding options to the TTC entry

You can add options to the **TTC** entries. These options can be entered in any order, separated by a slash.

Table: TTC entry options

Entry	Selects
TTC/S8,10,12-14	Segments 8,10 and 12 through 14
TTC/S8,9/OPEN	Segments 8 and 9 with an open mirror image return
TTC/S8,9,AFC25NOVCDGMAD	Segments 8 and 9 with open segment on AF in C class for 25NOV between CDG and MAD
TTC/P1,3-7	Individual TSTs for passengers 1 and 3 through 7
TTC/PAX	All adult and child passengers on all segments
TTC/INF	All infant passengers on all segments
TTC/P1,5-7/PAX/S8,10-12	Passengers 1, and 5 through 7 as adults on segments 8, and 10 through 12

When your entry contains segments that already exist in another TST, the system displays the message:

```
PREVIOUS TST EXISTS/SEGMENT OVERLAP
```

You must correct your entry, or delete the TST for the segments that overlaps.

3 Deleting a TST

HE TTE

The table below describes the entries you can make to delete TSTs:

Table : TTE options

Entry	Deletes
TTE	A TST when only one exists
TTE/T1	TST number 1
TTE/T1-4	TST number 1 through 4
TTE/T1,3	TST number 1 and 3
TTE/ALL	All TSTs
TTE/P1,3,4	TST for passengers 1,3 and 4
TTE/T1,3/P1,3,4	TST numbers 1 and 3 for passengers 1,3 and 4
TTE/P3/INF	The infant associated to passenger 3
TTE/T1/T2/P1,3,4/T3/P5	TST number 1, passengers 1,3 and 4 from TST number 2, and passenger 5 from TST number 3
TTE/P1,2,3,8/T3/T5	Passengers 1,2,3 and 8 from any TST regardless of other passengers or segments, and passenger 5 from TST number 3

4 Updating a TST

HE TTI or HE TTK

There are two types of format entries that you can use to update cryptic or graphical mode TSTs : **TTI**, and **TTK** entries.

TTI Entries

The update to any TST field is subject to rules and validations that are specific to the nature of the field. With the **TTI** entry, when you update fare fields for instance, you must update them in one single entry, with the exception of the base fare, the bankers' rate and the net fare, and in the following order: base fare, equivalent fare, taxes, and total fare.

Fare field elements include the base fare with the issue identifier, the equivalent fare, taxes, the total fare, the bankers' rate, and the net fare amount.

TTK Entries

With the **TTK** entry you can update fare fields independently from one another. You can, for example, update one specific tax field only. When you update more than one fare field in a single entry, you must use the same order as with the **TTI** entry: base fare, equivalent fare, taxes and total fare.

Note: All TST fields can be updated with either **TTI** or **TTK** entries. With the exception of the fare field elements,

TTI entries are used to illustrate all format entries in this chapter.

You can enter format entries in either cryptic or graphical mode.

In Cryptic Mode

- When your terminal is in cryptic mode, your entries can be made from the TST display or directly in the PNR
- When you use format entries in the PNR, the system automatically creates an MST if one has not been previously created

In Graphical Mode

- When your terminal is in graphical mode, you can fill in special fields
- When you have updated your entries, the system automatically creates an MST if one has not been previously created

4.1 Format field identifiers

To insert or update TST information, you use the format entry **TTI** or **TTK** transaction code, followed by the field identifier:

Table: Field identifiers

Identifier	Use For
/D	Origin/Destination
/B	Fare Basis
/V	Not-valid-before or Not-valid-after
/A	Baggage Allowance
/F	First Issue
/R	Reissue
/I	IT Fare
/U	BT Fare
/Y	Reissue of IT Ticket
/W	Reissue of BT Ticket
/E	Equivalent Fare Amount
/Q	Refundable Tax
/H	Refundable passenger facility charge
/X or /O	New (X), or Old (O) Tax Amount
/Xn	Tax Number (n equals the tax number). This field can only be used with TTK entry
/T	Total Amount
/T-	Ticket Type Indicator
/K1	Banker's Rate
/K2	Transitional Banker's Rate
/NF-	Net Fare Amount
/C	Fare Calculation
/N	Payment Restriction

In addition to the field identifiers, you can use a line entitlement indicator and a stopover/connection indicator

You use a line entitlement indicator with the following TST stored ticket elements:

- Not-valid-before/Not-valid-after
- Baggage Allowance
- Fare Basis: Primary Code, Fare Basis Code, Ticket Designator

4.2 Stopover/Connection indicators

You use the letter **O** to indicate a stopover and the letter **X** to indicate a transfer or connection.

When you do not indicate a transfer, the system automatically assumes a stopover and places an **O** following the segment line number.

The following cryptic TST illustrates the stopover/connection entry.

```

TST00001      VNO1A0980 AA/08SEP M 1 LD 15MAY10 OD VNOVNO SI
T-
FXP
  1.ALMA/MS
  1  VNO LH 3253 C 15MAY 1430 OK CR                2PC
  2 O FRA LH 404 C 15MAY 1700 OK CR                2PC
  3 O JFK LH 401 C 26MAY 1555 OK CR                2PC
  4 O FRA LH 3252 C 27MAY 1045 OK CR                2PC
    VNO
FARE  F LTL      19389
TX001 X LTL      844YQAC TX002 X LTL      45LTDP TX003 X LTL      100RAEB
TX004 X LTL      50DESE TX005 X LTL      14YCAE TX006 X LTL      39USAP
TX007 X LTL      39USAS TX008 X LTL      13XACO TX009 X LTL      17XYCR
TX010 X LTL      6AYSE TX011 X LTL      11XF
TOTAL  LTL      20567
GRAND TOTAL LTL      20567
VNO LH X/FRA LH NYC M3941.44LH X/FRA LH VNO M3941.44NUC7882.88E
ND ROE2.459630 XF JFK4.5

  8.FE CHG BA FOC/CNX BA FOC

```

To indicate a connection at Frankfurt (FRA) in both directions, enter :

TTI/L2X,4X

TTI Transaction code

/L2X,4X Slash followed by the line indicator and transfer indicator

4.3 Origin/Destination

You use the **/D** option to change the origin and destination city pairs :

TTI/DRIXORD

TTI Transaction code

/DRIXORD Slash followed by the origin and destination city pairs

4.4 Not-valid-before/Not-valid-after

You use the **/V** option to specify not-valid-before and not-valid-after dates :

Entry	Description
TTI/V30SEP	All segments not valid before 30SEP
TTI/V10AUG30SEP	All segments not valid before 10AUG and not valid after 30SEP
TTI/L1,2/V19DEC	Segments 1 and 2 not valid before 19DEC
TTI/L1,2/V15MAY15JUN	Segments 1 and 2 not valid before 15MAY and not valid after 15JUN

When a not-valid-before date does not apply to the fare, you replace it with the letters **XX**:

Entry	Description
TTI/VXX20NOV	All segments are not valid after 20NOV
TTI/L3,4/VXX15DEC	Segments 3 and 4 are not valid after 15DEC

4.5 Baggage allowance

You use the **/A** option to specify the baggage allowance :

Entry	Description
TTI/A20K	Specify baggage allowance of 20 kilos on all flight segments
TTI/APC	Specify the piece concept baggage allowance on all flight segments
TTI/L1,2/A20K	Specify 20 kilos for segments 1 and 2
TTI/L1,2/A20K/L3,4/APC	Specify 20 kilos for segments 1 and 2, and the piece concept for segments 3 and 4
TTI/ANO	Prevent baggage allowance for infant

4.6 Fare basis

You use the **/B** option to enter the Fare Basis. The Fare Basis is mandatory:

Entry	Description
TTI/BVABASE	Specify Fare Basis on all flight segments
TTI/L1,2/BVABASE	Specify Fare Basis for flight segments 1 and 2

4.7 Fare calculation line

HE TICKET CALC

You should use the **TTI/C** option to enter the fare calculation.

4.7.1 Entering fare calculation line manually

You must put all the fare calculation information in as one entry. You can also optionally include the date of the departure. The date must be the first element after the **C**. It must include the date, month and year. For example :

TTI/C20SEP09 VNO OK PRG.....

Separate items in the fare calculation with spaces. The system edits out the spaces that are not needed.

Here are some important points to remember when creating a fare calculation:

- If an alpha character follows an alpha character, enter a space in between:
VNO OK PRG
- If a numeric character follows a numeric character, enter a space in between:
HEL DL NYC Q5.00 1656.45
- If a numeric character follows an alpha character, or an alpha character follows a numeric character, no space is needed in between:
HEL DL NYC Q5.00 1656.45P HEL NYC357.13NUC2018.58END ROE7.369996

To enter a linear fare calculation manually, enter, for example:

TTI/CVNO LH X/FRA LH NYC M3941.44LH X/FRA LH VNO M3941.44NUC7882.88END ROE2.459630 XF JFK4.5

END at the end of the fare calculation line is mandatory. The system also checks that the fare calculation does not exceed 248 characters.

4.7.2 Creating fare calculation line automatically

You can ask the system to create a TST with a fare calculation line including all city and carrier codes extracted from the itinerary. Use the following entry:

TTI/CBUILD

```
TST00001      VNO1A0980 AA/08SEP M 1          OD VNOVNO SI
T-
  1.GRIGAS/SAULIUS MR
  1  VNO OK   871 C 15SEP 0555  OK
  2 O PRG OK   786 C 15SEP 0705  OK
  3 O BUD OK   787 C 02OCT 0855  OK
  4 O PRG OK   872 C 02OCT 1120  OK
    VNO

VNO LH FRA LH NYC LH FRA LH VNO 000.00NUC 000.00 END ROE1.000000
```

VNO LH FRA LH NYC LH FRA LH VNO 000.00NUC 000.00 END ROE1.000000

You can now proceed to fill in the fare calculation by referring to each of the flight line numbers.

The system provides a fare calculation line with zero amounts for the fares and the rate of exchange. To construct the fare calculation, you need to include the different items.

The system checks your fare calculation, and rejects it if you make a mistake and displays the following message:

```
INVALID TOTAL AMOUNT IN FARE CALCULATION
```

The system will not accept any part of the fare calculation until you put it all in correctly. The system checks the following:

- The total amount must be the sum of the stated amounts
- Decimal placement is optional for fare amounts. If you use decimals, you must use the same placement for all amounts. NUCs can only have 0 or 2 decimals. Some currencies cannot be used with decimal placement. If the currency you used is one for which decimals cannot be used, the system displays the following message:

```
INVALID NUMBER OF DECIMAL POSITIONS
```

4.7.3 Creating fare calculation line for involuntary reissue automatically

In case of involuntary reissue, airline offices are requested to flag the fare calculation line of the original ticket with an involuntary reissue tag „I“.

Here is an example of a TST that needs to be updated due to involuntary reissue :

```
TST00001      VNOLJ2902 AA/10NOV I 0 LD 10FEB10 OD VNOVNO SI
T-
FXP
  1.PAKSAS/ROLANDAS MR
  1  VNO LH 3253 C 10FEB 1415  OK C22RT                10FEB 30K
  2 X FRA LH 9718 C 10FEB 2055  OK C22RT                10FEB 30K
  3 O BKK SQ  971 C 16FEB 0745  OK C22RT                10FEB 30K
  4 O SIN LH  779 D 21FEB 2359  OK DFFLT                10FEB 30K
  5 X FRA LH 3252 D 22FEB 1030  OK DFFLT                10FEB 30K
  VNO
FARE  F LTL          17221
TX001 X LTL          982YQAC TX002 X LTL          12YQAD TX003 X LTL          45LTDP
TX004 X LTL          100RAEB TX005 X LTL          25DESE TX006 X LTL          49TSLA
TX007 X LTL          47SGAD
TOTAL  LTL          18481
GRAND TOTAL LTL          18481
VNO LH X/FRA LH BKK SQ SIN M4543.81LH X/FRA LH VNO2654.02NUC719
7.83END ROE2.392595
```

To retain the fare calculation line of the original TST and include the involuntary rerouting indicator, enter :

TTI/CI-

System response :

```
TST00001      VNOLJ2902 AA/10NOV I 0 LD 10FEB10 OD VNOVNO SI
T-
FXP
  1.PAKSAS/ROLANDAS MR
  1  VNO LH 3253 C 10FEB 1415  OK C22RT                10FEB 30K
  2 X FRA LH 9718 C 10FEB 2055  OK C22RT                10FEB 30K
  3 O BKK SQ  920 C 16FEB 0745  OK C22RT                10FEB 30K
  4 O HKG LH  770 D 21FEB 2359  OK DFFLT                10FEB 30K
  5 X FRA LH 3252 D 22FEB 1030  OK DFFLT                10FEB 30K
  VNO
FARE  F LTL          17221
TX001 X LTL          982YQAC TX002 X LTL          12YQAD TX003 X LTL          45LTDP
TX004 X LTL          100RAEB TX005 X LTL          25DESE TX006 X LTL          49TSLA
TX007 X LTL          47SGAD
TOTAL  LTL          18481
GRAND TOTAL LTL          18481
I-VNO LH X/FRA LH BKK SQ SIN M4543.81LH X/FRA LH VNO2654.02NUC719
7.83END ROE2.392595
```

Note : if the original fare calculation together with CI- indicator exceed the maximum permitted length of the fare calculation, the TTI/CI- entry is inhibited.

If you do not want to retain the original fare calculation line, you can enter it manually with the TTI/CI- entry as follows :

TTI/CI-VNO LH X/FRA LH BKK SQ SIN M4543.81LH X/FRA LH VNO2654.02NUC719
7.83END ROE2.392595

4.8 Fare field elements

HE TTI or HE TTK

The fare field elements include:

- Issue Identifier
- Base Fare Amount
- Equivalent Fare Amount
- Tax Amounts
- Total Fare Amount
- Bankers' Rate used to convert Base Fare Amount to Equivalent Amount

You can update fare field elements with the **TTI** or the **TTK** entry. If you use **TTI** entries, the following applies: with the exception of the base fare amount, the bankers' rate and the net fare amount, you must enter these elements in one single entry, and in the order shown above.

With the **TTK** entry you can update fare field elements independently from one another. You can, for instance, update one specific tax only. When you update a specific fare field element with the **TTK** entry, you do not have to repeat all the other existing fare field elements.

If you enter several fare field elements with the **TTK** entry in one single entry, however, you must use the same order as with the **TTI** entry: base fare, equivalent fare, taxes, and total fare.

Note:

The fare field element entries that we describe are illustrated with both **TTI** and **TTK** entries.

4.8.1 Issue identifier and base fare amount

Depending on what type of ticket you are issuing, you use a different identifier for the base fare amount :

Identifier	Use for
/F	First Issue
/R	Reissue
/I	IT Fare (Inclusive Tour)
/Y	Reissue of IT Ticket
/U	BT Fare (Bulk Fare)
/W	Reissue of BT Ticket
/E	Equivalent Amount
/X	New Taxes
/O	Old Taxes

If you are issuing the original ticket (first issue), you can omit the total as the system calculates it automatically. It adds the base fare or equivalent amount plus all taxes. If you enter a base fare using the reissue indicator, the total amount must be equal to or greater than the sum of any new taxes.

You enter the letter **E** following the base fare amount when using an equivalent fare. When you use an equivalent fare amount, the system disregards the base fare amount for calculation and processes the total amount from the equivalent fare plus any new taxes.

You use the letter **X** for new taxes and **O** for old taxes. Tax amounts follow the base fare amount or the equivalent fare amount. You can replace the currency code and tax amounts with the word **EXEMPT**.

Here is an example of a fare element that is created with the **TTI** entry:

TTI/FUSD1425/ELTL3349.00/XLTL12.00DE/XLTL17.00US/TLTL3378.00

TTI	Transaction code
/F	Slash followed by the first issue identifier
USD1425	Currency code and base fare amount
/E	Slash followed by the equivalent fare amount identifier
LTL3349.00	Currency code and equivalent amount
/X	Slash followed by the new tax indicator
LTL12.00DE	Currency code, tax amount, and country code the tax was collected for
/X	Slash followed by the new tax indicator
LTL17.00US	Currency code, tax amount, and country code the tax was collected for
/T	Slash followed by the total fare identifier
LTL3378.00	Currency code and total fare amount, optional

If you don't include a currency code in your entry, the system uses the default currency code that is indicated in your office profile. The system also checks for correct decimal placement of the currency you are using.

Note: When you change the base fare and do not include any other fare elements in your entry, the system automatically deletes the previous base fare, equivalent fare, taxes and total and recalculates the total fare assuming all other values are zero.

To delete an entire fare element with the **TTI** entry, enter:

TTI/F

When you need to only delete a part of the fare element, type the entry repeating the information that is to be retained.

To add or change a base fare with the **TTK** entry, enter, for example:

TTK/FLTL1570.00

TTK Transaction code

/F Slash followed by the first issue identifier

LTL1570.00 Currency code (optional) and base fare amount

4.9 Adding options to the TTI or TTK entry

You can add passenger and segment association, **PAX** or **INF** passenger types, or TST number selection to your **TTI** or **TTK** entry. You must include the name element number when using the **INF** or **PAX** passenger types.

There are some important points to remember when combining options:

- If you do not use passenger or segment association, the system automatically creates or updates the TST for all passengers and all segments that have the same PNR fare elements and passenger discount codes
- When you use passenger and segment association in the same entry, it can only be specified once. Specific passengers can have one or more TSTs
- If you use passenger association for a specific passenger that has more than one TST, you must use segment association
- You can refer to the flight segment numbers in the TST

Entry	Use to indicate
TTI/L8,10-14/V15AUG	Flight segments on lines 8, and 10 through 14 are not valid before 15Aug
TTI/V15AUG30AUG	All flight segments are not valid before 15Aug and not valid after 30Aug
TTI/L2X,4X	The destination of flight segments on lines 2 and 4 are transfers
TTI/P1,5-7/L2X/V05FEB05MAY	Passengers 1 and 5 through 7, flight segments on lines number 1 and 2 with a connection at 2, not valid before 05Feb and not valid after 05May

Note: The options can be specified in any order in your entry

5 Ticket exchange option

The **TTI/EXCH** option is useful when you have to make a document exchange. It automatically converts an existing TST to a manual one, with the following changes:

- The pricing indicator is converted to **M** (manual)

However, for a negotiated fares TST (F, G, or B type) the issue indicator is changed to **R** or **Y**. If the ticketing server is not Amadeus Central Ticketing, the TST type is changed to **M**, and all negotiated fares data is lost. For Amadeus Central Ticketing offices, the TST indicator is changed to **B** and negotiated fares data remains untouched.

- The issue identifiers **F/I/U** are converted respectively into **R/Y/W**
- The equivalent amount currency is converted to **0** (blank) if present. There is no change if it is not present
- The Bankers' rate is converted to **0** (blank) if present. There is no change if it is not present
- The new tax indicator **X** is converted to **O** (old)
- The total amount is converted to **0**. There is no change if it is already **0**
- The total amount currency is converted into the default currency of the reissuing location. If the currency is the same, there is no change
- The form of payment becomes an old form of payment **O/** followed by the original form of payment after the primary **FP** transaction
- In the fare calculation any **XF** tax is automatically changed into **PD XF** tax

Now you can update the TST to reflect the exchange.

Here is an automatically priced TST

```

TST00001      VNO1A0980 AA/06OCT I 0 LD 16NOV09 OD VNOVNO SI
T-
EXP/LO
  1.STANKUNAS/LIUDAS MR
  1  VNO OK  871 C 16NOV 0555  OK CEURT                2PC
  2 X PRG OK 5054 C 16NOV 0930  OK CEURT                2PC
  3 O JFK OK 5055 C 01DEC 1705  OK CEURT                2PC
  4 X PRG OK  872 C 02DEC 1120  OK CEURT                2PC
    VNO
FARE  F LTL          5388
TX001 X LTL          644YQAC TX002 X LTL          45LTDP TX003 X LTL          52CZEB
TX004 X LTL          13YCAE TX005 X LTL          38USAP TX006 X LTL          38USAS
TX007 X LTL          12XACO TX008 X LTL          17XYCR TX009 X LTL          6AYSE
TX010 X LTL          11XF
TOTAL  LTL          6264
GRAND TOTAL LTL          6264
VNO OK X/PRG OK NYC M1125.97OK X/PRG OK VNO M1125.97NUC2251.94E
ND ROE2.392595 XF JFK4.5

  8.FE REF/CHG RES FREE OF CHARGE

```

TTI/EXCH

System response :

```

TST00001      VNO1A0980 AA/06OCT M 0 LD 16NOV09 OD VNOVNO SI
T-
FXP/LO
  1.STANKUNAS/LIUDAS MR
  1  VNO OK  871 C 16NOV 0555  OK CEURT                2PC
  2 X PRG OK 5054 C 16NOV 0930  OK CEURT                2PC
  3 O JFK OK 5055 C 01DEC 1705  OK CEURT                2PC
  4 X PRG OK  872 C 02DEC 1120  OK CEURT                2PC
    VNO
FARE  R LTL      5388
TX001 O LTL      644YQAC TX002 O LTL      45LTDP TX003 O LTL      52CZEB
TX004 O LTL      13YCAE TX005 O LTL      38USAP TX006 O LTL      38USAS
TX007 O LTL      12XACO TX008 O LTL      17XYCR TX009 O LTL      6AYSE
TX010 O LTL      11XF
TOTAL  LTL      0
GRAND TOTAL LTL      0
VNO OK X/PRG OK NYC M1125.97OK X/PRG OK VNO M1125.97NUC2251.94E
ND ROE2.392595 PD XF JFK4.5

  8.FE REF/CHG RES FREE OF CHARGE
    
```

6 Updating the TST with new segments

HE TTU

Itinerary modifications are not automatically reflected on an existing TST. If you cancel all the segment elements in a PNR, the system response is the following warning message:

WARNING : SEGMENT DELETED - TST WILL BE DELETED IF ET/ER

If you make the **ET** or **ER** entry, all the segments are canceled in the TST.

New flight segments added to the PNR are not automatically added to the TST. You must update the TST to reflect the change in the itinerary.

There are some points to remember about using the **TTU** entry:

- The entry must contain the TST numbers and all segment numbers that you want in the new TST
- When you combine a TST number and a segment number in the same entry, the TST number must be specified first

Entry	Updates
TTU/T1/S2,4	TST number 1 for segments 2 and 4
TTU/T1,2/S2,4-6,8	TST numbers 1 and 2 for segment 2, 4 through 5 and 8

7 PNR change flag

HE TTF

This flag alerts you to the possibility that the fare is no longer applicable to the PNR.

The system automatically appends a **PC** flag to the TST when:

- A name change has been performed in the PNR
- Flights have been rebooked after TST creation

Here is an example of the PNR change flag in the TST:

```
TST00001 PC VNO1A0980 AA/06OCT I 0 LD 26JAN10 OD VNOVNO SI
T-
FXP
1.JURKUTE/SIMONA MS
1 VNO AY 132 D 26JAN 1130 OK DFLEXEU 2PC
2 X HEL AY 005 D 26JAN 1410 OK DFLEXEU 2PC
3 O JFK AY 006 D 20MAY 1740 OK DFLEXEU 2PC
4 X HEL AY 131 D 21MAY 0945 OK DFLEXEU 2PC
VNO
FARE F LTL 9522
TX001 X LTL 484YRVA TX002 X LTL 45LTDP TX003 X LTL 32DQAP
TX004 X LTL 38WLCO TX005 X LTL 13YCAE TX006 X LTL 38USAP
TX007 X LTL 38USAS TX008 X LTL 12XACO TX009 X LTL 17XYCR
TX010 X LTL 6AYSE TX011 X LTL 11XF
TOTAL LTL 10256
GRAND TOTAL LTL 10256
VNO AY X/HEL AY NYC M1989.88AY X/HEL AY VNO M1989.88NUC3979.76E
ND ROE2.392595 XF JFK4.5
```

You cannot issue a ticket against a TST that has a **PC** flag. To ticket the PNR, you have to remove the flag manually, or with the **TTP** transaction.

The change flag is also appended to the TST number in TST list displays. For example:

T	P/S	NAME	TOTAL	FOP	SEGMENTS
1	PC.1	JURKUTE/SIMONA MS	LTL 10256.00	CASH	2-5

The following table describes the entries you can use to remove the flag:

Entry	Entry Removes PNR CHNG Flag
TTF	When only one TST exists
TTF/T1	From TST number 1
TTF/T1,3-5	5 From TST number 1, and 3 through 5
TTF/ALL	From all existing TSTs

The pricing indicator is set to **M** (manual) after TTF entry

8 Adding and splitting passengers to/from existing TST

8.1 Adding passengers to an existing TST

HE TTA

When a TST has been created for one or more passengers, you can add other passengers provided they have the same fare basis and PNR fare elements.

If more than one TST exists, you must specify the number as well as the passenger number in your entry. You can specify multiple TST numbers when they contain different segments.

Entry	Adds
TTA/P2	Passenger 2 to the only existing TST
TTA/P3,5/T1	Passengers 3 and 5 to TST number 1
TTA/P3/INF/T2,4	Infant passenger 3 to TST numbers 2 and 4
TTA/P1-3/T1-3	Passengers 1 through 3 to TST numbers 1 through 3

8.2 Splitting passengers from an existing TST

HE TTS

You can split passengers out of multiple-passenger TSTs.

Entry	Splits
TTS/P2	Passenger 2 to the only existing TST
TTS/P3,5/T1	Passengers 3 and 5 from TST number 1
TTS/P3/T2,4	Passenger 3 from TST numbers 2 and 4
TTS/P1-3/T1-3	Passengers 1 through 3 from TST numbers 1 through 3

Note: If two passengers in one TST have different fare elements, the system automatically splits the TST.

9 TST history

HETTH

TST history contains TST elements that have been changed, canceled, or deleted. When you change or delete any portion of the TST, history is initialized at end transaction. There are two types of TST history:

- Current TST History
- Deleted TST History

Current history contains all additions, changes and deletions made to the TST. This can include cancellation of individual passengers from a multiple-passenger TST, or updates using the **TTU**, **TTS**, or **TTA** entries.

Deleted history contains deleted TSTs. TSTs are deleted when:

- A TST has expired
- A delete TST entry has been made
- A manual TST is created for a passenger who already has a TST
- A TST is repriced for a passenger who already has a TST
- A passenger is canceled from a PNR and a TST exists for that passenger only
- An adult passenger associated to an infant is canceled and the infant TST is deleted
- The complete itinerary is canceled
- A portion of an itinerary is canceled with an existing TST

The system automatically adds a letter, **A** through **Z**, to indicate that a TST has been deleted.

Deleted TSTs that contain multiple passengers show each passenger separately, but the same TST number and letter are shown. This letter appears in the TST list and in history

T	P/S	NAME	TOTAL	FOP	SEGMENTS
1	.2	KATKUS/LUKAS	LTL	2240	3-6
2	.1	KATKUS/SIMAS MR	LTL	3196	3-6
DELETED TSTS					
1	A	KATKUS/LUKAS	LTL	2240	
2	A	KATKUS/SIMAS MR	LTL	3196	

When only one TST exists for a PNR, you display the history with the following entry:

TTH

If more than one TST exists, the system displays a TST list or index. You must enter the number of the TST you want to display:

TTH/T1

To display only history A, enter:

TTH/T1A

Here are some points to remember when displaying TST history:

- For TSTs that have not been changed before the deletion time, the deleted TST history reflects all original information stored in the TST
- When you change or delete any part of the TST, the elements affected and the office identification of the office making the changes is moved to TST history at end transaction
- If you reprice a PNR that already has a TST, without changing the names and segments, the system overlays the old TST with the new pricing information
- When you change or delete any part of the TST, the updated or deleted information is moved to TST history

Here is another example of TST history:

```

** HISTORY A
XN   KATKUS/LUKAS
XT   I
XS   VNO OK 873   C 15MAY10 1455 OK
XA   30K VNO OK 873   C 15MAY10 1455 OK
XB   C CH  VNO OK 873   C 15MAY10 1455 OK
XS   PRG OK 722   C 15MAY10 1705 OK
XX   PRG OK 722   C 15MAY10 1705 OK
XA   30K PRG OK 722   C 15MAY10 1705 OK
XB   C CH  PRG OK 722   C 15MAY10 1705 OK
XS   MXP OK 719   C 26MAY10 0915 OK
XO   MXP OK 719   C 26MAY10 0915 OK
XA   30K MXP OK 719   C 26MAY10 0915 OK
XB   C CH  MXP OK 719   C 26MAY10 0915 OK
XS   PRG OK 872   C 26MAY10 1120 OK
XX   PRG OK 872   C 26MAY10 1120 OK
XA   30K PRG OK 872   C 26MAY10 1120 OK
XB   C CH  PRG OK 872   C 26MAY10 1120 OK
XD   VNOVNO
XF/F LTL1920/XLTL180YQAC/XLTL45LTDP/XLTL52CZEB/XLTL2MJAD/
    XLTL8EXAE/XLTL16HBCO/XLTL10ITEB/XLTL7VTSE/TLTL2240
XP
XC   VNO OK X/PRG OK MIL401.28OK X/PRG OK VNO401.28NUC802.56END
    ROE2.392595
FC/  AUTOMATICALLY PRICED *0*
LD   15MAY10
002 RF-  CR-VNOLJ2902 SU 0001AA 21OCT/1123Z

```

TST history displays the following:

- Historical elements are displayed in chronological order with the latest change added to the end
- Each historical element contains a specific 2-letter code for identification
- For fare basis, not valid-before/not-valid-after, stopover/transfer indicators and baggage allowance, the history shows the item changed followed by the origin city, flight, class, date, time and status from the changed TST

10 TST history codes

Code	Explanation
AN	Add passenger name
CN	Changed passenger name
XN	Cancel passenger name
SP	Split passenger
AS	Add flight segment
XS	Cancel flight segment
CC	Change fare calculation
XC	Delete fare calculation
CF/	Change fare elements This code is followed by the applicable identifier, such as F for first issue, or R for re-issue
XF/	Delete fare field elements This code is followed by the applicable identifier, such as F for first issue, or R for re-issue
CB	Change fare basis
XB	Cancel fare basis
CA	Change baggage allowance
XA	Delete baggage allowance
CV	Change ticket validity indicator
XV	Delete ticket validity indicator
CX	Change stopover indicator
XX	Delete stopover indicator
CO	Change connection indicator
XO	Delete connection indicator
XF	Delete PNR change flag indicator
CP	Change payment restriction
XP	Delete payment restriction
CK	Change banker's rate
XK	Delete banker's rate
CT	Change pricing indicator
XT	Cancel pricing indicator
CD	Change origin/destination
XD	Cancel origin/destination
CU	Changed and updated TST
FC/	Add fare calculation indicator

In TST history, the communication reference line uses the same sequence number as in the PNR history.

11 Confidential TST

It is possible to make a TST confidential so that it can be displayed and modified by your office only. Both a confidential and non-confidential TST can exist in the same PNR. Any office can delete confidential TSTs, in the same way as non-confidential TST.

You can set the confidential flag for any TST that you create or retrieve. The confidential TST is indicated by the addition of an asterisk (*) to the TST number.

TTD / T2

Entry	Description
TTD	Transaction code
/T2	Slash, TST number

```

TST00002*  VNOLJ2902 ID/20AUG I 0 LD 24JUL09 OD CPHCPH SI
FXP/P3
3.KORSUNOVAS/OSKARASMR
1  CPH BA 811 C 24JUL 0820 OK C2FLBA 30K
2  O LHR BA 812 C 02AUG 0655 OK C2FLBA 30K
CPH
FARE F DKK 6080
EQUIV LTL 2827.00
TAX X LTL 47.00ZOAE X LTL 15.00YQAS X LTL 35.00DKTR
TAX X LTL 27.00GBAD X LTL 46.00UBAS X LTL 15.00YQVO
TOTAL LTL 3012.00 BSR 0.46483
CPH BA LON385.70BA CPH385.70NUC771.40END ROE7.881750
    
```

Note:

If a PNR contains a confidential TST, the ownership of the PNR cannot be changed.

The asterisk (*) is also appended to the TST number in TST list displays.

T	P/S	NAME		TOTAL	FOP
SEGMENTS					
1	.1	CHOLINA/ANZELIKAMS	LTL	3012.00	4-5
1	.2	KAZLAUSKAS/DAINIUSMR	LTL	3012.00	4-5
2	*3	KORSUNOVAS/OSKARASMR	LTL	3012.00	4-5
NO DELETED TSTS					

Only the office that made the TST confidential can display the TST and its history. If you are not authorized to display a confidential TST the system replaces the fare information with asterisks (*).

T	P/S	NAME		TOTAL	FOP
SEGMENTS					
1	.1	CHOLINA/ANZELIKAMS	LTL	3014.00	4-5
1	.2	KAZLAUSKAS/DAINIUSMR	LTL	3012.00	4-5
2	*3	KORSUNOVAS/OSKARASMR	LTL	*****	4-5
NO DELETED TSTS					

If you try to display a single TST that has been made confidential by another office, the system displays an error message:

T	P/S	NAME		TOTAL	FOP
SEGMENTS					
1	.1	CHOLINA/ANZELIKAMS	LTL	3012.00	4-5
1	.2	KAZLAUSKAS/DAINIUSMR	LTL	3012.00	4-5
2	*3	KORSUNOVAS/OSKARASMR	LTL	3012.00	4-5
NO			DELETED		TSTS
>TQT/T2					
RESTRICTED		-	CONFIDENTIAL		TST

You can remove the confidential flag from any TST that has been made confidential by your own office. When the confidential flag is removed from a TST, the asterisk (*)s in the TST and TST list display are removed automatically. The asterisk (*) in the PNR header line is also removed.

TTD / X / T2

Entry	Description
/X	Delete indicator
/T2	TST number T1

For further information please refer to **HE TTD**.

12 Fare calculation mode indicators/Failcodes

HEFCMI

The system generates a fare calculation mode indicator (FCMI), also called a 'Failcode', when you price or issue ticket when special conditions apply. The FCMI is either a letter or a number which indicates how the itinerary was priced.

In addition to appearing in the TST display and being stored in TST history, the FCMI is printed on the ticket.

The FCMI s are divided in 2 groups. They either created by the fare quote system when you price an itinerary or by the ticket server when you issue a ticket. Sometimes you may find that you get one code when you price an itinerary and another when you print the ticket. FCMI s created by the ticket server always takes precedence.

The FCMI s explained in these pages apply to the Amadeus central ticketing server. There may be different explanations for FCMI s depending on the ticket.

List of TST pricing indicators:

TST pricing indicator	Explanation
I	IATA autopriced fare
B	Negotiated fare (when TST has been manually manipulated)
A	ATAF autopriced fare
F	Negotiated autopriced fare (updated by an airline)
G	Negotiated fare updated by an agent or consolidator
M	Manual priced fare (see note)
N	Manual priced fare (see note)
T	Autopriced inclusive tour fare
W	No fare calc check against TST itinerary

Note: whether M or N is printed on the ticket depends on the national ticketing system you are using (M is printed in Lithuania).

List of FCMI/Failcodes

FCMI	TST	Message	Explanation or entry
A	M	SATA fare used	You are using SATA ticketing
B	M	Amount discount override applied to base fare	FXP/ZO-50A FXP/ZO-B50A
C	M	Amount or percent discount override applied to total fare combined with segment selection	FXP/ZO-T30P.2/ ZO-T100A.3
D	M	Amount or percent discount override applied to base fare combined with segment selection	FXP/ZO-B50P.2/ ZO-B100A.3
E	M	Percentage discount override, verify all rules	FXP/ZO-10P FXP/ZO-T10P FXP/ZO-10 FXP/ZO-B10P.
F	I	Private rates have been used	FXP/RPFA
G	M	Fail code for a discounted published fare	FXP/R,U
H	I	HIP may apply, unable to verify	The system has priced, bur unable to check a HIP
I	T	Override fare calculation by M/IT *I*	FXP/R,CL-MIT FXX/R,CL-MIT
J	M	Override diagnostic entry used *J*	The diagnostic tool, a pricing override function, was used For example : FXX/DF- or FXP/DF- or FQP/DF-
K	T	Override fare calculation by M/BT *K*	FXP/R,CL-BIT FXX/R,CL-BIT
L	M	Booking date override used *L*	The booking date override option has been used for pricing FXX/R,02MAR03,DO-OB
M	G	Negotiated rates have been used. Agent/consolidator is net fare updater	FXP/R,NEGO
N	F	Negotiated rates have been used. Airline is net fare updater	FXP/R,NEGO FXP/R,U
O	M	Past date TST, override	TTP/O
P	M	Lowest possible fare override	FXP/LO FXX/LO
Q	I	Manually stored endorsement before pricing	You have entered a manual FM element, closed PNR without pricing the fare
R	I or M	Ticketing carrier override	TTP/V*NZ
T	M	Amount discount override, verify all rules	FXP/ZO-T50A
V	M	Pricing override used *V*	FXX/R,27FEB09
W	O	Reservation booking designator override used	FXXV2
Z	I,A,F, G,T, W	Net fare field manually updated	FXP and TTI/NF- or net fare field update in panel mode

Note: if the TST is automated (I,A,T,W) and a net fare value is manually entered in cryptic (TTI/NF-) or in graphic, the pricing indicator is retained as automated and the FCMI value is set to 'Z'.

If any other TST field is updated, the pricing indicator is set to manual and the corresponding FCMI (1) is displayed.

If a generic TTP entry is used to issue the ticket, the FCMI remains 'Z'.

If an override option is used to issue the ticket, the FCMI is updated to reflect manual TST.

Exceptions for automated Amadeus negotiated fares with pricing indicator F or G:

The net fare field cannot be updated manually (neither in cryptic nor in graphic mode). The net fare amount returned from the fare server is stored and indexed in the TST, but can only be displayed with the TQN entry. If any other TST field is updated, the current process applies:

The system checks the auto/manual TST indicator in the ticket panel. The TST indicator F or G is replaced by B.

If the TST is manual and a net fare value is manually entered, the system keeps the pricing indicator and the FCMI as previously stored.

If a further update of the net fare field is made, the TST remains manual (pricing indicator M or N).

FCMI	TST	Message	Explanation or entry
0	I	Automatically priced	No special condition applies
1	M or N	Automatically priced and name change entry was used	No special condition applies. Name change entry : 1/(ID123456)
1	M or N	Manually stored fare	Manually created or updated TST
2	M	No fare, ticket request	You have entered no fare, free or charter in the TST
3	M	Ticket or price by fare basis	TTP/S2-4/L-YAP FXX/L-YAP
4	M	Manual manipulation of taxes	FXX/R,AT FXP/R,WT TTP/R,WQ
5	I	Not priced at passenger type required	The system did not price accordingly to the passenger type you entered : TTP/R MIL
6	I	Exchange ticket request	You have issued a ticket with an F indicator in the TST, an FO element and FP element (US only)
7	M	Bulk fare ticket request	You have issued a ticket with A, U or W fare indicator in the TST
8	M	Bulk fare ticket request	TTP/FYBULK/TBULK For more information see HEFY, HETTP
9	M	Inclusive tour ticket request	You have issued a ticket with A, Y or I fare indicator in the TST
9	N	Negotiated fare	You have issued a ticket with A, Y or I fare indicator in the TST and manually manipulated the TST

Example:

```

RP/VNOLJ2902/VNOJ2902          ID/SU  19APR09/1155Z  YVLELY
1.MACIJAUSKAS/ARVYDAS MR
2  KL1128 L 01MAR 4 CPHAMS HK1          2  1215 1340  *1A/E*
3  KL1127 M 10MAR 6 AMSCPH HK1         1000 1120  *1A/E*
4 AP VNO 370 5 2726869 - AMADEUS LITHUANIA - A
5 TK TL15FEB/VNOLJ2902

```

In this case the booking class M is not available on the return flight. KLM accepts a different booking class for this segment, in order to obtain the fare basis YAP1M. Instead of pricing the PNR manually you may use the pricing override option.

FXP / L – LSXDK

```

FXP/L-LSXDK
01                                     MACIJAUSK*/ARVYD*
LAST TKT DTE 21MAY09
-----
AL FLGT  BK T  DATE  TIME  FARE BASIS      NVB  NVA  BG
CPH
AMS KL   1128 L  L  01MAR 1215  LSXDK                20
CPH KL   1127 M  M  10MAR 1000  LSXDK                20
DKK      3410      01MAR07CPH KL AMS272.91KL CPH272.91NUC
LTL 1579.00      545.82END ROE6.247350
LTL 138.00YR     XT LTL 46.00RN LTL 7.00VV LTL 45.00CJ
LTL 57.00ZO
LTL 98.00XT
LTL 1872.00
RATE USED 1DKK=0.46290LTL
TKT BY FARE BASIS *3*
PAGE 2/ 2

```

The failcode *3* is printed on the ticket.

In the TST the indicator **M** for manually pricing, and **3** for pricing override is indicated in the header line.

```

TST00001  VNOLJ2902 ID/19FEB09 M 3          OD VNOVNO SI

```

It is therefore recommended to insert a OS line in the PNR with the name from the airline that accepted this transaction:

OS BA OTHS - override approved by Kati Kinnunen BA/HEL 18FEB

For further information please refer to **HE OVERRIDE**.

13 Fare Remark Elements

Fare remarks are arranged in alphabetical order within the PNR. This remark always follows the **FA** remark.

You can enter up to 127 fare remark elements in a PNR.

In addition to passenger and segment association of fare remark elements, there are two passenger type identifiers you can use to associate fare remark elements to passengers.

They are:

- The **PAX** identifier that allows a PNR fare remark element to be associated in one entry to one or more non-infant passenger types
- The **INF** identifier that associates any fare remark element to all infant passengers in one entry

Entering a passenger type identifier is optional. However, the system generates it for all fare elements that are created or updated automatically.

If you segment associate a fare remark element, the system redisplay it with **PAX** or **INF** identifier. When you make the **TTP** entry, the system automatically creates the **FA** and **FB** element with a **PAX** or **INF** identifier

The following table describes the fare remark elements that you can enter in a PNR.

Code	Mandatory	Remark Element
FA*	(Not Applicable)	Automated Ticket Number
FB*	(Not Applicable)	Automatic Amadeus Interface Record Sequence Number
FD	No	Fare Discount
FE	No	Endorsments and Restrictions
FG	(Not Applicable)	Automatic Shadow Amadeus Interface Record Sequence Number
FH	No	Manual Written Ticket Number
FI	No	Automated Invoice Number
FM	(Office Profile)	Travel Agency Commission Amount
FN*	(Not Applicable)	Transmission Control Number
FO	No Yes – for re-issue	Original/Issued in Exchange Ticket Number
FP	Yes	Form of Payment
FT	No Yes – for IT Fares	Tour Code
FV	Yes	Validating Carrier

* Entries automatically created by the system

13.1 Automated Ticket Number

HEFA

The ticket number element (**FA**) is automatically entered in the PNR by the system at time of ticket issuance.

The system first creates a unique ten-digit interface record sequence number for each TST. This number is stored in an **FB** element. When the ticket is issued the ticketing system updates the PNR and creates an **FA** element with the ticket number. The system creates one **FA** element for each passenger. This element cannot be manually added or modified, but it can be cancelled.

Here is an example of an **FA** element:

```
FA PAX 064-5259204480/ETOK/LTL1770/24MAY09/VNOLJ2902/68320011/S2-3/P1
```

Component	Identifies
FA	Automatic ticket number identifier
PAX	Passenger type identifier
064	Airline code of the validating airline
5259204480	Ticket number or range of numbers for a conjunction ticket
ETOK	ET For Electronic Ticket
LTL1770	Total fare amount
VNOLJ2902	Office ID of the office issuing the ticket
68320011	IATA number of the office issuing the ticket
S2-3	Air segment numbers
P1	Passenger association

Amadeus sends ticket numbers to all airlines involved in the itinerary, if they have agreed to receive them.

To determine if an airline has an agreement to receive ticket numbers, enter **GG PCA XX**, where **XX** is the airline code. For example:

GGPCASK

```
PARTICIPATING CARRIER ACCESS AND FUNCTION LEVEL
SK - SCANDINAVIAN AIRLINES

ACCESS INDICATOR : /          ALTEA RESERVATION : YES
LAST SEAT AVAIL INDIC : /     RECORD LOCATOR RETURN : ALL
STANDARD ACCESS :           CARRIER PREFERRED DISP : YES
AMADEUS ACCESS SELL : YES    INTERACTIVE SEAT MAP : YES
DYNAMIC SCHEDULE UPD : YES   INTERACTIVE ASR : YES
NUMERIC AVAIL UPDATE : YES   ASR DAYS/HOURS : 361/00
AMADEUS DYNAMIC AVAIL : YES  BP ISSUE DAYS/HOURS : 000/00
DIRECT ACCESS :

PASSIVE SEGMENT:           PASSIVE NOTIFY:           PNR CLAIM:
SERVICE SEGMENT:         DELETE SEGMENT:           TICKETLESS:
MEAL VALIDATION:         FREQUENT FLYER: Y        EPAY:

FOR DECODING ENTER :      TICKET NUMBER TRANSMISSION:ALL
GGPCALDEC FOR MENU)      GROUP TICKET NUMBER TRANSM:Y
GGPCALDEC1 FOR ACCESS)   OPERATIONAL MVT/DIV FLIFO:Y
GGPCALDEC2 FOR FUNCTION)
```

13.2 Automatic Amadeus Interface Record Sequence Number

HEFB

The automatic Amadeus Interface Record sequence number (**FB**) element is automatically entered in the PNR by the system when you enter TTP. The system creates one Amadeus Interface Record per TST. The **FB** element contains the ten digit Amadeus Interface Record sequence number, the entry used to generate the Amadeus Interface Record and ticket, and the passenger and segment association.

The **FB** element is a permanent record in the PNR. You can cancel it, but not modify it.

FB element example :

```
FB PAX 2400006434 TTP/ET OK PROCESSED/S2-3/P1
```

Component	Explanation
FB	Amadeus Interface Record Sequence number identifier
PAX	Passenger type identifier
2400006434	Ten digit sequence number
TTP	Entry used to generate the Amadeus Interface Record and ticket
/S2-3	Segment association
/P1	Passenger association

Note: Some additional text may appear before the segment association. This is generated from the ticket acknowledgement record from the ticket server.

13.2.1 Fare Discount

HE FD or HEPTC or HE IAD

Fare discount elements (**FD**) allow you to store Amadeus fare discount information applicable to all or specific passengers and segments of the PNR. By storing fare discounts the system can automatically price at the correct discount, without the need to include a discount code in pricing entries. The discount code you enter in the **FD** element is validated against the Amadeus discount table or against the system providers own table if stored in Amadeus.

The **FD** element is included in the A.I.R, which is sent to the ticketing server.

The entry to create a fare discount element is as follows:

FD ZZ /P2

FD Transaction Code
ZZ Discount Code
/P1 Passenger association

System response:

6 FD PAX ZZ/P1

IATA Discount Codes

The following table describes the IATA discount codes accepted by Amadeus.

Code	Discount Type	Entry Format
AD	Agent	AD<NN>
CD	Senior Citizen	CD<NN>
CH	Child	CH/<NN YRS> or CH<DDMMYY>
DT	Teacher	DT<NN>
GC	Group	GC<NN>
ID	Staff	ID<NN><STATUS CODE>
IN	Infant	IN/<NN YRS> or IN<DDMMYY>
PD	Family	PD
PH	Family	PH
RG	General Sales Agent	RG<NN>
RP	Regular Passenger	RP<NN>
SC	Seaman	SC<NN>
SD	Student	SD<NN>
SH	Companion	SH
ST	Companion	ST
ZS	Student	ZS/<NN YRS> or ZS<DDMMYY>
ZZ	Youth	ZZ/<NN YRS> or ZZ<DDMMYY>

< >	Optional
NN	Percentage discount
DDMMYY	Date of birth
NN YRS	Number of years

13.2.2 Endorsement**HE FE**

The endorsements/restrictions element (**FE**) is used to identify any restrictions, airline comments or rules that may apply to a ticket.

The system automatically appends an **FE** element to a PNR when a restriction results from specific pricing conditions obtained from the fare server.

The most frequent comments shown are:

- Not refundable
- Not endorsable
- Not reroutable
- Refundable only to
- Reservation requests/wait listed flights
- Fare subject to government approval
- Validity or travel restrictions

Here is an example of an automatically generated **FE** element:

```
11 FE PAX BT ONLY/RESTRICTIONS APPLY/S6
```

All users can manually enter an **FE** element. To create a manual **FE** element, enter:

FE FREE FLOW TEXT/S5

FE Transaction Code
FREE FLOW TEXT Free-flow text
/S5 Segment association

Note: The number of characters of free-flow text that you can enter in the **FE** element depends on the type of ticket and market. The maximum number of characters is 126.

13.2.3 Manual Ticket Number

HE FH

The manual ticket number element (**FH**) entry is necessary when:

- Tickets have not been automatically issued by the system
- Automated ticket numbers need to be re-entered

There are three different ticket type indicators available that can be added to the **FH** entry:

M For manual ticket numbers (**FHM**)
E For electronic ticket numbers (**FHE**)
A For automated ticket numbers (**FHA**)

The system does not update the PNR ticketing element (**TK**) automatically. When the manual ticket number element entry is used the **TK** element must also be manually updated to avoid the system placing the PNR on queue.

The maximum length is 63 characters excluding transaction code, ticket type indicator (optional for manual ticket numbers) and passenger/segment association. When using segment association, you must first create a TST for the segments to be specified in the **FH** entry.

FH 657-1234567890//FREE-FLOW TEXT/S6/P1

System response:

```
5 FHM PAX 657-1234567890//FREE-FLOW TEXT/S6
```

Note: When no ticket type indicator is specified in your entry, the system automatically assumes a manual ticket number. Amadeus sends ticket numbers to all airlines involved in the itinerary, if they have agreed to receive them. To determine if an airline has an

agreement to receive ticket numbers, enter: **GG PCA XX** (XX equals the two-character airline code) :

```
TICKET NUMBER TRANSMISSION: ALL
```

13.2.4 Commission Amount

HE FM

The commission element (**FM**) is used to report the commission earned when a travel agent issues a ticket.

The commission can be entered manually or generated by the system, according to the market.

For example:

- The system does not verify commission
- A manual **FM** element can be optional, mandatory, or disallowed
- The system automatically calculates commission, based on a market commission table
- Commission capping is applied

Here is an example of an **FM** element that was generated by the system by applying zero percent commission based on the market commission table:

```
13 FM PAX *C*0/S5
```

Note: The *C* indicates that commission was entered automatically

For a manually-entered commission, the commission can be entered either as a percentage or a fixed amount. The maximum length is 23 characters excluding transaction code and passenger / segment association.

Here are some examples of manual commission elements:

FM 5

System response:

```
12 FM *M*5
```

FM 200.00A

System response:

```
11 FM *M*200.00A
```

Note: The *M* indicates that commission was entered manually

13.2.5 Commission Calculator

You can calculate your commission after pricing a PNR and before issuing the ticket with the commission calculator. The commission is either determined automatically from the Amadeus commission table when it exists or a percentage can be entered manually by the agent to display the applicable commission amount. To display commission information from the Amadeus commission table when only one TST exists enter:

TQT/FM

System response:

COMMISSION FOR TST 1			
PERCENTAGE			1
COMMISSION TTL	LTL		26
NET INCL.TAX	LTL		2831
TST TOTAL	LTL		2857

The calculator displays four sets of information:

- The commission percentage or amount, broken down per segment, when sector payment is applicable.
- The commission total
- The net fare including the taxes
- The gross fare including the taxes

Note: In order for the correct commission to be calculated, you must enter the validating airline in the **FV** element before requesting the commission breakdown. The information provided by the Amadeus commission table is only applicable if the ticket is issued on the same day.

Entry	Explanation
TQT/T2/FM	Displays the applicable commission for selected TST number by accessing the Amadeus Commission table
TQT/FM5	Displays the applicable commission from a percentage entered when only one TST exists
TQT/T3/FM5	Displays the applicable commission from a percentage entered for a selected TST number

13.2.6 Transmission Control Number

HE FN

The transmission control number (**FN**) element is automatically entered in the PNR by the system when you issue the ticket.

It contains the Amadeus provider code and the 11 digit transmission control number. When the ticketing system returns the ticket number the **FN** element will be moved to PNR history. You can cancel the **FN** element, but you cannot modify it.

Example:

```
14 FN PAX 7906 12345678901/S4/P1
```

Component	Explanation
FN	Transmission control number identifier
PAX	Passenger type Identifier
7906	Distribution system provider code
12345678901	11-digit transmission control number
/S3/P1	Segment and passenger association

13.2.7 Original/Issued in Exchange

HE FO

You use the original/issued in exchange for (**FO**) element when you exchange a new ticket for an MCO, airline voucher or another ticket.

You specify the original and exchange document details, including document number, place and date of issue of the accountable documents and the IATA number of the place of issue.

If you do not include the agency IATA number, the system automatically prints the word '**UNKNOWN**'.

The information is the same for each portion of the entry at the first exchange. It needs to be entered only once as the system automatically duplicates the '**ORIGINAL ISSUE**' portion of the entry in the '**EXCHANGE FOR**' portion omitting the city code and date of issue.

The **FO** element can contain one '**ORIGINAL DOCUMENT**' and two '**ISSUED IN EXCHANGE FOR**' documents.

If you enter conjunction tickets, the system checks that the range of tickets does not exceed 25.

Automated Check Digit Processing:

Entering the check digit is optional. If a check digit is included in the entry, the system verifies it. If it is not included in the entry, the system will attempt to generate the correct check digit automatically by accessing a document form code table. If the correct check digit is not found, a default check digit value of '**0**' is generated by the system and inserted in the system response.

You can passenger and segment associate an **FO** element. If you use segment association, there must first be a TST created with the segments specified in the **FO** element.

When you print the ticket, the system verifies the TST to make sure you have a reissue indicator **R**, **Y** or **W**.

Here is an example of an **FO** input:

```
FO 117-1234567890E1VNO30SEP09/68320123
```

System response:

```
FO 117-1234567890VNO30SEP09/68320123/117-12345678901E1
```

13.2.8 Form of Payment

HE FP

The entries in this manual are IATA standard forms of payment. When a form of payment is entered in the PNR, the system verifies it against the form of payment table valid for that market.

A form of payment element is required before issuing a ticket. This form of payment is automatically printed on the ticket when you generate it.

A maximum of three forms of payment per ticket is acceptable. The maximum length of a form of payment entry is 126 characters excluding the transaction code and passenger /segment association.

Example:

FP CASH

System response :

```
6 FP CASH
```

The infant identifier (**INF**) is mandatory if the **FP** element applies to infant ticketing in the PNR. You enter the infant indicator after **FP**. In this case, passenger association is only necessary if there is more than one infant name in the PNR.

FP INF CASH

You can modify a form of payment stored in a PNR at ticketing time. The ticket will be printed with the new form of payment and the **FP** element in the PNR is automatically updated with the new form of payment you indicate in the **TTP** command.

In the PNR history, this modification is recorded accordingly and the ticketing and back office AIR contains the appropriate changes made.

Amadeus Standard Forms of Payment

Form of Payment	Entry
Cash	FP CASH
Credit card	CC AX371449635311004/1209

Cash + Credit card	FPCASH/800+CCVI4539700130078221/0408/1800
Free of charge	FP NO

Amadeus receives credit card approval directly from the following credit card companies

Code	Credit Card
AX	American Express
VI	Visa
CA	Master Card
EC	Eurocard
DC	Diner's Club

Other credit cards accepted by the system are verified by the Amadeus credit vendor table

Manual Credit Card Approval

This entry enables you to obtain an approval prior to a document issuance as a request of credit card verification by the system.

The approval is obtained through SITA for selected credit cards or through an Amadeus database for other cards acceptable to the validating airline. The system response is a credit card approval, denial or specific message. A credit card approval results in an OK response and the authorization code. The response to a direct credit card verification is either an authorization or a denial.

The entry is:

DE CC AX 41003100003456784/0609/LTL1250/SK

DE	Credit verification transaction code
CC	Credit card verification code
AX41003100003456784	2-letter credit card name code and credit card number
/0609	Slash followed by the expiration date
/LTL1250	Slash followed by the currency code and amount
/SK	Slash followed by the validating airline

If the transaction is authorized, the response is:

AX 24

AX Vendor Code
24 Approval Code

If the authorisation is denied, the response can be on of the following:

CALL TO VERIFY

CALL TO AUTHORIZE

CREDIT CARD LIMIT EXCEEDED

When the following responses are displayed, you should retain the credit card and call the credit card company:

PICK UP CARD

DO NOT HONOUR

Note: approval code requirements are controlled by the individual credit card companies. Whether or not a credit card approval is required is market specific.

You can also request a credit card verification for the form of payment element in a PNR before ticket issuance. However, before you can request an approval code you must ensure that your PNR contains all the elements required for ticketing, including a valid TST. A credit card approval results in a system response confirming the authorization. You can display the authorization code by retrieving the PNR.

The following PNR illustrates this entry:

```

--- TST RLR ---
RP/VNO1A0980/VNO1A0980          GK/SU  24OCT09/1221Z  ZGPG3Z
 1.KUKTIENE/GRAZINA MS    2.KUZMICKAITE/NERINGA MS
 3.ZUTAUTAITE/AGNE MS
 4 LO 437 V 07MAR 7 WAWBCN HK3      I 1140 1450  *1A/E*
 5 LO 438 Q 14MAR 7 BCNWAW HK3      1 1540 1850  *1A/E*
 6 AP VNO +370 5 2726869 - AMADEUS LITHUANIA - A
 7 TK OK24OCT/VNOLJ2479//ETLO
 8 FP CCAX371449635311004/0211

```

To request credit card verification for the form of payment element, enter:

DE FP

DE Credit verification transaction code

FP Form of payment element code

If the transaction is authorized, the system response is:

```

--- TST RLR ---
RP/VNO1A0980/VNO1A0980          GK/SU  24OCT09/1221Z  ZGPG3Z
 1.KUKTIENE/GRAZINA MS    2.KUZMICKAITE/NERINGA MS
 3.ZUTAUTAITE/AGNE MS
 4 LO 437 V 07MAR 7 WAWBCN HK3      I 1140 1450  *1A/E*
 5 LO 438 Q 14MAR 7 BCNWAW HK3      1 1540 1850  *1A/E*
 6 AP VNO +370 5 2726869 - AMADEUS LITHUANIA - A
 7 TK OK24OCT/VNOLJ2479//ETLO
 8 FP CCAX371449635311004/0211
DEFP
CREDIT CARD VALIDATION(S) SUCCESSFULLY COMPLETED

```

To display the credit card authorization code enter:

RT

```

--- TST RLR ---
RP/VNO1A0980/VNO1A0980          GK/SU  24OCT09/1221Z  ZGPG3Z
 1.KUKTIENE/GRAZINA MS    2.KUZMICKAITE/NERINGA MS
 3.ZUTAUTAITE/AGNE MS
 4 LO 437 V 07MAR 7 WAWBCN HK3      I 1140 1450  *1A/E*
 5 LO 438 Q 14MAR 7 BCNWAW HK3      1 1540 1850  *1A/E*
 6 AP VNO +370 5 2726869 - AMADEUS LITHUANIA - A
 7 TK OK24OCT/VNOLJ2479//ETLO
 8 FP CCAX371449635311004/0211/A240009/S4-5

```

Multiple Forms of Payment

When you use more than one form of payment, the value of the second and third forms of

payment must be included in the entry. At time of ticketing the system verifies that the total amount collected is equal to the total in the TST. If there is a discrepancy between the amounts, the system displays a warning message **FOP DISCREPANCY** and printing is suspended.

Example:

FP CASH + CHECK/EUR 200.50

13.2.9 Tour Code

HE FT

The tour code element (**FT**) is used when a published tour or a special negotiated fare is sold in conjunction with a ticket. The maximum length is 12 characters excluding transaction code and passenger/segment association.

IT/BT Fares

If the tour code begins with BT or IT, then the maximum number of characters allowed is 14.

FT PAX IT 9 LH 2 TOUR2009

FT	Transaction code
PAX	Passenger type code, optional
IT	Tour type (IT or BT)
9	Last digit of year in which tour code became effective
LH	2-character airline code of sponsor
2	One digit conference area approval code
TOUR2009	Tour identification 1-8 letters or numbers

System response:

```
9 FT PAX IT9LH2TOUR2009
```

Net Remit

FT NR PAX FREE FLOW

FT	Transaction code
NR	Net remit identifier
PAX	Passenger type code, optional
FREE FLOW TEXT	Up to 14 letters or numbers of free-flow text

System response:

```
9 FT NR PAX FREEFLOW
```

13.2.10 Validating Airline

HE FV

The ticketing airline element (**FV**) is mandatory for ticket issuance by a travel agency. It is used to identify the ticketing airline also called the validating carrier.

Enter, for example:

FV LH

FV Transaction Code
LH Validating airline code

System response:

```
7 FV LH
```

If the PNR does not contain an **FV** element, it can be added to the ticketing entry that issues the ticket.

TTP/VAB

The maximum length is 45 characters excluding the transaction code and passenger /segment association.

13.2.11 Selecting the Correct Validating Carrier

When you issue a ticket and enter a validating carrier, Amadeus automatically checks the interline agreements.

The validating airline is checked against a BSP table, if the airline participates in the BSP or not. Another check is made to verify if an interline agreement exists between the validating airline and the airlines in the itinerary. Amadeus automatically checks interline agreements at ticketing time for all airlines that have communicated their agreements to us.

Entry to display a list of **BSP airlines in Lithuania, which support e-ticketing.**

TGETD-LT

```
COUNTRY          LT
ELECTRONIC TICKETING CARRIERS
AB AC AV AY AZ A3 BA BD
BT B2 CI CX CZ DE DL DX
EI EK ET EY FI FV GF GJ
HR HU HY IG IT JA JZ J2
KC KL KQ LH LO LX LY MH
MJ MK MU OK OS OV O2 PS
QI QR SA SK SN SQ SU SW
S3 S7 TG TK UA UL UN UT
UX VS VV YM YO 5L 7B 7D
9B 9W
```

If in PNR is airline which is not in BSP airline list, you have to follow the rules of general sales agent table.

TGGSD-LT

COUNTRY	-	LT	GENERAL SALES AGENT								
AA	-	TW									
AB	-	HG	LT	4T							
AY	-	FC									
AZ	-	AP									
CI	-	AE									
CX	-	KA									
FI	-	QS									
HR	-	AI	AM	AP	AR	AS	AT	A3	A7	A9	BE
		BP	BR	BT	BW	CA	CI	CM	CO	CU	CY
		CZ	DC	D2	D6	EK	EO	ET	EY	FJ	FM
		FT	F9	GF	G0	G3	HA	HM	HR	HU	HX
		HZ	H2	IC	IE	IT	IY	IZ	I5	JA	JJ
		JK	JL	JM	JO	JU	JZ	J0	J2	J8	KC
		KE	KK	KM	KQ	KU	KV	KW	KX	K2	LA
		LG	LI	LO	LP	LR	LW	L5	MD	MF	MI
		MK	MP	MU	MX	M7	NE	NF	NT	NU	NX
		OA	OK	OL	OM	OR	OU	OV	OZ	PG	PR
		PU	PW	PY	PZ	P0	QB	QI	QM	QR	QX
		RE	RJ	RO	R3	SB	SC	SP	SS	SV	SW
		SY	S2	S3	S4	S7	TA	TC	TM	UL	UM
		FT	F9	GF	G0	G3	HA	HM	HR	HU	HX
		HZ	H2	IC	IE	IT	IY	IZ	I5	JA	JJ
		JK	JL	JM	JO	JU	JZ	J0	J2	J8	KC
		KE	KK	KM	KQ	KU	KV	KW	KX	K2	LA
		LG	LI	LO	LP	LR	LW	L5	MD	MF	MI
		MK	MP	MU	MX	M7	NE	NF	NT	NU	NX
		OA	OK	OL	OM	OR	OU	OV	OZ	PG	PR
		PU	PW	PY	PZ	P0	QB	QI	QM	QR	QX
		RE	RJ	RO	R3	SB	SC	SP	SS	SV	SW
		SY	S2	S3	S4	S7	TA	TC	TM	UL	UM
		UO	UP	UT	UU	UX	U6	U7	U8	U9	VG
		VK	VN	VR	VW	V0	V3	WB	WM	WY	XF
		XL	XQ	XR	YC	YM	YQ	ZH	ZJ	Z5	Z6
		0D	2J	2K	2M	2W	3B	4M	4Q	4R	5C
		5L	7B	7D	7E	7F	7V	7W	8J	8M	8U
		9G	9U	9W							
KL	-	AF	KQ	MP	NW						
OS	-	VO									
SK	-	KF	WF								
YO	-	D3	FJ	F7	IE	I5	KK	MD	SC	SP	SW
		S3	S4	U7	V0	WY	ZH	ZJ	2J	8U	
9W	-	S2									

When in PNR are two or more airlines and you would like to issue one ticket (there has to be at least one flight segment of validating airline). Then you have to follow the rules of interline agreement.

To display the interline **agreements** between each other entry is :

TGAD-XX/YY

XX Validating Airline
 YY Transporting Airline

Example :

```
TGAD-SK/LH
--AIRLINES HAVING AGREEMENT WITH: SK
LH T P E
```

Letters **T** and **P** mean that SK has a ticketing and PTA agreement with LH.
 Letter **E** means that SK has a electronic ticketing with LH.
 Some airlines could be prohibited to your office.

Entry to check it is following:

PV/C**System response:**

```

* * * * * PV OFFICE PROFILE * * * * *
AMADEUS OFFICE ID - VNOLJ2290 AMID - 285593
NATIONAL SYSTEM OFFICE ID - 1A/VNOLJ2290
DATE/TIME - 23NOV09/0854

* * * * * TICKETING CARRIER RESTRICTIONS * * * * *
ADC*DESIGNATED TKT CARRIER - NONE
APC*PROHIBITED TKT CARRIER - AC AV AZ BD B2 CX DE ET GF
                                KQ LH MH OK QR SA SN SQ TG
                                UL VS

```

When in PNR are two or more airlines and you would like to issue one ticket, but none of the booked flight segments belonging to validating airline, you must to have an authorisation in writing from validating airline.

IATA RESOLUTION 852**DESIGNATION AND SELECTION OF TICKETING AIRLINE**

The following covers all types of tickets issued under Billing and Settlement Plan conditions and under neutral ticketing schemes in BSP conditions :

1. Method of designating a ticketing airline

1.1 For automated/electronic issuance of STDs, designation of the ticketing airline shall be accomplished by specifying to the ticketing system, either prior to or at the time of requesting generation of the ticket (s), the identity of the airline selected.

1.2 For manual issuance of Standard Traffic Documents (STD's), designation of the ticketing airline shall be accomplished by use of the Carrier Identification Plates (CIPs) provided by Billing and Settlement Plan Airlines.

2. Order of priority in selection of the ticketing airline

The selection of the ticketing airline shall be governed by the following strict order of priority, which must be observed at all times:

2.1 the ticketing airline shall be any BSP Airline participating in the transportation, or a BSP Airline acting as the General Sales Agent for any airline participating in any sector of the transportation in the country of ticket issuance, subject to the existence of a valid interline agreement between the ticketing airline and each transporting airline,

2.2 only if none of the situations described in Subparagraph

2.1 of this Paragraph apply, and, if authorised in writing to issue a Traffic Document for transportation entirely over the routes of other airline(s) by the airline (including the one through which the reservation is made), the ticketing airline may be any other airline.

Note:

Where a BSP Airline has given written authority to use its CIP under the alternative in Subparagraph 2.2 of this Attachment, STDs may be used for all airline passenger transportation and associated services.