

## Introduction

The purpose of this document is to provide additional transparency and definition to the Delta Air Lines, Air France, KLM and Alitalia booking policy.

## Objectives

- Ensure inventory integrity and avoid circumvention of inventory controls.
- Avoid GDS costs brought on by unproductive and inefficient activity.
- Maintain and respect efficient cooperation between trades and airlines.

## Scope / Application

- These policies apply to all GDS subscribers and direct connection subscriber locations and are applicable to all bookings regardless if the itinerary is ultimately ticketed.
- By engaging in any of the prohibited booking procedures listed below, Delta Air Lines, Air France, KLM and Alitalia reserve the right to inhibit access to their inventories or to charge penalties via agency debit memo.

## Policies

### **1. Duplicate Bookings**

It is prohibited to create

- Multiple segments with the same origin or destination
- Situations where the origin or destination is repeated multiple times in the same itinerary
- Situations where the scheduled departure and arrival times of multiple segments in the itinerary overlap each other
- Situations where the itinerary is determined to be un-flyable

### **2. Married Segment Logic (MSL)**

- It is prohibited to manipulate or circumvent the Married Segment Control (MSC) applied on Origin and Destination (O&D) connections in the itinerary either before or after the End of Transaction
- All O&D bookings must be created using O&D availability

### **3. Speculative Bookings**

It is prohibited to create

- Bookings for training- or testing purposes
  - Best practice: Use the training mode of your GDS
- Numerous and massive non-customer based bookings
- Bookings for fare quote

- Best practice: Use the GDS non billable status codes or quote fare without ending the transaction
- Bookings for administrative reasons like visa, invoices, etc.
  - Best practice: Use the GDS auxiliary segments or non-billable status codes
- PNR's containing false or fictitious passenger names

### **4. Name Changes / Corrections**

- Ensure that passengers are booked using the names as they appear on passports or other valid travel documents
- In situations when a name change or correction is required, please strictly adhere to each airline's policy for name modification and e-ticket re-issue

### **5. Inactive Bookings**

- All inactive segments must be removed from the GDS PNR at least 24 hours before departure
- Inactive segment status codes include: HX, NO, UC, and UN
  - Best Practice: Agents should monitor their queues on a daily basis

### **6. Churning**

It is prohibited to

- Repeatedly book and cancel a segment across one or more PNR's and/or GDS's within the same class or different classes of service, with the goal to circumvent or extend ticketing time limits, hold inventory or to meet GDS productivity targets

### **7. Day of Departure – Un-ticketed Bookings and Cancellations**

Whenever possible, following best practices should be observed:

- Bookings made within 24 hours before departure should be instantly ticketed
- All bookings made prior to 24 hours before departure should be either ticketed or cancelled at least 24 hours before departure
- If for ticketing purpose PNR claim is needed, it should take place prior to 24 hours before departure

### **8. Ticket Time Limit Circumvention**

It is prohibited to use

- False or voided ticket numbers
- A Ticket Time Limit waiver remark to delay the ticketing date for ineligible bookings

### **9. Waitlist Misuse**

It is prohibited to

- Create duplicate waitlist segments for the same flight for the same passenger in the same cabin within the same PNR or with different PNR's
- Waitlist on a lower booking class for a passenger already confirmed on the flight/cabin
  - Best Practice: Agents should remove confirmed waitlist segments when the passenger no longer intends to travel

### **10. Group Bookings**

It is prohibited to

- Request Group bookings not directly related to a customer request
- Create bookings that circumvent group booking procedures including, without limitation, creating "hidden groups" by making multiple separate individual bookings intended as a group

### **11. Passive Segments**

- Passive segments are only permitted for ticketing when the passive booking is synchronized with the airline's system (same name, itinerary, class of service and number of passengers)
- Passive segments are only permitted for groups or individual reservations which are split from groups
- Passive segments must not be cancelled after the issuance of the ticket to avoid cancellation of space
- Passives are not permitted against active inventory bookings on the same GDS or on a different GDS by the same agent
  - Best Practice: PNR Claim functionality should be used when possible
  - Best practice: Agent should always book and ticket from the same GDS
- It is prohibited for passive bookings to be used for, but not limited to: satisfying GDS productivity targets, circumventing fare rules, administrative functions such as invoice or itinerary printing

### **12. Secure Flight Information**

- The following information must be provided for each PNR as it appears on government issued identification at least 72 hours prior to departure:
  - a. Legal Name
  - b. Date of birth
  - c. Gender
  - d. Redress Number (if applicable)