

US DOT MANDATE - BAGGAGE

With immediate effect (24JUL12), the following are new requirements as per the US Department of Transportation (DoT) mandate, for all journeys to/from and within the US:

- Disclose baggage allowance for tickets, e-tickets or manual, issued on Jet Airways and;
- Apply the same baggage policy (baggage allowance and fees) that was applicable at the beginning of a passenger's itinerary, throughout the entire itinerary.

As per US DOT, the first marketing carrier's baggage rules apply to the entire itinerary (for all journeys to/from and within US), however Airlines may defer to the **Most Significant Carrier's (MSC)** baggage rules.

Agent must follow the process as below:

1. Interline/Codeshare journeys (except where the first segment is on UA)

Jet Airways will apply the **Most Significant Carrier (MSC)** Principle for the journeys to/from US. The only exception to this is when the interline itinerary begins with a UA flight. In that case UA's baggage allowance & charges will apply throughout the journey.

- For all Interline / Codeshare journeys, the PQ will show applicable baggage allowance and charges (of the 2nd bag, if applicable) of the MSC and the same will be shown on the ticket which will be honoured.
- Where OAL is MSC, the OAL's baggage allowances & charges will apply. Please refer to the appended Ready Reckoner for OAL's FBA & fees.

Example: RDU -AA- LHR -9W- BOM -9W- LHR -AA- RDU
BOM -9W- BRU -AA- JFK -UA- ORD

In the above examples 'AA' is MSC. **Hence AA's baggage policies will apply.**

Example: AMD -9W- BOM -LH- ORD - DL- JFK -9W- BOM

In the above example "LH" is MSC. **Hence LH's baggage policies will apply**

Example: DFW AA JFK 9W BRU 9W BOM LH FRA LH DFW

Itinerary does not start with UA. Hence identify MSC.

Marketing carrier on first transatlantic/transpacific segment is 9W. Hence, **MSC is 9W and 9W's baggage policies apply.**

Example: DFW AA JFK AA BRU 9W BOM 9W JFK AA DFW

Itinerary does not start with UA. Hence identify MSC.

Marketing carrier on first transatlantic/transpacific segment is AA. Hence, **MSC is AA. Baggage policy of AA will apply.**

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Example: LAX **AA** SFO 9W* HKG **9W** BOM 9W AMD 9W BOM **CX** HKG **UA** LAX
Itinerary does not start with UA. Hence identify MSC.
Marketing carrier on first transatlantic/transpacific segment is **9W (sold on 9W designator code)**. Hence, **MSC is 9W and 9W's baggage policies apply**.

Example: AMD **9W** BOM **LH** FRA LH EWR **9W** BOM **9W** AMD
Itinerary does not start with UA. Hence identify MSC.
Marketing carrier on first transatlantic/transpacific segment is **LH**. Hence, **MSC is LH. Baggage policy of LH will apply**

Example: AMD **9W** BOM 9W HKG 9W* ORD UA LHR 9W BOM
Itinerary does not start with UA. Hence identify MSC.
Marketing carrier on first transatlantic/transpacific segment is **9W (sold on 9W designator code)**. Hence, **MSC is 9W. Baggage policy of 9W will apply**.

2. Interline Journeys where the 1st segment is on UA

For all interline journeys where UA is the first marketing carrier. UA's policy of allowances & charges will apply. The appended Ready Reckoner must be referred for applying baggage allowances, excess baggage charges and dimensions of the checked baggage as per UA baggage policy.

Please ensure that the tickets are overridden manually to show the correct baggage allowance as per UA baggage rules where UA is the first marketing carrier.

This will override whatever is printed on the ticket by any automated system.

Example: ORD -UA- EWR -9W- BOM -9W- EWR -UA- ORD
In the above example 9W is MSC and PQ will show the baggage allowance as per 9W baggage policies. In this case the tickets must be overridden manually to show the baggage as per UA (i.e. the first marketing carrier) baggage Policies.

Example: AMD UA* BOM UA* HKG UA ORD UA LHR 9W BOM
The first segment is UA* (though the flight is operated by 9W, the marketing carrier is UA - UA designator code appears on the first segment, hence UA policy applies)

NOTE: Irrespective of what is printed on the ticket for journeys into/out of USA, please follow the above guidelines and refer to the Ready Reckoner for charges & allowances as applicable. The cabin baggage allowances must be honoured:

- a) For itineraries where **the 1st segment is NOT UA**, the cabin baggage of the Most Significant Carrier will apply. Please refer to the Ready Reckoner for additional baggage allowances & cabin baggage information of OAL when they are the Most Significant Carrier.
- b) For itineraries where **the 1st segment IS UA**, please refer to the Ready Reckoner for UA's baggage policy & fees.

3. How to identify the Most Significant Carrier for journeys into/from US.

- When origin or destination of a ticket is a U.S. point, the **Marketing Carrier** on the **first** transatlantic/transpacific sector will be the Most Significant Carrier.

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- The baggage provisions selected at the beginning of the itinerary must apply throughout the journey, regardless of stopover.

Note: This circular overrules the first international check-in carrier's baggage policy for journeys to/from US.

For more information on the US DoT mandate, go to:
<http://airconsumer.DOT.gov/rules.htm>