Dear Worldspan Subscribers,

The International Air Transport Association (IATA) has adopted new fare construction rules which will be implemented on 15 January 2005. The use of IATA International Sales Indicator (ISI) codes (e.g., SITI, SOTI, SITO, SOTO) will be discontinued.

ISI codes are used in fare quote and ticketing to indicate sold and ticketed information. The ISI information indicates the relationship between the point of sale, point of ticketing, and the country of commencement of travel for the itinerary. These indicators determine if certain fare construction principles are required. As of 15 January 2005, the ISI codes will no longer appear in pricing responses, on e-tickets, or paper tickets.

This mandate affects the following: Pricing, Ticketing, and Messaging products. Details of the changes are included in the attached Subscriber Product Advisory.

For format assistance please contact the Worldspan Help Desk.
Subscriber Product Advisory

IATA Mandate: New Fare Construction Rules

Advisory: New Fare Construction Rules and Sales Indicator Elimination

Description: This advisory details a range of changes to fare quote and ticketing mandated by the International Air Transport Association (IATA). These include:

- Removal of International Sales Indicators
- Changes to Higher Intermediate Point (HIP) fare construction checks
- Changes to Directional Minimum Check (DMC)
- Changes to Country of Payment Minimum (COP)
- Changes to Country of Origin Minimum (COM)

Implementation Date: 15 January 2005

Area Impact:

- Pricing
- Ticketing
- Messaging - For customers that use Worldspan’s messaging products.

Overview:

The use of IATA International Sales Indicator (ISI) codes (e.g. SITI, SOTI, SITO, SOTO) is to be discontinued based on changes to industry airfare construction practices effective 15 January 2005. It will no longer be a requirement to establish these ISI codes for fare quotation or to display and print these codes on travel documents issued on and after 15 January 2005.

These changes correspond with a number of revisions to IATA fare construction practices. Details on each revision can be found further in this document. The Worldspan airfare pricing and ticketing areas will correctly reflect all IATA fare construction changes for you and will apply these changes with effect on 15 January 2005. This compliance will include Rapid Reprice continuing to automatically apply the ISI codes in reissue situations where codes on previously issued tickets must be carried forward.

Industry Mandated Requirements.

The IATA Joint Passenger Services Conference has approved amendments to the Ticketing Resolutions concerning the IATA International Sales Indicators (SITI/SITO/SOTI/SOTO). The approved amendments state:

- Effective 15 January 2005 the ISI code is not applicable to newly issued tickets.
- For completely unused tickets reissued on/after 15 January 2005 do not carry forward the ISI code into the new ticket.
- For partially used tickets reissued on/after 15 January 2005, with travel commencement date before 15 January 2005 carry forward the ISI code into the reissued ticket.
- For partially used ticket reissued on/after 15 January 2005 with travel commencement date on/after 15 January 2005 do not carry the ISI code forward into the new ticket.
The following table lists the significant changes to IATA fare construction practices with effect 15 January 2005.

<table>
<thead>
<tr>
<th>Resolution</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 012</td>
<td>SITI/SOTO/SOTI/SITO: Deleted</td>
</tr>
<tr>
<td>2. 017b</td>
<td><strong>Country of Unit Origin Minimum (COM): Deleted</strong></td>
</tr>
</tbody>
</table>
| 3. 017c | **Normal Fare Higher Intermediate Point (HIP) check:**  
For all sales transaction HIP check will apply as follows:  
1. From fare component origin to each intermediate stopover point.  
2. From each intermediate stopover point to another intermediate stopover point.  
3. From each intermediate stopover point to fare component destination.  
   **Special Fares HIP check:**  
1. From fare component origin to each intermediate stopover point.  
2. From each intermediate stopover point to fare component destination.  
   **Note:** Special fares HIP check is first processed for normal fares in the same class of service used. No plus up is required if there is no HIP at the normal fare level.  
   HIP exceptions have been amended to remove reference to ISI codes.  
The European Common Aviation Area (ECAA) HIP exception has been deleted. |
| 4. 017c | **Limitations on indirect travel.** For journeys originating in Europe where the country of payment is in Europe, provision deleted |
| 5. 017c | **Specified routings:** Those specified routings that are ISI sensitive have been removed. |
| 6. 017f | **Rerouting of totally unused tickets:**  
Such tickets may be reissued (without requiring an initial refund) based on latest fares and IROE effective at the time of reassessment. |
| 7. 017j | **New resolution Directional Minimum check.**  
DMC will apply only to one-way (OW) and normal fare open jaw (NOJ) fare components to/from/via Japan. Except when the traffic document is issued in the country from which the journey commences.  
Scandinavia is considered one country.  
**Note:**  
IATA defines the Traffic document as the ticket, MCO, PTA or any accountable document. |
| 8. 024e | **Country of payment (COP)**  
Look for the highest RT fare from any ticketed point in the country where the traffic document is issued to any ticketed point in the pricing unit (PU).  
COP only applies to:  
Round trip and circle trip normal fare pricing units.  
Specific to carriers listed under this resolution.  
Traffic documents issued outside the country of commencement. |
| 9. | **Ticketing resolutions:**  
**Original Issue**  
For any original ticket issued after 15 January 2005, International Sales Indicator (ISI) codes (SITI/SITO/SOTI/SOTO) shall not be printed on the ticket. |
### Resolution | Changes
---|---
**Exchange/Re-issue of tickets**

**For totally unused tickets**
Issued before 15 January 2005 for travel commencing before 15 January 2005 submitted for rerouting before 15 January 2005, continue to use Old fare construction rules and **carry forward the original ISI**

For totally unused tickets issued before 15 January 2005 for travel before 15 January 2005, which are submitted for reissue on/after 15 January 2005, use **old fare construction rules** while quoting historical fares based on the date of commencement of travel. **Carry forward the original ISI.**

For totally unused tickets issued before January 15, 2005 for travel on or after 15 January 2005 which are submitted for reissue on/after 15 January 2005:

a. Recalculate the whole journey using the **new fare construction rules.**
b. Maintain the fare break point of flown component(s).
c. **Do not carry forward the ISI** shown on the ticket submitted for reissue.
d. Use historical fares effective on the date of commencement of travel and the IROE applicable at the time of the original transaction.
Detailed changes – Pricing

| Description: | The ISI indicators (SITI/SOTO/SOTI/SITO) will no longer be reflected at pricing. The price of the itinerary may change as a result of new Fare Construction. Details and screen samples are stated below. |

**Higher Intermediate Point (HIP)**

Higher intermediate point process will no longer consider ISI codes (SITI/SITO/SOTO/SOTI) for HIP determination, for all sales transactions only stopover points must be checked as higher intermediate points.

**Normal fares**

- If a normal fare between the point of origin of the fare component to any intermediate stopover points along the routing or any intermediate stopover points and the destination of the fare component or between intermediate stopover points is higher than the normal fare from point of origin to the destination of the fare component, the fare for such fare component shall be raised to that fare level.
- In applying the above HIP check, the sectors to be checked shall be:
  - From fare component origin to each intermediate stopover point
  - From each intermediate stopover point to the destination point of the fare component
  - From each intermediate stopover point, to each subsequent intermediate stopover point

New processing logic shall no longer consider sales location for the purpose of HIP application.

**Special fares**

- Special fares HIP application is subject to normal fare HIP check. During special fares HIP processing, the normal fares between the origin and destination of the fare component are compared with the normal fare of the same class of service between the point of origin and intermediate points and between the intermediate points and the point of destination of the fare component to establish candidates for the special fares HIPS check. If there is no HIP the applicable special fare may be assessed.
- In applying the above HIP check, the sectors to be checked shall be:
  - From fare component origin to each intermediate stopover point
  - From each intermediate stopover point to fare component destination

**Directional Minimum Check (DMC):** The DMC will now only apply to journeys with travel to/from or via Japan, provided the fare is not sold in the country of commencement of travel.

- **One way PU:** The direct route one way fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within the fare component.
- **Normal open jaw PU:** The direct route half round trip fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within the fare component.
- **Exception:** This rule shall not apply when the traffic document is issued in the country from which the journey commences; provided that, in the case of Electronic Tickets, the traffic document will be deemed to be issued in the country in which the electronic record is established.

**Note:** Traffic document is defined in resolution 012 as follows:
Ticket, MCO or any other accountable passenger traffic document.
Country of Payment Minimum (COP): The check applies for round or circle trip normal fare pricing units (PU) for which the traffic document is issued outside the country of commencement of travel, specifically:

- When travel is to or via the country in which the traffic document is issued, the total fare of the pricing unit (excluding any class differentials/surcharges) shall in no event be less than the highest direct round trip fare from any ticketed point in the country in which the traffic document is issued to any ticketed point in the pricing unit.
- Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used.

Note: Traffic document is defined in resolution 012 as follows:
Ticket, MCO or any other accountable passenger traffic document.

Country of Origin Minimum (COM): This check will no longer apply.

Definition of COM: When one way pricing units (PU) are used, and travel on the second or subsequent international one-way PU is via a country from which a previous one way PU has already been assessed, the fare for such PU shall not be less than the highest international fare from any ticketed point in such PU.

Pricing Responses: IATA resolutions have established the deletion of ISI codes in pricing and ticketing. These indicators (SITI/SOTO/SOTI/SITO) will no longer be reflected at pricing and ticketing.

Current pricing response:

```
>4PEUSD/RU
PNR PRICED ON 10AUG FOR TKTG ON 10AUG
* PRICING RULES VALIDATING CARRIER DEFAULT LH
** 10DEC DEPARTURE DATE/ 10DEC IS LAST DATE TO TICKET
* FARE MAY CHANGE UNLESS TICKETED *

SALE INDICATOR- SITI
BF USD TX USD TX USD TX USD TOTAL USD
XT TAX RI TAX UH TAX
001- 4618.00 28.30 9.50 3.20 4659.00 YOW
4618.00 28.30 9.50 3.20 4659.00 TTL USD

ADT MOW LH X/FRA LH MNL 25M 4617.50NUC4617.50END ROE1.00
LH XT12.30RA16.00YQ
```

New pricing response:

```
>4PEUSD/RU
PNR PRICED ON 10AUG FOR TKTG ON 10AUG
* PRICING RULES VALIDATING CARRIER DEFAULT LH
** 10DEC DEPARTURE DATE/ 10DEC IS LAST DATE TO TICKET
* FARE MAY CHANGE UNLESS TICKETED *

BF USD TX USD TX USD TX USD TOTAL USD
XT TAX RI TAX UH TAX
001- 4618.00 28.30 9.50 3.20 4659.00 YOW
4618.00 28.30 9.50 3.20 4659.00 TTL USD

ADT MOW LH X/FRA LH MNL 25M 4617.50NUC4617.50END ROE1.00
LH XT12.30RA16.00YQ
```

ISI codes will continue to be validated at pricing time for rules containing reference to them in category 15, Sales restrictions.
Detailed Changes – Ticketing

**Description:** The ISI indicators (SITI/SOTO/SOTI/SITO) will no longer be reflected at ticketing. The changes in Fare Construction apply to e-Tickets and paper tickets. Details and screen samples are stated below.

- For all ticketing applications, the ISI code will become conditional, or optional data on 15 January 2005. In the Ticketing package, edits are performed in a number of instances to look for the presence of an ISI code. If not found, current processing moves “SITI” in as the default ISI code. This includes, but is not limited to the original ticket issue, Rate Desk Pricing (including World Ticket Image [WTI]), and the Electronic Ticket Record creation process. Effective 15 January 2005, the field that contained the “SITI” code will be blank.
- Automated and manual ticketing processes require the presence of the ISI code. Beginning 15 January 2005, those checks will be removed along with associated error messages.
- Ticketing records created before 15 January 2005 will not be permitted for newly issued tickets on or after 15 January 2005.
- Pricing records for international itineraries built prior to this mandate will not be allowed to be modified on or after 15 January 2005.

**E-tickets**

- The ISI code will be conditional data until 15 January 2005. Until that date, do not remove the ISI code from any record, database, display, or print routine.
- If the ISI code is present, use current processing. If the ISI code is not present, the default will be blank.

**Travel Agent Interface Record (TAIR)**

There will be no change to the TAIR. The ISI code is already conditional, and only sent in the TAIR if present at time of ticketing.

**OPTAT Tickets**

- OPTAT tickets will no longer show the ISI code in print line B, position 50-53. This area will be left blank with effect 15 January 2005.
- OPATB2 tickets will no longer show the ISI code in print line C, positions 45 - 48. The magnetic stripe will no longer contain the ISI code for item 90, Track 2, Block 2, position 60. These areas will be left blank with effect 15 January 2005.
- OPATB1 tickets will no longer show the ISI code in print line C, positions 45 – 48.

**Assumption:** No changes are being made to the printers’ firmware, PECTABs, or the ticketing data stream.

**Ticketing Screen Samples:** IATA resolutions have established the deletion of ISI codes in pricing and ticketing. These indicators (SITI/SOTO/SOTI/SITO) will no longer be reflected at pricing and ticketing.

**Current E-Ticketing Record:**

<table>
<thead>
<tr>
<th>TICKETING AGT ID:CE</th>
<th>SID:4EGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE:02NOV04</td>
<td>IATA NBR:4460000</td>
</tr>
<tr>
<td>SALE INDICATOR:SITI</td>
<td></td>
</tr>
<tr>
<td>NAME/PLACE OF ISSUE:MOUNTAIN VIEW TRAVEL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MOUNTAIN VIEW TN</td>
</tr>
<tr>
<td>FREE BAG: PC</td>
<td></td>
</tr>
<tr>
<td>STATISTICAL CODE:D</td>
<td>TKT MODE INDICATION:/&gt;</td>
</tr>
</tbody>
</table>
New E-Ticketing Record:

<table>
<thead>
<tr>
<th>TICKETING AGT ID: CE</th>
<th>SID: 4EGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE: 02NOV04</td>
<td>IATA NBR: 4460000</td>
</tr>
<tr>
<td>NAME/PLACE OF ISSUE: MOUNTAIN VIEW TRAVEL</td>
<td>MOUNTAIN VIEW TN</td>
</tr>
<tr>
<td>FREE BAG: PC</td>
<td></td>
</tr>
<tr>
<td>STATISTICAL CODE: D</td>
<td>TKT MODE INDICATION: /</td>
</tr>
</tbody>
</table>

Current OPTAT:

TACA INTERNATIONAL
RUC20348858182/FULLY REFUNDAB GYELIM SOTO
LE FOR 25USD 04 NOV 04 1P-M6A777
HAEDO/PAULETTE LIMA PE
1001 91 50000-0/CE/ EGS
GUAYAQUIL TA 27C 28SEP 1735 OKCEO00RIG 32K
LIMA-LIM --VOID-- --VOID-- --VOID--
USD 343.00 GYE TA LIM Q15.00 328.00 NUC 343.00 END ROE1.00 TA XT41.16 EC
2.00 WT
PE 65.17
DY 15.00
XT 43.16 CHECK
USD 466.33
5235/ 202 USD 343.00 0 5 T
30993450732 000000006 X

New OPTAT:

TACA INTERNATIONAL
RUC20348858182/FULLY REFUNDAB GYELIM SOTO
LE FOR 25USD 04 NOV 04 1P-M6A777
HAEDO/PAULETTE LIMA PE
1001 91 50000-0/CE/ EGS
GUAYAQUIL TA 27C 28SEP 1735 OKCEO00RIG 32K
LIMA-LIM --VOID-- --VOID-- --VOID--
USD 343.00 GYE TA LIM Q15.00 328.00 NUC 343.00 END ROE1.00 TA XT41.16 EC
2.00 WT
PE 65.17
DY 15.00
XT 43.16 CHECK
USD 466.33
5235/ 202 USD 343.00 0 5 T
30993450732 000000006 X

Current Ticket Record of PNR Rate Desk Priced (RDP):

4/R-
PNR PRICED ON 04NOV FOR TKTG ON 04NOV BY AGT-CE/EGS-
SALE INDICATOR- SITI-
ADT 01 TTL-USD 106.00 BF-USD 100.00 TX1- 6.00 US-
BWI F9 641 Y 02JUN 850A OK YE70-
DEN-
## New Ticket Record from Rate Desk Priced PNR (RDP):

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/R</td>
<td>PNR PRICED ON 04NOV FOR TKTG ON 04NOV BY AGT-CE/EGS¬</td>
<td>No ISI Code</td>
</tr>
<tr>
<td>ADT 01</td>
<td>TTL-USD</td>
<td>106.00 BF-USD</td>
</tr>
<tr>
<td>BWI F9</td>
<td>641 Y</td>
<td>02JUN 850A OK YE70¬</td>
</tr>
<tr>
<td>DEN¬</td>
<td>BWIF9DEN</td>
<td>100.00¬</td>
</tr>
</tbody>
</table>

## Current Ticket Record priced using World Ticket Image (WTI):

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/MR¬</td>
<td>PNR PRICED ON 04NOV FOR TKTG ON 04NOV BY AGT-CE/48T¬</td>
<td>SALE INDICATOR- SITI¬</td>
</tr>
<tr>
<td>ADT 01</td>
<td>TTL-USD</td>
<td>218.00 BF-USD</td>
</tr>
<tr>
<td>TX2¬</td>
<td>3.00XF</td>
<td>TX3¬</td>
</tr>
<tr>
<td>RSW NK</td>
<td>936 C</td>
<td>08FEB 1200N OK CE30/SPirit</td>
</tr>
<tr>
<td>ACY¬</td>
<td>FMYNKACY</td>
<td>200.00 USD200.00END¬</td>
</tr>
<tr>
<td>XF RSW3¬</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## New Ticket Record priced using World Ticket Image (WTI):

<table>
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<tr>
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<th>Description</th>
<th>Details</th>
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<tr>
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</tr>
<tr>
<td>XF RSW3¬</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Detailed Changes: Worldspan Messaging Products

**Description:** Worldspan offers a suite of messaging products for customers with specific, customized needs. We feature XML Pro, a structured API that allows quick and easy development for travel applications on Worldspan, along with additional messaging solutions, including: Data Interface Record (DIR), XML Pro/Structured Message Interface (SMI) and Universal Messaging (UM).

Changes regarding the use of ISI (International Sale Indicator) codes will impact Messaging products as stated below.

**Data Interface Record (DIR):** The Sale Indicator switch will be replaced with spaces in the DIR Pricing (PRC.F) and Rapid Reprice (DRR.RA.R.PRC.F) response messages, and the Point of Sale node in User Supplied Itinerary Pricing response (DLA.PS) will be removed.

**XML Pro / Structured Message Interface (SMI):** The removal of the Sale Indicator in the pricing response will not impact the XML Pro/SMI message structure. However, if parsing logic is in place to read the pricing response, and the Sale Indicator data is included, the necessary modifications to your application must be made to reflect this change.

**Universal Messaging (UM):** There will be no impact to messaging customers using Universal Messaging.

For questions or comments, please follow normal messaging escalation procedures.