

on unused or partly used Traffic Documents in accordance with the following practices:

2.1.1 Unused Traffic Documents

ensure that valid refunds on totally unused Traffic Documents are made or authorised not later than the following remittance schedule after the refund application is received from the Agent by the Carrier,

2.1.2 Partly Used Traffic Documents

will ensure that refunds on partly used Traffic Documents are made or authorised by not later than two months after the refund application is received from the Agent by the Carrier.

2.1.3 Inability to Process

notwithstanding the provisions of 2.1.2 above if a Member is unable to process a refund on partly used Traffic Documents within the prescribed time-frame, the reasons will be communicated to the Agent by the Carrier.

RESOLUTION 826

IDENTIFICATION OF AIRLINES' POINTS OF SALE

△ PAC(28)826(except USA)

Expiry: Indefinite
Type: B

WHEREAS the Passenger Agency Conference provides in its Resolutions for IATA to assign seven-digit designators to identify places where Traffic Documents, as defined in the Sales Agency Rules, are issued, including: Accredited Agents, Members' own sales offices, non-IATA airlines' sales offices, Traffic Document issuing offices of Members' or airlines' Passenger General Sales Agents, airport handling agents and, also, for the Agency Administrator to allocate such a designator to the non-IATA sales intermediaries of allied industry principals, and

WHEREAS airlines wish to identify readily other points of sale which they recognise as their booking offices and from which they accept reservations and which are not catered for in any other Passenger Agency Conference Resolution, to the extent of providing them with an IATA numeric code, now it is

RESOLVED that the Agency Administrator shall allocate seven-digit designators to such points of sale; those points of sale being transportation sales intermediaries, provided that it shall be a condition of the allocation and continuing use of such designators, that they shall create no entitlement or claim to IATA accreditation or approval; provided further that the cost of allocation of the IATA numeric code and the maintenance of the record shall be for the account of the requesting airline.
