

FINAL AGREED LANGUAGE BETWEEN IATA AND OPEN ALLIES FOR AIRFARE TRANSPARENCY

ISSUE	IATA'S JUNE 2013 PROPOSED CONDITIONS	REVISED IATA – OPEN ALLIES AGREED LANGUAGE
SCOPE OF RESOLUTION 787	Approval of Resolution 787 does not constitute approval of any agreement among airlines regarding any method of distributing air transportation.	Approval of Resolution 787 does not constitute approval of any agreement among IATA member airlines regarding any method or business model of distributing air transportation, nor restrict the use of any channels available for the distribution of air transportation, including indirect distribution by other than airlines. Any future agreement among IATA member airlines regarding business models for the distribution of air transportation shall not be implemented without prior compliance with any applicable government approval or notification process.
PERSONAL INFORMATION	Approval of Resolution 787 does not constitute approval of any agreement among airlines to require, as a condition of receiving an offer for air transportation, the disclosure by any passenger of personal information of any kind.	Approval of IATA Resolution 787 does not constitute approval of any agreement among IATA member airlines to require the disclosure by any passenger of personal information of any kind.
USE OF OTHER DATA TRANSMISSIONS STANDARDS	Approval of IATA Resolution 787 does not constitute approval of any agreement among airlines to restrict their use of any other data transmission standard(s).	Approval of IATA Resolution 787 does not constitute approval of any agreement among IATA member airlines to require the use of any particular data transmission standard(s).
DATA OWNERSHIP	Approval of Resolution 787 does not constitute approval of any agreement among airlines regarding the ownership of the data that would be transmitted via the XML-based data transmission standard envisioned in the Resolution.	This approval does not in any way address the issue of data ownership and specifically does not include approval of Section 1.2.7 of Resolution 787 or of any other reference to ownership in the Resolution.

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<p>BACKWARDS COMPATIBILITY/OTHER STANDARDS</p>	<p>Approval of Resolution 787 does not constitute approval of any agreement among airlines to prohibit individual carriers from continuing to utilize the EDIFACT standard.</p>	<p>Any communications or message standards or protocols developed under Resolution 787 shall be open standards, meaning useable by distributors of air transportation and intermediaries in the distribution of air transportation, including CRSs and other aggregators, on a non-discriminatory basis.</p> <p>Approval of Resolution 787 does not constitute approval of any agreement to prohibit individual IATA member airlines or groups of such airlines from continuing to utilize any communication or message protocol, including existing standards.</p> <p>Nothing in the approval of Resolution 787 shall be deemed to be an approval of either a restriction on backwards compatibility or a restriction on development of a communications or messaging standard that is not backward compatible. Further, nothing in Resolution shall be construed to inhibit the ability of distributors of air transportation to use other standards, including existing standards, in combination with any standard developed under 787. Notwithstanding any language in Section 1.2.4 of Resolution 787, airlines and technology service providers are free to pursue backwards compatibility of Resolution 787 communications or message standards or protocols based on their particular business model.</p>
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