

## **NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD**

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# NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

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# NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

## 1.0 OVERVIEW

Next Generation Storefront (NGS)<sup>™</sup> is a data-driven industry standard that establishes a core set of capabilities that will simplify consumer choice and drive confidence through consistent, impartial, and reliable data to enhance airline retailing capabilities across all channels. This data will enable users to find, sort, and present airline NGS Offers. The NGS “Offer” is a set of products and services offered by an airline for a price. An example of an NGS Offer is an airline brand that provides a fare and includes a type of seat in a specific cabin with ticket restrictions and other amenities such as a meal.

The concept behind NGS is to provide users a standard to:

- have clearly defined Attributes common to all airlines’ NGS Offers and services,
- have a way to consistently describe each of an airlines’ NGS Offers with a minimum set of common Attributes (“Drawer”),
- have a way to consistently group each of an airlines’ NGS Offers with common Attributes within and across airlines (“Shelf”)

The NGS standard is not dependent on a specific data source. If the data acquired is accurate and transformed to align with the values defined herein, the NGS standard can be applied with successful results.

This document explains how channels determine Shelf placement and Drawer Attributes selection. It does not dictate how the data must be displayed.

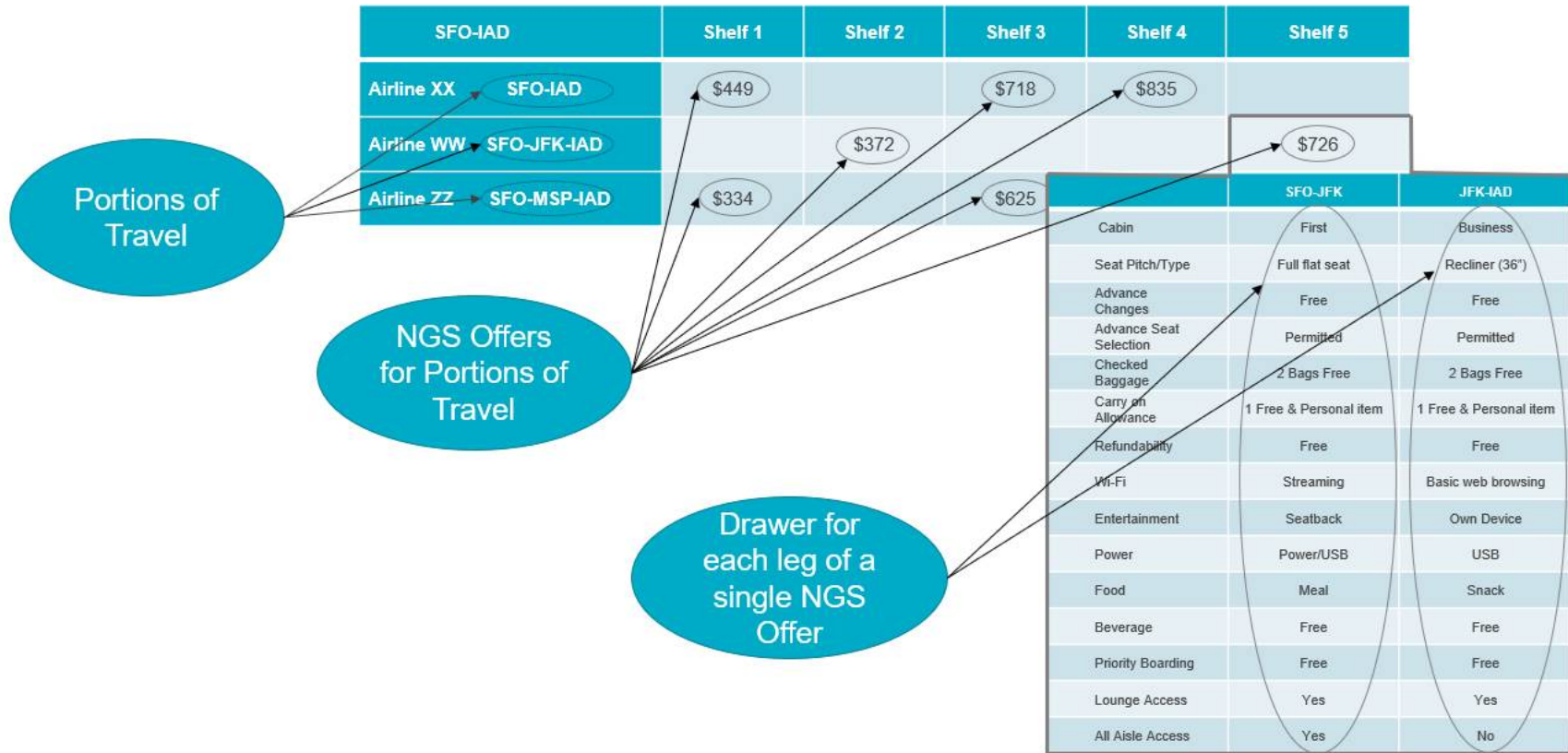
A Shelf is a grouping of comparable airline NGS Offers that share similar ticket and flight Attributes. There is more than one Shelf in the NGS standard; each Shelf is defined by specific data Attributes. These are referred to as *Qualification* Attributes, i.e., they qualify the product for placement on a Shelf. If an airline’s NGS Offer does not meet the Shelf Attributes criteria then it is not placed on a Shelf; therefore, an airline may not have an NGS Offer on every Shelf in the display.

A Drawer provides flight and ticket Attributes associated to each Leg of an airline NGS Offer. The Drawer consists of two types of Attributes: *Qualification* Attributes and *Non-Qualification* Attributes.

As previously described, *Qualification* Attributes define Shelf placement. *Non-Qualification* Attributes provide important information regarding the products and services applicable to the airline NGS Offer, such as Wi-Fi, power, entertainment, food, and beverages.

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Below is a simple illustration of the NGS Shelf and Drawer concept:



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## 2.0 DEFINITIONS AND ASSUMPTIONS

### 2.1 Definitions

These are the definitions of terms used in the Next Generation Storefront standard. Qualification and Non-Qualification Attributes definitions and their values are found in [Section 3.0, Detailed Attributes Definitions](#).

Term	Definition
<b>Attributes</b>	A quality or feature regarded as a characteristic of a specific NGS Offer. This can be broken down into Qualification Attributes and Non-Qualification Attributes: <ul style="list-style-type: none"><li>• Qualification Attributes – Attributes that are used to determine the Shelf placement</li><li>• Non-Qualification Attributes – Attributes that do not define Shelf placement but will be included as part of the standard Drawer content</li></ul>
<b>Drawer</b>	The Attributes (Qualification and Non-Qualification) associated to an NGS Offer such as seat type, seat pitch, Wi-Fi, power, entertainment, food, or beverages.
<b>Leg</b>	A service of transportation between two consecutive scheduled points.
<b>Mileage</b>	In this document, Mileage is derived from Great Circle Miles (GCM).
<b>Opt Out</b>	The marketing and/or operating airline does not participate in the NGS standard.
<b>NGS Offer</b>	A proposal to sell a specific set of flight products or services under specific conditions, on a specific Portion of Travel, which may be one or more Legs, for a certain price.
<b>Portion of Travel</b>	A single Leg or multiple consecutive Legs that may include one or more marketing/operating airlines that are being evaluated for Shelf placement. <b>This could be the entire itinerary or a portion of an itinerary.</b>
<b>Shelf</b>	The result of applying the applicable algorithm using the Qualification Attributes for the Portion of Travel.

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## 2.2 *Assumptions*

- If the Shelf placement for an NGS Offer cannot be determined, the NGS Offer shall not be associated to any specific Shelf. It is up to the Sales Channel to determine how to present that NGS Offer.
- It is assumed that all airlines on an itinerary (marketing and operating airlines) agree to participate in NGS, unless they have sent an Opt Out notification to ATPCO.
- The algorithm defined in this document applies only to US Domestic itineraries (all ticketed and un-ticketed points are in the United States).
- The NGS standard is not dependent on data from a specific source. Channels may source the Attributes required to make the Shelf determination and Drawer presentation based on the definitions and values found in [Section 3.0, Detailed Attributes Definitions](#) from anywhere they choose. If the data acquired is accurate and transformed to align with the values defined herein, the NGS standard can be applied with successful results.
- Sales Channels can determine additional airline-specific features for a flight. Those features may be in addition to those mentioned in the NGS standards and may be displayed in the Drawer, but will not be used as Qualification Attributes to determine Shelf placement.
- All processes related to pricing the fare, determining services, and identifying brand information are processed prior to applying NGS Shelf placement.
- The NGS standard does not override any consumer disclosure or regulatory requirements.

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## 2.3 *Data Requirements*

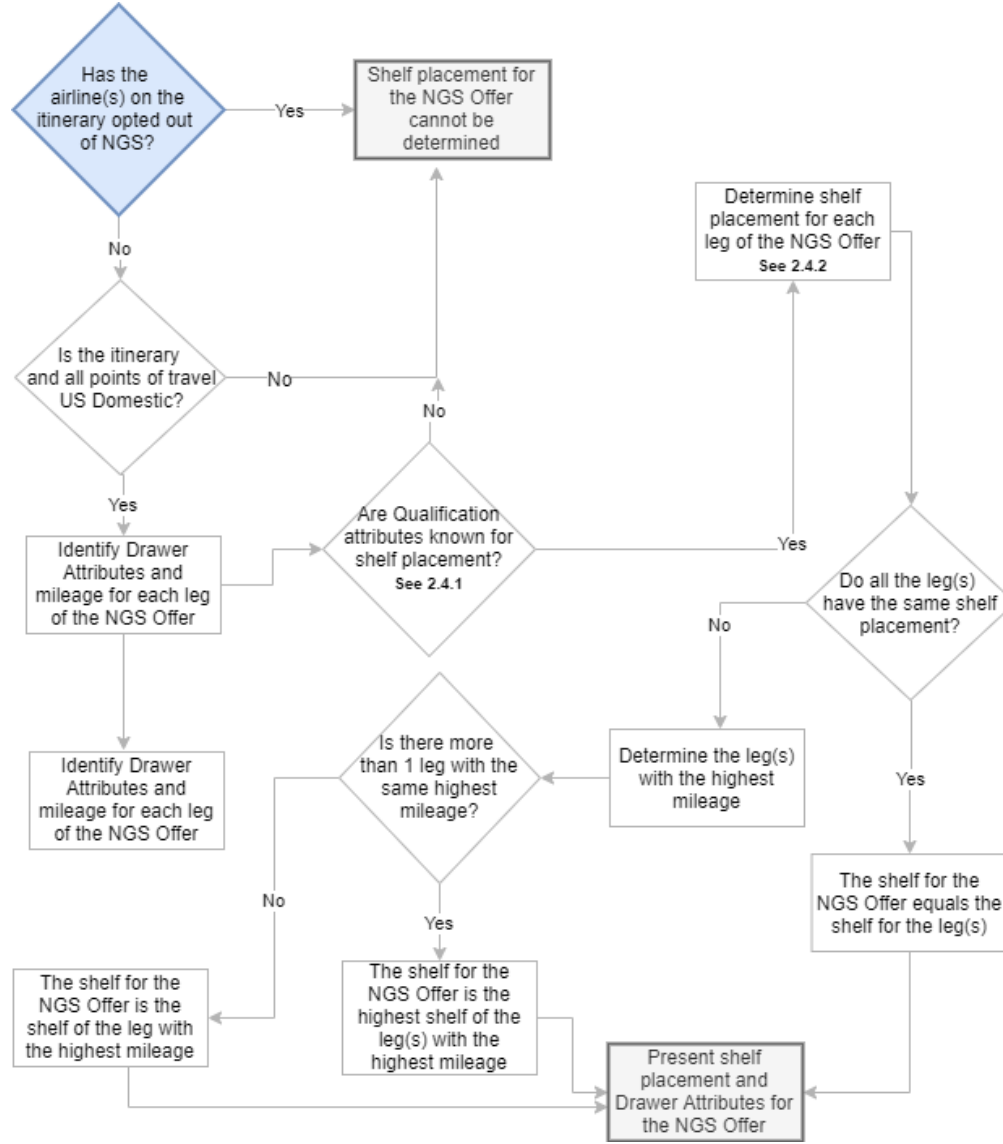
To determine and present Shelf placement, and associated Drawer Attributes, it is essential to know the following:

- Airlines who Opt Out of NGS
- The geography and marketing/operating airlines of all points on the itinerary (ticketed and un-ticketed)
- Great Circle Miles (GCM) values
- **For each Leg**, identify a value from the tables in [Section 3.0, Detailed Attributes Definitions](#) for each of the following Attributes (Qualification and Non-Qualification):
  - Advance Changes
  - Advance Seat Selection
  - All Aisle Access
  - Beverage
  - Cabin
  - Carry-on Allowance
  - Checked Baggage
  - Entertainment
  - Food
  - Lounge Access
  - Power
  - Priority Boarding
  - Refundability
  - Seat Pitch
  - Seat Type
  - Wi-Fi

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## 3.0 PROCESSING FLOWS

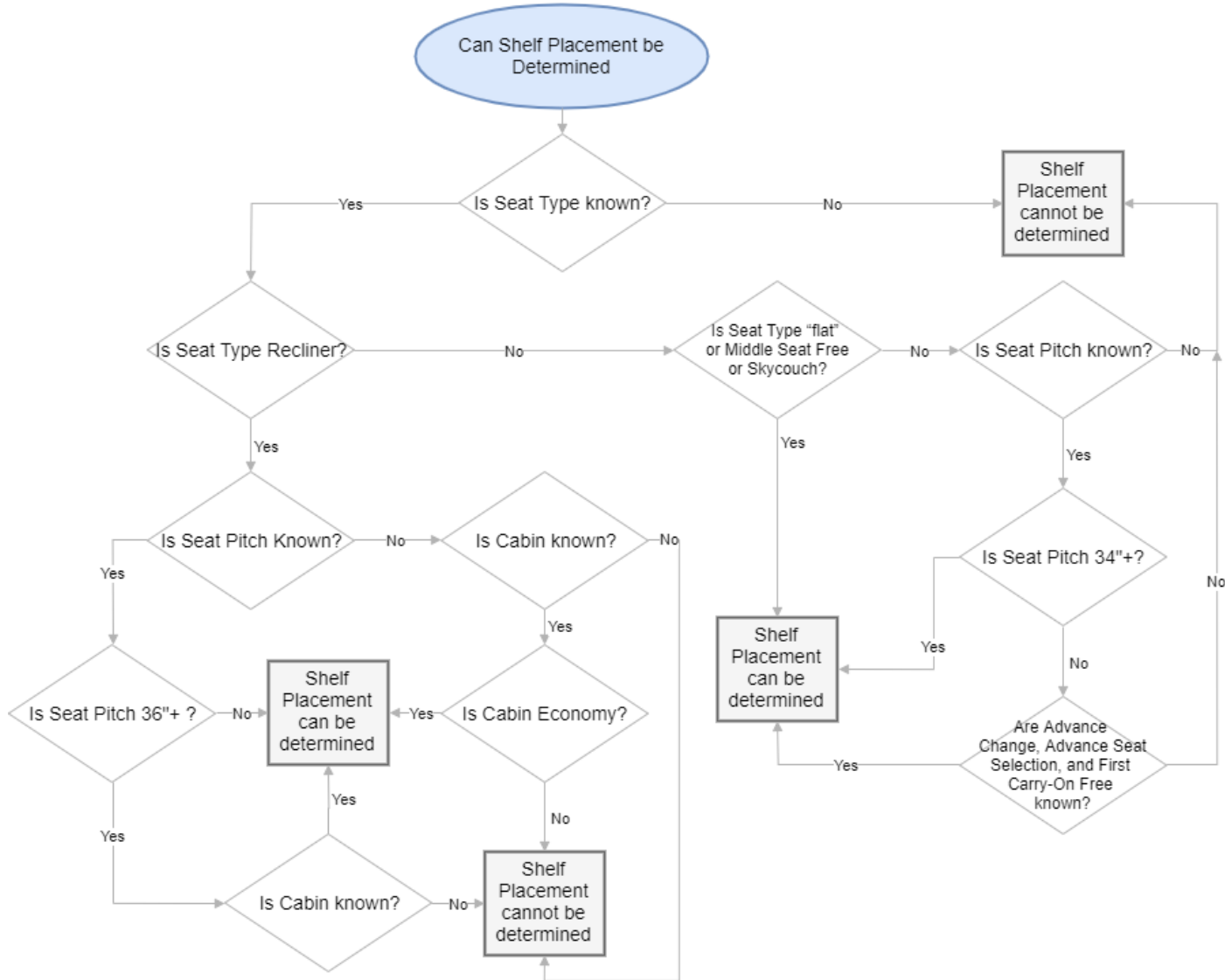
### 3.1 Processing flow for NGS Shelf placement for an NGS Offer





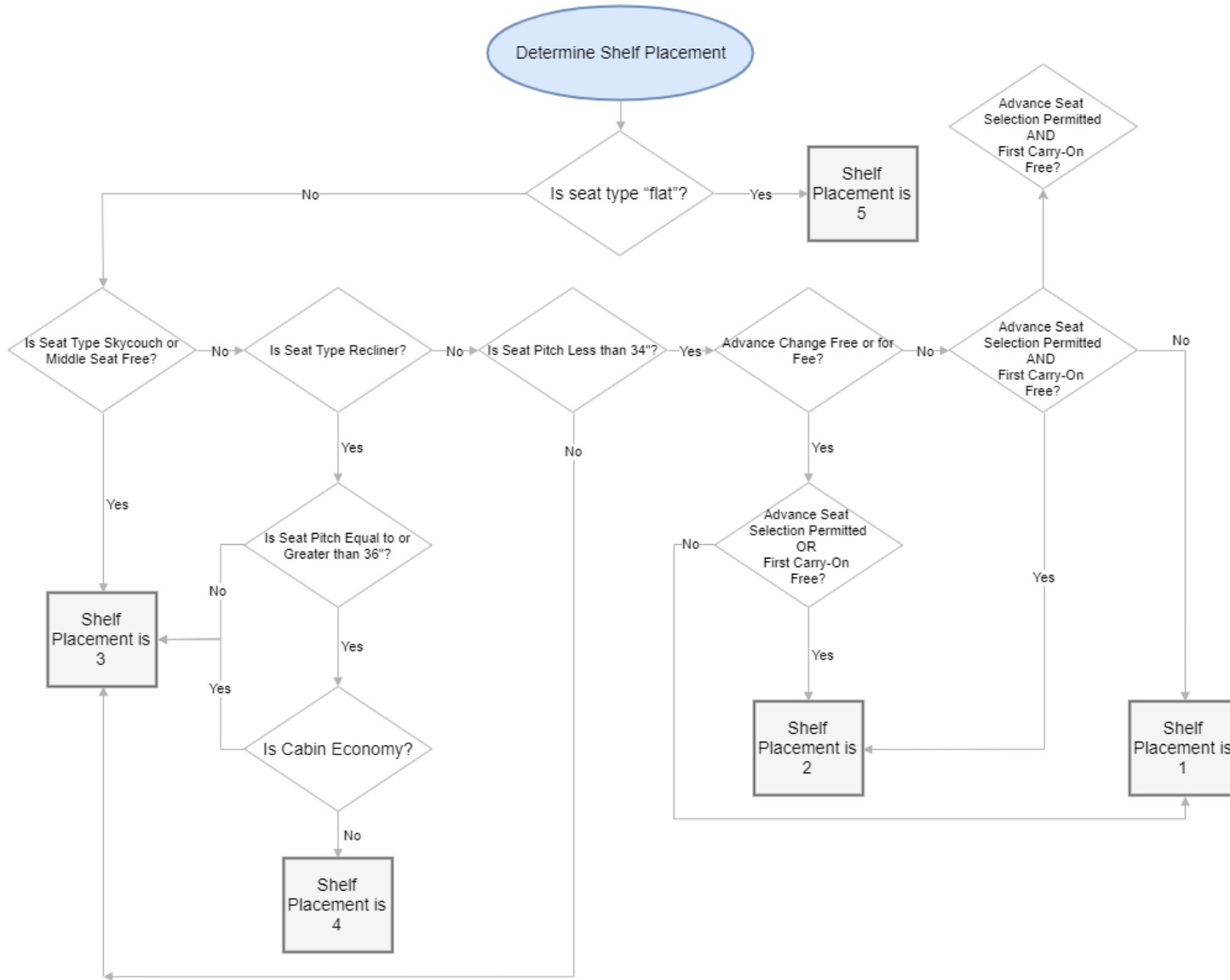
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## 3.2 Processing flow for determining whether Shelf placement for a Leg can be determined



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## 3.3 Processing flow for determining Shelf Placement for each Leg of the NGS Offer



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## 4.0 Detailed Attributes Definitions

This section provides the definitions and values for the Qualification and Non-Qualification Attributes that are included in the NGS standard.

Qualification Attributes are used to define Shelf placement. Non-Qualification Attributes are not used to determine Shelf placement; instead, they provide additional information regarding the amenities in the airline NGS Offer. Both Qualification and Non-Qualification Attributes are included in the Drawer for each Leg. These Attributes are common and searchable across airlines for comparison and filtering. There may be additional airline-specific Attributes such as upgrade eligibility and mileage accrual that may be used as Non-Qualification Attributes.

The Qualification Attributes for the US Domestic NGS standard are Seat Pitch, Seat Type, Advance Changes, Advance Seat Selection, Cabin, and Carry-on Allowance.

### 4.1 *Marketing and Operating Airline Attributes applicable for NGS*

The following chart indicates which airline's data applies for the Attributes:

Marketing Airline	Operating Airline
Advance Changes	All Aisle Access
Advance Seat Selection	Beverage
Checked Baggage	Cabin
Lounge Access	Carry-on Allowance
Priority Boarding	Entertainment
Refundability	Food
	Power
	Seat Pitch
	Seat Type
	Wi-Fi

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### 4.2 Qualification Attributes

Attributes	Requirement for Shelf Placement	Definition	Values
Advance Changes	Shelf 1 and 2	Indicates whether the passenger may voluntarily change their itinerary before departure of the first Leg of the itinerary	<p><b>For a Fee</b> = The passenger may change their ticket at any time prior to departure of the first Leg of the itinerary for a fee</p> <p><b>Free</b> = The passenger may change their ticket at any time prior to departure of the first Leg of the itinerary free of charge</p> <p><b>Not Permitted</b> = The passenger cannot change their ticket at any time</p> <p><b>Unknown</b> = Unable to determine Advance Changes provisions applicable for the NGS Offer</p>
Advance Seat Selection	Shelf 1 and 2	Indicates if advance seat selection is allowed and is free or at charge	<p><b>Permitted</b> = If all the following apply: permitted free, anytime in advance, and any seat applicable for the NGS Offer</p> <p><b>Restricted</b> = If any of the following apply: assigned, permitted only at check-in, selection is restricted, self-selection at boarding, limited seat selection, or for a fee</p> <p><b>Unknown</b> = Unable to determine Advance Seat Selection provisions for the NGS Offer</p>
Cabin	Shelf 3 and 4	A compartment on the aircraft where the seat associated to the NGS Offer is located for the Leg; the cabin may or may not be associated to the fare	<p><b>Business</b></p> <p><b>Economy</b></p> <p><b>First</b></p> <p><b>Premium Business</b></p> <p><b>Premium Economy</b></p> <p><b>Premium First</b></p> <p><b>Unknown</b> = Unable to determine Cabin</p>
Carry-on Allowance	Shelf 1 and 2	Describes the first full-size carry-on baggage allowance per IATA/ DOT regulations (refer to the Baggage Allowance and Charges in Optional Services Data Application and IATA Resolution 302)	<p><b>First Carry-on for a Charge</b> = There is a charge associated with bringing a full-size carry-on bag</p> <p><b>First Carry-on Free</b> = The passenger may bring one free full-size carry-on bag</p> <p><b>Carry-on not permitted</b> = No full-size carry-on bags are permitted</p>

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Attributes	Requirement for Shelf Placement	Definition	Values
			<b>Unknown</b> = Unable to determine Carry-on Allowance provisions applicable for the NGS Offer
Seat Pitch	Shelf 1, 2, 3, and 4	Distance from any point on one seat to the exact same point on the seat in front or behind it (This Attribute relates to the predominant seat pitch for the NGS Offer. Predominant refers to the seat pitch of the greatest number of seats in the cabin. For example, if there are 50 seats in the cabin, and 30 seats = 32" while 20 seats = 34", 32" is used. If there are two seat pitches that are equally predominant, the most restrictive [lower] seat pitch is used.)	Numeric (in inches), for example, 32, 33, or 34
Seat Type	Shelf 1 through 5	Physical description of the seat type applicable to the NGS Offer	<p><b>Angle Lie Flat</b> = A seat that converts to a flat bed, but remains sloped at an angle</p> <p><b>Full Flat Seat</b> (includes pod) = A seat that converts to a flat bed at a 180-degree angle</p> <p><b>Middle Seat Free</b> = A seat where adjacent middle seat remains unoccupied</p> <p><b>Private Suite</b> = A seat that converts to a flat bed at a 180-degree angle and is fully surrounded by a privacy barrier</p> <p><b>Recliner Seat</b> = A reclining seat</p> <p><b>Skycouch</b> = Several economy seats sold as one to create a couch-like bed</p> <p><b>Standard Seat</b> = Any seat that does not meet the definition for other seat types</p> <p><b>Unknown</b> = Unable to determine Seat Type applicable for the NGS Offer</p>

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### 4.3 Non-Qualification Attributes

For Non-Qualification Attributes that have an Element referencing “Exists”, when the value for that “Exists” Element is value “No”, all other Elements under that same Attribute (Type, Cost, etc.) have no application. For Example, if Beverage Exists equals value No, Beverage Type and Beverage Alcoholic Cost have no application.

Attributes	Element	Definition	Values
All Aisle Access		All seats in the cabin have direct access to an aisle	<b>No</b> = All seats in the cabin do not provide direct access to an aisle
			<b>Yes</b> = All seats in the cabin provide direct access to an aisle
			<b>Unknown</b> = Unable to determine whether all seats in the cabin provide direct access to an aisle
Beverage	Beverage Exists	Indicates whether beverage exists on the flight in the cabin	<b>No</b> = Beverage is not available on the flight in the cabin
			<b>Yes</b> = Beverage is available on the flight in the cabin
			<b>Unknown</b> = Unable to determine whether beverages are available on the flight in the cabin
	Beverage Type	Describes the type of beverage available for the NGS Offer	<b>Alcoholic</b>
			<b>Alcoholic and Nonalcoholic</b>
			<b>Nonalcoholic</b>
			<b>Unknown</b> = Unable to determine Beverage Type
	Beverage Alcoholic Cost	Indicates whether there is a charge for an Alcoholic beverage	<b>Free</b> = Alcoholic Beverage is available free of charge on the flight in the cabin
			<b>Paid</b> = Alcoholic Beverage is available for a charge on the flight in the cabin
			<b>Unknown</b> = Unable to determine Alcoholic Beverage cost on the flight in the cabin
	Beverage Nonalcoholic Cost	Indicates whether there is a charge for a Nonalcoholic beverage	<b>Free</b> = Nonalcoholic Beverage is available free of charge on the flight in the cabin
			<b>Paid</b> = Nonalcoholic Beverage is available for a charge on the flight in the cabin
<b>Unknown</b> = Unable to determine Nonalcoholic Beverage cost on the flight in the cabin			
Checked Baggage		The checked baggage allowance is per IATA Resolution 302/DOT regulations (refer to the Baggage Allowance and Charges in Optional Services Data Application and IATA Resolution 302)	Up to channel to source and display per industry (IATA/DOT) regulations

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Attributes	Element	Definition	Values
Entertainment	Entertainment Exists	Indicates whether entertainment exists on the flight in the cabin	<b>No</b> = Entertainment is not available on the flight in the cabin
			<b>Yes</b> = Entertainment is available on the flight in the cabin
			<b>Unknown</b> = Unable to determine whether Entertainment is available on the flight in the cabin
	Entertainment Type	Describes the Entertainment type(s) available on the flight in the cabin	<b>Live TV</b> = Live satellite television channels are available
			<b>Loop</b> = Entertainment is played on a continuous loop, with content restarting on set intervals
			<b>On-Demand</b> = Entertainment options are on-demand, allowing passengers to pause, fast forward, or rewind
			<b>Overhead</b> = Overhead monitors with broadcast content are available
			<b>Pre-Download</b> = Entertainment is made available to download pre-flight via app for playback on passengers' own devices
			<b>Seatback</b> = Entertainment is provided through screens in the seatback, rather than overhead screens
			<b>Streaming</b> = Entertainment is made available over a Wi-Fi signal for playback on passengers' own devices
Entertainment Cost	Indicates whether there is a charge to access any available entertainment	<b>Tablet</b> = Entertainment is available on an airline-provided tablet, such as an iPad	
		<b>Unknown</b> = Unable to determine Entertainment Type	
		<b>Free</b> = Entertainment is provided at no charge	
Food	Food Exists	Indicates if food is available on the flight in the cabin	<b>Paid</b> = There is a charge associated with the Entertainment
			<b>Unknown</b> = Unable to determine Entertainment Cost
			<b>No</b> = Food is not available on the flight in the cabin
	Food Type	Describes the type of food available	<b>Yes</b> = Food is available on the flight in the cabin
			<b>Unknown</b> = Unable to determine whether food is available on the flight in the cabin
			<b>Light Meal</b> = Standalone perishable items in a smaller portion than a traditional meal
			<b>Meal</b> = A fresh meal, consisting of perishable items with multiple items served, traditionally with multiple courses
			<b>Premium Meal</b> = A fresh meal, consisting of perishable, non-shelf-stable items, and is served in a premium cabin
			<b>Premium Snack</b> = Pre-packaged, shelf-stable items of higher quantity than snacks
			<b>Snack</b> = Small packaged items

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Attributes	Element	Definition	Values
	Food Cost	Indicates whether there is a charge for food on the flight in the cabin	<b>Unknown</b> = Unable to determine type of food available on the flight in the cabin
			<b>Free</b> = Food Type is available free of charge for the NGS Offer
			<b>Paid</b> = Food Type is available for a charge for the NGS Offer
Lounge Access		Indicates whether the passenger has lounge access for the NGS Offer and whether it is free or for a charge	<b>Unknown</b> = Unable to determine Food Cost
			<b>Free</b> = There is no charge associated with Lounge Access
			<b>Paid</b> = There is a charge associated with Lounge Access
Power	Power Exists	Indicates whether there is power available at the seat	<b>Unknown</b> = Unable to determine the availability and/or cost of Lounge Access
			<b>Yes</b> = Power is available on the flight in the cabin
			<b>No</b> = Power is not available on the flight in the cabin
	Power Type	Describes the type of power outlet available	<b>Unknown</b> = Unable to determine whether Power is available
			<b>Adapter</b> = A special adapter is necessary to access power on this aircraft; it may be provided by the airline
			<b>Power</b> = A power outlet is available
Priority Boarding		Indicates whether the passenger has Priority Boarding for the NGS Offer and whether it is free or for a charge	<b>Power/USB</b> = A power outlet and/or a USB port is available
			<b>USB</b> = A USB port is available
			<b>Unknown</b> = Unable to determine the type of power available
Refundability		Indicates whether the passenger may refund their ticket anytime, for free, or for a fee	<b>Free</b> = There is no charge associated with Priority Boarding
			<b>Paid</b> = There is a charge associated with Priority Boarding
			<b>Not Permitted</b> = Standard boarding as determined by the airline
			<b>Unknown</b> = Unable to determine the availability and/or cost of Priority Boarding
			<b>Free</b> = The passenger may refund their ticket at any time prior to departure of the first Leg of the itinerary free of penalty charge
			<b>For a Fee</b> = The passenger may refund their ticket at any time prior to departure of the first Leg of the itinerary for a fee, excluding a 100% charge
			<b>Not Permitted</b> = The passenger may not refund their ticket at any time or refund charge is 100%



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Attributes	Element	Definition	Values
			<b>Unknown</b> = Unable to determine the refundability provisions applicable for the NGS Offer
Wi-Fi	Wi-Fi Exists	Indicates if in-flight Wi-Fi capabilities are available	<b>No</b> = Wi-Fi capability is not available on the flight in the cabin
			<b>Yes</b> = Wi-Fi capability is available on the flight in the cabin
			<b>Unknown</b> = Unable to determine whether Wi-Fi is available on the flight in the cabin
	Wi-Fi Type	Describes the type of Wi-Fi available	<b>Email and Messaging</b> = Wi-Fi only supports basic email and messaging
			<b>Streaming</b> = Wi-Fi supports streaming of live data or video
			<b>Web Browsing</b> = Wi-Fi supports web browsing
			<b>Unknown</b> = Unable to determine Wi-Fi type
	Wi-Fi Cost	Indicates whether there is a charge for accessing Wi-Fi	<b>Free</b> = Wi-Fi is available free of charge
			<b>Paid</b> = Wi-Fi is available for a fee
<b>Unknown</b> = Unable to determine Wi-Fi cost			

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## 5.0 NGS Processing Steps

Prior to determining Shelf placement for NGS Offers, all processes related to creating NGS Offers are completed, including:

- pricing,
- determining services,
- identifying brand information, and
- dividing the itinerary into portion(s) of travel for presentation

The following steps outline the process for determining the Shelf placement for each NGS Offer:

- Determine whether any of the marketing/operating airlines on the itinerary Opt Out of NGS
- Determine whether the geographic points on the itinerary (ticketed and un-ticketed) meet the definition of US Domestic
- Identify the Attributes (Qualification and Non-Qualification) for the Leg(s) of the NGS Offer as referenced in [Section 3.0, Detailed Attributes Definitions](#)
- Determine the Qualification Attributes values needed for Shelf placement
- Determine Shelf placement for each Leg of the NGS Offer by applying the NGS algorithm to the Leg's Qualification Attributes
- Determine Shelf placement for the NGS Offer

Present Shelf placement for the NGS Offer and the associated Drawer for each Leg of the NGS Offer.

### 5.1 *Opt Out of NGS*

Before determining Shelf placement, it is necessary to know whether the marketing and/or operating airline chooses to Opt Out of the NGS standard. ATPCO will supply a list of the airlines that have provided notification that they **Opt Out** of NGS. This list is provided in **Appendix N – NGS Airline Opt-Out**. If an airline chooses Opt Out, Shelf placement cannot be determined for that airline's NGS Offers where the airline is either the marketing or operating airline.

### 5.2 *Definition of US Domestic geographic application*

To determine the placement of an NGS Offer for a specific Portion of Travel into a Shelf grouping, it is necessary to know the geography of all points (ticketed or un-ticketed) of the itinerary being evaluated. All points, ticketed and un-ticketed, must be within the geography defined herein as US Domestic:

- The 48 continental states, Alaska, Hawaii, the District of Columbia, Puerto Rico, and the US Virgin Islands (consisting of St. Thomas, St. Croix, and St. John)

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### 5.3 Identify the Attributes for the Leg(s)

Attributes and associated values are referenced in [Section 3.0, Detailed Attributes Definitions](#).

### 5.4 Determine the Qualification Attributes values needed for Shelf placement

Seat Type is required for any Shelf placement. There may be cases where Qualification Attributes other than Seat Type have unknown values, but determination of Shelf placement is still possible; however, if Seat Type is unknown, Shelf placement cannot be determined.

The following chart defines the minimum Qualification Attributes that must be known to determine Shelf placement.

Non-blank = the Attributes must be known

Blank = the Attributes may or may not be known

Shelf	Seat Type	Seat Pitch	Advance Seat Selection	Carry-on Allowance	Advance Changes	Cabin
1	Standard Seat (all other seat types)	< 34"	Required	Required	Required	
2	Standard Seat (all other seat types)	< 34"	Required	Required	Required	
3	Standard Seat (all other seat types)	34"+				
3	Middle Seat Free					
3	Skycouch					
3	Recliner Seat	< 36"				
3	Recliner Seat					Economy
4	Recliner Seat	36"+				Not Economy
5	Angle Lie Flat					
5	Full Flat Seat (includes pod)					
5	Private Suite					

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### 5.5 *Determining Shelf placement for each Leg*

This section defines the Attributes and algorithm needed to determine Shelf placement for each Leg of the NGS Offer.

1. If the Seat Pitch is less than 34", and Seat Type is Standard, and there is a maximum of one (zero or one) of the following Attributes:
  - Advance Changes is "Free" or "For a Fee"
  - Advance Seat Selection is "Permitted"
  - Carry-on Allowance is "First Carry-on Free"**Shelf 1 is the placement.**
  
2. If the Seat Pitch is less than 34", and Seat Type is Standard, and there are at least two of the following Attributes:
  - Advance Changes is "Free" or "For a Fee"
  - Advance Seat Selection is "Permitted"
  - Carry-on Allowance is "First Carry-on Free"**Shelf 2 is the placement.**
  
3. If any of the following apply:
  - Seat Pitch is equal to or greater than 34" and Seat Type is Standard
  - Seat Type is Middle Seat Free regardless of Seat Pitch
  - Seat Type is Skycouch regardless of Seat Pitch
  - Seat Pitch is less than 36" and Seat Type is Recliner
  - Seat Type is Recliner regardless of Seat Pitch and Cabin is Economy**Shelf 3 is the placement.**
  
4. If the Seat Pitch is equal to or greater than 36", and Seat Type is a Recliner, and Cabin is not Economy  
**Shelf 4 is the placement.**
  
5. If the Seat Type is Angle Lie Flat, or Full Flat Seat (including pod), or Private Suite  
**Shelf 5 is the placement.**
  
6. **If the values for the Attributes identified in Section 4.4 above cannot be determined, then Shelf placement cannot be determined.**

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### **5.6 *Determining Shelf placement for an NGS Offer***

An NGS Offer, as determined by the Sales Channel prior to the NGS process, could be for a Portion of Travel that consists of a single Leg or multiple Legs. If the Portion of Travel is a single Leg, Shelf placement for the NGS Offer is the Shelf of the Leg.

If the Portion of Travel involves multiple Legs that all have the same Shelf placement, the Shelf placement for the NGS Offer is the common Shelf across the multiple Legs.

If the Portion of Travel involves multiple Legs, where the Legs do not have the same Shelf placement due to differing Qualification Attributes, the Shelf placement for the NGS Offer is the Shelf of the Leg with the highest Mileage. Mileage for each Leg is determined using GCM (Great Circle Miles). When there are two or more Legs with the same Mileage and they have the highest Mileage in the Portion of Travel, use the Leg with the highest Shelf placement for the NGS Offer.

Drawer Attributes will only be returned per Leg, not for the Portion of Travel.

# NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

## 6.0 Examples

### 6.1 Single Leg Examples

#### Example 1. Shelf 1

HNL—JFK one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with a single Leg.

Itinerary information:

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination
XX	XX	34	21JUL	HNL	JFK

Qualification Attributes:

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
HNL—JFK	Economy	31	Standard Seat	Not Permitted	Restricted	First Carry-on Not Permitted (regardless of free checked baggage allowance)

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel HNL—JFK meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement. In this example they are as follows:
  - Seat Pitch = 31 inches
  - Seat Type = Standard Seat
  - Advance Changes = Not Permitted
  - Advance Seat Selection = Restricted
  - Carry-on Allowance = First Carry-on Not Permitted
4. Apply the NGS algorithm to the Leg's Qualification Attributes.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

If the Seat Pitch is less than 34", and Seat Type is Standard, and there is a maximum of one (zero or one) of the following Attributes:

- Advance Changes is "Free" or "For a Fee", or
- Advance Seat Selection is "Permitted", or
- Carry-on Allowance is "First Carry-on Free"

**Shelf 1 is the placement.**

Result: Applying the US Domestic algorithm to the HNL—JFK Leg's Attributes results in the Shelf placement of 1 for the NGS Offer due to the Seat Pitch being less than 34", Seat Type is Standard, and there are no matches to the specified values for Qualification Attributes Advance Changes, Advance Seat Selection, and Carry-on Allowance.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 2. Unknown Qualification Attributes

LAX—IAD one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with a single Leg.

#### Itinerary information:

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination
XX	XX	6	21JUL	LAX	IAD

#### Qualification Attributes:

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
LAX—IAD	Economy	31	Standard Seat	Not Permitted	Restricted	Unknown

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel LAX—IAD meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement. In this example they are as follows:
  - Seat Pitch = 31 inches
  - Seat Type = Standard Seat
  - Advance changes = Not Permitted
  - Advance Seat selection = Restricted
  - Carry-on Allowance = Unknown

Result: Since one of the Qualification Attributes needed for Shelf placement is unknown (Carry-on Allowance), Shelf placement for the NGS Offer cannot be determined.



## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 3. Shelf 2

JFK—SEA one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with a single Leg.

#### Itinerary information:

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination
XX	ZZ	44	26JUL	JFK	SEA

#### Qualification Attributes:

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
JFK—SEA	Economy	32	Standard Seat	Not Permitted	Permitted	First Carry-on Free

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airlines XX and ZZ do not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel JFK—SEA meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement. In this example they are as follows:
  - Seat Pitch = 32 inches
  - Seat Type = Standard Seat
  - Advance Changes = Not Permitted
  - Advance Seat Selection = Permitted
  - Carry-on Allowance = First Carry-on Free
4. Apply the NGS algorithm to the Leg's flight and ticket Attributes.  
If the Seat Pitch is less than 34", Seat Type is Standard, and there are at least two of the following Attributes:
  - Advance Changes is "Free" or "For a Fee", or
  - Advance Seat Selection is "Permitted", or
  - Carry-on Allowance is "First Carry-on Free"**Shelf 2 is the placement.**

Result: Applying the US Domestic algorithm to the JFK—SEA Leg's Attributes results in the Shelf placement of 2 due to the Seat Pitch being less than 34", Seat Type is Standard, Advance Seat Selection is "Permitted", and Carry-on Allowance is "First Carry-on Free".

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 4. Shelf 3

JFK—SEA one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with a single Leg.

#### Itinerary information:

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination
XX	XX	44	26JUL	JFK	SEA

#### Qualification Attributes:

Leg	Cabin	Seat Pitch	Seat Type
JFK—SEA	Premium Economy	34	Standard Seat

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel JFK—SEA meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement. In this example they are as follows:
  - Seat Pitch = 34 inches
  - Seat Type = Standard Seat
4. Apply the NGS algorithm to the Leg's flight and ticket Attributes.  
If any of the following apply:
  - Seat Pitch is equal to or greater than 34" and Seat Type is Standard, or
  - Seat Type is Middle Seat Free regardless of Seat Pitch, or
  - Seat Type is Skycouch regardless of Seat Pitch, or
  - Seat Pitch is less than 36" and Seat Type is Recliner, or
  - Seat Type is Recliner regardless of Seat Pitch and Cabin is Economy

**Shelf 3 is the placement.**

Result: Applying the US Domestic algorithm to the JFK—SEA Leg's Attributes results in the Shelf placement of 3 due to the Seat Pitch being equal to or greater than 34" and Seat Type is Standard.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 5. Shelf 4

MIA—SEA one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with a single Leg.

#### Itinerary information:

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination
XX	XX	201	26SEP	MIA	SEA

#### Qualification Attributes:

Leg	Cabin	Seat Pitch	Seat Type
MIA—SEA	Premium Economy	36	Recliner Seat

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel MIA—SEA meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement. In this example they are as follows:
  - Seat Pitch = 36 inches
  - Seat Type = Recliner Seat
  - Cabin = Premium Economy
4. Apply the NGS algorithm to the Leg's flight and ticket Attributes.  
If the Seat Pitch is equal to or greater than 36", and Seat Type is a Recliner, and Cabin is not Economy  
**Shelf 4 is the placement.**

Result: Applying the US Domestic algorithm to the MIA—SEA Leg's Attributes results in the Shelf placement of 4 due to the Seat Pitch being equal to or greater than 36", Seat Type is Recliner, and Cabin is not Economy.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 6. Shelf 5

HNL—JFK one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with a single Leg.

#### Itinerary information:

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination
XX	XX	88	26SEP	HNL	JFK

#### Qualification Attributes:

Leg	Cabin	Seat Pitch	Seat Type
HNL—JFK	Business	80	Full Flat Seat

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel HNL—JFK meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement. In this example they are as follows:
  - Seat Type = Full Flat Seat
4. Apply the NGS algorithm to the Leg's flight and ticket Attributes.  
If the Seat Type is Angle Lie Flat, Full Flat Seat (including pod), or Private Suite  
**Shelf 5 is the placement.**

Result: Applying the US Domestic algorithm to the HNL—JFK Leg's Attributes results in the Shelf placement of 5 due to the Seat Type being a Full Flat Seat.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 7. Portion of Travel not US Domestic

JFK—CUN one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with a single Leg.

#### Itinerary information:

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination
XX	ZZ	44	26OCT	JFK	CUN

#### Qualification Attributes:

Leg	Cabin	Seat Pitch	Seat Type
JFK—CUN	Business	80	Full Flat Seat

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airlines XX and ZZ do not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel JFK—CUN does not meet the US Domestic definition; therefore, Shelf placement cannot be determined.

### Example 8. Airline chooses to Opt Out of NGS

JFK—MIA one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with a single Leg.

#### Itinerary information:

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination
BB	XX	201	27SEP	JFK	MIA

#### Qualification Attributes:

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
JFK—MIA	Economy	33	Standard	For a Fee	Permitted	First Carry-on Free

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline BB chooses to Opt Out; therefore, Shelf placement cannot be determined.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### 6.1.1 Chart: Determining the Shelf placement for a single Leg portion

The chart below shows examples of Shelf placement for airline NGS Offers based on the NGS US Domestic standard. In the chart, the **green** and **orange** indicate the Qualification Attributes used to determine Shelf placement. For placement on Shelf 2, at least two of the results under Advance Seat Selection, Carry-on Allowance, and Advance Changes must be a **green** value. If two or more of these are an **orange** value, the placement will be Shelf 1.

Shelf	Seat Type	Seat Pitch	Advance Seat Selection	Carry-on Allowance	Advance Changes	Cabin
1	Standard Seat	32"	Restricted	First Carry-on Not Permitted	Not Permitted	
1	Standard Seat	32"	Restricted	First Carry-on for a Charge	Not Permitted	
1	Standard Seat	32"	Permitted	First Carry-on Not Permitted	Not Permitted	
1	Standard Seat	32"	Permitted	First Carry-on for a Charge	Not Permitted	
1	Standard Seat	32"	Restricted	First Carry-on Not Permitted	Free	
1	Standard Seat	32"	Restricted	First Carry-on for a Charge	Free	
1	Standard Seat	32"	Restricted	First Carry-on Not Permitted	For a Fee	
1	Standard Seat	32"	Restricted	First Carry-on for a Charge	For a Fee	
1	Standard Seat	32"	Restricted	First Carry-on Free	Not Permitted	
2	Standard Seat	32"	Restricted	First Carry-on Free	Free	
2	Standard Seat	32"	Restricted	First Carry-on Free	For a Fee	
2	Standard Seat	32"	Permitted	First Carry-on Not Permitted	Free	
2	Standard Seat	32"	Permitted	First Carry-on for a Charge	Free	
2	Standard Seat	32"	Permitted	First Carry-on Not Permitted	For a Fee	
2	Standard Seat	32"	Permitted	First Carry-on for a Charge	For a Fee	
2	Standard Seat	32"	Permitted	First Carry-on Free	Not Permitted	
2	Standard Seat	32"	Permitted	First Carry-on Free	Free	
2	Standard Seat	32"	Permitted	First Carry-on Free	For a Fee	
3	Standard Seat	36"				
3	Middle Seat Free	32"				
3	Skycouch	32"				
3	Recliner Seat					Economy
4	Recliner Seat	36"				Premium Economy
4	Recliner Seat	36"				Business
5	Angle Lie Flat					
5	Full Flat Seat (includes pod)					
5	Private Suite					

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### 6.2 Multiple Leg Examples

#### Example 1. All Legs in the Portion of Travel have same Shelf placement

HNL—JFK one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with multiple Legs.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	801	01OCT	HNL	SEA	2677
XX	XX	801	17OCT	SEA	JFK	2421

#### Qualification Attributes

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
HNL—SEA	Economy	33	Standard Seat	Not Permitted	Restricted	First Carry-on Free
SEA—JFK	Economy	33	Standard Seat	Not Permitted	Restricted	First Carry-on for a Charge

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel HNL—SEA—JFK meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the HNL—SEA Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = Not Permitted
  - Advance Seat Selection = Restricted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 1 is the placement for the HNL—SEA Leg due to the Seat Pitch being less than 34", Seat Type is Standard, and there is only one match to the specified values for Qualification Attributes Advance Changes, Advance Seat Selection, and Carry-on Allowance (Carry-on Allowance is "First Carry-on Free").**
4. Determine the Qualification Attributes needed for Shelf placement on the SEA—JFK Leg. In this example they are as follows:

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

- Seat Pitch = 33 inches
- Seat Type = Standard Seat
- Advance Changes = Not Permitted
- Advance Seat Selection = Restricted
- Carry-on Allowance = First Carry-on for a Charge

**Result: Shelf 1 is the placement for the SEA—JFK Leg due to the Seat Pitch being less than 34", Seat Type is Standard, and there no matches to the specified values for Qualification Attributes Advance Changes, Advance Seat Selection, and Carry-on Allowance.**

5. Both Legs of the Portion of Travel have the same Shelf placement

**Result: Shelf 1 is the placement for the HNL—SEA—JFK Portion of Travel**

Result: Applying the US Domestic algorithm to the HNL—SEA—JFK Legs' Attributes results in the Shelf placement of 1 for the Portion of Travel. Drawer Attributes will only be returned per Leg, not the Portion of Travel.



## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 2. Leg with the highest Mileage has lower Shelf placement

MIA—IAD one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with multiple Legs.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	201	30SEP	MIA	JFK	1090
ZZ	ZZ	34	02OCT	JFK	IAD	227

#### Qualification Attributes

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
MIA—JFK	Economy	33	Standard Seat	For a Fee	Restricted	First Carry-on Free
JFK—IAD	Economy	34	Standard Seat			

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airlines XX and ZZ do not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel MIA—JFK—IAD meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the MIA—JFK Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = For a Fee
  - Advance Seat Selection = Restricted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 2 is the placement for the MIA—JFK Leg due to the Seat Pitch being less than 34”, Seat Type is Standard, Advance Changes is “For a Fee”, and Carry-on Allowance is “First Carry-on Free”.**
4. Determine the Qualification Attributes needed for Shelf placement on the JFK—IAD Leg. In this example they are as follows:
  - Seat Pitch = 34 inches
  - Seat Type = Standard Seat

**Result: Shelf 3 is the placement for the JFK—IAD Leg due to the Seat Pitch being equal to or greater than 34” and Seat Type is Standard.**

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

5. The Shelf placement for the Portion of Travel is determined based on the Leg with the highest Mileage:

- GCM for MIA—JFK = 1090
- GCM for JFK—IAD = 227

**Result: Shelf 2 (from the MIA—JFK Leg) is the placement for the MIA—JFK—IAD Portion of Travel because its Leg has the highest Mileage**

Result: Applying the US Domestic algorithm to the MIA—JFK—IAD Legs' Attributes results in the Shelf placement of 2 for the Portion of Travel. Disclosure must be made that service is not the same for all Legs in the Portion of Travel. Drawer Attributes will be returned per Leg, not the Portion of Travel.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 3. Leg with the highest Mileage has a higher Shelf placement

HNL—IAD one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with multiple Legs.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	80	26SEP	HNL	LAX	2550
ZZ	ZZ	4	26SEP	LAX	IAD	2280

#### Qualification Attributes

Leg	Cabin	Seat Pitch	Seat Type
HNL—LAX	Business	38	Recliner Seat
LAX—IAD	Economy	34	Standard Seat

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airlines XX and ZZ do not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel HNL—LAX—IAD meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the HNL—LAX Leg. In this example they are as follows:
  - Seat Pitch = 38 inches
  - Seat Type = Recliner Seat
  - Cabin = Business**Result: Shelf 4 is the placement for the HNL—LAX Leg due to the Seat Pitch being equal to or greater than 36", Seat Type is Recliner, and Cabin is not Economy.**
4. Determine the Qualification Attributes needed for Shelf placement on the LAX—IAD Leg. In this example they are as follows:
  - Seat Pitch = 34 inches
  - Seat Type = Standard Seat**Result: Shelf 3 is the placement for the LAX—IAD Leg due to the Seat Pitch being equal to or greater than 34" and Seat Type is Standard.**
5. Shelf placement for the Portion of Travel is determined based on the Leg with the highest Mileage in the Portion of Travel
  - GCM for HNL—LAX = 2550

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- GCM for LAX—IAD = 2280  
**Result: Shelf 4 (from the HNL—LAX Leg) is the placement for the HNL—LAX—IAD Portion of Travel**

Result: Applying the US Domestic algorithm to the HNL—LAX—IAD Legs' Attributes results in the Shelf placement of 4 for the Portion of Travel. Disclosure must be made that the service is not the same for all Legs in the Portion of Travel. Drawer Attributes will only be returned per Leg, not the Portion of Travel.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 4. Multiple Legs in the Portion of Travel that have the same Mileage

ORD—HSV one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with multiple Legs.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	48	15OCT	ORD	DCA	594
XX	XX	6	19OCT	DCA	HSV	594

#### Qualification Attributes

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
ORD—DCA	Economy	31	Standard Seat	Not Permitted	Restricted	First Carry-on Free
DCA—HSV	First	37	Recliner Seat			

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel ORD—DCA—HSV meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the ORD—DCA Leg. In this example they are as follows:
  - Seat Pitch = 31 inches
  - Seat Type = Standard Seat
  - Advance Changes = Not Permitted
  - Advance Seat Selection = Restricted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 1 is the placement for the ORD—DCA Leg due to the Seat Pitch being less than 34", Seat Type is Standard, and there is only one match to the specified values for Qualification Attributes Advance Changes, Advance Seat Selection, and Carry-on Allowance (Carry-on Allowance is "First Carry-on Free").**
4. Determine the Qualification Attributes needed for Shelf placement on the DCA—HSV Leg. In this example they are as follows:
  - Seat Pitch = 37 inches
  - Seat Type = Recliner Seat
  - Cabin = First

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

**Result: Shelf 4 is the placement for the DCA—HSV Leg due to the Seat Pitch being equal to or greater than 36", Seat Type is Recliner, and Cabin is not Economy.**

5. Shelf placement for the Portion of Travel is determined based on the Leg with the highest Mileage:
  - GCM for ORD—DCA = 594
  - GCM for DCA—HSV = 594Both Legs of the Portion of Travel have the highest Mileage.
6. When there are two or more Legs with the same Mileage and they have the highest Mileage in the Portion of Travel, use the Leg with the highest Shelf placement for the Portion of Travel  
**Result: Shelf 4 (from the DCA—HSV Leg) is the placement for the ORD—DCA—HSV Portion of Travel**

Result: Applying the US Domestic algorithm to the ORD—DCA—HSV Legs' Attributes results in the Shelf placement of 4 for the Portion of Travel. Disclosure must be made that the service is not the same for all Legs in the Portion of Travel. Drawer Attributes will only be returned per Leg, not the Portion of Travel.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 5. Portion of Travel not US Domestic

HNL—JFK one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with multiple Legs.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	801	01OCT	HNL	YVR	2705
XX	XX	59	17OCT	YVR	JFK	2449

#### Qualification Attributes

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
HNL—YVR	Economy	33	Standard Seat	Not Permitted	Restricted	First Carry-on Free
YVR—JFK	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel HNL—YVR—JFK does not meet the US Domestic definition; therefore, Shelf placement cannot be determined.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 6. Airline chooses to Opt Out

HNL—JFK one way is requested. The sales channel attempts to find the Shelf placement for an NGS Offer with multiple Legs.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	801	01OCT	HNL	SEA	2677
BB	BB	59	17OCT	SEA	JFK	2421

#### Qualification Attributes

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
HNL—SEA	Economy	33	Standard Seat	Not Permitted	Restricted	First Carry-on Free
SEA—JFK	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS, but BB does Opt Out. Based on one airline opting out of NGS, Shelf placement cannot be determined for this result for the request.



## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 7. Round trip separate Portion of Travel and Shelf placement for outbound and inbound

IAD—SFO round trip is requested. An NGS Offer is returned in two separate displays by the sales channel.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	801	01OCT	IAD	SFO	2426
XX	XX	59	17OCT	SFO	IAD	2426

#### Qualification Attributes for Outbound Portion of Travel IAD—SFO

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
IAD—SFO	Economy	33	Standard Seat	Not Permitted	Restricted	First Carry-on Free

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel IAD—SFO meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the IAD—SFO Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = Not Permitted
  - Advance Seat Selection = Restricted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 1 is the placement for the IAD—SFO Leg due to the Seat Pitch being less than 34", Seat Type is Standard, and there is only one match to the specified values for Qualification Attributes Advance Changes, Advance Seat Selection, and Carry-on Allowance (Carry-on Allowance is "First Carry-on Free").**

Result: Applying the US Domestic algorithm to the IAD—SFO Legs' Attributes results in the Shelf placement of 1 for the outbound Portion of Travel IAD—SFO. Drawer Attributes will only be returned per Leg, not the Portion of Travel.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Qualification Attributes for Inbound Portion of Travel SFO—IAD

Leg	Cabin	Seat Pitch	Seat Type
SFO—IAD	Premium Economy	36	Recliner

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel SFO—IAD meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the SFO—IAD Leg. In this example they are as follows:
  - Seat Pitch = 36 inches
  - Seat Type = Recliner
  - Cabin = Premium Economy**Result: Shelf 4 is the placement for the SFO—IAD Leg due to the Seat Pitch being equal to or greater than 36", Seat Type is Recliner, and Cabin is not Economy.**

Result: Applying the US Domestic algorithm to the SFO—IAD Legs' Attributes results in the Shelf placement of 4 for the inbound Portion of Travel SFO—IAD. Drawer Attributes will only be returned per Leg, not the Portion of Travel

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 8. Round trip single Portion of Travel and Shelf placement for both outbound and inbound

IAD—SFO round trip is requested. An NGS Offer is returned in a single display by the sales channel.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	22	15OCT	IAD	SFO	2426
XX	XX	81	19OCT	SFO	IAD	2426

#### Qualification Attributes

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
IAD—SFO	Economy	33	Standard Seat	Not Permitted	Restricted	First Carry-on Free
SFO—IAD	Premium Economy	36	Recliner			

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel IAD—SFO—IAD meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the IAD—SFO Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = Not Permitted
  - Advance Seat Selection = Restricted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 1 is the placement for the IAD—SFO Leg due to the Seat Pitch being less than 34", Seat Type is Standard, and there is only one match to the specified values for Qualification Attributes Advance Changes, Advance Seat Selection, and Carry-on Allowance (Carry-on Allowance is "First Carry-on Free").**
4. Determine the Qualification Attributes needed for Shelf placement on the SFO—IAD Leg. In this example they are as follows:
  - Seat Pitch = 36 inches
  - Seat Type = Recliner

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

- Cabin = Premium Economy

**Result: Shelf 4 is the placement for the SFO—IAD Leg due to the Seat Pitch being equal to or greater than 36", Seat Type is Recliner, and Cabin is not Economy.**

5. Shelf placement for the Portion of Travel is determined based on the Leg with the highest Mileage:

- GCM for IAD—SFO = 2426
- GCM for SFO—IAD = 2426

Both Legs of the Portion of Travel have the highest Mileage.

6. When there are two or more Legs with the same Mileage and they have the highest Mileage in the Portion of Travel, use the Leg with the highest Shelf placement for the Portion of Travel

**Result: Shelf 4 (from the SFO—IAD Leg) is the placement for the IAD—SFO—IAD Portion of Travel.**

Result: Applying the US Domestic algorithm to the IAD—SFO—IAD Legs' Attributes results in the Shelf placement of 4 for the Portion of Travel. Disclosure must be made that the service is not the same for all Legs in the Portion of Travel. Drawer Attributes will only be returned per Leg, not the Portion of Travel.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 9. Round trip separate Portion of Travel and Shelf placement for outbound and inbound

IAD—SFO round trip is requested. An NGS Offer is returned in two separate displays by the sales channel.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
ZZ	ZZ	801	01OCT	IAD	MCI	937
XX	XX	256	01OCT	MCI	DEN	543
XX	XX	134	01OCT	DEN	SFO	954
XX	XX	59	17OCT	SFO	IAD	2426

#### Qualification Attributes for outbound Portion of Travel IAD—MCI—DEN—SFO

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
IAD—MCI	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free
MCI—DEN	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free
DEN—SFO	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free

- Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airlines ZZ and XX do not Opt Out of NGS.
- Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel IAD—MCI—DEN—SFO meets the US Domestic definition.
- Determine the Qualification Attributes needed for Shelf placement on the IAD—MCI Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = For a Fee
  - Advance Seat Selection = Permitted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 2 is the placement for the IAD—MCI Leg due to the Seat Pitch being less than 34", Seat Type is Standard, Advance Changes is "For a Fee", Advance Seat Selection is "Permitted", and Carry-on Allowance is "First Carry-on Free".**
- Determine the Qualification Attributes needed for Shelf placement on the MCI—DEN Leg. In this example they are as follows:

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

- Seat Pitch = 33 inches
- Seat Type = Standard Seat
- Advance Changes = For a Fee
- Advance Seat Selection = Permitted
- Carry-on Allowance = First Carry-on Free

**Result: Shelf 2 is the placement for the MCI—DEN Leg due to the Seat Pitch being less than 34”, Seat Type is Standard, Advance Changes is “For a Fee”, Advance Seat Selection is “Permitted”, and Carry-on Allowance is “First Carry-on Free”.**

5. Determine the Qualification Attributes needed for Shelf placement on the DEN—SFO Leg. In this example they are as follows:

- Seat Pitch = 33 inches
- Seat Type = Standard Seat
- Advance Changes = For a Fee
- Advance Seat Selection = Permitted
- Carry-on Allowance = First Carry-on Free

**Result: Shelf 2 is the placement for the DEN—SFO Leg due to the Seat Pitch being less than 34”, Seat Type is Standard, Advance Changes is “For a Fee”, Advance Seat Selection is “Permitted”, and Carry-on Allowance is “First Carry-on Free”.**

6. All Legs of the Portion of Travel have the same Shelf placement

**Result: Shelf 2 is the placement for the IAD—MCI—DEN—SFO Portion of Travel**

Result: Applying the US Domestic algorithm to the IAD—MCI—DEN—SFO Legs’ Attributes results in the Shelf placement of 2 for the outbound Portion of Travel. Disclosure must be made that the service is not the same for all Legs in the Portion of Travel. Drawer Attributes will only be returned per Leg, not the Portion of Travel.

### Qualification Attributes for inbound Portion of Travel SFO—IAD

Leg	Cabin	Seat Pitch	Seat Type
SFO—IAD	Premium Economy	36	Recliner

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel SFO—IAD meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the SFO—IAD Leg. In this example they are as follows:
  - Seat Pitch = 36 inches

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

- Seat Type = Recliner
  - Cabin = Premium Economy
- Result: Shelf 4 is the placement for the SFO—IAD Leg due to the Seat Pitch being equal to or greater than 36", Seat Type is Recliner, and Cabin is not Economy.**

Result: Applying the US Domestic algorithm to the SFO—IAD Legs' Attributes results in the Shelf placement of 4 for the inbound Portion of Travel SFO—IAD. Drawer Attributes will only be returned per Leg, not the Portion of Travel

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 10. Round trip single Portion of Travel and Shelf placement for both outbound and inbound

IAD—SFO round trip is requested. An NGS Offer is returned in a single display by the sales channel.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
ZZ	ZZ	801	01OCT	IAD	MCI	937
XX	XX	256	01OCT	MCI	DEN	543
XX	XX	134	01OCT	DEN	SFO	954
XX	XX	59	17OCT	SFO	IAD	2426

#### Qualification Attributes for Portion of Travel IAD—MCI—DEN—SFO—IAD

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
IAD—MCI	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free
MCI—DEN	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free
DEN—SFO	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free
SFO—IAD	Premium Economy	36	Recliner			

- Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airlines ZZ and XX do not Opt Out of NGS.
- Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel IAD—MCI—DEN—SFO—IAD meets the US Domestic definition.
- Determine the Qualification Attributes needed for Shelf placement on the IAD—MCI Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = For a Fee
  - Advance Seat Selection = Permitted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 2 is the placement for the IAD—MCI Leg due to the Seat Pitch being less than 34”, Seat Type is Standard, Advance Changes is “For a Fee”, Advance Seat Selection is “Permitted”, and Carry-on Allowance is “First Carry-on Free”.**



## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

4. Determine the Qualification Attributes needed for Shelf placement on the MCI—DEN Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = For a Fee
  - Advance Seat Selection = Permitted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 2 is the placement for the MCI—DEN Leg due to the Seat Pitch being less than 34”, Seat Type is Standard, Advance Changes is “For a Fee”, Advance Seat Selection is “Permitted”, and Carry-on Allowance is “First Carry-on Free”.**
  
5. Determine the Qualification Attributes needed for Shelf placement on the DEN—SFO Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = For a Fee
  - Advance Seat Selection = Permitted
  - Carry-on Allowance = First Carry-on Free

**Result: Shelf 2 is the placement for the DEN—SFO Leg due to the Seat Pitch being less than 34”, Seat Type is Standard, Advance Changes is “For a Fee”, Advance Seat Selection is “Permitted”, and Carry-on Allowance is “First Carry-on Free”.**
  
6. Determine the Qualification Attributes needed for Shelf placement on the SFO—IAD Leg. In this example they are as follows:
  - Seat Pitch = 36 inches
  - Seat Type = Recliner
  - Cabin = Premium Economy

**Result: Shelf 4 is the placement for the SFO—IAD Leg due to the Seat Pitch being equal to or greater than 36”, Seat Type is Recliner, and Cabin is not Economy.**
  
7. Shelf placement for the Portion of Travel is determined based on the Leg with the highest Mileage in the Portion of Travel
  - GCM for IAD—MCI = 937
  - GCM for MCI—DEN = 543
  - GCM for DEN—SFO = 954
  - GCM for SFO—IAD = 2426

**Result: Shelf 4 (from the SFO—IAD Leg) is the placement for the IAD—MCI—DEN—SFO—IAD Portion of Travel**

Result: Applying the US Domestic algorithm to the IAD—MCI—DEN—SFO—IAD Legs' Attributes results in the Shelf placement of 4 for the IAD—MCI—DEN—SFO—IAD Portion of Travel. Disclosure must be made that the service is not the same for all Legs in the Portion of Travel. Drawer Attributes will only be returned per Leg, not the Portion of Travel.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 11. Round trip separate Portion of Travel and Shelf placement for outbound and inbound

IAD—SFO round trip is requested. An NGS Offer with multiple Legs is returned in two separate displays by the sales channel.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	801	01OCT	IAD	MCI	937
XX	XX	256	01OCT	MCI	DEN	543
XX	XX	134	01OCT	DEN	SFO	954
XX	XX	59	17OCT	SFO	IAD	2426

#### Qualification Attributes for Outbound Portion of Travel IAD—MCI—DEN—SFO

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
IAD—MCI	Premium Economy	36	Recliner			
MCI—DEN	Premium Economy	36	Recliner			
DEN—SFO	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel IAD—MCI—DEN—SFO meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the IAD—MCI Leg. In this example they are as follows:
  - Seat Pitch = 36 inches
  - Seat Type = Recliner
  - Cabin = Premium Economy

**Result: Shelf 4 is the placement for the IAD—MCI Leg due to the Seat Pitch being equal to or greater than 36", Seat Type is Recliner, and Cabin is not Economy.**
4. Determine the Qualification Attributes needed for Shelf placement on the MCI—DEN Leg. In this example they are as follows:
  - Seat Pitch = 33 inches

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

- Seat Type = Recliner
- Cabin = Premium Economy

**Result: Shelf 4 is the placement for the MCI—DEN Leg due to the Seat Pitch being equal to or greater than 36”, Seat Type is Recliner, and Cabin is not Economy.**

5. Determine the Qualification Attributes needed for Shelf placement on the DEN—SFO Leg. In this example they are as follows:

- Seat Pitch = 33 inches
- Seat Type = Standard Seat
- Advance Changes = For a Fee
- Advance Seat Selection = Permitted
- Carry-on Allowance = First Carry-on Free

**Result: Shelf 2 is the placement for the DEN—SFO Leg due to the Seat Pitch being less than 34”, Seat Type is Standard, Advance Changes is “For a Fee”, Advance Seat Selection is “Permitted”, and Carry-on Allowance is “First Carry-on Free”.**

6. Shelf placement for the Portion of Travel is determined based on the Leg with the highest Mileage in the Portion of Travel.

- GCM for IAD—MCI = 937
- GCM for MCI—DEN = 543
- GCM for DEN—SFO = 954

**Result: Shelf 2 (from the DEN—SFO Leg) is the placement for the IAD—MCI—DEN—SFO Portion of Travel**

Result: Applying the US Domestic algorithm to the IAD—MCI—DEN—SFO Legs’ Attributes results in the Shelf placement of 2 for the outbound IAD—MCI—DEN—SFO Portion of Travel. Disclosure must be made that the service is not the same for all Legs in the Portion of Travel. Drawer Attributes will only be returned per Leg, not the Portion of Travel.

### **Qualification Attributes for Inbound Portion of Travel SFO—IAD**

<b>Leg</b>	<b>Cabin</b>	<b>Seat Pitch</b>	<b>Seat Type</b>
SFO—IAD	Premium Economy	36	Recliner

1. Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
2. Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel SFO—IAD meets the US Domestic definition.
3. Determine the Qualification Attributes needed for Shelf placement on the SFO—IAD Leg. In this example they are as follows:

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

- Seat Pitch = 36 inches
- Seat Type = Recliner
- Cabin = Premium Economy

**Result: Shelf 4 is the placement for the SFO—IAD Leg due to the Seat Pitch being equal to or greater than 36”, Seat Type is Recliner, and Cabin is not Economy.**

Result: Applying the US Domestic algorithm to the SFO—IAD Legs' Attributes results in the Shelf placement of 4 for the inbound Portion of Travel SFO—IAD. Drawer Attributes will only be returned per Leg, not the Portion of Travel

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### Example 12. Round trip single Portion of Travel and Shelf placement for both outbound and inbound

IAD—SFO round trip is requested. An NGS Offer is returned in a single display by the sales channel.

#### Itinerary information

Marketing Airline	Operating Airline	Flight	Date	Origin	Destination	GCM
XX	XX	801	01OCT	IAD	MCI	937
XX	XX	256	01OCT	MCI	DEN	543
XX	XX	134	01OCT	DEN	SFO	954
XX	XX	59	17OCT	SFO	IAD	2426

#### Qualification Attributes for Portion of Travel IAD—MCI—DEN—SFO—IAD

Leg	Cabin	Seat Pitch	Seat Type	Advance Changes	Advance Seat Selection	Carry-on Allowance
IAD—MCI	Premium Economy	36	Recliner			
MCI—DEN	Premium Economy	36	Recliner			
DEN—SFO	Economy	33	Standard Seat	For a Fee	Permitted	First Carry-on Free
SFO—IAD	Premium Economy	36	Recliner			

- Determine whether the marketing and/or operating airline(s) on the itinerary Opt Out of NGS. Airline XX does not Opt Out of NGS.
- Determine whether the geographic scope meets the definition of US Domestic for all points (ticketed, or un-ticketed) on the itinerary. The geography for the Portion of Travel IAD—MCI—DEN—SFO—IAD meets the US Domestic definition.
- Determine the Qualification Attributes needed for Shelf placement on the IAD—MCI Leg. In this example they are as follows:
  - Seat Pitch = 36 inches
  - Seat Type = Recliner
  - Cabin = Premium Economy

**Result: Shelf 4 is the placement for the IAD—MCI Leg due to the Seat Pitch being equal to or greater than 36", Seat Type is Recliner, and Cabin is not Economy.**

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

4. Determine the Qualification Attributes needed for Shelf placement on the MCI—DEN Leg. In this example they are as follows:
  - Seat Pitch = 36 inches
  - Seat Type = Recliner
  - Cabin = Premium Economy**Result: Shelf 4 is the placement for the MCI—DEN Leg due to the Seat Pitch being equal to or greater than 36”, Seat Type is Recliner, and Cabin is not Economy.**
  
5. Determine the Qualification Attributes needed for Shelf placement on the DEN—SFO Leg. In this example they are as follows:
  - Seat Pitch = 33 inches
  - Seat Type = Standard Seat
  - Advance Changes = For a Fee
  - Advance Seat Selection = Permitted
  - Carry-on Allowance = First Carry-on Free**Result: Shelf 2 is the placement for the DEN—SFO Leg due to the Seat Pitch being less than 34”, Seat Type is Standard, Advance Changes is “For a Fee”, Advance Seat Selection is “Permitted”, and Carry-on Allowance is “First Carry-on Free”.**
  
6. Determine the Qualification Attributes needed for Shelf placement on the SFO—IAD Leg. In this example they are as follows:
  - Seat Pitch = 36 inches
  - Seat Type = Recliner
  - Cabin = Premium Economy**Result: Shelf 4 is the placement for the SFO—IAD Leg due to the Seat Pitch being equal to or greater than 36”, Seat Type is Recliner, and Cabin is not Economy.**
  
7. Shelf placement for the Portion of Travel is determined based on the Leg with the highest Mileage in the Portion of Travel
  - GCM for IAD—MCI = 937
  - GCM for MCI—DEN = 543
  - GCM for DEN—SFO = 954
  - GCM for SFO—IAD = 2426**Result: Shelf 4 (from the SFO—IAD Leg) is the placement for the IAD—MCI—DEN—SFO—IAD Portion of Travel**

Result: Applying the US Domestic algorithm to the IAD—MCI—DEN—SFO—IAD Legs’ Attributes results in the Shelf placement of 4 for the IAD—MCI—DEN—SFO—IAD Portion of Travel. Disclosure must be made that the service is not the same for all Legs in the Portion of Travel. Drawer Attributes will only be returned per Leg, not the Portion of Travel.

## NEXT GENERATION STOREFRONT (NGS) INDUSTRY STANDARD

### 6.2.1 Chart: Determining the Shelf placement for multiple Legs in a Portion of Travel

Portion of Travel LAX—JFK is requested.

Portion of Travel: LAX—SFO—JFK (for Airline XX)

LAX—ORD—JFK (for Airline ZZ)

LAX—JFK (for Airline WW)

Airlines WW, XX, and ZZ do not Opt Out of NGS.

Marketing Airline	Operating Airline	Cabin	Leg	GCM	Seat Pitch	Seat Type	Carry-on Allowance	Advance Seat Selection	Advance Changes	Shelf for Leg	Shelf for Portion of Travel
XX	XX	Economy	LAX—SFO	500	31	Standard Seat	First Carry-on Not Permitted	Permitted	Free	2	1
XX	XX	Economy	SFO—JFK	2573	32	Standard Seat	First Carry-on Not Permitted	Permitted	Not Permitted	1	
XX	XX	Premium Economy	LAX—SFO	500	34	Standard Seat	First Carry-on Free	Restricted	Not Permitted	3	4
XX	XX	Business	SFO—JFK	2573	36	Recliner Seat	First Carry-on Free	Permitted	For a Fee	4	
XX	XX	Economy	LAX—SFO	500	31	Standard Seat	First Carry-on Not Permitted	Permitted	Free	2	2
XX	XX	Economy	SFO—JFK	2573	32	Standard Seat	First Carry-on Free	Restricted	Not Permitted	2	
ZZ	ZZ	Economy	LAX—ORD	1740	31	Standard Seat	First Carry-on Not Permitted	Restricted	For a Fee	1	1
ZZ	ZZ	Economy	ORD—JFK	737	33	Standard Seat	First Carry-on Free	Restricted	For a Fee	2	
ZZ	ZZ	Premium Economy	LAX—ORD	1740	34	Standard Seat	First Carry-on Free	Permitted	For a Fee	3	3
ZZ	ZZ	First	ORD—JFK	737	38	Full Flat Seat	First Carry-on Free	Permitted	Free	5	
WW	WW	Economy	LAX-JFK	2470	32	Standard Seat	First Carry-on Free	Restricted	Free	2	2
WW	WW	Economy	LAX-JFK	2470	36	Recliner Seat	First Carry-on Free	Permitted	Free	3	3