INTERNATIONAL TELECOMMUNICATION UNION

CCITT D.94

THE INTERNATIONAL
TELEGRAPH AND TELEPHONE
CONSULTATIVE COMMITTEE

GENERAL TARIFF PRINCIPLES

CHARGING AND ACCOUNTING IN INTERNATIONAL TELECOMMUNICATIONS SERVICES

CHARGING, BILLING AND ACCOUNTING PRINCIPLES FOR INTERNATIONAL AERONAUTICAL MOBILE SERVICE, AND INTERNATIONAL AERONAUTICAL MOBILE-SATELLITE SERVICE

Recommendation D.94

Geneva, 1992

FOREWORD

The CCITT (the International Telegraph and Telephone Consultative Committee) is a permanent organ of the International Telecommunication Union (ITU). CCITT is responsible for studying technical, operating and tariff questions and issuing Recommendations on them with a view to standardizing telecommunications on a worldwide basis.

The Plenary Assembly of CCITT which meets every four years, establishes the topics for study and approves Recommendations prepared by its Study Groups. The approval of Recommendations by the members of CCITT between Plenary Assemblies is covered by the procedure laid down in CCITT Resolution No. 2 (Melbourne, 1988).

Recommendation D.94 was prepared by Study Group III and was approved under the Resolution No. 2 procedure on the 24th of January 1992.

CCITT NOTES

1) In this Recommendation, the expression "Administration" is used for conciseness to indicate both a telecommunication Administration and a recognized private operating agency.

2) A list of abbreviations used in this Recommendation can be found in Annex A.

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CHARGING, BILLING AND ACCOUNTING PRINCIPLES FOR INTERNATIONAL AERONAUTICAL MOBILE SERVICE, AND INTERNATIONAL AERONAUTICAL MOBILE-SATELLITE SERVICE

1 Introduction

This Recommendation sets out the charging, billing and accounting principles between the service provider and the customer.

1.1 There are two basic public aeronautical services:

- aeronautical mobile-satellite services (AMSS);
- aeronautical mobile services (AMS) (direct air/ground).

1.2 There are four types of aeronautical communication:

- aeronautical public correspondence (APC), i.e. passenger voice and data services;
- air traffic services (ATS), i.e. cockpit communications with the major element being air traffic control;
- aeronautical operation control (AOC), i.e. communications required for the exercise of authority over the initiation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of a flight;
- aeronautical administrative communications (AAC), i.e. non-safety business of the aircraft operator.

2 General

2.1 As a general principle of aeronautical charging and accounting, it should not normally be necessary to identify:

- the nationality of the calling passenger;
- the nationality/nationalities of the airspace occupied by the aircraft during the calls.

2.2 There are four categories of customer:

- passenger,
- commercial airline,
- private aircraft including military/government,
- resellers[1)].

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1) The **reseller** is an entity other than an Administration which is authorized to sell the aeronautical mobile service directly to users.

3 Charging, billing and accounting

3.1 *Aeronautical public correspondence (APC)*

3.1.1 *Air-to-ground – Voice and non-voice*

3.1.1.1 *Air-to-ground – Charging*

The charge may take account of the following elements:

– airline charge;

– space segment charge;

– ground earth station or ground station operator charge;

– terrestrial public/private network charge;

– credit/charge card company or billing agency charge.

This list is not exhaustive and different elements may be identified.

3.1.1.2 *Air-to-ground – Billing*

3.1.1.2.1 The service provider may bill the passenger by one of the following methods:

– via a commercial credit/charge card (for example see Appendix I);

– via an Administration card, see Recommendations E.116 and E.118;

– via a debit card (prepayment);

– by other means.

3.1.1.2.2 The service provider may bill the commercial airline by one of the following methods:

– direct bill;

– by other means, e.g. through an accounting authority.

Note – Where a commercial airline separately charges a third party for use of this service, the principles are beyond the scope of this Recommendation.

3.1.1.2.3 The service provider may bill a private aircraft operator by one of the following methods:

– direct bill;

– via a commercial credit/charge card;

– via an Administration card (see Recommendations E.116 and E.118);

– via a debit card (prepayment);

– by other means, e.g. through an accounting authority.

Note – Where a private aircraft operator separately charges a third party for use of this service, the principles are beyond the scope of this Recommendation.

3.1.1.2.4 The service provider may bill a reseller by one of the following methods:

– direct bill;

– by other means.

Note – Where a reseller separately charges a third party for use of this service, the principles are beyond the scope of this Recommendation.

3.1.1.3 *Air-to-ground – International accounting*

There are no international accounting implications arising from this traffic since it is indistinguishable from existing international traffic and is included in international accounts in the normal manner. No separate provisions are, therefore, required.

3.1.2 *Ground-to-air – Voice and non-voice*

3.1.2.1 *Ground-to-air – Charging*

The establishment of the collection charge is a national matter.

3.1.2.2 *Ground-to-air – International accounting*

International accounting shall occur at rates agreed between the parties participating in the provision of the service.

3.2 *Air traffic services (ATS), aeronautical operational control (AOC), aeronautical administrative communications (AAC)*

It is considered that charging, billing and accounting principles for ATS, AOC and AAC are outside the scope of this Recommendation.

ANNEX A

(to Recommendation D.94)

Alphabetical list of abbreviations used in this Recommendation

AAC Aeronautical administrative communication

AMS Aeronautical mobile service

AMSS Aeronautical mobile-satellite service

AOC Aeronautical operation control

APC Aeronautical public correspondence

ATS Air traffic service

APPENDIX I

(to Recommendation D.94)

Specimen method of billing a passenger by a credit/charge card

The following is an example of a service provider billing a passenger via a credit/charge card company:

1) The service provider receives credit/charge card details automatically from the aircraft and sends the call charge details to the credit/charge card companies for inclusion in the passenger's credit card statements.

2) The credit/charge card company reimburses the service provider who makes outpayments to other parties as appropriate (see § 3.1.1.1).