



# PIPPS Carrier Fare Selection Enhancement

Webinar  
28 June 2016

Presented by  
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# Objective

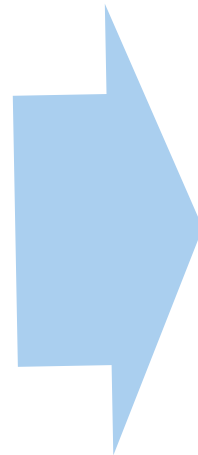
- IATA Resolution 017ha – Carrier Fare Selection
  - 30 June 2016 – implementation
- ATPCO enhancement to PIPPS – international proration process
  - What is changing
  - Demonstration to review results
- Available educational materials
- Question & answer session

# Background

**Resolution 017h**  
(1998), over-the-  
water or  
area/sub-area  
crossing carrier



**Resolution**  
**017hh** (2000),  
first  
international  
carrier and the  
carrier providing  
the longest  
operation



**Resolution 017ha**  
(2016) carriage on first  
sector which crosses  
area/sub-area or first  
international sector  
**and** carriage which  
provides the longest  
operation measured by  
**TPMs**

# Criteria Process

- **Criteria 1**- carrier fare owner based on the first sector that crosses one area, or sub-area, or first international sector.
- **Note 1**: Travel wholly within one country, PIPPS default will be to use the longest TPM.
- **Note 2**: New logic is not required if customer codes the fare owner.
- **Criteria 2**- Fare owner based on which carrier provides the longest operation measured by TPMs, on an international sector, or consecutive international sectors, or combination of consecutive international and domestic sectors.
  - Surface sectors will not be included in the calculation of consecutive TPMs

# PIPPS Enhancement

- ATPCO's update to fare owner logic in PIPPS international proration
  - Allowing user to choose fare owner if two carriers are found
- Previous PIPPS logic- only TPMs
- New carrier fare selection logic will use the points of travel, and the direction of the fare

WAS XX LON ZZ **PAR** BB LON XX WAS  
-----><-----

# PIPPS Enhancement

```
RAPM3710 ATP1AYP                ATPCO PIPPS                24MAY16 09:44:26
SELL FARE █----- CURR --- DISC PCT ----- F/B ----- / - GI --
AMT TO PRORATE ----- FARE CLS - DD MM YY CURR USD TKT -----
INV MO -- -- PRORATE PCT          BAL TO PRORATE          CODE ----- PAGE 1
FR/TO  TRVL COMM DD MM  RETURN TRVL - DT ORIG --- FARE OWNER --- TOUR -
SRCHG 1/2  T - AMT ----- CUR --- CPN --- T - AMT ----- CUR --- CPN ---
SRCHG 3/4  T - AMT ----- CUR --- CPN --- T - AMT ----- CUR --- CPN ---
--- AL  CLS P/R %    5-DAY RATE D    PROVISD  GI FACTOR PRORATE  FACTOR MSG
--- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
--- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
```

- No screen changes in Native PIPPS (green/black screen)
  - Logic behind the scene is what's changing for international journeys
- Return Travel Tag utilization
- Valid Input values
  - Blank, I, N and X

# Input values - Native PIPPS

New functionality to support inbound and outbound directionality will utilize the existing Return Travel Tag.

This field will instruct the process as to the direction the itinerary should be evaluated

This field is NOT required

## Valid values are:

- **Blank** = Outbound with no proviso being dependent on a round trip fare.
- **I** = Inbound with no proviso being dependent on a round trip fare
- **N** = Inbound, the proviso is dependent on a round trip fare (no longer supported in provisos)
- **X** = Outbound the proviso is dependent on a round trip fare (no longer supported in provisos)

- For PIPPS in FareManager- The return travel field will change
  - From a checkbox to a drop down menu

ID
Options

Date

Sell Fare/Currency

Class of Service  
Economy ▼

Proration Currency  
USD

Invoice Date

Discount Percent

Travel Commence  
DD  MM

**Return Travel**

*Prorate*

International

Straight Rate

*1st City*
*Prorate*

| City | Seg Cxr | Class | Prorate Percent | 5-day Rate | Proviso Options | Pr | An |
|------|---------|-------|-----------------|------------|-----------------|----|----|
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |
|      |         |       | ▼               |            |                 |    |    |

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*Surcharges*

|      |                      |   |        |                      |          |                      |
|------|----------------------|---|--------|----------------------|----------|----------------------|
| Type | <input type="text"/> | ▼ | Amount | <input type="text"/> | Currency | <input type="text"/> |
|------|----------------------|---|--------|----------------------|----------|----------------------|



# New Return Travel - Drop down menu

The screenshot shows the ATPCO software interface. On the left is a form with fields for ID, Date, Sell Fare/Currency, Class of Service (set to Economy), Proration Currency (set to USD), Invoice Date, Discount Percent, Travel Commence, and Return Travel. The Return Travel dropdown menu is open, showing four options: "Outbound-NO Proviso Dependant on RT", "Inbound-NO Proviso Dependant on RT", "Inbound-Proviso Dependant on RT", and "Outbound-Proviso Dependant on RT". The "Straight Rate" option is also visible. Below the form is a "Surcharges" table with columns for Type, Amount, Currency, and Coupon. The main part of the screen is a table with columns: City, Seg Cxr, Class, Prorate Percent, 5-day Rate, Proviso Options, Proviso Amount, Global, Factor, Prorate, and Factor Msg. The table is currently empty. The top of the screen shows the menu bar (File, Functions, Tools, Help) and the ATPCO logo with the text "ATP1AYP" and "24JUN 16 11:24:14".

- Outbound- NO Proviso Dependent on RT
- Inbound- NO Proviso Dependent on RT
- Inbound- Proviso Dependent on RT
- Outbound- Proviso Dependent on RT

# Exceptions

- The criteria only applies to international journeys, and these are some exceptions:
  - Travel between US/CA is NOT considered as international travel
  - Travel within Scandinavia (Denmark, Norway, and Sweden) is considered as international travel
  - Travel between Russia in TC2/TC3 is considered as domestic travel
  - Zone changes between the following zones are not considered ‘changes of zones’
    - 000, 001, 002, 004, 006, 007, and 008 (North America)
    - 170,171, and 172 (South America)
    - 210, 211, and 212 (Europe)
    - 230, 231, 232, and 233 (Africa)
  - If the Area, Zone, or Country change sector is a surface sector, IATA YY fares will be selected
  - Travel wholly within one country, PIPPS will default to the longest TPM

# Functionality

- Fare owner determination process is used to determine the fare type, normal/special, GI, and day of the week
- ATPCO will performed two different methods of evaluation for transactions issued prior implementation, and tickets issued after 30 Jun 2016

# Results

- Results of the new carrier fare selection will be displayed one of two ways:
  - Carrier matched both criteria- Fare owner carrier will be displayed in the fare owner field.

```
RAPM3710 ATP1AYP          ATPCO PIPPS          24MAY16 09:44:26
SELL FARE █----- CURR --- DISC PCT ----- F/B ----- / - GI --
AMT TO PRORATE ----- FARE CLS - DD MM YY CURR USD TKT -----
INV MO -- -- PRORATE PCT          BAL TO PRORATE          CODE ----- PAGE 1
FR/TO TRVL COMM DD MM RETURN TRVL - PT ORIG --- FARE OWNER --- TOUR -
SRCHG 1/2 T - AMT ----- CUR --- CPN --- T - AMT ----- CUR --- CPN ---
SRCHG 3/4 T - AMT ----- CUR --- CPN --- T - AMT ----- CUR --- CPN ---
--- AL CLS P/R %    5-DAY RATE D    PROVISIO GI FACTOR PRORATE  FACTOR MSG
--- --- --- --- --- --- --- --- --- --- --- --- --- --- --- --- ---
--- --- --- --- --- --- --- --- --- --- --- --- --- --- --- --- ---
```

# Results cont....

2. Carriers are different- Fare owner field will be populated with asterisks  
\*\*\*, messages will be displayed both carriers

❖ Message:

'XX and XX are both determined as fare owners from itinerary'

```
RAPM3710  ATP1AYP                ATPCO PIPPS                20JUN16  16:06:26
SELL FARE      5000.00  CURR GBP  DISC PCT  -----  F/B CNRT  --- - / -  GI EH
AMT TO PRORATE  ----7295.54  FARE CLS C  01 07 16  CURR USD  TKT  --- -----
INV MO 06 16  PRORATE PCT          BAL TO PRORATE          CODE -----  PAGE 1
FR/TO  TRVL COMM DD MM  RETURN TRVL - PT ORIG LON FARE OWNER *** TOUR -
SRCHG 1/2  T - AMT -----  CUR --- CPN ---  T - AMT -----  CUR --- CPN ---
SRCHG 3/4  T - AMT -----  CUR --- CPN ---  T - AMT -----  CUR --- CPN ---
LON AL  CLS P/R %      5-DAY RATE D      PROVISO  GI FACTOR PRORATE  FACTOR MSG
PAR BA  --- -----  ----- -      ----- --
MOW SU  --- -----  ----- -      ----- --
```

BA and SU are both determined as fare owners from itinerary

# Demonstration

- Now let's go to PIPPS for a demonstration

The 'I' in the Return Travel field, indicates that the itinerary its been evaluated from the final destination, back to the point of origin, as the arrow represents in here.

```

RAPM3710  ATP1AYP                ATPCO PIPPS                20JUN16  14:10:04
SELL FARE  5000.00  CURR GBP  DISC PCT  -----  F/B JNRT  BU- - / -  GI EH
AMT TO PRORATE  ---7295.54  FARE CLS C  01 07 16  CURR USD  TKT  -----
INV MO 06 16  PRORATE PCT                BAL TO PRORATE  4985.48  CODE  -----  PAGE 1
FR/TO  TRVL COMM DD MM  RETURN TRVL I  PT ORIG LON FARE OWNER SU-  TOUR -
SRCHG 1/2  T - AMT  -----  CUR  ---  CPN  ---  T - AMT  -----  CUR  ---  CPN  ---
SRCHG 3/4  T - AMT  -----  CUR  ---  CPN  ---  T - AMT  -----  CUR  ---  CPN  ---
LON AL  CLS P/R %    5-DAY RATE D    PROVISO  GI FACTOR PRORATE  FACTOR MSG
PAR BA  C    100.0    .68535 -    433.00 --    519  631.79
MOW SU  C    100.0    .89378 -    1500.00 --    2229 1678.27
-----
-----

```

# Available educational materials

## PIPPS product page:

- How-to video demonstration
- Updated user guides
  - Native PIPPS (black/green screen)
  - PIPPS in FareManager
- Recorded webinar material
- Contact us at [rev-accounting@ATPCO.NET](mailto:rev-accounting@ATPCO.NET)



# *Questions & Comments*

*Thank you for your  
participation!*