



BAGGAGE MIGRATION COMMUNITY

Meeting #5

5 February 2019

atpco

Disclaimer

The purpose of this meeting is to discuss the coding and processing of airfare-related data by the airline industry, to make the distribution and interpretation of airfare-related data more efficient. It is important that participants conduct themselves in a manner consistent with this conference's industry-wide, pro-competitive mission. Because some, if not all, participants represent companies that compete with one another, we must be careful not to engage in conduct that could be deemed a violation of the antitrust laws.

Accordingly, this meeting will not discuss or take action to develop fares or charges, nor will it discuss or act on remuneration levels of any intermediaries engaged in the sale of passenger air transportation. This meeting also has no authority to discuss or reach agreement on the allocation of markets, the division or sharing of traffic or revenues, or the number of flights or capacity to be offered in any market. Participants are cautioned that any discussion regarding such matters, or concerning any other competitively sensitive topics outside the scope of the agenda, either on the floor or off, is strictly prohibited.

Discussing or reaching any agreement related to these topics could expose meeting participants to liability under the U.S. antitrust laws as well as liability under the competition laws of other jurisdictions around the world.



AGENDA



Baggage Migration Community

1. Gold Release Update
2. Production Release 31 March – Included functionality
3. Recommended Sub code List
4. Overweight/Oversize within Allowance
 - Confirm number of tiers
5. Next Meeting 19 February
6. Community Q&A
 - Open up for Q&A
 - Review Q&A Log (Renjie)



Gold Release Updates

- Gold release open <http://goldfaremanager.atpco.net> all functionality
- Reminder on exporting before a data refresh (sequencing, data table etc.)
- First Pilots soon to start!
 - Amadeus
 - Swiss
- Subscriber Static test file available on request
 - Building test data this week
 - Send Requests to BaggageCommunity@apco.net
 - Direct Feed request form:
https://customer.atpco.net/system/files/Forms/Gold_Release_Subscription_Request_Form.pdf

Production Release Update

- On 31 March 19:
 1. Provisions S7 Prepaid/Check-in Indicator for use with Baggage Charges Type C – Implementation and Adoption
 - Airlines can start filing with Baggage Charges C and use the new pre-paid check-in indicator
 2. Services S5 New Weight/Size Table 192 & Generic Sub codes
 - Systems can accept but will not process until 2020
- Security Table 183 – Expand values in Carrier field for Baggage Strategies
- ATPCO has been monitoring systems and we can confirm:

Title	Date	Amadeus	Sabre	Travelport	Expedia	Google	CTW	D/C	Datalex	Farelogix	PROS	Stena Travel	SITA	Travelink
Optional Services Baggage: Baggage Data Migration of Service Types F and P to Baggage Charges C and new Prepaid/Check-in Indicator	31 March 2019	●	●	◆	●	●	●	●	●	●	●	●	●	●

Production Release 31 March – Scope Confirmed

- **31 March 2019** - Baggage Charges C and new Prepaid/Check-in Indicator
- **31 March 2019** - Weight/Size Table 192 – ATPCO (implementation only)
 - **29 March 2020** – industry adoption
- **16 June 2019** - Security Table 183 Expand Values in Carrier Field





Recommended Sub Codes

- Baggage Task Force, Working Groups and ATPCO defined the list
- Intent to negate duplicate processing for same business rule (example next slide)
- In Phase 1, everything is now a recommendation and sub code list colors will be adopted accordingly
- Reminder to include in testing partner scenarios where one is migrated to Type C and Prepaid and one is in Type P



Recommended Sub Code (example)

Sub code 0AA remains:

Prepaid baggage can be expressed using sub code 0AA (with no weight and size attributes) in type “C”

OR -

Prepaid can be expressed using a sub code with weight and size attributes (e.g. 0GO) in type “C” and setting the Prepaid/Check-In tag = “P”

An alliance of XX and ZZ exists and XX and ZZ start interlining prepaid baggage and ZZ uses 0AA and XX uses 0GO and Prepaid / Check-in Tag

- Systems will have to build pricing logic to accommodate both XX and ZZ processes
- Revenue accounting processes also have to build processes to accommodate both
- In theory, everything can be standardized into one process if there is only one way to define a business rule



Overweight/Oversize within Allowance

Sub Code Tiers

- Based on feedback many airlines are only two, many are three, some are 4
- Confirm 3 tiers initially
- 6 additional sub codes, 2 additional for each sub code of Heavy, Oversized and Heavy and Oversized within Allowance
- Same principles will be applied for Phase 2 sub codes
- Recommended Sub code list will be updated with new codes which will be defined

Date	Question	Response	Action																																				
01 Feb 19	<p>What is the expected result effective 31 March where an airline has data filed in Type P and in Type C? where prepaid indicator is now blank and means either prepaid or Check-in?</p> <table border="1" data-bbox="315 215 828 369"> <thead> <tr> <th>ServiceType</th> <th>Sub Code</th> <th>Seq #</th> <th>Fee</th> <th>Occurrence</th> <th>Max Pieces</th> <th>Adv Res</th> <th>Eff. Date</th> <th>Disc. Date</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>ODF</td> <td>1000</td> <td>Fee</td> <td>Blank</td> <td>Free</td> <td>Blank</td> <td>1-Jan-18</td> <td></td> </tr> <tr> <td>C</td> <td>OGO</td> <td>1000</td> <td>CNY600</td> <td>1-</td> <td>Blank</td> <td>Blank</td> <td>1-Jan-18</td> <td></td> </tr> <tr> <td>P</td> <td>OGO</td> <td>2000</td> <td>CNY400</td> <td>1-</td> <td>Blank</td> <td>>6hrs</td> <td>1-Jan-18</td> <td></td> </tr> </tbody> </table>	ServiceType	Sub Code	Seq #	Fee	Occurrence	Max Pieces	Adv Res	Eff. Date	Disc. Date	A	ODF	1000	Fee	Blank	Free	Blank	1-Jan-18		C	OGO	1000	CNY600	1-	Blank	Blank	1-Jan-18		P	OGO	2000	CNY400	1-	Blank	>6hrs	1-Jan-18			Looking to community for what their expected results would be
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30 Jan 19	Is there any harm in replicating strategies in Type C (restricting distribution) now, in preparation for added the Prepaid/check-in Indicator after 31 March?	We did not see any issue with the steps the airline wanted to make	Any additional feedback?																																				
30 Jan 19	Understand that this migration will affect only Baggage Charges and not free baggage allowance. Is this correct?	Correct. This change does not affect your current strategies in Types A or B or even Embargos (Type E)																																					
30 Jan 19	Can we maintain the same sub codes or are there new sub codes to be used when migrating to Service type - C?	In Phase 1, you may just move the same sub code from Type F to Type C. However, if you are prepared to move to new sub codes, we would recommend those that would be valid in Phase 1 and 2. You can refer to the preferred sub code list in the Baggage Migration Community website																																					
30 Jan 19	We currently file airport baggage charges in ODG, OFM and OGO in Type C, can we maintain these sub codes?	ODG will remain as a valid sub code. In Phase 2 OFM and OGO are permitted in Phase 1. We recommend that you check your strategy and if the charges are only applicable for airport check in, that you define the prepaid/check-in indicator appropriately																																					
30 Jan 19	What would be the ideal dates to complete filing the data on Service Type C in ATPCO?	All systems will be processing Provisions S7 Type C with the prepaid/check-in indicator effective 31 Mar. If you are ready, you should check with your preferred systems when you should do the cut over.																																					
30 Jan 19	Does our PSS system have a role in our data migration?	Most definitely. All airlines should coordinate with their PSS and let them know you are ready to migrate. They will let you know if they are ready for you as well.																																					
30 Jan 19	Will there be a change required to the way baggage is sold (Via EMD) ?	No																																					
30 Jan 19	It is indicated that migration will be done carrier by carrier. What does this exactly mean?	This is primarily the systems who are hosting airlines. In many cases, they cannot migrate all their host airlines at once. So, the migration plan is very much driven by the systems coordinating with their hosted airlines. As ATPCO onboard new airlines after 31 March, we will no longer use Service Types F and P. And fully use Type C utilizing the new Prepaid indicator to define prepaid strategies.																																					



Processing with Generic Sub Code ODG

When calculating a charge per kilo against a matched record containing generic sub code ODG, this is a simple calculation of multiplying the amount over the free allowance against the specified amount(s) in Currency Table 170. The result applies once for travel on the BT.



***Would we be able to use
Baggage Allowance 0DF
1 PC Piece 23 kg with
Heavy within the
allowance 08H per kg
(therefore a price per kg
over) ?***

Processing with Generic sub code 0DG

When calculating a charge per kilo against a matched record containing generic sub code 0DG, this is a simple calculation of multiplying the amount over the free allowance against the specified amount(s) in Currency Table 170. The result applies once for travel on the BT.

Processing with Generic Overweight/Oversize within the Allowance Sub Codes or non-generic sub code

When calculating a charge per kilo for a matched record containing a sub code other than 0DG and there is a per kilo charge application (values C, P, K, F or H), processing must subtract the data in the Baggage weight field (bytes 275-279) from the actual weight of the bag and assess the result a charge per kilo. If the result is less than or equal to 0, no charge applies.

Example – Charge per kilo for a matched record containing a sub code other than 0DG

S5 Sub Code

Sub-Code	Group	Sub Group	Desc 1	Desc 2	Commercial Name
0GO	BG – Baggage	Blank	23 – up to 23kgs/50lbs	6U – Up to 62li/158licm	UPTO50LB/23KG AND62LI/158LCM
0FM	BG - Baggage	Blank	32 – up to 70lb/32kg	6U - Up to 62li/158lcm	UPTO70LB/32KG AND62LI/158LCM

S7 Allowance

Sub-Code	Service Type	Free Baggage Allowance			TEXT - describe allowance within the total pc/wt
		Weight/Unit		Pieces	
0DF	A	Blank	Blank	2	//02/0GO

The above record indicates that the free baggage allowance is 2 pieces within which up to 2 0GO are permitted free.

S7 Charges

Sub-Code	Service Type	Excess Piece		Weight		Specified Charge	Fee Appl
		First	Last	Weight/Unit			
0FM	C	Blank	Blank	23	K	EUR 12.00	K

A 0FM, in this case, is a heavy bag up to 32kgs. The above record indicates that the excess baggage charge is 12 EUR per kilo over 23kgs. Processing must take the weight of the bag and subtract by 23 kilos to determine the weight in excess to apply the charge per kilo.

Data Processing Examples (using the above data coding example)

Sub Code	Bag Weight Assessed	Calculation (Bag Weight minus the value in the Baggage Weight field)	Result
OFM	24 kg	24-23 = 1 x 12 EUR per kilo	12 EUR
OFM	25 kg	25-23 = 2 x 12 EUR per kilo	24 EUR
OFM	26 kg	26-23 = 3 x 12 EUR per kilo	36 EUR
OFM	27 kg	27-23 = 4 x 12 EUR per kilo	48 EUR
OFM	28 kg	28-23 = 5 x 12 EUR per kilo	60 EUR
OFM	29 kg	29-23 = 6 x 12 EUR per kilo	72 EUR
OFM	30 kg	30-23 = 7 x 12 EUR per kilo	84 EUR
OFM	31 kg	31-23 = 8 x 12 EUR per kilo	96 EUR
OFM	32 kg	32-23 = 9 x 12 EUR per kilo	108 EUR
N/A	33kg		

Note: A 0FM would be selected for a bag 23kgs or less. No sub code would be selected for a 33 kg bag (meaning none is permitted).





Next Meeting

19 February, 0800-0930

- Production Implementation
- Issues/feedback since last meeting
- Review Q&A log and open up for questions
- Anything else? Contact BaggageCommunity@atpco.net

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 routehappy
by atpco

OPEN QUESTION FORUM

BaggageCommunity@atpco.net

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