



PAX Rejection Memo Reduction

Industry Initiative

Monthly Report -January-2022

Background

The Passenger Rejection Memo Reduction initiative is endorsed by the IATA Financial Committee to reduce the number of unnecessary passenger rejection memos in the industry.

The IBSOPS Working Group intends to achieve an industry-wide target of reducing the rejection rate by 32%, by the year 2020. **Due to the COVID-19 Global Pandemic, this initiative is now considered closed and the IBSOPS WG will monitor internally ongoing trends to identify misuse and propose best practices. Once the related passenger interline invoicing volumes begin to stabilize, a new target will be proposed by the IBSOPS WG.** The IBSOPS WG and Rejection Reduction Team have undertaken several actions to reduce the number of passenger rejections, such as:

- Introduce New Validations in SIS
- Changes in the RAM rules that impact rejections
- Multiple presentations/workshops at industry meetings
- Continuous reporting and communications to the industry
- Publication of Best Practices Document
- IBS OPS recommendations to industry on handling of rejections

The purpose of this report is to track the monthly trend of Passenger Rejection Memos in SIS and provide a comparative analysis of the rejection memo counts of previous months.

This "SIS PAX Rejection Memo Reduction" report includes SMI "I", "M" and "B" billings only (settlement methods through "ICH", "ACH Using IATA Rules" and "Bilateral").

The report covers Non-Sampling analysis only and Source Code 31 Rejection Memo Analysis.

Notes:

- All SMI-A (Settlement through ACH using ACH rules) data is excluded from this report.
- All Sampling data is excluded from this report.



Executive Summary

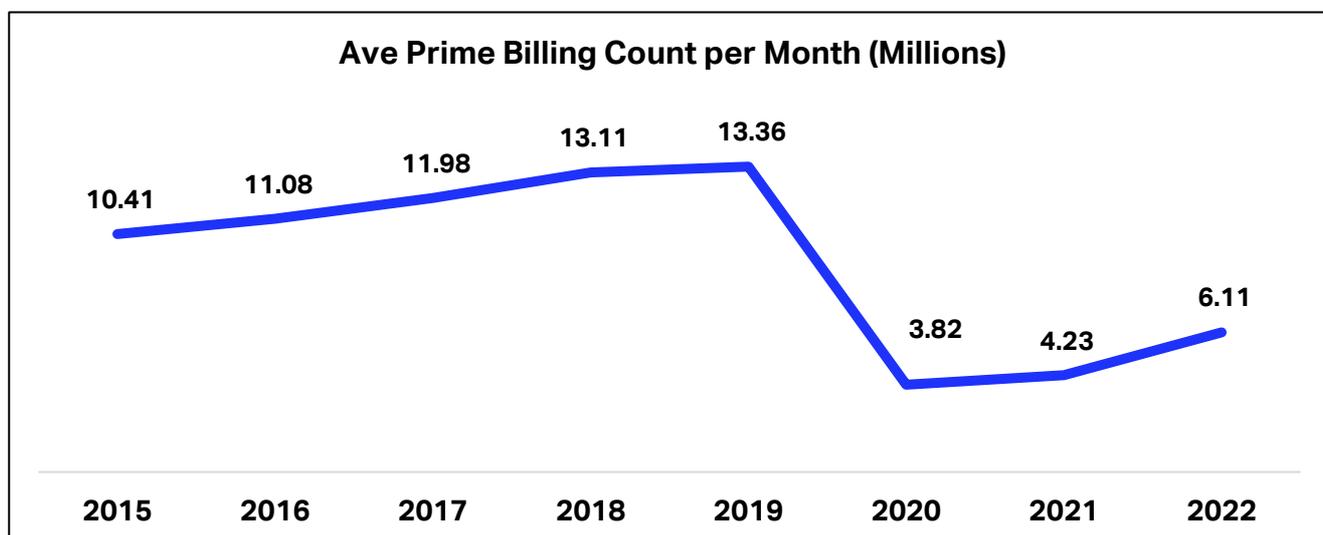
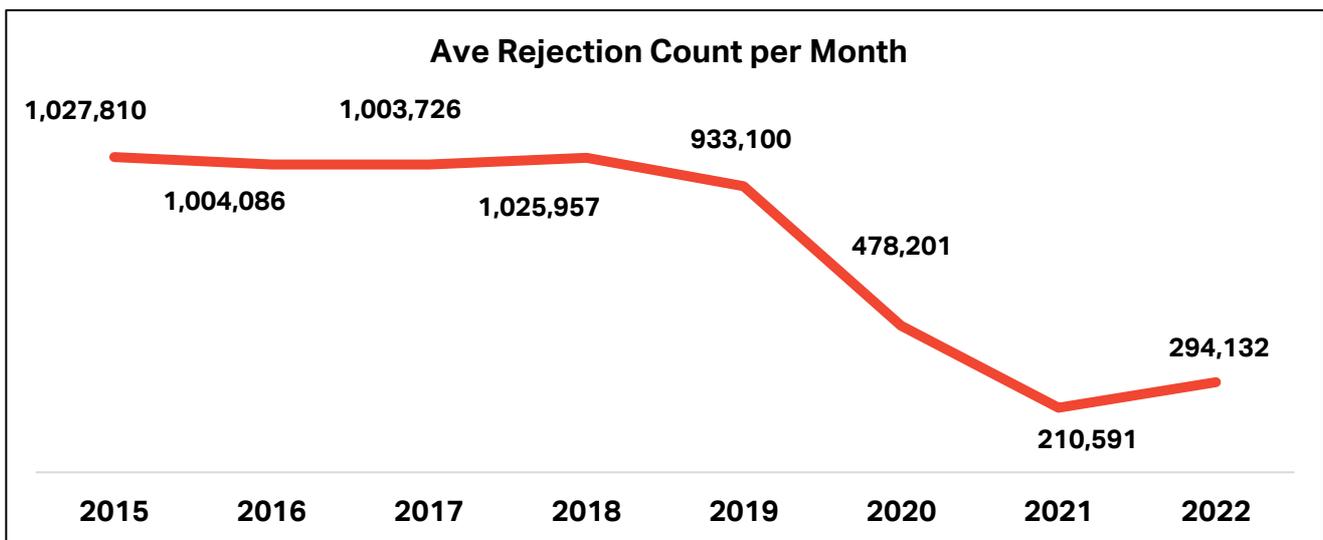
For the month of **January 2022**, there was a decrease of **15%** for the prime billings compared to last month.

The volume at stage 1 rejection increased by **24%** compared to previous month. There has been an increase of **1%** regarding stage 2 rejection and an increase of **13%** regarding stage 3 rejection.

Due to the recent increase of passenger interline transaction volumes, this report no longer considers the RAM time limits for the multiple passenger transaction type. The RAM time limits (which is the "lag" between the relevant transaction types in accordance with the RAM rules) were removed from the formulae and the ratios of this report are calculated as they were pre-COVID-19 impacts.

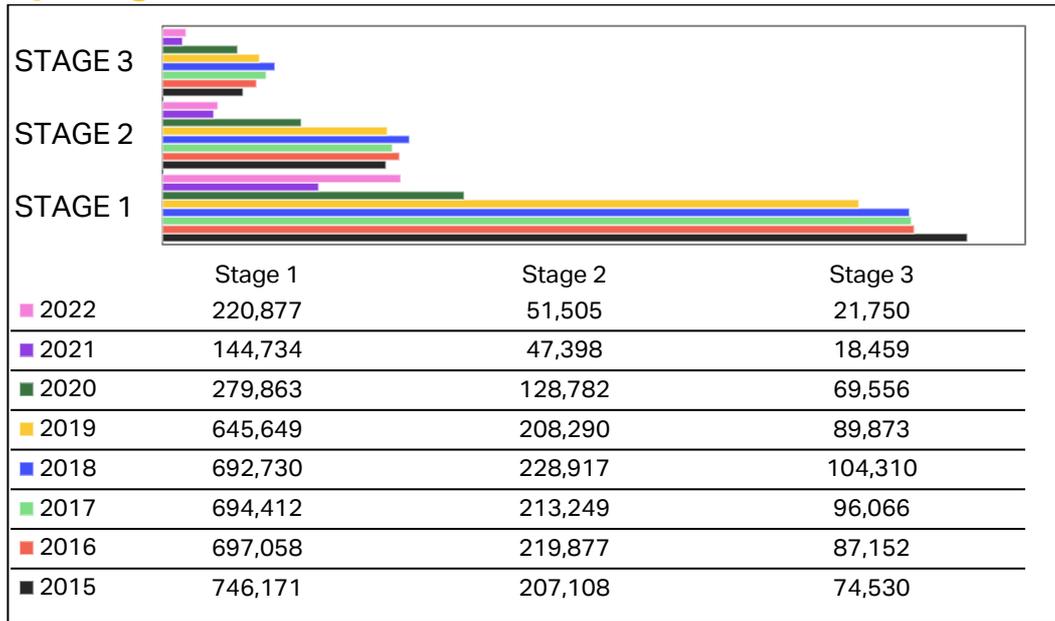
Average Rejection Counts and Prime Billing Counts per Month

The charts below show the average monthly rejection counts of all three stages and the average monthly prime billing count (2015 – 2020). The reduction in these averages is due to the impact of COVID-19.





Analysis by Stage

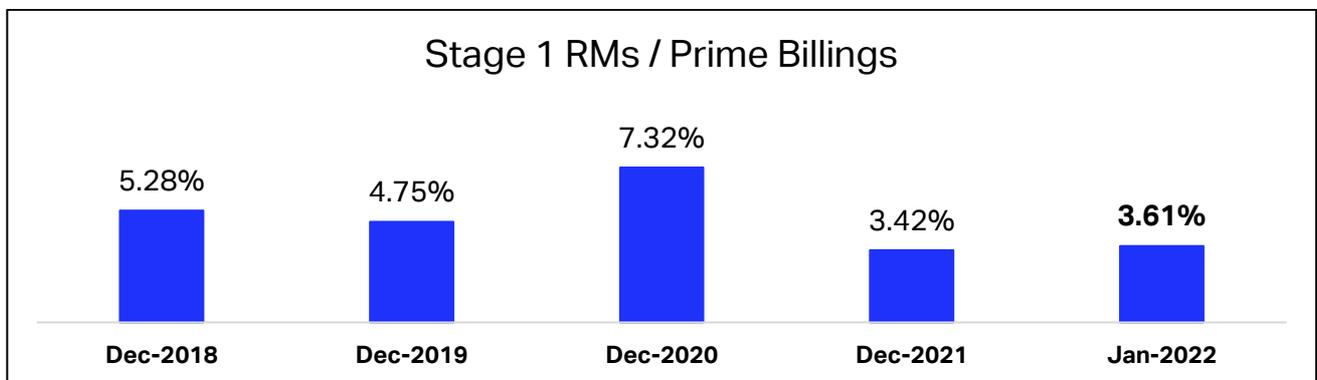


- The average monthly count of 1st stage rejections has decreased in comparison to the previous years and is now **70% lower** than 2015.
- The average monthly count of 2nd stage rejections is now **75% lower** than 2015.
- The average monthly count of 3rd stage rejections is now **71% lower** than 2015.

Stage 1 Analysis - Estimated Percentage of Rejected Prime Billings

The chart below illustrates the estimated percentages of rejected prime billings. The percentages are calculated by dividing the sum of 1st stage rejections of the previous 12 months by the sum of prime billings for the same period (formula shown below).

Based on this calculation, approximately **3.61%** of the prime billings were rejected in the past 12 months. The proportion of Prime Billings that are being rejected has been decreasing continuously over the past 3 years.



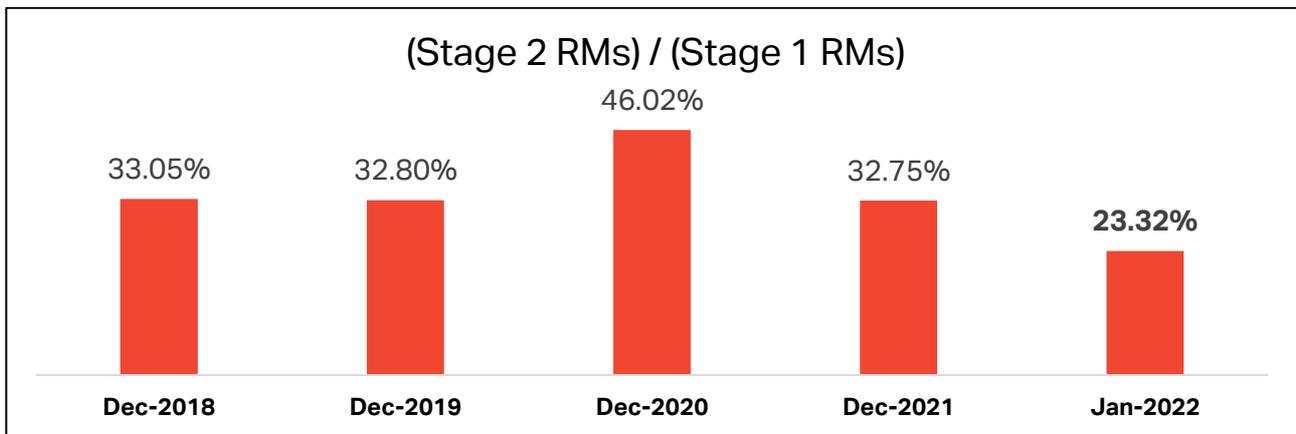
$$\text{Estimated \% of rejected prime billings} = \frac{\text{Sum of Stage 1 RMs of past 12 months}}{\text{Sum of Prime Billings of Past 12 months}} \times 100\%$$



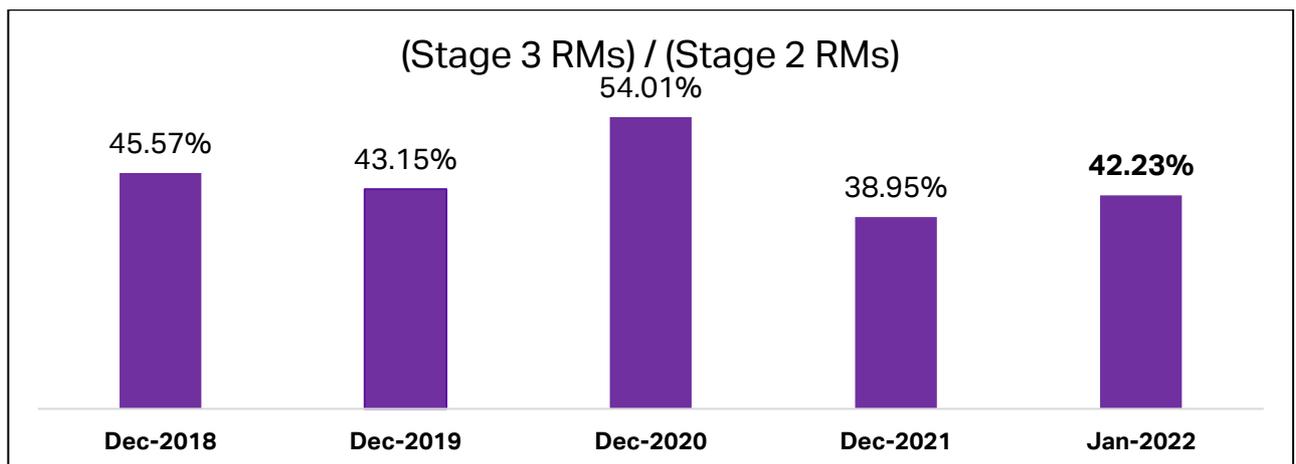
Stage 2 & 3 Analysis - Estimated Percentages of re-rejected Stage 1 and re-rejected Stage 2 Rejections

The percentage of 1st stage rejections which are re-rejected is estimated by dividing the sum of 2nd stage rejections of the previous 12 months by the sum of 1st stage rejections for the same period. The calculated percentages are plotted in the first chart below. Approximately **23.32%** of the Stage 1 rejection in the past 1 year were rejected back 2nd stage.

The percentage of 2nd stage rejections which are rejected back 3rd stage is estimated in a similar way (formulas shown below) and plotted in the second chart below. Approximately **42.23%** of the 2nd stage rejections in the past year were rejected back 3rd stage.



$$\text{Estimated \% of rejected Stage 1 RMs} = \frac{\text{Sum of Stage 2 RMs of past 12 months}}{\text{Sum of Stage 1 RMs of past 12 months}} \times 100\%$$



$$\text{Estimated \% of rejected Stage 2 RMs} = \frac{\text{Sum of Stage 3 RMs of past 12 months}}{\text{Sum of Stage 2 RMs of past 12 months}} \times 100\%$$



Source Code 31 (Involuntary Reroute) Analysis

The table below shows the count of Involuntary Reroute rejections per month from **February 2021** to **January 2022**. The columns in the table represent the months in which the prime billings of these rejections were billed, and the rows represent the months in which the prime billings were rejected. The table also shows the Total number of SC31 prime billings per month.

There were **72,403** rejections raised against **459,200 SC 31 prime billings** that were issued over the period **February 2021** to **January 2022**.

The last row represents the percentage of SC31 prime billings which are rejected.

Month of Prime Billing:									
Month of Rejection:	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Total
Feb-21	1,751								1,751
Mar-21	3,849	1,074							4,923
Apr-21	2,468	3,935	1,249						7,652
May-21	499	1,192	4,510	757					6,958
Jun-21	316	504	760	3,853	1,340				6,773
Jul-21		127	136	950	5,476	2,133			8,822
Aug-21			144	104	1,444	7,113	1,710		10,515
Sep-21				138	104	3,828	6,519	1,064	11,653
Oct-21					250	595	2,301	4,292	7,438
Nov-21						713	946	1,545	3,204
Dec-21							1,103	826	1,929
Jan-22							1	784	785
Total RM's	8,883	6,832	6,799	5,802	8,614	14,382	12,580	8,511	72,403
Total Prime Billings	38,033	36,541	36,016	40,052	59,461	91,851	90,861	66,385	459,200
Rejection %	23%	19%	19%	14%	14%	16%	14%	13%	16%

Note: The above table represents up to prime billing month **September 2021**, before which no further rejections can be raised. Source code 31 coupons billed from **October 2021** and onwards are still within the rejection time limits and hence not included in the table.

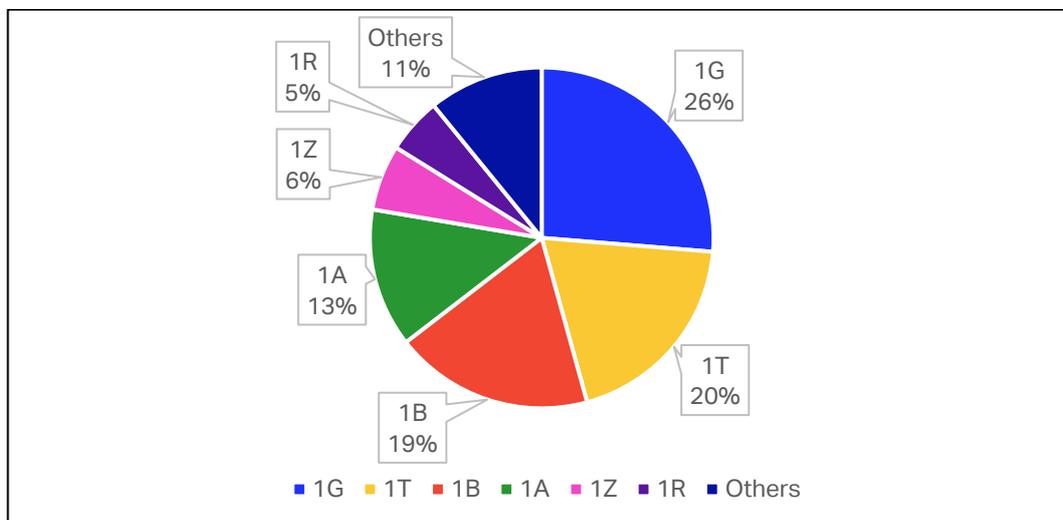


SC 31 Rejection Memo Reason Code Analysis

The table below shows the Top Reason Codes for rejection memos (all stages) related to SC 31 prime billings.

The **top 6 reason codes** represent about **89%** of all SC 31 rejections.

Reason Code	Reason Description	All Stages 2021	% of Total RMs
1G	Tax Reclaim	19,340	27%
1T	Involuntary Rerouting Tax Difference	14,292	20%
1B	Fare Reclaim	13,797	19%
1A	Fare/Tax/ISC	9,685	13%
1Z	Involuntary Rerouting Fare Difference	4,574	6%
1R	Involuntary Rerouting Fare and Any Other Difference	3,874	5%
	All Other Reason Codes	6,841	11%
	Total	72,403	100%



The IATA Rejection Reduction team remains available to support you throughout this initiative!

We can be contacted at: RejectionReduction@iata.org

Keep updated with this initiative and its resources on our [website](#)