



Interline Billing and
Settlement Operations
Working Group
(IBS OPS WG) Webinar
Q&A

28 September 2020



Questions	Answers
1-Do you feel that there is a risk that the IBS OPS group will lose more members in the coming months and what impact could that have?	Yes, this is a risk, and this could reduce the size of the group. If airlines feel that this is a risk and wish to ensure representability of the group covers the full industry, they are strongly encouraged to propose members for the group. Volunteer airlines can fill in the nomination form available via the link https://www.surveymonkey.com/r/fcwqform . Nominations will be reviewed and approved by FinAC (Industry Financial Advisory Council).
2-If there are endorsement that involuntary ticket but the issue date and flight date is more than 48 hours, then is this ticket considered involuntary?	As per the RAM Chapter A2 Para. 2.7 Involuntary Reroute and Planned Schedule Change Flow Chart, if there is an endorsement characterizing the ticket as "involuntary rerouted" but the issue date and flight date of the first coupon on that ticket is more than 48 hours this ticket is NOT considered involuntary but considered planned schedule change for interline billing purposes.
3-Should tax exemption flag for involuntary reroute in ATPCO X2 file be applicable for planned schedule change as well?	There is no mention of exemptions for planned schedule change in IATA RAM (Revenue Accounting Manual) Chapter A2, 1.8.2.2. Rules for billing of taxes for planned schedule change are describes in RAM Chapter A2 1.8.2.1 as referenced in A2 2. 6.. The exemption tag in RATD is to be used for involuntary rerouted coupons. There is no tag for planned schedule change. The billing carrier must refer to the full IATA RATD content.



4-Are there any plans to reduce the frequency of ICH (IATA Clearing House) settlement?	There has been some work done internally as well as with the IBS OPS WG to review the current frequency of settlement. Still under evaluation but considerations have been given to the following possibilities: <ul style="list-style-type: none">○ Removal or reduction of the protest period○ Addition of a new period by changing Closure Days currently being on the 7th, 14th, 21st and 28th of each month.
5-Where we can we find all IBS OPS WG recommendations for the clarification requests coming from airlines?	Normally IBS OPS WG recommendations are shared directly with the airlines requesting the clarification however IBS OPS WG has just agreed during their last conference call in early September 2020 to include IBS OPS WG clarifications in IATA Revenue Accounting Manual (RAM) in future so all RAM subscribers will able to see IBS OPS WG clarifications transparently which may assist to reduce their disputes, hopefully in 2021.
6-Is ICH working on other projects/initiatives?	Yes, and one of them is the ACE "Aviation Carbon Exchange" project. In partnership with CBL Markets, objective is to facilitate the invoicing and settlement of Carbon Exchange trades among participants leveraging on our SIS for invoicing and ICH for settlement platforms. Settlement should be offered through the SMI "X" feature.
7-As an IATA Strategic Partner can we also send clarification requests to IBS OPS WG about RAM rules/standards?	IBS OPS WG prefers to receive the clarification requests from airlines therefore we suggest our SPs to discuss with their IATA airline customers and send the clarification requests from their airline customers.
8-Where can I find the Interline Repository and how can I be part of this?	The Interline Repository is accessible at : https://www.iata.org/interline/#tab-4 Airlines wishing to make their information available in this repository are welcome to contact us (standards@iata.org)
9-What are the rights of an ICH Associate Member?	Associate Members have the same rights as Airline Members and these are defined in the ICH Manual, with some exceptions regarding mainly the application process and fees and under the rules of abatement (Reg. 31).
10-What is the situation of VR-696 - Transportes Aéreos de Cabo Verde (TACV), regarding your presentation of bankruptcy?	TACV was suspended from the ICH on 8 April 2020 (ref. Circular No. 018/20) for non-payment of a clearance balance. IATA is reviewing the case to determine whether collection actions will be cost-effective and will wait for the conclusion of the six-month post-suspension claims submission process before taking a decision.



11-What is the .016% of unrecovered funds in BSP would amount in a yearly basis? And are you optimistic to reach the .012% target by Year end?

The 0.016% of unrecovered amounts is estimated to be under \$23 million by year end. It would be a difficult task to achieve, but we remain optimistic to maintain good performance for the balance of the year and either achieve the target or at least come close to the originally set objective.

12-How is this work position comparing with the future of interline program that has started last year?

In 2019, the Interline Group, under the Plan Standards Board of the Passenger Standards Conference has started to work on evolving the current interline framework and this approach and vision have been endorsed by the Distribution Advisory Council (DAC) including a set of objectives for a new framework for interline that shall address the current challenges. This framework moves away from airline specific interactions and introduces generic "retailer" and "supplier" relationships, relying on the Offer and Order Concepts and the new distribution standards.

This work package was paused beginning of this year (along with many other projects and programs within IATA) in response to the pandemic and a new short-term activity was initiated by the IATA Board of Governors to support restart. The Board requested IATA to explore reinvigoration of multilateral interlining to allow airlines to establish new partnerships quickly. As a response of this, a short-term package of work has been built by airlines in the Interline Group for delivery by October 2020.

From a mid-long-term perspective, the Interline Group will continue the explorations on new interline opportunities, based on the Offer and Order concepts and capabilities, and where possible focusing on incremental revenue opportunities such as interline ancillaries. Explorations will progress as well around increasing connectivity and supporting new types of partners and business models (e.g. intermodal).