

The background of the slide is a blue-tinted photograph of an airport terminal. In the foreground, there are several rows of empty airport-style chairs. In the middle ground, a person with a backpack is walking away from the camera. To their right, another person is standing with a rolling suitcase, looking at a document. The overall scene is dimly lit, suggesting an indoor airport environment.

PIPPS: The Gateway to Historical Fares & Interline Proration

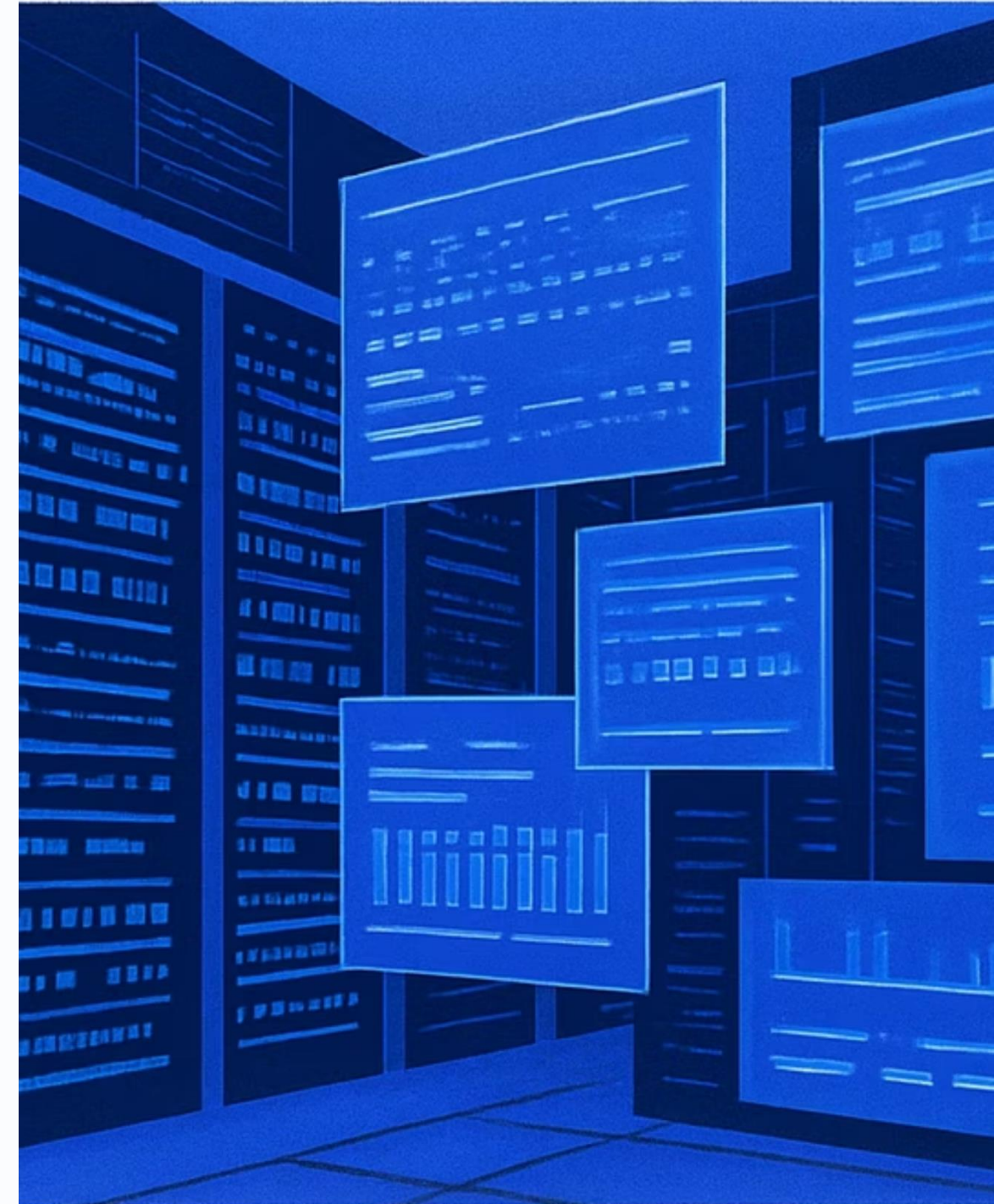
Luis Velazquez

PASSENGER INTERLINE PRICING/PRORATE SYSTEM

ATPCO's **PIPPS** is the aviation industry's authoritative platform serving two critical purposes: providing online access to **historical fare and rule data** dating back to January 1, 1990, and powering **accurate interline proration calculations** aligned with IATA PMP standards and ACH authority.

ATPCO

INDUSTRY STANDARD



Two Core Purposes of PIPPS

PIPPS is purpose-built to serve two distinct but interconnected functions that underpin accurate interline settlement and revenue integrity across the global airline industry.

Historical Fares & Rules

Online access to US, Canadian, and international public and private fares, footnotes, fare class definitions, and complete rule text – dating back to **January 1, 1990**. Private fare and rule data available to owning carriers since September 1, 1996.

- Domestic, trans-border, and international fares to/from North America
- Global fare data including international arbitraries and worldwide point-to-point fares
- Full Government Filing System (GFS) rule text via Option 5 Text Menu

Interline Proration Support

Real-time calculation engine for splitting through fares into segment-level values using **IATA PMP weighted mileage factors** – the financial backbone of interline billing and ACH-compliant settlement.

- US/CA online fare proration and international fare proration
- Involuntary reroute calculations and fare selection logic
- Historical currency conversion via IATA 5-Day Mean Average Exchange Rates

PIPPS as the Official Source of Truth

PIPPS is formally recognized under the **ACH Manual (C.10.1.1)** as an official tariff and prorate manual, taking precedence over all other procedures. This designation eliminates disputes arising from conflicting rule interpretations and ensures deterministic settlement outcomes industry-wide.

ACH C.10.1 – Primary Engine

PIPPS is designated as the **primary calculation engine** for determining original tariff and prorate values across all participating carriers.

Most Recent Display Prevails

In cases of discrepancy, the **most recent PIPPS display** takes legal precedence – ensuring consistent, auditable settlement outcomes.

Legal & Compliance Authority

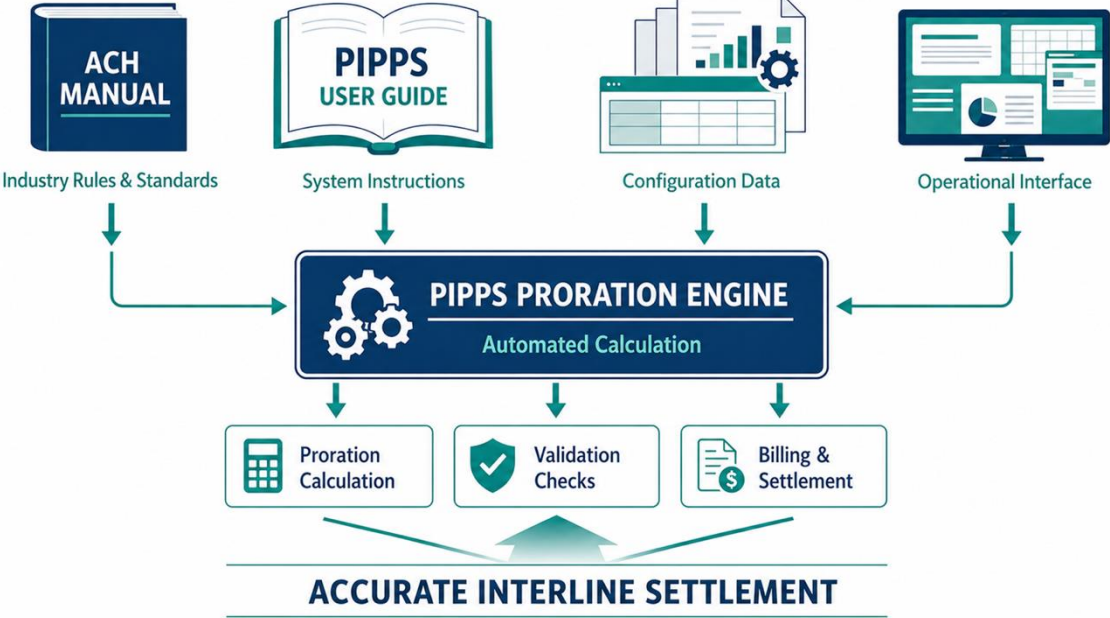
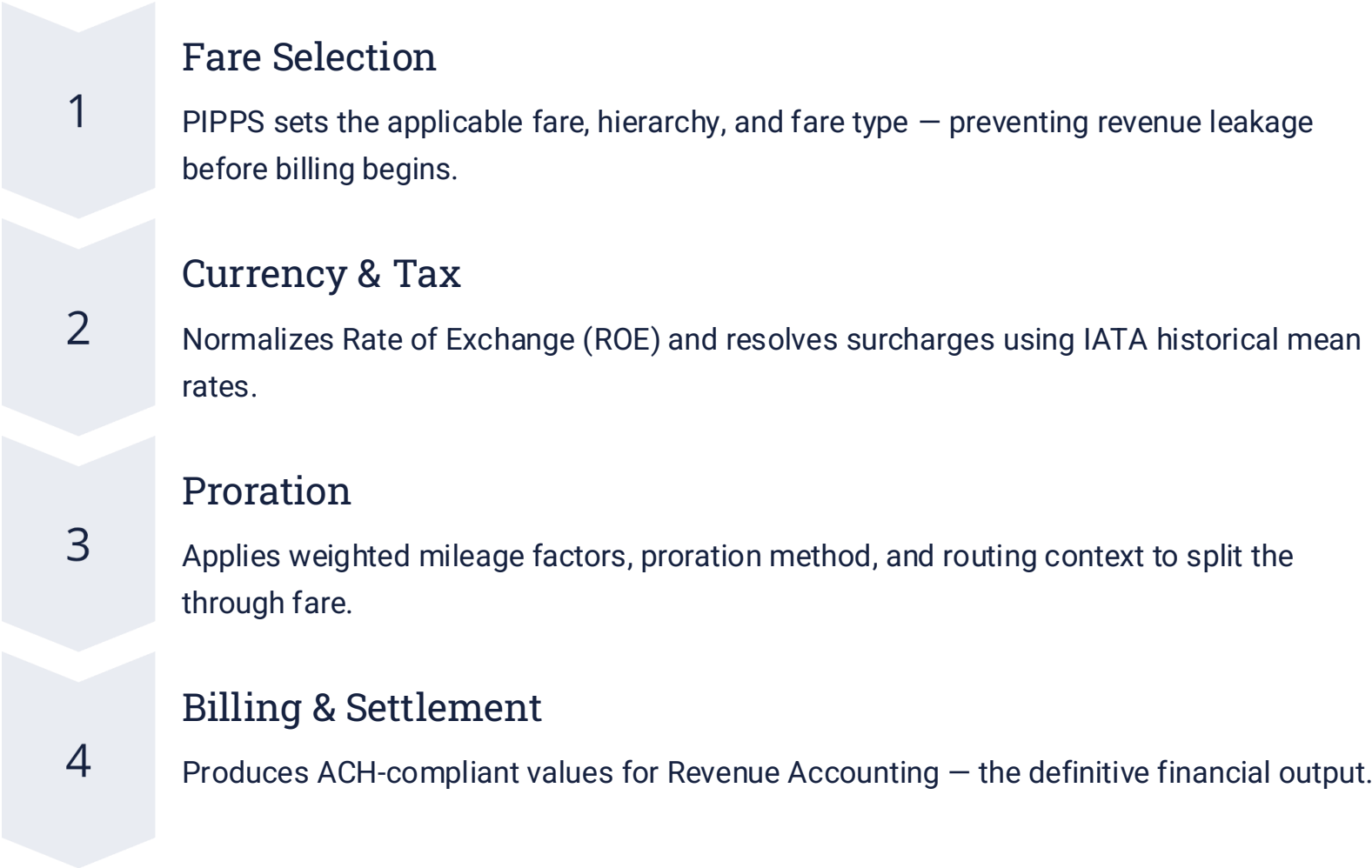
ACH Section I confirms PIPPS/NFP as the **official source for settlement values** – critical for audit, regulatory compliance, and carrier dispute resolution.

Industry Governance

Logic changes are governed by the industry committee process, ensuring **global alignment** across all carriers and settlement bodies.

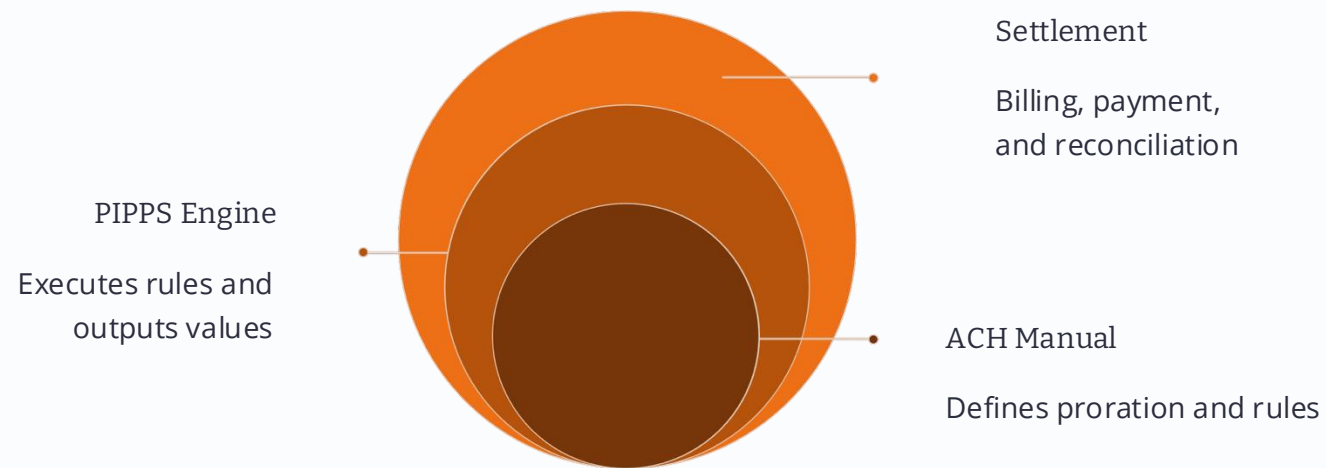
How PIPPS Fits the End-to-End Settlement Flow

PIPPS is active at every stage of the interline settlement lifecycle – from pre-billing fare determination through to final ACH-compliant values consumed by Revenue Accounting systems.



ACH Manual – PIPPS as Authoritative Source

The ACH Manual references PIPPS across multiple sections, establishing it as the primary execution engine and legal authority for interline proration and settlement. PIPPS is not merely a calculation tool – it is the layer that transforms industry rules into deterministic financial outcomes.



13

ACH Citations

Total references to PIPPS across ACH documentation

69%

Operational

Cases where PIPPS directly executes ACH-defined processes

31%

Normative

Cases where PIPPS supports ACH rules or governance frameworks

>90%

Regulatory Coverage

Alignment with ACH standards – PIPPS is the full execution engine

Accessing PIPPS: The Fare Manager Portal

The recommended and modern way to access PIPPS is through the **Fare Manager Portal** – a browser-based interface that provides full PIPPS functionality without any desktop software installation. Designed for today's airline professionals, it delivers a streamlined, graphical experience for fare research, rule retrieval, and proration queries.



No Installation Required

Access PIPPS from any modern browser. No 3270 emulator or terminal software needed – ideal for distributed teams and remote analysts.



Graphical User Interface

Navigate fare records, footnotes, rule text, and proration results through an intuitive, structured interface purpose-built for pricing and revenue accounting workflows.

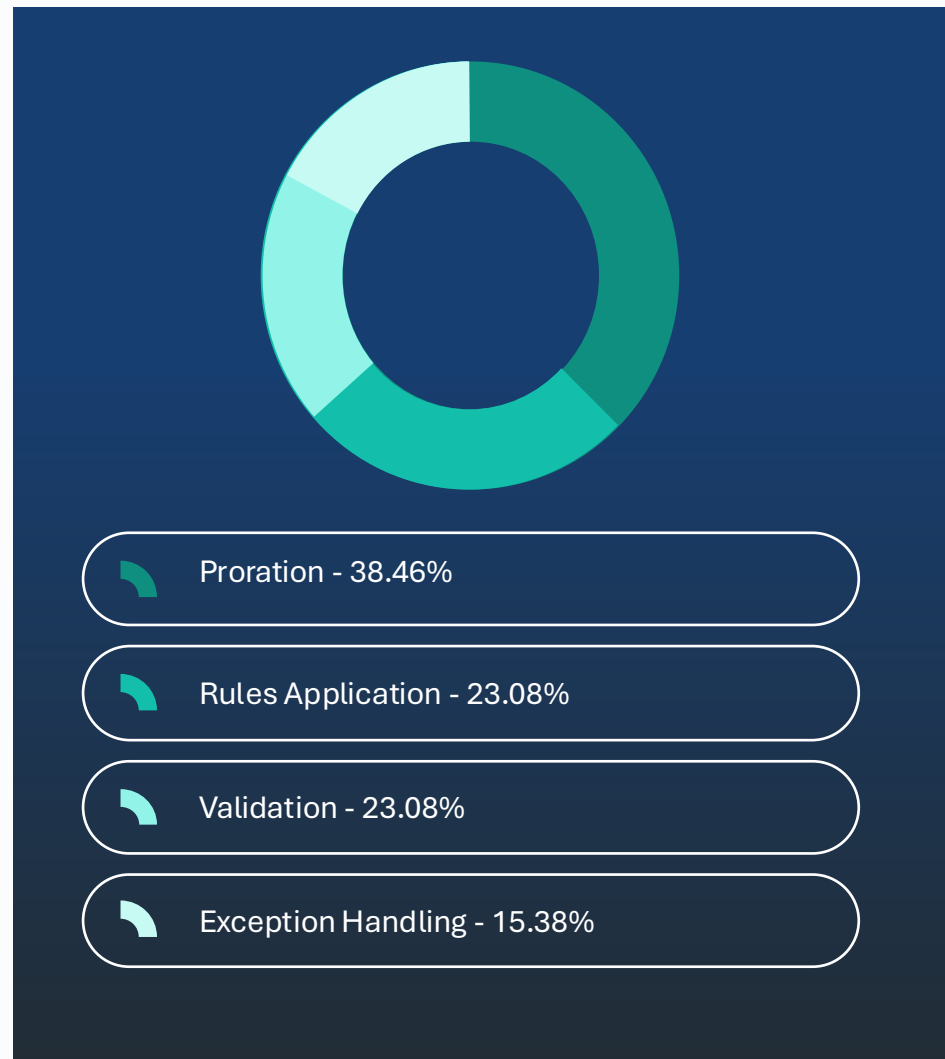


Provisioned via Fare Manager

User accounts are provisioned through Fare Manager. Billing activates on the date the first user logs in – making onboarding fast and predictable.

PIPPS Functional Coverage at a Glance

13 fully resolved capabilities across 35 screens. PIPPS covers the complete interline settlement flow – from proration and rules application through validation, exception handling, and control functions.



Core Functions (8 screens)

Proration (5) + Rules Application (3) – the foundational settlement logic and IATA PMP rules engine. Proration alone accounts for ~40% of all screens, confirming it remains PIPPS's primary operational focus.

Control Functions (5 screens)

Validation (3) + Exception Handling (2) – data integrity checks and edge case management. Balanced 1:1 with core functions, reflecting the importance of accuracy alongside throughput.

Coverage Split

- Proration: 38.46% of screens
- Rules Application: 23.08%
- Exception Handling: 15.38%
- Validation and Control: remaining coverage

Critical Screens: Highest Operational Impact

Four **Very High / High** impact screens form PIPPS's operational core, driving the majority of daily revenue accounting and proration work across active carriers.

RAPM 371 – Proration

Very High Impact. The primary proration screen. Most frequently accessed in live interline settlement workflows. Anchors daily revenue accounting for high-volume users.

RAPM 370 – Rules

Very High Impact. Applies IATA PMP rules for each interline segment. Governs the rule logic underpinning every proration calculation.

RAPM 600 – Proration

Very High Impact. Handles complex multi-carrier allocation cases where standard proration logic requires override or supplemental calculation.

RAPM 100 – Regional

High Impact. Supports regional routing scenarios and carrier-specific proration logic, particularly relevant for trans-border and international itineraries.

Why PIPPS Remains Mission-Critical for Active Users

For the carriers who depend on it most, PIPPS provides capabilities that no in-house or third-party system can fully replicate. Its value proposition rests on four durable pillars.



35+ Years of Fare History

Fare and rule data from January 1, 1990. Essential for legacy ticket audits, back-billing reviews, and long-tail dispute resolution.



Deterministic Dispute Resolution

PIPPS delivers a clear, auditable calculation when interline billings do not align – protecting revenue integrity and reducing settlement cycle time.



ACH-Mandated Legal Authority

ACH C.10.1 names PIPPS as the primary engine and official source of truth. Its latest display prevails in all billing disputes – no other system carries this designation.



Global Fare Coverage

Supports US, Canadian, and international fares – including arbitraries, worldwide point-to-point fares, and carrier-specific private fares since 1996.



US/

FareManager

Pricing Management

- [Architect Perf ▶](#)
- [Distribution ▶](#)
- [Fares ▶](#)
- [Footnotes ▶](#)
- [Linked Alliance Fares ▶](#)
- [Routings ▶](#)
- [Rules ▶](#)
- [Answer Tables ▶](#)
- [FareMaster ⓘ](#)
- [General Rules ▶](#)
- [Uploads File Management ▶](#)
- [Directory Service Interface \(DSI\) ▶](#)
- [Zone Manager ▶](#)

Monitoring & Analysis

- [Architect ▶](#)
- [Service Fees Analysis ▶](#)
- [Government Filing System \(GFS\) ▶](#)
- [GFS Historical Fares Report ▶](#)
- [Routings Old UI ▶](#)
- [Price Elements Self Service ▶](#)

Taxes & Fees

- [Taxes ⓘ](#)
- [Carrier-Imposed Fees ▶](#)
- [Passenger Facility Charges ▶](#)
- [Ticketing Fees ▶](#)
- [Tax Verification ▶](#)
- [IATA-TTBS ▶ 🆕 New \[What's this?\]\(#\)](#)

Merchandising

- [Branded Fares ▶](#)
- [Optional Services ▶](#)

Revenue Accounting

- [Passenger InterlinePricing/Prorate \(PIPPS\) ▶](#)
- [Sales Data Exchange ⓘ](#)
- [Sales Data Exchange Code Share Report ⓘ](#)
- [First & Final™ Interline Billing ▶](#)
- [RATD/Tax Summary ▶](#)

Selection:

Calculator

Clear

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INDUSTRY STANDARD

PIPPS: Strategic Positioning, Recommendations & Next Steps

A structured look at PIPPS's current adoption profile, the strategic questions the industry must answer, and the sequenced framework for making an informed investment or sunset decision.



Strategic Positioning & Current State

PIPPS was built as a main interline proration engine. Today, it is predominantly used as a **proration validation tool** as airlines have built proprietary systems around it – creating a strategic inflection point for ATPCO.

Why Adoption Is Declining

- Airlines have invested in in-house proration systems
- Third-party tools offer increasingly viable alternatives
- Legacy terminal interfaces create usability barriers
- Limited API integration with modern settlement stacks

Where PIPPS Still Retains Value

- Complex interline edge cases and rerouting scenarios
- Validation and billing dispute resolution
- ACH-mandated source of truth for settlement
- 35+ years of historical fare and rule archive

PIPPS Airline usage by accessing time

4

Top Airlines

Active PIPPS subscribers across North America and international markets

3

Medium Use Airlines

Heavy daily use for revenue accounting, proration, and dispute resolution – these carriers drive the majority of system queries

+

16

Marginal Use Airlines

Minimal active engagement with PIPPS's full capability set, Periodic use for specific interline scenarios, billing checks, or supplemental validation alongside in-house tools

20

Infrequent Airline Users

No regular activity within PIPPS

i Usage concentration creates a strategic risk: if the 6 high-volume carriers reduce reliance, overall platform value diminishes significantly. Discovery must assess their future intent.

Competitive Landscape & Differentiation

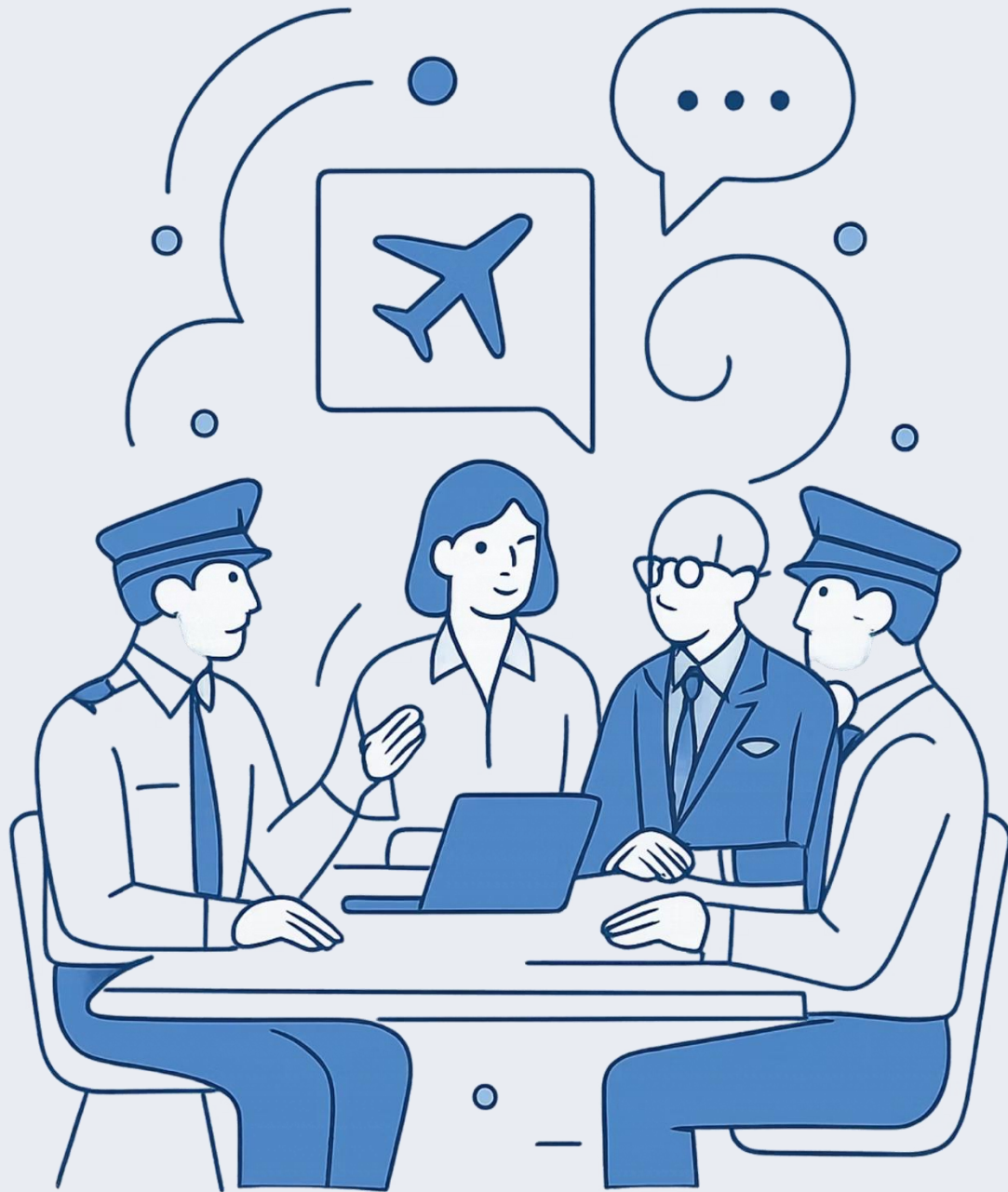
PIPPS was the first official source for historical fares and automated proration - over time revenue accounting systems have built in this capability and more into their revenue accounting services.

Revenue Accounting Services

Accelya Revenue accounting and interline settlement platform with broad carrier adoption.	Amadeus Global distribution and revenue management with interline billing modules.
Lufthansa Systems Airline IT solutions including proration and settlement tools.	Maureva Specialist in interline billing and revenue accounting for mid-size carriers.
TATA Consultancy Services IT services with airline revenue accounting implementations.	

PIPPS Differentiators

- **ACH-mandated authority** – the only officially designated source of truth under ACH C.10.1
- **Official source of all fares filed - 35+ year archive** – historical fare and rule data back to January 1, 1990
- **Native ATPCO integration** – direct access to the source data, not a downstream copy
- **Private fare access** – owning carrier private fares and rules since September 1, 1996
- **Deterministic settlement** – most recent display prevails, providing legally defensible audit trail



STRATEGIC DISCUSSION

Key Questions Framing PIPPS's Future

We want gather industry feedback on several foundational questions to determine the direction of PIPPS— particularly as ACH methodology evolves and Offers & Orders redefines how settlement is handled.

The Core Strategic Question

With adoption tiered, usage concentrated, and the industry pivoting toward Offers & Orders and modernized settlement, ATPCO must define PIPPS's future. Three paths remain – each with different cost, commitment, and strategic fit implications.

Continue As-Is

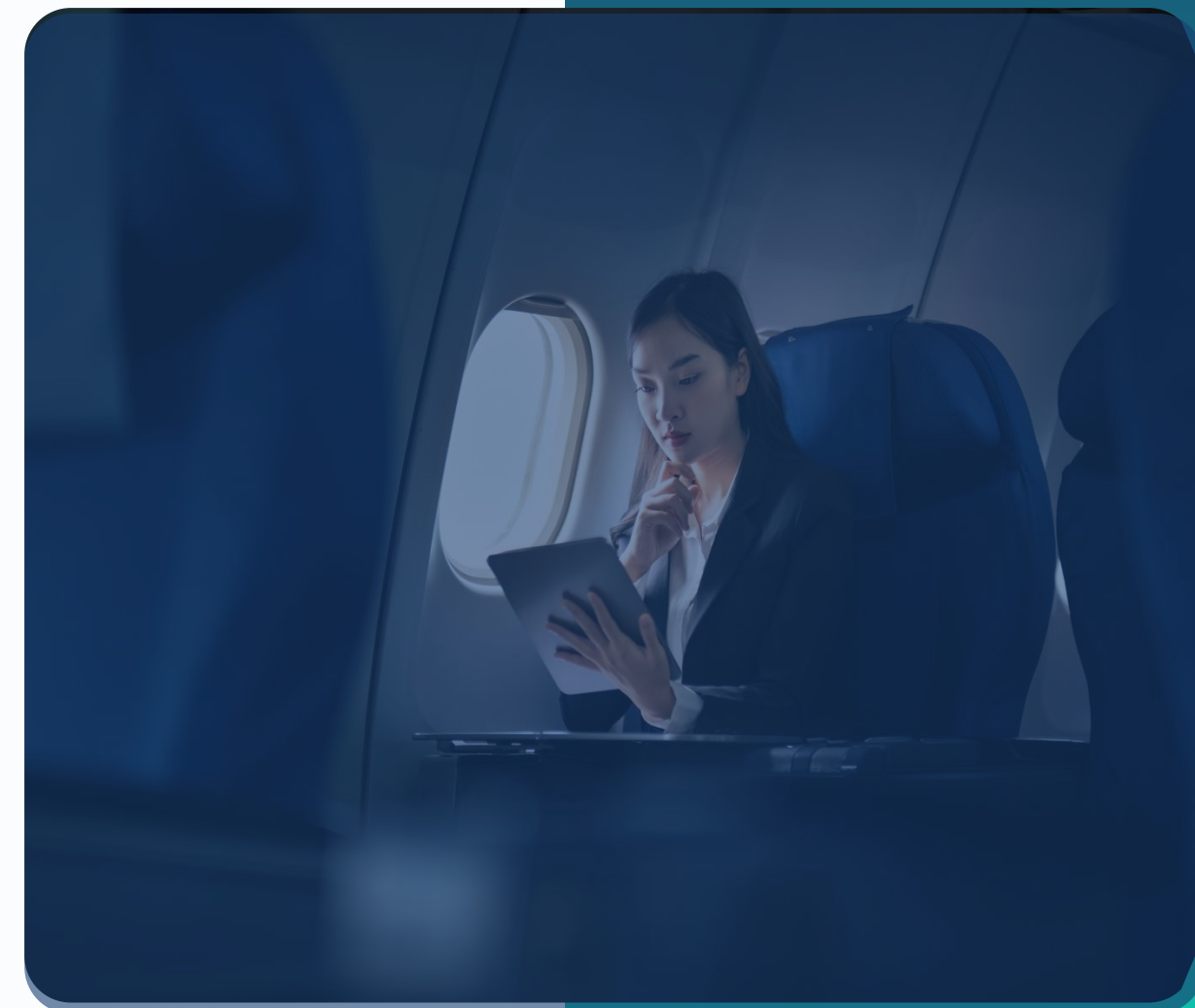
Maintain current support and features at low investment. Adoption risk persists; no new value created for marginal or infrequent users.

Modernize

Invest in API-first architecture, system integration, and UX improvement. Positions PIPPS within the future ACH and Offers & Orders ecosystem.

Sunset

Retire PIPPS in an orderly, carrier-supported transition. Appropriate only if discovery confirms limited future value and viable alternatives exist.



The Industry Questions PIPPS Must Answer

Some of the settlement needs PIPPS addresses today will persist under Offers & Orders – potentially in a different form. These questions must drive the discovery phase.

ACH Methodology & Timeline

How and when will ACH methodology evolve? What is the timeline for changes to proration rules, and how does PIPPS fit within the ACH governance roadmap going forward?

Offers & Orders Settlement Alignment

Under Offers & Orders, settlement will not be based solely on the offer message. An **official repository** is still needed to ensure that decisions made for settlement – particularly around the applicable fare and applicable offer – remain consistent and authoritative.

Historical Repository for Offers

There is a continuing industry need for a **historical record of offers** for tracking, reporting, and audit purposes – analogous to PIPPS's role for historical fares. Who owns and maintains this under a modernized settlement architecture?

Ensuring Settlement Decision Consistency

How do we guarantee that the applicable fare used in the offer is the same fare applied during settlement? PIPPS's deterministic logic currently anchors this consistency – its replacement or evolution must preserve this guarantee.

Five Areas of Strategic Input - Need your support



Targeted User Assessment

Survey high-usage carriers to identify key use cases, gaps, and alternatives.

ATPCO - 6 airlines in-depth interviews



Task Force/Focus Group

Form a task force with high- and low-usage carriers to surface value drivers and adoption barriers.

ACH Community volunteers



Product Strategy Evaluation

Propose strategic product scenarios using evidence from Recommendations 1 and 2

Share with FAC and Task Force



Modernization / Technical Direction

Review technology viability and cost of Recommendations from 3 to confirm investment.

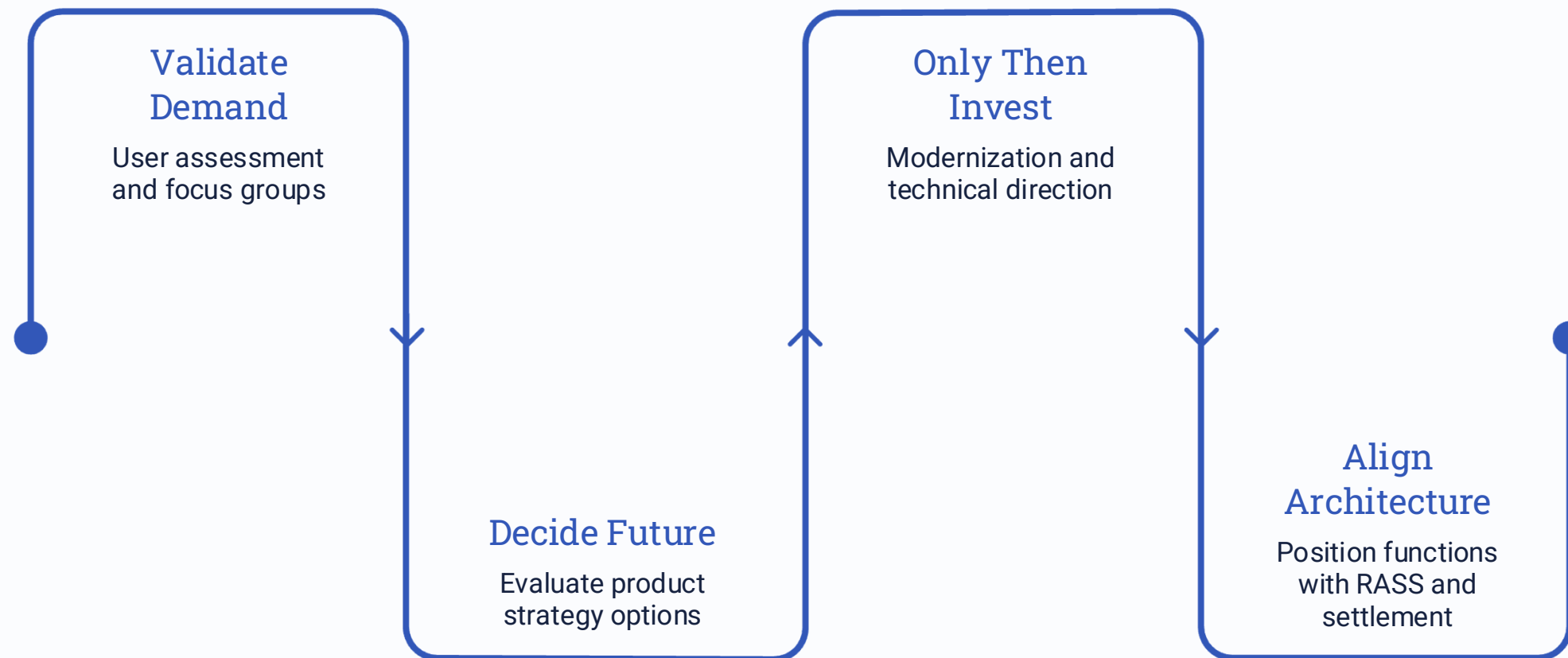


Functional Positioning Review

Determine whether PIPPS should remain standalone or more deeply integrated into Revenue Accounting Systems or industry broader settlement ecosystem.

A Sequenced Decision Framework

These are not five independent recommendations — they form a disciplined sequence. Each phase unlocks the next, ensuring no investment is made without validated demand.



Recommendations 4 and 5 are conditional — they execute only if Recommendation 3 confirms that investment is warranted. This gate prevents wasted spend and preserves optionality for an orderly sunset.

Phase 1: Validation



Phase 1: Validate Demand

Priority: HIGH

- Objective: Obtain decision-grade insight on PIPPS value from active users
- Focus: High-volume carriers only
- Actions: Targeted survey, real use case identification, value vs. alternatives, capability gap analysis
- Outputs: Validated use case inventory · Value assessment · Gap analysis

Phase 1: Focus Group Formation

Priority: HIGH

- Objective: Understand value drivers and adoption barriers across the full user spectrum
- Focus: Mixed user base – high usage (value) + low usage (barriers)
- Actions: PIPPS task force, structured discussions, validate future service expectations
- Outputs: Value drivers · Adoption barriers · Market demand signal

Together, 1 + 2 answer the foundational question: **Is there real, sustainable market demand for a modernized PIPPS?**

Phase 2: Decide, Invest & Align

From validated demand signal to strategic decision and architecture alignment – this phase defines PIPPS's future shape.

1

3.3 – Product Strategy Evaluation

Priority: CRITICAL

Evaluate PIPPS as an industry utility or validation layer. Assess usage vs. cost. Define Modernize vs. Sunset scenarios with a clear executive decision framework.

2

3.4 – Modernization & Technical Direction

Priority: CRITICAL – conditional on 3.3

API-first architecture, system integration (RASS, Catalog), UX improvement, and legacy dependency reduction. Only executes if 3.3 confirms investment.

3

3.5 – Functional Positioning Review

Priority: HIGH – conditional on 3.3

Evaluate standalone vs. merged model. Identify RASS overlap. Align with the broader settlement ecosystem to avoid duplication and ensure architectural coherence.

Strategic Stream 3: Identifying Future Needs

Beyond the immediate modernization question, Stream 3 must address how PIPPS – or its successor – fits within the evolving ACH framework, Offers & Orders settlement, and the broader ATPCO ecosystem. This requires additional discovery steps.



Cross-Recommendation Logic

The five recommendations follow a disciplined logical sequence – from discovery to execution. No phase begins without its predecessor's outputs, ensuring every decision is evidence-driven.

Phase	Recommendations	Purpose	Gate Condition
Discovery	1 + 2	Understand real market demand and usage reality across ~70 airlines	Always execute
Decision	3	Define strategic direction: invest, modernize, or sunset	Requires outputs from 1 + 2
Execution (if invest)	4	Build modern, API-driven capability and reduce legacy dependency	Conditional on Rec. 3 = Invest
Architecture Alignment	5	Ensure no duplication and full ecosystem fit with RASS and settlement stack	Conditional on Rec. 3 = Invest

Execution Plan: Supporting Actions

Four concrete actions translate strategy into clear deliverables with designated owners and timelines – each designed to support the investment or sunset decision.



Survey Execution

Owner: Luis. Survey key PIPPS airlines. Focus on use cases, usage patterns, alternatives considered, and interest in an API-based service.



Task Force/Focus Group Setup

Owner: Luis. Establish a working group spanning high- and low-usage carriers. Define cadence, governance structure, and expected outputs.



Stakeholder Alignment

Align PIPPS direction with Revenue Management and Product Catalog teams – ensuring consistency with Offers & Orders strategy and the broader settlement roadmap.



Task Force Sponsorship

Sponsor: Jerry (support confirmed). Add the task force to the next stakeholder presentation and establish formal governance and reporting cadence.

Stakeholder Alignment: Broader Context

PIPPS decisions cannot be made in isolation – they must fit ATPCO's wider product direction, especially **Offers & Orders** and the next generation of settlement systems. Alignment across teams is essential before any commitment is made.

Revenue Management Stakeholders

Demonstrate how PIPPS fits alongside in-house proration tools. The message must be clear that PIPPS complements – not competes with – carrier-owned systems. Frame the discussion around validation authority, not primary processing.

Product Catalog Teams

Align PIPPS within the broader product catalog. If modernized, define its bounded role; if sunset, proactively guide customers to validated alternatives within the ATPCO ecosystem.

Offers & Orders as the Strategic Frame

Use Offers & Orders and modern settlement architecture as the primary lens through which PIPPS's future is evaluated. Key alignment questions include:

- Where does settlement authority reside under Offers & Orders?
- What replaces the historical fare repository function?
- How is fare-offer consistency enforced at settlement?
- What is ATPCO's role in the new interline settlement stack?

Timeline & Next Steps

A disciplined, phased discovery process running May through October 2026 – designed to build the evidence base needed for a confident investment or sunset decision on PIPPS.

Interviews – May / June 2026

Conduct structured interviews with active PIPPS users and key airline stakeholders to map current usage patterns, pain points, and unmet needs.

Strategic Scenario & Confirmation – August / September 2026

Synthesize findings into strategic scenarios (invest, modernize, sunset). Confirm preferred direction with ATPCO leadership and key stakeholders.

1

2

3

4




Focus Group / Task Force Meeting – June – August 2026

Convene a cross-carrier task force to validate interview findings, surface edge cases, and align on settlement requirements under Offers & Orders.

Investment & Costs – October 2026 (for 2027 Strategy)

Develop detailed cost models and investment cases for the confirmed scenario. Feed outputs into the 2027 strategic planning and budgeting cycle.

Timeline & Next Steps

-  Interviews
-  Task Force
-  Strategic Workshops
-  Investment Planning

Some of the most valuable insights usually come from the people dealing with the operational exceptions every day. That is exactly the perspective we want to bring into this process.”

GET STARTED WITH PIPPS

Ready to gain access to decades of fare history and powerful proration tools? Reach out to the ATPCO team directly.

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Head of Settlement Transformation

Teri Enget

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Principal Business Analyst



A blue-tinted photograph of an airport terminal. In the foreground, there are rows of empty airport-style chairs. In the background, a man and a woman are standing near a luggage cart. The man is leaning in to kiss the woman on the cheek. The overall scene is a warm, intimate moment in a public space.

Let's Keep in Touch

atpco

The foundation of
modern airline retailing

A blue-tinted photograph of an airport terminal. In the foreground, there are rows of empty airport-style chairs. In the background, a person is standing with a large rolling suitcase, and another person is partially visible behind them. The overall scene is dimly lit, suggesting an indoor airport environment.

Thank You

atpco

The foundation of
modern airline retailing

Correlation Table (ACH vs PIPPS)

#	ACH Transaction / Scenario	ACH Reference	How PIPPS Determines It	PIPPS Reference	Correlation Insight
1	Standard Interline Proration (Passenger fares)	Section I – Passenger Prorate Rules	Fare selection + proration method (fare class → fare type evolution)	Fare selection logic and proration methods	PIPPS is the execution engine of ACH rules
2	Involuntary Reroute (INVOL)	C.10.9 + definitions of involuntary reroute and glossary	User selects Involuntary Reroute Proration option → system applies WM factors + ACH rates	Dedicated module + WM logic	Direct 1:1 mapping → PIPPS explicitly operationalizes ACH INVOL rules
3	FIM (Flight Interruption Manifest)	Linked to involuntary reroute handling	Same flow as INVOL but triggered by reroute/FIM context	Mentioned as aligned scenario	PIPPS treats FIM as same transaction class as INVOL
4	Interlineable Taxes (incl. INVOL taxes)	C.18.1 tax handling for involuntary reroute	Taxes handled via fare/tax components and Record logic (not explicit “transaction type”)	Tax handling embedded in fare/proration outputs	PIPPS does NOT classify taxes as separate transaction → embedded in calculation
5	Fare discrepancy / billing correction	C.10.2.4 discrepancy between fare basis and collection	User retrieves rule / fare / footnote to validate fare logic	Rule / footnote display functions	PIPPS supports audit/validation , not classification
6	Unpublished fares / total fare collected	C.10.6.2	PIPPS selects “highest or Y fare” if needed	Fare selection hierarchy	PIPPS enforces fallback logic aligned with ACH rules
7	Currency adjustments / settlement differences	Section H (currency adjustments, call day adjustments)	Uses exchange rates (5-day mean, ROE) in fare/proration calculations	Currency conversion features	PIPPS provides inputs , ACH executes settlement adjustments
8	Non-transport / miscellaneous transactions	Section H definitions	✗ Not handled in PIPPS (outside fare/proration scope)	Not present in user guide	Clear separation: PIPPS ≠ full ACH transaction engine
9	Billing transaction types (invoice, credit memo)	G.3.1 Types of Billing Transactions	✗ Not defined in PIPPS	N/A	PIPPS feeds values → ACH defines transaction classification
10	Stopover / routing classification	Definitions of stopover, routing	Derived from routing inputs (RTG fields)	Routing + fare display inputs	PIPPS determines context → impacts transaction outcome

Detailed System Mapping Table

	ACH Scenario	Description (ACH Context)	PIPPS Screen / Program	Role of PIPPS	Impact Level	Risk if Incorrect
1	Interline Ticket Proration (Standard)	Revenue split across multiple carriers	RAPM371 / RAPM600	Core proration calculation	Critical	Incorrect revenue allocation → disputes in ACH
2	Domestic (US/CA) Proration	High-volume domestic interline flows	RAPM100 / RAPM600	Applies local fare logic	Critical	Systematic revenue misallocation
3	International Proration (MITA/EUR/Global)	Multi-carrier international itineraries	RAPM371	Applies TPM + prorate factors	Critical	High-value billing disputes
4	Fare Validation Prior to Proration	Validate fare basis used for settlement	RAPM530	Provides input data	High	Incorrect base → downstream errors
5	PMP Rule Application (Proration Manual Passenger)	Industry rules governing revenue split	RAPM370	Applies provisos / requirements	Critical	Non-compliant settlement
6	Currency Conversion (ROE)	Normalize fares across currencies	RAPM380	Converts fares	Medium	Financial discrepancies
7	Arbitrary Fares / Add-ons	Special fare construction scenarios	RAPM54A	Adjusts fare structure	Medium	Misapplied add-ons
8	Involuntary Reroute (IRR)	Disruption handling (FIM, reroute tickets)	RAPM500	Recalculates proration	Medium-High	Dispute-prone cases
9	Visit USA (VUSA)	Special program fares	RAPM150	Applies VUSA-specific rules	High	Contractual inconsistencies
10	Usage Reporting (Audit / Monitoring)	Track system usage for governance	RAPM640	Reporting layer	Low	Limited financial risk
11	Error Handling / Exceptions	Invalid inputs / failed calculations	RAPM101	Controls exceptions	Medium	Hidden processing issues
12	PMP Data Requests (Batch/Manual)	Retrieve PMP data for calculations	RAPM300 / 310	Data preparation	Low	Operational inefficiency

PIPPS – High-Level Functional Resolution Table

#	Capability / What PIPPS Resolves	What It Actually Does (Mechanically)	Why It Is Relevant (Business Impact)	Link to Settlement Lifecycle
1	Fare Proration (Core Function)	Splits a through fare into segment-level values using industry rules (PMP) and fare selection logic	Establishes the financial entitlement per carrier	Foundation of interline billing and settlement
2	Involuntary Reroute (INVOL) Proration	Applies weighted mileage (WM) + ACH-defined percentages based on date, geography, and scenario	Ensures fair compensation during disruption scenarios	Critical for dispute-prone transactions
3	Fare Selection Logic	Determines which fare to use (Y fare, highest fare, fare type hierarchy) when multiple options exist	Prevents revenue leakage and inconsistent calculations	Drives accuracy before billing
4	Weighted Mileage Factor Application	Retrieves and applies industry WM factors for prorating fares across segments	Standardizes distance-based value allocation globally	Aligns all carriers under common logic
5	Multi-Scenario Proration Methods	Supports multiple methodologies (Straight Rate, WM, VUSA, SPA, Private Agreements)	Enables flexibility across different commercial agreements	Supports complex interline partnerships
6	Routing-Based Calculation Context	Uses routing (RTG), global indicators, and journey structure to drive calculations	Ensures context-aware proration aligned to itinerary structure	Links pricing to operational reality
7	Currency Normalization & Conversion	Applies ROE / 5-day rates and currency conversions where needed	Maintains financial consistency across currencies	Enables settlement comparability
8	Tax & Surcharge Inclusion (Indirect)	Incorporates fare components that influence total prorated value (YQ/YR, fare ladder context)	Impacts final settlement value accuracy	Feeds downstream tax handling in RA
9	Proration Transparency (Auditability)	Displays intermediate values (fare, %, WM factor, global indicators)	Enables audit, validation, and dispute resolution	Reduces interline disputes
10	Alignment with Industry Rules (PMP / ACH)	Executes calculations strictly based on standardized industry rules	Ensures global consistency and trust across airlines	Core enabler of interline ecosystem
11	Scenario Triggering via User Input	Determines proration path based on inputs (date, routing, option selection)	Allows dynamic handling of different transaction scenarios	Bridges operational input → financial output
12	Fallback & Exception Handling	Applies fallback logic (e.g., no Y fare → highest fare)	Prevents calculation failure or ambiguity	Ensures continuity in billing

ACH Manual → PIPPS References (High-Level Table)

#	ACH Section / Context	How PIPPS is Referenced	What It Means (Functional Role)	Business Relevance
1	C.10.1 – Pricing General Rule (Passenger Tickets)	PIPPS used to determine original tariff and prorate value	Primary engine for calculating interline settlement values	Defines who gets paid what
2	C.10.1.1 – Authority Hierarchy	PIPPS is considered an official tariff/prorate manual and takes precedence over other procedures	Establishes PIPPS as source of truth	Eliminates disputes from conflicting rules
3	C.10.1.1 (Note)	Most recent PIPPS display prevails in case of differences	Time-based authority of outputs	Ensures deterministic settlement outcome
4	C.10.1.3 – Tax / Fare Differences	PIPPS used to determine if segment tax differential applies	Validation support for fare/tax discrepancies	Reduces ambiguity in settlement
5	Section I – Passenger Prorate Rules (General)	PIPPS explicitly referenced as system executing prorate rules	Execution layer for PMP rules	Confirms architecture: Rules → PIPPS → Settlement
6	Section I – System Definition	PIPPS loads fares and applies Rule I.1 for prorate factor selection	Fare selection + proration logic engine	Core calculation engine
7	Section I – Authority Statement	PIPPS/NFP considered official source for settlement values	Reinforces legal/operational authority	Critical for audit & compliance
8	Section I – Governance Note	Changes to PIPPS may involve Revenue Accounting Committee	Governance and control over logic changes	Ensures industry alignment
9	I.2 – Currency Conversion Rules	Defines PIPPS Canadian conversion rate for settlement	Standardized FX mechanism tied to PIPPS	Financial normalization across currencies
10	I.2 – Application Rule	Settlement must use PIPPS rate at date of ticket issuance	Temporal consistency in calculations	Prevents retroactive inconsistencies
11	I.2 – Fare Construction	CAD fare construction uses USD fare × PIPPS rate	Embedded in fare/proration calculations	Direct financial impact on settlement values
12	Section I – Examples (Proration)	Examples explicitly reference PIPPS logic (fare selection, ratios)	Demonstrates how PIPPS outputs are used	Training + operational consistency