

AIR CARGO SERVICE
MINUTES
20TH USER MEETING
DENPASAR
3RD - 5TH MARCH 1992

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II. MODIFICATION PROPOSALS

4

Agenda Item 8



MOD 431

are by one su
kd display
can be seen

Submitted by: Malev
Subject : Restoring the Single Input Mail Weight Entry

Business Problem Description:

The Mail weight can be entered only after making AWB and Manifest for Mail at each Flight. Even if we need the Mail weight only for statistical purposes we have to make several entries and spend more time and money.

System Area Affected:

Mail Manifest.

Description of Proposed Change:

Restore the single "KVM MA120/20JANBUD50" entry to be shown the Mail figures on list "S/F20JANBUD-D". As alternative way of Mail weight Input for those who do not intend to Manifest the Mail for each Flight

Justification:

Cost Saving:

Competitive Advantage:

Revenue Increase:

Industry Advantage:

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MOD 435

4/2 ✓

2/2 ✓

Submitted by: Malev
Subject : Customer Profile Perfecting

Business Problem Description:

Cannot identify the line number containing the information shown on the screen in case of need for updating. ✓
Cannot sort the profiles by contents. (e.g. list on screen/printer all profiles containing in line T1 "cash only" remark)

System Area Affected:

Customer Profile

Description of Proposed Change:

Displaying a Customer Profile each line should start with the line number.
Should be made possible to Build Masks for sorting the profiles.

Justification:

Cost Saving:

Competitive Advantage:

Revenue Increase:

Industry Advantage:

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Agenda Item 25 - Automatic Warning MSG via OUS.

SITA explained that this warning message is controllable by the User. The input QT will allow supervisor status to a given CRT and the input QN will disallow supervisor status. GA stated that they were satisfied with this reply. PX asked which Duty code was necessary to make these inputs and were told that all Duty Codes can perform these entries. The entries will only affect the CRT on which they are made. Subject closed.

Agenda Item 26 - Airline designators.

SITA stated that numeric - alpha codes Handling is now available. Alpha - numeric codes will be available as soon as IATA start to issue the codes which IATA advise will be in approximately one year. IATA also advise that 3-character codes are unlikely to be required before 1999. SITA stated that 3-alpha Airline codes would be an extremely large modification. OS however were adamant that if the Airline in question wishes to ignore IATA recommendations then this does become relevant, and should be considered. OK agreed with OS on the point. SITA reminded Users that this has been put off by Airlines since the mid-1970s due to cost. OS pointed out that the Vienna Airport Authority system sends Cargo IMP messages with 3-alpha Airline designators. With regard to the 3-numeric/1-alpha flight number, e.g. AF234T, SITA explained that this would require a restructuring of the entire flight numbering system and would be a very large and costly modification. The 3-numeric extra-section flight number, i.e. a numeric being less than 1000, would represent a medium-sized modification and should be put to the vote. SITA stated that if Users wished they could certainly vote for the 3-alpha Airline designator but this would not become an Industry Requirement until IATA gave its approval. A vote was held on three separate issues as follows: Users voted against the 3-alpha Airline designator becoming a modification. Users voted against the 3-numeric/1-alpha flight number becoming a modification. Users voted in favour of extra section flights with numbers of less than 1000 becoming a modification.

ACTION: Modification 441

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Agenda Items 38/39 - Modification List

GF suggested that a minimum points requirement of 100 be declared, and if a modification has not reached this target by its third CSUM the User responsible for it should either withdraw it or re-propose it for discussion. OS would rather see modifications automatically dropped from the priority list without further discussion to save time if the minimum requirement is not met.

NZ made the point that, in their opinion, there is no harm in a large priority list. They hope that minor modifications are evaluated and integrated into bigger modifications where possible.

GF made the point that not all Users can possibly be using their 100 ballot points.

SITA confirmed that in effect ballot points are not received from all Users. PX stated that when a User requests a modification it is usually because that modification is required immediately, and there is no point in modifications being kept pending on a long priority list for 18 months or two years.

NZ countered this by stating that the length of the priority list has no direct bearing on SITA's productivity. There is no cost in maintaining a long list. Users may feel uncomfortable with a long list but its length alone does not determine SITA's development resourcing.

SITA suggested that for precisely this reason, as well as for statistical reasons, they would support some kind of restriction.

A possible solution is to limit the maximum length of the list to 100 items rather than working on a points basis.

This raised the question of whether or not Users retrieved their ballot points if one of their modifications were to be purged from the list. At this point a vote was called to establish whether or not Users wanted the modifications priority list reduced, and if so how?

Users voted against reducing the list, and the second part of the vote became redundant.

The discussion then turned to the subject of costing the modifications list. NZ suggested that only modifications at the top of the list should be costed because trying to do the whole list would waste resources.

GF reiterated the point that it is, to a large extent, the fault of the Users themselves. If they really want to see a modification done they should vote highly for it. To give a modification 5 points or 1 point is ridiculous.

OK feel there are two parts to the problem; firstly, they would not shorten the list because currently low priority modifications may become important in the future, and by being already on the list they would only require ballot points to bring them up the list without the need for re-proposal at another CSUM.

Secondly, they feel that SITA should clarify how many modifications they can handle in any given year.

In answer to this, SITA explained that the cargo development budget was not uniquely for the modifications priority list, but was to cover all aspects of cargo development. As FAST IV development is completed, so we should see more and more modifications done from the list.

PK are in favour of retaining a long list because they see it as a guide-line against which to check future modification proposals.

SITA emphasized the point raised earlier by NZ, and confirmed that wherever and whenever possible, smaller modifications were incorporated into larger ones.

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Agenda Items 38/39 (continued)

OS would like to see the list divided into groups according to areas of the system affected.

SITA went on to make it clear that being on the modifications list is no guarantee that the modification will get done. The onus is still on Users to prioritise the modifications through the use of ballot points.

From a marketing point of view, it was mentioned that a long list does not necessarily look bad because the system is constantly changing and User requirements are also constantly changing.

As a result of this debate it was agreed that SITA would reorganise the modifications list and begin costing existing modifications.

ACTION: 1) SITA to reorganise list according to areas of the system affected.

2) SITA to cost the first 10 to 20 modifications by the next CSUM and between 10 and 20 modifications between each future CSUM until all the list has been costed.

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Agenda Item 40 - Private Rates handling via Marquis.

SITA referred Users to the paper in the CSUM folder entitled "Marquis Private Rate Functions" and expanded briefly on the contents.

PK asked whether the Private Rate table structure is the same as that of the Published Rate table, which SITA confirmed, unless the User wished to enter Special Deal rates. Private Rates are stored as a combination of Flat Rates and Published Rates.

EK asked if it is possible to construct on Published Rates, which SITA confirmed.

NZ asked how long they would have to wait, in the event that they struck a deal with an agent which they entered to the system, for those rates to be loaded.

They were told that IAP will eventually process these updates online but at the moment a batch process is loaded by IAP every morning.

SITA are unable to say now when IAP will go online.

Users should forward any questions to SITA who will gladly act as an interface with IAP and then return to Users with the response from IAP.

PK stated that they were unsure exactly what IAP have to do with Private Rates. The answer is that they are responsible for the management of the Database.

SITA explained that in the ZDR and the CIT both net and total values will be displayed.

NZ asked about an indication of what time frame SITA is working to.

SITA replied that the construction and retrieval of Private Rates is available now in Marquis, but will require incorporation into the Rating Function. Storage and link to the Yield Management function will begin once FAST IV development is complete.

Users asked when the net value of the AWB will be stored on the CITFR.

SITA replied that they must first resolve the problem of the CITFR not storing all data. This processing must be changed before data can be transferred from the CIT to the CITFR.

The whole package should be completed by the end of 1992.

Subject closed.

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Agenda Item 42 - CDS.

SITA gave a presentation of the CDS project and announced that two demonstrations will be held later this year. These will be in London from 28th to 30th April and in Hong Kong from 5th to 7th May. Phase 1 is now 95% complete and should be finished by the above dates. A demonstration was deemed to be the best way to show the finished product.

A SCITOR representative then gave a presentation on Community Systems, and briefly explained that SCITOR is a subsidiary of CITS, who in turn are wholly owned by SITA, and was founded in 1989 to provide services to non-airline companies. SCITOR have an agreement with the NOVUS company to promote and offer their CCS product.

A vote was called for to decide whether or not GLS should be invited to make a presentation at the September CSUM. Offers of presentations from other companies have also been received. Users voted in favour of a presentation by GLS, and consequently agreed that others should also be given this opportunity. It was agreed that the second half of the third day would be set aside for this purpose, so that parties not interested need not attend.

In answer to a query by AS, it was confirmed that connection to a Freight Forwarder or other non-airline sponsored customer is possible now. SCITOR promised to provide NZ with information regarding its customer base.

At this point SV had to leave the meeting and after expressing their gratitude to SITA and all the participants, and wishing everyone a safe journey home, they nominated GF as their proxy airline in the event of any further voting being necessary. Subject closed.

Agenda Item 43 - Management Reports.

Users were referred to the paper in the CSUM folder entitled "Management Reports - Early Data Capture", and the Secretary expanded on its contents. Users expressed general satisfaction with the idea and the work done so far by SITA, but did query one point: rather than a number of fixed displays containing given data to be downloaded, Users like the idea of having data somehow labelled individually so that the User has complete control of what is included in any given download.

NZ expressed concern that to download data which is irrelevant and would never be used is not cost-effective with regard to transmission costs. They would rather have the ability to decide the parameters of each download. SITA were receptive to this and undertook to review this part of the modification whilst maintaining close contact with Users during its process. Subject closed.

