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ONE Order Pilots
OMS & (Revenue) Accounting Interaction Evaluation

Madrid, Aug 28-29th 2018

ISO team

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Agenda

- Scope/Description of the Pilots
- Pilot #1 OMS – RA – FI
  - Architecture Diagram
  - Scenarios
  - Video demo
- Pilot #2 OMS – FI
  - Architecture Diagram
  - Scenarios
- Key takeaways/Outcome
- Conclusion
- Issues detected/CRs opened or to be opened

Scope

We decided to define two different ONE Order Pilots:

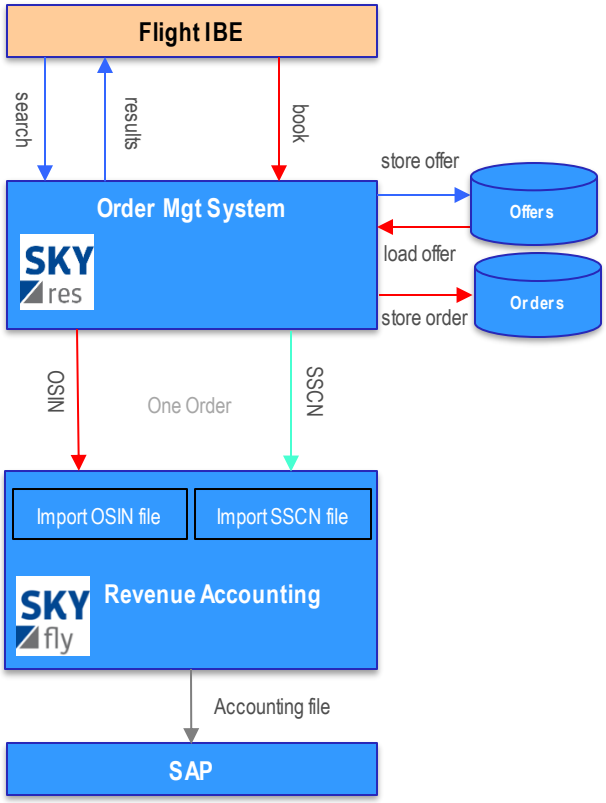
Pilot #1 refers to **"Approach1: Accounting OM → RA → FI"** from the ONE Order BRD
This approach allows using the existing Accounting interface framework and it also supports processing of both legacy, NDC and ONE Order data in parallel.

The objective of this pilot project is to validate that the OSIN and SSCN data structure is useful for proper accounting.

Pilot #2 refers to the **"Approach 2: Direct interface to Accounting"** from the ONE Order BRD

The objective of this pilot was to evaluate if Condor's selling workflows and the respective downstream processing towards accounting will also work with the OO Accounting messages defined by the IATA ONE Order workgroup.

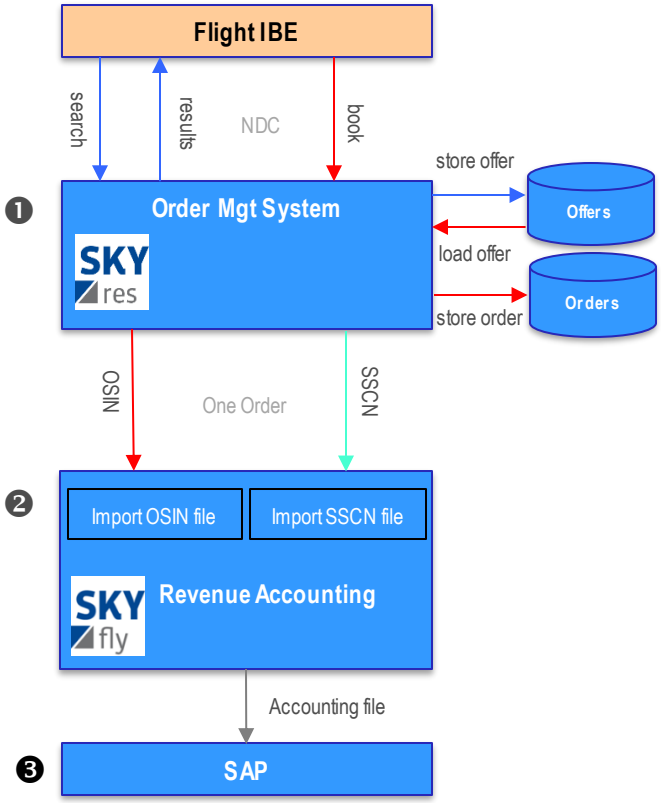
Architecture diagram Pilot #1



To provide the proof of concept, ISO uses the following technical infrastructure:

- ISO's new Order Management System "SKYres" to replay selling workflows using NDC and generate ONE Order messages
- ISO's Revenue Accounting solution "SKYfly Revenue"
- SAP ERP ECC6 as financial accounting system

Scenarios Pilot #1

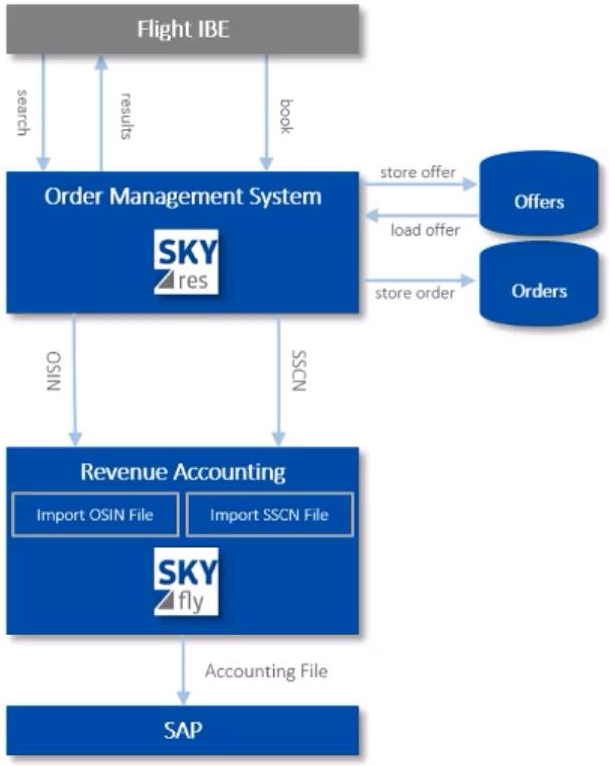


❶ **SKYres OMS** simulates the interaction between OMS and Revenue Accounting system by using the currently available ONE Order messages (IATA_18.1_ONEOrder_3.4_B2)
OrderSalesInformationNotification
ServiceStatusChangeNotifRQ

❷ **SKYfly Revenue** processes the two types of ONE Order messages and generatse accounting data for sales accounting and revenue recognition.
For the purpose of being processed in an existing Revenue Accounting system, the data in OSIN is split up into single records depending on passenger Order Item and Service Item.
OrderID and *OrderItemID* are stored. SKYfly Revenue V 2.8.10 has been enhanced with these additional fields as well as OSIN and SSCN interfaces.

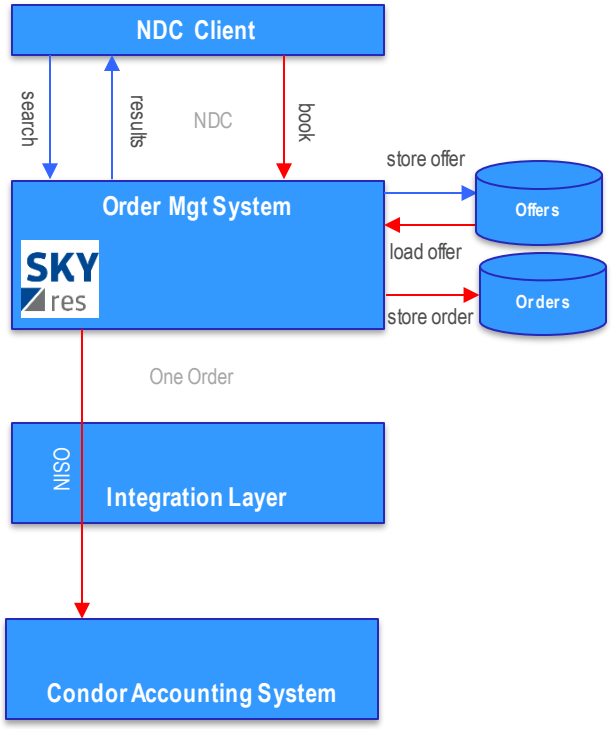
❸ **SAP ERP ECC6** consumes the accounting data.

Video demo Pilot #1



One Order Pilot Demo

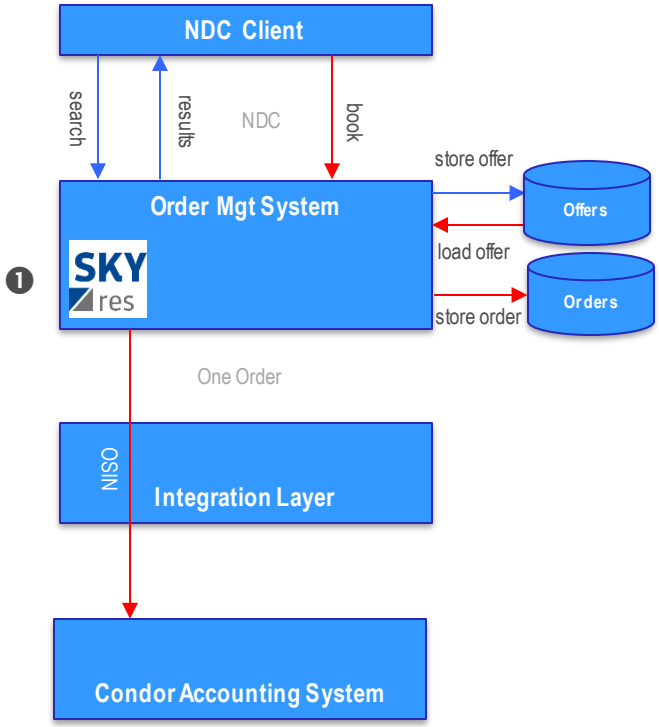
Architecture diagram Pilot #2



To provide the proof of concept, ISO uses the following technical infrastructure:

- Condor's Reservation/Accounting-System as source of information
- NDC Client to generate the scenario messages
- ISO's new Order Management System "SKYres"
- Integration Layer / Accounting Mapper Component
- Condor`s Accounting System

Scenarios Pilot #2



❶

From a business perspective:

The use cases cover the following selling scenarios:

- Book flights
- Book ancillaries (seat)
- Adjust a flight booking

From a technical perspective:

❶ **SKYres** simulates the interaction between OMS and accounting system by using the ONE Order message (IATA_18.1_ONEOrder_3.4_B3) OrderSalesInformationNotification

Key takeaways/Outcome

After we have played through both variants, both advantages and disadvantages can be determined:

Approach 1 with RAS	Approach 2 w/o RAS
+ Easy implementation in existing Revenue Accounting system + Allows parallel processing of legacy, NDC and ONE Order data	+ SKYres OMS is able to forward order sales information for own sales* into "any" ONE Order compatible accounting system *w/o interlining
- Contradicts the basic principle behind ONE Order - Duplication of data (in OMS and RAS)	- Both, the OMS and accounting system have to take over additional tasks

Conclusion

- Overall, both approaches are possible options with the currently defined messages.
- Direct processing from OMS to accounting is feasible, but requires specific development in the OMS and/or the accounting system
- It is considered as a valid approach to process ONE Order data to an accounting system through a Revenue Accounting system.
- Allows parallel processing of sources
- This approach enables airlines, mainly legacy carriers, to start with ONE Order soon, even if not all sales channels and or products are ready yet.
- It might even speed up the readiness and willingness to start with ONE Order as the new process could be phased in rather than started with a big bang.

Issues detected

	Pilot#1	Pilot#2	CRs
Functional	**Implementation Guidelines Needed!**		
	Order changes (actions, order item handling, payments, accounting codes)	Additional transaction meta data	
	Party usage	Transfer partial information	
		Missing data structures (revenue accounts, payment type, order version, tax conversion rate)	
Techncial	IATA_18.1_ONEOrder_3.4_B1 → 8 structural issues / proposals		Structural review of OrderSalesInformationNotifRQ from IATA_18.1_ONEOrder_3.4_B3 message set containing 11 issues/proposals
	IATA_18.1_ONEOrder_3.4_B2 → 5 structural issues / proposals		
	IATA_18.1_ONEOrder_3.4_B3 → 15 structural issues / proposals		

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Thank you very much for your attention!

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Q&A