5th SEM BTTM-Bachelor Travel and Tourism Management

UNIVERSITY OF CALICUT

AIR FARES & TICKETING

2017 ADMISSION

Prepared By

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SYLLABUS

TTM5B10 AIR FARES & TICKETING

Lecture Hours per week: 4 **Credits: 4**

Objectives: To equip the students the mechanism of airfare ticketing exercise.

Module I

Airline Terminology – Airports and offline stations served by airlines – abbreviations used in airlines, its fleet – types of journeys (OW, CT, RT, OJ, RTW) – International sale indicators – Global indicators.

Module II

Passenger ticket: Different coupons – ticketing instruction and conjunction tickets – Open tickets, E-tickets and its advantages – Miscellaneous charges order (MCO) and Prepaid Ticket Advice (PTA) – the rounding off of currencies, referring to airline time table, TIM, OAG, PAT.

Module III

Types of fare – normal fare (Adult, child & infant) – Special fares, discounted fares, passengers requiring special handling – passengers with medical problems – Expectant women – Unaccompanied minors – infants – VIPs/ CIPs, introduction to special fares.

Module IV

Internal fare constructions based on IATA & UFTAA – Fare formula and basic steps using mileage system – OW, RT, CT – Exercises on ticketing – OW, RT, CT.

MODULE 1

AIR TRANSPORTATION IN INDIA

- The Indian Aviation Industry is among the world's fastest growing industries.
- It has undergone huge transformation following the liberalization of the aviation industry in India.
- Once owned by the Government, the aviation sector of India is now privately owned with full service airways and affordable carriers.
- Almost 75% of the domestic aviation sector consists of the private airlines.
- Earlier viewed as a costly means of transportation, afforded by few, air travel is now cheap and can be availed by many.
- The aviation sector has become the most important segment in the economic development of a nation.
- It plays a vital role in moving people or products from one place to another, be it domestic or international, especially when the distances involved are far.

INFRASTRUCTURE AT SELECTED INDIAN AIRPORTS

1. **Rajiv Gandhi International Airport, Hyderabad:**

India is considered one of the fastest growing aviation markets in the world. With rapid liberalization of the Indian aviation policy, growth in air travel per capita and boom in the business/tourism sectors, the need for internationally benchmarked airports is greater than ever.

- Hyderabad Airport is located around 25 kms from Hyderabad city.
- Built to the capacity of 40 million passengers per annum, the Airport is designed to handle New Large Aircrafts (NLA), including the Airbus A380.
- The modular design of the airport will allow incremental expansion of each area, without major rebuilding or operational disruption.
- The city of Hyderabad is a natural aviation hub, owing to its strategic location on the map of India.
- It is connected to all major Indian airports within two hours flying time.
- Internationally too, Hyderabad makes an ideal transit point for flights from west to east and vice versa.

- Taking advantage of the rapidly expanding Indian aviation sector and leveraging Hyderabad's strategic location, the Hyderabad airport is positioned to become an important hub on the global aviation map.
- GMR Hyderabad International Airport Limited (GHIAL) is a joint venture company promoted by the GMR Group (63 per cent) in partnership with government of India (13 per cent), government of Andhra Pradesh (13 per cent) and Malaysia Airports Holdings Berhad (11 per cent).
- The Company was incorporated to design, finance, build, operate and maintain a world class green field airport at Shamshabad, Hyderabad.
- The project is based on the Public Private Partnership (PPP) model and is structured on a Build, Own, Operate and Transfer (BOOT) basis.
- The airport which was commissioned in a record time of 31 months in March 2008 has an initial capacity of 12 million passengers per annum (MPPA) and 100,000 tons of cargo handling capacity per annum.
- The Project has the flexibility to increase capacity to accommodate over 40 MPPA and shall be developed in a phased manner.
- The airport provides world-class facilities and infrastructure, in accordance with ICAO standards and practices to handle large aircraft and international traffic.
- RGIA is the first Indian airport to have the Airport Operations Control Centre which acts as the nerve centre for all coordination within the airport.
- Located strategically at the geographical centre of India within a two hour flying time to all the major cities in India, Hyderabad is well positioned and within a five hour radius from all major cities in the Middle East and South East Asia.
- The modular integrated Cargo facility is spread over 14,330 sq.mts with a capacity to handle 100000 MT annually.

2. **Indira Gandhi International Airport, Delhi:**

We understand that traveling with the family is a special experience and we extend what we can to make that experience comfortable. Delhi International Airport provides special rooms for babies and small children. Parents may avail these rooms to take care of any special needs for their kids such as changing of diapers and other need that their child / children may require.

- A compact and well equipped play area is available for children of different ages and interests, after the security hold in the departure terminal.
- For all our little flyers, DIAL provides complementary strollers only at terminal 1D.
- Those Guardians/ Parents who are unable to locate the airline representatives to take custody of their unaccompanied Minors get in touch with the Customer services staff at the contact zone outside each Terminal.
- The customer service staff in turn calls the respective Airlines to take the custody of the Unaccompanied Minors for their comfortable travel. The airport offers many avenues for entertainment and relaxation.
- A compact and well equipped play area called Kids zone is available for children of different ages and interests after the security hold in the departure terminal.
- Foot massagers are available after the security hold to prepare the passengers for a comfortable flight.
- Several Executive lounges are available to relax and enjoy, and take care of business needs, if any.
- A special Smoking area is available for smokers near the Food Street on the first floor in Terminal 1D.
- In the International Departure, there is a smoking room after the security hold. The International Terminal has a prayer room after the Security hold.

3. **Chaudhary Charan Singh Airport, Lucknow:**

Chaudhary Charan Singh Airport Lucknow is located in the Lucknow city known as City of Nawabs. Lucknow is capital of Uttar Pradesh statewhich is the most populated and fourth largest state (area wise) of India. The Industrial Town Kanpur is located nearby.

- CCS Airport serves the business traffic of Lucknow & Kanpur and has a huge catchment area for Gulf bound traffic.
- It is a Customs Airport and is located about 12 km from the city centre.
- It has been designated as major airport by Airport Economic Regulatory of India.
- There is a world class Integrated Terminal Building made of glass and steel structure having all modern facilities is operationalised.

- Airport is capable of handling aircrafts up to A330- 200 type of Aircraft.
- At this Airport International airlines Air India, Saudi Arabia, Fly Dubai, Oman Air, Air India Express, Budha Air and Domestic airlines Air India, Jet Airways, Jetlite, Kingfisher Airlines, Indigo, Go Air, are operating.
- There are average 26 flights per day operating to/from this airport.

Abbreviations Used in Aviation

A

- **AB**: Air Base. More often used when describing a military airport.
- **ACARS**: Aircraft Communication Addressing and Reporting System
- **ADF**: Automatic Direction Finder.
- **ADT**: Approved Departure Time
- **AFB**: Air Force Base
- **AFCS**: Automatic Flight Control System. It is an advanced autopilot.
- **AFDS**: Autopilot and Flight Director System
- **AGL**: Above Ground Level
- **APU**: Auxiliary Power Unit. Device (usually a small turbine) that provides power for engine starting and other systems while on the ground. Such device is present on large aircraft and some business jets, and replaces the GPU.
- **ARTCC**: Air Route Traffic Control Centre
- **ASI**: Airspeed Indicator
- **ATA**: Actual Time of Arrival
- **ATC**: Air Traffic Control
- **ATCC**: Air Traffic Control Centre

B

- **Black Box**: Popular name given to either the CVR or the FDR used to investigate an accident.

C

- **CAA**: Civil Aviation Authority. An organization in charge of defining aviation safety standards.
- **Capt**: Captain
- **Clearance**: Authorization given by ATC to proceed as requested or instructed (for example: "Cleared for take-off", "Cleared for visual approach", "Cleared to land")
- **Connection**: Transfer between two different flights at an intermediate airport A connection is not the same as a stopover.
- **CST**: See Coast track. CST may also stand for Central Standard Time.
- **CVR**: Cockpit Voice Recorder. One of the so-called ―black boxes‖. It is a device recording the last 30 minutes of sound inside the cockpit, before impact. Sounds recorded include all conversations, radio transmissions, and background noise.

D

- **DCT**: Direct
- **DI**: Direction Indicator. A gyro instrument which indicates the magnetic heading of an aircraft. The DI, also known as the directional gyro (DG), is free of the turning errors associated with magnetic compasses but is prone to precession (wander) and must be reset against the magnetic compass at intervals.
- **Direct flight**: A flight that operates from point A to point B without a connection. A direct flight is not necessarily non-stop.
- **DME**: Distance Measuring Equipment. A combination of ground and airborne equipment which gives a continuous slant range distance-from-station readout by measuring time-lapse of a signal transmitted by the aircraft to the station and responded back. DMEs can also provide groundspeed and time-to-station readouts by differentiation.

E

- **EAT**: Estimated (or expected) Approach Time.
- **ETA:** Estimated Time of Arrival
- **ETD**: Estimated Time of Departure

- **ETE**: Estimated Time En-route

F

- **F/A**: Flight Attendant. Also known as Air Hostess in the UK, formerly known as Steward (ess) in North America.
- **FAA**: Federal Aviation Administration. A national aviation authority in charge of defining aviation safety standards in the United States. In some countries, such as the United Kingdom, an equivalent organization is called the CAA.
- **FDR:** Flight Data Recorder. One of the so-called ―black boxes‖. It is actually painted bright orange to be easily identified among aircraft debris, and records various parameters such as altitude, heading, airspeed, engine statistics, etc… It is used to investigate in the case of an accident.
- **FIDS**: Flight Information Display System. Real-time flight arrival and departure data for an• airport, either as a board inside or near the airport terminal or a virtual version on a website or teletext.
- **FL**: Flight Level. Altitude at barometric setting of 1013.2 millibars or 29.92 inches of mercury, expressed in rounds hundreds of feet. This is usual mostly above 18,000 feet. FL350 is 35,000 feet.
- **FMS**: Flight Management System

G

- **GND**: Ground
- **GPS**: Global Positioning System (Navistar). Navigational system using orbiting satellites to determine the aircraft‘s position on the Earth. Developed at first for military use, then widespread on commercial and private aircraft, it is now expected to replace the ground based navigational systems for its accuracy and reliability.
- **GPU**: Ground Power Unit
- **Ground speed**: Actual speed of an airplane as measured relative to the ground.

H

- **HSI**: Horizontal Situation Indicator. A cockpit navigation display, usually part of a flight director system, which combines navigation and heading.

I

- **IAS:** Indicated Airspeed. Airspeed indicated by the Airspeed Indicator, without correction for position error, altitude, or outside air temperature.
- **IATA:** International Air Transport Association.
- **ICAO**: International Civil Aviation Organization.
- **IFR**: Instrument Flight Rules prescribed for the operation of aircraft in instrument meteorological conditions.
- **INS**: Inertial Navigation System. It uses gyroscopes and other electronic tracking systems to detect acceleration and deceleration, and computes an aircraft's position in latitude and longitude. Its accuracy, however, declines on long flights. Also called IRS, or Inertial Reference System.

M

- **Manufacturer:** Aircraft builder, such as Airbus, Boeing, Embracer, etc.
- **MSL**: Mean Sea Level
- **MSN**: Manufacturer Serial Number. Internal number, for the use of the MANUFACTURER, identifying a particular aircraft within the same model.

N

- **Non-stop**: A direct flight that operates from point A to point B without a stopover.
- **No-Show:** Passenger with a confirmed reservation, who failed to check-in or board on time.

O-P

- **OAT**: Outside Air Temperature
- **Pax**: Passengers

- **Payload**: Revenue passengers and/or cargo, or more specifically their combined weight.
- **PIREP**: Pilot report. Weather observations reported by a pilot in flight.
- **PNR**: Passenger Name Record. Another word for Reservation.
- **POB**: Number of Persons On Board. Also SOB, Souls On Board.

R

- **RDO**: Radio
- **RMI:** Radio Magnetic Indicator. A navigation aid which combines DI, VOR and/or ADF display and will indicate bearings to stations, together with aircraft heading.
- **RON:** Remain Overnight. Aircraft remaining overnight at the airport, either at the gate, remote parking stand or hangar. Airlines take advantage of RONs to perform maintenance, cleaning, etc. on the aircraft.
- **RVR**: Runway Visual Range. A horizontal measurement of visibility along a runway.
- **RWY**: Runway

S

- **Sector**: Segment involving a take-off and landing (for example: a London-Bangkok-Sydney flight contains two sectors)
- **SOB**: Souls (persons) On Board. Also POB, Persons on Board.
- **SSR**: Secondary Surveillance Radar. A radar system comprising a ground-based transmitter/receiver which interrogates a compatible unit in the aircraft (the transponder), providing instant radar identification without having to manoeuvre. Assigned four-digit transponder codes are referred to as squawk (see above) codes.
- **Standby**: In radio communications, is a word to ask the other person to wait for further instructions. A standby reservation is conditional and is on a waiting list, in case of any NOSHOWS.
- **STAR**: Standard Terminal Arrival Route, for inbound IFR traffic.
- **STOL**: Short Take-Off and Landing.
- **Stopover:** Scheduled interruption of a flight at an intermediate airport, either to refuel or to pick up/drop off PAYLOAD. Unlike a connection, a stopover usually does not involve a change of flight number or airline, but may involve a change of aircraft.

- **STOVL**: Short Take-Off and Vertical Landing.

T

- **TOGA**: Take-off/Go Around. An autopilot setting activating take-off or GO-AROUND thrust.
- **Touchdown:** Synonym of landing. May also refer to a stopover that does not involve a change of aircraft or flight.
- **Transition altitude (TA):** Altitude in the vicinity of an aerodrome at or below which the• vertical position of an aircraft is controlled by reference to altitude (with the aerodrome QNH set on its altimeter). Above transition altitude QNE is set and flight levels used. Also called transition level (TL) at which a descending aircraft changes from FL to QNH.

U

- **UHF**: Ultra-High Frequency. Radio frequencies in the 300-3,000 MHz band.

V

- **VFR**: Visual Flight Rules. Prescribed for the operation of aircraft in visual meteorological conditions (VMC). VMC is generally defined as 5 miles visibility or more and 1,000 feet vertical and one nautical mile horizontal clearance from cloud, but variations apply to aircraft operating below 3,000 feet AMSL. Special VFR (SVFR) clearances are granted at the discretion of ATC for VFR flight through some controlled airspace where IFR usually applies.
- **VHF:** Very High Frequency. Radio frequencies in the 30-300 MHz band, used for most civilx air-to-ground communication.
- **VIS:** Visibility
- **0001**: United States President is on board
- **7500**: Hijack
- **7700**: Emergency situation

Basic Factors of Fare Calculation

For determining fare for a journey, the calculation will depent upon;

1. Class of service
2. Types of journey
3. Types of transaction
4. Direction of travel

1. Class of service

There are Three classes in an aircraft;

- First class - (F)
- Business class - (C/J)
- Economy class - (Y)

2. Types of journey

a) One Way Journey (OW)

A journey starting from one point(Origin) and ending at another, may or may not touch the intermediate points.

Eg:- COK – LIS – MAD

b) Return / Round Trip Journey (RT)

A Journey from a point of origin to another point of destination then return back to origin.

Eg:- COK – BOM – MAA – COK

'In a return journey the fare is breaking at the farthest poin from the point of origin. This farthest point is known as the **Turn Around Trip (TRP)'.**

c) Open Jaw (OJ)

A surface sector is allowed either at the origin or the turnaround (TRP) of the journey.

A surface sector is any part of your round the world trip that involves flying into and out of different airports, making your way between them by other means over land.

3. Types of transaction (International Sales Indicators) – ISI

Before calculating a fare, it is first important to determine the sales and ticketed location. There are 4 types of sales indicators in Airlines Industry.

i. SITI = Sold Inside Ticketed Inside.
ii. SITO = Sold Inside Ticketed Outside.
iii. SOTI = Sold Outside Ticketed Inside.
iv. SOTO = Sold Outside Ticketed Outside.

Examples:-

SITI: Guess a pax wants to travel from Bangladesh to Malaysia. If he purchases a ticket from Bangladesh and he will depart from Bangladesh then it will be the S.I.T.I ticket.

SITO: Guess a pax wants to travel from Bangkok to Dhaka. If he purchases a ticket from Dhaka and he departs from Bangkok then it will be the S.I.T.O ticket only for the Dhaka office.

SOTI: Guess a pax wants to travel from Bangladesh to Malaysia. If he purchases a ticket from Malaysia and he will depart from Bangladesh then it will be the S.O.T.I ticket.

SOTO: Guess a pax wants to travel from Bangkok to Dhaka. If he purchases a ticket from Dhaka and he departs from Bangkok then it will be the S.O.T.O ticket only for the Bangkok office.

4. <u>Direction of travel</u> (Global Indicators)

a) Western Hemisphere (WH)

The journey wholly within TC1, it is called as WH.

Eg:- WAS – YTO – CCS – BUE – LAX

b) Eastern Hemisphere (EH)

The journey within TC2 or TC3 alone or between TC2 and TC3 is called Eastern Hemisphere.

Eg:- LON – AMS – ATH – DXB – RUH

MNL – SIN – KUL – DEL

c) Atlantic Route (AT)

The journey between TC1 and TC2 via crossing Atlantic Ocean is called Atlantic route.

Eg:- YVR – LON – CCJ

d) Pacific Route (PA)

A journey between TC1 and TC3 via crossing Pacific Ocean is called Pacific route.

Eg:- DEL – BJS – SYD – BOS – BOG

e) Atlantic and Pacific Route (AP)

A journey between TC3, TC1 and TC2 via crossing Atlantic and Pacific ocean is called Atlantic and Pacific route.

Eg:- BJS – BUE – BER – ROM

f) Trans Siberian Route (TS)

A journey between TC2 and TC3 having a nonstop flight between Europe and Japan/ Corea/ Taiwan is called Trans Siberian route.

Eg:- LON – FRA – OSA – KUL

LIS – AMM – CPH – TYO – TPE

g) Federation Route (FE)

The journey having a nonstop flight between Russia in Europe (Moscow, Lenin berg) or Ukraine (Kiev) and TC3 but not having a direct flight between Japan/ Corea/ Taiwan.

Eg:- IEV – SIN – BKK – OSA

TYO – KHI – MOW – LON

h) Russian Federation Route (RU)

The journey having a nonstop flight between Russia in Europe and Japan/ Corea/ Taiwan, then continues to a point in area 3 (TC3).

Eg:- LED – TYO – MNL – SYD

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MODULE 2

AIRLINE TICKET

- An Airline Ticket is a document or electronic record, issued by an airline or a travel agency, which confirms that an individual is entitled to a seat on a flight on an aircraft.
- The airline ticket may be one of two types:
  - Paper Ticket: which comprises coupons or vouchers
  - Electronic ticket: often called E-ticket, is the digital ticket equivalent of a paper ticket.

Regardless of the type, all tickets contain the following information:

- The passenger's name.
- The issuing airline.
- A ticket number, including the airline's 3 digit code at the start of the number.
- The cities the ticket is valid for travel between.
- Flight that the ticket is valid for. (Unless the ticket is "open")
- Baggage allowance.
- Fare. (Not always visible on a printout but recorded electronically for the airline)
- Taxes. (Not always visible on a printout but recorded electronically for the airline)
- The "Fare Basis", an alpha or alpha-numeric code that identifies the fare.
- Restrictions on changes and refunds. (Not always shown in detail, but referred to).
- Dates that the ticket is valid for.
- "Form of payment", i.e., details of how the ticket was paid for, which will in turn affect how it would be refunded.
- The Rate of Exchange used to calculate any international parts of the fare and tax.
- A "Fare Construction" or "Linear" showing the breakdown of the total fare.

Types of ticket issued in air travel

1. First Class Ticket:
   - First class ticket is form tickets that allow travel in first class.
   - First class travelers have access to spacious seating, quality food, drink and other inflight amenities.
   - These tickets are often the most expensive type of ticket available.
   - First class ticket holders also have access to the airport lounge while waiting for their flight and a variety of entertainment options on-board.
2. Business Class Ticket:
   - This type of ticket allows the purchaser to sit in business class.
   - It is a ticket that provides travellers with a more comfortable travelling experience than coach/economy.
   - One of the benefits of business class is increased leg room.
   - However, it does not have the features or luxuries that are available to travellers carrying first class tickets.
3. Coach Ticket:
   - Coach Tickets are a type of ticket in which fliers travel in coach or economy class.
   - This is the most basic means of travel and it is also the least expensive.
   - Holders of coach tickets are often given limited snacks and drink and other comfort features such as leg room are limited.
4. Non-refundable tickets:
   - This type of ticket is often purchased at a discount and is not eligible for a refund.
   - Travelers who are unable to travel on the date or dates that are specified may request that the carrier transfer the ticket to another time.
   - Rules regarding transferring travel dates with non-refundable tickets may vary from one carrier to another and a re-issuing fee or penalty may apply.
5. Refundable ticket:

- Refundable tickets are a ticket type that is eligible for a refund.
- Travelers that request a refund are not charged a fee or penalty.

6. Domestic Sector Tickets:
   - It is a form of commercial flight within civil aviation where the departure and the arrival take place in the same country.
   - These days the number of domestic flight booking has been increased a lot.
   - Because most of the airlines provide low fares for domestic sectors, so people started to travel by air for domestic travelling.
   - Unlike early years domestic flight booking is much easier now with the use of internet and online domestic flight booking facilities.
   - Passengers have the facility to compare domestic airfares and they can make the most affordable domestic flight booking.
7. International Sector Tickets:
   - It is a form of commercial flight within civil aviation where the departure and the arrival take place in different countries.
   - International air travel is playing a significant role in the growth of Indian aviation sector.
   - Boosted by dramatic economic growth and income level of Indian passenger, the demand for international air travel in India has risen considerably in the past few years.

Conjunction Ticket

- A Ticket issued to you which also contains another Ticket for passage which together constitute a single contract of carriage.
- A set of two or more airline tickets to cover a single itinerary. The tickets are stapled together and issued at the same time, which constitutes a single contract of carriage.

Open ticket

- An **open ticket** is a travel document without a certain return date, but with a fixed validity period.

- ❖ It is used in transportation. Passengers can take advantage of favorable prices for their future travels by purchasing open tickets.

Electronic Ticket (E-Ticket / ET)

- ➢ This type of ticket is issued in the paper; it is also called the paperless ticket.
- ➢ The information on the ticket is stored electronically in GDS and Airline reservation system.
- ➢ The same may be booked by the passenger personally by visiting the travel agencies websites or company online portals.
- ➢ The tickets shall be issued and shall be sent to the registered email- ID and mobile number.
- ➢ The message on phone received or email shall be shown to the airline executive at the respective airport along with their identity card proof then after verifying the identity of the travelers the boarding pass shall be issued per sector separately.
- ➢ In order to issue the e-ticket, it is essential to have database in line with an airline reservation system.
- ➢ This is the system, connected to all the airline affiliations and travel agencies as well.
- ➢ The travelers may visit the websites for online collaborator and they can book the tickets as per choice of destination and type.
- ➢ They are also offered the various methods of payment like credit cards or internet banking etc.
- ➢ It reduces the worry of printing the ticket to board into the plane and also avoids any fear of forgetting or losing the same.

Advantages of E-Ticket

- It reduces booking expenses.
- It has advantages both airlines and travelers.
- An e-ticket ensures security, flexibility, cost and convenience.

- It also provides the standard assurances of the traditional paper ticket, such as seating choice, travel time options and other flexibilities.
- It is hard to steal because, unlike the traveler who leaves his ticket at the office, e-tickets are impossible to "lose" because they reside in a computer database network.
- Passengers typically print out copies of their e-ticket, including confirmation e-mails, itineraries and other documents.
- All those documents can be replaced by pulling them out of the computer again, and only a person with the proper identification can actually use the e-ticket.

Miscellaneous Charges Order (MCO)

- A miscellaneous charges order (MCO) is an accountable IATA document that records charges when standard ticket stock cannot be used.
- It is also known as miscellaneous purpose document (MPD),
- It is similar to an old-style airline ticket.
- It is issued by airlines, but normally pay for services other than airfares.
- Issued by an agent or airline as proof of payment for travel arrangements like accommodations, ground transportation, or special services, or as a credit toward future air transportation.
- A MCO may be used to purchase most services offered by airlines, hotels and tour operators.
- It is worth the price written on the MCO, and is used for payment for the types of service written on the MCO.
- When an MCO is issued and/or honored for air transportation and related charges, applicable currency regulations shall apply.

Guidelines for Issuing MCOS

- Name of Passenger – The MCO may be issued only in the name of the passenger on the original unused ticket.
- Type of Service – An MCO may be issued for the following types of service:
  - ✓ air travel and related services, including lost ticket application, Crown Room membership, excess baggage fee, pet transportation charge, unaccompanied minor escort fee,
  - ✓ future administrative service charge,
  - ✓ PTA service charge fee.
- Endorsement Restrictions- Non refundable/non reversible. The endorsement box of any ticket issued in exchange for the MCO must contain the non-refundable amount including taxes.
- Validity – An MCO is valid for one year from the date of issue and must be presented for a ticket within that period.
  - ✓ Once the MCO is exchanged, the ticket issued then becomes valid for one year from the date of issue.
  - ✓ MCOs are not replaceable if lost or stolen.

Prepaid Ticket Advice (PTA)

- ❖ It is an authorization permitting the issuance of a ticket at a location other than the point of payment.
- ❖ It can involve domestic or international reservations.
- ❖ It is used for prepayment of tickets, baggage charges, and incidental expenses directly related to the transportation covered by the Prepaid Ticket Advice.
- ❖ When a PTA is entered and processed through an airline on-line reservations system it is referred to as an automated PTA.

- The PTA is contained within the associated PNR.
- There are seven (7) PTA fields that can be entered into a PNR, five (5) of which are mandatory in each PTA. These fields are listed below:
    1. PTA Number (7PTA) - Mandatory
    2. Purchaser information (7P/) - Mandatory
    3. Fare - Construction and monetary amount (7F/) - Mandatory
    4. Passenger contact (7C/) - Mandatory
    5. Routing (7Z) - Mandatory
    6. Special remarks (7S/) - Optional
    7. Action (used by the host airline prepaid desk only) - Optional
- Any addition, change, or deletion made to the PTA field is recorded in the history of the PNR.
- PTA refund request must be initiated through the hosted airline PTA desk in the local reservations office.
- If the PTA is refundable, the prepaid desk can issue a refund card or a refund letter. This card or letter along with a Ticket Refund Notice (ATC Form 895), is the only acceptable refund documentation which will be accepted by the airlines.
- Once a PTA ticket has been issued to the traveler, unless restricted by the purchaser, the ticket can be exchanged like any other ticket.

Travel Information Manual

- TIM is the most reliable or trustworthy name in the air industry for travel.
- It has been providing excellent information since its inception i.e. from 1963 for travel.
- The information relates to entry conditions, health necessities, customs and currency regulations.
- The agency responsible for publishing the travel information manual is INDP (i.e. IATA Netherlands Data Publications).

- This manual booklet is published on a month basis and helpful for the travel fraternity which includes travel agents, tour operators, airlines, MNC's involved in travel including the government agencies.
- It is beneficial for all stakeholders which includes travellers.
- The travellers are benefitted in terms of time, costs and avoid delays.
- TIM is issued by IATA in form of a manual which contains practical and useful information to the air travellers with regard to entry regulations or conditions of various countries.
- This TIM manual is referred worldwide by thousands of travel professionals working in airlines, travel agencies, tour operations, Global Distribution Systems (GDS), corporate and government undertakings.
- It contains information for more than 216 nations on travel for all the travel stakeholders.
- This publication is being given weightage throughout the world by the travel organisations, travel companies, immigration authorities and the world Health Organisations.
- These organisations give trustworthiness and continuity to the TIM for information related to visa, passport, health requirements, customs & immigration requirements, tax charged at airport (airport tax), currency and taxes (duty) paid.

Official Airline Guide (OAG)

- It is an air travel intelligence reference that provides data on airline schedules, cargo and aviation analytics.
- It contains current Domestic and international cargo flight schedules, including freighter, wide body and combination passenger-cargo flights.
-
- OAG's databases include cargo flight information updated daily, worldwide cargo schedules from freighter aircraft to road feeder services, origin/destination information, flight details, airline code, airport, and aircraft type.
- OAG offers a comprehensive reference guide for cargo flights that is updated monthly to provide visibility of all flight options available.
- Data can be customized to specifically contain the parameters desired by the user.

- OAG operates globally in three vertical sectors: Aviation, Cargo and Travel.
- The Specialties includes: Aviation Data, Travel Planning Tools, Aviation Analysis, Passenger and Cargo Flight Schedules.
- OAG holds a breadth of aviation, cargo and travel related content and is best known for its airline schedules database.
- This feeds the world's global distribution systems and travel portals, and drives the internal systems of many airlines, air traffic control systems, aircraft manufacturers, airport planners and government agencies.
- Every ten seconds a flight is updated on the OAG system.
- The OAG contains information about flight schedules and frequencies for airlines throughout the world. The OAG includes information like:

  (i) Air Carrier- Indicates the airline that operates the service between the airport pairs.

  (ii) Origin Airport - The originating point of the flight.

  (iii) Destination Airport - The endpoint of the flight.

  (iv) Airtime - Time spent in air.

  (v) Ground time - Time spent on the ground including waiting and transfer times at airports.

  (vi) Seats - Number of available seats in the flight.

  (vii) Distance - Flight distance in miles.

  (viii) Frequency - Number of flights between the origin and destination during the considered time interval.

  (ix) Aircraft type - The name and model of aircraft that was flown between the origin and destination airports.

Passenger Air Tariff (PAT)

- It is a detailed document published four times a year, jointly by the International Air Transport Association (IATA) and International Society for Aeronautical Telecommunications (SITA).

- It is an authoritative document and provides information about carrier rules and fare information to the airlines, agents, and various training institutes.
- It includes the details of all the flight sectors and fares of different categories from one particular airport to the other connections.
- PAT products and services help support a wide range of online and offline users by providing easy access to general rules, fare construction application, ticketing and other rules and fares information in support of passenger travel.

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MODULE 3

TYPES OF FARES

1. Normal fares

- Those fares that do not have any restrictions are called normal fares.
- First class ("F"), business ("C") classes and a full annual economic class ("Y") tickets refer to this type of fare.
- Tickets which are issued on the basis of these fares are usually can be fully refunded, dates and routes can be changed freely.
- These tickets are not limited either by date or by expiration date.

2. Special fares

- The most extensive category of fares which is used by vast majority of the passengers.
- The logic of the airlines is obvious here - the cheaper the fare, the more restrictions are applied to it.
- Therefore, it makes sense to consider the basic conditions of the use and restrictions of special fares more detailed.
- Usually, all fares of this group have the minimum and maximum length of stay in the destination point (the so-called Minimum stay and Maximum stay).
- A passenger who has paid for the ticket on a normal (full) fare, has several advantages.
    - Booking, payment and ticketing are not regulated.
    - Validity of tickets is one year,
    - there are no requirements for minimum stay period in the country of destination,
    - there are no limits for the number of stops on the route.
    - You can change the departure date without penalty in most cases.
    - There is a possibility of adjusting or changing the route.
    - Return of the ticket is also carried out without penalty.

- You can buy a one way ticket, if it does not violate the rules established by the destination country.

3. **Discounted fares**

- These fares are cheaper as they are usually available for a limited time, like a 'seat sale'.
- Discount fares can have a long list of limitations like the:

  – Travel dates – e.g. July – August only.

  – Minimum stay – e.g. 2 nights.

Passengers Requiring Special Handling

1) Carriage of wheelchairs, Mobility Aids and Medical equipment

   At the time of booking, passengers will need to advise what level of assistance is required, these are:

   MAAS - Meet and Assist

   WCHR - Requires wheelchair to and from the aircraft but can walk up/down stairs and can manage in the cabin unaided.

   WCHS - Wheelchair is required to and from the aircraft, assistance up/down stairs but is able to make his/her own way to/from the cabin seat.

   WCHC - Wheelchair to and from aircraft and assistance up/down stairs and in the aircraft.

2) Medical passengers
3) Medical Equipment and oxygen

   Passengers may use their own aviation approved oxygen generators/concentrators (not cylinders).

   Approved portable oxygen concentrators allowed:

- Respironics EverGo
- Invacare XPO2
- AirSep Lifestyle
- SeQual Eclipse
- Delphi RS-00400
- Inogen One
- AirSep Freestyle

Medical Syringes - If for medical reasons, passengers need to inject themselves during the flight (e.g. diabetics)

4) Diabetic passengers
5) Disabled passengers
6) Passengers with a hearing and or vision impediment
7) Service dogs
8) Pregnant passengers

Passengers with Medical Problems

- Physiology during flight
- Cardiovascular disease
- Deep vein thrombosis
- Respiratory disease
- Pregnancy
- Infants and children
- Anemia
- Ear, nose and throat problems
- Postsurgical patients
- Trauma/orthopedics
- Neurological/psychiatric illness
- Contagious infectious disease

- Diabetes mellitus

Expectant Womens

- An expectant woman in good health may be accepted for transportation up to and including the 32nd week of pregnancy.
- At the time of making the bookings, if the pregnancy is advanced beyond 32 weeks and with the anticipation of normal delivery, the expectant mother be accepted for travel up to and including the 35th week of pregnancy, i.e., up to, at least 5 weeks prior to the expected date of confinement.
- A medical certificate from the attending obstetrician must be obtained stating that she is fit to travel.
- If more than one month elapses between the date the booking is affected and the departure, a further certificate should be obtained, dated not more than 3 days, prior to departure.
- Cases of multiple and complicated pregnancy should not be accepted after the 32nd week in the case of :
  - Multiple pregnancy which refers to twins, triplets etc.
  - Complicated pregnancy which refers to cases where on previous occasions a mother has experienced difficult and complicated delivery
- In case of the pregnancy beyond 35 weeks, passenger may be accepted for transportation only on urgent or compassionate grounds, with the authority of the Executive Director - Medical Services, after filling the MEDIF form.

Unaccompanied Minors

- Generally children upto age 12 years traveling alone are classified as "Unaccompanied Minors".
- On purely domestic routes, Unaccompanied Minors are children above 5 years and under 12 years.
- To avail this service, the mandatory formalities should be completed.

- An applicable form can be downloaded from the Airline's website and submitted as a set of 5 copies to the Airline's nearest office, a minimum of 3 working days prior to the scheduled travel.
- Children traveling in different class though accompanied by their parent / guardian are to be treated at par with an unaccompanied minor and the requisite procedure's for travel of an unaccompanied minor, as per IATA recommendations are to be adhered .
- It has also been decided that the existing procedure of handling Unaccompanied Minors shall be adhered to, as per the current laid down norms / procedures and the only variation, because of the above, will be that the procedure of handing over / taking over of the Unaccompanied Minor shall be at the entry of the aircraft before boarding and after completion of disembarkation of passengers.

Infant Travel

- An infant is one who has not yet reached his/her second birthday.
- Infant tickets for normal fares will be charged at 10% of the basic normal adult fare however, the same may vary for special fares.
- For Domestic travel currently the infant base fare is INR 1000 (subject to change without notice).
- Applicable taxes, Airline Fuel Charges, and fees will be charged in addition to this fare.
- Infant discounts are sometimes not applicable for special discounted fares.
- If the infant has crossed his second birthday when the journey commences, then the ticket would have to be issued with a part infant and part child fare.
- No seat will be allotted for an infant traveling on an infant ticket. If a seat is required the infant should pay the child fare.

VIPs/ CIPs

VIP (Very Important Person)

- A **Very Important Person** or **personage** (**VIP** or **V.I.P.**) is a person who is accorded special privileges due to their high social status, influence or importance.
- The examples include celebrities, heads of state or heads of government, other politicians, major employers, high rollers, high-level corporate officers, wealthy individuals, or any other socially notable person who receives special treatment for any reason.
- The special treatment usually involves separation from common people, and a higher level of comfort or service.
- Sometimes, the term Very Very Important Person (VVIP or V.V.I.P.) is also used, especially with reference to VIPs with very high rank or spending power.
- It is used especially when anyone can buy VIP treatment, to distinguish people with especially high requirements.

CIP (Commercially Important Person)

- A **Commercially Important Person (CIP)** is used to refer to high value commercial clients, a term typically used in the context of airport business lounges especially in Asian countries, but also more generally amongst travel agencies.

Classification of Fares

- Fares are the amount charged from a passenger for his travelling
- Fares are divided in to two,
    1. Normal Fare
    2. Special Fare

1) Normal Fare
    a) Adult Fare (above 12) –
        - The amount charged from a normal adult passengers
    b) Child Fare (2-12)
        - A person he or she is not completed his or her 12 th birthday on the date of commencement of travel is called child fare.
        - The fare charged from the child is called child fare.

- He is entitled to pay 50% of the normal adult fare
- He can occupy a seat with free baggage allowances.

c) Infant Fare (0-2)

- The amount charged from the infant is called infant fare.
- He or she is not completed his second birthday on the date of commencement of travel is called infant fare.
- If two infant as travelling one is considered as an infant and entitled to pay 10% of normal adult fare and not allowed occupy a seat and other infant is considered as a child and he is entitled to pay normal adult fare, he can occupy a seat and free baggage allowances.

2) Special Fares

- Special fares are low promotional fares that have more restriction than the normal fare.
- Special fares are classified in to two

a) Surcharged Fare

- Carriage of dead body, structural passengers

b) Discounted Fare/ Rebated Fare

i. Public Special Fare

- ❖ Advance Purchase Excursion Fare (**APEX**)
  - There shall be reservation with advance payment the time limit will be there, these are open dated ticket.
- ❖ Purchase Excursion Fare(**PEX**)
  - It does not allow open dated ticket or segment; it does not have a requirement to purchase the ticket a number of days before departure.
- ❖ Excursion Fare (**EX**)
  - It means for holiday makers but the journey permitted in economic class. The validity for the ticket is lesser time.
- ❖ Late Booking Fare (**LBF**)
  - It only is purchased at the best movement of departure.

ii. Public Group Fare

- These are design for group travel or when people travel together.
  - ❖ Common Interest Group
    - These are available only for adult. Passenger who have a common interest in travelling together by a same routing to the same destination.
  - ❖ Incentive Group Fare
    - These are travel programme which awards to employees or dealers. They will get a fixed percentage of incentive from the institution.
  - ❖ Affinity Group
    - These fares are available to member of the same association department or company and corporation.
  - ❖ Non –affinity Group
    - The passengers do not have a common affinity to available the connection with the passenger where just assignable in the particular group. (In order to available of the group discover)

iii. Inclusive tour Fare

- It means a passenger arranged combination of air transportation, surface arrangement and side seeing facilities. These are not available directly to the public.
  - ❖ Group Inclusive Tour (**GIT**)
    - The Inclusive tour available to a group is called group Inclusive Tour.
  - ❖ Individual Inclusive Tour (**IIT**)
    - The all inclusive package available to an individual is called inclusive tour.

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MODULE 4

Internal fare constructions based on IATA & UFTAA

Airline Prices

Pricing refers to the process of determining fare levels, combined with various service amenities and restrictions, for a set of fare products in an origin-destination market.

Airlines can utilize one of following economic principles:

a. Cost based pricing
b. Demand based pricing
c. Service based pricing

Factors Affecting the Price

Type of Journey

i. One way
ii. Round trip
iii. Circle trip
iv. Open jaw

Type of Flight

i. Non-stop
ii. Direct
iii. Interline connect
iv. Online connection
v. Stopover.

Fare formula and basic steps using mileage system(OW)

FCP(Fare Construction Point)	Identify the fare construction points of the fare component
NUC (Neutral Unit of Construction)	Quote the Neutral Unit of Construction from fare component Origin to destination based on global indictor, fare type and carrier.
RULE	Follow the rule and check for specified routings
MPM (Maximum Permitted Mileage)	Note the MPM between the origin and destination of the fare Component
TPM (Ticketed Point Mileage)	Add up the Ticketed Point Mileage and compare the sum with the MPM.
EMA (Extra Mileage Allowance)	If the total TPM exceeds the MPM, look for an Extra Mileage allowance or TPM deduction.
EMS (Excess Mileage Surcharge)	If the EMA is nil or insufficient, determine the Excess Mileage Surcharge by dividing TPM by MPM.
HIP (Highest Intermediate Point)	Look for Highest Intermediate Point fare from a) component origin to intermediate stopover b) Intermediate stopover point to another c) Intermediate stopover point to component destination If there is a higher fare, replace the unit origin –unit destination NUC with this HIP fare and apply EMS, if any.
RULE	Enter the rule corresponding to the HIP NUC.
AF (Applicable Fare)	Determine the resulting applicable fare in NUC.
CHECK BHC (Backhaul Check)	Apply Backhaul Formula origin to highest rated stopover point, if any.
TOTAL	Get the total result of all the above steps in NUC.
IROE (IATA Rate of Exchange)	Multiply by the IATA Rate of Exchange based on the COC. Drop Trailing zeroes, if any.
LCF (Local Currency Fare)	Round the resulting LCF and show the exact number of decimal required.

RT / CT Fare construction steps

To be applied for each Fare Component	
FCP (Fare Construction point)	Identify the fare construction points of the fare component after selecting the fare break point
NUC (Neutral Unit of Construction)	Quote the fare neutral Unit of Construction from the origin to the destination following the appropriate global indicator, fare type and carrier code
RULE	Follow the condition of the rule
MPM(Maximum Permitted Mileage)	Note the maximum distance between the FCPs
TPM(Ticketed Point Mileage)	Add up the TPMs and compare with the MPM
EMA(Extra Mileage Allowance)	If TPM is higher than MPM ,look for a TPM reduction
EMS(Excess Mileage Surcharge)	If EMA is nil or insufficient, determine the EMS by dividing TPM by MPM
HAP(Highest Intermediate Point)	Look for a HIP fare in the direction of the fare component
RULE	Enter the rule corresponding to the HIP NUC
AF(Applicable Fare)	Determine the resulting applicable fare in NUC
STEPS	FOR THE ENTIRE JOURNEY
SUBTTL(Subtotal)	Get the sum of the out bound (OB)and inbound(IB) AF NUCs.
CHECK CTM(Circle Trip Minimum)	Look for the highest rated RT NUC from the origin to the highest rated stop over point in the whole journey.
TOTAL	Get the sum of all the NUCs including plus ups
IROE(IATA Rate of Exchange)	1. Multiply NUC by the IROE. 2. Drop trailing zeroes, if any

LCF(Local Currency fare)	1. Round the resulting LCF 2. Show the exact number of decimals

One way through fare construction

The basic elements of through fare construction Using mileage principle includes:

a) Maximum Permitted Mileage (MPM)
b) Ticketed Point Mileage (TPM)
c) Extra Mileage Allowance (EMA)
d) Excess Mileage Surcharge (EMS)

The checks involved in the Mileage system are :

i. Highest Intermediate point (HIP)
ii. Backhaul Check (BHC)

a) Maximum Permitted Mileage (MPM)

- MPM is the maximum distance in the air miles that the pax is allowed to travel between origin and destination of a fare component.
- This maximum distance is based on 120% of the shortest operated mileage (SOM) between the concerned points .
- MPM is published either in the PAT fares book or MPM book.
- When selecting the correct MPM, it is important to establish the GI for the routing travelled between the fare component origin and the fare component destination.

b) Ticketed Point Mileage (TPM)

- TPM represent the shortest operated mileage between the ticketed points of the journey.
- The TPMs are published in the PAT General Rules book.
- TPMs are alphabetically listed by Headline and Sideline cities.
- By looking at the Headline city, we can see two of the TPM, I .e, if we look under the Headline SIN; we can see TPMs between SIN MOW and SIN ADI. The TPM published for a city pair is same in both directions.

Example 1:

1 SU 520 Y 11NOV 3 SVODXB HK1 0850 1510 E 0 73H

EK 372 Y 15NOV 7 DXBBKK HK1 0940 1840 E 0 388

TG 642 Y 15NOV 7 BKKNRT HK1 2355 0735+1 E 0 787

The origin is Moscow and the destination is Tokyo. It is an indirect one way routing via intermediate points Dubai and Bangkok that as single can first be priced fare component.ie,

Journey: MOW SU DXB EK BKK TG TYO

Economy Class

Here are the fare construction steps from FCP until TPM

Fare construction steps:

FCP MOW TYO

NUC (EK YY) YIF (EH) OW 4672.87

RULE Y091/ Specified Routing: none

MPM EH9291

TPM 8207 M

Example: 2

CX 899 W 14DEC 1 EWRHKG HK1 0110 0600+1 E 0 77W

KA 372 W 15DEC 2 HKGSIN HK1 1230 1620 E 0 333

Journey: NYC CX X/HKG SQ SIN

Premium Economy Class.

Here are the fare construction steps from FCP until TPM

Fare construction steps:

FCP NYC SIN

NUC (CX) W (PA) OW 4233.00

RULE P0107/ Route Map #: none

MPM PA 11434

TPM 9649 M

c) Extra Mileage Allowance (EMA)

- Ideally the MPM should be higher than or equal to the TPM.
- If in case the total TPM is higher than the MPM, we have to look for an EMA or an Extra Mileage Allowance.
- The EMA is a TPM deduction or published bonus mileage depending upon the area \ sub area location of the origin\destination via points of the fare component, which is deducted from the total TPM.
- The EMA table is listed in PAT, classified by area\sub- areas and are divided into 4 main columns.
- The first two columns indicate the location of the origin and destination and can be read vice versa.
- The third column indicates the via point that must be the part of the routing.
- If the column indicates "any routing" or does not mention any specific point, it means that the passenger can travel via any point.
- The last column indicates the miles which should be deducted from the TPM.
- If there is any applicable EMA for the routing, it should be indicate as "E\XXX" where XXX is the city code of via point by which the routing gets an EMA.
- If the routing gets an EMA because of any non

Example: 1

Journey: TPE BR BKK AI DEL AI BOM

Business Class

TPMs: TPE BKK 1555EH

BKK DEL 1824EH DEL

BOM 708EH

Here are the fare construction steps from FCP until EMA

Fare construction steps:

FCP TPE BOM

NUC (AI YY) CIF (EH) OW 1901.56

RULE Y290

MPM EH 3745

TPM 4087 3387

EMA -700 E/DEL M

Example: 2

Journey: YVR AC YTO AC AMS BA LON

Business Class

TPMs: TYV YTO 2076WH

YTO AMS 3740AT

AMS LON 211EH

Here are the fare construction steps from FCP until EMA

Fare construction steps:

FCP YVR LON

NUC (AC YY) CIF (AT) OW 7939.39

RULE X1195

MPM AT 5659

TPM 6027 5627

EMA -400 E/YTO M

e) Excess Mileage Surcharge (EMS)

- After deducting the applicable EMA from the TPM, the reduced TPM is again compared with MPM to determine whether the journey is within the mileage or not.
- If the TPM is lesser than MPM, then we need not look into the EMS table.
- If the TPM exceeds the MPM even after deduction of EMA, then only we need to look for the applicable MPM and the result are checked up to 5 decimal places.

EMS Table:-

Over 1.00000 but not higher than 1.05000 5%

Over 1. 05000 but not higher than 1.10000 10%

Over 1.10000 but not higher than 1.15000 15%

Over 1.15000 but not higher than 1.20000 20%

Over 1.20000 but not higher than 1.25000 25%

When the surcharge is not within the limits mentioned in the table, then we need to slice and dice the journey.

Example: 1

MU 212 C 05NOV 4 MNLPVG HK1 0455 0815 E 0 32H

AI 349 C 05NOV 4 PVGBOM HK1 2200 0615+1 E 1 788

AI 601 C 09NOV 1 BOMDEL HK1 0600 0800 E 0 321

AI 243 C 12NOV 4 DELKBL HK1 1235 1335 E 0 320

Journey: MNL MU X/SHA AI BOM AI DEL AI KBL

Business Class

TPMs: MNL SHA 1152EH

SHA BOM 3141EH

BOM DEL 708EH

DEL KBL 623EH

Here are the fare construction steps from FCP until EMS

Fare construction steps:

FCP MNL KBL

NUC (AI YY) CIF (EH) OW 2126.00

RULE Y277

MPM EH 4395

TPM 5624 4924

EMA -700 E/BOMDEL

EMS 15M

i. Highest Intermediate point (HIP)

- The HIP is the integral part of the mileage system formula.
- It is a fare component check which ensures that the fare in NUC from the fare component origin to fare component destination (FCP NUC) is not lower than the NUC from\to any intermediate ticketed point in the same component.
- Comparison of fares must be done with the same class of service.
- When applying the HIP check, we have to look for an NUC that is higher than the origin to destination fare following the direction of the fare component, i.e.
    - From the fare component origin to any intermediate stop over point
    - From an intermediate stop over point to another intermediate stop over point.
    - From an intermediate stop over point to the destination of the fare component,

Example: 1

Journey: BOG AV CCS BW X/POS BW LON AZ MIL

Economy Class

TPMs: BOG CCS 638WH

CCS POS 382WH

POS LON 4430AT

LON MIL 591EH

Here are the fare construction steps from FCP until HIP

Fare construction steps:

FCP BOG MIL

NUC (BW YY) YIF (AT) OW 3206.00

RULE X0760

MPM AT 6823

TPM 6041

EMA NIL

EMS NIL

HIP (BW YY) YIF 3331.00 CCS MIL

RULE X0760

AF NUC 3331.00

Example: 2

US 3581 Y 01DEC 2 MIAFPO HK1 0944 1044 E 0 ER4

UP 330 Y 01DEC 2 FPONAS HK1 1440 1525 E 0 DH8

UP 414 Y 06DEC 7 NASPLS HK1 0915 1100 E 0 DH8

Journey: MIA US X/FPO UP NAS UP PLS

Economy Class

TPMs: MIA FPO 110WH

FPO NAS 131WH

NAS PLS 398WH

Here are the fare construction steps from FCP until HIP

Fare construction steps:

FCP MIA PLS

NUC (UP) Y1 (WH) OW 406.00

RULE W0129

MPM WH 692

TPM 639M

EMA NIL

EMS N/A

HIP NIL

RULE ------

AF NUC 406.00

IATA Rates of Exchange (IROE)

- Where an IATA Rate of Exchange (IROE) in the following table is shown as 0.000000 this means that no updated information has been received and the previously notified level should continue to be applied.
- Where an IATA Rate of Exchange (IROE) in the following table is shown as NA this means Not Applicable.
- The currency is shown to provide users with the currency name and codes but no IROE is established. A currency marked '+' indicates that acceptance of this currency is restricted to the country concerned.
- MCOs for unspecified transportation issued in a currency marked '+' and totally unused traffic documents paid for in a currency marked '+' will only be honored in the country of original payment For ticketing purposes all NUC calculations shall be carried out to two decimals, decimals beyond two shall be disregarded.
- For converting NUC into foreign currency, changes shall be calculated to one decimal place beyond the number of decimal places shown in the table ignoring any further decimal places, and, unless otherwise shown, rounded up to the next higher rounding unit for example as follows:
    - When the rounding unit is a whole number, e.g. 100, convert total fare to one decimal place and, unless otherwise stated, round up to the next higher unit.
    - When the rounding unit is to one decimal, e.g. 0.1, convert total fare to two decimal places and, unless otherwise stated, round up to the next higher unit.
    - When the rounding unit is to two decimal places, e.g. 0.05 convert total fare to three decimal places and, unless otherwise stated, round up to the next higher unit.

Exercises on ticketing

Example: 1

Journey: DAR KL AMS KL LON LH FRA ET ADD ET DAR

Business Class

TPMs: DAR AMS 4564EH

AMS LON 211EH

LON FRA 390EH

FRA ADD 3324EH

ADD DAR 1097EH

List the MPMs from the origin to all points in the journey. Use LON as the point of turnaround because it is the farthest point with the highest MPM:

DAR AMS EH 5476

DAR LON EH 5589 -› Farthest Point

DAR FRA EH 5224

DAR ADD EH 1316

Fare construction steps:

	Outbound fare component	Inbound fare component
FCP	DAR LON	DAR LON
NUC	(KL YY) CIF (EH) RT 5760.00/2	(KL YY) CIF (EH) RT 5760.00/2
	½ RT NUC 2880.00	½ RT NUC 2880.00
RULE	Y025/SC101	Y025/SC101
MPM	EH 5589	EH 5589
TPM	4775	4811
EMA	NIL	NIL
EMS	N/A	N/A
HIP	NIL	NIL
RULE	------	-------
AF	OUTBOUD NUC 288.00	INBOUND NUC 288.00

SUB TOTAL	RT NUC 5670.00
CHECK	CTM NA (not applicable for RT)
TOTAL	RT NUC 5670.00
IROE	x 1.000
LCF	USD 5760.00

Example: 2

Journey: MNL CA BJS CA SEL KE MNL

Business Class

TPMs: MNL BJS 1788EH

BJS SEL 568EH

SEL MNL 1627EH

List the MPMs from the origin to all points in the journey. Use BJS as the point of turnaround because it is the farthest point with the highest MPM:

MNL BJS EH 2145 -› Farthest Point

MNL SEL EH 1952

Fare construction steps:

	Outbound fare component	Inbound fare component
FCP	MNL BJS	MNL BJS

NUC	(CA YY) CIF (EH) RT 1320.00/2	(CA YY) CIF (EH) RT 1320.00/2
	½ RT NUC 660.00	½ RT NUC 660.00
RULE	Y275/SC101	Y275/SC101
MPM	EH 2145	EH 2145
TPM	1788	2195
EMA	NIL	NIL
EMS	N/A	5M
HIP	NIL	(KE YY) RT 771.00 MNL SEL
		(YIF RT 1542.00/2)
RULE	------	Y277
AF	OUTBOUD NUC 660.00	INBOUND NUC 809.55
SUB	TOTAL	CT NUC 1469.55
CHECK		CTM
	MNL BJS (CA/KE YY) RT 1320.00	P 72.45 (adjustment)
	MNL SEL (CA/KE YY) RT 1542.00 -›	1542.00(Highest RT: CTM)
TOTAL		CT 1542.00
IROE		x 1.000
LCF		USD 15.42.0

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