Competency Based Learning Material (CBLM)

Reservation and Ticketing

Level-2

Interpreting International Air Transport Association (IATA) Geography, Coding and Terminology

CBLM Code: CBLM-OU-TH-RT-02-L2-V1

National Skills Development Authority
Prime Minister's Office
Government of the People's Republic of Bangladesh

Copyright

National Skills Development Authority
Prime Minister's Office
Level: 10-11, Biniyog Bhaban,
E-6 / B, Agargaon, Sher-E-Bangla Nagar Dhaka-1207, Bangladesh.
Email: ec@nsda.gov.bd
Website: www.nsda.gov.bd.
National Skills Portal: http:\\skillsportal.gov.bd

This Competency Based Learning Materials (CBLM) on "Interpreting International Air Transport Association (IATA) Geography, Coding and Terminology" under the "Reservation and Ticketing" Level-2 qualification is developed based on the national competency standard approved by National Skills Development Authority (NSDA)

This document is to be used as a key reference point by the competency-based learning materials developers, teachers/trainers/assessors as a base on which to build instructional activities.

It serves as the document for providing training consistent with the requirements of industry in order to meet the qualification of individuals who graduated through the established standard via competency-based assessment for a relevant job.

This document has been developed by NSDA with the assistance of related specialist/trainer /related employee of Samahar**.**

Public and private institutions may use the information contained in this CBLM for activities benefitting Bangladesh.

Approved by the Authority meeting held on .....

How to use this Competency Based Learning Material (CBLM)

The module, Maintaining and enhancing professional & technical competency contains training materials and activities for you to complete. These activities may be completed as part of structured classroom activities or you may be required you to work at your own pace. These activities will ask you to complete associated learning and practice activities in order to gain knowledge and skills you need to achieve the learning outcomes.

1. Review the **Learning Activity** page to understand the sequence of learning activities you will undergo. This page will serve as your road map towards the achievement of competence.

2. Read the **Information Sheets.** This will give you an understanding of the jobs or tasks you are going to learn how to do. Once you have finished reading the **Information Sheets** complete the questions in the **Self-Check.**

3. **Self-**Checks are found after each **Information Sheet**. **Self-Checks** are designed to help you know how you are progressing. If you are unable to answer the questions in the **Self-Check** you will need to re-read the relevant **Information Sheet**. Once you have completed all the questions check your answers by reading the relevant **Answer Keys** found at the end of this module.

4. Next move on to the **Job Sheets. Job Sheets** provide detailed information about *how to do the job* you are being trained in. Some **Job Sheets** will also have a series of **Activity Sheets**. These sheets have been designed to introduce you to the job step by step. This is where you will apply the new knowledge you gained by reading the Information Sheets. This is your opportunity to practise the job. You may need to practise the job or activity several times before you become competent.

5. Specification **sheets**, specifying the details of the job to be performed will be provided where appropriate.

6. A review of competency is provided on the last page to help remind if all the required assessment criteria have been met. This record is for your own information and guidance and is not an official record of competency

When working though this Module always be aware of your safety and the safety of others in the training room. Should you require assistance or clarification please consult your trainer or facilitator.

When you have satisfactorily completed all the Jobs and/or Activities outlined in this module, an assessment event will be scheduled to assess if you have achieved competency in the specified learning outcomes. You will then be ready to move onto the next Unit of Competency or Module

Table of Contents

Module Content

Unit of Competency	**Interpret International Air Transport Association (IATA) Geography, Coding and Terminologies**
Unit Code	**OU-TH-RT-02-L2-V1**
Module Title	**Interpreting International Air Transport Association (IATA) Geography, Coding and Terminologies**
Module Descriptor	This module covers the knowledge, skills and attitudes required to Interpret International Air Transport Association (IATA) Geography, Coding and Terminologies. It specifically includes recognizing IATA Geography, identifying IATA Code, and interpreting IATA Terminologies.
Nominal Hours	50 Hours
Lerning Outcome	After completing the practice of the module, the trainees will be able to perform the following jobs: 1. Recognize IATA Geography 2. Identify IATA Code 3. Interpret IATA Terminologies

Assessment Criteria

IATA Geography is interpreted as per IATA standard
Importance of IATA Geography is stated
Traffic Conference Area is recognized
Traffic Conference sub area is identified as per TCA
Types of journeys are interpreted
Global indicators (GI) are recognized as per IATA traffic area
GMT and Time zone are identified and interpreted
Elapse Travel Time (ETT) is calculated

Learning Outcome 1: Recognize IATA Geography

Assessment Criteria	1. IATA Geography is interpreted as per IATA standard 2. Importance of IATA Geography is stated 3. Traffic Conference Area is recognized 4. Traffic Conference sub area is identified as per TCA 5. Types of journeys are interpreted 6. Global indicators (GI) are recognized as per IATA traffic area 7. GMT and Time zone are identified and interpreted 8. Elapse Travel Time (ETT) is calculated
Conditions and Resources	1. Real or simulated workplace 2. CBLM 3. Handouts 4. World Map/Globe 5. Laptop 6. Multimedia Projector 7. Paper, Pen, Pencil, Eraser 8. Internet facilities 9. GDS Version softwear 10. White board and marker 11. Audio Video Device 12. Globe /Global Map
Contents	1. IATA Geography and Importance 2. Traffic Conference Area 3. Traffic Conference sub area 4. Types of journeys 5. Global indicators (GI) 6. GMT and Time zone 7. Elapse Travel Time (ETT)
Activities/job/Task	1. Identify Traffic Conference Area and sub area 2. Calculate Elapse Travel Time (ETT)
Training Methods	1. Discussion 2. Presentation 3. Demonstration 4. Guided Practice 5. Individual Practice 6. Project Work 7. Problem Solving 8. Brainstorming
Assessment Methods	Assessment methods may include but not limited to 1. Written Test 2. Demonstration 3. Oral Questioning

Learning Experience 1: Recognize IATA Geography

In order to achieve the objectives stated in this learning guide, you must perform the learning steps below. Beside each step are the resources or special instructions you will use to accomplish the corresponding activity.

Learning Activities	Recourses/Special Instructions
1. Trainee will ask the instructor about about the learning materials	1. Instructor will provide the learning materials 'Recognize IATA Geography'
2. Read the Information sheet and complete the Self Checks & Check answer sheets on "Recognize IATA Geography"	2. Read Information sheet 1: Recognize IATA Geography 3. Answer Self-check 1: Recognize IATA Geography 4. Check your answer with Answer key 1: Recognize IATA Geography
3. Read the Job/Task Sheet and Specification Sheet and perform job/Task	5. Job/Task Sheet and Specification Sheet Job Sheet-1.1: Identify and Document Sub-Areas within TC1 Job Sheet-1.2: Calculate Elapsed Travel Time (ETT)

Information Sheet 1: Recognize IATA Geography

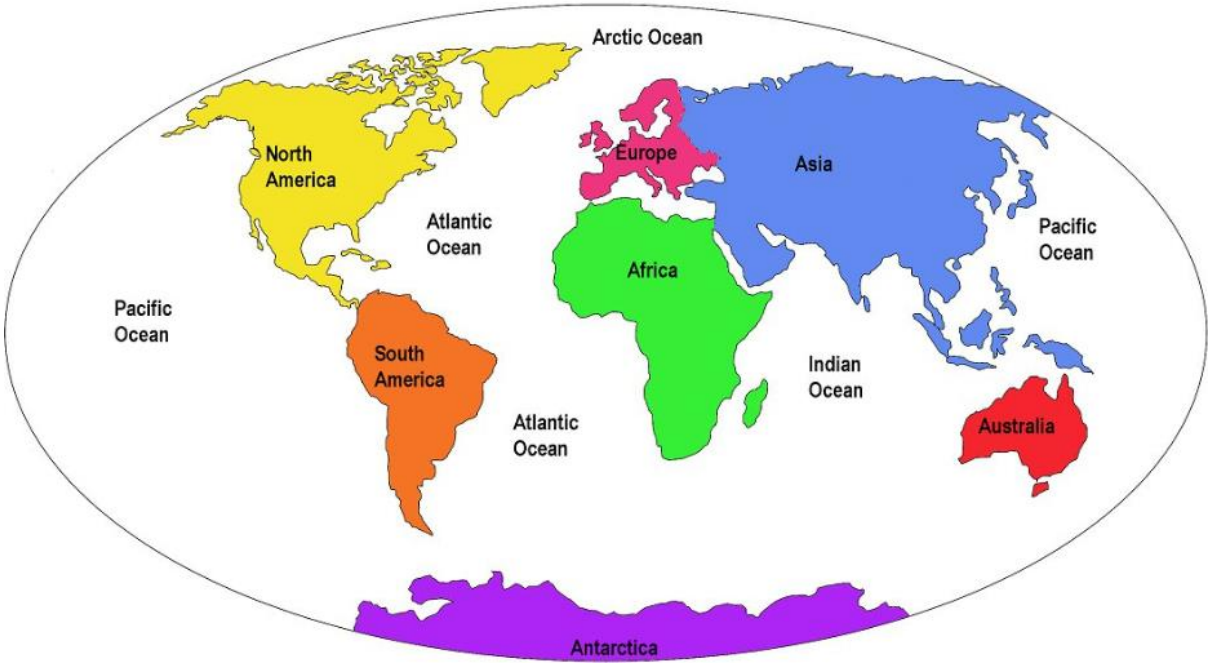
Learning Objective:

After completion of this information sheet, the learners will be able to explain, define and interpret the following contents:

1.1. IATA Geography
1.2. Importance of IATA Geography
1.3. Traffic Conference Area
1.4. Traffic Conference sub area
1.5. Types of journeys
1.6. Global indicators (GI)
1.7. GMT and Time zone
1.8. Elapse Travel Time (ETT)

1.1. IATA Geography

Introduction: A fair knowledge of World Geography is essential for everyone to work competently, in aviation and tourism industry. This industry spans the globe and it would be beneficial for us to know what exists in other parts like countries, capitals, tourist destinations, climate and geography.



Geography is central to tourism as travellers take into account the travel time, routing, and local climate when choosing a vacation destination. In order to successfully sell travel products, you need to understand what drives tourist decisions and what geographically sets places apart. Study world geography and time zones to better advice clients on travel destinations and tours and explore different regional modes of transport to offer customized travel itineraries. Therefore, it is extremely essential for a travel consultant to have substantial knowledge of world destination geography.

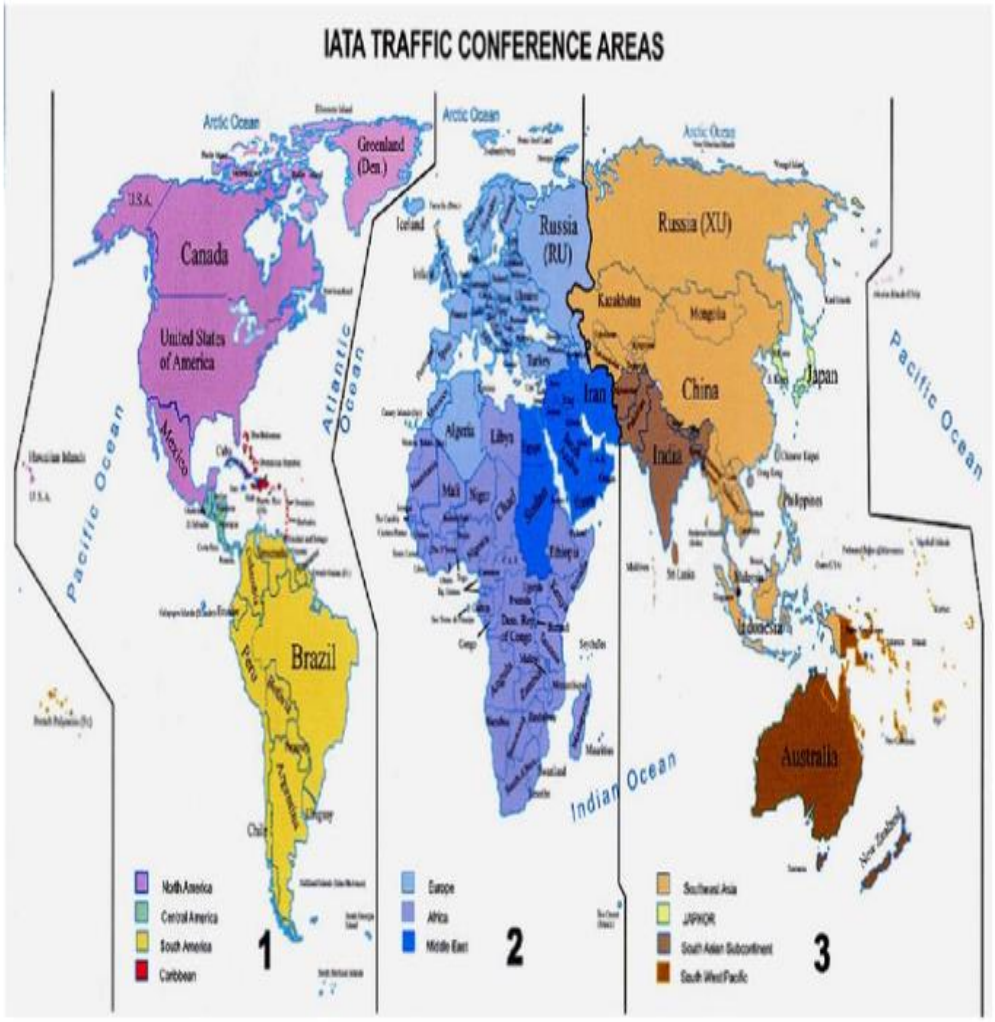
IATA geography is one of the key aspects in planning and pricing of a travel. Importantly, IATA has divided the world in its traffic conference area and further sub area with some exceptions to the general political geography which is particularly applied to various international air traffic construction rules.

1.2. Importance of IATA Geography

IATA traffic conferences were established to deal with all International Air Traffic Matters involving Passengers, Cargo, and Mail in a specific area in the world. Traffic documents (standard forms of passenger's air tickets, baggage checked, air waybills, etc. IATA organized a conference called as traffic conference where it was decided that the world will be divided into some imaginary area and sub area to ease the fare calculation system, control air travel movement etc. The result of conference meeting are laid down in resolution and published in traffic manuals.

1.3. Traffic Conference Area

IATA has divided the world in to three areas called IATA traffic conference areas. Which are known as TC1 (Traffic Conference Area-1), TC2 (Traffic Conference Area-2), and TC3 (Traffic Conference Area-3).



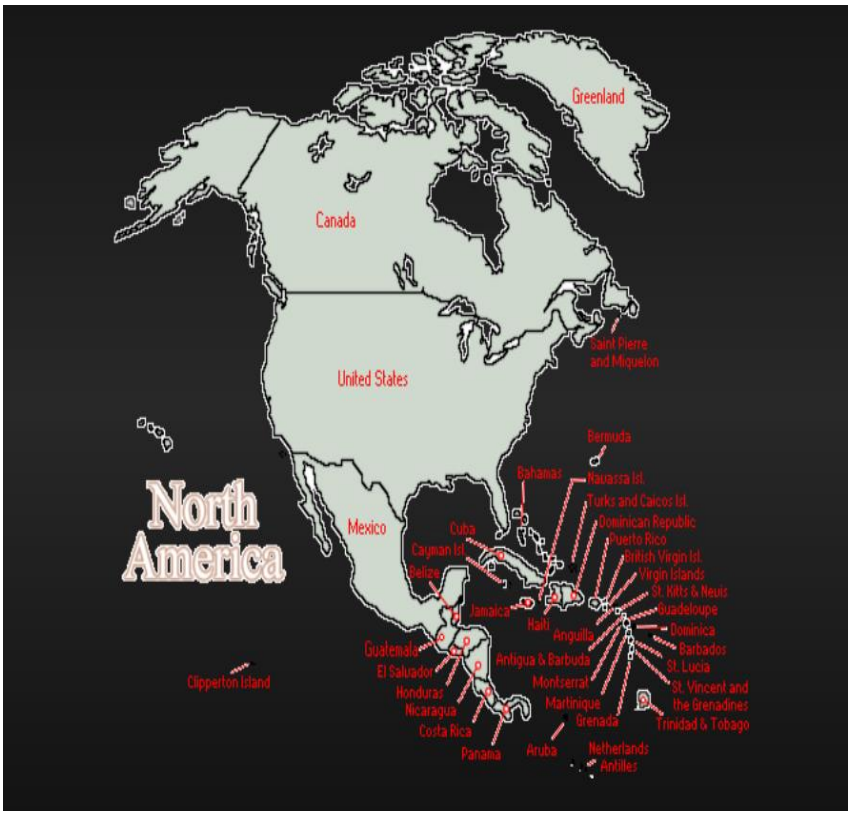
All of the North and South American continents and adjacent islands. Central America, Greenland, Bermuda.
The West Indies and the Caribbean Islands
The Hawaiian Islands (including Midway and Palmyra)

1.4. Traffic Conference sub area

In, Area 1 or TC1 is composed of the Western Hemisphere but has several classifications of sub-areas for fare construction purposes, two of which are listed below.

The first classification divides TC1 into the following sub-areas:

North America
Canada, USA, Mexico, Hawaii, Puerto Rico Virgin Islands (US) St. Pierre and Miquelon.



Central America: Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Guyana, French Guiana, Suriname.

Caribbean Area: Bahamas, Bermuda, Caribbean Islands.
Caribbean Island**s** include Anguilla, Antigua and Barbuda, Aruba, Barbados, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, and Virgin Islands-British.

South America: For travel wholly within the South American sub-area, the following countries shall also be considered as part of South America:

Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panamá Paraguay, Peru, Suriname, Uruguay, Venezuela.

The second classification of TC1 sub-areas include the following:

- **North Atlantic sub-area covers** Canada, Greenland (GL), Mexico, and the USA which includes Alaska, Hawaii, Puerto Rico and US Virgin Islands.
- **Mid Atlantic sub-area** includes all of the Caribbean Area sub-area, Central America, South America plus Panama Canal zone except Argentina, Brazil, Chile, Paraguay and Uruguay.
- **South Atlantic sub-area** includes only Argentina, Brazil, Chile, Paraguay and Uruguay (ABCPU).

IATA Traffic Conference area 2 (TC-2)

All of Europe including part of the commonwealth of independent states (CIS) and all of Africa and the adjacent Islands, Ascension Island, that part of Asia lying west of and including Iran, The Azores and The Middle East.

TC Area 2 is subdivided into only three main sub-areas. You will find the countries for each sub-area below.

1. Europe

Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, France, Georgia, Germany, Gibraltar, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Macedonia, Malta, Moldova, Monaco, Morocco, Netherlands, Norway, Poland, Portugal, Romania, IATA Russia in Europe, San Marino, Serbia and Montenegro, Slovakia, Slovenia, Spain, Canary Islands, Sweden, Switzerland, Tunisia, Turkey, Ukraine, United Kingdom.

Within Europe, you will also find other commonly used sub-groups such as:

European Common Aviation Area (ECAA) and related States (27): Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Republic of Ireland, Italy, Latvia, Lithuania, Liechtenstein, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden.

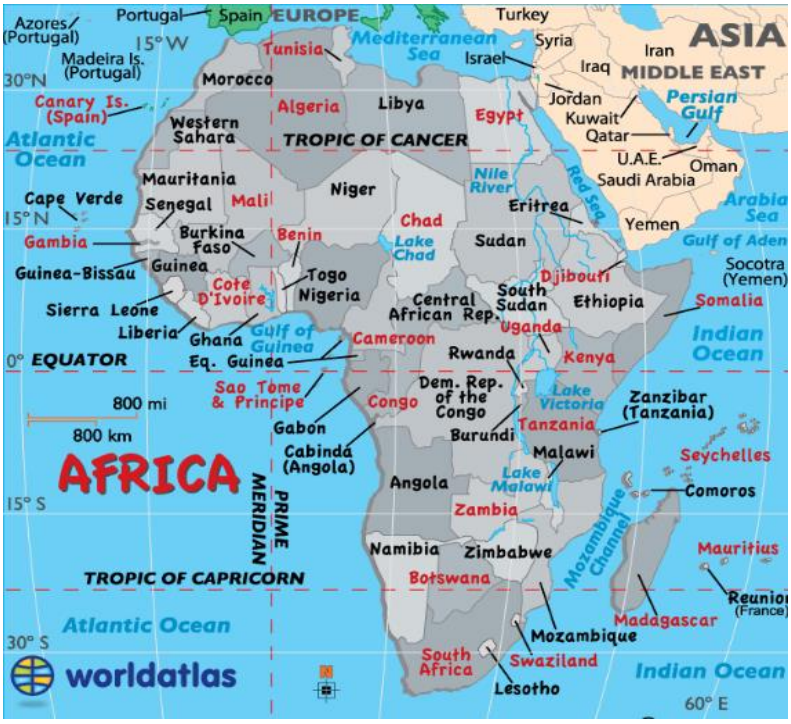
Economic & Monetary Union (EMU) (21): Albania, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Finland, France and its territories including Monaco, Germany, Greece, Ireland, Italy, Luxembourg, Macedonia, Moldova, Netherlands, Portugal, Romania, Serbia and Montenegro, Slovenia, Spain.
Scandinavia: Denmark, Norway & Sweden

2. Middle East

Bahrain, Egypt, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, United Arab Emirates, Syrian, Yemen.

3.Africa: Africa is subdivided further into regions such as:

- **Central Africa:** composed of Malawi, Zambia, and Zimbabwe.
- **Eastern Africa:** composed of Burundi, Djibouti, Eritrea, Ethiopia, Kenya, Rwanda, Somalia, Tanzania and Uganda.
- **Libya** or Libyan Arab Jamahiriya.
- **Southern Africa** composed of Botswana, Lesotho, Mozambique, South Africa, Namibia, and Swaziland.



Indian Ocean Islands: consisting of the Comoros, Madagascar, Mauritius, Mayotte, Reunion, Seychelles.

Western Africa: consisting of Angola, Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Cote d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Principe and Sao Tome, Senegal, Sierra Leone and Togo.

IATA Traffic Conference Area 3 (TC3)

Area 3 is composed of the whole of Asia and the adjacent islands except the part included already in Area 2

The East Indies, Australia, New Zealand the neighbouring islands in the Pacific Ocean except those in TC1

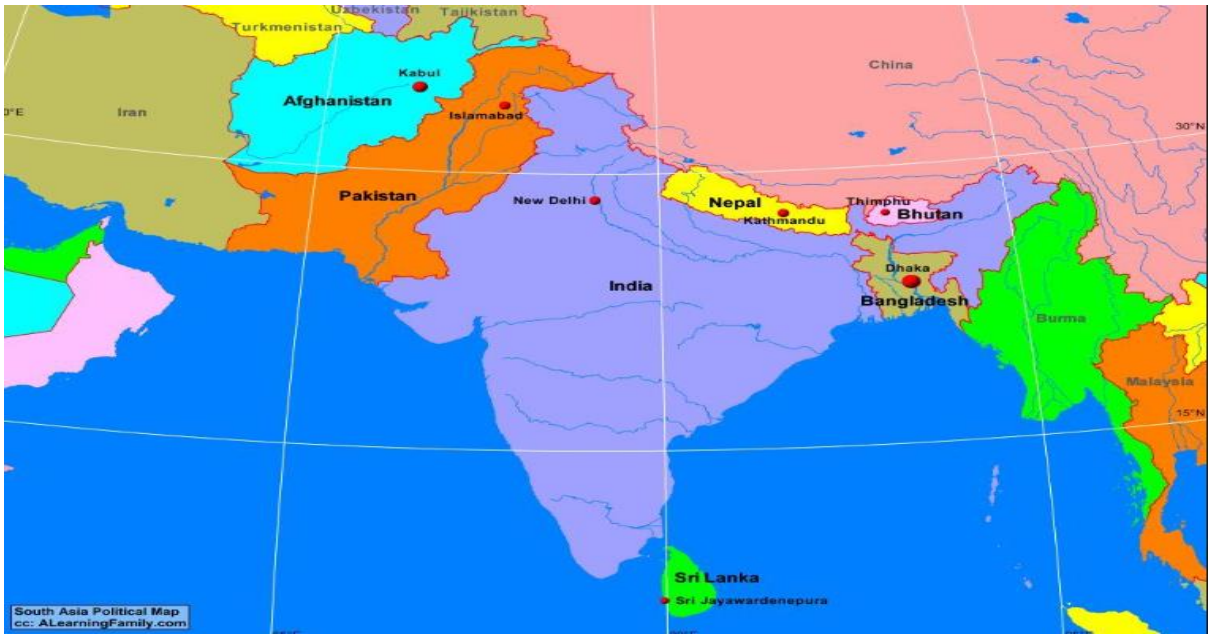
1. Southeast Asia Sub-area (SEA)

Brunei Darussalam, Cambodia, China, Christmas Island, Cocos Islands, Guam, Hong Kong, Indonesia, Kazakhstan, Kyrgyzstan, Laos, Macao, Malaysia, Marshall Islands, Micronesia, Mongolia, Myanmar, Northern Mariana Islands, Palau, Philippines, Russia

in Asia, Singapore, Tajikistan, Thailand, Timor- Leste, Turkmenistan, Uzbekistan, VietNam.

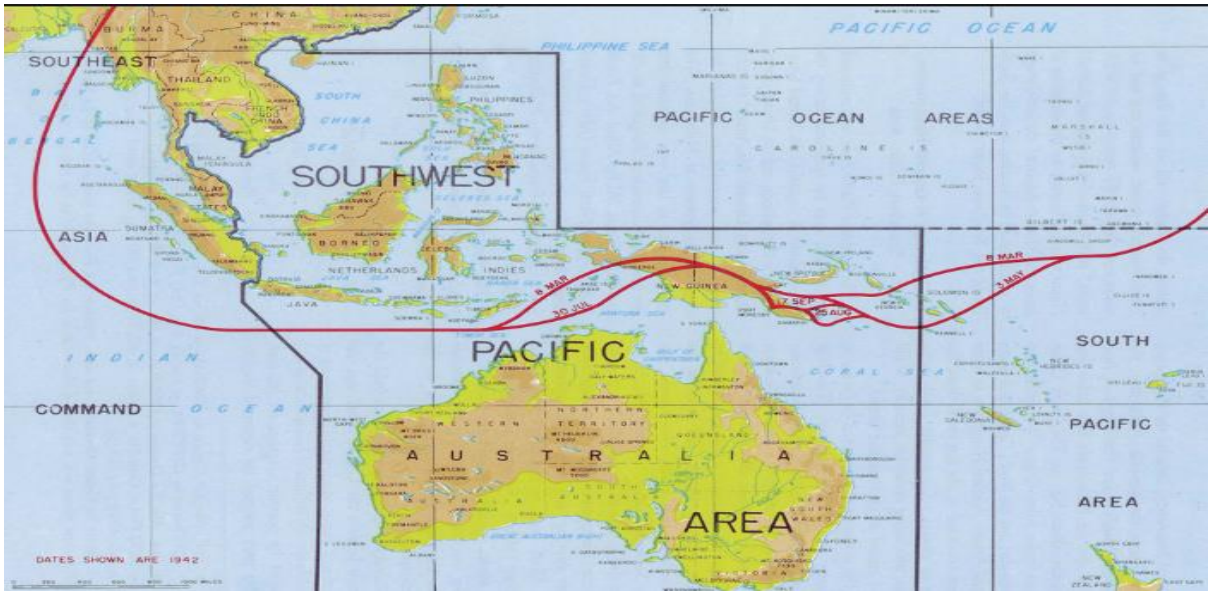
2. South Asian Subcontinent Sub-area (SASC)

Afghanistan, Bangladesh, Bhutan, Maldives, Nepal, Pakistan, India, Sri Lanka.



3. Japan, Korea Sub-area: Japan, Korea, Democratic Republic of (ICP) Korea, Republic of (KR)

4.Southwest Pacific Sub-area: American Samoa, Australia, Cook Islands, Fiji, French Polynesia, Kiribati, Nauru, New Caledonia including Loyalty Islands, New Zealand. Niue, Papua New Guinea, Samoa Solomon Islands, Tonga, Tuvalu, Vanuatu, Willis & Futuna Islands (WF) and intermediate islands.



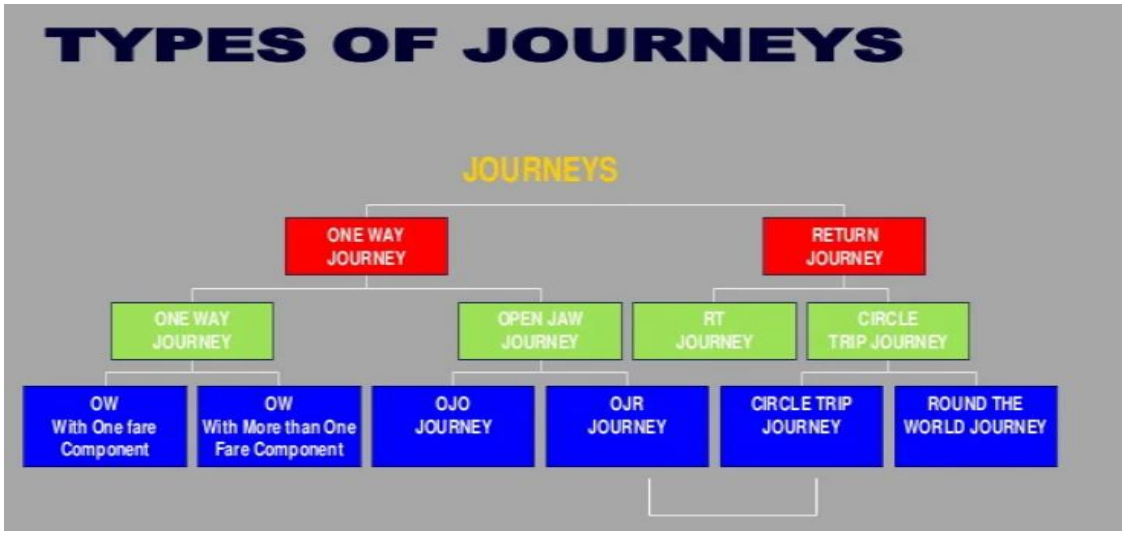
(IATA's Traffic Conference Areas and sub-areas are not the same as continents. There are countries that are geographically located in one continent but are classified in another area for IATA fare construction purposes)

1.5. Types of journeys

This module we are learning, Able to identify Types of journeys**.**

Different type of Journey, Such as:

- One Way Journey (OW)
- Round Trip / Return Journey (RT)
- Circle Trip Journey (CT)
- Round the World Journey(RW)



One way journey (OW): When the traveller just goes from Origin to Destination.

Example: **DAC** **BKK**

BG388

Round Trip (RT): When the traveller starts from one place and come back to thesame place using the same route is called as round trip journey.

Example: *DAC-IST-YYZ-IST-DAC*

Circle Trip (CT): When the traveller starts from one place to go multiple destinations and come back to the same place using the different route is called asround trip journey.

Example: **DAC-IST-LHR-JFK-DXB-DAC** ,
DAC-KUL-SIN-BKK-DAC

Round the World Travel (RW): The journey in which the traveller travels around the world and crosses the international time zone, visiting multiple destinations. We can call this types of journey Circle Trip also.

Example: **DAC – IST – FCO – LAX – SIN – DAC.**

Open Jaw (OJ): where a passenger flies from one city to another but returns to the original city from a different place.

For example, depart Dhaka to Bangkok, but on the return trip fly from Singapore to Dhaka.

DAC-BKK/SIN-DAC

ARNK: The open gaps between the cities show on the itinerary as ARNK, the same code that shows on an airline or agency's Global Distribution System. The term (pronounced arunk) means "arrival unknown".
A typical destination open-jaw would look like this on an itinerary, with the ARNK on the second segment to show that it is not being flown on that ticket.

Segment 1: 12MAR: SFO-JFK (San Francisco to New York)
Segment 2: ARNK Arrival Unknown or Surface Transportation from JFK to PHL
Segment 3: 15 MAR: PHL- SFO (Philadelphia to San Francisco).

1.6 IATA Global Indicator (GI)

Global Indicators (GI) Recognized as per IATA Traffic Area

Global Indicators (GIs) are essential for understanding international air traffic and managing flight operations. The International Air Transport Association (IATA) has established traffic areas and global indicators to facilitate the efficient movement of aircraft and manage air traffic across different regions.

A. Understanding IATA Traffic Areas

IATA divides the world into several traffic areas to organize and manage international air traffic. Each traffic area is assigned a specific indicator for operational and administrative purposes. These indicators help in route planning, air traffic management, and coordination among airlines and aviation authorities.

IATA Traffic Areas Include:

- **Traffic Area 1 (TA1):** North America
- **Traffic Area 2 (TA2):** Central and South America
- **Traffic Area 3 (TA3):** Europe, Africa, and the Middle East
- **Traffic Area 4 (TA4):** Asia and the Pacific

B. Purpose and Importance of Global Indicators

Global Indicators are used for various purposes, including:

- **Flight Planning:** Facilitates the planning of international flights by providing standardized references for different regions.
- **Air Traffic Management:** Helps manage air traffic flow and coordinate flights across different traffic areas.

- **Operational Efficiency:** Enhances efficiency by standardizing procedures and communication between airlines and aviation authorities.
- **Safety and Security:** Ensures compliance with international regulations and safety standards.

Example of Global Indicator Use: When planning a flight from New York to Tokyo, the global indicator for North America (TA1) and Asia (TA4) will be used to determine the optimal flight path, coordinate air traffic, and ensure compliance with regional regulations.

Fares are established not only by class of service or fare type but also by routing type. For example, an economy (Y) fare from LAX to HKG via the Atlantic would be higher than the fare paid if the passenger travelled via the Pacific.

Consequently, it is important to first find out what type of routing the passenger is taking in order to quote the correct fare. The basic routings are generally within the same IATA areas. IATA global indicators used in airlines industry. For instance,

Western Hemisphere (WH)

CODE	BETWEEN	AND	VIA	EXAMPLE
WH	AREA 1	AREA 1	Western Hemisphere route	RIO-MIA

TC1 represents not just Area 1 but when used in reference to routing types itmeans Travel within Area 1 or the Western Hemisphere.
Global Indicator: WH - for Western Hemisphere travel.Example: RIO-MIA

Eastern Hemisphere (EH)

CODE	BETWEEN	AND	VIA	EXAMPLE
EH	AREA 2	AREA 3	EASTERN HEMISPHERE	BKK - MAD

TC2 represents not just Area 2 but again when used to refer to routing direction itmeans Travel within Area 2 or the Eastern Hemisphere.

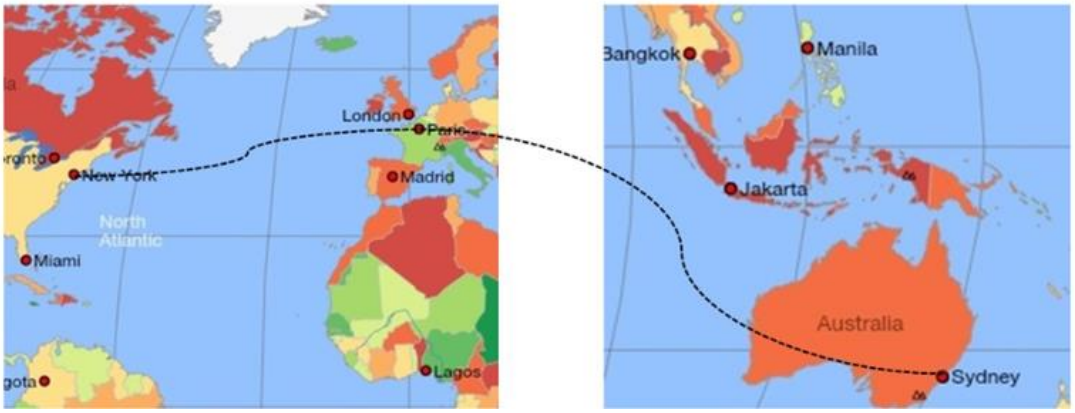
Global Indicator: ER for Eastern Hemisphere travel.Example: GVA-JNB

TC3 represents Area 3 and also refers to Travel within Area 3 which is part of Eastern Hemisphere travel.Global Indicator: EH for Eastern Hemisphere routing

Example: SIN-KTM

Atlantic Route (AT)

CODE	BETWEEN	AND	VIA	EXAMPLE
AT	AREA 1 » Except Argentina, Brazil, Chile, Paraguay and Uruguay	AREA3	ATLANTIC OCEAN	NYC – PAR – SYD



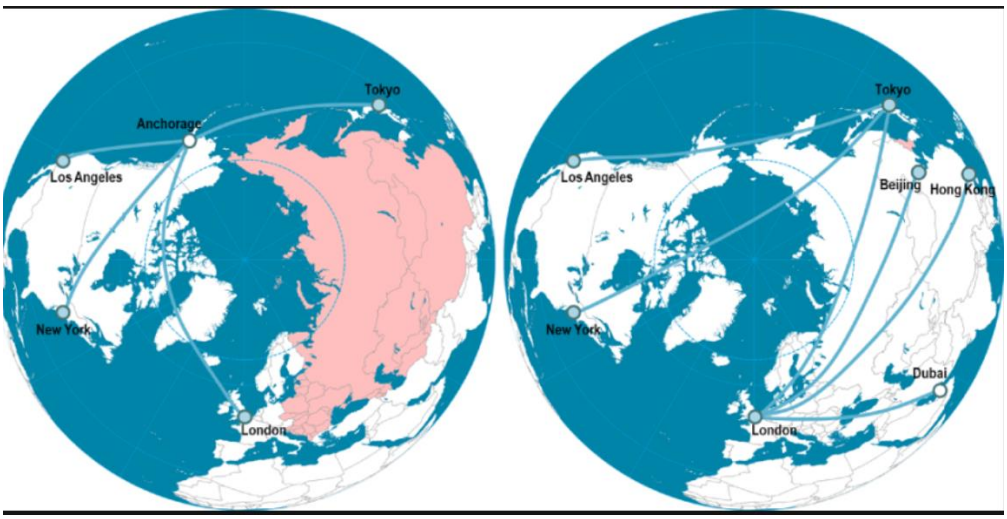
The long-haul routings are between two areas. Such routings may involve travelingvia another area or ocean crossings, TC12 Travel between Area 1 and Area 2Global Indicator: AT via the Atlantic Example: NYC-PAR-SYD TC3]

Pacific Route (PA)

CODE	BETWEEN	AND	VIA	EXAMPLE
PA	AREA 1	AREA 2	Area 3 and the Pacific Ocean	MEX - HKG - CPT

Travel between Area 3 and Area 1 via the Pacific Global Indicator: PA via the Northcentral Pacific Example: SIN-YVR
PN Pacific via North AmericaExample: SYD - LAX – RIO

Polar Route



SP via the South Polar route between the South Atlantic areas,
Bolivia, Peru and the South West Pacific over Aucklandand Buenos Aires

TC 123 Travel between Area 1 and Area 3 (via Area 2) Global Indicator: AT a Transatlantic routing

Example: DAC-LON-NYC

SA a type of transatlantic routing between South AtlanticArea and Southeast Asia over Johannesburg

Example: RlO-JNB-HKG, RlO-BKK on RG.

TRANS SIBERIAN (TS)

CODE	BETWEEN	AND	VIA	EXAMPLE
TS	AREA 2 » Except European Russia	AREA 3	Nonstop services between Europe and Japan/Korea	BNE - TYO - MAD - DKR

The fare components or journey lie between the area 3 and city in Europe via a non-stop flight from any city in Japan (TYO, OSA or NGO) or to or from any city in Europe Or from any city in Europe to Area 3 via a non-stop flight to/from a city in South Korea (SEL or PUS) or via to/from any city in Europe. Example of such a journey is Sydney Hong Kong Tokyo London Manchester or a simpler example: FRA-TYO-SYD via Trans-Siberian Route.

FAR EAST (FE)

CODE	BETWEEN	AND	VIA	EXAMPLE
FE	AREA 2 » European Russia and Ukraine only	AREA 3	Nonstop flights between European Russia/Ukraine and Area 3 but not via nonstop flights to/from Japan/Korea	BJS - MOW - IEV

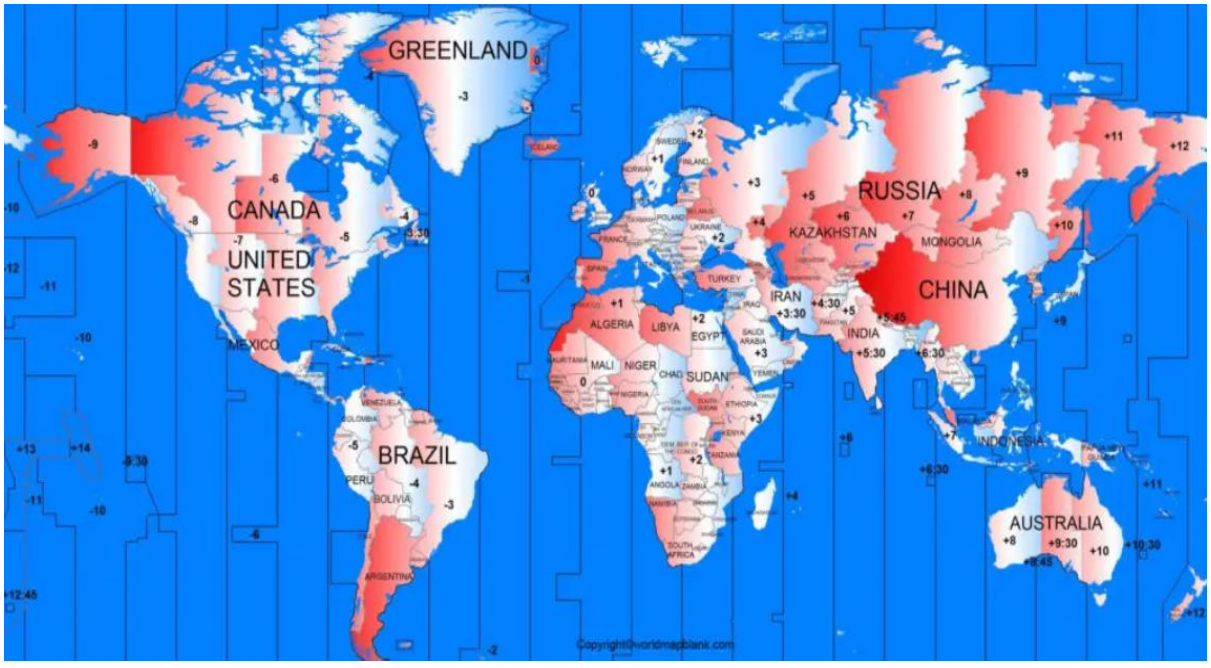
It is the fare component or journey between Russia in Europe /Ukraine and Area 3 utilizing a direct or a non-stop service to or from area 3 barring Japan/Korea/Taiwan.

1.7. GMT and Time zone

We all know there are different times in different Country. All our activities in Airlines or aviation industry are governed by two basic kinds of time management. Local time and Greenwich time (GMT). Airlines use local time in giving the clients correct information on all flight arrivals and departures. For this reason, the flight schedules show local times for different places.

Local standard time is divided into time zone measured by the earth meridians of longitude. There are many imaginary lines down on the world map such as latitude, longitude, tropic of cancer, tropic of Capricorn, equator etc. for the purpose of navigation, spot location and the calculation of time difference with the distance. Since we are concerned with the time calculator using time differences of various places, it is the longitudinal lines that matter us.

Longitudinal lines run from North pole to the south pole and round the globe there are as many as 360 such line. On the map it has been 0o longitudinal line on Greenwich village of England and the towards. East 180o and towards west 180o which taking together is 360o. The calculation of time difference is based on the meridian of 0o. In every 15o degree an hour's difference is there and if it is towards East from Greenwich then it would be plus and if it is towards west it would be minus. This way, the degree-wise difference would be 4 minutes and in both the extreme points it would be plus and minus 1200 hrs.



GMT is the local time at Greenwich village, England, which is located at zero (0o) meridian. It has been adopted as the "reference time" for international commerce by using GMT, people anywhere on earth can employ the same exact hour and date for coordinating their activities. This not only makes for easier communication but also avoids the confusion of working with many different local times.

When the sun is right over the zero meridian it is 12 O clock GMT on all places of this meridian, but also 12 O clock local time (LT). All places east of this meridian have had the sun in top already (the sun moves from east to west). So there it is later than 12 O clock already, whereas all places of the Greenwich meridian are still awaiting the sun to come in top .In all those places it is still earlier than 12 O clock .Thus Mexico city is 0600 hrs slow of GMT and Athens is 0200 hrs fast of GMT which mean that you have to add 0600 hrs to the local time at Mexico city and deduct 0200 hrs from local time at Athens to arrive at GMT.

Consequently,

<u>if the time difference is +(plus) Then</u>
GMT= LT-number of hours

And if the time difference is –(minus) then GMT=LT+ number of hours

Conversion of LT into GMT also facilitates the flying crew to calculate the flying time from place to place. Passenger often ask this question and even the crew sometimes would like to know the flying time.

For Example: an aircraft leaves from Mexico City at 1500 hrs LT on Tuesday and via different intermediary stops arrives at Athens at 1100 hrs LT on Wednesday.

What is now actual transportation time?

First determine the GMT with reference to both the cities as follows:

MEX 1500 LT +6000=2100 On Tuesday
ATH 1100 LT -0200 =0900 on Wednesday

The actual transportation time is now:
3 hours on Tuesday (2100-2400) +9hours on Wednesday(0000-0900)=that makes a total of 1200hrs.

1.8. Elapse Travel Time (ETT) is calculated

The actual time spent traveling one destination to another.ETT given in flight schedule are the local time of respective cities. Elapsed time is sometimes called time duration. Elapsed time means the time that has elapsed between the start of the time and the end of the time. For example, if a man starts traveling at 10:30 AM and ends the journey at 12:15 PM, the time elapsed is the duration of his journey, that is, the time between 12:15 PM and 10:30 AM. Elapsed time is an important concept as it helps us to learn to read the time on a clock and measure the time taken for an event to occur. Let us now understand the formula to calculate the elapsed time in the next section.

Elapsed Time Formula

We can calculate the elapsed time by subtracting the time at the end of the event and the time at the beginning of the event. We subtract the hours and the minutes separately. We can write time in two formats, one is the 12-hour format where we use AM and PM, and another is the 24-hour format where the time is given in hours and minutes. For example, if an event starts at 16:40 and ends at 23:50, then the elapsed time can be determined as,

Hours = 23 - 16 = 7, Minutes = 50 - 40 = 10. So, the elapsed time is 7 hours 10 minutes. Here the time was given in the 24-hour format.

We can simplify the problems by breaking the time into 1-hour gaps and then calculating. We will solve a few examples in the upcoming sections to understand this better. So, the formula to calculate the elapsed time is given by,

Elapsed Time = End Time - Start Time

Example 1: Calculate the elapsed time between 3:10 PM and 6:05 PM?

Solution: To calculate the elapsed time, we will first divide the time into 1-hour intervals and then calculate the minutes in the last hour.
3:10 PM to 4:10 PM = 1 hour
4:10 PM to 5:10 PM = 1 hour
5:10 PM to 6:05 PM = 55 minutes
So, the elapsed time is 1 hour + 1 hour + 55 minutes = 2 hours 55 minutes
Answer: Elapsed time = 2 hours 55 minutes

Example 2: James travel Dhaka to Saidpur his flying time in 45 minutes and it arrive at 4:50 PM. When did he start his journey?

Solution: In this problem, we need to find the time when James started journey. We have end time = 4:50 PM and elapsed time = 45 minutes. Using the elapsed time formula, we have
Elapsed Time = End Time - Start Time
45 minutes = 4:50 PM - Start Time
Start time = 4:50 PM - 45 minutes
= 4:05 PM

Answer: James started his journey at 4:05 PM

Self-Check Sheet - 1: Recognize IATA Geography

Multiple-Choice Questions (MCQs)

1. **Which Traffic Conference Area (TCA) includes all of North and South America and adjacent islands?**

Ans:

A. TC2

B. TC3

C. TC1

D. TC4

2. **Which sub-area of TC1 includes Canada, Greenland, Mexico, and the USA?**

Ans:

A. Mid Atlantic Sub-area

B. South Atlantic Sub-area

C. North Atlantic Sub-area

D. Central America Sub-area

3. **Which of the following countries is part of IATA Traffic Conference Area 2 (TC2)?**

Ans:

A. Argentina

B. Japan

C. Australia

D. Brazil

4. **What is the primary purpose of Global Indicators (GIs) used by IATA?**

Ans:

A. To manage airline staff schedules

B. To facilitate the efficient movement of aircraft and manage air traffic

C. To calculate the price of airline tickets

D. To organize travel itineraries for customers

5. **Which of the following is a characteristic of a non-stop journey?**

Ans:

A. The flight may include layovers but has the same flight number throughout.

B. The flight travels directly from the origin to the destination without any intermediate stops.

C. The journey involves multiple flight changes.
D. The trip includes several destinations on a single ticket.

Short Answer Questions

1. **What are the three main Traffic Conference Areas (TCAs) established by IATA, and what regions do they cover?**

Answer:

2. **Describe the difference between a direct journey and a non-stop journey.**

Answer:

3. **How does Daylight Saving Time (DST) affect the calculation of Elapsed Travel Time (ETT)?**

Answer:

Answer Key - 1: Recognize IATA Geography

Multiple-Choice Questions (MCQs)

1. **Which Traffic Conference Area (TCA) includes all of North and South America and adjacent islands?**

A. TC2

B. TC3

C. TC1

D. TC4

Answer: C. TC1

2. **Which sub-area of TC1 includes Canada, Greenland, Mexico, and the USA?**

A. Mid Atlantic Sub-area

B. South Atlantic Sub-area

C. North Atlantic Sub-area

D. Central America Sub-area

Answer: C. North Atlantic Sub-area

3. **Which of the following countries is part of IATA Traffic Conference Area 2 (TC2)?**

A. Argentina

B. Japan

C. Australia

D. Brazil

Answer: A. Argentina

4. **What is the primary purpose of Global Indicators (GIs) used by IATA?**

A. To manage airline staff schedules

B. To facilitate the efficient movement of aircraft and manage air traffic

C. To calculate the price of airline tickets

D. To organize travel itineraries for customers

Answer: B. To facilitate the efficient movement of aircraft and manage air traffic

5. **Which of the following is a characteristic of a non-stop journey?**

A. The flight may include layovers but has the same flight number throughout.

B. The flight travels directly from the origin to the destination without any intermediate stops.

C. The journey involves multiple flight changes.

D. The trip includes several destinations on a single ticket.

Answer: B. The flight travels directly from the origin to the destination without any intermediate stops.

Short Answer Questions

1. **What are the three main Traffic Conference Areas (TCAs) established by IATA, and what regions do they cover?**

Answer:

- **TC1 (Traffic Conference Area 1):** Covers all of North and South America, including adjacent islands such as the Caribbean, Central America, and the Hawaiian Islands.
- **TC2 (Traffic Conference Area 2):** Includes Europe, Africa, and the Middle East, along with parts of Asia and adjacent islands such as the Azores.
- **TC3 (Traffic Conference Area 3):** Comprises Asia, the Pacific Islands, Australia, New Zealand, and the East Indies, excluding the regions covered by TC1 and TC2.

2. **Describe the difference between a direct journey and a non-stop journey.**

Answer:

- **Direct Journey:** A flight where the passenger travels from the origin to the destination with potentially one or more stopovers or layovers but remains on the same flight number throughout the trip.
- **Non-Stop Journey:** A flight that travels directly from the origin to the destination without any intermediate stops or layovers, with the flight number remaining the same.

3. **How does Daylight Saving Time (DST) affect the calculation of Elapsed Travel Time (ETT)?**

Answer: Daylight Saving Time (DST) can impact the calculation of Elapsed Travel Time (ETT) by altering the standard time in one or both locations involved in the journey. When DST is in effect in the departure location but not in the arrival location, the time difference between the two locations is reduced by one hour. This must be accounted for when calculating the total travel time to ensure accurate scheduling and coordination.

Job Sheet-1.1: Identify and Document Sub-Areas within TC1

Working Procedure:

1. Collect Job sheet from trainer
2. Follow the previous lesson how to seek out TC1
3. Explain information on the sub-areas within TC1.
4. Identified sub-areas and their respective countries.
5. Ensure the accuracy of the information using authoritative sources.
6. Prepare a comprehensive document detailing the sub-areas within TC1.

Specification Sheet-1.1: Identify and Document Sub-Areas within TC1

Necessary Tools

Sl. No	Name of Tools	Specification	Unit	Quantity
1.	Globe /Global Map			1

Necessary Materials

Sl. No	Name of Materials	Specification	Unit	Quantity
1.	Paper	Standard A4 size	Ream	1
2.	Pens	Blue and black ink	Pack	1
3.	Notebooks	For taking notes	1	1

Job Sheet-1.2: Calculate Elapsed Travel Time (ETT)

Scenario:

A passenger is flying from Dhaka, Bangladesh to Kuala Lumpur, Malaysia. The scheduled departure time is 4:30 PM Dhaka time (GMT+6), and the scheduled arrival time is 8:00 PM Kuala Lumpur time (GMT+8). You need to calculate the total elapsed travel time (ETT) and document your findings.

Working Procedure:

1. Find the scheduled departure time and arrival time of the flight.
2. Identify the time zones of the departure and arrival locations.
3. Use the time zone offset to convert the local departure time to GMT.
4. Similarly, convert the local arrival time to GMT.
5. Subtract the departure time from the arrival time.
6. If needed, adjust for any differences in time zone calculation to ensure accuracy.
7. Record the ETT calculation including departure and arrival times, time zone conversions, and the final elapsed time.

Specification Sheet-1.2: Calculate Elapsed Travel Time (ETT)

Necessary Tools

Sl. No	Name of Tools	Specification	Unit	Quantity
1	Computer	With data analysis software	PC	1
2.	Globe/World Map	World Map	PC	1
3.	Internet Access	High-speed connection	PC	1

Necessary Equipments

Sl. No	Name of Equipments	Specification	Unit	Quantity
1.	Printer	High-resolution	PC	1
2.	Scanner	Document scanning capability	PC	1

Necessary Materials

Sl. No	Name of Materials	Specification	Unit	Quantity
1.	Paper	Standard A4 size	Ream	1
2.	Pens	Blue and black ink	Pack	1
3.	Notebooks	For taking notes	1	1
4.	Calculator	For calculation	1	1

Learning Outcome 2: Identify IATA Code

Assessment Criteria	1. IATA codes are interpreted 2. City and Airport codes are identified as per IATA 3. Country codes are listed 4. Currency codes are interpreted 5. Airlines designators are recognized as per IATA 6. Common abbreviations are illustrated as per IATA standard
Conditions and Resources	1. Real or simulated workplace 2. CBLM 3. Handouts 4. World Map/Globe 5. Laptop 6. Multimedia Projector 7. Paper, Pen, Pencil, Eraser 8. Internet facilities 9. Gds Version softwear 10. White board and marker 11. Audio Video Device
Contents	1. IATA codes 2. City and Airport codes 3. Country codes 4. Currency codes 5. Airlines designators 6. Common abbreviations
Activities/job/Task	1. Identify City and Airport codes 2. Interpret currency codes 3. Recognize airlines designators
Training Methods	1. Discussion 2. Presentation 3. Demonstration 4. Guided Practice 5. Individual Practice 6. Project Work 7. Problem Solving 8. Brainstorming
Assessment Methods	Assessment methods may include but not limited to 1. Written Test 2. Demonstration 3. Oral Questioning

Learning Experience 2: Identify IATA Code

In order to achieve the objectives stated in this learning guide, you must perform the learning steps below. Beside each step are the resources or special instructions you will use to accomplish the corresponding activity.

Learning Activities	Recourses/Special Instructions
1. Trainee will ask the instructor about about the learning materials	1. Instructor will provide the learning materials 'Identify IATA Code'
2. Read the Information sheet and complete the Self Checks & Check answer sheets on "Identify IATA Code"	2. Read Information sheet 1: Identify IATA Code 3. Answer Self-check 1: Identify IATA Code 4. Check your answer with Answer key 1: Identify IATA Code
3. Read the Job/Task Sheet and Specification Sheet and perform job/Task	5. Job/Task Sheet and Specification Sheet Job Sheet-2.1: Identify Currency Code, Airport Code and Airline Designators

Information Sheet 2: Identify IATA Code

Learning Objective:

After completion of this information sheet, the learners will be able to explain, define and interpret the following contents:

2.1. IATA codes
2.2. City and Airport codes
2.3. Country codes
2.4. Currency codes
2.5. Airlines designators
2.6. Common abbreviations

2.1. IATA codes Included Country Code (2.2)

An IATA airport code, also known as an IATA location identifier, IATA station code, or simply a location identifier, is a three-letter geocode designating many airports and metropolitan areas around the world, defined by the International Air Transport Association (IATA). The characters prominently displayed on baggage tags attached at airport check-in desks are an example of a way these codes are used. The assignment of these codes is governed by IATA Resolution, and it is administered by the IATA's headquarters in Montreal, Canada. The codes are published semi-annually in the IATA Airline Coding Directory.

IATA provides codes for airport handling entities, and for certain railway stations. Alphabetical lists of airports sorted by IATA code are available. A list of railway station codes, shared in agreements between airlines and rail lines. The Airline Coding Directory (ACD) is the only official source for IATA airline and location codes. The directory is updated daily with all the latest modifications so that you can rely on the most up-to-date data to power your operations.

ACD data is split into two categories:

Airline Designators contain data on all IATA airline codes (airline designators, accounting codes, prefix codes, etc.). Airline Designator Codes are two-letter code, it used as a single point of reference for reservations, schedules, timetables, telecommunications, cargo documentation, legal, and other aviation and travel-related purposes. Airline accounting codes and airline prefixes are also essential for the identification of passenger and cargo traffic documents, processing of passenger

accounting transactions, cargo transactions and other financial and accounting purposes.

Location Identifiers contain data on IATA location codes (for airports as well as intermodal / ground transport location and cities). Location Identifiers are used a unique identifier for worldwide airports and travel locations that have commercial air or intermodal travel options

2.2. Country, City and Airport codes are identified as per IATA

Country	City Name	City Code	Airport Name	Airport Code
Afghanistan (AF)	Kabul	KBL	Kabul International Airport	KBL
Azerbaijan (AZ)	Baku	BAK	Heydar Aliyev International Airport	BAK
Australia (AU)	Adelaide	ADL	Adelaide Airport	ADL
	Sydney	SYD	Sydney Airport	SYD
	Melbourne	MEL	Melbourne Airport	MEL
	Perth	PER	Perth Airport	PER
	Brisbane	BNE	Brisbane Airport	BNE
	Canberra	CBR	Canberra Airport	CBR
Austria (AT)	Vienna	VIE	Vienna International Airport	VIE
Argentina (AR)	Buenos Aires	BUE	Buenos Aires Airport	BUE
Algeria (DZ)	Algeria	ALG	Algiers International Airport	ALG
Bangladesh (BD)	Dhaka	DAC	Hazrat Shahjalal International Airport	DAC
	Chattogram	CGP	Shah Amanat International Airport	CGP
	Sylhet	ZYL	Osmani International Airport	ZYL
	Cox's Bazar	CXB	Cox's Bazar Airport	CXB
	Saidpur	SPD	Saidpur Airport	SPD
	Jessore	JSR	Jessore Airport	JSR
	Rajshahi	RJH	Rajshahi Airport	RJH
Bhutan (BT)	Paro	PBH	Paro International Airport	PBH
Bahrain (BH)	Manama	BAH	Bahrain International Airport	BAH
Belgium (BE)	Brussels	BRU	Brussels International Airport	BRU
Brazil (BR)	Sao Paulo	GRU	Guarulhos International Airport	GRU
Brunei (BN)	Brunei	BWN	Brunei International Airport	BWN

Bolivia (BO)	La Paz	LPB	La Paz International Airport	LBP
Belarus (BY)	Minsk	MSQ	Minsk International Airport	MSQ
Benin(BJ)	Cotonou	COO	Cotonou International Airport	COO
Burkina Faso(BF)	Ouagadougou	OUE	Ouagadougou International Airport	OUA
Burundi(BI)	Bujumbura	BJM	Bujumbura International Airport	BJM
Cambodia (KH)	Phnom-Phen	PNH	Phnom-Phen International Airport	PNH
Canada (CA)	Toronto	YTO	Toronto Pearson International Airport	YYZ
	Montreal	YUL	Trudeau International Airport	YUL
	Ottawa	YOW	Ottawa Macdonald–Cartier International Airport	YOW
	Halifax	YHZ	Halifax International Airport	YHZ
	Quebec	YQB	Jean Lesage International Airport	YQB
	St. Johns	YYT	St. johns International Airport	YYT
	Vancouver	YVR	Vancouver International Airport	YVR
	Edmonton	YEG	Edmonton International Airport	YEG
	Winnipeg	YWG	Winnipeg International Airport	YWG
	Calgary	YYC	Calgary International Airport	YYC
Chad(TD)	Ndjamena	NDJ	Ndjamena International Airport	NDJ
China (CN)	Beijing	BJS	Beijing Capital Int'l Airport	PEK
	Shanghai	SHA	Hongqiao International Airport	PVG
	Guangzhou	CAN	Guangzhou Baiyun International Airport	CAN
Denmark (DN)	Copenhagen	CPH	Copenhagen International Airport	CPH
Djibouti (DJ)	Djibouti	JIB	Djibouti International Airport	JIB
Equatorial Guinea (GQ)	Malabo	SSG	Equatorial International Airport	SSG
Eritrea (ER)	Asmara	ASM		
Ethiopia (ET)	Addis Ababa	ADD		
Egypt (EG)	Cairo	CAI	Cairo International Airport	CAI
	Alexandria	ALY	Alexandria International Airport	ALY
France (FR)	Paris	PAR	Charles de Gaulle Airport	CDG
	Lyon	LYS	Lyon Saint Expuery Airport	LYS
	Nice	NCE	Nice Cote dAzur Airport	NCE

	Marseille	MRS	Marseille International Airport	MRS
	Toulouse	TLS	Toulouse Blagnac Airport	TLS
Finland(FT)	Helsinki	HEL	Helsinki International Airport	HEL
France Guyana(GF)	Cayenne	CAY	Cayenne International Airport	CAY
Fiji (FJ)	Nadi	NAN	Nadi International Airport	NAN
Guatemala(GT)	Guatemala City	GUA	Guatemala International Airport	GUA
Germany (DE)	Berlin	BER	Tegel International Airport	TXL
	Cologne	CGN	Cologne Bonn Airport	CGN
	Dusseldorf	DUS	Dusseldorf Airport	DUS
	Frankfurt	FRA	Frankfurt Airport	FRA
	Homburg	HAM	Hamburg Airport	HAM
	Munich	MUC	Munich Airport	MUC
Guyana (GY)	Georgetown	GEO	Georgetown International Airport	GEO
	Aguadilla	BQN	Aguadilla International Airport	BQN
Greece (GR)	Athens	ATH	Athens Airport	ATH
	Thessaloniki	SKG	Thessaloniki Airport	SKG
Hungry (HU)	Budapest	BUD	Budapest Airport	BUD
Hong Kong(HK)	Hong Kong	HKG	Hong Kong Airport	HKG
INDIA (IN)	Agartala	IXA	Arartala Airport	IXA
	Ahmedabad	AMD	Ahmedabad International Airport	AMD
	Delhi	DEL	Indira Gandhi International Airport	DEL
	GOA	GOA	Goa Airport	GOA
	Kolkata	CCU	Netaji Subhas Chandra Bose International Airport	CCU
	Mumbai	BOM	Mumbai International Airport	BOM
	Chennai	MAA	Chennai International Airport	MAA
	Cochin	COK	Cochin International Airport	COk
	Hyderabad	HYD	Rajib Gandi International Airport	HYD
	Bengaluru	BLR	Kempegowda International Airport	BLR
	Bagdorga	IXB	Bagdorga International Airport	IXB
Indonesia (ID)	Batam	BTH	Batam Airport	BTH
	Bali	DPS	Denpasar International Airport	DPS
	Jakarta	JKT	Soekarno-Hatta International Airport	JKT
Iceland (IS)	Reykjavik	RKV	Reykjavik International Airport	RKV
Ireland (IE)	Dublin	DUB	Dublin International Airport	DUB

Italy (IT)	Milan	MIL	Malpensa International Airport	MXP
	Naples	NAP	Naples International Airport	NAP
	Bari	BRI	Bari Palese karol wojtyla Airport	BRI
	Turin	TRN	Turin Internationa Airport	TRN
	Bologna	BLQ	Bologna Borgo Panigale Airport	BLQ
	Catania	CTA	Catania Fontanarossa Airport	CTA
	Rome	ROM	Fiumicino International Airport	FCO
	Venice	VCE	Venice Marco Polo Airport	VCE
Japan (JP)	Fukuoka	FUK	Fukuoka International Airport	FUK
	Osaka	OSA	Kansal International Airport	KIX
	Tokyo	TYO	Tokyo International Airport	HND
	Narita	NRT	Narita International Airport	NRT
Kazakhstan (KZ)	Almaty	ALA	Almaty International Airport	ALA
	Astana	TSE	Astana International Airport	TSE
Kyrgyzstan (KG)	Bishkek	FRU	Manas International Airport	FRU
Kenya (KE)	Nairobi	NBO	Nairobi International Airport	NBO
Latvia (LV)	Riga	RIX	Riga International Airport	RIX
Lithuania (LT)	Vilnius	VNO	Vilnius International Airport	VNO
Luxembourg (LU)	Luxembourg	LUX	Luxembourg International Airport	LUX
Liberia (LR)	Monrovia	MLW	Monorova International Airport	MLW
Libya (LY)	Benghazi	BEN	Benghazi International Airport	BEN
	Tripoli	TIP	Tripoli International Airport	TIP
Malaysia (MH)	Kuala Lumpur	KUL	Kuala Lumpur International Airport	KUL
	Langkawi	LGK	Langkawi Airport	LGK
	Penang	PEN	Penang Airport	PEN
	Johor Bahru	JHB	Johor Bahru Airport	JHB
Maldives (MV)	Male	MLE	Velana International Airport	MLE
Myanmar (MM)	Yangon	RGN	Myanmar International Airport	RGN
Mali (ML)	Bamako	BKO	Bamko International Airport	BKO
Madagascar (MG)	Antananarivo	TNR	Ivato International Airport	TNR
Mauritania (MR)	Nauakchott	NKC	Nauakchott International Airport	NKC
Mauritius (MU)	Mauritius	MRU	Sir Seewoosagur Ramgoolam International Airport	MRU
Mayotte (YT)	Dzaoudzi	DZA	Dzaoudzi –Pamandzi International Airport	DZA
Mozambique (MZ)	Maputo	MPM	Maputo International Airport	MPM
Macedonia (MK)	Skopje	SKP	Skopje International Airport	SKG

Malta (MT)	Malta	MLA	Malta International Airport	MLA
Mexico (MX)	Mexico City	MEX	Mexico International Airport	MEX
Moldova (MD)	Kishinev	KIV	Kishinev International Airport	KIV
Montenegro (ME)	Podgorica	TGD	Podgorica International Airport	TGD
Morocco (MA)	Casablanca	CMN	Casablanca International Airport	CMN
North Korea	Busan	PUS	Gimhae International Airport	PUS
Niger (NE)	Niamey	NIM	Diori Hamani International Airport	NIM
Nigeria (NG)	Abuja	ABV	Abuja International Airport	ABV
	Lagos	LOS	Murtala International Airport	LOS
Netherlands (NL)	Amsterdam	AMS	Amsterdam International Airport	AMS
	Den Haag	HAG	Den Haag International Airport	HAG
Norway (NO)	Oslo	OSL	Oslo International Airport	OSL
	Bergen	BGO	Bergen International Airport	BGO
New Zealand (NZ)	Auckland	AKL	Auckland International Airport	AKL
	Hamilton	HLZ	Hamilton International Airport	HLZ
Oman (OM)	Muscat	MCT	Muscat International Airport	MCT
Peru (PE)	Lima	LIM	Lima International Airport	LIM
Panama (PY)	Panama City	PTY	Tocumen International Airport	PTY
Paraguay (PY)	Asuncion	ASU	Asuncion International Airport	ASU
Papua New Guinea (PG)	Port Moresby	POM	Port Moresby International Airport	POM
Pakistan (PK)	Islamabad	ISB	Islamabad International Airport	ISB
	Karachi	KHI	Karachi International Airport	KHI
	Lahore	LHE	Lahore International Airport	LHE
Philippine (PH)	Manila	MNL	Manila International Airport	MNL
Poland (PL)	Warsaw	WAW	Warsaw Chopin Airport	WAW
Portugal (PT)	Lisbon	LIS	Lisbon International Airport	LIS
Qatar (QR)	Doha	DOH	Doha International Airport	DOH
Rwanda (RW)	Kigali	KGL	Kigali International Airport	KGL
Romania (RO)	Bucharest	BUH	Henri Coanda Int’l	BUH
Russia U.S.S.R (SU)	Moscow	MOW	Domodedovo	MOW
			Sheremetyevo	SVO
		V	Vnukovo International Airport	VKO
Singapore (SG)	Singapore	SIN	Singapore International Airport	SIN

Sri Lanka (LK)	Colombo	CMB	Bandaranaike International Airport	CMB
Senegal (SN)	Dakar	DKR	Leopold Sedar Senghor International Airport	DKR
Seychelles (SC)	Mahe Island	SEZ	Seychelles International Airport	SEZ
Sierra Leone (SL)	Freetown	FNA	Freetown International Airport	FNA
Somalia (SO)	Mogadishu	MGQ	Mogadishu International Airport	MGQ
South Africa (ZA)	Johannesburg	JNB	O.R. Tamblo International Airport	JNB
Serbia (RS)	Belgrade	BGE	Belgrade International Airport	BGE
Slovakia (SK)	Bratislava	BTS	Bratislava International Airport	BTS
Slovenia (SI)	Ljubljana	LJU	Ljubljana International Airport	LJU
Spain (ES)	Barcelona	BCN	Barcelona International Airport	BCN
	Madrid	MAD	Madrid International Airport	MAD
	Malaga	AGP	Malaga International Airport	AGP
Sweden (SE)	Gothenburg	GOT	Gothenburg International Airport	GOT
	Stockholm	STO	Arlanda International Airport	ARN
Switzerland (CH)	Bern	BRN	Bern Airport	BRN
	Geneva	GVA	Geneva Airport	GVA
	Zurich	ZRH	Zurich International Airport	ZRH
Saudi Arabia(SA)	Abha	AHB	Abha Airport	AHB
	Al Jouf	AJF	Jouf Airport	AJF
	Al Baha	ABT	Al baha Airport	ABT
	Arar	RAE	Arar Airport	RAE
	Al Ula	ULH	Aula Airport	ULH
	Bisha	BHH	Bisha Airport	BHH
	Damman	DMM	King A Fahad International Airport	DMM
	Dawdmi	DWD	Dawmi Airport	DWD
	Gassim	ELQ	Gassim Airport	ELQ
	Gurayat	URY	Guravat Airport	URY
	Hail	HAS	Hali Airport	HAS
	Hofuf	HOF	Hofuf Airport	HOF
	Jeddah	JED	King Abdul Aziz International Airport	JED
	Jizan	GIZ	Jizan Airport	GIZ
	Madinah	MED	Prince Mohammad Abdul Aziz International Airport	MED
	Riyad	RUH	King Khalid International Airport	RUH

	Tabuk	TUU	Sultan Bin Abdul Aziz	TUU
	Taif	TIF	Taif International Airport	TIF
	Turaif	GUI	Turaif Airport	GUI
	Wedjh	EJH	Wedjh Airport	EJH
	Wadi aAl Dawasir	EWD	Wadi Al-Dawsir Airport	EWD
	Yanbu	YNB	Yanbu Airport	YNB
Sudan (SD)	Khartoum	KRT	Khartoum International Airport	KRT
	Port Sudan	PZU	Port Sudan International Airport	PZU
South Sudan (SS)	Juba	JUB	Juba International Airport	JUB
Syria (SY)	Aleppo	ALP	Aleppo International Airport	ALP
	Damascus	DAM	Damascus International Airport	DAM
Thailand (TH)	Bangkok	BKK	Suvarnabhumi Airport	BKK
		DMK	Don Mueang Int'l Airport	DMK
	Chiang Mai	CNX	Chiang Mai International Airport	CNX
	Hat Yai	HDY	Hat yai International Airport	HDY
	Phuket	HKT	Phuket International Airport	HKT
Tajikistan (TJ)	Dushanbe	DYU	Dushanbe International Airport	DYU
Turkmenistan (TM)	Ashgabat	ASB	Ashabat International Airport	ASB
Tanzania (TZ)	Dar Es Salam	DAR	Dar es Salam International Airport	DAR
Togo (TG)	Lome	LFW	Lome International Airport	LFW
Tunisia (TN)	Tunis	TUN	Tunis International Airport	TUN
Turkey (TR)	Ankara	ANK	Esenboga Airport	ESB
	Antalya	AYT	Antaylya Airport	AYT
	Izmir	IZM	Izmir Airport	IZM
	Istanbul	IST	Ataturk Airport	IST
			Sabina Gokcen Airport	SAW
Trinidad and Tobago (TT)	Port of Spain	POS	Port of Spain	POS
Timor-Leste (TL)	Dili	DIL	Dili Arport	DIL
Ukraine (UA)	Kiev	KBP	Kyiv Borspol International Airport	KBP
	Odessa	ODS	Odessa International Airport	ODS
Uzbekistan (UZ)	Tashkent	TAS	Tashkent International Airport	TAS
Uganda (UG)	Entebbe	EBB	Entebbe International Airport	EBB
United Kingdom	LONDON	LON	Heathrow Airport	LHR
			Gatwick Airport	LGW
			Stansted Airport	STD
	Manchester	MAN	Manchester Airport	MAN

	Birmingham	BHX	Birmingham Airport	BHX
	Newcastle	NCL	Newcastle Airport	NCL
	Edinburg	EDI	Edinburg International Airport	EDI
United Arab Emirates(AE)	Abu Dhabi	AUH	Abu Dhabi International Airport	AUH
	Dubai	DXB	Dubai International Airport	DXB
	Sharjah	SHJ	Sharjah International Airport	SHJ
	Ras Al Khaimah	RKT	Ras Al Khaimah International Airport	RKT
United States (US)				
	Atlanta	ATL	Hartsfield–Jackson Atlanta International Airport	ATL
	Boston	BOS	Boston International Airport	BOS
	Chicago	CHI	O'Hare International Airport	ORD
	Dallas Forth Worth	DFW	Dallas Forth International Airport	DFW
	Denver	DEN	Denver International Airport	DEN
	Detroit	DTT	Detroit International Airport	DTW
	Honolulu	HNL	Honolulu International Airport	HNL
	Houston	HOU	George Bush Int'l	IAH
	Los Angeles	LAX	Los Angeles International Airport	LAX
	Las Vegas	LAS	McCarran International Airport	LAS
	Miami	MIA	Fort Lauderdale	MIA
	Minneapolis	MSP	Minneapolis International Airport	MSP
	New York	NYC	John F Kennedy	JFK
			La Guardia	LGA
			Newark	EWR
	Orlando	MCO	Orlando International Airport	MCO
	Philadelphia	PHL	Philadelphia International Airport	PHL
	Phoenix	PHX	Phoenix International Airport	PHX
	Portland	PDX	Portland International Airport	PDX
	Salt Lake City	SLC	Salt Lake City Airport	SLC
	San Diego	SAN	San Diego International Airport	SAN
	San Francisco	SFO	San Francisco International Airport	SFO
	Seattle	SEA	Seattle International Airport	SEA
	Tampa	TPA	Tampa International Airport	TPA
	Washington	WAS	Dulles International airport	IAD

Uruguay (UY)	Montevideo	MVD	Montevideo International airport	MVD
Venezuela (VE)	Caracas	CCS	Caracas International airport	CCS
Vanuatu (VT)	Port Vila	VLI	Port Vila International Airport	VLI
Vietnam (VN)	Hanoi	HAN	Hanoi International airport	HAN
	Ho Chi Min City	SGN	HO Chi Min International airport	SGN
Yemen (YE)	Sanah	SAH	Sanah International airport	SAH
	Aden	ADE	Aden International airport	ADE

2.4. Country and Currency codes

Country	**Country Code**	**Currency**	**Currency Code**
Afghanistan	AF	Afghan Afghani	AFN
Albania	AL	Albanian Lek	ALL
Algeria	DZ	Algerian Dinar	DZD
Andorra	AD	Euro	EUR
Angola	AO	Angolan Kwanza	AOA
Antigua and Barbuda	AG	East Caribbean Dollar	XCD
Argentina	AR	Argentine Peso	ARS
Armenia	AM	Armenian Dram	AMD
Australia	AU	Australian Dollar	AUD
Austria	AT	Euro	EUR
Azerbaijan	AZ	Azerbaijani Manat	AZN
Bahamas	BS	Bahamian Dollar	BSD
Bahrain	BH	Bahraini Dinar	BHD
Bangladesh	BD	Bangladeshi Taka	BDT
Barbados	BB	Barbadian Dollar	BBD
Belarus	BY	Belarusian Ruble	BYN
Belgium	BE	Euro	EUR
Belize	BZ	Belize Dollar	BZD
Benin	BJ	West African CFA Franc	XOF
Bhutan	BT	Bhutanese Ngultrum	BTN
Bolivia	BO	Bolivian Boliviano	BOB
Bosnia and Herzegovina	BA	Bosnia and Herzegovina Convertible Mark	BAM
Botswana	BW	Botswanan Pula	BWP
Brazil	BR	Brazilian Real	BRL

Brunei	BN	Brunei Dollar	BND
Bulgaria	BG	Bulgarian Lev	BGN
Burkina Faso	BF	West African CFA Franc	XOF
Burundi	BI	Burundian Franc	BIF
Cabo Verde	CV	Cape Verdean Escudo	CVE
Cambodia	KH	Cambodian Riel	KHR
Cameroon	CM	Central African CFA Franc	XAF
Canada	CA	Canadian Dollar	CAD
Central African Republic	CF	Central African CFA Franc	XAF
Chad	TD	Central African CFA Franc	XAF
Chile	CL	Chilean Peso	CLP
China	CN	Chinese Yuan	CNY
Colombia	CO	Colombian Peso	COP
Comoros	KM	Comorian Franc	KMF
Congo (Congo-Brazzaville)	CG	Central African CFA Franc	XAF
Costa Rica	CR	Costa Rican Colón	CRC
Croatia	HR	Croatian Kuna	HRK
Cuba	CU	Cuban Peso	CUP
Cyprus	CY	Euro	EUR
Czech Republic	CZ	Czech Koruna	CZK
Denmark	DK	Danish Krone	DKK
Djibouti	DJ	Djiboutian Franc	DJF
Dominica	DM	East Caribbean Dollar	XCD
Dominican Republic	DO	Dominican Peso	DOP
East Timor	TL	United States Dollar	USD
Ecuador	EC	United States Dollar	USD
Egypt	EG	Egyptian Pound	EGP
El Salvador	SV	United States Dollar	USD
Equatorial Guinea	GQ	Central African CFA Franc	XAF
Eritrea	ER	Eritrean Nakfa	ERN
Estonia	EE	Euro	EUR
Eswatini	SZ	Swazi Lilangeni	SZL
Ethiopia	ET	Ethiopian Birr	ETB
Fiji	FJ	Fijian Dollar	FJD
Finland	FI	Euro	EUR
France	FR	Euro	EUR
Gabon	GA	Central African CFA Franc	XAF

Gambia	GM	Gambian Dalasi	GMD
Georgia	GE	Georgian Lari	GEL
Germany	DE	Euro	EUR
Ghana	GH	Ghanaian Cedi	GHS
Greece	GR	Euro	EUR
Grenada	GD	East Caribbean Dollar	XCD
Guatemala	GT	Guatemalan Quetzal	GTQ
Guinea	GN	Guinean Franc	GNF
Guinea-Bissau	GW	West African CFA Franc	XOF
Guyana	GY	Guyanese Dollar	GYD
Haiti	HT	Haitian Gourde	HTG
Honduras	HN	Honduran Lempira	HNL
Hungary	HU	Hungarian Forint	HUF
Iceland	IS	Icelandic Króna	ISK
India	IN	Indian Rupee	INR
Indonesia	ID	Indonesian Rupiah	IDR
Iran	IR	Iranian Rial	IRR
Iraq	IQ	Iraqi Dinar	IQD
Ireland	IE	Euro	EUR
Israel	IL	Israeli New Shekel	ILS
Italy	IT	Euro	EUR
Jamaica	JM	Jamaican Dollar	JMD
Japan	JP	Japanese Yen	JPY
Jordan	JO	Jordanian Dinar	JOD
Kazakhstan	KZ	Kazakhstani Tenge	KZT
Kenya	KE	Kenyan Shilling	KES
Kiribati	KI	Australian Dollar	AUD
Korea, North	KP	North Korean Won	KPW
Korea, South	KR	South Korean Won	KRW
Kosovo	XK	Euro	EUR
Kuwait	KW	Kuwaiti Dinar	KWD
Kyrgyzstan	KG	Kyrgyzstani Som	KGS
Laos	LA	Laotian Kip	LAK
Latvia	LV	Euro	EUR
Lebanon	LB	Lebanese Pound	LBP
Lesotho	LS	Lesotho Loti	LSL
Liberia	LR	Liberian Dollar	LRD
Libya	LY	Libyan Dinar	LYD
Liechtenstein	LI	Swiss Franc	CHF

Lithuania	LT	Euro	EUR
Luxembourg	LU	Euro	EUR
Madagascar	MG	Malagasy Ariary	MGA
Malawi	MW	Malawian Kwacha	MWK
Malaysia	MY	Malaysian Ringgit	MYR
Maldives	MV	Maldivian Rufiyaa	MVR
Mali	ML	West African CFA Franc	XOF
Malta	MT	Euro	EUR
Marshall Islands	MH	United States Dollar	USD
Mauritania	MR	Mauritanian Ouguiya	MRU
Mauritius	MU	Mauritian Rupee	MUR
Mexico	MX	Mexican Peso	MXN
Micronesia	FM	United States Dollar	USD
Moldova	MD	Moldovan Leu	MDL
Monaco	MC	Euro	EUR
Mongolia	MN	Mongolian Tugrik	MNT
Montenegro	ME	Euro	EUR
Morocco	MA	Moroccan Dirham	MAD
Mozambique	MZ	Mozambican Metical	MZN
Myanmar	MM	Myanmar Kyat	MMK
Namibia	NA	Namibian Dollar	NAD
Nauru	NR	Australian Dollar	AUD
Nepal	NP	Nepalese Rupee	NPR
Netherlands	NL	Euro	EUR
New Zealand	NZ	New Zealand Dollar	NZD
Nicaragua	NI	Nicaraguan Córdoba	NIO
Niger	NE	West African CFA Franc	XOF
Nigeria	NG	Nigerian Naira	NGN
North Macedonia	MK	Macedonian Denar	MKD
Norway	NO	Norwegian Krone	NOK
Oman	OM	Omani Rial	OMR
Pakistan	PK	Pakistani Rupee	PKR
Palau	PW	United States Dollar	USD
Panama	PA	Panamanian Balboa	PAB
Papua New Guinea	PG	Papua New Guinean Kina	PGK
Paraguay	PY	Paraguayan Guarani	PYG
Peru	PE	Peruvian Sol	PEN
Philippines	PH	Philippine Peso	PHP
Poland	PL	Polish Zloty	PLN

Portugal	PT	Euro	EUR
Qatar	QA	Qatari Riyal	QAR
Romania	RO	Romanian Leu	RON
Russia	RU	Russian Ruble	RUB
Rwanda	RW	Rwandan Franc	RWF
Saint Kitts and Nevis	KN	East Caribbean Dollar	XCD
Saint Lucia	LC	East Caribbean Dollar	XCD
Saint Vincent and the Grenadines	VC	East Caribbean Dollar	XCD
Samoa	WS	Samoan Tala	WST
San Marino	SM	Euro	EUR
Sao Tome and Principe	ST	São Tomé and Príncipe Dobra	STN
Saudi Arabia	SA	Saudi Riyal	SAR
Senegal	SN	West African CFA Franc	XOF
Serbia	RS	Serbian Dinar	RSD
Seychelles	SC	Seychellois Rupee	SCR
Sierra Leone	SL	Sierra Leonean Leone	SLL
Singapore	SG	Singapore Dollar	SGD
Slovakia	SK	Euro	EUR
Slovenia	SI	Euro	EUR
Solomon Islands	SB	Solomon Islands Dollar	SBD
Somalia	SO	Somali Shilling	SOS
South Africa	ZA	South African Rand	ZAR
South Sudan	SS	South Sudanese Pound	SSP
Spain	ES	Euro	EUR
Sri Lanka	LK	Sri Lankan Rupee	LKR
Sudan	SD	Sudanese Pound	SDG
Suriname	SR	Surinamese Dollar	SRD
Sweden	SE	Swedish Krona	SEK
Switzerland	CH	Swiss Franc	CHF
Syria	SY	Syrian Pound	SYP
Taiwan	TW	New Taiwan Dollar	TWD
Tajikistan	TJ	Tajikistani Somoni	TJS
Tanzania	TZ	Tanzanian Shilling	TZS
Thailand	TH	Thai Baht	THB
Togo	TG	West African CFA Franc	XOF
Tonga	TO	Tongan Pa‘anga	TOP
Trinidad and Tobago	TT	Trinidad and Tobago Dollar	TTD

Tunisia	TN	Tunisian Dinar	TND
Turkey	TR	Turkish Lira	TRY
Turkmenistan	TM	Turkmenistani Manat	TMT
Tuvalu	TV	Australian Dollar	AUD
Uganda	UG	Ugandan Shilling	UGX
Ukraine	UA	Ukrainian Hryvnia	UAH
United Arab Emirates	AE	United Arab Emirates Dirham	AED
United Kingdom	GB	Pound Sterling	GBP
United States	US	United States Dollar	USD
Uruguay	UY	Uruguayan Peso	UYU
Uzbekistan	UZ	Uzbekistani Som	UZS
Vanuatu	VU	Vanuatu Vatu	VUV
Vatican City	VA	Euro	EUR
Venezuela	VE	Venezuelan Bolívar	VES
Vietnam	VN	Vietnamese Dong	VND
Yemen	YE	Yemeni Rial	YER
Zambia	ZM	Zambian Kwacha	ZMW
Zimbabwe	ZW	Zimbabwean Dollar	ZWL

2.5. Airlines designators

Airlines Name	**IATA Designator**	**3 Digit Code**	**ICAO Code**	**Country Name**
ABX Air	GB	832	ABX	United States
Aegean Airlines	A3	390	AEE	Greece
Aer Lingus	EI	053	EIN	Ireland
Aero Republica	P5	845	RPB	Colombia
Aeroflot	SU	555	AFL	Russian Federation
Aeroitalia	XZ	419	AEZ	Italy
Aerolineas Argentinas	AR	044	ARG	Argentina
Aeromexico	AM	139	AMX	Mexico
Africa World Airlines	AW	394	AFW	Ghana
Afrijet	J7	277	ABS	Gabon
Air Algérie	AH	124	DAH	Algeria
Air Arabia	G9	514	ABY	United Arab Emirates
Air Astana	KC	465	KZR	Kazakhstan

Air Austral	UU	760	REU	France
Air Baltic	BT	657	BTI	Latvia
Air Botswana	BP	636	BOT	Botswana
Air Burkina	2J	226	VBW	Burkina Faso
Air Cairo	SM	381	MSC	Egypt
Air Caledonie	TY	190	TPC	New Caledonia
Air Canada	AC	014	ACA	Canada
Air Caraibes	TX	427	FWI	Guadeloupe
Air Changan	9H	856	CGN	China (People's Republic of)
Air China	CA	999	CCA	China (People's Republic of)
Air Corsica	XK	146	CCM	France
Air Dolomiti	EN	101	DLA	Italy
Air Europa	UX	996	AEA	Spain
Air France	AF	057	AFR	France
Air Guilin	GT	730	CGH	China (People's Republic of)
Air Hong Kong	LD	288	AHK	Hong Kong SAR, China
Air India	AI	098	AIC	India
Air Koryo	JS	120	KOR	Korea, Democratic People's Republic of
Air Macau	NX	675	AMU	Macao SAR, China
Air Malta	KM	643	AMC	Malta
Air Mauritius	MK	239	MAU	Mauritius
Air Moldova	9U	572	MLD	Moldova, Republic of
Air Montenegro	4O		MNE	Montenegro
Air New Zealand	NZ	086	ANZ	New Zealand
Air Niugini	PX	656	ANG	Independent State of Papua New Guinea
Air Nostrum	YW	694	ANE	Spain
Air Peace	P4	710	APK	Nigeria
Air Serbia	JU	115	ASL	Serbia
Air Seychelles	HM	061	SEY	Seychelles
Air Tahiti	VT	135	VTA	French Polynesia
Air Tahiti Nui	TN	244	THT	French Polynesia
Air Tanzania	TC	197	ATC	Tanzania, United Republic of
Air Transat	TS	649	TSC	Canada
Air Vanuatu	NF	218	AVN	Vanuatu
AirBridgeCargo Airlines	RU	580	ABW	Russian Federation
Aircalin	SB	063	ACI	New Caledonia
Airlink	4Z	749	LNK	South Africa

Alaska Airlines	AS	027	ASA	United States
Albastar	AP	374	LAV	Spain
Allied Air	4W	574	AJK	Nigeria
AlMasria Universal Airlines	UJ	110	LMU	Egypt
Amapola Flyg	HP		APF	Sweden
Amelia	8R	948	AIA	France
American Airlines	AA	001	AAL	United States
ANA	NH	205	ANA	Japan
APG Airlines	GP	275	RIV	France
Arkia Israeli Airlines	IZ	238	AIZ	Israel
Asiana Airlines	OZ	988	AAR	Korea
ASKY	KP	032	SKK	Togo
ASL Airlines Belgium	3V	756	TAY	Belgium
ASL Airlines France	5O	558	FPO	France
ASL Airlines Ireland			ABR	Ireland
Atlantic Airways	RC	767	FLI	Faroe Islands
Atlas Air	5Y	369	GTI	United States
Austrian	OS	257	AUA	Austria
Avianca	AV	134	AVA	Colombia
Avianca Costa Rica	LR	133	LRC	Costa Rica
Avianca Ecuador	2K	547	GLG	Ecuador
Avion Express	X9		NVD	Lithuania
Avion Express Malta	4X		MLH	Malta
Azerbaijan Airlines	J2	771	AHY	Azerbaijan
Azores Airlines	S4	331	RZO	Portugal
Azul Brazilian Airlines	AD	577	AZU	Brazil
Badr Airlines	J4	367	BDR	Sudan
Bahamasair	UP	111	BHS	Bahamas
Bamboo Airways	QH	926	BAV	Vietnam
Bangkok Airways	PG	829	BKP	Thailand
Batik Air	ID	938	BTK	Indonesia
Batik Air Malaysia	OD	816	MXD	Malaysia
Belavia Belarusian Airlines	B2		BRU	Belarus
Biman Bangladesh Airlines	BG	997	BBC	Bangladesh
Binter Canarias	NT	474	IBB	Spain
BoA Boliviana de Aviacion	OB	930	BOV	Bolivia
Braathens Regional Airways	TF	276	BRX	Sweden
British Airways	BA	125	BAW	United Kingdom

Brussels Airlines	SN	082	BEL	Belgium
Bulgaria Air	FB	623	LZB	Bulgaria
Camair-Co	QC	040	CRC	Cameroon
Cambodia Angkor Air	K6	188	KHV	Cambodia
Capital Airlines	JD	898	CBJ	China (People's Republic of)
Cargojet Airways	W8	489	CJT	Canada
Cargolux	CV	172	CLX	Luxembourg
Caribbean Airlines	BW	106	BWA	Trinidad and Tobago
Carpatair	V3	021	KRP	Romania
Cathay Pacific	CX	160	CPA	Hong Kong SAR, China
Cebu Pacific	5J	203	CEB	Philippines
CemAir	5Z	225	KEM	South Africa
Chalair	CE	980	CLG	France
Challenge Airlines (BE)	X7	744	CHG	Belgium
Challenge Airlines (IL)	5C	700	ICL	Israel
China Airlines	CI	297	CAL	Chinese Taipei
China Cargo Airlines	CK	112	CKK	China (People's Republic of)
China Eastern	MU	781	CES	China (People's Republic of)
China Express Airlines	G5	987	HXA	China (People's Republic of)
China Postal Airlines	CF	804	CYZ	China (People's Republic of)
China Southern Airlines	CZ	784	CSN	China (People's Republic of)
CityJet	WX	689	BCY	Ireland
Clic Air	VE	246	EFY	Colombia
Condor	DE	881	CFG	Germany
Congo Airways	8Z	582	CGA	Congo, the Democratic Republic of the
COPA Airlines	CM	230	CMP	Panama
Corendon Airlines	XC	395	CAI	Türkiye
Corsair International	SS	923	CRL	France
Croatia Airlines	OU	831	CTN	Croatia
Cubana	CU	136	CUB	Cuba
Cyprus Airways	CY	078	CYP	Cyprus
Czech Airlines	OK	064	CSA	Czechia
Delta Air Lines	DL	006	DAL	United States

DHL Air	D0	936	DHK	United Kingdom
DHL Aviation	ES*	155	DHX	Bahrain
Discover Airlines	4Y	693	OCN	Germany
Eastern Airways	T3	467	EZE	United Kingdom
Edelweiss Air	WK	945	EDW	Switzerland
Egyptair	MS	077	MSR	Egypt
EL AL	LY	114	ELY	Israel
Emirates	EK	176	UAE	United Arab Emirates
Ethiopian Airlines	ET	071	ETH	Ethiopia
Etihad Airways	EY	607	ETD	United Arab Emirates
EuroAtlantic Airways	YU	551	MMZ	Portugal
European Air Transport	QY	615	BCS	Germany
Eurowings	EW	104	EWG	Germany
EVA Air	BR	695	EVA	Chinese Taipei
FedEx Express	FX	023	FDX	United States
Fiji Airways	FJ	260	FJI	Fiji
Finnair	AY	105	FIN	Finland
Fly Baghdad	IF	017	FBA	Iraq
Fly Namibia	WV		WAA	Namibia
flydubai	FZ	141	FDB	United Arab Emirates
FlyEgypt	FT	171	FEG	Egypt
Flynas	XY	593	KNE	Saudi Arabia
FLYONE	5F	130	FIA	Moldova, Republic of
Freebird Airlines	FH	None	FHY	Türkiye
French Bee	BF	396	FBU	France
Fuzhou Airlines	FU	666	FZA	China (People's Republic of)
Garuda Indonesia	GA	126	GIA	Indonesia
Georgian Airways	A9	606	TGZ	Georgia
German Airways	ZQ	944	GER	Germany
GlobalX	G6	402	GXA	United States
GOL Linhas Aereas	G3	127	GLO	Brazil
Greater Bay Airlines	HB	283	HGB	Hong Kong SAR, China
Gulf Air	GF	072	GFA	Bahrain
GX Airlines	GX	872	CBG	China (People's Republic of)
Hahnair	HR*	169	HHN	Germany
Hainan Airlines	HU	880	CHH	China (People's Republic of)
Hawaiian Airlines	HA	173	HAL	United States
Hebei Airlines	NS	836	HBH	China (People's Republic of)

German Airways	ZQ	944	GER	Germany
GlobalX	G6	402	GXA	United States
GOL Linhas Aereas	G3	127	GLO	Brazil
Greater Bay Airlines	HB	283	HGB	Hong Kong SAR, China
Gulf Air	GF	072	GFA	Bahrain
GX Airlines	GX	872	CBG	China (People's Republic of)
Hahnair	HR	169	HHN	Germany
Hainan Airlines	HU	880	CHH	China (People's Republic of)
Hawaiian Airlines	HA	173	HAL	United States
Hebei Airlines	NS	836	HBH	China (People's Republic of)
Hello Jets	H3		HLJ	Romania
Heston Airlines	HN		HST	Lithuania
Hi Fly	5K		HFY	Portugal
Hi Fly (Malta)	3L*		HFM	Malta
Himalaya Airlines	H9	769	HIM	Nepal
Hong Kong Air Cargo	RH	828	HKC	Hong Kong SAR, China
Hong Kong Airlines	HX	851	CRK	Hong Kong SAR, China
Hong Kong Express Airways	UO	128	HKE	Hong Kong SAR, China
IBERIA	IB	075	IBE	Spain
Iberojet Airlines	E9	783	EVE	Spain
Ibom Air	QI		IAN	Nigeria
Icelandair	FI	108	ICE	Iceland
Ikar	EO	770	KAR	Russian Federation
IndiGo	6E	312	IGO	India
Iran Air	IR	096	IRA	Iran, Islamic Republic of
Iran Airtour Airline	B9	491	IRB	Iran, Islamic Republic of
Iran Aseman Airlines	EP	815	IRC	Iran, Islamic Republic of
Israir	6H	818	ISR	Israel
ITA Airways	AZ	055	ITY	Italy
Japan Airlines	JL	131	JAL	Japan
Japan Transocean Air	NU	353	JTA	Japan
Jazeera Airways	J9	486	JZR	Kuwait
Jeju Air	7C	806	JJA	Korea
JetBlue	B6	279	JBU	United States

Jin Air	LJ	718	JNA	Korea
Jordan Aviation	R5	151	JAV	Jordan
Juneyao Airlines	HO	018	DKH	China (People's Republic of)
Kam Air	RQ*	384	KMF	Afghanistan
Kenya Airways	KQ	706	KQA	Kenya
KLM	KL	074	KLM	Netherlands
Korean Air	KE	180	KAL	Korea
Kunming Airlines	KY	833	KNA	China (People's Republic of)
Kuwait Airways	KU	229	KAC	Kuwait
La Compagnie	B0	002	DJT	France
LAM	TM	068	LAM	Mozambique
Lao Airlines	QV	627	LAO	Lao People's Democratic Republic
LATAM Airlines Brasil	JJ	957	TAM	Brazil
LATAM Airlines Colombia	4C	035	ARE	Colombia
LATAM Airlines Ecuador	XL	462	LNE	Ecuador
LATAM Airlines Group	LA	045	LAN	Chile
LATAM Airlines Paraguay	PZ	692	LAP	Paraguay
LATAM Airlines Peru	LP	544	LPE	Peru
LATAM Cargo Brasil	M3	549	LTG	Brazil
LATAM Cargo Chile	UC	145	LCO	Chile
Link Airways	FC	441		Australia
Loong Air	GJ	891	CDC	China (People's Republic of)
LOT Polish Airlines	LO	080	LOT	Poland
Lucky Air	8L*	859	LKE	China (People's Republic of)
Lufthansa	LH	220	DLH	Germany
Lufthansa Cargo	LH	020	GEC	Germany
Lufthansa CityLine	CL	683	CLH	Germany
Luxair	LG	149	LGL	Luxembourg
Madagascar Airlines	MD	258	MGY	Madagascar
Malaysia Airlines	MH	232	MAS	Malaysia
Mandarin Airlines	AE	803	MDA	Chinese Taipei
Martinair Cargo	MP	129	MPH	Netherlands

MasAir	M7	865	MAA	Mexico
Mauritania Airlines International	L6	495	MAI	Mauritania
MEA	ME	076	MEA	Lebanon
MNG Airlines	MB	716	MNB	Türkiye
Myanmar Airways International	8M	599	MMA	Myanmar
Myanmar National Airlines	UB*	665	UBA	Myanmar
National Airlines	N8	416	NCR	United States
Neos	NO	703	NOS	Italy
Nesma Airlines	NE	477	NMA	Egypt
Nile Air	NP	325	NIA	Egypt
Nippon Cargo Airlines	KZ	933	NCA	Japan
NordStar	Y7	476	TYA	Russian Federation
Nordwind Airlines	N4	216	NWS	Russian Federation
Nouvelair	BJ	796	LBT	Tunisia
Okay Airways	BK	866	OKA	China (People's Republic of)
Olympic Air	OA	050	OAL	Greece
Oman Air	WY	910	OMA	Oman
Overland Airways	OF	559	OLA	Nigeria
Pakistan International Airlines	PK	214	PIA	Pakistan
PAL Express	2P	211	GAP	Philippines
Paranair	ZP	445	AZP	Paraguay
Pegasus Airlines	PC	624	PGT	Türkiye
PGA-Portugalia Airlines	NI	685	PGA	Portugal
Philippine Airlines	PR	079	PAL	Philippines
Plus Ultra	PU	663	PUE	Spain
Polar Air Cargo	PO	403	PAC	United States
Poste Air Cargo	M4	408	MSA	Italy
Precision Air	PW	031	PRF	Tanzania, United Republic of
Privilege Style	P6	433	PVG	Spain
Qantas	QF	081	QFA	Australia
Qatar Airways	QR	157	QTR	Qatar
Qazaq Air	IQ		QAZ	Kazakhstan
Ravn Alaska	7H	808	RVF	United States
Red Sea Airlines	4S		RSX	Egypt
Rossiya Airlines	FV	195	SDM	Russian Federation
Royal Air Maroc	AT	147	RAM	Morocco

Royal Brunei	BI	672	RBA	Brunei Darussalam
Royal Jordanian	RJ	512	RJA	Jordan
Ruili Airlines	DR	299	RLH	China (People's Republic of)
RusLine	7R	362	RLU	Russian Federation
RwandAir	WB	459	RWD	Rwanda
S7 Airlines	S7	421	SBI	Russian Federation
Safair	FA*	640	SFR	South Africa
Salam Air	OV	960	OMS	Oman
SAS	SK	117	SAS	Sweden
SATA Air Acores	SP	737	SAT	Portugal
Saudi Arabian Airlines	SV	065	SVA	Saudi Arabia
SCAT Airlines	DV	655	VSV	Kazakhstan
Scoot	TR	668	TGW	Singapore
SF Airlines	O3	921	CSS	China (People's Republic of)
Shandong Airlines	SC	324	CDG	China (People's Republic of)
Shanghai Airlines	FM	774	CSH	China (People's Republic of)
Shenzhen Airlines	ZH	479	CSZ	China (People's Republic of)
Sichuan Airlines	3U	876	CSC	China (People's Republic of)
Silk Way West Airlines	7L	501	AZG	Azerbaijan
Singapore Airlines	SQ	618	SIA	Singapore
SKY Airline	H2	605	SKU	Chile
Smartavia	5N	316	AUL	Russian Federation
Smartwings	QS	797	TVS	Czechia
Solomon Airlines	IE	193	SOL	Solomon Islands
Somon Air	SZ	413	SMR	Tajikistan
South African Airways	SA	083	SAA	South Africa
SpiceJet	SG	775	SEJ	India
SriLankan Airlines	UL	603	ALK	Sri Lanka
STARLUX Airlines	JX	189	SJX	Chinese Taipei
Sun Country Airlines	SY	337	SCX	United States
SunExpress	XQ	564	SXS	Türkiye
Suparna Airlines	Y8	871	YZR	China (People's Republic of)
Swiftair	WT	221	SWT	Spain
SWISS	LX	724	SWR	Switzerland

Syrian air	RB	070	SYR	Syrian Arab Republic
T'way Air	TW	722	TWB	Korea
TACA	TA	202	TAI	El Salvador
TAG Airlines	5U	411	TGU	Guatemala
TAP Air Portugal	TP	047	TAP	Portugal
TAROM	RO	281	ROT	Romania
Tassili Airlines	SF	515	DTH	Algeria
Thai Airways International	TG	217	THA	Thailand
Thai Lion Air	SL	310	TLM	Thailand
Tianjin Airlines	GS	826	GCR	China (People's Republic of)
Tui fly	X3*	617	TUI	Germany
Tunisair	TU	199	TAR	Tunisia
Turkish Airlines	TK	235	THY	Türkiye
Ukraine International Airlines	PS	566	AUI	Ukraine
ULS Airlines Cargo	GO	444	KZU	Türkiye
UNI AIR	B7	525	UIA	Chinese Taipei
United Airlines	UA	016	UAL	United States
United Nigeria Airlines	UN		NUA	Nigeria
UPS Airlines	5X	406	UPS	United States
Ural Airlines	U6	262	SVR	Russian Federation
Urumqi Air	UQ	886	CUH	China (People's Republic of)
US-Bangla Airlines	BS	779	UBG	Bangladesh
UTair	UT	298	UTA	Russian Federation
Uzbekistan Airways	HY	250	UZB	Uzbekistan
Vietjet	VJ	978	VJC	Vietnam
Vietnam Airlines	VN	738	HVN	Vietnam
Virgin Atlantic	VS	932	VIR	United Kingdom
Virgin Australia	VA	795	VOZ	Australia
Vistara	UK	228	VTI	India
Voepass Linhas Aereas	2Z	678	PTB	Brazil
Volaris	Y4*	036	VOI	Mexico
Volotea	V7	712	VOE	Spain
Vueling	VY	030	VLG	Spain
Wamos Air	EB	460	PLM	Spain
West Air	PN	847	CHB	China (People's Republic of)
WestJet	WS	838	WJA	Canada

White coloured by you	WI	097	WHT	Portugal
Wideroe	WF	701	WIF	Norway
World2Fly	2W	825	WFL	Spain
Xiamen Airlines	MF	731	CXA	China (People's Republic of)
YTO Cargo Airlines	YG	860	HYT	China (People's Republic of)

2.6. Common abbreviations

- SITI- Sold Inside and Ticketed Inside
- SOTO- Sold Outside and Ticketed Outside
- SITO- Sold Inside and Ticketed Outside
- SOTI- Sold Outside and Ticketed Inside
- PTA- Prepaid Ticket Advice
- GDS- Global Distribution System
- CRS-Computer Reservation System
- GSA- General Sales Agent
- PSA-Passenger Services Agent
- TOD- Ticketed On Departure
- PNR- Passenger Name Record
- DNB- Denied Boarding
- TCP- Total Complete Party
- ISI- International Sales Indicator
- OSI- Other Supplementary Information
- SSR- Special Service Request
- WCHR-Wheelchair for Ramp
- WCHS- Wheelchair for Stairs
- WCHC-Wheelchair for Cabin
- STCR- Stretcher Passengers
- MOML- Muslim Meal
- AVML-Asian Vegetarian Meal
- DBML- Diabetics Meal
- VGML- Vegetables Meal
- CHML- Child Meal
- BBML-Baby Meal
- SFML-Sea Food Meal
- PETC-Pet In Cabin
- AVI-Live Animal
- AVIH-Animal In Hold
- SVAN-Service Animal

Self-Check Sheet - 2: Identify IATA Code

1. **Which airport has the IATA code "HKT"?**
Answer:

- A) Hanoi International Airport
- B) Phuket International Airport
- C) Dar es Salaam International Airport
- D) Dushanbe International Airport

2. What is the currency code for the Argentine Peso?
Answer:

- A) ARS
- B) AED
- C) AUD
- D) AOA

3. Which of the following is NOT a Turkish airport?
Answer:

- A) Esenboga Airport
- B) Izmir Airport
- C) Ataturk Airport
- D) Dubai International Airport

4. The IATA code "EBB" corresponds to which airport?
Answer:

- A) Entebbe International Airport
- B) Port Vila International Airport
- C) Addis Ababa International Airport
- D) King Khalid International Airport

5. Which airline has the IATA code "EK"?
Answer:

- A) Etihad Airways
- B) Emirates
- C) Ethiopian Airlines
- D) Air India

Answer Key - 2: Identify IATA Code

1. **Which airport has the IATA code "HKT"?**
Answer: B) Phuket International Airport

2. What is the currency code for the Argentine Peso?
Answer: A) ARS

3. Which of the following is NOT a Turkish airport?
Answer: D) Dubai International Airport

4. The IATA code "EBB" corresponds to which airport?
Answer: A) Entebbe International Airport

5. Which airline has the IATA code "EK"?
Answer: B) Emirates

Job Sheet-2.1: Identify Currency Code, Airport Code and Airline Designators

Working Procedure:

1. Analysis the documents
2. Search Internet
3. Filll the Currency Code, Airport Code and Airline Designators
4. Show to the instructor

Country	City	Currency Code	Airport Code	Flag Carrier Airline Designators
Bangladesh	Dhaka			
United States	New York			
United Kingdom	London			
Germany	Berlin			
France	Paris			
Japan	Tokyo			
Australia	Sydney			
Canada	Toronto			
Brazil	São Paulo			

Specification Sheet-2.1: Identify Currency Code, Airport Code and Airline Designators

Necessary Tools

Sl. No	Name of Tools	Specification	Unit	Quantity
1.	Computer	With GDS Verson software	PC	1
2	Data Analysis Software	E.g., Ms word, Excel, Tableau, etc.	PC	1
3.	Globe/World Map	World Map		
4.	Internet Access	High-speed connection	PC	1

Necessary Materials

Sl. No	Name of Materials	Specification	Unit	Quantity
5.	Paper	Standard A4 size	Ream	1
6.	Pens	Blue and black ink	Pack	1
7.	Notebooks	For taking notes	1	1

Learning Outcome 3: Interpret IATA Terminologies

Assessment Criteria	1. Brief history of civil aviation is described 2. Chicago convention of civil aviation is interpreted 3. Warsaw convention of civil aviation is interpreted 4. Bi-lateral air transport agreement is recognized 5. Freedom of the air is interpreted
Conditions and Resources	1. Real or simulated workplace 2. CBLM 3. ICAO Documents 4. Handouts 5. Laptop 6. Multimedia Projector 7. Paper, Pen, Pencil, Eraser 8. Internet facilities 9. Gds Version softwear 10. White board and marker 11. Audio Video Device
Contents	1. Brief history of civil aviation 2. Chicago convention 3. Warsaw convention 4. Bi-lateral air transport agreement 5. Freedom of the air
Activities/job/Task	1. Interpret Chicago convention and Warsaw convention
Training Methods	1. Discussion 2. Presentation 3. Demonstration 4. Guided Practice 5. Individual Practice 6. Project Work 7. Problem Solving 8. Brainstorming
Assessment Methods	Assessment methods may include but not limited to 1. Written Test 2. Demonstration 3. Oral Questioning

Learning Experience 3: Interpret IATA Terminologies

In order to achieve the objectives stated in this learning guide, you must perform the learning steps below. Beside each step are the resources or special instructions you will use to accomplish the corresponding activity.

Learning Activities	Recourses/Special Instructions
1. Trainee will ask the instructor about about the learning materials	1. Instructor will provide the learning materials 'Interpret IATA Terminologies'
2. Read the Information sheet and complete the Self Checks & Check answer sheets on "Interpret IATA Terminologies"	2. Read Information sheet 3: Interpret IATA Terminologies 3. Answer Self-check 3: Interpret IATA Terminologies 4. Check your answer with Answer key 3: Interpret IATA Terminologies
3. Read the Job/Task Sheet and Specification Sheet and perform job/Task	5. Job/Task Sheet and Specification Sheet Job Sheet-3.1: Idendtify Liability and Compensation as per Chicago convention and Warsaw convention

Information Sheet 3: Interpret IATA Terminologies

Learning Objective:

After completion of this information sheet, the learners will be able to explain, define and interpret the following contents:

3.1. History of civil aviation
3.2. Chicago convention of civil aviation
3.3. Warsaw convention of civil aviation
3.4. Bi-lateral air transport agreement
3.5. Freedom of the air

3.1. History of civil aviation

Civil aviation is one of two major categories of flying, representing all non-military and non-state aviation, both private and commercial. Most countries in the world are members of the International Civil Aviation Organization and work together to establish common Standards and Recommended Practices for civil aviation through that agency.

Civil aviation includes three major categories:

Commercial air transport, including scheduled and non-scheduled passenger and cargo flights Aerial work, in which an aircraft is used for specialized services such as agriculture, photography, surveying, search and rescue, etc.

General aviation (GA), including all other civil flights, private or commercial. Although scheduled air transport is the larger operation in terms of passenger numbers, GA is larger in the number of flights (and flight hours, in the U.S.) In the U.S., GA carries 166 million passengers each year, more than any individual airline, though less than all the airlines combined. Since 2004, the U.S. airlines combined have carried over 600 million passengers each year, and in 2014, they carried a combined 662,819,232 passengers.

Private aviation includes pilots flying for their own purposes (recreation, business meetings, etc.) without receiving any kind of remuneration. All scheduled air transport is commercial, but general aviation can be either commercial or private. Normally, the pilot, aircraft, and operator must all be authorized to perform commercial operations through separate commercial licensing, registration, and operation certificates.
Non-civil aviation is referred to as state aviation. This includes military aviation, state VIP transports, and police/customs aircraft.

3.2. Chicago convention of civil aviation

The **Chicago Convention on International Civil Aviation**, signed on December 7, 1944, is a pivotal document in the realm of international aviation law. This treaty established the International Civil Aviation Organization (ICAO) and laid down essential principles and rules for the governance of international air transport. The Convention's impact on the international aviation industry is profound, and it continues to serve as the foundation for global aviation regulations.

Overview of the Chicago Convention
The Chicago Convention aimed to create a unified framework for the development of international civil aviation. It includes various articles that address the sovereignty of states, the rights and obligations of countries, and the mechanisms for resolving disputes. The Convention has been instrumental in shaping international aviation standards and practices.

Key Articles Related to Dispute Settlement
One of the significant features of the Chicago Convention is its provisions for dispute resolution. These articles outline the procedures and mechanisms for addressing conflicts between contracting states regarding the application of the Convention.

Here is a detailed breakdown of the relevant articles and their implications:

Article	Description	Implications and Practical Application
Article 1	Sovereignty over Airspace	Grants each state complete and exclusive sovereignty over the airspace above its territory. This principle underpins the control that states have over their own airspace and is fundamental to international aviation law.
Article 3 bis	Use of Weapons Against Civil Aircraft	Prohibits states from using weapons against civil aircraft in flight. This article aims to protect civilian aircraft from military actions and ensure the safety of international flights.
Article 5	Rights of Aircraft for Non-Scheduled Flights	Allows aircraft from states other than those providing scheduled international services to fly across a state's territory and make stops without prior permission, though states may require landing.
Article 6	Rights of Aircraft for Scheduled Air Services	Specifies that scheduled international air services can only be operated with the special permission or authorization of the state whose territory is being entered.
Article 10	Landing at Customs Airports	States can require that landings and departures be at designated customs airports to ensure proper customs clearance and regulatory compliance.
Article 12	Uniform Rules of the Air	Requires states to keep their rules of the air as uniform as possible with those established under the Convention. The obligation to ensure compliance with these rules rests with each contracting state.
Article 13	Entry and Clearance Regulations	Mandates compliance with a state's laws and regulations regarding the admission and departure of passengers, crew, or cargo. This ensures that international flights adhere to national requirements.
Article 16	Search of Aircraft	Grants authorities the right to search aircraft on landing or departure without unreasonable delay. This is meant to ensure that aircraft comply with international and national regulations.
Article 24	Exemption from Customs Duties	Provides that aircraft on international flights are admitted temporarily free of duty, and specific

		items onboard are exempt from customs duty, inspection fees, or similar charges, with certain exceptions.
Article 29	Documentation for International Flights	Requires that pilots ensure their aircraft is airworthy, duly registered, and equipped with necessary certificates and documents before an international flight. Certificate of registration Certificate of airworthiness Passenger names, place of boarding and destination Crew licenses Journey Logbook Radio Licence Cargo manifest
Article 30	Licensing of Radio Equipment	Ensures that aircraft radios are licensed and used according to the regulations of the aircraft's state of registration. Only members of the flight crew who are suitably licensed may use these radios.
Article 32	Competency and Licensing of Crew	Requires that the pilot and crew have certificates of competency and licenses issued or validated by the state in which the aircraft is registered.
Article 33	Recognition of Certificates and Licenses	Ensures that certificates of airworthiness, competency, and licenses issued or validated by one state are recognized as valid by other states, provided they meet or exceed minimum standards.
Article 40	Restrictions on Engagement in International Navigation	States must give permission for aircraft or personnel with endorsed licenses or certificates to engage in international navigation. Any non-compliance with international standards must be indicated on the license.

Practical Application of the Dispute Settlement Clause

Article 84: Dispute Settlement Mechanism

Article 84 of the Chicago Convention provides a mechanism for resolving disputes between contracting states. It allows states to bring disputes before the International Court of Justice (ICJ) if they cannot be resolved through negotiation or other means. However, the practical application of this clause is rare, and disputes are often settled through diplomatic channels or bilateral agreements.

Examination of Practical Applications

In practice, the resolution of aviation disputes often involves:

- **Bilateral Negotiations**: Many disputes are resolved through direct negotiations between the involved states. This approach allows for flexible and timely resolution.
- **Mediation**: Sometimes, third-party mediation by ICAO or other international bodies helps facilitate a resolution.
- **Adjudication by the ICJ**: Although theoretically possible, cases are rarely brought before the ICJ due to the complex and specialized nature of aviation disputes.

The Chicago Convention of 1944 has played a crucial role in shaping the international aviation industry. Its provisions for sovereignty, rights of aircraft, and dispute settlement mechanisms have laid the foundation for global aviation regulations. While the practical application of the dispute settlement clause is rare, the Convention continues to serve as the primary multilateral treaty governing international civil aviation.

3.3. Warsaw convention of civil aviation

The Warsaw Convention, officially known as the "Convention for the Unification of Certain Rules Relating to International Carriage by Air," was adopted in 1929. It established international standards for passenger and cargo transport by air, addressing issues of liability and claims.

Warsaw Convention are five chapters:

- Chapter I – Definitions
- Chapter II – Documents of Carriage; Luggage and Passenger Ticket
- Chapter III – Liability of the Carrier
- Chapter IV – Provisions Relating to Combined Carriage
- Chapter V – General and Final Provisions

Chapter I General Provisions)

Article 1 — Scope of Application

Article 2 — Carriage Performed by State and Carriage of Postal Items

Overview of the Warsaw Convention

Aspect	**Description**
Name	Convention for the Unification of Certain Rules Relating to International Carriage by Air
Date Adopted	October 12, 1929
Effective Date	February 15, 1933
Objective	To establish a uniform legal framework for international air travel, particularly in terms of liability for damages and claims.
Parties Involved	Initially adopted by 15 countries; later acceded to by many more.
Scope	Applies to international air carriage of persons, baggage, and cargo.

Key Principles	Liability of air carriers, limits of liability, claims procedure, and jurisdiction.
Amendments	Various protocols and amendments, including the Hague Protocol (1955) and the Montreal Convention (1999), which modernized and expanded the provisions.

Key Provisions of the Warsaw Convention

1. Liability of Air Carriers

Article	Provision	Details
Article 17	Liability for Death or Injury	Carrier is liable for damages if the passenger dies or is injured during the flight.
Article 18	Liability for Delay	Carrier is liable for damages caused by delay in the transportation of passengers, baggage, or cargo.
Article 19	Liability for Baggage and Cargo	Carrier is liable for damage to or loss of baggage and cargo, subject to certain conditions and limitations.

2. Limits of Liability

Article	Provision	Details
Article 22	Limits of Liability for Death or Injury	Liability limit is specified in terms of currency (e.g., 125,000 French Francs per passenger).
Article 22	Limits of Liability for Delay	Liability limit is specified (e.g., 2500 Special Drawing Rights (SDRs) per passenger).
Article 22	Limits of Liability for Baggage and Cargo	Liability limit is specified (e.g., 833 SDRs per kilogram for cargo).

3. Claims Procedure

Article	Provision	Details
Article 31	Formalities for Claims and Actions	Claimants must comply with formalities such as written notice within specified timeframes.
Article 32	Jurisdiction	Legal actions must be brought in the country of the passenger's residence, the place of destination, or the carrier's principal place of business.

Major Protocols and Amendments

1. The Hague Protocol (1955)

Aspect	Description
Objective	To amend and supplement the Warsaw Convention, particularly regarding liability limits and documentation requirements.
Key Amendments	Increased liability limits for death and injury, revised claim procedures, and introduced the requirement for a written notice of claim within a specified time frame.
Impact	Modernized provisions to better reflect economic conditions and enhance protection for passengers.

2. The Montreal Convention (1999)

Aspect	Description
Objective	To replace the Warsaw Convention and its protocols, providing a comprehensive and updated legal framework for international air carriage.
Key Amendments	Revised liability limits, expanded provisions for passenger rights, and introduced a unified system for claims and compensation.
Impact	Significantly modernized the legal framework for international air travel, aligning with contemporary standards and practices.

Application and Interpretation of the Warsaw Convention

1. Interpretation Principles

Principle	Description	Example
Uniform Interpretation	The Convention's provisions should be interpreted consistently across all contracting states to ensure uniform application and avoid discrepancies.	Courts in different countries should apply the same standards for liability and claims.
Purposeful Interpretation	The Convention should be interpreted in light of its purpose, which is to unify and simplify rules relating to international air transport.	Interpretation should focus on ensuring passenger protection and carrier accountability.

2. Judicial Interpretation

Aspect	Description	Example
Court Jurisdiction	Courts in contracting states have jurisdiction based on the Convention's provisions, which often include the passenger's domicile, the destination, or the carrier's principal place of business.	A passenger injured on an international flight might file a claim in the country of their residence.
Limitations on Liability	Courts interpret the liability limits as set forth in the Convention, considering factors such as currency conversion and updates from subsequent amendments or protocols.	The liability limit for death or injury is applied as per the current SDR value.

Comparative Analysis with Other Conventions

1. Warsaw vs. Montreal Convention

Aspect	Warsaw Convention (1929)	Montreal Convention (1999)
Liability Limits	Fixed liability limits; less flexible in adapting to economic changes.	Higher liability limits; adjusted for inflation and economic conditions.
Passenger Rights	Basic provisions for passenger rights; less comprehensive compared to modern standards.	Expanded passenger rights, including provisions for delayed flights, loss of baggage, and more comprehensive compensation.
Claims Procedure	Requires formalities and notifications within strict timeframes.	Simplified claims procedures with more flexible notification requirements.

2. Warsaw Convention vs. Hague Protocol

Aspect	Warsaw Convention (1929)	Hague Protocol (1955)
Liability Limits	Initial limits set in the Convention.	Revised and increased liability limits for passenger death and injury.
Documentation Requirements	Basic documentation and notification requirements.	Revised requirements, including more detailed documentation for claims.
Impact	Provided a foundational framework for international air transport liability.	Updated and expanded the provisions to reflect economic

		conditions and improve passenger protection.

The Warsaw Convention of Civil Aviation, adopted in 1929, played a crucial role in establishing a standardized legal framework for international air travel. It laid the groundwork for international liability rules, claim procedures, and compensation limits. Over the years, amendments such as the Hague Protocol and the Montreal Convention have modernized and expanded these provisions to better reflect contemporary needs and practices.

3.4. Bi-lateral air transport agreement

An air transport agreement (also sometimes called an air service agreement or ATA or ASA) is a bilateral agreement to allow international commercial air transport services between signatories.

The bilateral system has its basis under the Chicago Convention and associated multilateral treaties. The Chicago Convention was signed in December 1944 and has governed international air services since then. The convention also has a range of annexes covering issues such as aviation security, safety oversight, airworthiness, navigation, environmental protection and facilitation (expediting and departure at airports).

In 1913, in what was probably the earliest such agreement, a bilateral exchange of notes was signed between Germany and France to provide for airship services.
One of the first ATAs following World War II was the Bermuda Agreement, which was signed in 1946 by the United Kingdom and the United States. Features of this agreement became models for the thousands of such agreements that were to follow, although in recent decades some of the traditional clauses in such agreements have been modified (or "liberalized") in accordance with "open skies" policies adopted by some governments, notably the United States.

In principle all ATAs should be registered by the International Civil Aviation Organization in DAGMAR, the ICAO's Database of Aeronautical Agreements and Arrangements, but this source is not absolutely comprehensive.

Air service agreements (ASA) are formal treaties between countries – accompanying memoranda of understanding (MoU) and exchanges of formal diplomatic notes. It is not mandatory to have an ASA in place for international services to operate, but the cases where services exist without treaty are rare.

ASAs cover the basic framework under which airlines are granted economic bilateral rights to fly two countries. The frequency, the designated airlines of the two signing countries, origin and intermediate points, traffic rights, type of aircraft and tax issues are normally covered by MoUs

Bilateral Air Transport Agreement areas are:

- Airlines Code
- Airlines Holding Companies
- Cargo Airline
- Charter Airlines
- Low-cost Airlines
- Non-scheduled Airlines
- Passenger Airlines
- Regional Airlines

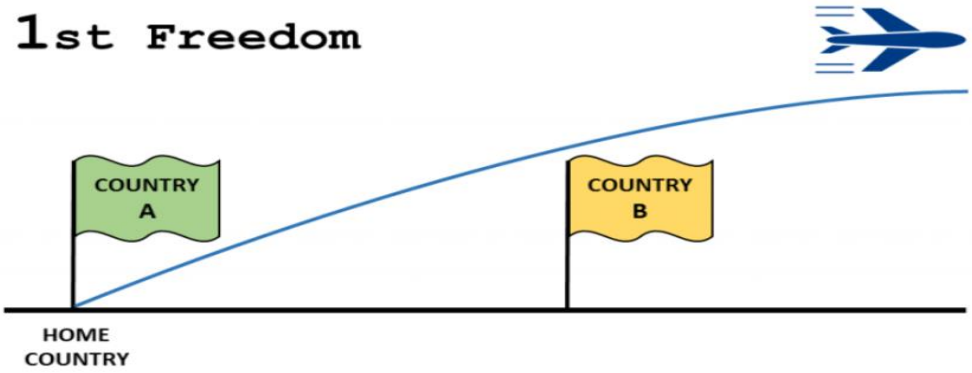
3.5. Freedom of the air

The freedoms of the air (Traffic Rights) are a set of commercial aviation rights granting a country's airline the privilege to enter and land in another country's airspace, formulated as a result of disagreements over the extent of aviation liberalization in the Convention on International Civil Aviation of 1944, known as the Chicago Convention.

The United States had called for a standardized set of separate air rights which may be negotiated between states, but most of the other countries involved were concerned that the size of the U.S airlines would dominate all world air travel if there were not strict rules. The freedoms of the air are the fundamental building blocks of the international commercial aviation route network. The use of the terms 'freedom' and 'right' only confer entitlement to operate international air services within the scope of the multilateral and bilateral treaties that allow them.

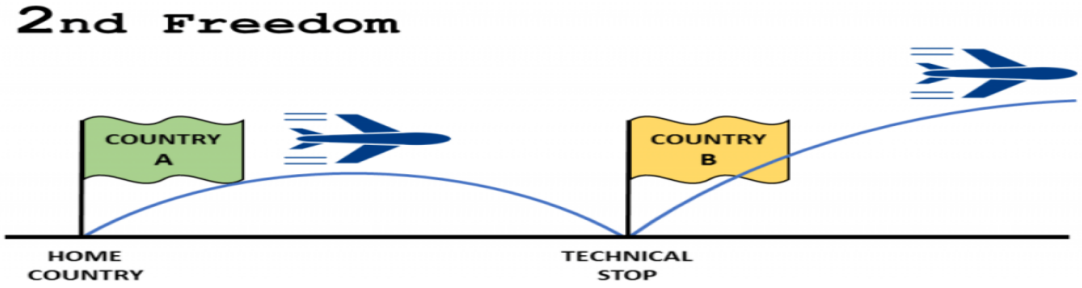
There are nine basic "freedoms of the air". These freedoms or "rights" are only validwhen the States involved sign the appropriate bi-lateral or multilateral agreements. We describe here main six freedom which is regularly used in airline industry.

First Freedom of the Air – (Overfly/Transit Right): the right or privilege, in respect of scheduled international air services, granted by one State to another State or States to fly across its territory without landing (also known as a First Freedom Right).



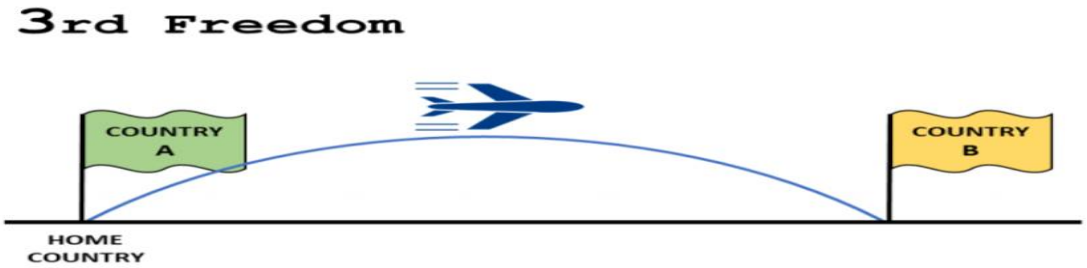
Example: DAC- BKK (Over flying the Myanmar Airspaces)

Second Freedom of the Air: The right granted to the airline operator of a country to land on another country for other purposes than refuelling and maintenance while flying to third country. The right is also known as the technical stop.



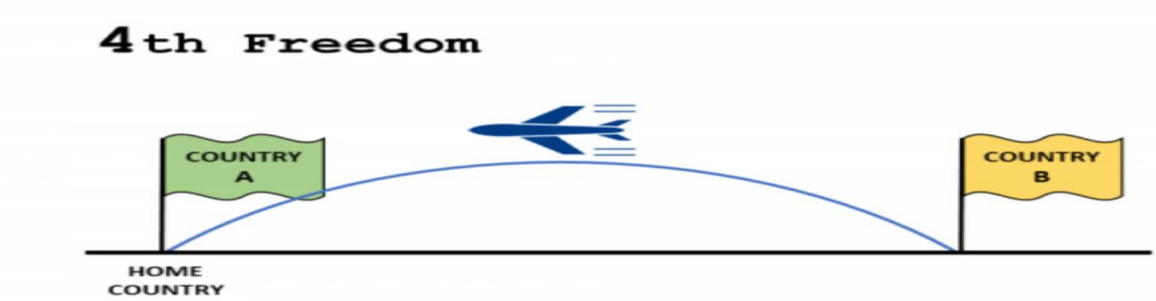
Example: Nepal to Bangkok by Nepal Airlines. Stopping for Technical Purpose at Dhaka Airport,

Third Freedom of the Air: The right granted to the airline operator of a country to transport the traffic (Passenger, cargo and mail) from its home country to another country.



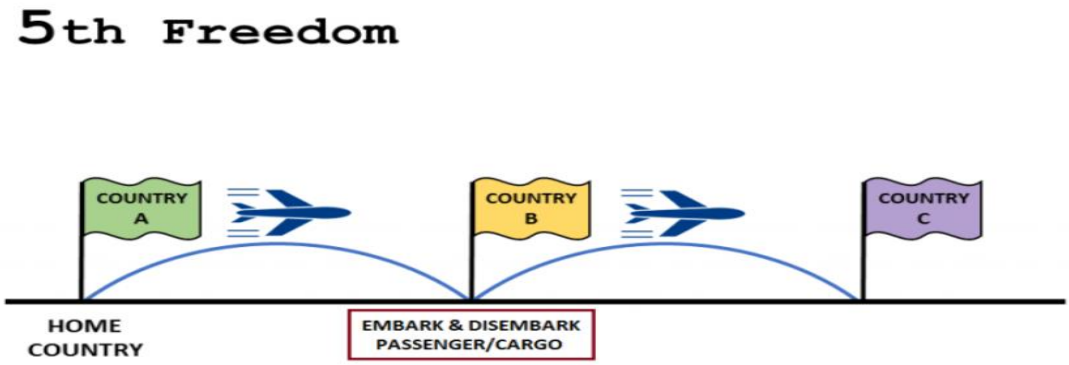
Example: Dhaka to Singapore by Bangladesh Airlines Company.

Fourth Freedom of the Air: The right granted to the airline operator of a country to transport the traffic (Passenger, cargo and mail) from another to its home country.



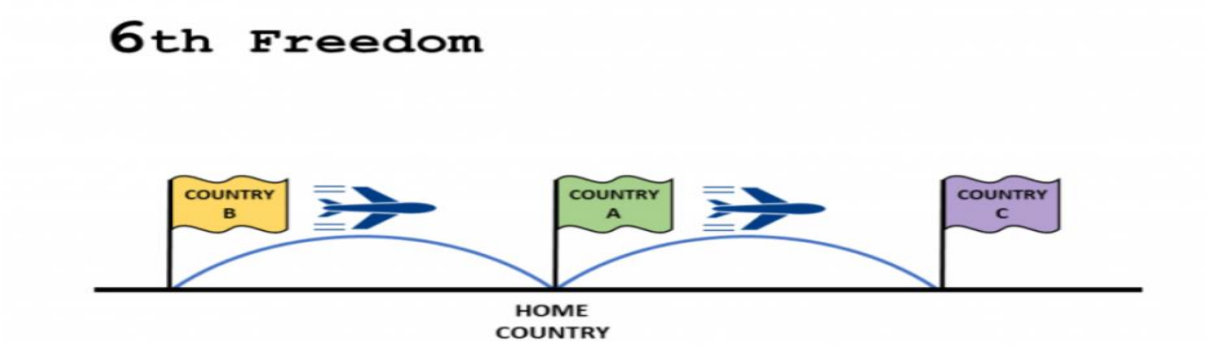
Example: Singapore to Dhaka by Bangladesh Airlines Company

Fifth Freedom of the Air: The right granted to the airline operator to take passenger, cargo and mail from its home country and to deposited them at destination and pick up and carry passenger, cargo and mail on to the third countries.



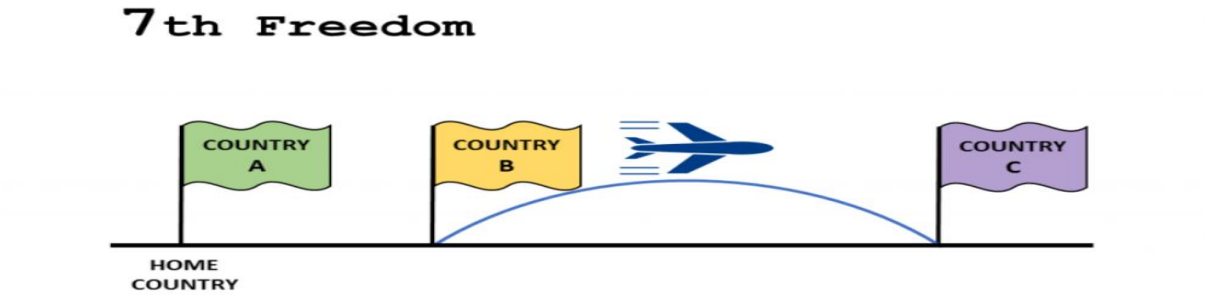
Example: Istanbul-Dublin-Paris by an Turkey Airlines Company.

Sixth Freedom of the Air: The right granted to the airline operator of the third country passenger, cargo and mail to the other country granting the traffic right by stopping at one or more destinations on the country of registration of the aircraft.

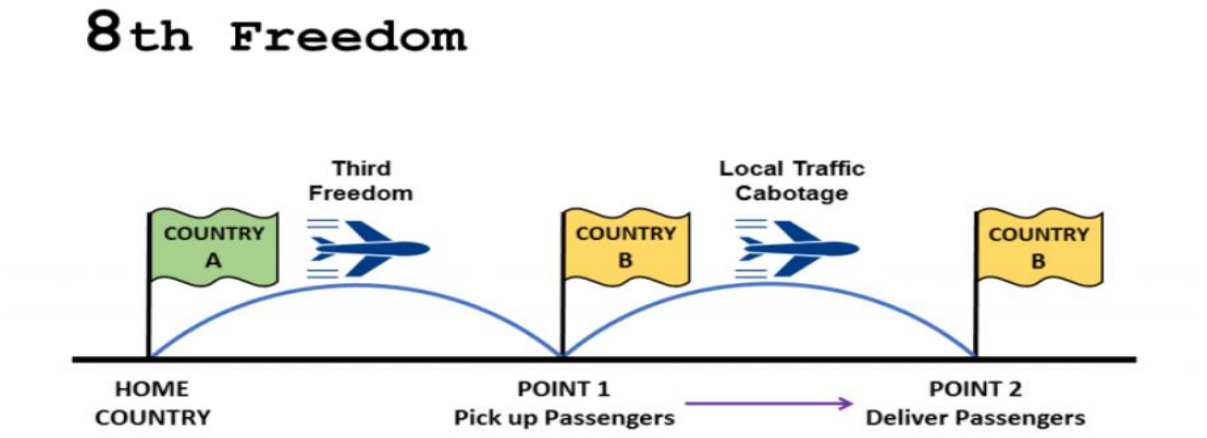


Example: Dhaka-Singapore-Melbourne By a Singapore Airlines Company.

Seventh Freedom of the Air: The right granted to an airline operator of a country to operate flights between two foreign countries which have granted traffic right to it. Without having such flights originating or ending at its home country.

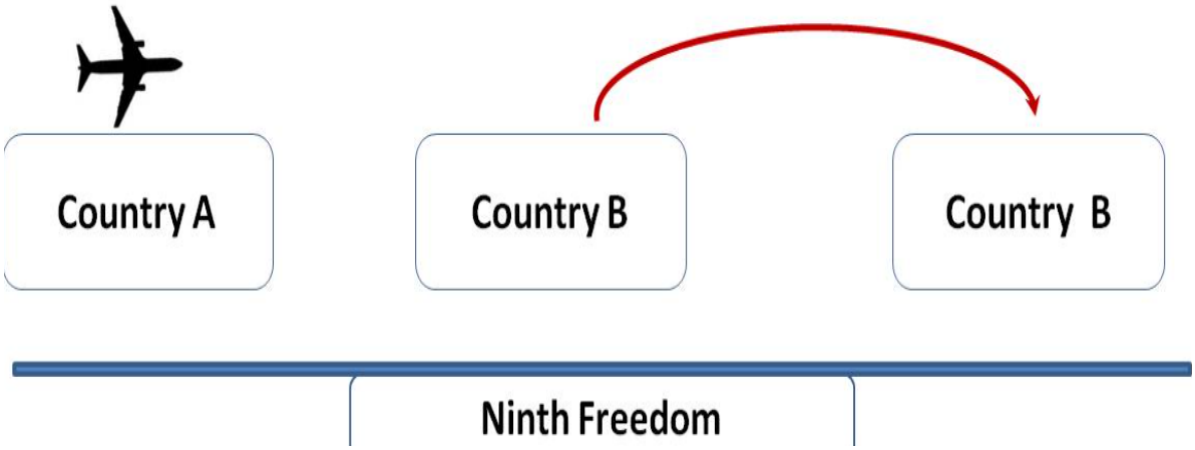


Eighth Freedom of the Air (Cabotage): The right granted to an airline operator of a country to carry the traffic (passenger, cargo, mail) of a foreign country between two destinations within the borders of that country. Cabotage principally exercise for the carriage that originates from and ends at the country where the carrier is registered.



Example: DAC-LHR-MAN

Ninth Freedom of the Air (Cabotage): The right granted to an airline operator of a country to carry the traffic (passenger, cargo, mail) of a foreign country between two destinations within the borders of that country. It differs from the aviation definition of true cabotage. In that it does not relate to one's own country.



Self-Check Sheet - 3: Interpret IATA Terminologies

MCQ Questions

1. **What are the three major categories of civil aviation?**

Answer:

- A) Military, State, and Commercial Aviation
- B) Scheduled Air Transport, General Aviation, and Non-Scheduled Air Transport
- C) Commercial Air Transport, Aerial Work, and General Aviation
- D) Private Aviation, Scheduled Air Transport, and Military Aviation

2. **Which article of the Chicago Convention addresses the prohibition of using weapons against civil aircraft?**

Answer:

- A) Article 1
- B) Article 5
- C) Article 3 bis
- D) Article 16

3. **According to the Warsaw Convention, which article specifies the limits of liability for death or injury?**

Answer:

- A) Article 17
- B) Article 18
- C) Article 19
- D) Article 22

4. **Which Freedom of the Air allows an airline to operate flights between two foreign countries without returning to the home country?**

Answer:

- A) 1st Freedom
- B) 4th Freedom
- C) 6th Freedom
- D) 7th Freedom

5. **What is the purpose of the Chicago Convention's Article 84?**
   Answer:

   - A) To grant permission for international navigation
   - B) To provide a mechanism for resolving disputes between contracting states
   - C) To establish uniform rules of the air
   - D) To regulate the licensing of radio equipment

Short Answer Questions

1. **What does the Chicago Convention's Article 1 state about airspace sovereignty?**
Answer:

2. **Describe the main focus of the Warsaw Convention of 1929.**
Answer:

3. **What is the significance of the 5th Freedom of the Air?**
Answer:

Answer Key - 3: Interpret IATA Terminologies

MCQ Questions

1. **What are the three major categories of civil aviation?**

Answer: C) Commercial Air Transport, Aerial Work, and General Aviation

2. **Which article of the Chicago Convention addresses the prohibition of using weapons against civil aircraft?**

Answer: C) Article 3 bis

3. **According to the Warsaw Convention, which article specifies the limits of liability for death or injury?**

Answer: D) Article 22

4. **Which Freedom of the Air allows an airline to operate flights between two foreign countries without returning to the home country?**

Answer: D) 7th Freedom

5. **What is the purpose of the Chicago Convention's Article 84?**

Answer: B) To provide a mechanism for resolving disputes between contracting states

Short Answer Questions

4. **What does the Chicago Convention's Article 1 state about airspace sovereignty?**

Answer: Article 1 of the Chicago Convention grants each state complete and exclusive sovereignty over the airspace above its territory. This principle ensures that states have control over their own airspace and can regulate, manage, and restrict its use according to their national laws and international agreements.

5. **Describe the main focus of the Warsaw Convention of 1929.**

Answer: The main focus of the Warsaw Convention of 1929 was to establish a uniform legal framework for international air travel, particularly regarding the liability of air carriers and the procedure for claims. It aimed to standardize rules related to passenger and cargo transport by air, including liability limits and claims procedures.

6. **What is the significance of the 5th Freedom of the Air?**

Answer: The 5th Freedom of the Air allows airlines to carry passengers or cargo between two foreign countries as part of a service that connects the home country. This freedom facilitates global connectivity by enabling airlines to offer services between countries other than their own, thereby expanding international air transport options.

Job Sheet-3.1: Idendtify Liability and Compensation as per Chicago convention and Warsaw convention

Working Procedure:

Scenario: A passenger, John Smith, was injured during a flight from Paris to New York operated by an airline based in France. John Smith filed a claim for damages against the airline under the Warsaw Convention, which was still in effect at the time of the incident.

Questions:

- How does the Warsaw Convention address liability for passenger injury?
- What limits of liability are specified under the Warsaw Convention, and how do they compare to the Montreal Convention's provisions?

Specification Sheet-3.1: Idendtify Liability and Compensation as per Chicago convention and Warsaw convention

Necessary Tools

Sl. No	Name of Tools	Specification	Unit	Quantity
1.	Computer	With data analysis software	PC	1
2.	Data Analysis Software	E.g., Excel, Tableau, etc.	PC	1
3.	Internet Access	High-speed connection	PC	1

Necessary Equipments

Sl. No	Name of Equipments	Specification	Unit	Quantity
1.	Printer	High-resolution	PC	1
2.	Scanner	Document scanning capability	PC	1

Necessary Materials

Sl. No	Name of Materials	Specification	Unit	Quantity
1.	Paper	Standard A4 size	Ream	1
2.	Pens	Blue and black ink	Pack	1
3.	Notebooks	For taking notes	1	1

NB: After completion of all LO, then complete the following review of competency

Review of Competency

Below is yourself assessment rating for module "Interpret Reservation and Ticketing Operations" of Reservation and Ticketing Level-2

Assessment of performance Criteria	Yes	No
1. 1. Defined of Reservation and Ticketing	☐	☐
2. Explain the importance of Reservation and Ticketing	☐	☐
3. Identified the target audience of the Industry	☐	☐
4. Identified Main Idea: Reservation & Ticketing Requirements	☐	☐
5. Defined the Reservation in the context of Travel	☐	☐
6. Identified the key points required to make reservation	☐	☐
7. Discussed different types of tickets	☐	☐
8. Identified flow chart of Customer Reservation & Ticketing employee	☐	☐
9. Identified Organisation related to reservation and ticketing	☐	☐
10. Identified role and activities of each organization	☐	☐
11. Identified sources of Radio Alphabet	☐	☐
12. Identified the importance of radio alphabet in Communication and it's used	☐	☐
13. Identified Radio Alphabet is used as per workplace standard	☐	☐
14. Used terminology in Air Reservation and Ticketing	☐	☐
15. Identified Outline the key responsibilities of reservation and ticketing employee	☐	☐
16. Identified Requirements of personal grooming for reservation and ticketing personnel as per workplace standard	☐	☐
17. Identified highlight the essential skills and qualities required for the reservation and ticketing job.	☐	☐

I now feel ready to undertake my formal competency assessment.

Signed:

Date:

Development of CBLM

The Competency based Learning Material (CBLM) of 'Interpreting International Air Transport Association (IATA) Geography, Coding and Terminology' (Occupation: Reservation and Ticketing, Level-2) for National Skills Certificate is developed by NSDA with the assistance of SAMAHAR Consultants Ltd.in the month of June, 2024 under the contract number of package SD-9C dated 15th January 2024.

SL No.	Name and Address	Designation	Contact Number
1	Md Ahsan Habib	Writer	Cell: 01712618950 Email: ahsanmasbd@gmail.com
2	Md Shaifullar Rabbi	Editor	Cell: 01520102045 Email: shaifullar.rabbi@sabretn.com.bd
3	Khan Mohammad Mahmud Hasan	Co-Ordinator	Cell: 01714087897 Email: kmmhasan@gmail.com
4	Syed Azharul Haque	Reviewer	Cell: 01711047815 Email: azharulhaque2008@gmail.com.com

Reference:

1. IATA Ticketing Hand book.
2. 2.IATA glossary
3. Sabre Travel Network Bangladesh Ltd.
4. 4.ICAO Training
5. 5.IATA Passenger Service Conference Resolution Manual
6. 6.Biman Bangladesh Airlines (Bangladesh Airlines Training Centre)
7. Gmg Airlines Mnaual.
8. Turkish Airlines Inc. (Turkish Aviation Academy).
9. Wikipedia,
10. Website
11. www.mocat.gov.bd
12. http://www.btebcbt.gov.bd
13. www.caab.gov.bd
14. www.tourismboard.gov.bd
15. www.parjatan.gov.bd
16. www.railway.gov.bd
17. www.atab.org.bd
18. www.toab.org