# Competency Based Learning Material (CBLM)

## Reservation and Ticketing
**Level-2**

# Module: Interpreting Fare Construction

**CBLM CODE: CBLM-OU-TH-RT-05-L2-V1**

**National Skills Development Authority**
**Chief Advisor's Office**
**Government of the People's Republic of Bangladesh**

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This Competency Based Learning Materials (CBLM) on "Interpreting Fare Construction" 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, Interpreting Fare Construction 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

Contents

# Module Content

| | |
|---|---|
| **Unit of Competency** | **Interpret Fare Construction** |
| **Unit Code** | **OU-TH-RT-05-L2-V1** |
| **Module Title** | **Interpreting Fare Construction** |
| Module Descriptor | This unit covers the knowledge, skills, and attitudes required to Interpret fare construction.<br>It specifically includes interpreting Passenger Air Tariff (PAT), interpreting fare types, recognizing fare rules and interpreting basic Fare construction. |
| Nominal Hours | **20** Hours |
| Lerning Outcome | After completing the practice of the module, the trainees will be able to perform the following jobs:<br>1. Interpret Passenger Air Tariff (PAT)<br>2. Interpret fare types<br>3. Recognize fare rules<br>4. Interpret basic fare construction |

**Assessment Criteria**

1. Passenger Air Tariff (PAT) is interpreted
2. Fare basis is checked
3. Classes of service are recognized
4. Types of fare are interpreted
5. Fare rules are recognized
6. Fare rules of different types of fare basis code are interpreted
7. Types of journey are recognized
8. Components of fare are interpreted
9. One-way fare is interpreted
10. Round trip fare is interpreted
11. Circle trip fare is interpreted
12. Combination fare is interpreted
13. Child and infant fare is interpreted as per regulation
14. Taxes and surcharges are interpreted as per requirement

## Learning Outcome 1: Interpret Passenger Air Tariff (PAT)

| | |
|---|---|
| **Assessment Criteria** | 1. Passenger Air Tariff (PAT) is interpreted<br>2. Fare basis is checked |
| **Conditions and Resources** | 1. Real or simulated workplace<br>2. CBLM<br>3. Handouts<br>4. Laptop/Commputer<br>5. Multimedia Projector<br>6. Paper, Pen, Pencil, Eraser<br>7. Internet facilities<br>8. GDS training verson softwear<br>9. Calculator<br>10. White board and marker<br>11. Audio Video Device |
| **Contents** | 1 Passenger Air Tariff (PAT)<br>2 Fare basis |
| **Activities/job/Task** | 1. Find Passanger AIR Tariff (PAT) by checking fare basis |
| **Training Methods** | 1. Discussion<br>2. Presentation<br>3. Demonstration<br>4. Guided Practice<br>5. Individual Practice<br>6. Project Work<br>7. Problem Solving<br>8. Brainstorming |
| **Assessment Methods** | 1. Written Test<br>2. Demonstration<br>3. Oral Questioning |

## Learning Experience 1: Interpret Passenger Air Tariff (PAT)

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 Passenger Air Tariff (PAT)' |
| 2. Read the Information sheet and complete the Self Checks & Check answer sheets on "Interpret Passenger Air Tariff (PAT)" | 2. Read Information sheet 1: Interpret Passenger Air Tariff (PAT)<br>3. Answer Self-check 1: Interpret Passenger Air Tariff (PAT)<br>4. Check your answer with Answer key 1: Interpret Passenger Air Tariff (PAT) |
| 3. Read the Job/Task Sheet and Specification Sheet and perform job/Task | 5. Job/Task Sheet and Specification Sheet<br>**Job Sheet-1.1**: Idenify and use appropriate methods for calculate EMS for the specific sector.<br>Job Sheet-1.2: Idenify assenger Air Tariff and fare basis check |

# Information Sheet 1: Interpret Passenger Air Tariff (PAT)

**Learning Objective:**

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

1.1. Passenger Air Tariff (PAT)
1.2. Fare basis

## 1.1. Passenger Air Tariff (PAT)

- 1.1 **Passenger Air Tariff (PAT):** Passenger Air Tariff is a system of air travel pricing set by airlines. It is formed based on various factors such as distance traveled, class of service, fare type, taxes and surcharges. Passenger Tariff means a tariff con- taining fares, charges, or governing provisions applicable to the foreign air transportation of persons and their baggage. Published jointly by IATA and SITA, Passenger Air Tariff (PAT) uses authoritative data sources to supply industry and PAT participating carriers information to the air transport industry worldwide.

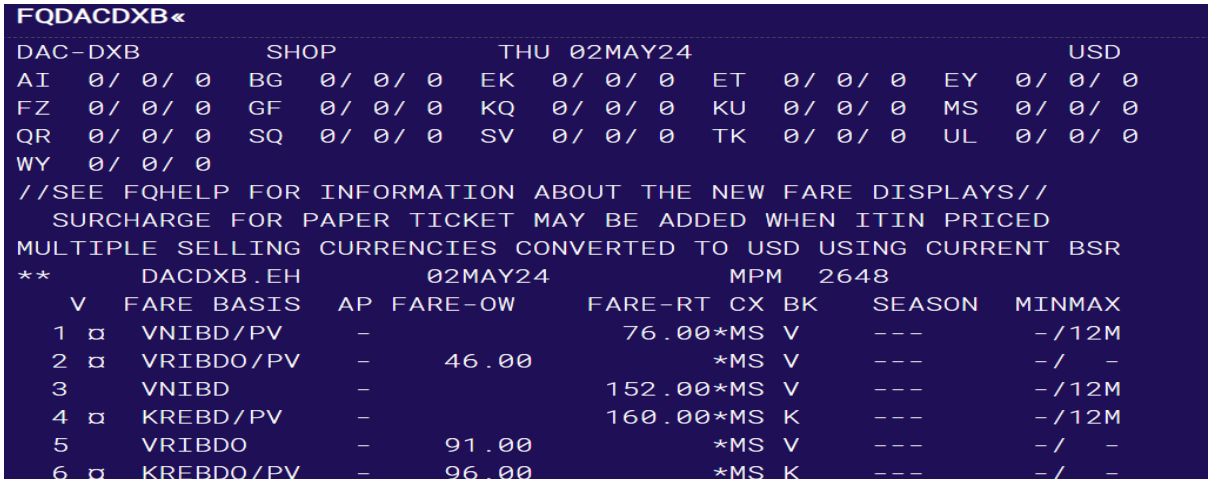
Passenger Air Tariff structure or guidelines to establish passenger rules and fares. Once a fare is approved between two cities that becomes the only legal fare the airline can charge. Airlines and travel agencies must have complete copy of all tariffs at all offices where air tickets are being sold.

## 1.2. Fare basis

**Fare Basis**: Fare basis is an alphabetic or alpha-numeric code used by airlines to identify a fare type and allow airline staff and travel agents to find the rules applicable to that fare.Although airlines now set their own fare basis codes, there are some patterns that have evolved over the years and are still be in use.

The Fare Basis is the code that appears on the ticket in the Fare Basis box. It can include letters, numbers, and up to two slashes (/). A Fare Basis is a compilation of the fare class or ticketing code and one or two ticketing designators.The meaning of these codes is not often known by the passenger, but conveys information to airline staff, for example they may indicate that a ticket was fully paid, discounted, part of an excursion package, or purchased through a loyalty scheme. The fare basis is normally shown on the air ticket. On older paper tickets, it was highlighted on the relevant coupon for that flight. On modern e-tickets, it is often printed under the flight details. A fare basis will be 3 to 7 characters long but can be up to 8 characters. Global Indicators (GI) are to be applied as per the route of travel.

Fare basis codes can also tell an agent whether a fare is refundable, good for one-way or round-trip tickets, departing to or from specific countries, combinable with other fares and good in high or low season, as well as how far in advance the fare can be booked; and whether there are any routing restrictions or change penalties.




Example:

**Fare basis code YH7SNR** gives the airline staff the following
**Y: Economy fare class ticket.**
**H: It's a high-season ticket**
**7: booked seven days in advance S: It's a Short-haul flight**
**NR: The ticket is non-refundable**
Let us understand a few components of a fare basis code:
 Fare codes always starts with a letter called a booking class or Reservation Booking Designator (RBD) which almost always matches the letter code that the reservation is booked in. Other letters or numbers may follow.
 Booking codes are the identifiers used by the airline's revenue management department to control how many seats can be sold at a particular fare level. For example, a plane may have 25 economy seats still available and the airline may show it in a reservation system as **Y7 K5 M4 T6 E3** which indicates how many of each booking class can be reserved. Some codes cannot be sold by agents, and those seats may be reserved for international connections, loyalty programs, or airline staff relocation.

Let us use an example to elaborate and understand fare basis - LN Stands for line number same as a serial number. Further let us refer to LN 19. Here theletter 'U" is the RBD of premium economy class designated by a particular airline. Another airline may use a different letter for the same class. RIN may indicate return fare for international travel and the last two letters PV may be a code for a particular class for a particular airlines. In this example PV stands for premium economy value class, YF stands for economy flexi fare and YV for economy value fare.

| LN | FARE BASIS | OW USD | RT USD |
|---|---|---|---|
| 19 | URINPV | | 315 |
| 20 | QRINYF | | 320 |
| 21 | WRINYV | 167 | |
| 22 | QONGSDYV | 184 | |

Deciphering fare basis codes takes practice and knowledge specific to the airline, as each one has its own style for writing codes

Let's take a look at some examples of fare basis codes & their explanations.

| Fare Basis | Explaination |
|---|---|
| V30X7MN | Booking class V, Midweek, 30 days AP, 7 Day Max, Non Ref |
| ME14NQ | Booking Class M, Excursion fare, 14 day AP, Non-Ref |
| V14X77NN | Booking class V, 14 Day AP, Midweek, 77 days Max Non-Ref |
| V14W77NN | Booking Class V, 14 Day AP, Weekend, 77 days Max Non-Ref |
| VA0GNR | Booking Class V, One Way, Non-Ref |
| YUP6 | Pay Coach fare Upgrade to First or Business Class |
| F10BIZN | Discount First Class fare, 10 day AP, Non-Ref |
| B26 | Un-restricted coach fare, limited number of seats available. |

Fare Basis Box/Data Element:

1. Prime Code
2. Seasonal Code
3. Part of week Code
4. Part of Day Code
5. Fare and Passenger Type Code

**Class of Services (Prime Code-Mandatory)**

The following prime codes identify the fare type paid by the passenger. These codes may appear in the Fare Basis box/data elemnt alone or may pecede seasonal and /or fare passenger type codes.

| First Class Category | |
|---|---|
| **P** | First Class Premium |
| **F** | First Class |
| **A** | First Class Discounted |
| **Business Class Category** | |

| | |
|---|---|
| **J** | Business Class Premium |
| **C** | Business Class |
| **D** | Business Class Discounted |
| **I** | Business Class Discounted |
| **Z** | Business Class Discounted |
| **T** | Economy/ Coach Discounted |
| **Economy/ Coach Class Category** | |
| **W** | Economy/ Coach Premium |
| **S** | Economy/ Coach |
| **Y** | Economy/ Coach |
| **B** | Economy/ Coach Discounted |
| **H** | Economy/ Coach Discounted |
| **K** | Economy/ Coach Discounted |
| **L** | Economy/ Coach Discounted |
| **M** | Economy/ Coach Discounted |
| **N** | Economy/ Coach Discounted |
| **O** | Economy/ Coach Discounted |
| **V** | Economy/ Coach Discounted |

| **Miscellaneous: Economy/Coach Discounted (Use as RBD- not a prime code)** | |
|---|---|
| **G** | Conditional Reservation |
| **U** | Shuttle Service-No Reservation needed Seat guranteed |
| **E** | Shuttle Service-No Reservation allowed, Seat to be confirmed at check-in |
| **O** | For individual Airline Use |
| **R** | For individual Airline Use |

**Seasonal fare Code**

To be used following a prime code to indicate sesonality:

| | | |
|---|---|---|
| **H** | Peak | Highest level of a fare having more than one seasonal level |
| **K** | Shoulder 1 | 2nd level of a fare having more than two seasonal level |
| **J** | Shoulder 2 | 3rd level of a fare having more than three seasonal level |
| **F** | Shoulder 3 | 4th level of a fare having more than four seasonal level |
| **T** | Shoulder 4 | 5th level of a fare having more than five seasonal level |

| | | |
|---|---|---|
| **Q** | Basic High | 6th level of a fare having more than six seasonal level |
| **Y** | Basic Middle | 7th level of a fare having more than seven seasonal level |
| **L** | Basic | Lowest level of a fare having more than one seasonal level |

Seasonal code assignment is dependent on the number of seasonal levels in accordance with the following table:

Example: where 4 seasonal level apply the code H will denote the highest level K will denote the second level (Shoulder 1) code J will denote the third level (shoulder 2) and code L will denote the lowest level(Basic)

| 8 Levels | 7 Levels | 6 Levels | 5 Levels | 4 Levels | 3 Levels | 2 Levels |
|---|---|---|---|---|---|---|
| H = peak | H = peak | H = peak | H = peak | H = peak | H = peak | H = peak |
| K = shoulder 1 | K = shoulder 1 | K = shoulder 1 | K = shoulder 1 | K = shoulder 1 | K = shoulder 1 | L = basic |
| J = shoulder 2 | J = shoulder 2 | J = shoulder 2 | J = shoulder 2 | J = shoulder 2 | L = basic | |
| F = shoulder 3 | F = shoulder 3 | F = shoulder 3 | F = shoulder 3 | L = basic | | |
| T = shoulder 4 | T = shoulder 4 | T = shoulder 4 | L = basic | | | |
| Q = basic high | Q = basic high | L = basic | | | | |
| Y = basic middle | L = basic | | | | | |
| L = basic | | | | | | |

**Part of week code**

**W** Weekend (applicable for fares established for weeknd travel only)
**X** Weekend (applicable for fares established for weeknd travel only)

**Part of Day Code:**

N Night

**Fare and Passenger Type code:**

AB1 Advance Purchase fare (Lower level)
AC2 Cargo Agents Discounted Travel (USA Only)
AD2 Agent
AF Area Fare
AN1 Non Refundable Advance Purchase fare

**Fare Level Identifer**

The frae level identifier is used to differentiate between the fare levels when more than one fare with the same fare basis code exists on a route.

When the fare basis code ends a letter it shall be immediately followed by the fare level identifier when the fare basis ends with a numeric, the fare level identifier shall be preceded by the letter "L" if it follows the minimum group size or the letter "D", "M" or "y" if it follows the maximum validity of a ticket expressed in days, months or years.

1- Highest fare level
2- Second highest fare level
3- Third fare level etc.

Examples:

a) YEE75D1 with stopovers
YEE75D2 no stopovers

b) YAB1M! (highest fare level)
YAB1M2 (second highest fare level)
YAB1M3 (third highest fare level)

**STEPS OF FARE CONSTRUCTION:**

Air fare constructions are based on what is termed as a Mileage system. It identifies the permitted total of ticket point mileages between two non-stop destinations or transit points and provides the official distance used between two cities, and decodes the

Various location/destination codes. Given in the table below are the steps to construct air fares based on the mileage system:

| **Steps** | **Term Used** | **Particulars** |
|---|---|---|
| 1. | FCP | Fare Construction Points |
| 2. | TPM | Ticketed Point Mileage (Sum) |
| 3. | MPM | Maximum Permitted Mileage of Origin- Destination (O- D) |
| 4. | NUC | Neutral Unit of Construction<br>(Fare as per Routeing (OW/ RT)) |
| 5. | ROE | IATA rate of Exchange |
| 6. | Rule | As per fare Condition |
| 7. | EMA | Extra Mileage Allowance<br>(Deduction if available/applicable) |
| 8. | EMS | Excess Mileage Surcharge (if required) |
| 9. | HIP | Higher Intermediate Point Fare (Mandatory) |
| 10. | CF | Constructed Fare (NUC) |
| 11. | TCF | Total Fare in Local Currency |
| 12 | LCF | Local Currancy Fare |

Let us now elaborate in detail the various steps in the construction of air fares:

1. **Fare Construction Points (FCP):** Fare Constructions The point of origin and the point of destination of the journey are fare construction points. FCP is any of the cities on an itinerary used as the start and finish of a particular fare. FCP means the terminal points of a fare component (also termed as fare break points).

A fare component is defined as a portion of an itinerary between two consecutive fare construction points. If the journey has only one fare component, the points of origin and destination are the only fare construction points. This happens when the Journey is done by a direct flight. Basically a fare break point means the destination where a given fare ends. For example: The fare break point for a passenger flying from Washington DC to Kansas City via Cleveland is Kansas City. One or more fare components create an itinerary.

**2. Ticketed Point Mileage (TPM) :**
TPM can be defined as the actual number of miles that are used for constructing an Itinerary between two points or cities. TPM can be greater, less or equal to MPM since TPM is the actual miles that are used for constructing a particular itinerary.When calculating an airfare or to establish prorate factors, the Ticketed Point Mileage (TPM) needs to be determined. ATPM represents a distance covered by one flight coupon of a passenger ticket and is calculated on the basis of non- stop or through scheduled air services. The official source for flown mileages between all points is the TPM Manual that includes more than 65,000 city pair mileages.

TPM constantly change as they are based on scheduled flights, wherein as new routes are added or as other routes are decommissioned. It is therefore important to use the latest TPM data set for fare construction and pricing. Using outdated data can lead to incorrect fare values and loss of revenue. IN the PAT fare pages you find MPM under GI/ MPM and routing column.

**Example:**

| **Sector** | **TPM** |
|---|---|
| **DAC-DXB** | **2207** |
| **DXB-LON** | **3403** |
| **LON-PAR** | **214** |

**3. Maximum Permitted Mileage (MPM):**

It is the maximum mileage that may be travelled for a fare component. In fare construction, the Maximum Permitted Mileage (MPM) distances represent the maximum distance between two specified international points established on the basis of the shortest combinations of non-stop sectors and, where applicable, over specified construction points increased by 20%. The MPM Manual contains close to 7 million MPM distances where you can search for the

MPM value by selecting the origin city name or city code and the destination city name or city code.

MPM constantly change as they are based on scheduled flights, where new routes are added or as other routes are decommissioned. It is, therefore, important to use the latest MPM dataset for fare construction and pricing. Using outdated data can lead to incorrect fare values and loss of revenue. IN the PAT fare pages you find MPM under GI/ MPM and routing column.

**Example:**

| **Sector** | **MPM** |
|---|---|
| **DAC-DXB** | **2652** |
| **DXB-LON** | **6579** |
| **LON-PAR** | **635** |

**4. The Neutral Unit of Construction (NUC):**

NUC stands for the Neutral Unit of Construction. NUC is a unit used to build fares between two cities. NUC is a common unit which is used globally for constructing mileage-based fares by all airlines. All international fares are quoted in NUC and later converted to local currency of respective countries. This creates uniformity in fare construction globally. NUC is equivalent to the US dollar and has been designated by IATA as the sole unit of constructing a fare between two cities. Even though local currency exchange rates may vary from country to country .NUC level remains constant. A neutral unit of construction is "a common denominator used to calculate a total when adding fares in different currencies.*"*

Fares are calculated entirely in local currency- for journeys from the UK, this is the GBP, for journeys from France its EUR and so on. It is easy to compare different fares if it is of the same country as it is in the currency of that country. For eg. if there are three fare quotations of GBP210.00, GBP199.00 and GBP254.00,there is no complication to identify the lowest quoted fare.What if the fares to be compared are in different currencies? To start with it one must know the appropriate exchange rates, and then a calculator will be required.

Altogether this would be more complicated than comparing three fares in the same currency. Therefore, Passenger Air Tariff publishes fares for any journey in both the local currency of the country of departure, and in NUCs. NUCs are of course, a fictitious currency and passenger cannot pay a fare in NUCs. Neutral Units of Construction are converted into local currency fares by applying IATA Rates of Exchange. As mentioned earlier, NUC rates are pegged approximately to the US Dollar.

Example: NUC 1260.90 With mileages surcharge of 15% (15m)

NUC 1260.90 X 1.15 = nuc 1450.035

As amount of NUC should be shown to two decimal places. the final figure should be presentedas NUC 1450.03 and any figure after two decimals may be ignored.

## 5. Rates Of Exchange (ROE):

IATA Rates of Exchange (IROE) provides monthly updates of IATA currency rates of exchange used by the industry for fare/rate construction. They are built based on the average of the five banking days ending on the 10th of each month. IROE is governed by Passenger Composite Resolution 024c and it enables to build fares in the Neutral Unit of Construction (NUC). The IATA Exchange Rates are reports used to perform interline invoicing and settlement between airlines.

These are world currencies published and monitored against three base currencies (EURO, GBP and USD). These Reports are prepared specifically for the Commercial and Revenue Accounting departments of airlines, for the Global Distribution Systems (GDSs) and for interested System Providers.

## 6. Rules/ Condition:

Identify the rule number, if any and then follow relevant conditions. These are based on the:-

### Revenue Management System:

Different airlines create their own fare basis using the basic rules and principles of IATA. These fare basis are dependent on several factors and conditions especially those regarding seasonality, time of week, periods of application, stopover and transfers and flight application. The first alphabet of the fare basis is known as the Reservation Booking
Designator (RBD). It indicates the type of fare applicable on a particular journey. When booking a ticket, regardless of whether it is using a published or unpublished fare, there are letters that are assigned to different fares. The first Alphabet of the Fare Basis is the RBD and indicates the booked Fare Constructionscabin and fare.

- F, Pare the letters most commonly used to indicate First Class.
- J, C, D, Z are the letters most often used to represent Business, or Executive Class.
- Y is almost universally used to indicate a full fare economy ticket.
- B, H, L, M, V, etc. are just some of the letters indicating subclasses (reduced, restricted, and/or discounted fares). These letters vary by airline and in value. On one airline B may be indicative of a more expensive ticket. On another airline L may represent a ticket booked on a seat sale.
- X, U, R area few of the letters commonly used to indicate a fare purchased from a consolidator.

### Fare Inclusions

Any tax or charge imposed by government or other authority, or by the operator of an airport, in respect of a passenger or the use by a passenger of any services or facilities will be in addition to the published fares and charges; and shall be payable by the passenger, except as otherwise provided in Carrier's Regulations.

- Airlines pay GDSs which is known as Distribution Cost.
- GDSs then pay OTAs to close the sale.
- Travel agents booking from the GDS terminal pay a fee for using its service
- Customers booking via an OTA sometimes pay a service fee

- For Direct bookings, customer pays the airline's payment gateway directly and as soon as the payment is processed, a CRS is notified and generates a booking confirmation number. If the booking is made via OTA or meta search website, they use their own payment gateway.

**7. Extra Mileage Allowance (EMA)**

Extra mileage allowance is a grace allowance in mileage which is permitted when travelling via a certain city (point). Extra mileage allowance is applicable for routings
Throughout the globe via certain points hence it is essential to always check for EMA table before applying a surcharge for the itinerary.

**For Example:**

| **Between Area 2 And Area 3 EMA:** | | | |
|---|---|---|---|
| **Europe** | Australia | Harare-Johannesburgh | 518 |
| **Europe** | South Asian Subcontinent | Via both Mumbai and Delhi or to/from Mumbai Via Delhi or to/from Delhi via Mumbai or Via both Islamabad and Karachi or to/from Karachi via Islamabad or to/from Islamabad Via Karachi | 700 |
| **Middle East** | Australia | Harare-Johannesburgh | 588 |
| **Middle East/Europe/Libya** | TC3(except South West Pacific) | Via both Mumbai and Delhi or to/from Mumbai Via Delhi or to/from Delhi via Mumbai or Via both | 700 |

Example: LON- PAR- DEL- BOM- BKK- HKG -SEL

| | | | |
|---|---|---|---|
| TPM | LON | FARE: LON | NUC |
| 220 | PAR | SEL Y | 2856.43 |
| | | RULE:NIL | |
| 4086 | DEL | MPM: 8944 EH | |
| 708 | BOM | TPM: 9240- 700= 8540 | |

1871 BKK E/DEL BOM. EMA: 700 Miles ca Surcharge the published fare straign be deducted if travel Via DEL and BOM

1049 HKG M
1306 SEL 2856.43

**Explanation:**

The routing between LON (Europe) and SEL (Korea) Via both DEL and BOM allows a deduction of700 miles from the sum total of TPMs. As the new total sum of TPM after applying extramileage allowance is less than the MPM. We are permitted to apply the published direct fare of NUC 2856.43

The code ‘’E /DEL-BOM’’ in the example above indicates the application of extra mileageallowance Via both DEL and BOM.

‘’M’’ (With in mileage) appearing in above fare indicates that the routing in not published in thetariff and the fare has been calculated by application of the mileage system.

**EMA and EMS Determination:**

If the TPM of desired route exceeds the MPM - We Look up the EMA table.

(a) If the EMA is applicable
↓ Deducted the extra mileage.

(a) If the EMA is not applicable
↓ Surcharge the published Fare straightaway.

(b) If TPM still exceeds the MPM
↓ Than surcharge the published fare.

**8. Excess Mileage Surcharge (EMS):**

EMS is calculated when TPM or the total number of miles flown exceed MPM or Maximum Permitted Miles. In a scenario where TPM exceeds MPM, a surcharge is added to the fare based upon a calculation, however, EMAor Extra Mileage Allowance should always be considered before calculating surcharge. In the event. TPM is greater than MPM after adding EMA then the chance for surcharge is negated.

However such situations don’t occur frequently and at times even after considering EMA, the surcharge applies. In the event that the mileage is exceeded, a surcharge of between 5 - 25% can be assessed for an additional 5 - 25% mileage, respectively. Beyond 25% additional mileage, the through fare must be broken. This scenario is covered in the next level of Airfares and Ticketing. So ‘mileage surcharges’ apply in the following stages:

For a mileage increase if the fare is increased by:

**Not more than 5% : 5%**
**More than 5%; but not more than 10% : 10%**

**More than 10%; but not more than 15% : 15%**
**More than 15%; but not more than 20% : 20%**
**More than 20%; but not more than 25% : 25%**

Fllowing chart:

| If the result is | Surcharge fare by |
|---|---|
| Over 1.000000 but not higher than 1.050000 | 5% show in the fare cal. as5M |
| Over 1.050000 but not higher than 1.100000 | 10% show in the fare cal. as 10M |
| Over 1.100000 but not higher than 1.150000 | 15% show in the fare cal. as15M |
| Over 1.150000 but not higher than 1.200000 | 20% show in the fare cal. as 20M |
| Over 1.200000 but not higher than 1.250000 | 25% show in the fare cal. as 25M |
| Over 1.250000 | Lowest combination |

**Example : Excess mileage Surcharge :**
**Itinerary:** Triopli-X/Tunis-Beirut
Construction


| | | |
|---|---|---|
| TIP-BEY | OW F NUC 306.64 | |
| MPM 1639 | NUC 30.66 | |
| TPM 1768 | | NUC 337.30 |
| EMS 10% | | X 1.27802 |
| Total ROE LCF | | LYD 431.100 |

Explanation:
The code 10M next to the fare entry indicates that the applicable fare is the using an excess millage surcharge of 10%
The 10% is not the amount by which the TPM excessed the mPM but the amount of the surcharge to applied to the direct fare.
Horizontal fare calculation entry:

**TIP CC X/TUN DD BEY 10M337.30END ROE 1.27802**

**9. Higher Intermediate Point Fares- (HIP):**
In any routing permitted at the direct route normal fare, there is a higher direct route normal fare of the same class between any two (stopover) points; the fare for the component must be raised to the level of such higher fare. HIP check is one of the most common checks used in fare construction. HIP stands for Higher Intermediate Point. It is a fare component check which ensures that the fare in NUC from fare component origin to fare component destination is not lower than the NUC from/to any intermediate ticketed point in the same component.
The HIP check is always undertaken to-from intermediate stopover points regardless of where the passenger buys the ticket or where the ticket is issued. An ETKT is deemed to be issued in the country in which the electronic record is created however it does not affect the HIP check

any more. The HIP Check is made, for each fare component, by comparing the published fares from: a. fare component Origin to each Intermediate Stopover point.
b. each Intermediate Stopover point to each subsequent Intermediate Stopover point
c. each Intermediate Stopover point to the subsequent Fare Break Point/ Destination.

In case any fare as per (a), (b), (c) is higher than the Origin - Fare Break Point /Destination fare, such higher fare will be applied or surcharged, as per mileage calculation. In case there are multiple Higher Intermediate Fares (HIP's), the highest of such fares will be applied when comparing normal fares for the HIP Check; the Fare Constructions comparison will be made in the same direction as the fare component. When using half RT fares, the comparison will be made using half RT fares. When using one way fares, the comparison will be made using one way fares. When checking the HIP, it is necessary to validate the following conditions:

- Day of week, fare level
- Seasonality(including blackout dates)
- Flight application
- Number of stopovers
- Number of transfers

When more than one normal fare is published for the carrier and class of service used, the lower/lowest fare level may be used; provided all stopover, transfer,seasonality or day of week limitations of such lower/lowest fare are satisfied (excluding stopover charges). If in any indirect routing permitted at the direct fare plus a mileage surcharge, then there is a HIP.

Therefore, the fare for the component must be raised to the level of such higher fare- increased by the amount of mileage surcharge (i.e. 5% -5M, 10%-10M, 20 % -20M etc.) required for the fare component.

**Exceptions to Higher Intermediate Points:**

Several exceptions to the HIP Check have been filed by various countries and carriers, one of the major exceptions applicable from India is as follows:
"For passengers originating from India for travel destined to USA/Canada, when stopovers are taken in Europe or UK, Higher Intermediate Fares (HIP) are not applicable from points in Europe/ UK to USA/ Canada."

**10. Constructed Fare:**

The fare calculated after applying all the rules is known as a constructed fare and is represented in the form of NUC value. At this point it is crucial to recheck that the fare is done at the end in order to either avoid or add any fare applicable to the routing, as per the mileage principle which may have been overlooked leading to incorrect fare calculation.

**11. Total Fare in Local Currency:**

International fares are published in the Local Currency Fare which is normally the national currency of the country of commencement of international transportation. For example, international fares from Malaysia are denominated in Malaysian Ringgit which is the national currency of Malaysia. However, there are groups of countries that express their Local Currency Fares in a currency other than their own national currency. These countries are divided into

two main groups namely US dollar and Euro: 1. US dollar (USD) countries 2. Countries Publishing Fares in Euro. Additionally, passenger fares and excess baggage charges are established in Euros for some countries that do not have the euro as their national currency.

**12. Local Currency fare**: Payment in the country of commence of travel. Payment in the country of commence of travel:

a) In the currency of the country of commencement of travel or
b) In any currency not marked with a # sign in the NUC conversion factor table in PAT. convertthese currencies to the bank selling rate effective on the date of ticket issuance.

Rounding LSF (Local selling fare) Rounding for local currency depending on the published rounding unit for each country. You should be careful to get the correct rounding unit for the particular currency and always round Up unless a note tells us to round down to nearest rounding unit. Which means UP or Down?

## Self-Check Sheet - 1: Interpret Passenger Air Tariff (PAT)

**1. What is Passenger Air Tariff (PAT)?**

**Answer:**

**2. What is fare Basis?**

**Answer:**

**3. What are the steps involved in the construction of an air fare?**

**Answer:**

**4. Expand the following abbreviations:**

**Answer:**

**a. TPM : …….**

**b. MPM : …….**

**c. NUC : …….**

**d. ROE : …….**

**e. EMA : …….**

**f. EMS : ……..**

**g. HIP……..**

**5. Write down Fare Basis Box/Data Element?**

**Answer:**

**6. When and where we need to consider EMA?**

**Answer:**

## Answer Key - 1: Interpret Passenger Air Tariff (PAT)

### 1. What is Passenger Air Tariff (PAT)?

**Answer: Passenger Air Tariff (PAT): Passenger Air** Tariff is a system of air travel pricing set by airlines. It is formed based on various factors such as distance traveled, class of service, fare type, taxes and surcharges. Passenger Tariff means a tariff con- taining fares, charges, or governing provisions applicable to the foreign air transportation of persons and their baggage. Published jointly by IATA and SITA, Passenger Air Tariff (PAT) uses authoritative data sources to supply industry and PAT participating carriers information to the air transport industry worldwide.

Passenger Air Tariff structure or guidelines to establish passenger rules and fares. Once a fare is approved between two cities that becomes the only legal fare the airline can charge. Airlines and travel agencies must have complete copy of all tariffs at all offices where air tickets are being sold.

### 2. What is fare Basis?

**Answer: Fare Basis**: Fare basis is an alphabetic or alpha-numeric code used by airlines to identify a fare type and allow airline staff and travel agents to find the rules applicable to that fare.Although airlines now set their own fare basis codes, there are some patterns that have evolved over the years and are still be in use.

### 3. What are the steps involved in the construction of an air fare?

**Answer: STEPS OF FARE CONSTRUCTION:** Air fare constructions are based on what is termed as a Mileage system. It identifies the permitted total of ticket point mileages between two non-stop destinations or transit points and provides the official distance used between two cities, and decodes the Various location/destination codes. Given in the table below are the steps to construct air fares based on the mileage system:

| Steps | Term Used | Particulars |
|---|---|---|
| 1. | FCP | Fare Construction Points |
| 2. | TPM | Ticketed Point Mileage (Sum) |
| 3. | MPM | Maximum Permitted Mileage of Origin- Destination (O- D) |
| 4. | NUC | Neutral Unit of Construction (Fare as per Routeing (OW/ RT)) |
| 5. | ROE | IATA rate of Exchange |
| 6. | Rule | As per fare Condition |
| 7. | EMA | Extra Mileage Allowance (Deduction if available/applicable) |
| 8. | EMS | Excess Mileage Surcharge (if required) |

| | | |
|---|---|---|
| 9. | HIP | Higher Intermediate Point Fare (Mandatory) |
| 10. | CF | Constructed Fare (NUC) |
| 11. | TCF | Total Fare in Local Currency |
| 12 | LCF | Local Currancy Fare |

**4. Explain the following abbreviations:**

**Answer:**

**a). TPM:** Ticketed Point Mileage

b). **MPM**: Maximum Permitted Mileage

c**). NUC**: Ticketed Point Mileage

d). **ROE**: Rates Of Exchange

e). **EMA:** Extra Mileage Allowance

f**). EMS**: Excess Mileage Surcharge

**g). HIP:** Higher Intermediate Point Fares

**5. Write down Fare Basis Box/Data Element?**

**Answer:** Fare Basis Box/Data Element:

1. Prime Code 2. Seasonal Code 3. Part of week Code 4. Part of Day Code

5. Fare and Passenger Type Code

**6. When and where we need to consider EMA?**

**Answer:**

EMA (Excess mileages allowance): The EMA is the TPM deduction or published bonus mileage that is deducted from the total TPM. Such mileage deduction depends on the type of routing .the origin/destination and via points of the fare component. After deducting the applicable EMA from the TPM, the reduced TPM is compared once again with the MPM to determine whether or not the routing is "within the mileage". The complete list of EMA isfound in 1.3 of the PAT general rules supplement and GDS (global distribution system).

## Job Sheet-1.1: Idenify and use appropriate methods for calculate EMS

**Purpose:** To find if EMS applicable for the said sector or not.

**EMS= Total TPM**
**MPM**

**Procedure:** To calculate a surcharge with a calculator.

1. Type the total TPM figure.
2. Type the -- divide button.
3. Type the MPM figure into calculator.
4. Press = Equals button.
5. Now compare the result in the display with the following chart.

| If the result is | Surcharge fare by |
|---|---|
| Over 1.000000 but not higher than 1.050000 | 5% show in the fare cal. as 5M |
| Over 1.050000 but not higher than 1.100000 | 10% show in the fare cal. as 10M |
| Over 1.100000 but not higher than 1.150000 | 15% show in the fare cal. as 15M |
| Over 1.150000 but not higher than 1.200000 | 20% show in the fare cal. as 20M |
| Over 1.200000 but not higher than 1.250000 | 25% show in the fare cal. as 25M |
| Over 1.250000 | Lowest combination |

## Specification Sheet- Idenify and use appropriate methods for calculate EMS

**Necessary Tools**

| Sl. No | Name of Tools | Specification | Unit | Quantity |
|---|---|---|---|---|
| 1. | Computer | With data analysis software | PC | 1 |
| 2. | Internet Access | High-speed connection | PC | 1 |
| 3. | GDS Version Software | Sabre –GDS System | 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. | Calculator | | 1 | 1 |
| 4. | Notebooks | For taking notes | 1 | 1 |

## Job Sheet-1.2: Idenify Passenger Air Tariff and fare basis check

### Procedure

1. The Journey from point X to Y whose NUC is 1025, MPM is 6570 and TPM is 6700 calculated the fare?

## Specification Sheet- 1.2: Idenify Passenger Air Tariff and fare basis check

**Necessary Tools**

| Sl. No | Name of Tools | Specification | Unit | Quantity |
|---|---|---|---|---|
| 1. | Computer | With data analysis software | PC | 1 |
| 2. | Internet Access | High-speed connection | PC | 1 |
| 3. | GDS Version Software | | 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. | Calculator | | 1 | 1 |
| 4. | Notebooks | For taking notes | 1 | 1 |

## Learning Outcome 2: Interpret fare types

| | |
|---|---|
| **Assessment Criteria** | 1. Classes of service are recognized<br>2. Types of fare are interpreted |
| **Conditions and Resources** | 1. Real or simulated workplace<br>2. CBLM<br>3. Handouts<br>4. Laptop<br>5. Multimedia Projector<br>6. Paper, Pen, Pencil, Eraser<br>7. Internet facilities<br>8. Gds Version softwear<br>9. White board and marker<br>10. Audio Video Device |
| **Contents** | 1. Classes of service<br>2. Types of fare |
| **Activities/job/Task** | 1. Classify trpes of service<br>2. Interpret types of fare |
| **Training Methods** | 1. Discussion<br>2. Presentation<br>3. Demonstration<br>4. Guided Practice<br>5. Individual Practice<br>6. Project Work<br>7. Problem Solving<br>8. Brainstorming |
| **Assessment Methods** | 1. Written Test<br>2. Demonstration<br>3. Oral Questioning |

## Learning Experience 2: Interpret fare types

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 fare types' |
| 2. Read the Information sheet and complete the Self Checks & Check answer sheets on "Interpret fare types" | 2. Read Information sheet 2: Interpret fare types<br>3. Answer Self-check 2: Interpret fare types<br>4. Check your answer with Answer key 2: Interpret fare types |
| 3. Read the Job/Task Sheet and Specification Sheet and perform job/Task | 5. Job/Task Sheet and Specification Sheet<br>Job Sheet-2.1: Find most cost-effective fare |

# Information Sheet 2: Interpret fare types

**Learning Objective:**

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

2.1. Classes of service
2.2. Types of fare

## 2.1. Classes of service

**Air Fare:** When checking availability, each booking code represents a different cabin class or fare type. On all flights a variety of fares are offered. Highest fares which are flexible are normal fares. Those which are lower and less flexible are special fares. Within each of these categories, there are different types of fares. The general features of the most frequently seen fare types are listed below. These are general guidelines, and restrictions of each fare may vary, depending on the route flown. The rules of each fare should be checked, and passengers advised of any restrictions.

**Identifying Cabin Classes of Airlines:** Generally, airlines offer three main classes of service:

- Economy class
- Premium Economy class
- Business class
- First class

Some airlines may differentiate within a class, and in addition to the standard service may offer a superior service within the same cabin. However, not all airlines offer three classes - some have two and others may only have one, and the classes offered may vary on different routes with varying aircraft types.

**Example American Airlines Cabin Class:**

- **F and A** : First Class
- **C, J, R, D and I** : Business Class
- **W and P** : Premium Economy class
- **Y, H, K, M, L,G, V, S,N, Q, O and E**: Economy Class
- **B:** Basic Economy class

## 2.2. Types of fare

**Identifying Types of Fare :**

Generally, there are two categories of air fares, normal fares and special fares. Normal fares are available for all classes of service and are flexible and therefore more expensive. Generally normal fares are valid for one year. Special fares have many restrictions attached to them, such as minimum stay restrictions or advanced purchase requirements. In general, they are less expensive. There are different fares types apply in different markets, but they typically fall into the following categories:

- Normal fare
- Excursion fare
- APEX fare
- PEX and Super-PEX fare

**Normal Fare**

Full fares for a First/Business/Economy Class service fares published as normal fares. Children and infant fares which are established as a percentage of a normal fare are also considered to be normal fares. Normal fares are flexible, and there are no routing, stopover, advance purchase or refund restrictions. They may be re-routed without restriction and purchased on a one way or round-trip basis. Generally normal fares are valid for one year. The class of service normally appears on its own as the fare basis, e.g. Y, C, F and YOW or YRT to identify one way or round-trip fares.

**IATA published fares**

No one can talk about fares without mentioning IATA organization (International Air Transport Association). Without obtaining accreditation from this international organization none of the airlines can perform any scheduled flight (first three digits on any international ticket are the IATA airline code: "Aeroflot" - 555 "LuftHansa" - 220, etc.). IATA also standardizes the international fare policy and accredits travel agencies. International basic fares regulated by IATA, which do not depend from the airline, we will call IATA fares. Theterm "published fares" is applied to these tariffs, i.e. information about them is given in the fareguide and is available in all computer reservation systems.

**Airlines Published fares**

Another, perhaps the largest type of fares - is published fares of airlines, i.e. fare for a given direction and given carrier. These fares also cannot be set and changed without the consent of IATA and their values are similar to IATA fares. The airline also may publish fares which have no analogues among IATA fares, but only by IATA consent, which in this case represents the interests of all carriers and states that have a commercial interest in this area.

These two groups of fares are used to calculate complex routes when using several carriers. Normal (full) fare. A passenger who has paid for the ticket on a normal (full) fare, has several advantages. Booking, payment and ticketing are not regulated. Validity of tickets is one year, there are norequirements for minimum stay period in the country of destination, there are no limits for thenumber of stops on the route. You can change the departure date without penalty in most cases.There is a possibility of adjusting or changing the route. Return of the ticket is also carried outwithout penalty. You can buy a one-way ticket, if it does not violate the rules established by thedestination country

A published fare is one that is available for purchase by anyone. You could call the airline, or check for prices online, and published fares will be immediately available for purchase The rules of such fares are readily available and if there is more than one airline offering thesame fare you can count on the rules being virtually the same. A non-refundable farerequiring an advance purchase of 14 days, and a minimum Saturday night stay would be justa few of the possible rules of a published fare.

Seat sales launched by airlines are considered published fares as well since (subject to seat availability) such airfares are offered to the public.

Unpublished fares are an entirely different beast. They may be seats that a consolidator purchased and can offer at highly discounted rates. The fare rules could literally contain anything from absolutely no changes allowed to free changes as long as availability exists. They may or may not allow for advance seat selection or the accumulation of frequent flyer miles.

**Excursion Fare**

Reservations for excursion fares may normally be changed, subject to minimum and maximum stay requirements. They may normally be purchased at any time, and sold on a return basis. Routing and stopover requirements are generally flexible, and there are usually no refund restrictions. The fare basis followed by the maximum stay in terms of days or months.

**APEX Fare**

Reservations for Advance Purchase Excursion (APEX) fares usually may not be changed without a penalty, and there is often some type of refund restriction. Usually, no stopovers are allowed and direct flights are used. They are normally sold on a return basis and have a minimum and maximum stay requirement. The codes AP, AN or AB are normally included in the fare basis.The Actual travel dates are imprinted in the “Not Valid Before” and “Not Valid After” boxes/data elements show that reservations may not be changed additional charge.

Example: **TAT**

ABC AIRLINES

VOLUNTARY CHNGS RESTRICTED

AUDIT COUPON

POSPOS

L67ATV/BB

VALIDATE

GOMES/JUDITH MS

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| TO PORT OF SPAIN | BB | 216 | Y | 01MAY | 0900 | OK | YLAP3M | 01MAY | 01MAY | 20K |
| LONDON LHR | CC | 225 | Y | 17JUN | 2130 | OK | YLAP3M | 17JUN | 17JUN | 20K |
| VOID | | VOID | | VOID | VOID | | | | | |
| VOID | | VOID | | VOID | VOID | | | | | |
| VOID | | | | | | | | | | |

USD880.00

TTD5060.00

TTD759.00TT

TTD5819.00

POS BB LON440.00CC POS440.00NUC880.00END ROE1.00

000 2400726656 5

CASH NONREF/APEX

**PEX and Super-PEX Fare**

These are Public Excursion fares and have the same restrictions as APEX fares but may be purchased at any time. Usually, no stopovers are allowed and direct flights are used. There are minimum and maximum stay requirements, and they are normally sold on a return basis. The codes PX or SX are included in the fare basis.

- **Student Fare**: The discounts are valid only for certain flights from select countries, but in addition to fare savings on travel that qualifies, students get more checked baggage allowances and flexible booking. To take advantage of these fares, you have to be at least 16 and enrolled in some sort of higher education.

- **Youth Fare:** Definition of Youth Fare Youth Fare refers to a discounted ticket or fare category specifically designed for young travelers within a certain age range. While the age range can vary depending on the carrier or mode of transportation, it typically applies to individuals between the ages of 12 to 30 or 12 to 26.

- **Group Fare:** Group airfares are a type of fare offered to groups of 10 or more travelers traveling together for a common purpose. These fares are often offered at a discounted rate compared to individual fares, making them a cost-effective option for businesses and organizations that need to book air travel for a group of employees or clients.

**Umrah Fare:** When it comes to Umrah flight, prices can vary depending on several factors, including the time of year, airline, departure city, and booking class. On average, the cost of Umrah flight. When it comes to Umrah flight, prices can vary depending on several factors, including the time of year, airline, departure city, and booking class. On average, the cost of Umrah flight.

**Unpulished fare**: Unpublished airfares are also known as private fares or consolidator fares, or, sometimes, wholesale fares. They can be up 20 to 60 percent off the regular fare. If you are working with a tour company you may be already taking advantage of this saving. Otherwise, a way to find them is to check with a travel agency.

**Consolidator fare**: A consolidator fare is a discounted airfare that is sold by most major Airline Companies to help fill seats. Many consolidated airfares are substantially less than the lowest published fare offered directly from airlines.

**Private Fare**: Private airfares were introduced as a way for airlines to sell excess inventory while keeping their advance purchase pricing structure intact. Private fares can be purchased through various travel agencies, both traditional and online. These "private fares" also known as consolidator fares, net fares, or bulk fares, are a specially negotiated fare between an airline and a consolidator. Operation "Fill the Plane!" But why would an airline offer consolidators fares that essentially compete with their published prices? The short answer is that it helps them fill their planes.

**Corporate Fare**: Corporate rates for airfare also requires a traveler to have be with a company that has a corporate discount. Airlines will usually connect your personal frequent flyer account with a company's corporate account. When booking a flight you should see the option to flag it as corporate travel at which point fares will be discounted.

## Self-Check Sheet - 2: Interpret fare types

1. **Define Air Fare. ?**
   **Answer:**

2. **What are the different types of air fares?**
   **Answer:**

3. **What is the Unpulished fare?**
   **Answer**

4. **What are the different Cabin Classes of Airlines?**
   **Answer:**

5. **What is the Youth fare?**
   **Answer:**

## Answer Key - 2: Interpret fare types

**1. Define Air Fare. ?**

**Answer: Air Fare:** When checking availability, each booking code represents a different cabin class or fare type. On all flights a variety of fares are offered. Highest fares which are flexible are normal fares. Those which are lower and less flexible are special fares. Within each of these categories, there are different types of fares. The general features of the most frequently seen fare types are listed below. These are general guidelines, and restrictions of each fare may vary, depending on the route flown. The rules of each fare should be checked and passengers advised of any restrictions.

2. **What are the different types of air fares?**

**Answer: Identifying Types of Fare :**

Generally, there are two categories of air fares, normal fares and special fares. Normal fares are available for all classes of service and are flexible and therefore more expensive. Generally normal fares are valid for one year. Special fares have many restrictions attached to them, such as minimum stay restrictions or advanced purchase requirements. In general, they are less expensive. There are different fares types apply in different markets, but they typically fall into the following categories:

- Normal fare
- Excursion fare
- APEX fare
- PEX and Super-PEX fare

**3. What is the Unpulished fare?**

**Answer: Unpulished fare**: Unpublished airfares are also known as private fares or consolidator fares, or, sometimes, wholesale fares. They can be up 20 to 60 percent off the regular fare. If you are working with a tour company you may be already taking advantage of this saving. Otherwise, a way to find them is to check with a travel agency.

**4. What are the different Cabin Classes of Airlines?**

**Answer: Identifying Cabin Classes of Airlines:** Generally, airlines offer three main classes of service:

- Economy class
- Premium Economy class
- Business class
- First class

Some airlines may differentiate within a class, and in addition to the standard service may offer a superior service within the same cabin. However, not all airlines offer three classes - some have two and others may only have one, and the classes offered may vary on different routes with varying aircraft types.

**5. What is the Youth fare?**

**Answer: Youth Fare:** Definition of Youth Fare Youth Fare refers to a discounted ticket or fare category specifically designed for young travelers within a certain age range. While the age range can vary depending on the carrier or mode of transportation, it typically applies to individuals between the ages of 12 to 30 or 12 to 26.

## Job Sheet-2.1: Find most cost-effective fare

**Working Procedure:**

Case Study: Business Travel from Dhaka to Singapore

Background: A Bangladeshi multinational company's executive needs to travel from Dhaka (DAC) to Singapore (SIN) for a business conference. The company is looking for the most cost-effective fare option while ensuring flexibility and comfort.

Fare Types:

- One-Way Fare:
    - Base Fare: BDT 50,000
    - Taxes and Surcharges: BDT 8,000
    - Total Cost: BDT 58,000

most cost-effective fare **?**

## Specification Sheet-1.1: Find most cost-effective fare

**Necessary Tools**

| Sl. No | Name of Tools | Specification | Unit | Quantity |
|---|---|---|---|---|
| 1. | Computer | With data analysis software | PC | 1 |
| 2. | GDS Version Softwear | Sabre GDS System | PC | 1 |
| 3. | Data Analysis Software | E.g., Excel, Tableau, etc. | PC | 1 |
| 4. | 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 |
|---|---|---|---|---|
| 8. | Paper | Standard A4 size | Ream | 1 |
| 9. | Pens | Blue and black ink | Pack | 1 |
| 10. | Notebooks | For taking notes | 1 | 1 |

## Learning Outcome 3: Recognize fare rules

| | |
|---|---|
| **Assessment Criteria** | 1. Fare rules are recognized<br>2. Fare rules of different types of fare basis code are interpreted |
| **Conditions and Resources** | 1. Real or simulated workplace<br>2. CBLM<br>3. Handouts<br>4. Laptop<br>5. Multimedia Projector<br>6. Paper, Pen, Pencil, Eraser<br>7. Internet facilities<br>8. Gds Version softwear<br>9. White board and marker<br>10. Audio Video Device |
| **Contents** | 1. Fare rules<br>2. Fare rules of different types of fare basis code |
| **Activities/job/Task** | 1. Interpret fare rules of different types of fare basis code |
| **Training Methods** | 1. Discussion<br>2. Presentation<br>3. Demonstration<br>4. Guided Practice<br>5. Individual Practice<br>6. Project Work<br>7. Problem Solving<br>8. Brainstorming |
| **Assessment Methods** | 1. Written Test<br>2. Demonstration<br>3. Oral Questioning |

## Learning Experience 3: Recognize fare rules

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 |
|---|---|
| 4. Trainee will ask the instructor about about the learning materials | 1. Instructor will provide the learning materials 'Recognize fare rules' |
| 5. Read the Information sheet and complete the Self Checks & Check answer sheets on "Recognize fare rules" | 2. Read Information sheet 3: Recognize fare rules<br>3. Answer Self-check 3: Recognize fare rules<br>4. Check your answer with Answer key 3: Recognize fare rules |
| 6. Read the Job/Task Sheet and Specification Sheet and perform job/Task | 5. Job/Task Sheet and Specification Sheet<br>Job Sheet-3.1: Interpret Fare Rules and Restrictions |

## Information Sheet 3: Recognize fare rules

**Learning Objective:**

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

3.1. Fare rules
3.2. Different types of fare basis code

### 3.1. Fare rules

Fare rules are a set of conditions that determine the price of an air ticket for each seat class.They also define whether a ticket is refundable or nonrefundable or whether additional charges are applicable (e.g., for baggage or booking changes). Fare rules contain a provision that instructs the ticket issuer whether to reprice an itinerary using historical or current fares. Generally, unused tickets will be repriced using current fares at the time of change, whereas partially used ones will be repriced with historical fares at the time of original booking.
Fare rules are the conditions and restrictions that apply to any reservation based on its fare type.

- Discounted Economy Class Tickets: K, L, Q, V, W, U, T, X, N, O, S
- Full-Fare Economy Tickets: Y, B, M, H
- Premium Economy Fares: W, E
- Discounted Business Class Tickets: D, I, Z
- Full-Fare Business Tickets: J, C, D
- Full-Fare First-Class Passengers: A, F

| **Fare Rule Codes** | **Description** |
|---|---|
| **H, K, J, F, T, Q, Y, L** | Seasonality Codes from highest to lowest |
| **1,2,3,4,5,6,7** | Days of the week – internationally |
| **M ,T, W, T, F, S, S** | Days of the week |
| **FLT** | Flight Specific |
| **139 D** | followed by number or letterValid only on …day |
| **X** | followed by number or letter Valid except on…day |
| **HOL Holiday** | BOO, TURKEY, SANTA, FLAG |
| **W** | Weekend |
| **X** | **Weekday** |
| **1,3,7,14,21,30** | Minimum Advanced Purchase |
| **NR** | Non Refundable |
| **P** | Penalty |
| **25/50 %** | Cancellation Penalty |
| **MDW, BWI, EWR** | Indicates airport specific |
| **UP** | UP Coach fare with upgrade to business/first |

_

## 3.2. Different types of fare basis code

When you receive your plane ticket, look for the spot that says 'Fare' which is followed by or above a letter. This letter will refer to the main fare basis code in the table above.

There may also be a combination of other letters or codes next to your fare basis, which will give you an indication of the features of your ticket. The table below provides some examples of these additional codes:

1. **E**: Indicates that the fare was sold as an 'Excursion Fare', meaning there is a minimum and maximum stay requirement. Often used for leisure travellers instead of business travellers.
2. **Numbers**: Numbers will often mean the maximum fare stay, in either days or months.
3. **H**: If not the first letter, this will mean the fare is within high season.
4. **L**: If not the first letter, this will mean the fare is within the low season.
5. **W**: If not the first letter, a W will mean the fare is on a weekend.
6. **X**: If not the first letter of the fare, an X will mean that the fare is valid on a weekday.
7. **OW**: Indicates the ticket is a one-way fare.
8. **RT**: Indicates the ticket is a return fare.
9. **Two-letter country codes**: Sometimes airlines include this in the fare base when an airline has international fares in both directions. It indicates which direction the flight is going.
10. **CH**: Indicates that is it a child fare.
11. **IN**: Indicates an infant fare.
12. **Airline-specific common fares**: For example, SPRSVR may indicate a super-saver fare, referring to a fare of a specific airline.
13. **ID/AD**: Industry discount to travel agency staff discount.

```
DAC-SIN        SHOP          SUN 05MAY24                        USD
EK   0/ 0/ 2   SQ   1/ 0/ 0   TG   0/ 0/ 3   CZ   0/ 0/ 3   MH   0/ 0/ 6
AI   0/ 0/ 0   BG   0/ 0/ 0   CX   0/ 0/ 0   MU   0/ 0/ 0   QR   0/ 0/ 0
TK   0/ 0/ 0   UL   0/ 0/ 0
//SEE FQHELP FOR INFORMATION ABOUT THE NEW FARE DISPLAYS//
  SURCHARGE FOR PAPER TICKET MAY BE ADDED WHEN ITIN PRICED
MULTIPLE SELLING CURRENCIES CONVERTED TO USD USING CURRENT BSR
**      DACSIN.EH        05MAY24           MPM  2156
    V  FARE BASIS   AP FARE-OW     FARE-RT CX BK    SEASON   MINMAX
  1     SUSO2DCC     -              146.00 AI S     ---       -/ 3M
  2     VSE00CSF     -              162.00*MU V     ---       -/ 6M
  3     GUDS2DCP     -              166.00 AI G¥    ---       -/ 3M
  4     SUSO3DCC     -     85.00            AI S     ---       -/  -
  5     TUSO2DCC     -              176.00 AI T     ---       -/ 3M
  6     GUDS3DCP     -     95.00            AI G¥    ---       -/  -
  7     GUDT2DCP     -              196.00 AI G¥    ---       -/ 3M
  8     V2ASRYSS     ¥              209.00*CZ V     ---       -/ 6M
  9     TUSO3DCC     -    105.00            AI T     ---       -/  -
```

Fare rules supply the requirements or penalties associated with a specific fare quote. Requirements associated with a specific fare code can include information such as:

- Day and/or time restrictions
- Seasonality
- Blackout dates
- Stopovers
- Flight restrictions
- Combinations
- Advanced reservation/ticketing requirements
- Surcharges
- Minimum and maximum stay requirements
- Travel restrictions
- Ticket restrictions
- Accompanied travel restrictions
- Cancellation or change penalties

The amount and type of rules available depends on the provider and supplier. Depending on the supplier and type of rules, some text may be tagged into defined Category types. As part of an Air Pricing response, if empty or 'none' was in the request, no fare rules are returned. Otherwise, 'long' (complete) or 'short' (abridged) fare rules can be specified. If an account code is included in the request, private fares rules are returned for that account.

**Notes**:

- If both text ('none' 'long' or 'short') and structured fare rules are requested at the same time, only structured fare rules are returned.
- For structured fare rules, send FareRulesFilterCategory to return air fare rules in a structured format.

See the following Air Fare Rules transactions:

- AirFareRulesReq
- AirFareRulesRsp

Category: The following table lists the categories as of 03 May 2024. The latest category data can be found in here.

| Category | Description |
|---|---|
| **Category 1:** | Eligibility |
| **Category 2:** | Day/Time |
| **Category 3:** | Seasonality |

| | |
|---|---|
| **Category 4:** | Flight Application |
| **Category 5:** | Advance Reservations/Ticketing |
| **Category 6:** | Minimum Stay |
| **Category 7:** | Maximum Stay |
| **Category 8:** | Stopovers |
| **Category 9:** | Transfers |
| **Category 10:** | Combinations |
| **Category 11:** | Blackout Dates |
| **Category 12:** | Surcharges |
| **Category 13:** | Accompanied Travel |
| **Category 14:** | Travel Restrictions |
| **Category 15:** | Sales Restrictions |
| **Category 16:** | Penalties |
| **Category 17:** | HIP/Mileage Exceptions |
| **Category 18:** | Ticket Endorsements |
| **Category 19:** | Children Discounts |
| **Category 20:** | Tour Conductor Discounts |
| **Category 21:** | Agent Discounts |
| **Category 22:** | All Other Discounts |
| **Category 23:** | Miscellaneous Provisions |
| **Category 24:** | n/a |
| **Category 25:** | Fare by Rule |
| **Category 26:** | Groups |
| **Category 27:** | Tours |
| **Category 28:** | Visit Another Country |
| **Category 29:** | Deposits |
| **Category 31:** | Voluntary Changes |
| **Category 33:** | Voluntary Refunds |
| **Category 35:** | Negotiated Fare Restrictions |
| **Category 50:** | Application and Other Conditions |

**Structred fare rules definitions and example:**

The Fare Rules Filter Category returns air fare rules in a structured format.

Use the structured format to customize how you want rules displayed to your own customers (for example, in a different language). You can request all categories or specific categories (multiple CategoryCode elements can be sent in a request): To return air fare rules in a structured format, send AirFareRulesReq/FareRulesFilterCategory. If FareRulesFilterCategory is blank, all categories with structured fare rules are returned.

- ADV returns advanced reservation and ticketing rules (Cat 5)
- MIN returns minimum stay rules (Cat 6)
- MAX returns maximum stay rules (Cat 7)
- STP returns stopover information (Cat 8)
- CHG returns penalty information (Cat 16)
- VOL returns voluntary changes rules (Cat 31)
- VOR returns voluntary refunds information (Cat 33)
- Blank returns all categories with structured fare rules.

**Abbreviations Used in Reservation & Ticketing:**

IDEC Interline Data Exchange Center
IROE IATA Rate of Exchange
IROP Irregular Operations
ISO International Organisation for Standardisation
LCF Local Currency Fare
MCO Miscellaneous Charges Order
MPD Multiple Purpose Document
MPM Maximum Permitted Mileage
N/A Not Applicable
NOJ Normal Fare Open Jaw
NUC Neutral Unit of Construction
OD Unit Origin to Unit Destination
OJ Open Jaw
ONOJ Origin Normal Fare Open Jaw
OPATB Off Premise Automated Ticket and Boarding Pass
OPTAT Off Premise Transitional Automated Ticket
OSC One Way Subjourney Check
OTATO One Trip Air Travel Order
OW One Way
PFC Passenger Facility Charge
PNR Passenger Name Record
PSC Passenger Services Conference
PTA Prepaid Ticket Advice
PU Pricing Unit
RBD Reservations Booking Designator

RESO Resolution
ROE Rate of Exchange
RSC Return Subjourney Check
RT Round Trip
RWM Round the World Minimum
SAC Settlement Authorisation Code
TAT Transitional Automated Ticket
TC Traffic Conference
TFCs Taxes, Fees and Charges
TKNE Ticket Number Electronic
TNOJ Turnaround Normal Fare Open Jaw
TOD Ticket on Departure
TPM Ticketed Point Mileage
TTL Total
UATP Universal Air Travel Plan
ZED Zonal Employee Discount

## Self-Check Sheet - 3: Recognize fare rules

1. **What do fare rules typically include?**
   - A. Ticket colors and designs
   - B. Refund policies, baggage fees, and conditions for ticket changes
   - C. Airline staff schedules
   - D. In-flight entertainment options

**Answer:**

2. **Which fare basis code indicates a full-fare Economy Class ticket?**
   - A. K
   - B. Y
   - C. D
   - D. X

**Answer:**

3. **What does the fare code 'OW' signify?**
   - A. One-way ticket
   - B. Round-trip ticket
   - C. Weekend fare
   - D. Child fare

**Answer:**

4. **Which category of fare rules deals with penalties for changes or cancellations?**
   - A. Category 5
   - B. Category 12
   - C. Category 16
   - D. Category 31

**Answer:**

5. **What does the fare code 'RT' indicate?**
   - A. Round-trip fare
   - B. Refundable ticket
   - C. Restricted fare
   - D. Return trip fare

**Answer:**

## Answer Key - 3: Recognize fare rules

1. **What do fare rules typically include?**
**Answer:** B. Refund policies, baggage fees, and conditions for ticket changes

2. **Which fare basis code indicates a full-fare Economy Class ticket?**
**Answer:** B. Y

3. **What does the fare code 'OW' signify?**
**Answer:** A. One-way ticket

4. **Which category of fare rules deals with penalties for changes or cancellations?**
**Answer:** C. Category 16

5. **What does the fare code 'RT' indicate?**
**Answer:** A. Round-trip fare

## Job Sheet-3.1: Interpret Fare Rules and Restrictions

**Working Procedure:**

**Scenario:**
A corporate travel agent needs to book a round-trip flight for a business executive from Dhaka to Singapore. The fare basis code provided for the executive's ticket is "B10S-M2K."

**Process:**

1. **Identify Fare Basis Code:**
    - **Code:** B10SM2K
    - **Fare Type:** Full-Fare Economy Ticket (B)
2. **Interpret Fare Rules:**
    - **Discount Type:** The "B" in the code indicates a full-fare economy ticket.
    - **Restrictions:** Check for any additional rules tagged with "10S" and "M2K."
        - **10S:** May indicate special fare conditions such as discounts for specific booking periods or high seasonality restrictions.
        - **M2K:** Could denote minimum stay requirements or other specific conditions.
3. **Review Conditions:**
    - **Minimum Stay:** "M2K" might require a minimum stay of 2 nights.
    - **Advance Booking:** Tickets might need to be booked 10 days in advance.
    - **Refundability:** Typically, full-fare tickets offer more flexibility, but confirm if there are any special penalties for changes or cancellations.
4. **Communicate with Client:**
    - Inform the corporate client of the fare rules including any restrictions on changes or cancellations.
    - Provide options and recommendations based on the flexibility and conditions of the fare.

## Specification Sheet-3.1: Interpret Fare Rules and Restrictions

**Necessary Tools**

| Sl. No | Name of Tools | Specification | Unit | Quantity |
|---|---|---|---|---|
| 1. | Computer | With data analysis software | PC | 1 |
| 2. | GDS Version Softwer | Sabre -GDS System | | |
| 3. | Data Analysis Software | E.g., Excel, Tableau, etc. | PC | 1 |
| 4. | 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 | | 1 | 1 |

## Learning Outcome 4: Interpret basic fare construction

| | |
|---|---|
| **Assessment Criteria** | 1. Types of journey are recognized<br>2. Components of fare are interpreted<br>3. One-way fare is interpreted<br>4. Round trip fare is interpreted<br>5. Circle trip fare is interpreted<br>6. Combination fare is interpreted<br>7. Child and infant fare is interpreted as per regulation<br>8. Taxes and surcharges are interpreted as per requirement |
| **Conditions and Resources** | 1. Real or simulated workplace<br>2. CBLM<br>3. Handouts<br>4. Laptop<br>5. Multimedia Projector<br>6. Paper, Pen, Pencil, Eraser<br>7. Internet facilities<br>8. Gds Version softwear<br>9. White board and marker<br>10. Audio Video Device |
| **Contents** | 1. Types of journey<br>2. Components of fare<br>3. One-way fare<br>4. Round trip fare<br>5. Circle trip fare<br>6. Combination fare<br>7. Child and infant fare<br>8. Taxes and surcharges |
| **Activities/job/Task** | 1. Interpret different types of fare with Taxand surcharges |
| **Training Methods** | 1. Discussion<br>2. Presentation<br>3. Demonstration<br>4. Guided Practice<br>5. Individual Practice<br>6. Project Work<br>7. Problem Solving<br>8. Brainstorming |
| **Assessment Methods** | 1. Written Test<br>2. Demonstration<br>3. Oral Questioning |

## Learning Experience 4: Interpret basic fare construction

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 basic fare construction' |
| 2. Read the Information sheet and complete the Self Checks & Check answer sheets on "Interpret basic fare construction" | 2. Read Information sheet 1: Interpret basic fare construction<br>3. Answer Self-check 1: Interpret basic fare construction<br>4. Check your answer with Answer key 1: Interpret basic fare construction |
| 3. Read the Job/Task Sheet and Specification Sheet and perform job/Task | 5. Job/Task Sheet and Specification Sheet<br>Job Sheet-4.1: Shown One Way Fare ticketing |

# Information Sheet 4: Interpret basic fare construction

**Learning Objective:**

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

4.1. Types of journey
4.2. Components of fare
4.3. One-way fare
4.4. Round trip fare
4.5. Circle trip fare
4.6. Combination fare
4.7. Child and infant fare
4.8. Taxes and surcharges

## 4.1. Types of journey

Fare construction in the travel industry involves a detailed process of determining the price of airline tickets based on various factors including the type of journey, fare rules, and fare basis codes. To effectively understand and interpret basic fare construction, it's crucial to recognize the different types of journeys and how they influence fare pricing. This detailed analysis will cover the key types of journeys recognized in fare construction, including their characteristics, pricing implications, and examples.

### One-Way Journey

A **one-way journey** refers to travel from a single origin to a single destination without a return leg. It is the simplest form of journey and typically involves less complex fare construction compared to round-trip or multi-city journeys.

**Characteristics:**

- **Single Leg:** Involves a single flight segment from point A to point B.
- **Pricing:** One-way fares are generally priced separately from return fares and can sometimes be more expensive than half of a round-trip fare, depending on the airline's pricing strategy and demand.
- **Flexibility:** Often offers less flexibility than round-trip fares, with restrictions on changes or cancellations varying by airline.

**Example:** A passenger flying from Dhaka (DAC) to Singapore (SIN) on a one-way ticket might choose an economy fare based on the fare basis code "L10X," where:

- **L:** Represents a discounted economy class fare.
- **10X:** Could indicate specific conditions such as a minimum stay or travel during a certain period.

**Pricing Implications:**

- **Higher Per-Segment Cost:** One-way tickets may cost more per segment compared to round-trip fares because airlines often offer discounts for round-trip bookings to encourage return travel.
- **Flexibility:** Airlines might offer different pricing tiers based on flexibility, such as refundable or non-refundable options.

## Round-Trip Journey

A **round-trip journey** involves travel from an origin to a destination and back to the origin. This type of journey typically offers better value compared to purchasing two one-way tickets and is the most common type of ticket purchased by travelers.

**Characteristics:**

- **Two Legs:** Comprises a departure leg and a return leg.
- **Pricing:** Often less expensive per segment than two one-way tickets. Airlines provide discounts on round-trip fares to secure the return business.
- **Flexibility:** Round-trip fares may have more flexible terms for changes or cancellations, but this varies by fare class and airline policy.

**Example:** A traveler booking a round-trip from Dhaka (DAC) to New York (JFK) with a fare basis code "B20S-RT" might find:

- **B:** Represents a full-fare economy ticket.
- **20S:** Indicates that the fare is subject to specific rules such as booking in advance or travel within a certain season.
- **RT:** Specifies that this is a round-trip fare.

**Pricing Implications:**

- **Cost Savings:** Airlines often offer lower pricing for round-trip tickets compared to the cost of two one-way tickets to encourage passengers to book return flights.
- **Flexibility:** Round-trip tickets may come with conditions such as minimum or maximum stay requirements, or penalties for changes.

## Multi-City Journey

A **multi-city journey** involves travel to multiple destinations within a single ticket. This type of fare is designed for travelers who wish to visit more than two cities or countries in one trip, providing flexibility and convenience.

**Characteristics:**

- **Multiple Segments:** Involves several flight segments between multiple cities.
- **Pricing:** Generally more complex to price due to the inclusion of multiple destinations. Airlines use specific fare construction rules to calculate the fare based on the number of segments, distance traveled, and destination combinations.
- **Flexibility:** Multi-city fares often allow for greater flexibility in terms of stopovers and layovers compared to round-trip or one-way fares.

**Example:** A traveler flying from Dhaka (DAC) to Paris (CDG), then to London (LHR), and finally to Tokyo (NRT) with a fare basis code "Q5Y-MC" might encounter:

- **Q:** Represents a discounted economy fare.
- **5Y:** Indicates special conditions such as discounts for booking multiple city segments.
- **MC:** Denotes a multi-city itinerary.

**Pricing Implications:**

- **Complex Fare Calculation:** Multi-city fares are calculated based on the combination of all segments and often require manual intervention or special fare rules.
- **Additional Fees:** Some airlines might charge extra for adding multiple destinations or for changes to the itinerary.

## Open Jaw Journey

An **open jaw journey** involves travel between two cities with the return journey not being to the original point of departure. For example, traveling from Dhaka to Paris, then returning from London to Dhaka.

**Characteristics:**

- **Non-Symmetric:** The return leg does not return to the original departure city but to a different city.
- **Pricing:** Open jaw fares can be more expensive than round-trip fares because they offer more flexibility and require complex fare construction.
- **Flexibility:** Often used for travelers who wish to visit different destinations within a single trip, providing flexibility in return travel.

**Example:** A traveler departing from Dhaka (DAC) to Paris (CDG) and returning from London (LHR) to Dhaka with a fare basis code "K7X-OJ" might find:

- **K:** Represents a discounted economy class fare.
- **7X:** Indicates specific conditions like advanced booking or seasonal restrictions.
- **OJ:** Denotes an open jaw journey.

**Pricing Implications:**

- **Higher Cost:** Due to the flexibility offered, open jaw fares might be more expensive than standard round-trip tickets.
- **Flexibility and Convenience:** Open jaw tickets accommodate diverse travel needs and itineraries.

**Stopover Journey**

A **stopover journey** allows travelers to make a stop in a city en route to their final destination, typically exceeding four hours or overnight.

**Characteristics:**

- **Intermediate Stops:** Includes a stop in one or more cities before reaching the final destination.
- **Pricing:** Often influenced by additional segments and stopover regulations. Some airlines offer stopover programs where passengers can stay in the stopover city for an extended period without additional costs.
- **Flexibility:** Provides an opportunity to explore an additional city without purchasing a separate ticket.

**Example:** A traveler booking a trip from Dhaka (DAC) to Tokyo (NRT) with a stopover in Beijing (PEK) with a fare basis code "M2K-ST" might find:

- **M:** Represents a discounted economy class fare.
- **2K:** May indicate minimum stay requirements or special stopover rules.
- **ST:** Denotes a stopover fare.

**Pricing Implications:**

- **Stopover Fees:** Some airlines charge extra for stopovers or limit the number of free stopovers.
- **Enhanced Experience:** Stopover programs can enhance the travel experience by allowing travelers to explore an additional city.

Understanding the various types of journeys and their fare construction is essential for both travelers and travel agents. Each type of journey—one-way, round-trip, multi-city, open jaw, and stopover—has distinct characteristics and pricing implications. By interpreting these fare

rules and basis codes accurately, travel professionals can provide better service and optimize ticketing solutions based on travelers' needs. This detailed knowledge ensures efficient fare calculation, compliance with fare rules, and maximized value for both the traveler and the airline.

Understanding these concepts in depth enables travel agents to manage bookings effectively, offer tailored solutions to clients, and navigate the complexities of modern fare systems.

### 4.2. Components of fare

The total fare for an airline ticket is comprised of several components, each playing a distinct role in determining the final price a traveler pays. Understanding these components is crucial for travel professionals and consumers alike, as it helps in interpreting fare quotes, ensuring transparency, and managing travel expenses effectively. Here's a comprehensive guide to the various components of fare, including how they are interpreted and applied in the ticketing process.

#### Base Fare

The **base fare** is the foundational price of the airline ticket, representing the cost of the seat on a flight between the origin and destination. It does not include any additional taxes, fees, or surcharges.

**Interpretation:**

- **Core Cost:** The base fare reflects the cost of transportation from one city to another and is determined by factors such as distance, demand, and class of service.
- **Fare Class Code:** This code (e.g., Y, B, M) indicates the type of fare and any associated restrictions or benefits. Full-fare classes often have more flexibility and fewer restrictions, while discounted fare classes may come with more restrictions but lower prices.

**Example:** For a flight from New York (JFK) to Paris (CDG), a base fare might be $500. This amount is the price for the seat itself and does not include any other charges.

#### Taxes

**Taxes** are government-imposed charges that are added to the base fare. They vary depending on the departure and arrival locations, as well as international regulations.

**Types of Taxes:**

- **Airport Taxes:** Fees charged by airports for the use of their facilities, such as security and infrastructure. For example, an airport tax might be levied for departing from an airport.
- **Passenger Service Charges (PSC):** Fees collected to cover services provided to passengers, such as check-in and boarding.

- **International Taxes:** Taxes that apply to international flights, such as the International Air Transport Association (IATA) taxes or specific country taxes.

**Interpretation:**

- **Variable Amounts:** Taxes can vary significantly based on the location of the airports involved. International flights typically incur higher taxes due to additional regulatory requirements.
- **Separate Line Item:** Taxes are usually displayed separately from the base fare on the ticket to provide transparency.

**Example:** A passenger booking a flight from Mumbai (BOM) to London (LHR) might see $100 in taxes, including both airport taxes and international fees.

**Fees**

**Fees** are additional charges imposed by airlines or service providers for various services and conveniences.

**Types of Fees:**

- **Booking Fees:** Charges for processing the reservation, often applied when booking through certain channels or agents.
- **Baggage Fees:** Charges for checking in baggage beyond the allowance included in the ticket. These can vary based on the airline's policy and the weight or size of the baggage.
- **Seat Selection Fees:** Costs associated with selecting specific seats, such as those with extra legroom or preferred locations.

**Interpretation:**

- **Optional vs. Mandatory:** Some fees are optional (e.g., for seat selection), while others are mandatory (e.g., baggage fees if the baggage allowance is exceeded).
- **Transparent Breakdown:** Fees are usually itemized separately from the base fare and taxes to provide clarity on the total cost.

**Example:** A flight might include a $30 fee for checked baggage and a $10 fee for choosing a specific seat, adding to the overall ticket price.

**Surcharges**

**Surcharges** are additional costs that airlines may apply under specific circumstances, such as fuel price fluctuations or operational costs.

**Types of Surcharges:**

- **Fuel Surcharge:** A charge added to the ticket price to offset fluctuations in fuel costs. This is common in times of significant fuel price changes.
- **Seasonal Surcharge:** Additional charges applied during peak travel seasons, such as holidays or summer months, to manage high demand.

**Interpretation:**

- **Variable Costs:** Surcharges can fluctuate based on external factors such as fuel prices or seasonal demand.
- **Separate Line Item:** Surcharges are often listed separately from the base fare to provide transparency.

**Example:** A fuel surcharge of $50 might be added to a ticket from Los Angeles (LAX) to Sydney (SYD) due to recent increases in fuel prices.

**Service Charges**

**Service Charges** are fees imposed by travel agencies or booking platforms for their services, such as handling reservations or providing customer support.

**Types of Service Charges:**

- **Agency Service Fees:** Charges applied by travel agencies for booking and managing reservations on behalf of the traveler.
- **Online Booking Fees:** Fees imposed by online booking platforms for processing and confirming reservations.

**Interpretation:**

- **Channel-Specific Charges:** Service charges can vary depending on whether the booking is made directly with the airline or through a third-party provider.
- **Transparency:** Service charges are usually disclosed during the booking process to ensure travelers are aware of all costs.

**Example:** A travel agency might charge a $20 service fee for booking a flight, which is added to the total ticket price.

**Refunds and Penalties**

**Refunds and Penalties** are conditions related to changes or cancellations of the ticket.

**Types of Refunds and Penalties:**

- **Change Fees:** Fees imposed for altering the travel dates, times, or routes of an existing reservation.
- **Cancellation Fees:** Charges applied when canceling a reservation, which can vary based on the fare rules and timing of the cancellation.
- **Refund Conditions:** Conditions under which a ticket can be refunded, including non-refundable fares where no money is returned if canceled.

**Interpretation:**

- **Fare Rules:** Refunds and penalties are typically outlined in the fare rules associated with the ticket. These rules specify the conditions under which changes or cancellations can be made and the associated costs.
- **Structured Presentation:** Fare rules are often categorized and detailed in the fare construction to provide clarity on potential costs.

**Example:** A ticket might incur a $100 change fee if modified, or a non-refundable ticket might mean no refund is available if canceled.

Interpreting the components of fare construction involves understanding each element that contributes to the total price of an airline ticket. The base fare is the starting point, but taxes, fees, surcharges, and service charges all add to the final cost. Additionally, understanding refund and penalty conditions is crucial for managing changes or cancellations effectively. By breaking down and analyzing these components, travelers and travel professionals can gain a clearer picture of the costs associated with air travel and make informed decisions.

### 4.3. One-way fare

The concept of **one-way fare** is a fundamental component in the airline industry, representing the cost of traveling from a single origin to a single destination without a return trip. Understanding how one-way fares are constructed and interpreted is crucial for both travelers and travel professionals. Here's a detailed explanation of one-way fares, including their structure, interpretation, and factors affecting their cost.

## One-Way Fare

### Components of One-Way Fare

The structure of a one-way fare typically includes several components, each of which contributes to the total cost:

- **Base Fare:** The core price of the seat for the flight from the origin to the destination. This amount reflects the cost of the transportation service itself.
- **Taxes:** Government-imposed charges, including airport taxes and international fees, applicable to the journey. These vary based on the departure and arrival locations.
- **Fees:** Additional charges for services such as baggage handling, seat selection, and booking through certain channels.
- **Surcharges:** Costs added to account for fluctuating operational expenses, such as fuel surcharges or seasonal surcharges.
- **Service Charges:** Fees levied by booking platforms or travel agencies for processing the reservation.

**Example Breakdown:** For a flight from Los Angeles (LAX) to Tokyo (NRT):

- **Base Fare:** $600
- **Taxes:** $100
- **Fees:** $30
- **Surcharges:** $50
- **Service Charges:** $20

**Total One-Way Fare:** $800

### Factors Influencing One-Way Fare

Several factors affect the cost of a one-way fare, and understanding these can help in interpreting and predicting fare prices:

- **Booking Time:** Fares can vary depending on how far in advance the ticket is purchased. Generally, booking in advance results in lower fares, while last-minute bookings may be more expensive.
- **Seasonality:** Airfare can fluctuate based on travel seasons. Peak travel times, such as holidays or summer vacations, often see higher fares due to increased demand.
- **Day of the Week:** Prices may vary depending on the day of the week. For example, flights on weekends or Fridays might be more expensive compared to mid-week flights.
- **Flight Route:** Non-stop flights typically have a higher base fare compared to flights with layovers. Additionally, flights to more remote or less-serviced destinations may have higher fares.
- **Class of Service:** The fare can differ based on the class of service selected. Economy, Premium Economy, Business, and First-Class all have different pricing structures.

- **Airline Pricing Policies:** Different airlines have varied pricing strategies. Some may offer low-cost one-way fares as part of promotional deals or budget service models.

**Example:** A one-way fare from Chicago (ORD) to Miami (MIA) might be lower in off-peak seasons compared to high travel periods such as winter holidays.

**Interpretation of One-Way Fare in Booking Systems**

In booking systems, one-way fares are presented clearly to allow travelers to make informed decisions. Here's how they are typically interpreted and presented:

- **Fare Display:** Booking systems usually list one-way fares prominently, separating them from round-trip or multi-city fares. Travelers can see the base fare along with any additional charges or fees.
- **Fare Rules:** One-way fares come with specific fare rules, which may include restrictions on changes or cancellations. These rules are typically displayed alongside the fare details.
- **Comparison with Round-Trip Fares:** Travelers may compare one-way fares with round-trip fares to determine the best option for their travel needs. In some cases, round-trip fares might be more economical than purchasing two separate one-way tickets.

**Example:** When searching for flights from San Francisco (SFO) to Sydney (SYD), a traveler might find that the one-way fare is $800, while a round-trip fare might be offered at $1,500. The traveler would need to consider their travel plans to decide which option provides better value.

**Examples and Scenarios**

To illustrate the interpretation of one-way fares, consider the following scenarios:

1. **Scenario 1: Business Trip**
    - **Traveler:** A business traveler needs to fly from New York (JFK) to Chicago (ORD) for a meeting.
    - **Booking Details:** One-way fare is $350, including base fare, taxes, and fees.
    - **Interpretation:** The traveler pays $350 for a single journey, with the flexibility to book a return flight separately if needed.
2. **Scenario 2: Leisure Travel**
    - **Traveler:** A tourist plans to visit Paris (CDG) from New York (JFK) for a week.
    - **Booking Details:** One-way fare is $600, and the traveler will book a return ticket separately.
    - **Interpretation:** The traveler spends $600 for the outbound flight and will need to check return fares separately. The cost of the return flight might differ based on availability and timing.

3. **Scenario 3: Last-Minute Booking**
    - **Traveler:** An individual needs to fly from Toronto (YYZ) to Vancouver (YVR) on short notice.
    - **Booking Details:** One-way fare is $500 due to high demand and proximity to the departure date.
    - **Interpretation:** The last-minute fare is higher compared to advance bookings. The traveler must decide if the convenience outweighs the cost.

Interpreting one-way fares involves understanding their core components, including the base fare, taxes, fees, surcharges, and service charges. By considering factors such as booking time, seasonality, day of the week, flight route, class of service, and airline policies, travelers can make informed decisions about their airfare. Booking systems present these fares transparently, allowing travelers to see all charges and rules associated with their tickets.

Through detailed interpretation, travelers and travel professionals can navigate the complexities of airfare, ensuring they understand the full cost of their journey and make the best choices for their travel needs.

### 4.4. Round trip fare

#### Components of Round Trip Fare

The round trip fare is made up of several components, each of which contributes to the total cost of the journey:

- **Base Fare:** The core price for each leg of the round trip. The base fare is calculated separately for the outbound and return flights, then combined.
- **Taxes:** Government-imposed charges, including departure and arrival taxes, airport taxes, and international fees, applicable to both segments of the journey.
- **Fees:** Additional charges for services such as checked baggage, seat selection, and booking through specific channels.
- **Surcharges:** Costs added to cover fluctuating operational expenses, such as fuel surcharges or seasonal adjustments.
- **Service Charges:** Fees levied by booking platforms or travel agencies for processing the round trip reservation.

**Example Breakdown:** For a round trip flight from Los Angeles (LAX) to Tokyo (NRT) and back:

- **Base Fare (Outbound + Return):** $1,200
- **Taxes:** $200
- **Fees:** $60
- **Surcharges:** $100
- **Service Charges:** $30

**Total Round Trip Fare:** $1,590

**Factors Influencing Round Trip Fare**

Several factors can affect the cost of a round trip fare. These factors include:

- **Booking Time:** Round trip fares are often more economical when booked in advance. Last-minute bookings may result in higher fares.
- **Seasonality:** Prices fluctuate based on travel seasons. Peak seasons, such as holidays and summer vacations, typically see higher fares.
- **Day of the Week:** The cost of round trip fares can vary depending on the day of the week. Flights on weekends or holidays might be more expensive compared to mid-week flights.
- **Flight Route:** Non-stop flights are generally more expensive than flights with layovers. Additionally, routes to less commonly serviced destinations might have higher costs.
- **Class of Service:** The fare can vary significantly based on the class of service selected. Economy, Premium Economy, Business, and First-Class all have different pricing structures.
- **Airline Pricing Policies:** Different airlines have varied pricing strategies. Some may offer promotional round trip fares or discounts for frequent flyers.

**Example:** A round trip fare from Chicago (ORD) to Miami (MIA) might be more affordable during off-peak times compared to peak travel periods such as major holidays.

**Interpretation of Round Trip Fare in Booking Systems**

In booking systems, round trip fares are displayed with clarity to assist travelers in understanding the total cost and components of their booking. Here's how these fares are typically interpreted and presented:

- **Fare Display:** Booking systems prominently show the round trip fare, breaking it down into base fare, taxes, fees, surcharges, and service charges.
- **Fare Rules:** Round trip fares come with specific fare rules detailing conditions for changes, cancellations, and refunds. These rules are usually provided alongside the fare information.
- **Comparison with One-Way Fares:** Travelers may compare round trip fares with one-way fares to determine the most cost-effective option. Round trip fares are generally cheaper than purchasing two one-way tickets.

**Example:** When searching for flights from San Francisco (SFO) to Sydney (SYD) with a return leg, the booking system might show a round trip fare of $1,500 compared to two separate one-way fares each costing $800, which would total $1,600.

**Examples and Scenarios**

To illustrate the interpretation of round trip fares, consider the following scenarios:

1. **Scenario 1: Business Travel**
    - **Traveler:** A business professional needs to travel from New York (JFK) to Los Angeles (LAX) for meetings and return.
    - **Booking Details:** Round trip fare is $700, including base fare, taxes, and fees.
    - **Interpretation:** The traveler pays $700 for both outbound and return flights. This fare is typically lower than two separate one-way tickets and may include more flexible change options.

2. **Scenario 2: Leisure Travel**
    - **Traveler:** A tourist plans to visit Paris (CDG) from New York (JFK) and return after a week of vacation.
    - **Booking Details:** Round trip fare is $1,200. The fare is often discounted compared to two one-way tickets.
    - **Interpretation:** The traveler benefits from the lower cost of the round trip fare and secures both legs of the journey with a single booking.

3. **Scenario 3: Family Vacation**
    - **Traveler:** A family of four is traveling from Toronto (YYZ) to Vancouver (YVR) and back.
    - **Booking Details:** Round trip fare for each person is $500. Total fare for the family is $2,000.
    - **Interpretation:** The family secures a comprehensive fare for the entire journey, potentially benefiting from family or group discounts and simplified booking.

Interpreting round trip fares involves understanding their structure, including base fare, taxes, fees, surcharges, and service charges. Factors such as booking time, seasonality, day of the week, flight route, class of service, and airline pricing policies all influence the total cost. Booking systems provide clear information about round trip fares, allowing travelers to make informed decisions and compare them with one-way fares. Through detailed interpretation, both travelers and travel professionals can effectively navigate the complexities of airfare, ensuring that they secure the best value for their travel needs.

### 4.5. Circle trip fare

#### Components of Circle Trip Fare

The circle trip fare is composed of several key elements, each contributing to the total cost of the journey:

- **Base Fare:** The core price of the circle trip calculated based on the distance and number of segments. The base fare covers the cost of traveling through all specified segments.
- **Taxes:** Government-imposed charges, including international departure and arrival taxes, airport taxes, and any applicable fees for the multiple destinations.
- **Fees:** Additional charges for services such as checked baggage, seat selection, and booking through certain channels.
- **Surcharges:** Costs added to account for fluctuations in operational expenses, including fuel surcharges or seasonal adjustments.
- **Service Charges:** Fees levied by booking platforms or travel agencies for processing the circle trip reservation.

**Example Breakdown:** For a circle trip from Los Angeles (LAX) to Tokyo (NRT), then to Sydney (SYD), followed by Auckland (AKL), and back to Los Angeles:

- **Base Fare:** $2,500
- **Taxes:** $400
- **Fees:** $100
- **Surcharges:** $200
- **Service Charges:** $50

**Total Circle Trip Fare:** $3,250

#### Factors Influencing Circle Trip Fare

Several factors can impact the cost of a circle trip fare. These factors include:

- **Distance and Number of Segments:** The more destinations and longer distances involved, the higher the base fare. Complex itineraries with multiple stops generally cost more.
- **Booking Time:** Circle trip fares are often more economical when booked well in advance. Last-minute bookings may incur higher costs.
- **Seasonality:** Prices can vary depending on the travel season. Peak travel periods, such as holidays and summer, usually result in higher fares.
- **Day of the Week:** Costs can fluctuate based on the day of the week. Traveling during less busy days or times may offer lower fares.
- **Flight Routes:** Direct flights are generally more expensive than those with layovers. The inclusion of multiple international destinations may increase the overall fare.

- **Class of Service:** The fare structure varies depending on the class of service chosen—Economy, Premium Economy, Business, or First-Class.
- **Airline Pricing Policies:** Different airlines have unique pricing strategies for circle trips. Some may offer special deals or discounts for extended journeys.

**Example:** A circle trip involving a journey from Toronto (YYZ) to London (LHR), then to Dubai (DXB), followed by Bangkok (BKK), and returning to Toronto may cost more due to the long distances and multiple international segments.

**Interpretation of Circle Trip Fare in Booking Systems**

In booking systems, circle trip fares are presented with clear details to assist travelers in understanding the total cost and components of their booking. Here's how these fares are interpreted and displayed:

- **Fare Display:** Booking systems show the circle trip fare with a breakdown of base fare, taxes, fees, surcharges, and service charges. The total fare includes all segments of the journey.
- **Fare Rules:** Circle trip fares come with specific rules outlining conditions for changes, cancellations, and refunds. These rules are provided alongside the fare information.
- **Comparison with One-Way and Round Trip Fares:** Travelers can compare circle trip fares with one-way and round trip fares to determine the most cost-effective option. Circle trips are generally more economical for complex itineraries involving multiple stops.

**Example:** When booking a circle trip from New York (JFK) to San Francisco (SFO), then to Denver (DEN), and finally returning to New York, the booking system may show a fare of $900 compared to separate one-way tickets costing $500 each, totaling $1,000.

**Examples and Scenarios**

To illustrate the interpretation of circle trip fares, consider the following scenarios:

1. **Scenario 1: Cultural Tour**
    - **Traveler:** A tourist plans to visit various cultural landmarks across Europe, starting from Amsterdam (AMS), then traveling to Berlin (BER), Prague (PRG), Vienna (VIE), and returning to Amsterdam.
    - **Booking Details:** Circle trip fare is $1,800. The fare includes all flight segments within the itinerary.
    - **Interpretation:** The traveler benefits from a comprehensive fare that covers multiple destinations within a single booking, potentially reducing overall costs compared to separate bookings.

2. **Scenario 2: Business Conference**

- **Traveler:** A business executive needs to attend conferences in several cities, starting from Boston (BOS), then flying to Chicago (ORD), Dallas (DFW), and finally returning to Boston.
- **Booking Details:** Circle trip fare is $1,200, including base fare and all additional charges.
- **Interpretation:** The executive secures a cost-effective fare for a multi-city itinerary, simplifying the booking process and potentially saving on overall travel expenses.

3. **Scenario 3: Adventure Trip**
   - **Traveler:** An adventurer plans a trip from Sydney (SYD) to Auckland (AKL), then to Fiji (NAN), followed by Honolulu (HNL), and back to Sydney.
   - **Booking Details:** Circle trip fare is $2,200. The fare covers all segments of the journey with a single booking.
   - **Interpretation:** The adventurer benefits from a bundled fare that covers multiple destinations, often at a lower rate than purchasing individual tickets for each leg of the trip.

Interpreting circle trip fares involves understanding their structure, including base fare, taxes, fees, surcharges, and service charges. Factors such as distance, number of segments, booking time, seasonality, day of the week, flight routes, class of service, and airline pricing policies all influence the total cost. Booking systems provide clear information about circle trip fares, enabling travelers to make informed decisions and compare them with one-way and round trip fares. Through detailed interpretation, both travelers and travel professionals can effectively navigate the complexities of multi-stop travel, ensuring optimal value and convenience for their journey.

### 4.6. Combination fare

A **combination fare** refers to a pricing structure where multiple fare types or segments are combined to form a single, unified fare. This approach is typically used in the travel industry to create flexible and cost-effective itineraries for travelers who need to fly between different regions or use various fare classes within one journey. Understanding combination fares involves recognizing their definition, components, benefits, and how they are interpreted in booking systems.

**Definition of Combination Fare**

A **combination fare** integrates different fare components or types into a single ticket. It allows travelers to mix and match fare rules, classes of service, or routes to create a more customized and often economical travel experience.

**Key Characteristics:**

- **Flexibility:** Combines various fare types or segments to tailor a travel itinerary.
- **Cost-Efficiency:** Can be more economical than booking individual segments or separate tickets for different legs of the journey.

- **Complex Itineraries:** Ideal for multi-destination trips or journeys that involve different fare classes or routes.

**Example:** A traveler flying from New York (JFK) to London (LHR) with a combination fare might use an economy fare for the outbound leg and a business class fare for the return leg. The fare combines these different fare types into one ticket.

**Components of Combination Fare**

The combination fare consists of several key elements, each contributing to the overall pricing and structure:

- **Base Fare:** The fundamental price of the combination fare calculated based on the various fare types and segments included in the itinerary.
- **Fare Type Integration:** Combines different fare types or classes (e.g., economy for one segment and business for another) into a single ticket.
- **Taxes:** Government-imposed charges, including international departure and arrival taxes, airport taxes, and any applicable fees for the different fare segments.
- **Fees:** Additional charges for services such as checked baggage, seat selection, and booking through certain platforms.
- **Surcharges:** Costs added to account for operational expenses such as fuel surcharges or seasonal adjustments.
- **Service Charges:** Fees levied by booking platforms or travel agencies for processing the combination fare reservation.

**Example Breakdown:** For a combination fare from Los Angeles (LAX) to Paris (CDG) in economy class and returning from Paris to Tokyo (NRT) in business class:

- **Base Fare:** $1,800 (economy) + $2,500 (business) = $4,300
- **Taxes:** $400
- **Fees:** $100
- **Surcharges:** $200
- **Service Charges:** $50

**Total Combination Fare:** $5,050

**Benefits of Combination Fare**

Combination fares offer several advantages for travelers and travel professionals:

- **Customization:** Allows travelers to tailor their itinerary by combining different fare classes or segments based on their preferences or needs.
- **Cost Savings:** Often more economical than booking separate tickets for each leg or fare type, especially for complex itineraries involving different regions or services.

- **Convenience:** Simplifies the booking process by consolidating multiple segments or fare types into a single ticket, reducing the need for multiple bookings and managing multiple reservations.
- **Flexibility:** Provides the ability to mix and match various fare types, accommodating a wide range of travel requirements and budgets.

**Example:** A traveler planning a round-the-world trip might use a combination fare to fly in economy class between continents but upgrade to business class for certain long-haul flights. This approach provides a balance of comfort and cost-effectiveness.

**Interpretation of Combination Fare in Booking Systems**

In booking systems, combination fares are displayed with specific details to assist travelers in understanding the total cost and structure of their itinerary. Here's how these fares are interpreted and managed:

- **Fare Display:** Booking systems show the combination fare with a breakdown of base fare, taxes, fees, surcharges, and service charges. The total fare includes all combined fare segments.
- **Fare Rules:** Combination fares come with specific rules outlining conditions for changes, cancellations, and refunds. These rules are provided alongside the fare information to ensure transparency and compliance.
- **Comparison with Standard Fares:** Travelers can compare combination fares with standard one-way or round trip fares to determine the most cost-effective option. Combination fares are particularly useful for complex or multi-segment itineraries.
- **Booking Flexibility:** Booking systems allow for the customization of combination fares by enabling the selection of different fare classes, segments, or routes, providing flexibility for travelers with varied needs.

**Example:** When booking a combination fare from Sydney (SYD) to Tokyo (NRT) in economy class and then to New York (JFK) in business class, the booking system may show the total fare of $4,000, including a breakdown of the economy and business class segments.

**Examples and Scenarios**

To illustrate the interpretation of combination fares, consider the following scenarios:

1. **Scenario 1: Multi-Country Vacation**
    - **Traveler:** A tourist plans to visit several countries, starting from Toronto (YYZ) to London (LHR) in economy class, then traveling to Rome (FCO) in premium economy, and finally flying to Tokyo (NRT) in business class.
    - **Booking Details:** Combination fare is $3,000, including base fare for each segment, taxes, and additional charges.
    - **Interpretation:** The traveler benefits from a customized fare that combines different classes of service for different legs of the journey, optimizing comfort and cost.

2. **Scenario 2: Business Trip with Upgrades**
    - **Traveler:** A business executive needs to travel from San Francisco (SFO) to Hong Kong (HKG) in economy class for a conference and return in business class.
    - **Booking Details:** Combination fare is $4,200, covering both economy and business class segments.
    - **Interpretation:** The executive secures a combination fare that balances cost and comfort, providing business class for the return journey while keeping the outbound fare economical.

3. **Scenario 3: Extended Travel Itinerary**
    - **Traveler:** An adventurer plans a journey from New York (JFK) to Buenos Aires (EZE) in economy, then to Santiago (SCL) in premium economy, and finally to Cape Town (CPT) in business class before returning to New York.
    - **Booking Details:** Combination fare is $6,500, encompassing all segments with different fare types.
    - **Interpretation:** The adventurer enjoys a comprehensive fare that covers multiple destinations and varying service levels, offering flexibility and cost savings for an extensive trip.

Interpreting combination fares involves understanding their structure, including base fare, fare type integration, taxes, fees, surcharges, and service charges. Combination fares provide flexibility and cost-efficiency for travelers with complex itineraries or varying service requirements. Booking systems present these fares with detailed breakdowns and rules, allowing travelers to customize their journey and compare options effectively. By leveraging combination fares, travelers can create tailored and economical travel experiences that meet their specific needs and preferences.

### 4.7. Child and infant fare

**Child** and **infant fares** are specialized fare types in the airline industry, designed to cater to the travel needs of young passengers. These fares are subject to specific regulations and policies set by airlines and aviation authorities to ensure affordability and fair treatment for families traveling with children. Understanding the interpretation of child and infant fares involves comprehending the regulations governing these fares, the criteria for eligibility, and the application of discounts.

#### Definitions and Eligibility

**Child Fare:**

- **Definition:** A child fare applies to passengers who are generally between the ages of 2 and 11 years old. The specific age range may vary slightly depending on the airline’s policies.

- **Eligibility:** Children who fall within this age group are eligible for discounted fares compared to adult prices. The discount and the exact age range can differ based on the airline and the fare rules.

**Infant Fare:**

- **Definition:** An infant fare applies to passengers who are under the age of 2 years. Infants are typically not provided with a separate seat but are often held in the lap of an accompanying adult.
- **Eligibility:** Infants under 2 years old usually travel at a significantly reduced fare or may travel for free, but they do not occupy a seat unless a separate seat is purchased.

**Example:**

- A child aged 5 years might receive a fare that is 75% of the adult fare.
- An infant aged 1 year might travel for 10% of the adult fare or for free, depending on the airline's policy.

**Regulations and Policies**

The regulations for child and infant fares are governed by a combination of airline policies and international aviation standards. Key points include:

**International Standards:**

- **IATA Guidelines:** The International Air Transport Association (IATA) provides guidelines on child and infant fares, although individual airlines may have their specific policies.
- **National Regulations:** Different countries might have their regulations regarding child and infant fares, ensuring that they comply with international norms while catering to local needs.

**Airline Policies:**

- **Discount Rates:** Airlines set their own discount rates for child fares, which are typically a percentage of the adult fare. These rates can vary widely between airlines.
- **Infant Travel:** Policies regarding infants vary, with some airlines allowing infants to travel free of charge if they do not occupy a seat. In other cases, a nominal fee might be charged.

**Example:**

- An airline might offer a child fare discount of 25% off the adult fare.
- Another airline may charge 10% of the adult fare for an infant if a seat is required.

**Application of Child and Infant Fares**

When booking flights, the application of child and infant fares involves:

**Booking Process:**

- **Age Verification:** Airlines typically require proof of age for both children and infants to apply the appropriate fare. This could be done at the time of booking or at check-in.
- **Fare Calculation:** During booking, the fare system calculates the total cost based on the age of the passenger and applies the relevant discounts for child fares or infant charges.

**Ticket Issuance:**

- **Child Ticket:** A child ticket will reflect the discounted fare and may include specific conditions or restrictions.
- **Infant Ticket:** An infant ticket may be issued as a free or reduced fare ticket, with details on whether a seat is included or if the infant will be traveling on the lap of an adult.

**Example:**

- For a round-trip flight from New York to London, an adult fare might be $1,000. A 7-year-old child may get a 50% discount, resulting in a fare of $500.
- An infant traveling with the same adult might either travel for free if not occupying a seat or pay a nominal fee of $50 if a seat is purchased.

**Additional Considerations**

**Seat Allocation:**

- **Lap Infants:** For infants traveling on an adult's lap, airlines often provide a safety belt or harness and may include provisions for additional services such as bassinets.
- **Separate Seats:** If a separate seat is purchased for an infant, the fare will be calculated as a child fare or a special discounted rate, depending on the airline's policy.

**Baggage Allowance:**

- **Child Baggage:** Children often have the same baggage allowance as adults, though some airlines might offer additional allowances for child-specific items like strollers or car seats.
- **Infant Baggage:** Infants usually have a limited baggage allowance, often including items like a diaper bag and necessary baby items.

**Special Services:**

- **In-Flight Amenities:** Airlines may provide special services for children and infants, including meals, entertainment, and assistance from cabin crew.
- **Pre-boarding:** Families with young children or infants may receive priority boarding to make the travel experience smoother.

**Example:**

- A family traveling with a child and an infant might benefit from priority boarding and additional baggage allowances for baby items like a stroller and diaper bag.

**Examples and Scenarios**

**Scenario 1: Domestic Flight**

- **Passenger:** A family of three traveling from Chicago to New York. The family includes two adults, one 8-year-old child, and one 1-year-old infant.
- **Fare Details:** The adult fare is $200 each. The child receives a 50% discount, making the fare $100. The infant travels for free, provided they do not require a separate seat.
- **Total Fare:** $200 (adult) + $200 (adult) + $100 (child) = $500

**Scenario 2: International Flight**

- **Passenger:** A family traveling from Sydney to Tokyo with an infant and a 4-year-old child.
- **Fare Details:** The adult fare is $1,200 each. The child's fare is 25% off, making it $900. The infant travels with a 10% discount on the adult fare if a seat is purchased, making it $120.
- **Total Fare:** $1,200 (adult) + $1,200 (adult) + $900 (child) + $120 (infant) = $3,420

**Scenario 3: Long-Haul Flight**

- **Passenger:** A family flying from London to Los Angeles. They have a 6-year-old child and an infant.
- **Fare Details:** The adult fare is $1,500 each. The child receives a 50% discount, making the fare $750. The infant either travels free of charge or with a nominal fee if a seat is required.
- **Total Fare:** $1,500 (adult) + $1,500 (adult) + $750 (child) = $3,750 (excluding infant fare if free)

Understanding child and infant fares involves interpreting the specific regulations, policies, and application processes that affect these fare types. These fares provide discounted or free travel options for young passengers, with various rules governing eligibility, booking procedures, and ticket issuance. By adhering to these guidelines and utilizing the fare structures effectively, airlines ensure fair pricing and support for families traveling with children and infants, while enhancing the overall travel experience for all passengers.

### 4.8. Taxes and surcharges

**Taxes** and **surcharges** are integral components of the total airfare, influencing the final price passengers pay for their flight. These additional costs are mandated by various authorities and airlines to cover a range of operational and regulatory expenses. Understanding these components is essential for both travel agents and passengers to accurately assess the full cost of a flight ticket.

**Definition and Purpose**

**Taxes:**

- **Definition:** Taxes are government-imposed charges added to the base fare of a flight. They are collected by airlines on behalf of governments and regulatory bodies.
- **Purpose:** Taxes are used to fund infrastructure, regulatory oversight, and other public services related to aviation. They may vary by country, airport, and route.

**Surcharges:**

- **Definition:** Surcharges are additional fees levied by airlines to cover specific operational costs not included in the base fare. Unlike taxes, surcharges are set by airlines themselves.
- **Purpose:** Surcharges address costs such as fuel, security, or currency fluctuations. They help airlines manage variable costs and maintain pricing stability.

**Types of Taxes and Surcharges**

**Taxes:**

1. **Passenger Service Charge (PSC):**
    - **Description:** A fee charged by airports for passenger services, including facilities and security.
    - **Application:** Typically included in the ticket price and varies by airport and country.
2. **Airport Tax:**
    - **Description:** A tax levied by airports on departing passengers.
    - **Application:** Can vary based on the airport and is often included in the total fare.
3. **Security Tax:**
    - **Description:** A tax imposed to cover the costs of airport security measures.
    - **Application:** Included in the fare and varies by country.
4. **Immigration Tax:**
    - **Description:** A tax related to border control and immigration services.
    - **Application:** Often included in international flights and varies by destination.
5. **Environmental Tax:**

- **Description:** A tax aimed at mitigating the environmental impact of aviation.
- **Application:** Varies by country and may be included in the fare or charged separately.

**Surcharges:**

1. **Fuel Surcharge:**
   - **Description:** A fee added to cover fluctuations in fuel prices.
   - **Application:** Adjusted based on current fuel prices and included in the total fare.
2. **Booking Fee:**
   - **Description:** A fee charged for processing the booking, often applied by airlines or travel agents.
   - **Application:** May be included in the fare or charged separately.
3. **Service Fee:**
   - **Description:** A fee for additional services, such as seat selection or extra baggage.
   - **Application:** Can vary depending on the airline and service requested.
4. **Currency Surcharge:**
   - **Description:** A fee applied to account for currency fluctuations in international bookings.
   - **Application:** Included in the fare or charged separately based on the currency used.
5. **Airport Improvement Fee:**
   - **Description:** A fee collected to fund upgrades and improvements to airport facilities.
   - **Application:** Typically included in the total fare and varies by airport.

**Application and Calculation**

**Taxes:**

- **Inclusion in Fare:** Taxes are generally included in the total fare displayed during booking. They are calculated based on the departure and arrival locations, as well as the applicable regulations.
- **Variation by Route:** Taxes can vary significantly depending on the origin and destination of the flight. For example, international flights may incur additional taxes compared to domestic flights.

**Surcharges:**

- **Variable Nature:** Surcharges can fluctuate based on operational costs and market conditions. Airlines may adjust surcharges periodically to reflect changes in fuel prices or other factors.
- **Disclosure:** Surcharges are typically disclosed during the booking process, allowing passengers to see the total cost breakdown before finalizing the purchase.

**Example:**

- For a domestic flight within the United States, a typical breakdown might include a base fare of $200, a Passenger Service Charge of $25, and a Security Tax of $10, totaling $235.
- For an international flight from New York to London, the fare might include a base fare of $800, an Airport Tax of $100, an Environmental Tax of $20, a Fuel Surcharge of $50, and a Currency Surcharge of $30, totaling $1,000.

**4. Regulatory Considerations**

**Regulations and Compliance:**

- **Government Regulations:** Taxes are mandated by government regulations and must be collected in accordance with national and international laws.
- **Airline Policies:** Surcharges are set by airlines and must comply with industry regulations and transparency requirements.

**Transparency:**

- **Disclosure Requirements:** Airlines are required to disclose all applicable taxes and surcharges during the booking process, ensuring passengers are aware of the total cost.
- **Breakdown:** A detailed fare breakdown is often provided, showing the base fare, taxes, and surcharges separately.

**Impact on Travel Planning**

**Budgeting:**

- **Total Cost Assessment:** Understanding taxes and surcharges helps travelers accurately assess the total cost of their trip and avoid unexpected expenses.
- **Comparative Shopping:** Travelers can compare fares from different airlines or travel agencies by considering the total cost, including taxes and surcharges.

**Travel Agency Role:**

- **Cost Transparency:** Travel agents play a crucial role in providing clear information about the total fare, including all applicable taxes and surcharges.
- **Advisory Services:** Agents can assist travelers in understanding and budgeting for taxes and surcharges, especially for international trips.

**Example:**

- A traveler planning a trip from New York to Paris might compare fares from different airlines. While one airline might have a lower base fare, higher surcharges could result in a higher total cost. Understanding these components helps in making an informed decision.

**Example: DAC-YYZ-DAC/Biman Bangladesh Airlines-Taxes and surcharges will be:**

| Taxes and surcharges Code | Explanation |
|---|---|
| **F6** | Cart Taxes |
| **E5** | Value Added Tax |
| **BD** | Embarkation Fee Bangladesh |
| **P7** | Airport Development fee |
| **ZR** | Airport Tax |
| **OW** | Excise Duty Tax |
| **P8** | Passenger Security Tax |
| **TP** | Airport Tax |
| **UT** | Foreign Air Travel Tax Bangladesh |
| **YQ/YR** | Airlines Fuel Surcharges |
| **RC** | Harmonized Sales Tax Canada |
| **CA** | Air Travelers Security Charge Canada |
| **SQ** | Airport Improvement Fee (AIF)Canada |

Interpreting taxes and surcharges is essential for understanding the full cost of air travel. Taxes, imposed by governments, and surcharges, set by airlines, contribute to the total fare and reflect various operational and regulatory costs. By understanding these components, travelers can make informed decisions, budget effectively, and ensure transparency in their travel expenses. Accurate interpretation and disclosure of taxes and surcharges enhance the overall travel experience and help avoid surprises during the booking process.

| Fare / Passenger Type Codes | Description |
|---|---|
| AP | Advanced Purchase |
| CT | Circle Trip |
| OJ | Open Jaw |
| OW | One Way |
| PEX, or E | Advanced Purchase Excursion or Excursion |
| **RT** | Round Trip |
| **SS** | Super Saver |
| **CH** | Child |
| **DG** | Government Official |
| **IN** | Infant |
| **MM** | Military |
| **SC** | Ship Crew |
| **ZZ** | Youth Fare |

**ACRONYM DEFINITION:**

ADM Agency Debit Memo
ARC Airline Reporting Corporation (US BSP equivalent)
ATO/CTO Airport Ticket Office/City Ticket Office
BSP Billing and Settlement Plan
CP Change Proposal
CR Change Request
CTS Central Ticketing System/Server
DCS Departure Control System
DPC Data Processing Centre
EMATE Electronic Market Ticketing Expansion
EMD Electronic Miscellaneous Document
FOID Form of Identification
FOP Form of Payment
GDS Global Distribution System
ETS Electronic Ticketing Server
GDS Global Distribution System
IATA International Air Transport Association
IET Interline Electronic Ticketing
MCO Miscellaneous Charge Order
MPD Miscellaneous Purpose Document
PNR Passenger Name Record
PTA Prepaid Ticket Advise
RET Reporting Tape
RECLOC Record Locator
SOR Statement of Requirement
StB Simplify the Business (IATA initiative)
SU System User
UETTR Unused Electronic Ticket Tracking Report
Amadeus Virtual
MCO Virtual Miscellaneous Charge Order (Amadeus solution)
VMPD Virtual Miscellaneous Purpose Document (IATA solution via BSPlink)
WO Work Order

## Self-Check Sheet - 4: Interpret basic fare construction

### Multiple Choice Questions (MCQs)

1. **Which factor is most likely to increase the base fare of a circle trip?**
    - A) Booking well in advance
    - B) Traveling on less busy days
    - C) Long distances and multiple international segments
    - D) Traveling in the off-season

**Answer:**

2. **What is typically a benefit of booking a circle trip compared to separate one-way tickets?**
    - A) Higher overall cost
    - B) Increased complexity in booking
    - C) Reduced overall fare
    - D) Fewer flight segments

**Answer:**

3. **Which of the following is NOT a component of a combination fare?**
    - A) Base Fare
    - B) Taxes
    - C) Surcharges
    - D) Lounge Access Fee

**Answer:**

4. **How do taxes and surcharges typically impact the final price of a flight ticket?**
    - A) They are included in the base fare
    - B) They are added separately to the base fare
    - C) They are discounted during booking
    - D) They are not disclosed during booking

**Answer:**

5. **For an infant traveling on an adult's lap, which fare is most commonly applied?**
    - A) Full adult fare
    - B) Child fare
    - C) Reduced infant fare or free travel
    - D) Business class fare

**Answer:**

**Short Answer Questions**

**1. What is the primary advantage of a combination fare for travelers?**
**Answer:**

**2. Explain how seasonality affects airfare.**
**Answer:**

**3. What role do taxes play in the overall cost of an airline ticket?**
**Answer:**

# Answer Key - 4: Interpret basic fare construction

**Multiple Choice Questions (MCQs)**

1. **Which factor is most likely to increase the base fare of a circle trip?**

**Answer: C) Long distances and multiple international segments**

2. **What is typically a benefit of booking a circle trip compared to separate one-way tickets?**

**Answer: C) Reduced overall fare**

3. **Which of the following is NOT a component of a combination fare?**

**Answer: D) Lounge Access Fee**

4. **How do taxes and surcharges typically impact the final price of a flight ticket?**

**Answer: B) They are added separately to the base fare**

5. **For an infant traveling on an adult's lap, which fare is most commonly applied?**

**Answer: C) Reduced infant fare or free travel**

**Short Answer Questions**

**4. What is the primary advantage of a combination fare for travelers?**

**Answer:** The primary advantage of a combination fare is its flexibility and cost-efficiency. It allows travelers to customize their itinerary by combining different fare types or segments, which can be more economical than booking separate tickets for each leg of the journey.

**5. Explain how seasonality affects airfare.**

**Answer:** Seasonality affects airfare as prices tend to increase during peak travel periods such as holidays and summer, when demand is higher. Conversely, fares may be lower during off-peak seasons when travel demand decreases.

**6. What role do taxes play in the overall cost of an airline ticket?**

**Answer:** Taxes are government-imposed charges added to the base fare of a flight ticket. They fund infrastructure, regulatory oversight, and other public services related to aviation. Taxes can vary by country, airport, and route, and are included in the total fare displayed during booking.

## Job Sheet-4.1: Shown One Way Fare ticketing

Scenario: A traveler books a one-way flight from New York to London. The base fare is $600. The following taxes and surcharges apply:

- Airport Tax: $75
- Security Tax: $20
- Fuel Surcharge: $50

Analysis:

1. Base Fare: $600
2. Taxes:
    - Airport Tax: $75
    - Security Tax: $20
3. Surcharges:
    - Fuel Surcharge: $50

Total Fare Calculation:

- Total Taxes: $75 (Airport Tax) + $20 (Security Tax) = $95
- Total Surcharges: $50
- Total Fare: $600 (Base Fare) + $95 (Taxes) + $50 (Surcharges) = $745

Explanation: The one-way fare includes the base fare plus applicable taxes and surcharges. The final price of $745 reflects the additional costs associated with the flight.

**Working Procedure:**

1. Identify and define each fare type (one-way, round trip, circle trip, combination fare).
2. Gather information on how each fare type is structured and its purpose.
3. Identify the common taxes and surcharges applied to different fare types.
4. Determine how each tax or surcharge affects the total fare.
5. Apply the knowledge of fare types, taxes, and surcharges to real-world scenarios.
6. Document the process and outcomes for each case study.
7. Compile findings into a detailed report.
8. Include examples, calculations, and explanations.

## Specification Sheet-4.1: Shown One Way Fare ticketing

**Necessary Tools**

| Sl. No | Name of Tools | Specification | Unit | Quantity |
|---|---|---|---|---|
| 1. | Computer | With data analysis software | PC | 1 |
| 2. | GDS Version | Sabre –GDS System | pc | 1 |
| 3. | Data Analysis Software | E.g., Excel, Tableau, etc. | PC | 1 |
| 4. | 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 |

# Review of Competency

Below is your self-assessment rating for module OU-TH-RT-05-L2-V1 - Interpret Fare Construction

| **Assessment performance Criteria** | **Yes** | **No** |
|---|---|---|
| 1. Explained Passenger Air Tariff (PAT) | ☐ | ☐ |
| 2. Identified fare basis | ☐ | ☐ |
| 3. Dentified the Fare | ☐ | ☐ |
| 4. Identified Cabin Classes of Airlines service | ☐ | ☐ |
| 5. Identified the types of fare | ☐ | ☐ |
| 6. Idntified the Fare rules | ☐ | ☐ |
| 7. Explained the fare rules based on different types of fare basis codes. | ☐ | ☐ |
| 8. Identified the type of Journey | ☐ | ☐ |
| 9. Explained the Components of fare | ☐ | ☐ |
| 10. Explained the One-way fare | ☐ | ☐ |
| 11.Explained the Round trip fare | ☐ | ☐ |
| 12. Identified Circle trip and Combination fare | ☐ | ☐ |
| 13. Explained the Child and Infant fare as per regulation | ☐ | ☐ |
| 14. Identified Taxes and surcharges as per requirement | ☐ | ☐ |

I now feel ready to undertake my formal competency assessment.

Signed:
Date:

# Development of CBLM

The Competency based Learning Material (CBLM) of 'Interpreting Fare Construction' (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.

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