Paper 03: Aviation Industry: Ticketing & Frontier Formalities

Module 33: Airline Ticketing based flight itineraries: One Way Flights, Return Flights, Circle Flights, Intra Continental Flights, Intercontinental Flights, etc.
ITEMS | DESCRIPTION OF MODULE
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Subject Name | Tourism and Hospitality
Paper Name | Aviation Industry, Ticketing and Frontier Formalities
Module Title | Airlines Ticketing Base Flight Itineraries One Way Flights Return Flights Circle Flights Intra Continental Flights Intercontinental Flights etc.
Module Id | Module No-33
Pre- Requisites | Basic knowledge about Geography and Itinerary Making
Objectives | To understand the various kinds of journeys and how they affect the fares
Keywords | Flight journeys, Global Indicators, Fares

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1. **LEARNING OUTCOME**

After completion of this module, students you will be able to:

- Know what is an itinerary
- What are different flight based itineraries
- Will be able to differentiate and define different itineraries
- Will be able to design the most convenient routing based itineraries.

2. **INTRODUCTION**

The fare construction ladder or the formula will be heavily being dependent on the kind of journey that a traveler is travelling. One of the major tasks of a travel executive is to recognize the kind of travel/journey and then align and match the fare. Accordingly the fare construction formula will be developed depending on the formula developed based on the places of sale and the issue of ticket.

When a travel executive follows this type of fare construction it is known as “JOURNEY CONCEPT”. The other kind is the “PRICING UNIT CONCEPT”. In this concept the journey is calculated as a single pricing entity or often an amalgam of pricing units. In this the lowest fare is charged from the customer whether be it the single unit price fare or the sum of amalgam of pricing units.

Thus it is important to understand the kind of journeys so that accordingly pricing could be done and meaning or the terminology is clear to the professional.

3. **SOME IMPORTANT TERMINOLOGY**

**ITINERARY** An itinerary is the journey that a particular pax is booked for. In a passenger itinerary there may be one air segment or may be more air segment. These segments are also called as leg of the journey.

- **ROUTING** is the logical sequence of point-to-point destinations, which includes the airlines, used, the class in which passenger is served and the cities or destinations.
- Example Mumbai –New Delhi AA-F
- **JOURNEY**: A journey will include the whole routing which is included on a particular ticket or it may be even a series of conjunction tickets and will always have the following ticketed points:

  - **ORIGIN** – It is the place or the point from where the passenger starts his journey. It is the first point or to be precise the first ticketed point in a routing. It is included as a fare construction point and is included in the country of commencement of travel (COC).
  
  - **DESTINATION**: The final stopping place where the passengers end his/her journey and this is also a terminal point in the routing is considered as a fare construction point or a fare break point.

  - **INTERMEDIATE POINTS** the points falling in between the origin and destination or may be called as via points or transfer points are intermediate points. It may be divided into two again

  - **INTERMEDIATE STOPOVER POINT**: in this the passengers take a break and his next connection is after twenty four hours of his/her arrival. The stopover is intentional and is indicated on the ticket.

  - **INTERMEDIATE NOS STOPOVER POINT**: in this the passenger takes a break and his next connection is within the twenty-four hour time frame of his arrival. It is also called as transfer connection or connecting point.

  - **NOTE**: There is a difference between the transfer point and transit point; transfer points will always involve a change of plane whereas transit point will not always involve a change of plane.

  - **FARE COMPONENT**: it is the part of the itinerary that falls between the two consecutive fare construction points. A single journey may be of one fare component or may have multi fare component.

  - **PRICING UNIT**: A part of a journey or a complete journey in itself which is priced as an individual entity i.e. it can be ticketed in a separate manner.

  - **SECTORS**: It is a part of a journey which will include legs or segments and will have pair of points.

  - **UNIT DESTINATION**: In a pricing unit where the journey finally stops is known as unit destination.

  - **UNIT ORIGIN**: In a pricing unit where the journey initially starts is known as unit origin.
• NOTE: When we count total numbers of transfers in a journey we count all the intermediate points, which will include the stopovers too.
• SURFACE It is that part of the journey that has not been travelled by airways.
• OFFLINE SERVICE This will include segments covered by different carriers.
• ONLINE SERVICES this will include segments covered by the same airlines throughout.
• INTERLINE SERVICES In a local parlance it is a cooperation relationship shared by two different carriers. The airlines accept ticket between each other.
• LOCAL FARE this means the fare is only for one-line transportation.
• JOINT FARE this means that the fare is valid for offline and interlines transport too.
• CONNECTION to connect a passenger an aircraft is changed at any of the intermediate points between the point of origin and point of destination. There is a time restraint too it should depart within four hours of arrival of flight.
• STOPOVER It is an intentional break in the journey in agreement with the carrier at a point lying between origin and destination for more than twenty four hours.
• ARNK is a short form for Arrival Unknown or VOID this means that no air segment has been provided on this particular segment.

4 TYPES OF ITINERARIES

These can be

A. One Way Trips
B. Round Trips or Return Journeys
C. Circle Trips
D. Round The World Trips
E. Open Jaw Trips

A. One Way Trips It is a journey undertaken by a traveler which is in the eyes of fare construction specialist does not qualify for a complete round trip or a circle trip completed by air. This is for one direction only. It fits the needs of
the traveler who do not require a return flight or for travelers who lack a firm return date schedule. Generally when such people travel they have to buy a second ticket for their return sector. Example CCU DEL UK-F

B. Round Trip OR Return Journeys it is a journey from a point to another point that is return is to the point of origin but follows the same route. In other words it is travel between a point of origin to a point of destination and again return to the point of origin. In this there will be two things an outbound component that is from origin to destination and an inbound component that is an inbound component. The route may differ between the outbound and inbound sector but same one way fare should be applicable to both inbound and outbound portion. Round trip tickets give permission to the traveler to travel to their destination and back. These travels have their schedules fixed up for return too. Example DEL MAA 9W-F DEL 9W-F

C. Circle Trip It is journey, which will satisfy the condition of returning to the point of departure but will not retrace its route. This will be other than round trips which will be undertaken from one point and return to the same point where journey will be continuous and circuitous air route. This may include round the world journeys too. It can involve multi cities and finally return to the origin point wherein all the transportation is done by commercial airlines. Example DEL CCU SG-F BOM SG-F DEL SG-F

D. Round The World Trips These are a variety of circle trips only and apply to a continuous last bound or west bound travel starting from and returning to the same point via both east and the west. The fare construction is done same as that of a circle trip. This journey’s ticket allow you to buy a airlines ticket which allows you to fly around the world and the time duration provided is full one year. There can be three to twenty stops each generally at a different airport. It comes at a comparative lesser price. Now these air tickets are offered by airlines alliances Sky Team, Star Alliance and One World to name a few. In such a journey ticket there are few restrictions that have to be kept in
mind generally the origin and destination need to be situated within one geographic country. One crossing of the Atlantic and Pacific must take place. The number of stops should not be less than five and more than sixteen. Detouring between the continents is also prohibited especially when it comes to Europe and Asia.

E. Open Jaw This is basically a round trip or a circle trip but the difference will be that it has one segment which has not been covered by air travel. It can be a round trip journey where the point of arrival is different from the point of departure. It generally has a surface sector. Example DEL BOM MAA there is an open jaw between DEL and MAA. This can have further classification like origin open jaw, destination open jaw, turnaround open jaw etc.

INTRA CONTINENTAL FLIGHTS INTERCONTINENTAL FLIGHTS
INTRACONTINENTAL FLIGHTS are the flights, which complete their journeys within one continent. Example Delhi to Kathmandu
INTERCONTINENTAL FLIGHTS are flights that complete their journeys across the continents. Example Delhi to New York

5 GLOBAL INDICATORS GI
Global Indicators are also known as GI and are used to describe the direction of the journey or travel. The global indicators are important as the fares will not only differ by class of service, fare type but also where they are travelling from and are represented by GI or global indicators. To cite an example fare in an economy class or a Y class from Seattle to Fukuoka through the Atlantic will be higher and the passenger would save money if he/she decides to travel through the pacific. One needs to know the routing of the fare to make a correct fare.

There are twelve global indicators on which airlines can be used.
WESTERN HEMISPHERE This journey is within the AREA 1 or TC1. The fare components/sectors are totally situated within the Western Hemisphere. Example is Los Angeles to Las Vegas.

EASTERN HEMISPHERE This journey is within the area 2 and area 3 and is via eastern hemisphere (barring TS/RU/FE). This will be between area 2 or within area 3. It would be TC2 or TC3. Example of such a journey is Delhi Dubai London.

ATLANTIC JOURNEY is known, as TC12 that is journey is between the area 1, area 2 and area 3, which is passing through the Atlantic except the south Atlantic.

PACIFIC JOURNEY -The journey or the fare components are lying between area 1 and area 3 and the crossing or travel is via the Pacific Ocean barring the North Pacific. Example of such a journey is Los Angeles Melbourne Delhi

NORTH PACIFIC PN This journey only crosses the pacific. The journey will be between Area 1 to Area 3 or between Area 3 to Area 1 and travel will be to or from South America via North America.

SOUTH ATLANTIC SA TC123 the journey is between Argentina, Brazil, Chile, Paraguay, Uruguay, South East Asia via the Atlantic and only via point in Central Africa southern Africa, Indian Ocean, Ireland or via direct services. Example of a journey is Buenos Aires Cape Town Jakarta

ATLANTIC PACIFIC AP This journey involves crossing between the Atlantic and Pacific both. The journey is between the area 2 and the area 3 or area 3 and area 2 via the area 1. The example is Frankfurt, New York, Los Angeles, Melbourne, Hong Kong, and Delhi.

RUSSIAN FEDERATION or RU The fare components or sectors lie between Russia (Europe) and Area 3 where condition is the nonstop services between Russia (Europe) and Japan, Korea and not through another country in the European continent.

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

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

6. FARES

All these exercise of global indicators and type of journeys lead to the finally calculation of fare and fare is dependent on these.

NORMAL FARES These fares have flexibility in them. The restrictions with regards to routes, stopover, and advance purchase and even refund restrictions are missing. The routings can be changed and may be bought for one way or a return trip journey. The validity of such fares is for one year duration. The fare basis mentions the class of the service too. Example YOW stands for a one way fare and YRT specifies Return Fare in an economy class.

POINT TO POINT FARE these appear in almost all the classes and permit the pax to travel from a point to another point. The advance purchase requirement also does not exist and even refunds are permitted. The route is generally of direct flights and sometimes even connecting flights are offered with a condition that stopovers are not permitted. It could be sold on a one way or round basis. They are also valid for one year barring the seasonal clause.

EXCURSION FARES The excursion fares are dependent on the passenger’s stay at the destination as these are governed by the minimum and maximum requirements. These are available all the year round and are return fares only. They are flexible when it comes to routing and even with the stopovers. Refunds are also permitted. The fare basis here mentions the stay in terms of day or months.
APEX FARES These are advance purchase excursion fares and will levy a penalty if
date changes are done. Refund is also highly restricted in these kinds of fares. Stopovers are not permitted and only direct flights are promoted. They are sold as return fares and have minimum and maximum stay clause in them.

PEX and SUPER PEX FARES PEX stand for Public Excursion fares and have restrictions equal to the apex fares. PEX fares differ from APEX as they can be purchased anytime. In this too stopovers are not permitted and direct flights are promoted.

6.1 INTERPRETING FARE BASIS CODE Fare basis or Fare Basis Code can be alphabetic or alpha-numeric code used in an airlines parlance to recognize a fare type which helps the business partners of airlines like travel agents and airlines staff themselves to consult the rules that govern these fares.

The following categories make up a fare basis code or fare basis together.
Class Code: The FB starts with the class code. This tells about the class of service example P-Premium class; F will stand for First Class Premium; F stands for First Class, A stands for First Class Discounted; J stands for Business Class Premium; C stands for Business Class; D stands for Business Class discounted; W stands for Economy class Premium; S & Y Economy Class; B/Q/H/T/K/V/L/M/N stands for Economy Class.

There may be Seasonal Codes. Examples are H stands for High or Peak Season; L stands for Low or Basic Season; K stands for High Shoulder Season; O stands for Mid Shoulder Season; J stands for Low Shoulder Season.

Days of the week may be mentioned where 1 stands for Monday and 7 stand for Sunday. W may stand for weekend travels and M may stand for Mid-week travel.

Passenger and Fare Type Code may exist. AP stands for Advance Purchase Fare; AB stands for Advance Purchase Fare (Lower Level); AN stands for Non Refundable Advance Purchase Fare; PX stands for Non Refundable Advance Purchase Fare; PX stands for PEX fare; SX stands for Super PEX fare; EE stands for Excursion Fare; BB stands for Budget Fare; BD stands for Budget Fare Discounted; SS stands for Super Saver Fare; UU stand for Standby Fare; OW stands for One Way Excursion Fare; OW stands for One Way Fare; RT stands for Round Trip fares; CH stands for Accompanied Child Fare; IN stands for Infant fare; CD stands for Senior Citizen.
fares; SC stands for Ship Crew Fare; ZZ stands for Youth Fare; SH stands for Spouse Fare etc.

On a flight it is possible that every passenger who is travelling has paid a different kind of fare for his journey.

Special Fares are offered and they can be Excursion Fares and these have least restrictions; Purchase Excursion fares are intermediate fares; Advance Purchase Fares are the lowest fares with a lot of restrictions; Late Booking Fares are the fares, which are last minute bookings.

7. SUMMARY

Thus we see fares are a science and are constructed by step to step. They have many rules, regulations and procedures, which are to be kept in mind. The kind of travel, when and where he/she is travelling, what is the direction of the journey, where all the pax wants to stop, how many days minimum or maximum a passenger wants to spend, does passenger has an intention of changing dates, is passenger travelling alone or in group, does the passenger is looking for basic services or luxury, is the passenger booking in advance or is it a last minute purchase, does the passenger has an accompanying infant and whether the infant needs a seat or not; which season is the passenger travelling in, what kind of an airlines has he/she opted for are questions which need to be kept in mind of a travel executive to come up with a comprehensive air travel itinerary.