

GLOBAL INDICATOR

GLOBAL INDICATOR

001. WHAT DO YOU MEAN BY GLOBAL INDICATOR?

After identifying the "Type of Journey" for any itinerary, the next thing which we have to determine is the "Global Indicator."

In "Global Indicator" we identify the route which our passenger is taking.

002. HOW MANY GLOBAL INDICATORS ARE THERE?

There are ten different routes to travel in the world.

003. WHY ONE HAS TO FIND OUT "GLOBAL INDICATOR" FOR ANY ITINERARY?

Which route our passenger is taking for the itinerary that we have to identify because fares are listed by "Global Indicator" code wise.

There may be a possibility that you may have more than one fare available for any itinerary.

Example:

#

BANGKOK (BKK)

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI	MPM
TO MOSCOW (MOW)					EH	7572
					FE	5258
					TS	9038
					AP	15212
Y Economy Class	63175	1327.26	One - way Fares	Y146	EH	
Y Economy Class	120515	2641.09	Return Fares	Y146	EH	
Y Economy Class	42950	863.85	One - way Fares	Y146	FE	
Y Economy Class	81900	1756.31	Return Fares	Y146	FE	
Y Economy Class	75235	1603.59	One - way Fares	Y146	TS	
Y Economy Class	143405	3165.57	Return Fares	Y146	TS	
Y Economy Class	117605	2574.41	One - way Fares	Y146	AP	
Y Economy Class	224115	5014.75	Return Fares	Y146	AP	
C Business Class	80745	1696.62	One - way Fares	Y146	EH	
C Business Class	136940	2877.45	Return Fares	Y146	EH	
C Business Class	52360	1100.21	One - way Fares	Y146	FE	
C Business Class	94835	1992.67	Return Fares	Y146	FE	
C Business Class	87565	1839.95	One - way Fares	Y146	TS	
C Business Class	161895	3401.93	Return Fares	Y146	TS	
C Business Class	133765	2810.77	One - way Fares	Y146	AP	
C Business Class	249900	5251.11	Return Fares	Y146	AP	
F First Class	85935	1805.73	One - way Fares	Y146	EH	
F First Class	148460	3119.56	Return Fares	Y146	EH	
F First Class	63885	1342.32	One - way Fares	Y146	FE	
F First Class	106355	2234.78	Return Fares	Y146	FE	
F First Class	99085	2082.06	One - way Fares	Y146	TS	
F First Class	173420	3644.04	Return Fares	Y146	TS	
F First Class	145285	3052.88	One - way Fares	Y146	AP	
F First Class	261425	5493.22	Return Fares	Y146	AP	

#

004. WHAT MUST ONE KEEP IN MIND, WHILE FINDING OUT THE CORRECT GLOBAL INDICATOR FOR ANY ITINERARY?

- # To establish the correct "Global Indicator" for the routing, consider:-
- # Fare component origin
- # Fare component destination
- # Fare component via points

005. HOW GLOBAL INDICATOR IS ESTABLISHED?

All "Global Indicator" is established fare component-wise. That means it may be possible for Return Journey you may have different "Global Indicator" for Outbound and Inbound.

JOURNEY WITHIN AREA – 1

006. IF THE JOURNEY IS WITHIN "AREA - 1" THEN, WHICH TYPE OF GLOBAL INDICATOR IS USED?

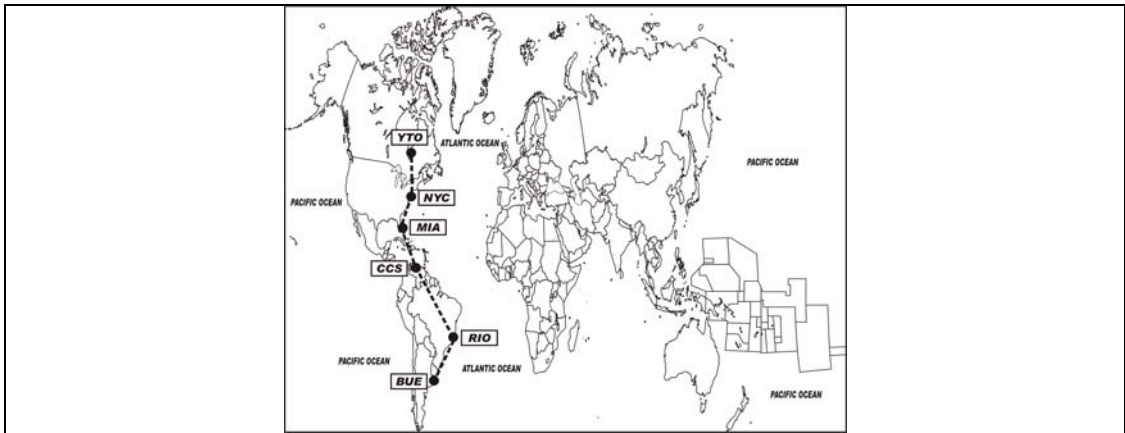
When the journey is within Area - 1, only one "Global Indicator" is applicable that is Western Hemisphere (WH).

007. WHEN "WESTERN HEMISPHERE (WH)" GLOBAL INDICATOR IS USED?

Journey within Area 1.

008. EXAMPLE

Example: TORONTO (Code - YTO / State - Ontario / Country - Canada / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - NEW YORK (Code - NYC / State - New York / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - MIAMI (Code - MIA / State - Florida / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - CARACAS (Code - CCS / State - X-----X / Country - Venezuela / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - Mid Atlantic / Area - 1) - RIO DE JANEIRO (Code - RIO / State - X-----X / Country - Brazil / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - South Atlantic / Area - 1) - BUENOS AIRES (Code - BUE / State - X-----X / Country - Argentina / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - South Atlantic / Area - 1)



JOURNEY BETWEEN AREA - 2 & 3

009. IF THE JOURNEY IS BETWEEN "AREA - 2 & 3", THEN WHICH GLOBAL INDICATORS WILL BE USED?

When the journey is between area 2 & 3, four Global Indicators are applicable such as:-

Eastern Hemisphere (EH)

Trans Siberia (TS)

Far East Route (FE)

Russian Route (RU)

When any itinerary is not satisfying the conditions of "TS" + "FE" + "RU" in that case that itinerary will always be "EH."

010. WHEN "EASTERN HEMISPHERE (EH)" GLOBAL INDICATOR IS USED?

When Journey is:

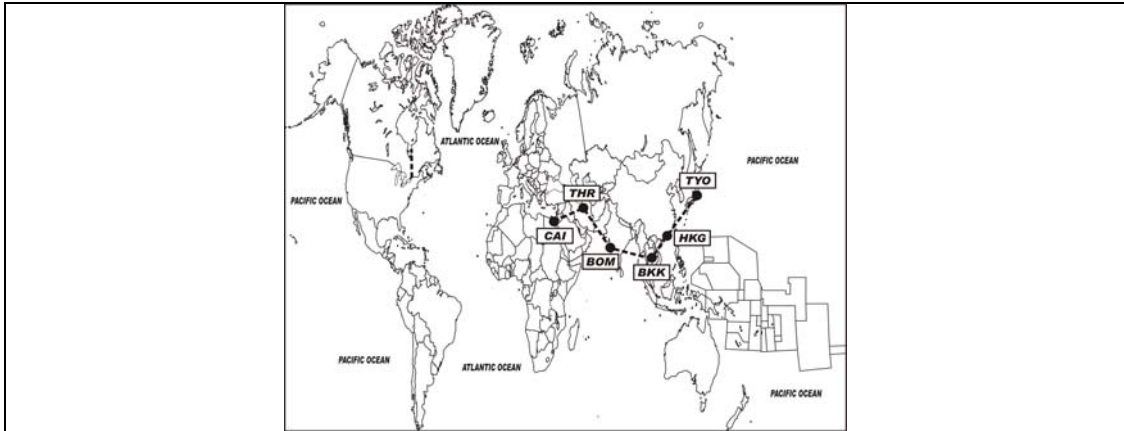
Journey within Area 2

Journey within Area 3

Journey between Area 2 & 3

011. EXAMPLE

Example: CAIRO (Code - CAI / State - X-----X / Country - Egypt / Continent - Africa / Sub Groups - X-----X / Region - X-----X / Sub Area - Middle East / Area - 2) - TEHRAN (Code - THR / State - X-----X / Country - Iran / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Middle East / Area - 2) - MUMBAI (Code - BOM / State - Maharashtra / Country - India / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South Asian Sub Continent / Area - 3) - BANGKOK (Code - BKK / State - X-----X / Country - Thailand / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - HONG KONG (Code - HKG / State - X-----X / Country - Hong Kong / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - TOKYO (Code - TYO / State - X-----X / Country - Japan / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Japan & Korea / Area - 3)

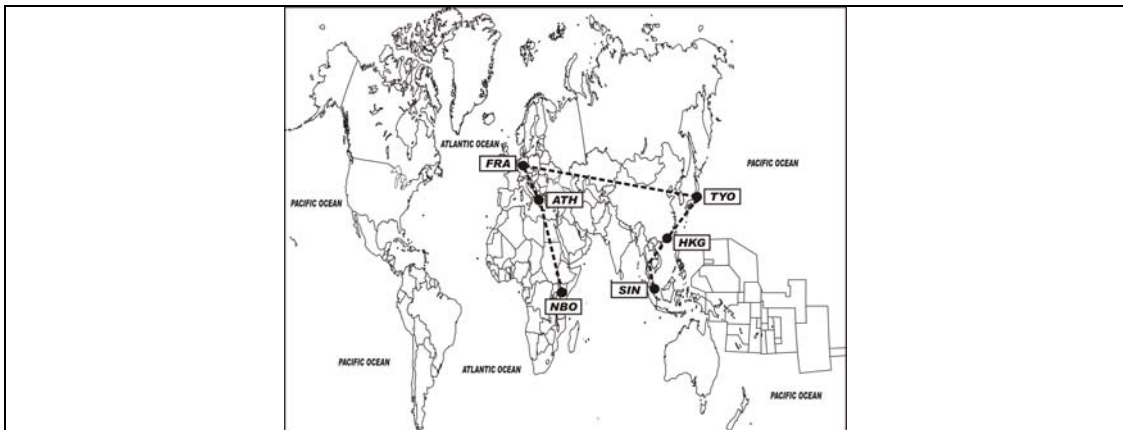


012. WHEN "TRANS SIBERIA (TS)" GLOBAL INDICATOR IS USED?

- # The journey between area 2 & 3 with non-stop sector between Europe and Japan / Korea.
- # For "TS" "Global Indicator," the itinerary has to satisfied two conditions:-
- # Journey should be between Area 2 & 3
- # In that journey, you should not have stop sector between Europe and Japan / Korea.

013. EXAMPLE

Example: NAIROBI (Code - NBO / State - X-----X / Country - Kenya / Continent - Africa / Sub Groups - X-----X / Region - Eastern Africa / Sub Area - Africa / Area - 2) - ATHENS (Code - ATH / State - X-----X / Country - Greece / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - FRANKFURT (Code - FRA / State - X-----X / Country - Germany / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - TOKYO (Code - TYO / State - X-----X / Country - Japan / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Japan & Korea / Area - 3) - HONG KONG (Code - HKG / State - X-----X / Country - Hong Kong / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - SINGAPORE (Code - SIN / State - X-----X / Country - Singapore / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3)



014. WHEN "FAR EAST ROUTE (FE)" GLOBAL INDICATOR IS USED?

- # The journey between Russia in Europe (Kiev / Moscow / St. Petersburg) and area 3 without non-stop sector between "Japan / Korea."
- # For "FE" global indicator, the itinerary has to satisfied three conditions:-
- # The journey should start or end from "Kiev / Moscow / St. Petersburg."
- # Rest of all points should be in Area 3
- # And very next point / previous point should not be in "Japan / Korea."

015.

EXAMPLE

Example: **MOSCOW** (Code - MOW / State - X-----X / Country - Russia (West Part) / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - **DELHI** (Code - DEL / State - Delhi / Country - India / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South Asian Sub Continent / Area - 3) - **BANGKOK** (Code - BKK / State - X-----X / Country - Thailand / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - **SINGAPORE** (Code - SIN / State - X-----X / Country - Singapore / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - **SYDNEY** (Code - SYD / State - New South Wales / Country - Australia / Continent - Australia & The Pacific / Sub Groups - X-----X / Region - X-----X / Sub Area - South West Pacific / Area - 3) - **AUCKLAND** (Code - AKL / State - X-----X / Country - New Zealand / Continent - Australia & The Pacific / Sub Groups - X-----X / Region - X-----X / Sub Area - South West Pacific / Area - 3)



016.

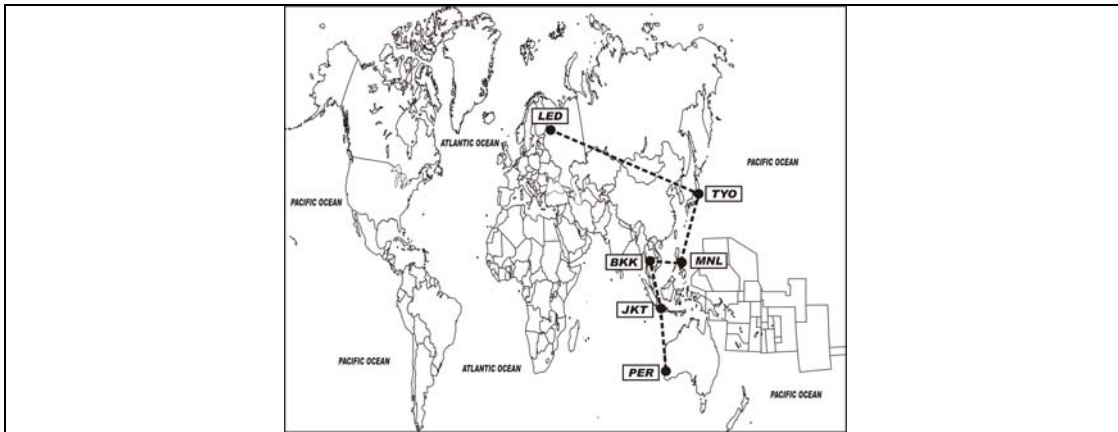
WHEN "RUSSIAN ROUTE (RU)" GLOBAL INDICATOR IS USED?

- # The journey between Russia in Europe (Moscow / St. Petersburg) and area 3 with non-stop sector between "Japan / Korea."
- # For "RU" global indicator, the itinerary has to satisfied three conditions:-
- # The journey should start or end from "Moscow or St. Petersburg."
- # Rest of all points should be in Area 3
- # And very next point / previous point should be in "Japan / Korea."

017.

EXAMPLE

Example: **PERTH** (Code - PER / State - Western Australia / Country - Australia / Continent - Australia & The Pacific / Sub Groups - X-----X / Region - X-----X / Sub Area - South West Pacific / Area - 3) - **JAKARTA** (Code - JKT / State - X-----X / Country - Indonesia / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - **BANGKOK** (Code - BKK / State - X-----X / Country - Thailand / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - **MANILA** (Code - MNL / State - X-----X / Country - Philippine / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - **TOKYO** (Code - TYO / State - X-----X / Country - Japan / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Japan & Korea / Area - 3) - **ST. PETERSBURG** (Code - LED / State - X-----X / Country - Russia (West Part) / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2)



JOURNEY VIA ATLANTIC OCEAN

018. IN ANY JOURNEY IF THE ATLANTIC OCEAN IS CROSS, THEN WHICH GLOBAL INDICATORS WILL BE USED?

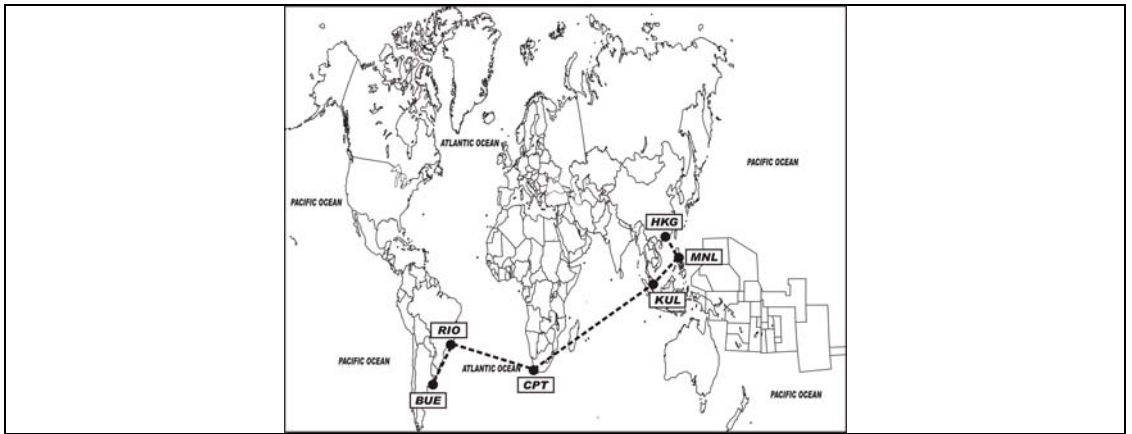
- # When the journey is via the Atlantic Ocean, two "Global Indicator" is involved:-
- # South Atlantic (SA)
- # Trans Atlantic (AT)
- # When any itinerary is not satisfying the conditions of "SA" in that case, that itinerary will always be "AT."

019. WHEN "SOUTH ATLANTIC (SA)" GLOBAL INDICATOR IS USED?

- # The journey between South Atlantic (Sub Area) and South East Asia (Sub Area) via Atlantic but via points should not be in area 2 other than Central Africa, Southern Africa, and Indian Ocean Islands.
- # The journey can be direct flight between South Atlantic (Sub Area) & South East Asia (Sub Area) without taking via points in Central Africa, Southern Africa, and Indian Ocean Islands.
- # If passenger wanted to take any via point in Area 2, he is allowed to take that via point in Central Africa, Southern Africa, and Indian Ocean Islands.

020. EXAMPLE

Example: BUENOS AIRES (Code - BUE / State - X-----X / Country - Argentina / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - South Atlantic / Area - 1) - RIO DE JANEIRO (Code - RIO / State - X-----X / Country - Brazil / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - South Atlantic / Area - 1) - CAPE TOWN (Code - CPT / State - X-----X / Country - South Africa / Continent - Africa / Sub Groups - X-----X / Region - Southern Africa / Sub Area - Africa / Area - 2) - KUALA LUMPUR (Code - KUL / State - X-----X / Country - Malaysia / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - MANILA (Code - MNL / State - X-----X / Country - Phillipine / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - HONG KONG (Code - HKG / State - X-----X / Country - Hong Kong / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3)



021. WHEN "TRANSATLANTIC (AT)" GLOBAL INDICATOR IS USED?

Journey via the Atlantic Ocean includes:-

Between Area - 1 + 2

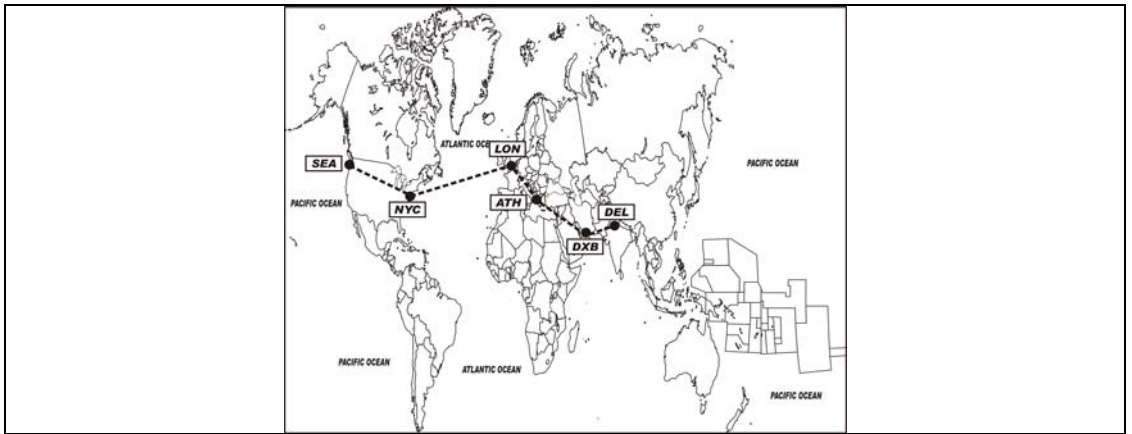
Between Area - 2 + 1

Between Area - 1 + 2 + 3

Between Area - 3 + 2 + 1

022. EXAMPLE

Example: SEATTLE (Code - SEA / State - Washington / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - NEW YORK (Code - NYC / State - New York / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - LONDON (Code - LON / State - X-----X / Country - United Kingdom / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - ATHENS (Code - ATH / State - X-----X / Country - Greece / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - DUBAI (Code - DXB / State - X-----X / Country - United Arab Emirates / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Middle East / Area - 2) - DELHI (Code - DEL / State - Delhi / Country - India / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South Asian Sub Continent / Area - 3)



JOURNEY VIA PACIFIC OCEAN

023. IN ANY JOURNEY IF THE PACIFIC OCEAN IS CROSS, THEN WHICH GLOBAL INDICATORS WILL BE USED?

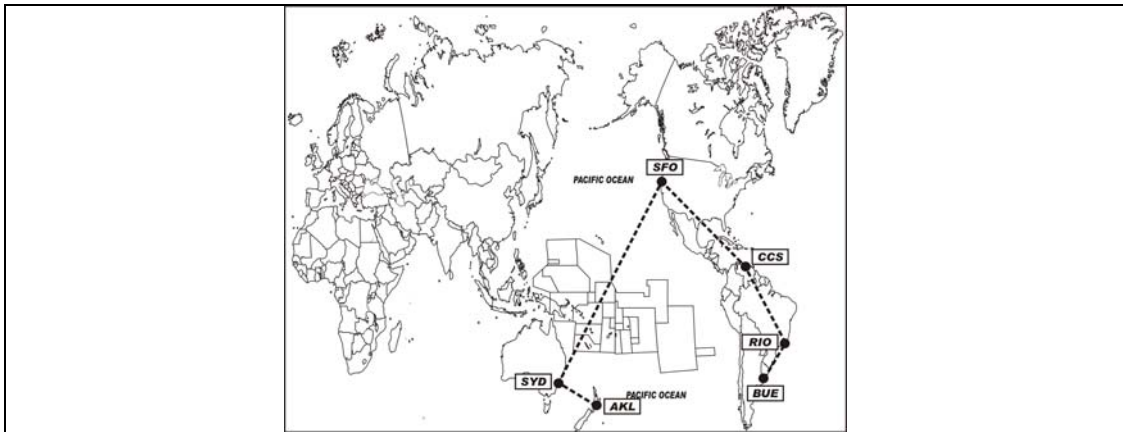
- # When the journey is via the Pacific Ocean, two "Global Indicator" is involved:-
- # North Pacific (PN)
- # Trans Pacific (PA)
- # When any itinerary is not satisfying the conditions of "PN" in that case, that itinerary will always be "PA."

024. WHEN "NORTH PACIFIC (PN)" GLOBAL INDICATOR IS USED?

- # The journey should be between South West Pacific (Sub Area) and South America (Continent) via North America (Continent) (Canada / USA / Mexico).
- # There should be a direct flight between South West Pacific (Sub Area) and North America (Continent).

025. EXAMPLE

Example: AUCKLAND (Code - AKL / State - X-----X / Country - New Zealand / Continent - Australia & The Pacific / Sub Groups - X-----X / Region - X-----X / Sub Area - South West Pacific / Area - 3) - SYDNEY (Code - SYD / State - New South Wales / Country - Australia / Continent - Australia & The Pacific / Sub Groups - X-----X / Region - X-----X / Sub Area - South West Pacific / Area - 3) - SAN FRANCISCO (Code - SFO / State - California / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - CARACAS (Code - CCS / State - X-----X / Country - Venezuela / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - Mid Atlantic / Area - 1) - RIO DE JANEIRO (Code - RIO / State - X-----X / Country - Brazil / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - South Atlantic / Area - 1) - BUENOS AIRES (Code - BUE / State - X-----X / Country - Argentina / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - South Atlantic / Area - 1)

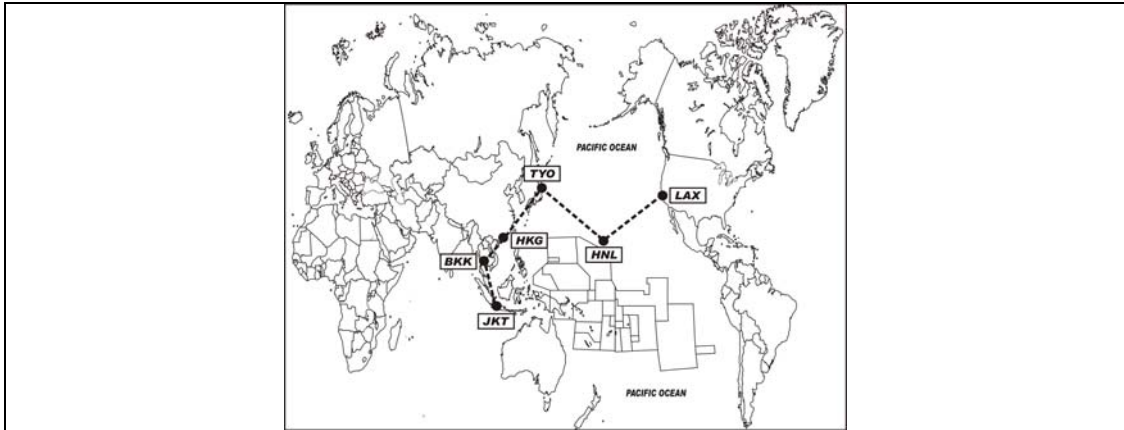


026. WHEN "TRANSPACIFIC (PA)" GLOBAL INDICATOR IS USED?

- # Journey via the Pacific Ocean includes:-
- # Between Area - 1 + 3
- # Between Area - 3 + 1

027. EXAMPLE

Example: LOS ANGELES (Code - LAX / State - California / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - HONOLULU (Code - HNL / State - Hawaii / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - TOKYO (Code - TYO / State - X-----X / Country - Japan / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Japan & Korea / Area - 3) - HONG KONG (Code - HKG / State - X-----X / Country - Hong Kong / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - BANGKOK (Code - BKK / State - X-----X / Country - Thailand / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - JAKARTA (Code - JKT / State - X-----X / Country - Indonesia / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3)



JOURNEY VIA BOTH ATLANTIC & PACIFIC OCEAN

028. IN ANY JOURNEY IF THE BOTH ATLANTIC & PACIFIC OCEANS ARE CROSS, THEN WHICH GLOBAL INDICATORS WILL BE USED?

When the journey is via both Atlantic & Pacific Ocean, in that case only one "Global Indicator" is involved that is Trans Atlantic & Pacific (AP)

029. WHEN "TRANSATLANTIC & PACIFIC (AP)" GLOBAL INDICATOR IS USED?

Journey via both the Atlantic and the Pacific Ocean includes:-

Between Area - 3 + 1 + 2

Between Area - 2 + 1 + 3

030. EXAMPLE

Example: BANGKOK (Code - BKK / State - X-----X / Country - Thailand / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - TOKYO (Code - TYO / State - X-----X / Country - Japan / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Japan & Korea / Area - 3) - SAN FRANCISCO (Code - SFO / State - California / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - NEW YORK (Code - NYC / State - New York / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - LONDON (Code - LON / State - X-----X / Country - United Kingdom / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - FRANKFURT (Code - FRA / State - X-----X / Country - Germany / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2)

