

## RETURN TRIP JOURNEY

### RETURN TRIP JOURNEY

001. RETURN TRIP JOURNEY FURTHER DIVIDED INTO HOW MANY PARTS?

# Return Trip Journey further divided into:

# Round Trip Journey (RT)

# Circle Trip Journey (CT)

# Round The World Journey (RTW)

002. IN RETURN TRIP JOURNEY, HOW THE FIRST AND LAST CITIES ARE?

# In these types of journey - the first and last cities are the same.

003. IN RETURN TRIP JOURNEY, WHAT WE HAVE TO FIND OUT THE FIRST?

# In "Return Trip Journey," first we have to find out the farthest point in the itinerary using the geographical knowledge.

004. AFTER IDENTIFYING THE FARTHEST POINT IN RETURN TRIP JOURNEY, INTO HOW MANY PARTS WE WILL DIVIDE THAT JOURNEY?

# After identifying the farthest point - divide that journey into two parts.

005. WHAT IS THE FIRST AND SECOND HALF PORTION OF THE ITINERARY CALLED AS, IN THE RETURN TRIP JOURNEY?

# The first-half portion of the itinerary we will call it as "Outbound" and second half portion of the itinerary we will call it as "Inbound".

006. HOW ARE THE "OUTBOUND / INBOUND" FARES CHARGED IN THE RETURN TRIP JOURNEY?

# Outbound fares always charge in "Actual Direction" of travel, but inbound fares always charge "Reverse Direction" of travel.

007. IN RETURN TRIP JOURNEY, WHICH FARES CONSIDERED?

# In Return Trip Journey always consider "1/2 RT" fares.


### ROUND TRIP JOURNEY (RT)

008. WHAT IS "ROUND TRIP JOURNEY" (RT)?

# A Round Trip Journey (RT) is travel from a point to another point and return to the original location.

009. HOW MANY FARE COMPONENTS "ROUND TRIP JOURNEY" (RT) HAS?

# It has only two fare components - Outbound Fare Component & Inbound Fare Component.

010.	HOW ARE THE "OUTBOUND / INBOUND" FARES CHARGED IN "ROUND TRIP JOURNEY" (RT)?
#	The outbound fare charged in the actual direction of travel but Inbound fare always charged in reverse direction of travel.
011.	HOW ARE THE "OUTBOUND / INBOUND" FARES IN "ROUND TRIP JOURNEY" (RT)?
#	Outbound fare is equal to Inbound fare.
012.	IN "ROUND TRIP JOURNEY" (RT) OUTBOUND FARES ARE EQUAL TO INBOUND FARES. WHAT ARE THE EXCEPTIONS, WHEN OUTBOUND FARES ARE NOT EQUAL TO INBOUND FARES, BUT STILL WE CALL THAT JOURNEY AS "ROUND TRIP JOURNEY" (RT)?
#	RT exceptions: the outbound fare amount may be different from the inbound fare amount caused by:
#	Carrier Variations
#	Seasonality Variations
#	Class Of Service Variations
#	Mid Week Or Weekend Variations
#	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) - BANGKOK (Code - BKK / State - X-----X / Country - Thailand / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3)#
#	
013.	CODE / FARE / DIRECTION / CHECK
#	<p>Code: RT</p> <p>Fare: ½ RT Fares</p> <p>Direction: Reverse Direction</p> <p>Check: X</p> <p style="text-align: right;">#</p>

**CIRCLE TRIP JOURNEY (CT)**

014. WHAT IS "CIRCLE TRIP JOURNEY" (CT)?

# A Circle Trip Journey (CT) is travel from a point to another point by a continuous, indirect air route and return to the original location.

015. IF WE ARE CONSIDERING NORMAL FARES FOR THE "CIRCLE TRIP JOURNEY" (CT), THAN HOW MANY FARE COMPONENTS IT CAN HAVE?

# Circle Trip Journey - for "Normal Fares" can have two or more international fare components.

016. IF WE ARE CONSIDERING SPECIAL FARES FOR THE "CIRCLE TRIP JOURNEY" (CT), THAN HOW MANY FARE COMPONENTS IT CAN HAVE?

# Circle Trip Journey - for "Special Fares" cannot have more than two international fare components.

017. HOW ARE THE "OUTBOUND / INBOUND" FARES CHARGED IN "CIRCLE TRIP JOURNEY" (CT)?

# The outbound fare charged in the actual direction of travel but the inbound fare always charged in reverse direction of travel.

018. HOW ARE THE "OUTBOUND / INBOUND" FARES IN "CIRCLE TRIP JOURNEY" (CT)?

# Outbound fare is not equal to Inbound fare.

019. WHAT ARE THE "CIRCLE TRIP JOURNEY" (CT) EXCEPTIONS?

# When you are traveling between the USA and Canada or within Scandinavia, in that case, inbound fares should also be charged in an actual direction, instead of charging in reverse direction.

# EXAMPLE: #

# ASUNCION (Code - ASU / State - X-----X / Country - Paraguay / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - South Atlantic / Area - 1) - TRIPOLI (Code - TIP / State - X-----X / Country - Libya / Continent - Africa / Sub Groups - X-----X / Region - Libya / Sub Area - Africa / Area - 2) - NIAMEY (Code - NIM / State - X-----X / Country - Niger / Continent - Africa / Sub Groups - X-----X / Region - Western Africa / Sub Area - Africa / Area - 2) - CAIRO (Code - CAI / State - X-----X / Country - Egypt / Continent - Africa / Sub Groups - X-----X / Region - X-----X / Sub Area - Middle East / Area - 2) - N'djamena (Code - NDJ / State - X-----X / Country - Chad / Continent - Africa / Sub Groups - X-----X / Region - Western Africa / Sub Area - Africa / Area - 2) - ASUNCION (Code - ASU / State - X-----X / Country - Paraguay / Continent - South America / Sub Groups - X-----X / Region - X-----X / Sub Area - South Atlantic / Area - 1) #



020. CODE / FARE / DIRECTION / CHECK

Code: CT  
 Fare: ½ RT fares  
 Direction: Reverse Direction  
 Check: CTM – Circle Trip Minimum Check

#

### ROUND THE WORLD JOURNEY (RTW)

021. WHAT IS "ROUND THE WORLD JOURNEY" (RTW)?

#

A Round The World Journey (RTW): when the passenger is crossing both the Atlantic & Pacific Ocean and coming back to the point of origin.

022. HOW MANY FARE COMPONENTS "ROUND THE WORLD JOURNEY" (RTW) HAS?

#

Can have two or more fare components.

023. HOW THE OUTBOUND / INBOUND GLOBAL INDICATORS ARE IN "ROUND THE WORLD JOURNEY" (RTW)?

#

Outbound global indicators are different from inbound global indicators.

024. HOW ARE THE "OUTBOUND / INBOUND" FARES CHARGED IN "ROUND THE WORLD JOURNEY" (RTW)?

#

The outbound fare charged in the actual direction of travel, but the inbound fare always charged in reverse direction of travel.

025. HOW ARE THE "OUTBOUND / INBOUND" FARES IN "ROUND THE WORLD JOURNEY" (RTW)?

#

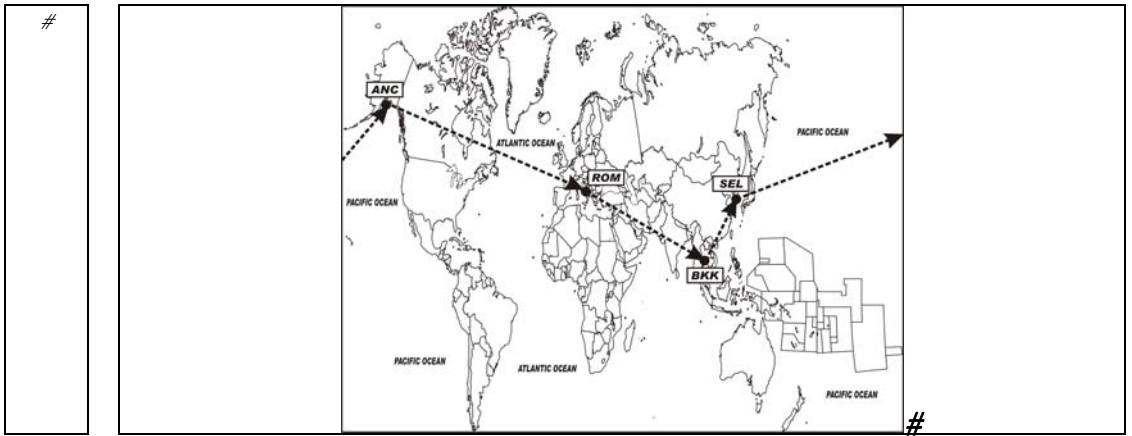
Outbound fare is not equal to Inbound fare.

#

EXAMPLE: #

#

**ANCHORAGE** (Code - ANC / State - Alaska / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - **ROME** (Code - ROM / State - X-----X / Country - Italy / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - **BANGKOK** (Code - BKK / State - X-----X / Country - Thailand / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - South East Asia / Area - 3) - **SEOUL** (Code - SEL / State - X-----X / Country - Korea Republic Of / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Japan & Korea / Area - 3) - **ANCHORAGE** (Code - ANC / State - Alaska / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) #



026. CODE / FARE / DIRECTION / CHECK

#

Code: RTW  
 Fare: ½ Rt Fares  
 Direction: Reverse Direction  
 Check: RWM – Round The World Minimum Check

#

**WHEN TO CALCULATE – CIRCLE TRIP JOURNEY (CT)**

027. WHEN WILL WE CALCULATE THE “CIRCLE TRIP JOURNEY” (CT)?

# If each fare component is no longer a point to point routing or a Specified Routing

**SELECTING A FARE BREAKPOINT**

028. WHICH POINT WE HAVE TO SELECT, WHILE SELECTING A FARE BREAK POINT FOR THE “CIRCLE TRIP JOURNEY” (CT)?

# Select the point which is the farthest from the origin or the point which has the highest MPM.

029. WHERE CAN WE BREAK THE “CIRCLE TRIP JOURNEY” (CT)?

# You can break the journey at a stopover or a connecting point.

# Sometimes any other via point may produce a more favorable fare, for that - use this following formula.

# **EXAMPLE#**

#

		Formula			
		OUTBOUND TPM	INBOUND TPM	OUTBOUND SURCHARGE	INBOUND SURCHARGE
	DRW				
	NBO				
7189	AMS	12792	12714	5	5
5603	CPH	13185	12321	10	0
393	LON	13779	11727	15	0
594	XJNB				
4246	DRW				
7481					

FARE & MPM FROM DRW TO AMS + CPH + LON			
		MPM	Y ½ RT
DRW	AMS	12186	2427.82
	CPH	12421	2704.55
	LON	12345	2551.24
FINAL FARE IF WE BREAK THE JOURNEY AT - AMS / CPH / LON			
	AMS	CPH	LON
	2549.21	2975.00	3110.23
	2839.77	2704.55	2551.24
	5388.95	5679.55	5661.47

#

**HOW TO CALCULATE - CIRCLE TRIP JOURNEY (CT)**

030. WHEN WE HAVE TO USE "MILEAGE SYSTEM" FOR THE "CIRCLE TRIP JOURNEY" (CT)?

# If each fare component is not a "Point to Point Journey" or "Specified Routing," apply the "Mileage System" on each fare component.

031. HOW ARE THE RETURN FARES (RT FARES) USED FOR "CIRCLE TRIP JOURNEY" (CT)?

# Divide the published RT fare by two to get the ½RT fare for each fare component.

032. IF THERE IS NO PUBLISHED "RT FARES" ARE GIVEN, THAN WHICH FARE WE CAN CONSIDER FOR THE "CIRCLE TRIP JOURNEY" (CT)?

# If there is no published RT, use the OW as the half RT fare.

033. HOW ARE THE "OUTBOUND / INBOUND" FARES CHARGED IN "CIRCLE TRIP JOURNEY" (CT)?

# For "outbound" fare component charge the fare in actual direction but for the "inbound" fare component charge the fare in reverse direction of travel.

034. HOW MANY FARE COMPONENTS, "CIRCLE TRIP JOURNEY" (CT) CAN HAVE?

# Circle Trip Journey (CT) may have two or more fare components.

035. IF A SECTOR HAS TWO OR MORE FARES OF THE SAME TYPE SUCH AS "UNRESTRICTED / RESTRICTED" FARE LEVELS, THAN WHICH FARE WILL YOU CONSIDER FOR THE "CIRCLE TRIP JOURNEY" (CT)?

# If a sector has two or more fares of the same type such as "Unrestricted / Restricted" fare levels, than always consider the "Restricted Fares" provided your itinerary has to satisfy four conditions, such as:

# Seasonality

# Midweek / Weekend

# Stopovers

# Transfers

**CIRCLE TRIP MINIMUM CHECK (CTM)**

036. WHEN IS THE "CIRCLE TRIP MINIMUM CHECK" (CTM) APPLICABLE?

# It is applicable only when outbound & inbound fare component has different fares.

037. HOW WILL WE FIND OUT THE "CIRCLE TRIP MINIMUM FARE" (CTM Fare)?

# Highest RT NUC from the origin to the highest rated stopover point in the whole journey

**STEPS TO CALCULATE "CIRCLE TRIP JOURNEY" (CT)**

038. TO CALCULATE "CIRCLE TRIP JOURNEY" (CT), WHICH FORMULA WE HAVE TO USE AND WHAT INCLUDED IN IT?

#

# IATA / UFTAA FARE FORMULA

	OUTBOUND	INBOUND
FCP	Fare Construction Point	Fare Construction Point
NUC	Neutral Unit Of Construction (Outbond)	Neutral Unit Of Construction (Inbound)
RULE	Rule (Outbond)	Rule (Inbound)
MPM	Maximum Permitted Mileage (Outbond)	Maximum Permitted Mileage (Inbound)
TPM	Ticketed Point Mileage (Outbond)	Ticketed Point Mileage (Inbound)
EMA	Extra Mileage Allowance (If applicable)	Extra Mileage Allowance (If applicable)
EMS	Extra Mileage Surcharge (If applicable)	Extra Mileage Surcharge (If applicable)
HIP	Higher Intermediate Point Fare Check (Outbond)	Higher Intermediate Point Fare Check (Inbound)
RULE	Rule (Outbond)	Rule (Inbound)
AF	Applied Fare (Outbond)	Applied Fare (Inbound)
CHECK	Check (Circle Trip Minimum Check)	
TTL	Total	
IROE	IATA Rate Of Exchange	
LCF	Local Currency Fare	

#

039. IN "FCP" PART OF FARE FORMULA, WHAT THINGS WE HAVE TO WRITE DOWN IN "OUTBOUND" AND "INBOUND" PORTION?

		OUTBOUND	INBOUND
FCP	Write down origin & fare breakpoint in both Outbound / Inbound Portion.	DRW - AMS	DRW - AMS

040. IN "NUC" PART OF FARE FORMULA, WHAT ALL THINGS ONE MUST WRITE AND SHOULD TAKE INTO CONSIDERATION IN INBOUND AND OUTBOUND PORTION?

NUC	Find out fare from origin to fare break point of each fare component based on GI, fare type & carrier and write down with:- <ul style="list-style-type: none"> <li>✓ Class Code</li> <li>✓ Type Of Journey Code</li> <li>✓ Fare in NUC</li> <li>✓ Global Indicator</li> </ul>	Y ½ RT 2427.82 (EH)	Y ½ RT 2427.82 (EH)
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041. IN "RULE" PART OF FARE FORMULA, WHICH "FARE'S" RULE NO. IS WRITTEN IN OUTBOUND AND INBOUND PORTION AND WHAT ELSE ONE MUST HAVE TO CHECK IN THIS PART?

RULE	Find out the "Rule No." of each fare component and check for specified routings component-wise.	Y126 (NOT A SPECIFIED ROUTING)	Y126 (NOT A SPECIFIED ROUTING)
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042.	IN "MPM" PART OF FARE FORMULA, WHAT THING ONE HAS TO WRITE AND HOW IT IS WRITTEN IN BOTH "OUTBOUND" AND "INBOUND" PORTION?														
MPM	Find out the MPM of each fare component and write along with Global Indicator (GI)	12186 (EH)	12186 (EH)												
043.	IN "TPM" PART OF FARE FORMULA, WHAT THING ONE HAS TO WRITE AND WITH WHOM IT COMPARED IN BOTH "OUTBOUND" AND "INBOUND" PORTION?														
TPM	Add up the Ticketed Point Mileages of each fare component and compare the sum with the MPM.	12792	12714												
044.	IN "EMA" PART OF FARE FORMULA, WHEN ONE HAS TO CHECK FOR "EMA" IN BOTH "OUTBOUND" AND "INBOUND" PORTION?														
EMA	If the total TPM exceeds the MPM in each fare component, look for an Extra Mileage Allowance or TPM Deduction.	NIL (No EMA is available)	-518 E/JNB												
045.	IN "EMS" PART OF FARE FORMULA, WHEN ONE HAS TO CHECK THAT HOW MUCH WE HAVE TO "SURCHARGE" ANY ITINERARY IN BOTH "OUTBOUND" AND "INBOUND" PORTION?														
EMS	If the EMA is nil or insufficient, determine the Excess Mileage Surcharge by dividing TPM by MPM in each fare component.	5M	M												
046.	IN "HIP" PART OF FARE FORMULA, WHICH FARE WE HAVE TO WRITE DOWN IN BOTH "OUTBOUND" AND "INBOUND" PORTION AND IF IN THAT ITINERARY "EMS" IS THERE, WHAT WE HAVE TO DO WITH THAT "EMS"?														
HIP	Look for a Higher Intermediate Point fare for each fare component and If there is a higher fare, replace the NUC with this HIP fare and apply EMS, if any.	NIL	Y ½ RT 2704.55 DRW CPH												
047.	IN "RULE / HIP" PART OF FARE FORMULA, WHICH "FARE'S" RULE NO. IS WRITTEN IN BOTH "OUTBOUND" AND "INBOUND" PORTION?														
RULE	Write down the HIP Fare Rule No.	NIL	Y126												
048.	IN "AF" PART OF FARE FORMULA, WHAT THING WE HAVE TO WRITE DOWN IN BOTH "OUTBOUND" AND "INBOUND" PORTION?														
AF	Determine the resulting applicable fare in NUC for each fare component.	+5% = 2549.21	2704.55												
049.	IN "CHECK" PART OF FARE FORMULA, WHEN WE HAVE TO CARRY OUT THE "CTM CHECK"?														
CHECK	CTM: It is applicable only when Outbound Fare is not equal to Inbound Fare.	<p>CTM CHECK</p> <table border="0"> <tr> <td>SUB TOTAL</td> <td>CT NUC</td> <td>5253.76</td> </tr> <tr> <td>CTM PLUS UP</td> <td></td> <td>155.34</td> </tr> <tr> <td></td> <td></td> <td>-----</td> </tr> <tr> <td>DRW CPH</td> <td>RT NUC</td> <td>5409.10</td> </tr> </table> <p>"DRW CPH" has the highest RT NUC from the origin to the highest rated stopover point in the whole journey.</p>		SUB TOTAL	CT NUC	5253.76	CTM PLUS UP		155.34			-----	DRW CPH	RT NUC	5409.10
SUB TOTAL	CT NUC	5253.76													
CTM PLUS UP		155.34													
		-----													
DRW CPH	RT NUC	5409.10													
050.	IN "TTL" PART OF FARE FORMULA, WHAT THING WE HAVE TO WRITE DOWN?														
TTL	Get the total result of all of the above steps in NUC.	5409.10													



051. IN "ROE" PART OF FARE FORMULA, TOTAL "NUC" AMOUNT CONVERTED INTO WHICH COUNTRIES LOCAL CURRENCY AND HOW IT IS CONVERTED?

IROE	Multiply by the IATA Rate of Exchange based on the COC. Drop trailing zeroes, if any.	AUD X 1.938453 AUD 10485.28
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052. IN "LCF" PART OF FARE FORMULA, WHAT THING WE HAVE TO WRITE DOWN?

LCF	Round the resulting Local Currency Fare + Show exact number of decimals required.	AUD 10486
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**HOW TO CALCULATE IN IATA/UFTAA FARE FORMULA**

053. HOW TO CALCULATE IN IATA/UFTAA FARE FORMULA

EXAMPLE:#

#	<p><b>Itinerary</b></p> <p><i>DARWIN</i> (Code - DRW / State - Northern Territory / Country - Australia / Continent - Australia &amp; The Pacific / Sub Groups - X-----X / Region - X-----X / Sub Area - South West Pacific / Area - 3) - <i>QF</i> - <i>NAIROBI</i> (Code - NBO / State - X-----X / Country - Kenya / Continent - Africa / Sub Groups - X-----X / Region - Eastern Africa / Sub Area - Africa / Area - 2) - <i>RK</i> - <i>AMSTERDAM</i> (Code - AMS / State - X-----X / Country - Netherlands / Continent - Europe / Sub Groups - X-----X / Region - Benelux / Sub Area - Europe / Area - 2) - <i>KL</i> - <i>COPENHAGEN</i> (Code - CPH / State - X-----X / Country - Denmark / Continent - Europe / Sub Groups - X-----X / Region - Scandinavia / Sub Area - Europe / Area - 2) - <i>BF</i> - <i>LONDON</i> (Code - LON / State - X-----X / Country - United Kingdom / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - <i>BA</i> - <i>X/JOHANNESBURG</i> (Code - JNB / State - X-----X / Country - South Africa / Continent - Africa / Sub Groups - X-----X / Region - Southern Africa / Sub Area - Africa / Area - 2) - <i>AN</i> - <i>DARWIN</i> (Code - DRW / State - Northern Territory / Country - Australia / Continent - Australia &amp; The Pacific / Sub Groups - X-----X / Region - X-----X / Sub Area - South West Pacific / Area - 3)</p> <p><b>Fare Basis</b> Normal economy class (Y Class)</p> <p><b>Ticket</b> Ticket issued and paid for in Darwin (Australia)</p> <p><b>Stopovers</b> In all ticketed points except Johannesburg</p> <p><b>TPM</b> DRW-NBO 7189, NBO-AMS 5603, AMS-CPH 393, CPH-LON 594, LON-JNB 4246, JNB-DRW 7481</p> <p><b>Itinerary &amp; Fare Break Point</b></p> <table border="1"> <thead> <tr> <th></th> <th>OUTBOUND TPM</th> <th>INBOUND TPM</th> <th>OUTBOUND SURCHARGE</th> <th>INBOUND SURCHARGE</th> </tr> </thead> <tbody> <tr> <td>7189</td> <td>DRW</td> <td>DRW</td> <td></td> <td></td> </tr> <tr> <td>5603</td> <td>NBO</td> <td>AMS</td> <td>12792</td> <td>12714</td> </tr> <tr> <td>393</td> <td>AMS</td> <td>CPH</td> <td>13185</td> <td>12321</td> </tr> <tr> <td>594</td> <td>CPH</td> <td>LON</td> <td>13779</td> <td>11727</td> </tr> <tr> <td>4246</td> <td>LON</td> <td>X/JNB</td> <td></td> <td></td> </tr> <tr> <td>7481</td> <td>X/JNB</td> <td>DRW</td> <td></td> <td></td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th></th> <th>MPM</th> <th>Y ½ RT</th> </tr> </thead> <tbody> <tr> <td>DRW</td> <td>AMS</td> <td>12186</td> </tr> <tr> <td></td> <td></td> <td>2427.82</td> </tr> <tr> <td></td> <td></td> <td>12421</td> </tr> <tr> <td></td> <td></td> <td>2704.55</td> </tr> <tr> <td></td> <td></td> <td>12345</td> </tr> <tr> <td></td> <td></td> <td>2551.24</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>AMS</th> <th>CPH</th> <th>LON</th> </tr> </thead> <tbody> <tr> <td>2549.21</td> <td>2975.00</td> <td>3110.23</td> </tr> <tr> <td>2839.77</td> <td>2704.55</td> <td>2551.24</td> </tr> <tr> <td>5388.98</td> <td>5679.55</td> <td>5661.47</td> </tr> </tbody> </table>		OUTBOUND TPM	INBOUND TPM	OUTBOUND SURCHARGE	INBOUND SURCHARGE	7189	DRW	DRW			5603	NBO	AMS	12792	12714	393	AMS	CPH	13185	12321	594	CPH	LON	13779	11727	4246	LON	X/JNB			7481	X/JNB	DRW				MPM	Y ½ RT	DRW	AMS	12186			2427.82			12421			2704.55			12345			2551.24	AMS	CPH	LON	2549.21	2975.00	3110.23	2839.77	2704.55	2551.24	5388.98	5679.55	5661.47
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HIP Table

Outbound HIP	Inbound HIP
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DRW	DRW		DRW	DRW		
NBO	-	NBO	LON	2551.24	LON	
AMS	2427.82	-	CPH	2704.55	-	CPH
			AMS	2427.82	-	-

Fare Calculation: (Adult Fare Calculation)

FARE FORMULA

STVR IN ALL TKT POINTS		
	OUTBOUND	INBOUND
FCP	DRW - AMS	DRW - AMS
NUC	Y ½ RT 2427.82 (EH)	Y ½ RT 2427.82 (EH)
RULE	Y169 (NOT A SPECIFIED ROUTING)	Y169 (NOT A SPECIFIED ROUTING)
MPM	12186 (EH)	12186 (EH)
TPM	12792	12714
EMA	NIL	-518 E/JNB
EMS	5M	5M
HIP	NIL	Y ½ RT 2704.55 DRW CPH
RULE	NIL	Y169
AF	+5% = 2549.21	+5% = 2839.77
CHECK	CTM CHECK	
	SUB TOTAL	CT NUC 5388.98
	CTM PLUS UP	20.12
		-----
	DRW CPH	RT NUC 5409.10
TTL	5409.10	
IROE	AUD X 1.938453 AUD 10485.28	
LSF	AUD 10486.00	

#

**HOW TO ENTER IN FARE LADDER**

054. IN "MANUAL TICKET ENTRY," WHERE WE HAVE TO WRITE DOWN "OUT BOUND" AND "INBOUND" "FARE"?

# In "Manual Ticket Entry" enter Outbound "Applied Fare" in front of the Fare Break Point and Inbound "Applied Fare" enter in front of the last city.

055. IN "MANUAL TICKET ENTRY", WHERE WE HAVE TO WRITE DOWN "OUT BOUND" AND "INBOUND" "HIP" SECTOR?

# In "Manual Ticket Entry" enter HIP Sector (if any) above the fare in each fare component.

056. IN "MANUAL TICKET ENTRY", WHERE WE HAVE TO WRITE DOWN "OUT BOUND" AND "INBOUND" "EMS" CODE?

# In "Manual Ticket Entry" enter EMS above the HIP Sector in each fare component.

057. IN "MANUAL TICKET ENTRY", WHEN WE HAVE TO WRITE DOWN "CTM CHECK"?

# Enter "CTM Check" only when you are getting the "Plus Up" amount.

058. IN "MANUAL TICKET ENTRY", HOW WE HAVE TO MAKE "CTM" ENTRY?

# CTM Entry:-

# First enter origin to the highest rated stopover point sector

# Below that enter "Plus Up" amount

# In front of the "Plus Up" amount, enter in the "Carr" box "P"

059. EXAMPLE:

#	FARE LADDER																																																						
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060. IN "FARE CALCULATION" BOX, IF WE HAVE TO MAKE LOT OF ENTRIES AND WE DO NOT HAVE ENOUGH SPACE, IN THAT CASE WHAT WE CAN DO?

# Create the space above the fare break point by entering three oblique (/) for the extension city code and two (/) for the extension carrier code.

# EXAMPLE: #

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**HOW TO ENTER IN AUTOMATED TICKET ENTRY**

061. IN "AUTOMATED TICKET ENTRY", WHERE WE HAVE TO WRITE DOWN ALL THE THINGS?

# In Automated Ticket enter after the:-

# Fare Break Point: Outbound Fare Details - such as 1) EMS 2) HIP Sector 3) Outbound Fare

# Last City: Inbound Fare Details - such as 1) EMS 2) HIP Sector 3) Outbound Fare

062.

EXAMPLE:

#

Automated Ticket Entry

DRW OF NBO RK AMS5M2549.21KL CPH BF LON BA X/E/JNB AN DRW 5M DRWCPH2839.77  
DRWCPH20.12NUC5409.10END ROE1.938453

#