

TICKETED POINT MILEAGE (TPM)

GATEWAY

001. WHAT DO YOU MEAN BY "GATEWAY"?

Last point of departure or first point of arrival in the areas concerned.

TICKETED POINT MILEAGE (TPM)

002. WHAT DO YOU MEAN BY "TICKETED POINT MILEAGE (TPM)"?

The shortest operated mileages between the ticketed points of the journey

003. WHAT DO YOU MEAN BY "LOWEST COMBINATION OF TPM"?

When no air service is available between any two cities, to find out the TPM of two cities checks the via point. For example: If we do not have Delhi to Lahore TPM, in that case, take Delhi to Amritsar and Amritsar to Lahore TPM. By adding both TPM's, we will get TPM of Delhi to Lahore.

004. WHAT DO YOU MEAN BY "WITHIN THE MILEAGE", AND WHAT CODE IS USED FOR IT?

The total distance of the itinerary (TPM) did not exceed the maximum distance (MPM). This situation is considered "within the mileage" which shown as an "M" in the fare breakdown.

HOW TO ENTER IN IATA/UFTAA FARE FORMULA

005. IATA/UFTAA FARE FORMULA

EXAMPLE:

#	<p>Itinerary: Frankfurt (Code - FRA / State - X-----X / Country - Germany / Continent - Europe / Sub Groups - X-----X / Region - X-----X / Sub Area - Europe / Area - 2) - LH - X/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) - AA - 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) - QF - Brisbane (Code - BNE / State - Queensland / Country - Australia / Continent - Australia & The Pacific / Sub Groups - X-----X / Region - X-----X / Sub Area - South West Pacific / Area - 3)</p> <p>Fare Basis: Normal Business Class</p> <p>Stopovers: At all ticketed points except New York</p> <p>TPM: FRA-NYC 3851, NYC-SYD 9968, SYD-BNE 468</p> <div style="text-align: center;"> <table border="1"> <tr> <td colspan="2">TPM</td> </tr> <tr> <td></td> <td>FRA</td> </tr> <tr> <td>3851</td> <td>X/NYC</td> </tr> <tr> <td>9968</td> <td>SYD</td> </tr> <tr> <td>468</td> <td>BNE</td> </tr> <tr> <td>14287</td> <td>TPM TOTAL</td> </tr> </table> </div>	TPM			FRA	3851	X/NYC	9968	SYD	468	BNE	14287	TPM TOTAL
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	FRA												
3851	X/NYC												
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#	IATA/UFTAA FARE FORMULA	
		NO STVR IN NYC
	FCP	FRA - BNE
	NUC	C OW 3341.77 (AP)
	RULE	Y169 (NOT A SPECIFIED ROUTING)
	MPM	15094 (AP)
	TPM	14287
	EMA	NIL
	EMS	M
	HIP	NIL
	RULE	NIL
	AF	3341.77
	CHECK	BHC NA
	TTL	3341.77
	IROE	EUR X 1.123522 EUR 3754.55
LSF	EUR 3755.00	

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HOW TO ENTER IN FARE LADDER

006. IN "MANUAL TICKET ENTRY," IF MPM IS HIGHER THAN TPM, IN THAT CASE WHERE WE HAVE TO WRITE DOWN "M"?

In manual tickets, when the MPM is higher than the TPM, the " M " goes right above the AF (Applied Fare) NUC.

EXAMPLE:

#	FROM / TO		
	FRA	CARR	FARE CALC
	X/NYC	LH	
	SYD	AA	M
	BNE	QF	3341.77

		ROE	1.123522
	NUC		3341.77
	EUR		3755.00

#

HOW TO ENTER IN AUTOMATED TICKET ENTRY

007. IN "AUTOMATED TICKET ENTRY", WHERE WE HAVE TO WRITE DOWN "M"?

After the fare break point, the " M " precedes the AF (Applied Fare) NUC.

EXAMPLE:

#

Automated Ticket Entry

FRA LH X/NYC AA SYD QF BNE M3341.77NUC3341.77END ROE1.123522

#