

**Y2 FARES (SECONDARY FARES)****Y2 FARES**

001. WHAT ARE THE OTHER NAMES USED FOR "Y2 FARES"?

# Y2 Fares also called as:-

# Restricted Normal Fares

# Secondary Normal Fares

002. WHAT ARE THE CLASS CODES USED FOR "Y2 FARES"?

# F2, P2 (for first class restricted fares)

# J2, C2, C3 (for business class restricted fares)

# Y2, S3, Y11 (for economy class restricted fares)

003. WHY "Y2 FARES" ARE CHEAPER THAN "UNRESTRICTED / PRIMARY NORMAL FARES"?

# "Y2 Fares" have a stopover and transfer conditions. Because of these restrictions the "Y2 Fares" is lower than the "Unrestricted Normal Fares Or Primary Normal Fares."

004. "Y2 FARES" ARE CHEAPER THAN "UNRESTRICTED / PRIMARY NORMAL FARES," FOR USING THESE FARES, WHAT ARE THE CONDITIONS ITINERARY HAS TO SATISFY?

# "Y2 Fares" is lower than the "Unrestricted Normal Fares Or Primary Normal Fares", so that itinerary has to satisfy certain conditions such as:

# Seasonality

# Time Of Week Application

# Stopover

# Transfer

005. WHEN THERE ARE TWO OR MORE FARES PUBLISHED FOR THE SAME TYPE OF NORMAL FARE, WHICH FARE MUST BE USED FOR THE "HIP CHECK"?

# When there are two or more fares published for the same type of normal fare, you must use the lowest level for the HIP Check.

006. FOR THE "HIP CHECK", WHEN YOU CAN CONSIDER LOWEST LEVEL OF FARE?

# For the "HIP Check" the lowest level of fare may only be used after complying with the:-

# Seasonality

# Time Of Week Application

# Stopover

# Transfer

007. CAN WE CONSIDER "Y2 FARES" FOR "BACKHAUL CHECK"?
- # "Y2 Fares" cannot be used for "Backhaul Check."
008. WHEN FOR ANY ITINERARY IF BOTH "PRIMARY AND SECONDARY NORMAL FARES (Y2 FARES)" ARE GIVEN, IN THAT CASE FOR "CTM CHECK", WHICH FARE WE CAN CONSIDER?
- # When for any itinerary if both "Primary and Secondary Fares (Y2 Fares)" are given in that case for "CTM Check" always consider the Secondary Fares (Y2 Fares).
009. WHILE CONSIDERING "SECONDARY NORMAL" FARES FOR "CTM CHECK", WHAT ARE THE CONDITIONS WHICH ITINERARY HAS TO SATISFY?
- # For "CTM Check" ignore the accompanying rules associated with the Secondary Fares (Y2 Fares).

**HOW TO CALCULATE IN IATA/UFTAA FARE FORMULA**

010. HOW TO CALCULATE IN IATA/UFTAA FARE FORMULA

# EXAMPLE:#

#

|                   |  |
|-------------------|--|
| <b>Itinerary</b>  | <p>BEIJING (Code - BJS / State - X / Country - China / Continent - Asia / Sub Groups - X / Region - X / Sub Area - South East Asia / Area - 3) - CA - PHUKET (Code - HKT / State - X / Country - Thailand / Continent - Asia / Sub Groups - X / Region - X / Sub Area - South East Asia / Area - 3) - TG - HELSINKI (Code - HEL / State - X / Country - Finland / Continent - Europe / Sub Groups - X / Region - X / Sub Area - Europe / Area - 2) - BF - MILAN (Code - MIL / State - X / Country - Italy / Continent - Europe / Sub Groups - X / Region - X / Sub Area - Europe / Area - 2) - AZ - OSLO (Code - OSL / State - X / Country - Norway / Continent - Europe / Sub Groups - X / Region - Scandinavia / Sub Area - Europe / Area - 2) - SK - X/HONG KONG (Code - HKG / State - X / Country - Hong Kong / Continent - Asia / Sub Groups - X / Region - X / Sub Area - South East Asia / Area - 3) - CX - BEIJING (Code - BJS / State - X / Country - China / Continent - Asia / Sub Groups - X / Region - X / Sub Area - South East Asia / Area - 3)</p> |
| <b>Fare Basis</b> | Normal economy class   |
| <b>Ticket</b>     | Ticket issued and paid for in Beijing (China)  |
| <b>Stoppers</b>   | In all ticketed points except Hong Kong  |
| <b>TPM</b>        | BJS-HKT 1776, HKT-HEL 5394, HEL-MIL 1992, MIL-OSL 1029, OSL-HKG 5858, HKG-BJS 1322   |

**Itinerary & Fare Break Point**

|      |       | OUTBOUND TPM | INBOUND TPM | OUTBOUND SURCHARGE | INBOUND SURCHARGE |
|------|-------|--------------|-------------|--------------------|-------------------|
| BJS  | BJS   |              |             |                    |                   |
| 1776 | HKT   |              |             |                    |                   |
| 5394 | HEL   | 7170         | 10201       | 0                  | 15                |
| 1992 | MIL   | 9162         | 8209        | 10                 | 0                 |
| 1029 | OSL   | 10191        | 7180        | 15                 | 0                 |
| 5858 | X/HKG |              |             |                    |                   |
| 1322 | BJS   |              |             |                    |                   |

|     |     | MPM  | Y 1/2 RT |
|-----|-----|------|----------|
| BJS | HEL | 9159 | 1827.03  |
|     | MIL | 8353 | 1798.08  |
|     | OSL | 8976 | 1827.03  |

| HEL     | MIL     | OSL     |
|---------|---------|---------|
| 1827.03 | 2009.73 | 2101.08 |
| 2101.08 | 1827.03 | 1827.03 |
| 3928.11 | 3836.76 | 3928.11 |



**HOW TO ENTER IN AUTOMATED TICKET ENTRY (There is no changes in "Automated Ticket")**

012. AUTOMATED TICKET ENTRY

EXAMPLE: #

|   |   |
|---|---|
| # | <p>Automated Ticket Entry</p> <p>BJS CA HKT TG HEL BF MIL10M1977.88AZ OSL SK X/HKG CX BJS M BJSOSL1539.99NUC3517.87END<br/>ROE8.277200</p> <p>#</p> |
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