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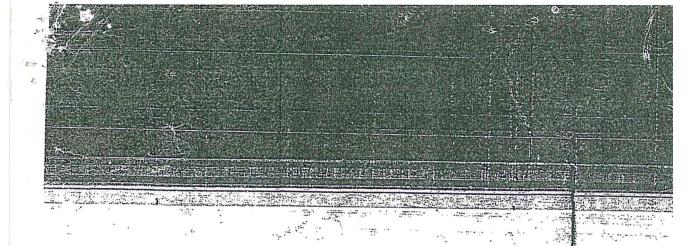
IATA Training & Development Institute knowledge · experience · networking · skills · results



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Internatio

Travel

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EXAMINATION SESSION RULES

SENERAL GUIDELINES

- You will work with the exam QUESTION BOOKLET and a separate ANSWER SHEET.
- 1 Check that your QUESTION BOOKLET is complete. The number of questions is indicated on the front page.
- 1 Complete the ANSWER SHEET with your personal information. Your Client ID can be found on your examination invitation letter.
- 1 Once the exam is passed successfully, your name will appear on the course certificate as it is written on the Examination Attendance List, Notify the Supervisor if your name is spelled incorrectly on the Attendance List,
- Normal examination conditions apply:
 - o No talking is permitted once the examination papers have been distributed.
 - o No food and/or drink are allowed in the examination room.
 - o Anyone suspected of cheating will have their examination papers canceled.
 - o No examination paper may be taken out of the examination room.
 - o No photocopy or scan of the examination may be made.
 - o Once completed, the QUESTION BOOKLET and the ANSWER SHEET must be handed to the Supervisor.
- 1 The time allowed for completing this examination paper is indicated on the cover page. You will be advised 30 minutes and again 15 minutes before the end of the examination. You may leave the room before, if you have returned your paper to the Supervisor.

MATERIALS ALLOWED

- 1 Only your IATA course study materials are allowed in the examination room.
- A nonprogrammable pocket calculator and a language dictionary are permitted.
- No other external or supplementary references are allowed. Note books, locse paper notes (other than course content pages), diaries and agendas are not permitted.

10W TO WORK WITH THIS QUESTION BOOKLET

- Read each question carefully.
- 1 All questions carry equal marks. All answers must be marked on the ANSWER SHEET and not in the QUESTION BOOKLET. Failure to mark answers on the answer sheet will result in a FAIL grade.

IOW TO WORK WITH THE ANSWER SHEET

- Find the ANSWER SHEET now.
- 1 Mark only one response per question. No points will be given for a question with more than one marked response.
- Blacken the appropriate circle for each answer option you choose. You must use a lead pencil. If you must change a multiple choice answer, blacken the new circle with your pencil and completely erase the incorrect answer.
- When an exam question presents less than six answer options, ignore any extra blank choices on the ANSWER SHEET. For example, if the question offers only A and B as answer options, fill in A or B on the ANSWER SHEET and ignore C, D, E and F.

T THE END OF YOUR EXAMINATION

ou must return the ANSWER SHEET and QUESTION BOOKLET to your exam supervisor



| FCP. | 11 |
|-------------|------|
| NUC | TI |
| \$ 55.50 | 10 |
| RULE | 1 |
| 11112 | . 6 |
| MPM | 1 |
| TPM: | 1 |
| EMA | 15 |
| EMS | li |
| | 15 |
| HIP | 1 |
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> over 1.1 over 1.2 over 1.2

Example:

Note:

AIR FARES AND TICKETING

This examination paper includes an exhibit with extracts from the Passenger Air Tariff Training Edition 5 at the back of this question booklet. Fares in LCF and NUC, as well as the IATA Rate of Exchange (IROE) are shown for examination purposes only. PAT general rules, fares, fare rules, or other information not included in the examination exhibit is not required to price the journeys presented, unless otherwise stated. Do not source city pair fares and fare rules outside the exam exhibit.-For-the purpose of this exam, you must assume that fare rules not included in the extract have no restrictions. The Standard Condition rules (SC100/SC101) are not included in this exam extract because you are expected to know these rules as part of your course study.

Which routing can apply the South Atlantic TPM Check?

AI-PAR-AMS-LIM ASUSAO-NYC-AUH MVD-SAO-JNB-DXB TLV-MUC-SÃO-RIO

2. According to conditions for the Brazilian Mileage Provision, which routing may be eligible for a reduction in the mileage surcharge?

(SAO-MIA-WAS-BOS (total TPM = 5399 / MPM = 5926) LIMSAO-NYC-YTO (total TPM = 7246 / MPM = 6082) LIS-MAD-RID (total TPM = 5758 / MPM = 5755) BUE-RIO-ATL-HNI (total TPM = 10,480 / MPM = 10,114)

The following RT business class fares are published from STO to TPE:

CRT NUC 6490,19 EH CRT NUC, 7693.54 TS .

Which routing would apply the lower CRT fare?

STO-LON-TYO)TPE STO-AMS-BJS-TPE STO-PAR-SEL-TPE STO-IST-TYO-HKG-TPE .

Consider the journey ATH-BUH-ROM-BUH-X/DXB-CMB. Which pricing method applies an end-on combination?

ATHCMB OW + BUHROM 1/2 RT + BUHROM 1/2 RT

ATHROM OW + ROMBUH OW + BUHCMB'OW -

ATHBUH OW + BUHROM 1/2 RT + BUHROM 1/2 RT + BUHCMB OW ATHROM OW + ROMCMB OW

Which journey can be priced with only 1/2 RT fares? STO-MUC-CPH-X/BER-BOM-X/MUC-STO GVA-X/NYC-MIA-X/ATL-MEX KUL-SIN-X/KUL-BKK-WAW

NBO-ISTEBER-AMS-BER

5.

7. Conside

BER MIDD

SEA

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Which is

€ 8. Consider currency XI NI

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Which jou stopover AK

LA .AK

10. Consider t

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Travel and Tourism Consultant - Fares and Ticketing



Refer to the following ETR and new litherary to answer questions 11 to 20 on the answer sheet provided. Only one answer per question is accepted.

Ms. Wong purchased the following ticket in KUL. On 10NOV Ms. Wong requests a change to her onward journey. The ETR must be reissued. You need not consider taxes for this ticket reissue.

```
ELECTRONIC TICKET RECORD
 INV:439861
                       CUST:
                                                     PNR: IKVPEY
 TKT:1251086562000)
                       ISSUED: 03NOV
                                        PCC: Y2VS
                                                  IATA:987654321
 NAME: WONG/SARAH MS
                                       PF.
 NAME REF:
 FOP: *VI401934552234123412/14
 CPN A/L FLT
                CLS DATE
                          BRDOFF
                                  TIME ST F/B --
                                                      STAT
               Y 09NOV
 1 EK 287
                         KÚLDXB 615A OK Y
                                                     USED
          043
                  VONED
                         DXBIST 1250P
                                       OK Y
                                                     USED
 3 (TK), 070 Y
                  11NOV
                         ISTKUL
                                115P
                                       OK Y
                                                     OPEN
 FARE MYR1315
 TOTAL MYR13155
 KUL EK DXB EK IST M1873.61TX KUL1873.61NUC3747.22END ROE3.5106
New reservation
3 KM 743Y (ILNOV Q ISTMLA HK1
4 KM 490Y 11NOV W MLAZRH HK1
                               505A
                                      810A /ABRQ*EZLHOF /E(ecclas)
                               225P
                                     445P /ABRQ*EZIHOF /E ( ECCAP)
5 LX 327Y 22DEC T ZRHKUL HK1
                              1200N
                                          23DEC W /ABRQ*NNVWGG
KUL-DXB 3438
DXB-IST 1868
IST-MLA
         852
MLA-ZRH
         858
ZRH-KUL 6213
Normal adult Y fare
1 MYR = EUR 0.234619
IROE
Malaysia (MYR) 3.510600 - H1
```

Travel and Tourism Consultant - Fares and Ticketing

FCP ·NUG···

· 如此有关的物类和特别的

RULE

MPM

TPM

EMS

HIP

RULE

AF

SUBTOT.

CHECK

IROE

LCF

BSR

EQUIV

Refer to the following reservation. Price this journey at the lowest applicable normal fare:
Quote only-one-pricing-unit-with-two-fare components-Answer-questions-21-to-30-by-blackening a circle for each question number on the separate Answer Sheet provided. Only one answer per question is accepted.

| Journey |
|---|
| 1_SQ308_C_10APR_T_SINLHE_SS1 |
| 2 ARNE |
| 3 AE 1462 C 22APR S CUGARN SS1 815P 1045P /DCAF /E |
| 4 BA 771 C 225APR W ARNLHR'SS1 710A 900A /DCBA /E |
| 5 SQ 317 C 25APR W LHRSIN SS1 1130A 720A 26APR T /DCSQ /E |
| TPMs |
| SIN LHR 6748 EH |
| LHR PAR 216 EH |
| PAR ARN 925 EH |
| ARN LHR 866 EH |
| LHR SIN 6748 EH |
| Fare type |
| Adult Normal Business (Intermediate) Class Fare |
| TROS |
| SGD 1.527670 - H1 |
| |

FCP
NUC
RULE
MPM
TPM
EMA
EMS
HIP
RULE
AF
SUBTOTAL
CHECK
IROE
LCF



| ` : | · | | | IATA | <u> </u> | | | | | | | | ; |
|-----|-----------|---|--|------------------------------|----------|------------------|----|---|----|------|----|-----|-----------------|
| ٠. | * ******* | Compare the OLD Fare with the NEW fare. This table is for your use only-it will not be graded. | | | | | | | | | | | The ne |
| | | ORIGINAL | ROUTING | | | REVISED ROUTII | ΝĠ | | | • ** | - | | ۰ |
| | . [| KUL | | ~ | .KUL | | | | | | | | |
| E | -LOWN - | DXB | | | DXB | NAT | | | | | | 16. | The RO |
| | | IST | | | īsţ | | a. | | | (A) | | | |
| | | KUL | | : | X/MLA | | | | | i, | | | S a 1 |
| | 1 | | - | | ZRH | | * | , | ÷. | | | 17. | The AD |
| | , | | f | į | KUL | | | | ł | • | | | |
| | | RT NUC | | 1 | RT NUC : | | | | | | | ٠. | |
| | | IROE | | 1 | IROE ' | | | ٠ | | | | 18. | An_endo |
| | | OLD LCF | | 1 | NEW LCF | | ¥ | | | | | | |
| | | | | E | BSR | | | | | | | 19. | The poi |
| | | | | Ε | EQUIV | | | | | | | | . A |
| 1 | 1. The F | CPs for the nev KUL – DXB KUL – IST KUL – MLA KUL – ZRH | v ticket are | | | | | | | | | 20. | The new 0 0 1 1 |
| 13 | 2. Which | There is a HIP There is a HIP | in the outbound in the inbound in both fare co | fare componer | nt | fare component | | | ÷ | | | | |
| 13 | * | is TRUE? There is an EN There is an EN There is an EN There is no EN | 1S in the inbour 1S in both fare o | nd fare compon components | ent | I fare component | | | | • | | | |
| 14 | | ered journey is RT OW CT RTW | a | | | | ł | | | *** | •, | | |
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Travel and Tourism Consultant - Fares and Ticketing

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| LON PAR LON and PAR 22. The fare for the OB fare component in NUC is 4099.05 -3464.29 -3162.24 -3866.67 23. 'The fare for the IB journey in NUC is 866.67 -4319.80 -3322.50 -3164.29 -74319.80 -3322.50 -3164.29 -74319.80 -3322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -322. | · . | |
|--|------|--|
| LON PAR LON and PAR 22. The fare for the OB fare component in NUC is 4099.05 -3464.29 -3162.24 -3866.67 23. 'The fare for the IB journey in NUC is 866.67 -4319.80 -3322.50 -3164.29 -74319.80 -3322.50 -3164.29 -74319.80 -3322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -3164.29 -74319.80 -322.50 -322. | 21 | 30. The fa |
| LON and PAR 22. The fare for the OB fare component in NUC is | _ | |
| 305.06.29 3152.84 3866.67 23. 'The fare for the IB journey in NUC is | | 1 SQ 2 AF 3 AF |
| 3152,84 3866.67 23. 'The fare for the IB journey in NUC is | 22 | 4 BA 5 SQ |
| 23. 'The fare for the IB journey in NUC is | *** | 9 |
| 3805.67 4319.80 3322.50 3164.29 24. The total fare in NUC is 8418.85 6475.34 6328.58 6096.97 25. The total fare in local currency (excluding any TFCs) is SGD 9893 SGD 12862 SGD 9893 SGD 12862 SGD 9315 26. Which of the following statements is TRUE? A CTM Plus-up applies to this journey The SUBTOTAL fare is higher than the Minimum fare The SubTOTAL fare is equal to Minimum fare The fare is a combination of OW and X RT fares 34. A 27. The journey is subject to a limitation as there is more than one arrival at the destination point. TRUE or FALSE? True False 35. The fare is a HIP in this calculation. TRUE or FALSE? True False 39. If the surface gap for the original journey is not closed, which other fare construction is possible hweapplying the lowest combination principle? SIN-LON C ½ RT + LON-PAR C ½ KT + SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ KT + SIN-LON C ½ RT | | • |
| 3322_50 3164_29 24. The total fare in NUC is 8418_85 6475_34 5328_58 6096_97 25. The total fare in local currency (excluding any TFCs) is SGD 9668 SGD 9893 SGD 12662 SGD 9315 26. Which of the following statements is TRUE? A CTM Plus-up applies to this journey The SUBTOTAL fare is higher than the Minimum fare The SUBTOTAL fare is equal to Minimum fare The SUBTOTAL fare is equal to Minimum fare The fare is a combination of OW and ½ RT fares 27. The journey is subject to a limitation as there is more than one arrival at the destination point. True False 28. There is a HIP in this calculation. TRUE or FALSE? True False 49. If the surface gap for the original journey is not closed, which other fare construction is possible https://plan.com/principle? SIN-LON C ½ RT + LON-PAR C ½ RT + SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT + SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT + SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT + SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT + SIN-LON C ½ RT ✓ | 23 | Refer to the |
| 24. The total fare in NUC is 8418.85 6475.34 6328.58 6096.97 25. The total fare in local currency (excluding any TFCs) is SGD 9668 SGD 9893 SGD 12862 SGD 9315 26. Which of the following statements is TRUE? A CTM Plus-up applies to this journey The SUBTOTAL fare is higher than the Minimum fare The SUBTOTAL fare is equal to Minimum fare The SUBTOTAL fare is equal to Minimum fare The fare is a combination of OW and ½ RT fares 34. A 27. The journey is subject to a limitation as there is more than one arrival at the destination point. TRUE or FALSE? True False 28. There is a HIP in this calculation. TRUE or FALSE? True False 29. If the surface gap for the original journey is not closed, which other fare construction is possible Naepplying the lowest combination principle? SIN-LON C ½ RT + LON-PAR C ½ RT + SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR C ½ RT ✓ SIN-LON C ½ RT ✓ | | FARE CALCULA YVR AC RGN NUC2282.50 |
| 6328.58 6096.97 25. The total fare in local currency (excluding any TFCs) is | 24. | |
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| The fare is a combination of OW and ½ RT fares 34. A 27. The journey is subject to a limitation as there is more than one arrival at the destination point. TRUE or FALSE? True False 35. There is a HIP in this calculation. TRUE or FALSE? True False 29. If the surface gap for the original journey is not closed, which other fare construction is possible https://doi.org/10.100/10.1000.1000.1000.1000.1000.100 | 26. | T |
| The journey is subject to a limitation as there is more than one arrival at the destination point. TRUE or FALSE? True False 35. There is a HIP in this calculation. TRUE or FALSE? True False 19. If the surface gap for the original journey is not closed, which other fare construction is possible hypoplying the lowest combination principle? SIN-LON C ½ RT + LON-PAR OW + SIN-LON C ½ RT V SIN-LON C ½ RT + LON-PAR OW + SIN-LON C ½ RT V | | , F: |
| False 28. There is a HIP in this calculation. TRUE or FALSE? True False 29. If the surface gap for the original journey is not closed, which other fare construction is possible https://doi.org/10.1016/10. | _27. | 34. A higher Tr |
| 29. If the surface gap for the original journey is not closed, which other fare construction is possible https://examplying the lowest combination principle? SIN-LON C ½ RT + LON-PAR C ½ RT + SIN-LON C ½ RT ✓ SIN-LON C ½ RT + LON-PAR OW + SIN-LON C ½ RT | | |
| 29. If the surface gap for the original journey is not closed, which other fare construction is possible https://examplying the lowest combination principle? SIN-LON C ½ RT + LON-PAR OW + SIN-LON C ½ RT V SIN-LON C ½ RT + LON-PAR OW + SIN-LON C ½ RT | 28. | CA T CA |
| https://www.nice.com/sination principle? SIN-LON C ½ RT + LON-PAR C ½ RT + SIN-LON C ½ RT V SIN-LON C ½ RT + LON-PAR OW + SIN-LON C ½ RT V | | , CA |
| SIN-LON OW + PAR-LON OW + SIN-LON OW | \$9. | |

Travel and Tourism Consultant - Fares and Ticketing

Questions 36 to 40 refer to the following rerouting situation for an unused ticket. Answer each question by blackening-one answer option. Only one answer per question is accepted.

| Original Routing | KUL EK DXB EK IST PK KUL |
|------------------------------------|--|
| Original Fare Calculation | KUL EK DXB EK IST M1873.61TK KUL1873.61NUC3747.22END |
| in economy class | ROE3: 5106 |
| Date and Place of Issue | (63NOV in KUL |
| New Fare Type | e: |
| Original-Departure Date | (-0.7NOV:: |
| Validating Carrier | EK |
| Date/place of exchange transaction | 05NOV at SIN |
| New date of departure from KUL | 05NOV |
| New Itinerary in business class | KUL EK DXB EK IST KM MLA KM ZRH LX KUL |

| 36. | T | he o | change in ro | outing requires a fare recalculation. The fare applicable to the new routing | ng is the |
|-----|----|-------|--------------|--|-----------|
| | 10 | are a | effective on | · | |
| | 1 | | .05NOV | | |
| | į | - | 07NOV | | |
| | | | 28NOV | | |
| | | | VONE0 | | |
| | | | | | |

| 37. | The new ticket is valid until | 2 | of the next year |
|-----|-------------------------------|---|------------------|
| | . 03NOV | | |
| | 05NOV | | |
| | 28NOV | | |
| | - 07NOV | | |

| 38. | The fare recalculation must be from the | |
|-----|---|--|
| | point of origin KUL | |
| | B . previous intermediate point DXB | |

- original fare breakpoint IST D.
- the next intermediate point MLA

The old fare paid was MYR13155. The new fare is MYR 18515. What is the additional collection to be paid in SGD if 1 MYR = 0.37330 SGD?

| Country (+ local currency acceptance limited) | Сипепсу Name | ISO Co | des | From NUC | Rounain | | | |
|--|------------------|--------|---------|----------|-------------------------|------------------|------------------|-------|
| | • | Alpha | Numeric | | Local Curr. Fares | Other Charges | Decimal Units | Notes |
| Singapore | Singapore Dollar | ISGD | 702 | 1.527670 | 1 . | 1 1 | 1 0 | |

SGD 2000 SGD 2001 SGD 14363 SGD 14362

How many flight coupons in the original ticket will be exchanged? 40.

3 2 1

Travel and Tourism Consultant - Fares and Ticketing

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42. Identii

CPI

TPM 594

217 259

425

309

43. Which

BON

45. When:th points

- GENERAL KNOWLEDGE

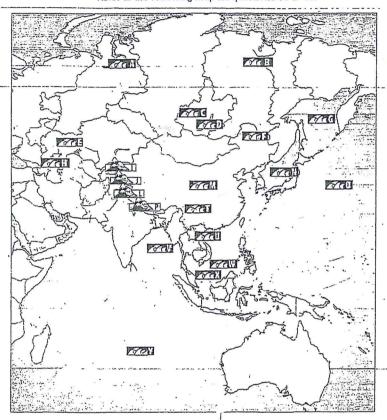
| 46. | to | n order | S•* | |
|-----|--|---------|-----|---|
| | price their services competitively advance their careers | | | ٠ |
| | provide advice and answer questions use new technology | | | |
| 47. | A family cruise vacation to the Caribbean would typically be a good suggestion | | | |
| | forseekers. culture adventure status - entertainmen: | é. | a a | |
| 48. | What causes cool temperatures in Quito? Altitude Precipitation Westerlies Trade winds | , | | * |
| 49. | Latitude affects the number of daylight hours temperature levels seasonality All of the above- | | | |
| 50. | What is a gulf? A marshy or swampy area A jet of streaming water that shoots into the air A large area of an ocean that penetrates into land A dramatic cascade of water usually found along rivers | | , | |
| 51. | Most visitors to the continent of Antarctica are researchers adventurers sport seekers history lovers | | ٠ | |
| | X. | | | |
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| | | * | | |
| | · | | | |

Which city
A Col
B. Dhi
C. Mai
D. Kat

Which city
A. Hor
B. Sec
Beij
D. Tok

Travel and Tourism Consultant - General Knowledge

Refer to the following map for questions 56 to 60:



- 56. Which body of water is letter Y? Sea of Japan Pacific Ocean
 - Indian Ocean Black Sea
 - Which body of water is letter N?
 Sea of Japan
 South China Sea
 - Mediterranean Sea 5 Andaman Sea
- , 58. The letter M is which river?
 - Mekong
 - В. Lena'

57.

- ′ C. Huang (Yellow)
 - D. Congo:

The letter L represents which mountain?

62.

63.

. 65.

- Kilimanjaro McKinley.
- Goodwin Austin (K2)
- Everest
- 60. Which body of water is letter O?

 Bering Sea
 Pacific Ocean

 - Sea of Okhotsk
 - Atlantic Ocean

Travel and Tourism Consultant - General Knowledge

Refer to the Thomas Cock Rail Tables 359 and 360 to answer questions 66 to 59.

| 35 | 9、主持法院 | 2 | | , (| 2 | 1 : 4 | FINICE - ANN | (0) | 50) | e \ = | | Pg | |
|-----------------------|---|--------------------------------------|------------------------------|--|--|--------------------------------------|--|------------------------------|-----|--|----------------------|--|--|
| 64 78 96 106 | Nice (Gare CP) d. Villars sur Var d. Puget Théniers d. Entrevaux d. Annot d. Thorame Haule d. St. André les Alpes d. Digne a. | 0748 0756 0816 0841 0854 | 1023 1042 1106 1119 | 1255 1359 1420 1428 1446 1510 1524 1620 | 1715 1818 1839 1848 1908 1932 1945 2041 | 1813 1915 1937 1945 2001 | CP A Digne d St. André les Alpes d Thorame Haute d. Annot d. Entrevaux d. Puget Theniers d. Vilars sur Var d. Vilars (Gare CP) a. | 5540 0558 0606 0627 | 4 | 0729 0826 0840 0906 0923 0931 0953 1054 | 1055 1153 1206 | 1425 1523 1536 1602 1620 1628 1649 1752 | 1730 1828 1841 1910 1927 1936 1957 2057 |

❖ - Engineering work is currently affecting schedules and part of the journey may be by ... To check schedules: . Nice Ø 04 97 03 80 80 Digne Ø 04 92 31 01 58

| Toward and the second | - | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|-------|------|------|------|------|-------|------|-------|------|-------|------|---------------|------|-------------|------|------|------|-----|------|-------|--------|--------|----------------|
| 360 | | 17 | | AR | SEIL | ĒΕ | - T(| JUL | ON. | INI | CE. | VE | Viii | ग्रात | IA | | | | | ALE: | | | Series . |
| | 1 | TGV | | TGV | 4656 | | | | TGV | TGV | | TOTAL SECTION | | TOL | | 701 | | No. | 1000 | 2000 | CHARLE | 450.0 | DESTRUCTION OF |
| | 17487 | 6175 | | 9826 | | 8 | | 1749 | | 6177 | | 17495 | | TGV 6179 | | TGV | | | TGV | | TG | | TGV |
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| Pans Gare de Lyon 350 | | 1146 | *** | *** | - | | | | • | 1318 | | | | 1546 | | | н | | Θ | M | . 0 | N | u |
| Life Europe 11d. | | T- | | 1030 | 1000 | | | | | 1 | | - | • | 1310 | *** | | | *** | 1742 | *** | 1815 | · | 1842 |
| Metz 379d | | i | | 1 | | - | *** | - | • | - 1 | *** | | - | - 1 | *** | | 194 | - | - 1 | *** | 1 | *** | 1 |
| Strasbourg 384d. | | i | | i | | 5400 | - | - | - | - 1 | ••• | | *** | - 1 | ** | | *** | *** | - 1 | | 1 | ~ | 1 |
| Dijon 373d. | - | i | | ì | 7.00 | | | - | | - 1 | | *** | 100 | į | *** | | | | 1 | *** | 1 | | 1 |
| Ganeva 346d | | i | | ì | - | 10000 | | - | 1241 | - 1 | | | | - 1 | • | 1511 | *** | *** | 1 | | - 1 | | 1 |
| Lyon Part-Dieu 350d. | | i | | i | - | ••• | | - | 1437 | - 1 | ••• | *** | *** | i | *** | | *** | | i | - | 1 | | Î |
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| Toulouse 321 | 1 | 1 | - | i | 1217 | | *** | - | - 1 | 1 | • | ~- | *** | | - | į. | | *** | ı | *** | 1 | | ì |
| Montpalier 355d | - | i | | i | 1416 | ••• | | | | 1 | | *** | *** | - 4 | | - 1 | 1512 | | 1 | | - 1 | *** | i |
| Marseille St Charles 350 > d. | 1429 | i | | 1529 | 1558 | | *** | 1625 | 1629 | ţ | *** | .750 | *** | 1 | *** | | 1838 | - | 1 | *** | ĺ | - | i |
| Toulon | 1513 | 1537 | | 1512 | 1642 | *** | *** | 1710r | | 1742 | | 1759 | | 1 | *** | 1959 | 2029 | *** | 1 | 2059 | 2133 | 2129 | i |
| Toulond | 1516 | 1540 | 1550 | 1615 | 1645 | 1650 | | 1712 | | | 4700 | 1843 | | - 1 | ** | 2042 | | | 2137 | 2143 | 2216 | 2212 | 2742 |
| Carroulesd | T . | 1 | 1620 | 1013 | 1043 | 1720 | - | 1734 | 1718 | 1743 | 1750 | 1845 | 1850 | 1 | 1950 | 2045 | 2116 | *** | 2140 | 2145 | 2219 | 2224 | 2245 |
| Les Arcs-Oraquignan 5 d. | 1554 | i | 1648 | 1654 | 1722 | 1748 | *** | 1754 | ! | 1822 | 1821 | | 1921 | - 1 | 2021 | - 1 | 1 | | 1 | 1 | 1 | 1 | |
| Freits > d | 1 | i | 200 | 1054 | 1122 | 1140 | - | 1734 | ļ | 1022 | 1848 | | 1948 | 2021 | 2048 | 1 | 2153 | *** | 1 | 2222 | i | 2300 | i |
| St Raphael-Valescure D d. | 1610 | 1630 | | 1710 | 1728 | | ••• | 1810 | 1815 | 1838 | ••• | 1935 | *** | | *** | L_ | | | 1 | 1 | 1. | 1 | i |
| Cannes D d | 1635 | 1555 | * | 1735 | 1802 | *** | • | 1835 | | 1902 | *** | 1940 | *** | 2039 | | | 2210 | *** | 2230 | 2239 | 2309 | 2315 | 2333 |
| Antèas | 1645 | 1706 | *** | 1746 | 1813 | *** | • | 1845 | | 1913 | *** | 2004 | *** | 2104 | | | 2234 | - | 2255 | 2303 | 2333 | 2340 | 2358 |
| Nice Ville D a | 1704 | 1724 | ••• | 1804 | 1833 | - | *** | 1904 | 1509 | 1930 | *** | 2015 | *** | 2115 | ** | | 2245 | | 2306 | 2313 | 2344 | 2349 | 0009 |
| Nice Ville D d. | 120 | 1732 | | 1004 | 1033 | | - | 1304 | 1503 | 1930 | - | 2032 | *** | 2132 | *** | 2237 | 2304 | *** | 2325 | 2331 | 0001 | 0007 | 0026 |
| Monago-Monte Carlo N. d. | | 1754 | *** | | •• | *** | - | | - | - | *** | - | - | *** | - | - | - | | *** | - | | - | |
| Menton > d: | | 180a | | | - | - | | | *** | - | - | *** | ** | - | *** | - | | - | | *** | | - = | |
| Ventimiqua | | 1821 | *** | | | | - | | - | - | ••• | ~ | | - | *** | - | | - | - | - | | - | - |
| | | | *** | - | ••• | *** | | | | - | - | *** | - | - | | | | | | | 30000 | (5555) | 1,500.0 |

66. For travel from Digne to Monte Carlo, trains connect at which station? Paris

Nice

Lyon Part-Dieu

Toulon'

For travel from Digne to Monte Carlo, what is the arrival time in Monte Carlo?

1704

1724

1732

1754

For travel from Digne to Monte Carlo, which is the best departure time from Digne?

1425

0729

0625

1055

A connecting rail service is possible from Digne to Monte Carlo every day. TRUE or FALSE?

True

False

70: When i

Which s

What te betweer

> C S C

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7.3. Terring th

74. The Ame m

no "Market s ha m

Which is a As Ba

Client sun of accomn Tru

Which type 78. Res

Ryc Moi Rar



| 79. | Which term means cruise ship cabin? | St. Selected Section | | + | 88: | How.e |
|-----|---|----------------------|-----|------------|-------------------|-------------|
| | Lounge | ٠. | | † · | | . "А. В. |
| | Bar . | | | į. | | O. |
| | Berth 1 | | | İ | | D |
| 80. | What is-TRUE about the cruise industry? | | • | | 89. | Which |
| 00. | The cruise industry is larger than the airline industry | | | i | 00. | v vi non |
| | - The-airline industry is causing the cruise industry to grow | ÷. | | 1, | | |
| | The airline industry has grown more quickly than the cruise industry | | | 1, | | |
| | The cruise industry is causing the airline industry to grow | | | | 40 | |
| 81. | The Mexican "Riviera" is on the | | | | 90. | Error a |
| οι. | east coast of Mexico | | • |] ~ | 50. | LITOI |
| | west coast of Mexico | | | ·l | | |
| | Yucatan Peninsula · | | | 1 | | |
| | South Cape | | | | 91. | Which |
| 22 | The most popular antice declination for residents of the United Otatas in | | | Ī | | of the |
| 32. | The most popular cruise destination for residents of the <u>United States</u> is | · | | | | - (|
| | the Mediterranean | | | | | |
| | Alaska | | | | | |
| | the Mississippi | | ¥ 3 | | | |
| 2 | Which arrises line company ourse the Over- Mari Cartie that the | annan the - ' | | | < 92. | What d |
| 3. | Which cruise line company owns the Queen Mary 2 ship that transports passengers a Atlantic Ocean? | icross the | | | | accredi |
| | Cunard | | | | | v |
| | Costa, | | | | | |
| | Disney | | | | | 2 |
| | Norwegian | | * | | 02 | \A/L:_L: |
| 4 | People on a want to sail their own boat and choose their own de | astinations | | | 93. | Which i |
| •• | crewed charter cruise | , samadons. | | | | |
| | . bare-boat cruise | | | | | |
| | windjammer cruise | | | | 000 00 | |
| | barge cruise | | | | | · E |
| 5. | A cruisa line is NOT liable to compensate the passenger when | | | | 94 | Which is |
| ٠. | a passenger checks in without the right travel documents | • | | | 57. | AALIICIA IS |
| | a traveler misses a cruise departure due to illness | * | | | | Ä |
| | the itinerary changes while the ship is at sea | | | | | . [|
| | a cruise departure is canceled due to bad weather | | | , | | C |
| 6. | Which is a TRUE honofit of customized tour poolege products? | | | | 95. | Custome |
| J. | Which is a TRUE benefit of eustomized tour package products? The tour price is less costly than the purchase of individual tour components | | ł | | y 9 0. | Cusiome |
| | Tour package products include all personal incidental costs | | - 1 | | | Ė |
| | The participant is responsible for making all reservations for tour components | | 1 | | | |
| | These tour package products are organized by the participants themselves | | 1 | • | 96. | ABC Tra |
| 7 | What alamost of a tour avaduat interests as 10 | | 1 | | | amount |
| 7. | What element of a tour product interests consumers most? Transportation | • | 1 | | | \$ |
| | Attractions | | 4 | | | . 9 |
| | Accommodation | | - | | | . S |
| | Savings | | i | | | |
| | | | ļ | | | |
| | | | .] | | | |
| | 300 | | 1 | | | |

Which is a feature of social media?

It is not an effective commercial tool for business Members communicate verbally to each other It works through television and radio Communication between members is interactive ...

In Social Media the RSS icon stands for

. Really Simple Sentences -Real-Simple Syndication-Real Social Syndication Real Social Service

What is a challenge for businesses with a social media site Attracting visitors to the social media site Building relationships with the site's visitors Monitoring customer comments and responses.

The financial investment in setting up a site

100. What information is required before offering a travel insurance product?

The traveler's health The traveler's budget The traveler's itingrary Both A and C

END OF EXAM QUESTIONS

· Travel and Tourism Consultant - General Knowledge

Applic

Mileage

2.4.3. Extra mile

A special mile applies to define point mileage der

2.4.3.1. Area 1 E Between

Buenos Aires/ Monte

Buenos Aires/ Monte

2.4.3.2. Area 2 EA

2.4.3.2.1.Between I Between

Europa

Budapest

2.4.3.3. Area 3 EM Between

Osaka/ Tokyo

Area 3 (except when to Bangladesh, Bhulan, Ma Sri Lanka)

Area 3 (except when the Bangladesh, Bhutan, Ma Sri Lanka)

Area 3 (except when tra Bangladesh, Bhulan, Ma Sri Lanka)

Area 3 (except when tra Bangiadesh, Bhutan, Mal Sri Lanka)

Area 3 (except when tra-Bangladesh, Bhutan, Mal-Sri Lanka)

2.4.3.4. Area 12 via ti

Between

Alberta/ British Columbia/

Canada/ Mexico/ USA Cancun

Merida

Mid Atlantic Points except I

New Brunswick/ Newfoundle Prince Edward Island

New Brunswick/ Nova Scoti

Newfoundland

Newfoundland

2.4.3.5. Area 23 EMA

Benveen

Europe

Europe

OZOIS IATAKITS

PAT EXTRACT - CONSULTANT COURSE EXAMINATION JUNE 2015

2. Application of Tariff

| Between | And | Via | TPM Deduction |
|-------------|-----------|---|---------------|
| Furnne | Delhi | Mumbai | 700 |
| Middle East | | via both Mumbai and Delhi, or via both Islamabad and Karachi | 700 |
| Middle East | Mumbai , | Deihi | 700 . |
| Middle East | Delhi | Mumbai | 700 |
| Middle East | Karachi | Islamabad | 700 |
| Middle East | Islamabad | Karachi | 700 |

2.4.3.6. Area 31 via the Pacific EMA

| Between | And | Via · · · · | TPM Deduction |
|-----------------------------|--------|--|---------------|
| USA (except Hawaii)/ Canada | Area 3 | Hawaii - for North/ Central Pacific fares only | 800 |

2.4.4 Routing References - Application of specified routings

See Routings at back of Fares Book. The routings in this Passenger Air Tariff show indirect routings indicating stopover and/ or ticketed transfer points. Intermediate points may be omitted if a more direct routing is used, and no additional point is added. However, notes governing the indirect routing are applicable also to the more direct route.

Application of the more direct route. Provided in the provided in the provided in the reverse direction only. For travel in the opposite direction they must be read in the reverse direction.

2.4.5 Specified routings

The specified routings mentioned below shall be permitted at the direct fare (Rules 2.9.1. do not apply) provided that:

- the fare between the points named is applied and is permitted without surcharge
- the route is via the points specified
- an intermediate point may be omitted but no additional points may be added
- See also Rule 2.4.4 for other routing options.

2.4.5.1 Area 1 - Specified Routings

| Between | And | Via |
|--|---|---|
| Asuncion . | Bogota/ Guayaquil/ Mexico/ Quito | BUE/ RIO/ SAO |
| Brasilia | Atlanta/ Baltimore/ Boston/ Chicago/ Mexico Clip/ Miami/ Montreal/ New York/ Philadelphia/ Ottawa/ Toronto/ Washington | Rio de Janeiro/ Sao Paulo |
| Buenos Aires | Guayaquil/ Quito/ San Josa | Rio de Janeiro/ Sao Paulo / Bogota |
| Cancun | A point in Colombia/ Quito/Guayaquil | MEX/ MIA |
| Quito | Aruba | CCS/ BOG |
| Quito | Rio de Janeiro/ Sao Paulo | Caracas · |
| Salvador | Baltimore/ Montreai/ New York/ Ottawa/ Philadelphia/ Washington | Rio de Janeiro/ Sao Paulo |
| Quebec City/ Rouyn Noranda/ Sept- iles/ Val d'Or | Bermuda | Montreal - Toronto |
| A point in New Brunswick/ Nova Scotla/ Prince Edward Island | Antigua/ Bahamas/ Barbados/ Bermuda/ Cuba/ Dominican Republic/ French Antilles/ Haitl/ Jamaica/ St. Lucia/ Trinidad and Tobago | i) Montreal - Toronio ii) Halifax - Montreal - Toronio |
| A point in Newfoundland and Labrador | Antigua/ Sahamac/ Sarbados/ Bermuda/ Cuba/ Deminican Republic/ French Antilles/ Haiti/ Jamaica/ St. Lucia/ Trinldad and Tobago | St Johns - Hallfax - Montreal - Toronto |
| Montreal/ Oltawa | Bermuda | Halifax/Toronto |
| A point in Canada | Asuncian/ Montevideo | i) Toronto - Rlo de Janeiro ii) Toronto - Sao Pauto |
| A point in Canada | Lima | i) Toronto - Mexico City ii) Toronto - Bogota . |
| A point in Canada | A point in Argentina | i) Toronto - RIO/ BUE ii) Toronto - Sao Paulo/ Buenos Aires iii) Toronto - MEX - BUE iv) Toronto - Bogota - Buenos Aires |
| A point in Canada | A point in Chile | i) Toronto - Rio de Janeiro/ Santiago ii) Toronto - Sao Paulo/ Santiago iii) Toronto - Mexico City - Santiago iv) Toronto - Bogota |

2.4.5.2 Area 2 - Specified Routings

| Between | . , | And | Via |
|---------|-----|---------|-----------------|
| Cairo · | | Dammam | Jeddah - Riyadh |
| Cairo . | | Riyadh | Jeddah |
| Dubaí | | Zahedan | Tehran |

9 2013 IATA/SITA

7. Application of Betwäen Holul Rivadh ... 2.4.5.2.2 Within Af Botween Blantyre Francistown Johannesburg

> Kilimanjaro NOTE:

No stopovers per

2.4.5.3 Area 3 - Sp Between Beijing Beijing Beijing Beijing Beijing Colombo Delhi Hong Kong Hong Kong Karachi Kathmandu Kolkata Kota Kinabalu Sapporo Tokyo NOTES: Only 1 stopover p Only 1 stopover p Only 1 stopover p

2.4.5.4 Between Ar Between Montreal/ Ottawa Montreal/Ottawa 2.4.5.5 Between Ar Between Tehran Tehran Tehran Japan'/ Korea (Dem. Macao SAR Caim Cairo / Sanaa Kuwait

2.4.5.6 Between Are Between Seattle, WA

ATIENTAL CIOSC

APPLICATION
A) 1) Application
first, intermediate, economy class normal farce
current Europe and Macan Cost
2) Farces v) from Ojerba, Tunis to Bardeaux, Sträsbourg, Touicuse
v) from Palemo to Tunis
vijfrom Palemo to Tunis
vijfrom Sarajevo to Algiera: lower level
vijfrom Sarajevo to Algiera: lower level
vijfrom Sarajevo to Algiera: lower level
vijfrom Sarajevo to Palemo to Palemo to permitted within Azores
1 tourisan Herra, Pesta Despect, Terzyla: March not permitted within Azores
1 economy class fares
1 from California Despect, Terzyla: March not permitted in Rome
1 from California Despect, Permitted in Tunis
1 from California
A) 1 Children
1 accompanied children
1 aged 2-11 years: charge 67% of applicable adult fare
2 b) unaccompanied children
2 b; from Algiera, Tunisia: charge 75% of applicable adult
1 fare
1 intermediate and economy class fares: from Algiera, Scandinavia,
2 linfamorpanied (international) First, intermediate, economy case normal later

Societives Eutrop and Number Europe and Middle East is flown inintermediate class and other sectors are in the same class or a lower class, intermediate class and other sectors are in the same class or a lower class, intermediate class fare shall be applied.

17) HIGHERIA of the MEDIATE POINT AND KILLEAGE EXCEPTIONS

18) Exceptions

19) Exceptions

10) Exceptions

10) Exceptions

10) Exceptions

10) Exceptions

11) Exceptions

11) Exceptions

12) Irom Iran to Estonia, Lavis, Libruariat via Frankfurt when Frankfurt is an intermediate point the HIP clack vall be applied to/from Frankfurt is an intermediate point the HIP clack vall be applied to/from Frankfurt whether a stopover is taken or not

19) CHA AND INFANT DISCOUNTS

A) 10. ChA AND INFANT DISCOUNTS

A) 10. AND INFANT DISCOUNTS

A) 10. Exception: first class, intermediate class fares: from Europe, Kuwait: charge 100% of applicable about fare

b) unaccompanied children

Exception: economy class fares: from Egypt: charge 75% of applicable adult fare

2) Infant companied children

2) Exception: first ind class, intermediate class fares: from Europe, Kuwait: charge 100% of applicable adult fare

2) TOUR CONDUCTOR DISCOUNTS

A) not permitted

10) COUR CONDUCTOR DISCOUNTS

A) not permitted

20) TOUR CONDUCTOR DISCOUNTS

A) not permitted

216 FIRST, INTERMEDIATE/BUSINESS, ECONOMY CLASS FARES—SCIOI GETWEEN ELIROPE AND SOUTH EAST ASIA VIA EH. FE. RU, TS 2) Infant a) accompanied infant 20) TOUR CONDUCTOR DISCOUNTS
A) not permitted

A) not permitted Z002 INTERMEDIATE/BUSINESS, ECONOMY CLASS FLEX FARES ⇒SC108 BETWEEN POINTS IN THE ECAA 8ETWEEN POINTS IN THE ECAA

3. APPLICATION
A)11 Application
Intermediate/business, economy class normal fares
between points in the ECAA
2. Fares
3. Exception: intermediate/business class fares; if no intermediate/business
class fare is about in the lares pages, the fare shall be equal to the
conomy for about in the lares pages, the fare shall be equal to the
conomy for about in the lares pages, the fare shall be equal to the
conomy for about in the lares pages, the fare shall be equal to the
automatically calculates interhinment of All Class fares based on
average camer fares in affected a. At Intelliging premium is added
to account for the added tlookably of these shretime fares.

4) I) ChilLDREN AND INFANT DISCOUNTS

A) I) Children
a) accompanied children
a) accompanied children
a) unaccompanied children
application, from Scandinavia aged 8-11 years: charge 67% of applicable
addit fare
l) unaccompanied children
a) accompanied children
addit fare
a) accompanied children
a) accompanied children
a) unaccompanied children
a) accompanied children FIRST, INTERMEDIATE/BUSINESS, ECONOMY CLASS FARES - SC101 BETWEEN EUROPE AND SOUTH EAST ASIA VIA EH, FE, RU, TS APPLICATION
A) 1) Application
dist, intermediate/business, economy class normal fares
between Europe and South East Asia via EH, FE, RU, TS
2) Fares between Europe and South East Asia at EH, FE, RU. TS
2) Fars
b) via EH, FE: whenever sectors between the last point of departure in Europe
and the first point of armival in South East Asia, or vince versa, are flower
and the first point of armival in South East Asia, or vince versa, are flower
class, the applicable through intermediate/business class fare shall be
applied and the state of the adult fare
2) Infant
3) accompanied Inlant
3) accompanied Inlant
3) booked seat; charge 67% of applicable adult lare
A) not permitted
A) not permitted FIRST, INTERMEDIATE/BUSINESS, ECONOMY CLASS FARES—SCION BETWEEN MIDDLE EAST AND AREA 3 VIA AP, EH, TS 195 FIRST, INTERNEDIATE/BUSINESS, EUGPUNIT CLASS FARES SETWEEM MIDDLE EAST AND AREA 3 VIA AP, EH, TS
APPLICATION
A) 1) Application
Birst, intermediate/business, economy class normal fares
a) between Middle East and Area 3 via EH
b) between Middle East and Japan, Korea (Riep. oi) via AP, TS
b) between Middle East and Japan, Korea (Riep. oi) via AP, TS
DAYTIME
A) midweek and weekend periods from Japan via EH, TS
1) revel from Japan
midweek X; Tue, Wed, Thu, Fri
weekend W; Sat, Sun, Mon
2) travel from Middle East
midweek X; Sun, Mon, Tue, Wed, Thu
midweek X; Sun, Mon
2) travel from Middle East via EH; the day of departure from the last point in
Middle East determines the applicable midweek and weekend fare
b) ravel from Middle East via EH; the day of departure from the last point in
Europe determines the applicable midweek and weekend fare
b) Travel from Middle East via EH; the day of departure from the last point in
Europe determines the applicable midweek and weekend fare
b) Travel from Middle East via EH; the day of departure from the last point in
Europe determines the applicable midweeken Agent Mexicon Agent Middle East determines the applicable midweeken Agent Mexicon Agent Middle East determines the applicable midweeken Agent Mexicon Agent Middle East determines the applicable midweeken Agent Mexicon Agent Middle East determines the applicable midweeken Agent Middle East determines Middle East determines Middle East determ FIRST, INTERMEDIATE/BUSINESS, ECONOMY CLASS FARES⇒SCIDI WITHIN EUROPE EXCEPT BETWEEN POINTS IN THE ECAA Zool FIRST, INTERNEDIATE/BUSINESS, ECONOMY CLASS FARES⇒SUIN WITHIN EUROPE EXCEPT BETWEEN POINTS IN THE ECAA

1) APPLICATION

A) 1) Application

A) 1) Application

A) 1) Application

B) Fares

Exemption: intermediate/business, economy class normal fares

Exemption: intermediate/business caus' aress: if no intermediate/business class fare is shown in the fares pages, the fare shall be equal to the economy class fare governed by this rule

3) TRANSFERS

A) Exception: intermediate/business class fares

1) not permitted

1) not permitted

2) Intermediate class fares

1) mon Appetia

Except to Germany

ii) from Pairs to Tabarka

y) from Pairs to Tabarka

y) from Tabarka to Brusseis, Pars

1) first class fares

from Algeria

except to Germany

ii) between Bari and Trana: tower level - 7001 C c YLPX45 YHPY45 YEE3M

J 2013 LATA/SIT

From: OURAL

Fare Type

c c

YLPX2M YHPX2M

YEE3M

DUBAI Fore Type

YSD YZZ From

С

C

c

YLPX2M YHPX2M YEE3M

YZZ

YSD From DUBAL Fare Туро

YLPX2M YHPX2M YEE3M YZZ

YSD From ISTANBUL Fare:Type

YEE3M From DUBAL

Fare Type

| Example (Inches) | ares | | | | | | | |
|------------------|----------------|---------------------------|----------------------|--------------------------|----------------------|--------------|--------------|-----------------|
| 2From 550 | orania (j. 24. | Country Name | Country Code | (#⊒is-To° | Te paragraphic | | ountry-Code- | Currency:Cod |
| ISTANBUL | (IST) | TURKEY | TR . | KUALA LUMPUR | (KUL) | | MY | EUR |
| are-Type | QW/RT | | NUC | Carrier Code | Rule | Gi | MPIA. | Rouling |
| are i Abe - | WC | C. Local Currency 2283.00 | 2997.63 | . Carrier Code | Y146 | | 6961 | Houling |
| , | AT | 3512.00 | 4611.34 | | - Y146 | EH. | 6961 | |
| | οw | 2627.00 | 3449.31 | | Y146 | EH. | 6961 | *** |
| | ят | 4041.00 | 5305,93 | | Y146 | EH. | 6961 | |
| | ow | 4332.00 | 5688.02 | | Y146 | EH | 6961 | |
| | BT | 6666.00 | 8752.62 | | Y146 | EH | 6961 | |
| PX3M | RT | 1609.00 | 2112.65 | | Y148 | EH | 6961 | |
| EESM | - AT | 1942.00 | 2549.89 | | Y151 | EH | 6961 | |
| From. | an allegantus | - | Country-Code | TO COM | | | ountry Code | Currency Cod |
| -ISTANBUL - | (IST) | TURKEY | TP | MALTA | (MLA) | | MT _ | EUR |
| aro Type | GW/RT- | Local Currency | MIC | Carrier Code | Rule - | GI | - MPM | - |
| alo Tibo. | OW | 425,00 | 558.03 | Carrier Code | Z001 | EH | 1064 | Routing |
| | RT | 803.00 | 1054.35 | | 2001 | EH | 1064 | |
| | ow. | 425.00 | 558.03 | | Z001 | EH | 1064 | |
| • | RT | 803.00 | 1054.35 | | Z001 Z001 | EH | 1064 | |
| PX3M — | RT. | 442.00 | 580.35 | | Z013 | EH | 1064 | |
| EESM | ar | 547.00 | 718.22 | | Z013 | EH | 1064 | |
| From | | | Country Code | That offer House | | | | 1000 00 00 1 |
| ISTANBUL | | | | Carto | | Marine V. | ountry Code | L Currency Code |
| | (151) | TURKEY | TR | ZURICH | (ZRH) | | CH | EUR |
| re Type. | OW/AT | Local Currency | NUC | Carrier Code | Rule | :.Gl | MPM: | : Routing |
| | ow | 880.00 | 1155.46 | | 2001 | EH | 1329 | |
| | RT | 1601.00 | 2102.15 | | Z001 | EH | 1329 | |
| | ow | 880.00 | 1155.46 | | Z001 | EH | 1329 | |
| | RT | 1601.00 | 2102.15 | | Z001 | EH | 1329 | ,- |
| PX3M | RT | 880.00 | 1155.46 | | Z013 | EH | 1329 | • |
| EE6M | RT | 1016.00 | 1334.03 | | Z010 | EH | 1329 | |
| From 4 7 | | | Country Code | | | c | cuntry Code | Currency Code |
| KUALA LUMPUR | (KUL) | MALAYSIA | MY | DUBAI | (DXB) | | AE | MYR |
| re Type | OWET | Local Currency | NUC | Carrier Code | Rule - | | | |
| ite type | OW | 4034 | 1149.09 | Carrier Code | Y205 | EH | 4125 | Routing |
| | RT | 7334 | 2089.10 | | Y205 | EH | 4125 | |
| | ow | 4640 | 1321.71 | | Y205 | EH | 4125 | |
| | RT . | 8436 | 2403.00 | | | EH | 4125 | |
| | OW | 6338 | | | Y205 | | | |
| | RT | 11523 | 1805.38 3282.34 | | Y205 | EH | 4125 | |
| E3M | RT | 5587 | 1591.46 | | Y205 Y219 | EH | 4125 4125 | |
| From | - 200 | | | and advantage and the te | | | | |
| KUALA | (KUL) | Country Name | Marine Marine Marine | brankelle and the second | Samuel Side Comments | 761 | ountry Code | Currency Code |
| LUMPUR-AGE | (VOC) | MALAYSIA | MY | ISTANBUL | (IST) | | TR | MYR' |
| re Type | OW/RT | Local Currency | NUC | Carrier Code | Rule | C) | MPM | Routing |
| | ow | 8551 | 2435.76 | ourner code | Y146 | EH | 6961 | nodulig |
| | RT | . 13155 | 3747.22, | | Y146 | EH | 6961 | |
| | OW | 10410 | 2965.30 | | Y146 | EH | 6961 | |
| | AT | 16015 | 4561.89 | | Y146 | EH | 6961 | |
| | ow | 15259 | 4346.55 | | Y146 | EH | 6961 | |
| | RT | 23474 | 5686.6D | | Y146 | EH | 6961 | |
| E6M | HJ. | 7520 | 2142.08 | | Y153 | EH | 6961 | |
| From | | Country Name | | STO STO | VANSEA. | | | Currency Code |
| KUALA | (KUL) | MALAYSIA | МУ | MALTA | (MLA) | and the same | MT | MYR |
| LUMPUR- | (KOZ) | MALATON | | | (MLA) | THE PERSON | | MIN |
| е Туре | OW/RT | Local Currency | NUC | Carrier Code | Hiller | Gi | TENERS OF | Routing |
| | OW . | 9199 | 2620.34 | | Y146 | EH | 7200 | |
| | | | | | Y146 | EH | 7200 | |
| | | 14152 | 4031.21 | | | | 1200 | |
| | RT | 14152 11200 | 4031.21 | | | EH | 7200 | |
| | RT OW | 11200 | 3190.33 | | Y146 | EH | 7200 | |
| | OW RT | 11200 17230 | 3190.33 4907.99 | | Y146 Y146 | EH | 7200 | |
| , | RT OW | 11200 | 3190.33 | | Y146 | | | |

Y-C C C C F F F YEESM LONDON
Fare Type Y Y Y C C C C F F F F YLPX3M YHPX3M YEE6M YEE6M Y2OW Y2OW Y2OW C2OW C2RT C2OW MLIP3M MJIP3M MKIP3M MHIP3M Y2SQ Y25Q C2SQ F2 NLSX3M NJSX3M MEXZAN MEXZHN WOQAJY YHAPOW YLPXSQ YHPXSQ JLAP1 JKAP1 JHAP1 From 122 Fare-Type CCF YLPX45 YHPX45 YEE3M

12013 IATA/SITA

ry from plussess, r-aus to labaria
y from Djerba, Tunia to Bordeaux, Strasbourg, Toviouse
y from Djerba, Tunia to Bordeaux, Strasbourg, Toviouse
y from Standard of Bussesse, Bartie
19 (Horn Tabaria to Djerba, Tunist lovepet level
y fillom Tabaria to Djerba, Tunist lovepet in the parmitted within Avores
3) economy class fares
3) from Catania to Djerba, Tunist only permitted in Rome
19 CHILD PERI AND INFANT DISCOUNTS
A) 1) Comparison to Djerba, Tunist only permitted in Tunis
a) for companied chaldron
acqui 2-11 years: charge 67% of applicable adult fare
b) unaccompanied chaldron
Exceptions
of first class fares; from Algeria, Tunisia: charge 75% of applicable adult
lare
in termination charge 75% of applicable adult fare
2) Infant
interior charge 75% of applicable adult fare
2) Infant
10 accompanied charge
11 (Applicable adult fare
12 (Infant) APPLICATION
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A) Exceptions

1) between Europe and Israet via a point in the Hilde East: when a point in the Middle East: when a point in the Middle East is an intermediate point the HIP check will be applied fortom the point in the Middle East viniter a sloopever is share or not grown from Israet to Estonia, Lavis, Lithuania: via Frankfurt: when Frankfurt is an intermediate point the HIP check will be applied to/from Frankfurt is an intermediate point the HIP check will be applied to/from Frankfurt whether a sloopever is taken or not applicable and the property of the HIP check will be applied to/from Frankfurt whether a sloopever is alken or not alken or not a sloopever is alken or С YI PYZM YHPX2M Tunisfa: charge 75% of applicable adult lare
2) Infant
a) accompanied infant
a) booked seal; charge 67% of applicable adult fare
20) TOUR CONDUCTOR DISCOUNTS
A) not permitted YEE3M YSD Y77 Al not combuerton biscounts
Al not permitted

2002 INTERMEDIATE/BUSINESS, ECONOMY CLASS FLEX FARES SC101

8ETWEEN POINTS IN THE ECAA

7) APPLICATION
A) 1) Application
Intermediate/business, economy class normal faros
between points in the ECAA
2) Fares
a) Exception: intermediate/business class fares: if no intermediate/business
class fare is shown in the lares pages, the fare shall be equal to the
economy class fare governed by this rule
b) fares shall be established and amended by IATA using a mechanism that
automatically calculates interlineable C and Y class fares based on
average carmer fares in affected markets. An intertining premium in added
automatically calculates interlineable C and Y class fares based and
average carmer fares in affected markets. An intertining premium in added
4) CHILOREM AND IN the added dischiply of these interline fares.
A) 1) Children
a) accompanied children
a) accompanied children
a) accompanied children
Exception: from Scandinavia agod 8-11 years: charge 67% of applicable
adult fare
2) Infant
a) accompanied infant
b) unaccompanied infant
a) accompanied infant
a) accompanied infant
a) accompanied infant
a) accompanied infant
b) unaccompanied infant
b) unaccompanied infant
a) accompanied infant
b) unaccompanied infant From DUBAL Fare Type FIRST, INTERMEDIATE/BUSINESS, ECONOMY CLASS FARES—SCIOT BETWEEN EUROPE AND SOUTH EAST ASIA VIA EH, FE, RU. TS 9 APPLICATION

3) APPLICATION

A) 1) APPLICATION

B) Visit B) APPLICATION

B) Visit B) APPLICATION

B) Visit B) APPLICATION

A) 1) APPLICATION

B) Visit B) APPLICATION

C) VISIT B) APPLICATION

C) VISIT B) APPLICATION

C) VISIT B) APPLICATION

B) APPLICATION

C) APPLICAT C YEE3M From DUBAI Fare Type С 2) Infant
a) accompanied Infant
b) Exception: first class lares: from Switzerland: charge 100% of appl
20) TOUR COMULTOR DISCOUNTS
A) not permitted

20) YLPX2M YHPX2M YEE3M Y77 FIRST, INTERMEDIATE/BUSINESS, ECONOMY CLASS FARES⇒SCION BETWEEN MIDDLE EAST AND AREA 3 VIA AP, EH, TS 95 FIRST, INTERMEDIATE/BUSINESS, EUUTUMN CLASS
BETWEEM MIDDLE EAST AND AREA 3 VIA AP, EH, TS

APPLICATION
A) 1) Application
Inst, intermediate/business, economy class normal lares
a) between Middle East and Area 3 via EH
b) bidiveen Middle East and Japan, Korea (Rep. oi) via AP. TS
b) bidiveen Middle East and Japan, Korea (Rep. oi) via AP. TS
DAYTIME
A) midweek and weekend periods: from Japan via EH, TS
1) ravel from Japan
Indiveek X. Tue, Wed, Thu, Fri
weekend W. Sai, Sun, Mon
2) travel from Middle East
Mon. Tue, Wed, Thu
weekend W. Fris, Sun, Mon
2) travel from Middle East wia EH: the day of departure from the last point in Japan determines
the applicable midweek and weekend fare
2) a) travel from Middle East via EH: the day of departure from the last point in
Middle East determines the applicable midweek and weekend [se]
b) travel from Middle East via EH: the day of departure from the last point in
Middle East determines the applicable midweekend fare
b) travel from Middle East via EH: the day of departure from the last point in
Europe determines the applicable midweekend fare
b) travel from Middle East via EH: the day of departure from the last point in
Europe determines the applicable midweekend Servence of the supplicable midweekend fare
b) travel from Middle East via EH: the day of departure from the last point in
Europe determines the applicable midweekend Servence of the supplicable midweek YSO From DURAL Fare Type c YLPX2M YHPX2M YEE3M Y77 FIRST, INTERMEDIATE/BUSINESS, ECONOMY CLASS FARES—SC101
WITHIN EUROPE EXCEPT BETWEEN POINTS IN THE ECAA 2001 FIRST, INTERMEDIA JEWISINESS, EUGRUM, WITHE BERGAE
WITHIN BURGPE EXCEPT BETWEEN POINTS IN THE ECAA

APPLICATION
A) 1) Application
Est, intermediate/business, economy class normal fares
within Europe except between points in the ECAA
2) Farce
Exception: intermediate/business dass farce: if no intermediate/business
class fare is shown in the fares pages, the fare shall be equal to the econom
CALEST are governed by this rule
A) Exceptions
1) An Exceptions
1) Intermediate dass farce
1) Intermediate dass fa YSD From 0) ISTANBIII are:Type C YLPX45 YHPX45 YEE3M

22012 LATARAT

and that the first

| From-L | CONTRACTOR | Country Name | Country Code | To To | Salaran Phil | 3/25/9/1 | Country Code | Currency Cude |
|-------------------|-------------------|---------------------|---------------------|----------------|------------------|----------|------------------------------------|--|
| MALTA | (MLA) | MALTA | MT | ISTANBUL | (IST) | | TR | EUR |
| rare Type | Z.OW/RT | Local Currency | NUC | Carrier Code | Rule | -JE3E- | MPM | Routing |
| TY TO | OW | 222.00 | 579.51 | - | 2001 | H | 1054 | The state of the s |
| y 0 | ят | 419.00 | 1282.50 | | Z001 | EH | 1064 | |
| c | OW | 222.00 | 679.51 | | Z001 | ĒH- | 1064 | |
| C | RT | 419.00 | 1282.50 | | Z001 | EH | 1064 | • |
| YPX3M | RT | 231,00 | 707.05 | | 2035 | EH | 1064 | |
| YEE6M | RT | 285.00 | 872.34 | | 2010 | EH | 1064 | |
| From | 24, 170,220,0012 | Country Name | Country Code | To | Part Contraction | 777750 | Country Code :- | Currency.Code |
| MALTA | (MLA) | MALTA | MT | KUALA | (KUL) | | MY | EUR |
| SUCH MATERIAL | 3.00 | | THE PERSON | LUMPUR | CHILL THE | | THE RESERVE | CONTRACTOR OF THE PARTY |
| Fare Type | OWIRT | Local Currency | NUC | "Carrier Code" | Rule | GI- | MPM | Routing |
| γ | OW | 1329.00 | | | Y146 | EH- | 7200- | |
| Y | RT | 2042.00 | 6250.30 | | Y146 | EH | 7200 | |
| С | ow | 1512.00 | 4628.04 | | Y146 | EH | 7200 | • |
| C F | RT | 2326.00 | 7119.59 | | Y146 | EH | 7200 | |
| F (- | OW RT | 2519.00 | 7710.34 | | Y146 | EH | 7200 | |
| YEE6M | RT | 3876.00 | 11863.95 | | Y146 | EH | 7200 | |
| | HI | 913.00 | 2794.57 | | Y151 | EH | 7200 | |
| From | ك المنتهجة | | Country Code | J. Jo | | 15.2 | white report of 12 has been stored | Currency Code |
| MALTA | (MLA) | MALTA | MT | ZURICH | # (ZRH) | | CH | EUR |
| Fare Type | OW/RT | Local Currency | | Carrier.Code . | | | MPM: | Routing |
| Y | OW RT | 283.00 | 866.22 | | 2002 | EH | 1029 | |
| C | OW | 472.00 | 1444.73 | | Z002 | EH | 1029 | |
| c | RT | 283.00 | 866.22 | | 2002 | EH | 1029 | |
| | NI | 472.00 | 1444.73 | | Z002 | EH | 1029 | |
| fy-From | 70.40 | Country Name - 2121 | | To | and the second | | ountry Code | Currency Code |
| PARIS | (PAR) | FRANCE | FR | SINGAPORE | (SIN) | | SG | EUR |
| Fare Type- | OW | Local Currency | NUC. | Carrier Code | | | | Routing - |
| Y V | RT | 3930.00 | 5160.18 | | Y146 | EH | 8311 | |
| Y | OW | 5613.00 | 7370.01 | | Y146 | EH | 8311 | |
| v | RT | 5263.00 7517.00 | 6910.45 9870.01 | | Y146 Y146 | TS TS | 11406 11406 | |
| c | ow | 4655.00 | 6112.13 | | Y146 | EH | 8311 | |
| c | RT | 6649.00 | 8730.30 | | Y146 | EH | 8311 | |
| C | ow | 6368.00 | 8361.34 | | Y146 | TS | 11406 | |
| C | RT | 9096.00 | 11943.27 | | Y146 | TS | 11406 | |
| F | OW | 7301.00 | 9586.39 | | Y146 | EH | 8311 | |
| F | RT | 10427.00 | 13690.91 | | Y146 | EH | 8311 | |
| F | wo | 10602.00 | 13920.69 | | Y146 | TS | 11406 | |
| F | RT | 15144.00 | 19884.45 | | Y146 | TS | 11406 | |
| YPX3M | RT | 1905.00 | 2501.31 | | Y148 | EH | 8311 | • |
| YEE6M | RT | 2863.00 | 3759.19 | | Y151 | EH | 8311 | |
| YEE6M | RT | 3630.00 | 4766.28 | | Y154 | TS | 11406 | |
| "Tom" | المعالمة المستندي | Country Name (1) | ountry Code | Visitor with | - | Charle C | untry Code | Corrency Code |
| SINGAPORE | (SIN) | SINGAPORE | SG | LONDON | (LON) | | GB | SGD |
| are Type | OW/RT | Local Currency | NUC | Carrier Code | Rule | Gi F | MPM. | Routing |
| γ - | OW | 5313 | 3477.84 | | Y146 | EH | 8542 🗸 | |
| Υ | RT | 8173 | 5349.97 | | Y146 | EH | 8542 | |
| Y | OW | 8153 | 5336.88 | | Y146 | TS | 11437 | |
| Y | RT | 12542 | 8209.88 | | Y146 | TS | 11437 | |
| 9 | ow | 6262 | 4099.05 | | Y146 | EH | 8542 | |
| | RT OW | . 9633 | 6305.68 - | - | Y146 | EH | 8542 | |
| 2 | ow | 9605 | 6287.35 | | Y146 | TS | 11437 | |
| 2 | RT | 14777 | 9672.90 | | Y146 | TS | 11437 | |
| | OW | 10066 | 6589.11 | | Y146 | EH | 8542 | |
| | AT | 15485 | 10126.35 | | Y146 | EH | 8542 | |
| | | | 9810.36 | | Y146 | TS | 11437 | 1 |
| | OW | 14987 | | | **** | **** | | |
| : : :001116 | RT | 23057 | 15092.91 | | Y146 | TS- | 11437 | 1 |
| PX1M | RT RT | 23057 3433 | 15092.91 2247.21 | | Y149 | EH | 8542 | |
| | RT | 23057 | 15092.91 | | | | | |

| From SIMCAPORE Fare-Type |
|--------------------------------|
| Y Y |
| c c |
| G F |
| F F |
| YPX1M YEE6M YEE6M |
| SINGAPORE Fare:Type |
| Fare Type Y Y Y |
| Y C |
| C C |
| F F |
| F YPX1M YEE6M |
| YEESM From STOCKHOLM |
| Fara-Type- > Fara-Yy Y Y |
| Y Y |
| c c |
| C F F |
| F F YEE6M |
| ZURICH ZURICH Fare-Type |
| Y Y C |
| C F F |
| YPX45 YEE3M |
| ZURICH Eare (Note: 5) |
| Y Y C |
| C YBB YPX3M . |
| |

ATIZVATAI E102 C

| SEEL VINE | ares | | | | | | · | |
|----------------|---------|----------------|--------------|--------------|-------------|-----|------------|---------------|
| From | | Country Name | Country Code | 10: | | -Co | untry Cods | Currency Code |
| ZURICH | (ZRH) | SWITZERLAND | CH | KUALA | (KUL) | | 554 | CHF |
| | | Local Currency | NUC | Carrier Code | Bularin | | MPI | Buuting, - |
| Fare Type | OW | 5349.00 | 4373.45 | Carrier Guae | Y146 | EH | 7771 | riouting, |
| (, | | 8227.00 | 6725.57 | | Y146 | EH | 7771 | |
| | OW. | | 6689.78 | | Y145 | TS | 11234 | |
| Y | | 8171.00 | | × | Y146 | TS | 11234 | |
| Y | RT | 12569.00 | 10276.68 | | | | | |
| С | wc | 6274.00 | 5129.75 | | Y146 | EH | 7771 | |
| C | ЯT | 9653.00 | 7892.49 | | Y146 | EH | 7771 | |
| 3 | ow | 9597.00 | 7846.71 | | Y146 | TS | 11234 | |
| 3 4 | RT. | 14762.00 | 12069.72 | • | Y146 | TS | 11234 | |
| = | OW | 10905.00 | 8918.16 | | Y146 | EH | 7771 | |
| F | RT ` | 16775.00 | 13715.59 | | Y146 | EH | 7771 | |
| F | NC | 14551.00 | 11921.73 | | Y146 | TS | 11234 | |
| = | RY | 22429.00 | 18338.42 | | Y146 | TS | 11234 | |
| YLPX3M | at | 2951.00 | 2412.80 | | Y148 | EH | 7771 | |
| CJEX3M | RT | 3072.00 | 2511.73 | | Y148 | EH | 7771 | |
| KPX3M · | RT | 3253.00 | 2659.72 | | Y148 | EH | 7771 | |
| у НРХЗМ | RT | 3433.00 | 2806.89 | | Y148 | EH | 7771 | |
| YEE6M | RT | 3932.00 | 3214.88 | - | Y151 | EH | 7771 | |
| YEEGM | RT | 6240.00 | 5101.95 | | Y154 | TS | 11234 | |
| From: | 2.4.4.1 | Country Name | Country Code | , To | 11.2345.445 | Co | untry Code | Currency Code |
| ZURICH | (ZRH) | SWITZERLAND | CH | MALTA | (MLA) | | MT | CHF |
| Fare Type | OW/RT | Local Currency | NUC" | Carrier Code | Rule :- | GI. | MPM | Routing |
| Y | OW | 1214.00 | 992.59 | | 2002 | EH | 1029 | |
| (| RT | 2023.00 | 1654.04 | | Z002 | EH | 1029 | |
| C | ow | 1214.00 | 992.59 | | Z002 | EH | 1029 | |
| C | RT | 2023.00 | 1654.04 | | Z002 | EH | 1029 | |

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