

## ROUTING.

1. Direct routing

1/

2/ Indirect routing

Direct Routing  $\Rightarrow$  If the travel b/w two cities is either on a nonstop flight or a direct flight which may have one or more intermediate stops but where the passenger does not have to change the aircraft but continues on to his or her destination. After such routing are referred to as direct.

Indirect Routing  $\Rightarrow$  where however if the passenger has to travel b/w two cities via one or more intermediate cities where the passenger changes flight. This is known as indirect routing.

Factors calculation of indirect routing based on two principles.

1. ~~or~~ Specified Rounding.
2. Milage principle.

⇒ Specified Rounding ⇒ In case of certain cities some specified fares are published along with specified intermediate cities. these specified fares of these specified rounding may have certain like

1. Know No City may be added to the rounding.
2. Geographical cannot be change.
2. Service may be restricted

⇒ Milage Principle ⇒ The milage principle is basic on four basis element per element.

1. MPM (Maximum Permitted Milage)
2. TPM (Ticketing Point Milage)
3. EMA (Extra Milage allow.)
4. EMS (Excess Milage Surchage)

u

109  
Mikhi

- MPM  $\Rightarrow$  These are the maximum amount of Mileage that a passenger is allowed to fly at a Published fare of the required routing b/w the origin and destination. The MPM are Published of one way or half return or half round trip. When more than one fares and MPM are published b/w the then applied the fares and the MPM according to the applicable global inter indicators.

- TPM  $\Rightarrow$  (Ticketed Point mileage)  
Ticketed Point are the cities in the routing of which ticket is been issued. Ticketed Point mileage (TPM) is generally the direct to non stop distance b/w two ticketed point for each pair of cities of which the ticket is been issued. TPM have to credited ~~conditioned~~ considered when one or more TPM's are published b/w the same two cities pair then apply the TPM according to the global indicator.

## Application of the mileage system:

1. Total the TPM's b/w the cities on the actual itinerary.
2. Find the MPM b/w the origin and the distance destination.
3. Compare the total TPM with the MPM.

4. If the total TPM's is equal to or less than the MPM then the cities in the itinerary can be covered at the direct published fares b/w the origin and the destination.

If the total TPM exceeds the MPM then the fare will have to be increased by a certain percentage. This is called excess mileage surcharge (EMS).

## How to determine EMS.

When the total TPM is more than the MPM then we need to find the EMS as follows.

1. Divide the total TPM by MPM  
(you must arrive up to at least 5 decimal places.)

2. Compare the result with the following table

○ If the result is

Over	but not higher than	Surcharge the fare by percentage
1.00000	1.05000	5%
1.05000	1.10000	10%
1.10000	1.15000	15%
1.15000	1.20000	20%
1.20000	1.25000	25%

Note: If the result is over 25% then we need to calculate the fare using combination fares.

$$\frac{\text{TPM}}{\text{MPM}} = 1.025$$

$$= 1.11$$

$$= 1.30$$

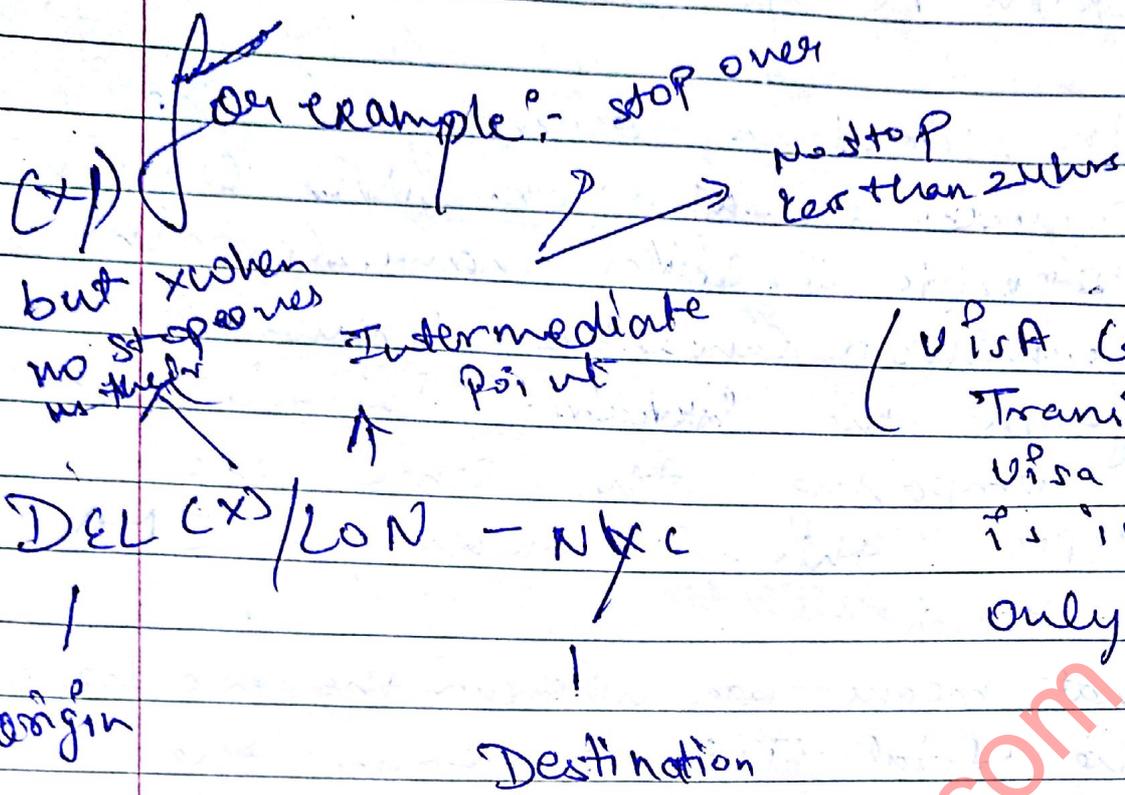
## Extra Mileage Allowance (EMA)

In certain counting if the travel is b/w or via certain specific cities than certain miles can be deducted from the total TPM. before comparing the same the MPM this is known as EMA

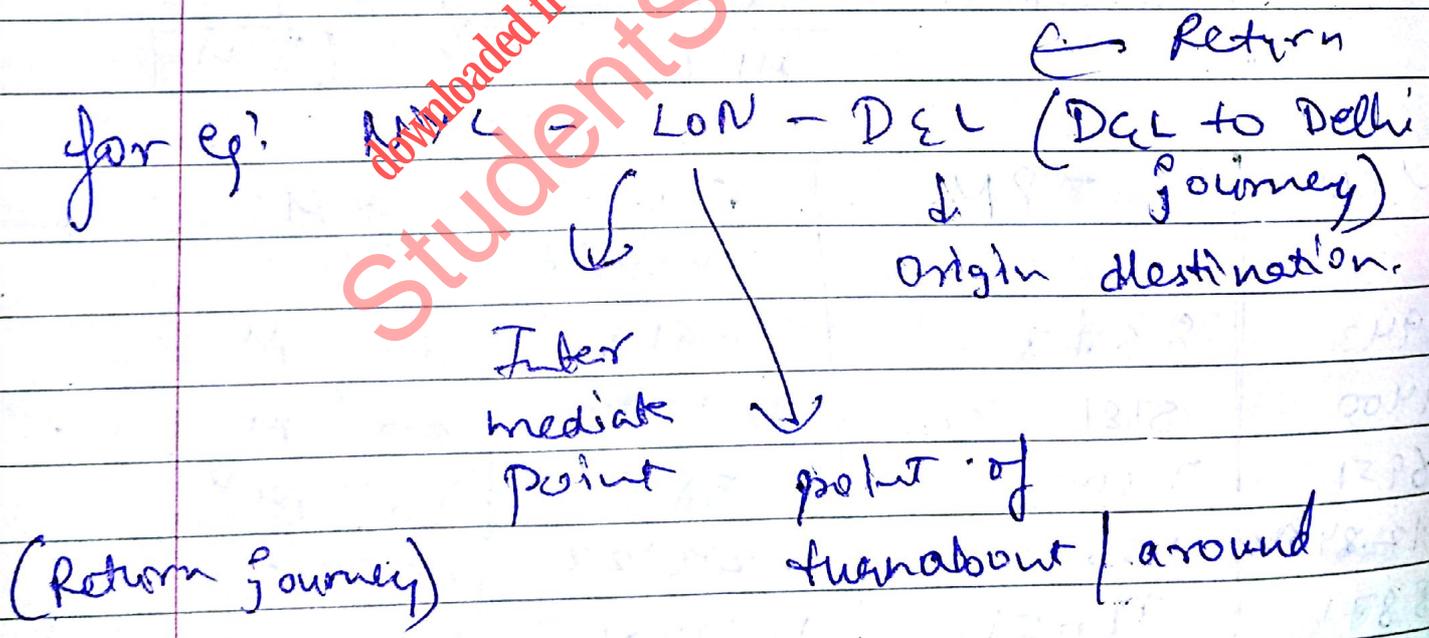
that means we whenever the we have the total TPM exceeding the MPM than before surcharging the passenger we must check of EMA in the EMA table specified or made by IATA.

$$\frac{\text{TPM} \leq 1}{\text{MPM}} 5\% = \boxed{SM}$$

MPM	TPM	Raw result	EMA
7943	8673	1.09190	10 M
4400	5181	1.17750	20 M
6951	7300	1.05020	10 M
12840	15809	1.23123	25 M
8871	10051	1.13301	15 M
2965	2899	0.97714	M



- Travel Information Manual - passport, visa, Health, Currency, Customs.



DEL - LON - NYC - DEL

DEL - LON - NYC - PAR - DEL

DEL - LON - DEL