

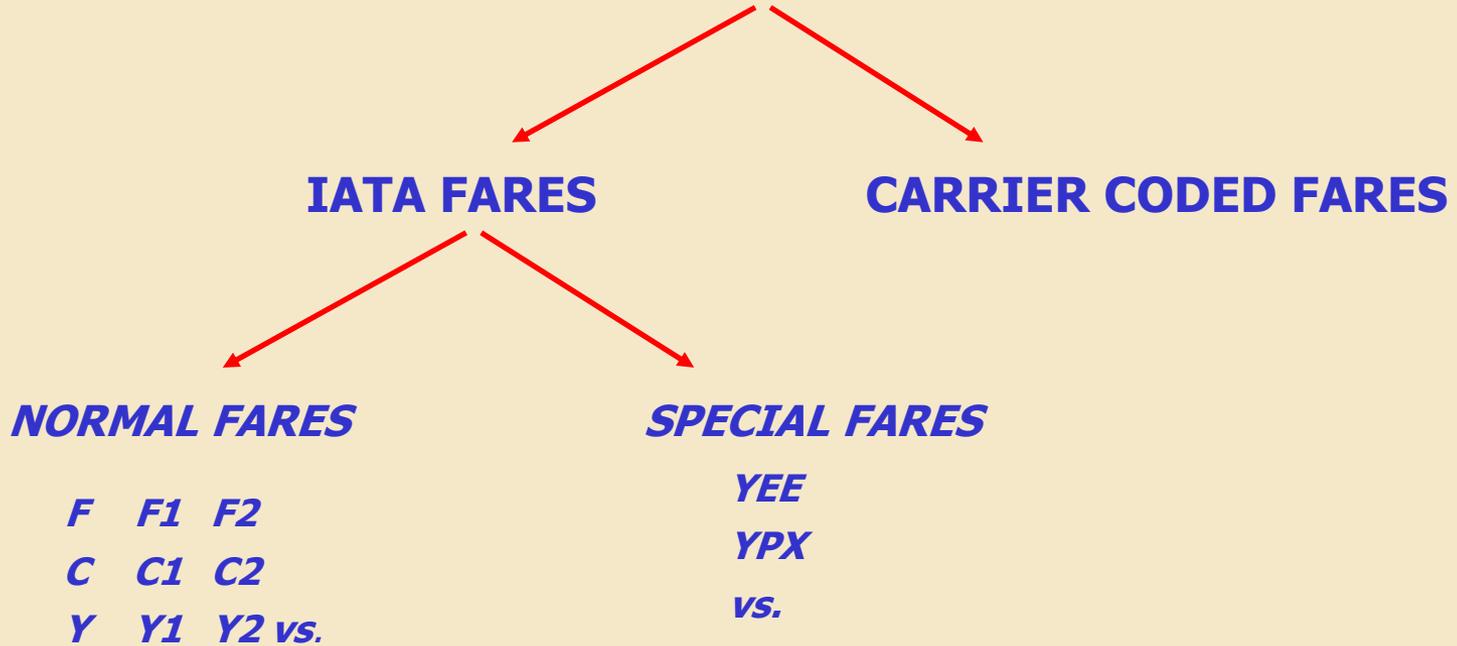


MANUAL - PRICING[®]

Gsimsek@2020



PAT FARES



F F1 F2

C C1 C2

Y Y1 Y2 vs.

YEE

YPX

vs.

IATA UCRETLERİ: TUM TASIYICILAR TARAFINDAN INTERLINE YOLCULUKLARDA KULLANILABILEN UCRETLERDIR.

CARRIER CODED FARES: TASIYICI OZEL UCRETLERİ OLUP SADECE O TASIYICININ KENDI UCUSLARINDA GECERLİ OLUP PAT KİTAPLARINA FILE EDİLMİS OLAN UCRETLERDIR.

NORMAL FARES: GECERLİLİĞİ 12 AY OLAN KISITLAMASIZ VEYA KISITLAMALI (DURAKLAMA/TRANSFER) UCRETLERDIR.

SPECIAL FARES: GENELLİKLE GİDİS DONUS OLAN VE GECERLİLİĞİ 12 AYDAN AZ OLAN VE KISITLAMALI (REZ DEĞİSİKLİĞİ /MAX STAY/MIN STAY/REFUND GİBİ) UCRETLERDIR

BİLET KURMA

ARA İNİŞSİZ

TEK YÖN
OW

ÇİFT YÖN
RT

CIRCLE
CT

ÜCRET
KONTROL

MİL SİSTEMİ
MPM/TPM
EMA

ARA İNİŞLİ

JOURNEY CONCEPT

PRICING UNIT
CONCEPT

SIDE TRIP

JOURNEY
&
PRICING
KARŞILAŞTIR
EN DÜŞÜK ÜCRETİ
SEÇ

KUPON DOLDUR & TAT YAZ

BHC
HIP
CTM
DMC
KONTROLÜ

JOURNEY TYPE	LIMITS
A round trip or circle trip can obtain a maximum of:	<ul style="list-style-type: none"> - 16 flight segments - 14 flight segments and 2 surface segments, - 15 flight segments and 1 surface element, and with a maximum of 15 fare break points.
A one-way trip can contain a maximum of:	<ul style="list-style-type: none"> - 15 flight segments - 13 flight segments and 2 surface segments - 14 flight segments and 1 surface element, and with a maximum of 14 fare break points.

LOCAL **C**URRENCY **F**ARE

LCF
Lokal Ücret

$$**LCF = NUC X IROE**$$

(Origin ülkesi)

NEU**TRAL** **U**NI**T** OF **C**ON**STRUC**TION

NUC

Bağımsız Ücret Kurma Birimi

IATA **R**ATE **O**F **E**XCHANGE

IROE

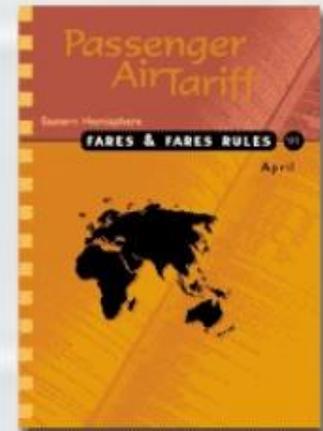
Para Değişirme Kuru

Basic Fare Construction

- *Determine FCP's*
- *NUC (GI & Type)*
- *Rule (if any)*
- *Note MPM*
- *Calculate TPM*
- *EMA (if $TPM > MPM$)*
- *EMS (See table)*
- 8. *HIP*
 - *Rule*
 - *AF: Applicable Fare*
 - *Check:*
 - OW: BHC*
 - CT: CTM*
- 13. *Total*
- 14. *IROE*
- 15. *LCF: Local Currency Fare*

Fare Manuals

- *PAT:*
- *Passenger Air Tariff*
- *Various Volumes:*
 - *Fares (per hemisphere)*
 - *Rules*
 - *Maximum Permitted Mileages*



PAR

IST

Açık renk ücretler sadece gidiş
Koyu renk ücretler gidiş dönüştür.

OW /Y

To DURHAM TEES V (MME)				EH	516	YHPX3M	2010.00	2680.18	X0913	AT	To IRKUTSK (IKT)						
Y	721.00	961.40	Z001	EH		YLEE6M	2263.00	3017.54	X0911	AT	Y	3098.00	4130.95	Y146			
Y	1201.00	1601.44	Z001	EH		YKEE6M	2381.00	3174.89	X0911	AT	Y	4424.00	5899.08	Y146			
YPX3M	722.00	962.73	Z013	EH		YHEE6M	2497.00	3329.56	X0911	AT	C	3618.00	4824.34	Y146			
To DUSSELDORF (DUS)				EH	304	To GUERNSEY (GCI)				EH	410	C	5167.00	6889.82	Y146		
Y	361.00	481.36	Z001	EH		Y	390.00	520.03	Z001	EH		F	5707.00	7609.87	Y146		
Y	656.00	874.72	Z001	EH		Y	650.00	866.72	Z001	EH		F	8151.00	10868.76	Y146		
YPX3M	428.00	570.70	Z013	EH		YPX3M	391.00	521.37	Z013	EH		YEE6M	2667.00	3556.25	Y151		
To EDINBURGH (EDI)				EH	656	To HAMBURG (HAM)				EH	555	To ISTANBUL (IST)					
Y	683.00	910.73	Z001	EH		Y	563.00	750.71	Z001	EH		Y	1145.00	1526.77	Z001		
Y	1138.00	1517.44	Z001	EH		Y	1022.00	1362.76	Z001	EH		Y	1909.00	2545.51	Z001		
YPX3M	684.00	912.06	Z013	EH		YPX3M	665.00	886.72	Z013	EH		YPX3M	1153.00	1537.44	Z013		
To EINDHOVEN (EIN)				EH	266	To HANOI (HAN)				EH	7678	YEE6M	1343.00	1790.79	Z010		
Y	379.00	505.36	Z001	EH		Y	3336.00	4448.31	Y146	EH	TS 10202	To IZMIR (IZM)					
Y	682.00	909.39	Z001	EH		Y	4764.00	6352.44	Y146	EH		Y	1258.00	1677.45	Z001		
YPX3M	417.00	556.03	Z013	EH		Y	4420.00	5893.74	Y146	TS		Y	2098.00	2797.53	Z001		
To EKATERINBURG (SVX)				EH	4294	Y	6314.00	8419.26	Y146	TS		YPX3M	1265.00	1686.78	Z013		
Y	2257.00	3009.54	Y146	EH		Y	4048.00	5397.71	Y146	EH		YEE6M	1473.00	1964.13	Z010		
Y	3224.00	4298.97	Y146	EH		C	5783.00	7711.21	Y146	EH		To JAKARTA (JKT)					
C	2673.00	3564.25	Y146	EH													

FARE
TYPELOCAL
CURRENCY

NUC

CARR
CODE

RULE

GI MPM &
ROUTING**BUCHAREST (BUH)**

ROMANIA

US Dollar (USD)

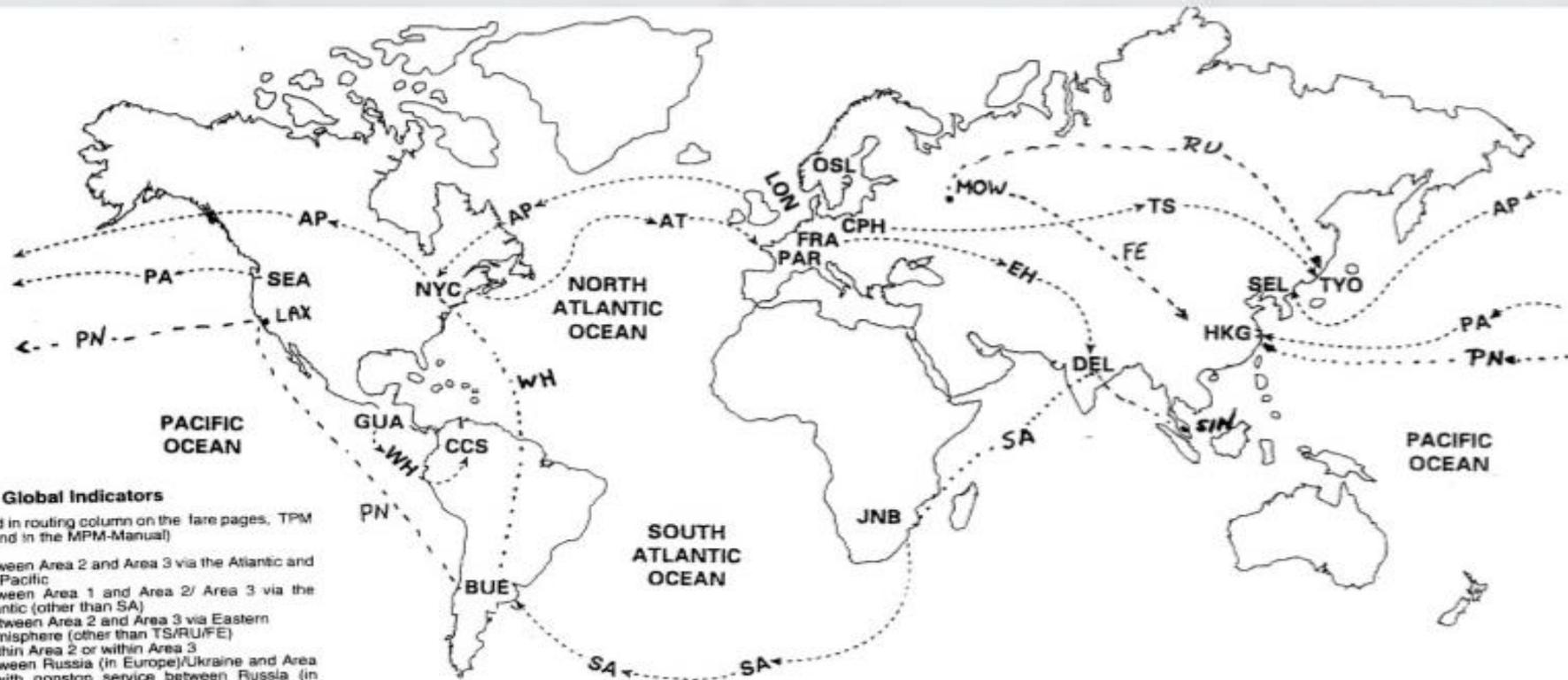
To ABIDJAN (ABJ)

Y	2126	2126.00	Y046	EH	4312
Y	3866	3866.00	Y046	EH	
C	2443	2443.00	Y046	EH	
C	4443	4443.00	Y046	EH	
F	3080	3080.00	Y046	EH	
F	5601	5601.00	Y046	EH	
YLEE3M	2463	2463.00	Y063	EH	
YHEE3M	2640	2640.00	Y063	EH	

To ABU DHABI (AUH)

Y	1168	1168.00		EH	2580
V	2126			EH	

Global Indicators



1.1.3 Global Indicators

(As used in routing column on the fare pages, TPM pages and in the MPM-Manual)

- AP between Area 2 and Area 3 via the Atlantic and the Pacific
- AT between Area 1 and Area 2/ Area 3 via the Atlantic (other than SA)
- EH - between Area 2 and Area 3 via Eastern Hemisphere (other than TS/RU/FE)
 - within Area 2 or within Area 3
- FE between Russia (in Europe)/Ukraine and Area 3 with nonstop service between Russia (in Europe)/Ukraine and Area 3 other than Japan, Korea (Dem. Rep. of), Korea (Rep. of)
- PA between Area 2 and Area 3 via Pacific (other than PN)
- PN between South America and South West Pacific via North America but not via North or Central Pacific
- RU between Russia (in Europe) and Area 3 with nonstop service between Russia (in Europe) and Japan, Korea (Dem. Rep. of), Korea (Rep. of); not via another country (ies) in Europe
- SA between Argentina/Brazil/Chile/Paraguay/Uruguay and South East Asia via the Atlantic and only via point(s) in Central Africa, Southern Africa, Indian Ocean Islands or via direct services
- TS between Area 2 and Area 3 (Trans Siberian route) with a sector having nonstop service between Europe and Japan, Korea (Dem. Rep. of), Korea (Rep. of) (other than RU/FE)
- WH within Area 1 (Western Hemisphere)

IATA Rates of Exchange (IROE)

To calculate fares, rates or charges in currencies listed below:					Multiply NUC fare rate/ charge by the following rate of exchange:		And round up the resulting amount to the next higher unit as listed below:			
Country (+ local currency acceptance limited)	Currency Name	ISO Codes	From NUC	Alpha	Numeric	Local Curr. Fares	Other Charges	Decimal Units	Notes	
	Equatorial Guinea	CFA Franc	XAF	950	491.933146	100	100	0		
	Eritrea	US Dollar	USD	840	1.000000	1	0.1	2	5	
+	Eritrea	Nakfa	ERN	232	14.050000	1	1	0	2, 8	
	Estonia	Kroon	EEK	233	11.734125	5	1	0	8	
	Ethiopia	US Dollar	USD	840	1.000000	1	0.1	2	5	
+	Ethiopia	Ethiopian Birr	ETB	230	8.797700	1	1	0	2, 8	
	Falkland Islands	Falkland Pound	FKP	238	0.518483	1	0.1	2	5	
	Faroe Isl.	Danish Krone	DKK	208	5.572440	5	1	0	8	
	Fiji Islands	Fiji Dollar	FJD	242	1.659605	1	0.1	2	8	
	Finland	euro	EUR	978	0.749947	1	0.01	2	8	
	France	euro	EUR	978	0.749947	1	0.01	2	8	
	French Guiana	euro	EUR	978	0.749947	1	0.01	2	8	
	French Polynesia	CFP Franc	XPF	953	98.296738	100	10	0		



MPM

MAXIMUM

PERMITTED

MILEAGE

FARE
TYPELOCAL
CURRENCY

NUC

CARR
CODE

RULE

GI MPM &
ROUTING**BUCHAREST (BUH)**

ROMANIA

US Dollar (USD)

To ABIDJAN (ABJ)

Y	2126	2126.00	Y046	EH	4312
Y	3866	3866.00	Y046	EH	
C	2443	2443.00	Y046	EH	
C	4443	4443.00	Y046	EH	
F	3080	3080.00	Y046	EH	
F	5601	5601.00	Y046	EH	
YLEE3M	2463	2463.00	Y063	EH	
YHEE3M	2640	2640.00	Y063	EH	

To ABU DHABI (AUH)

Y	1168	1168.00		EH	2580
V	2126			EH	



TPM

TICKETED

PPOINT

MILEAGES

amadeus

Amadeus Selling Platform Connect Fare & Pricing

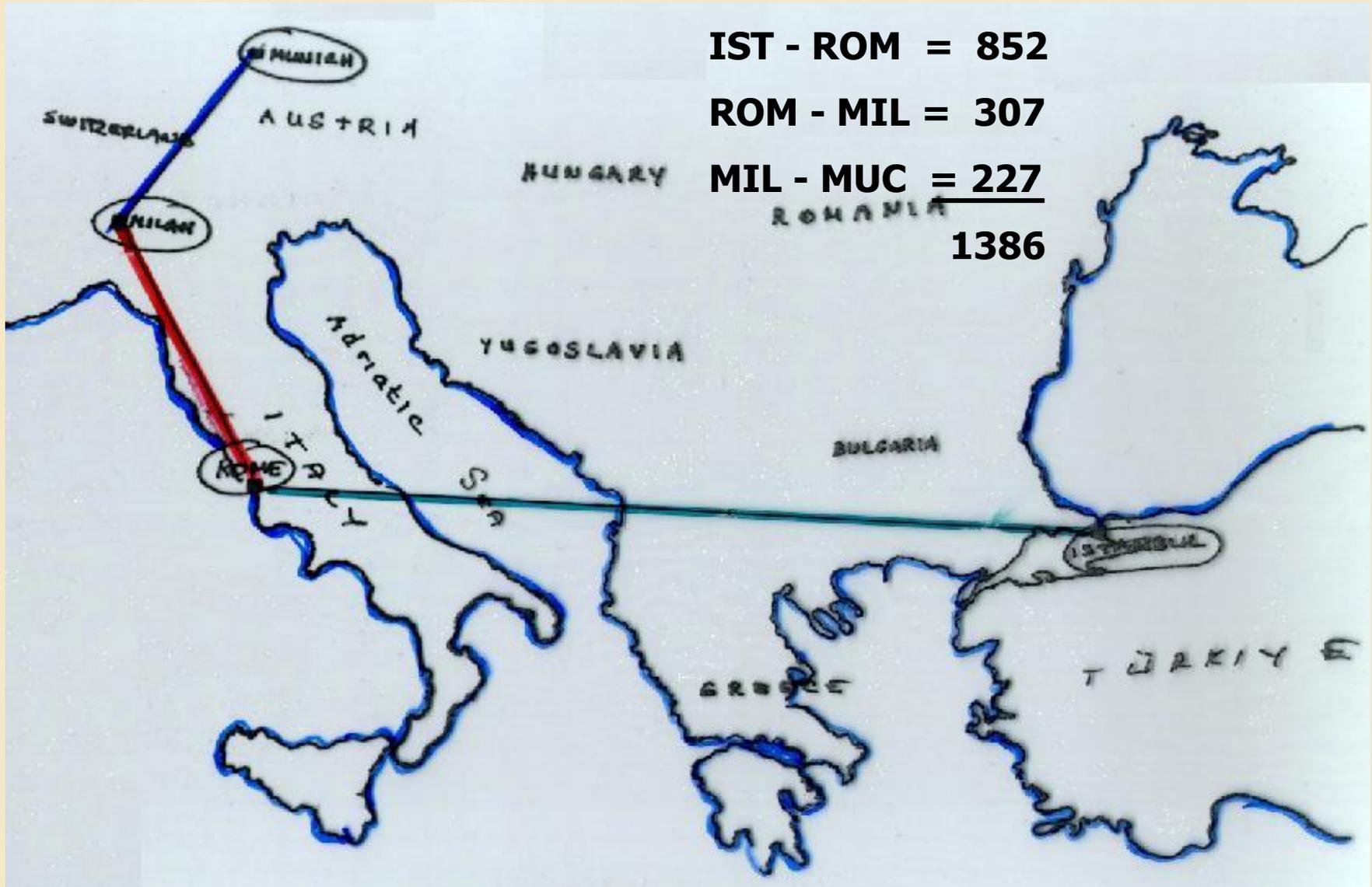
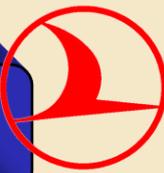
There are 4 main features in Amadeus Fares:

1. Fare Quote Displays (**FQD**)
2. Informative Pricing (**FQP**)
3. Itinerary Pricing (**FXX, FXP**)
4. Best Buy (**FXA**)

FQD Komutu

FQD HKGLON/AAF

TICKETED POINT MILEAGE



OW YOLCULUKLAR

JED
IST 

Y /OW

Traffic document (ticket) issued in: JED

JEDIST: Y/OW 783.95 NUC

LOKAL ÜCRET= NUC X IROE

LOKAL ÜCRET= 783.95 X 3.750200 = 2939.96 SAR
1 ~ 2940 SAR
DECIMAL 0

Y /OW

Traffic document (ticket) issued in:CPH

CPH
IST 

CPHIST: Y/OW 1144.92 NUC

LOKAL ÜCRET= NUC X IROE

LOKAL ÜCRET= 1144.92 X 5.572440= 6379.99 DKK

**5 ~ 6380 DKK
DECIMAL 0**

Y /OW

Traffic document(ticket)issued in :AMM

AMM
IST 

AMMIST: Y/OW 422.00 NUC

LOKAL ÜCRET= NUC X IROE

LOKAL ÜCRET= 422.00 X 0.709000 = 299.19 JOD
0.1 ~ 299.200 JOD
DECIMAL 3

Y /OW

Traffic document (ticket) issued in :TUN



TUN
IST



TUNIST: Y/OW 459.83 NUC

LOKAL ÜCRET= NUC X IROE

LOKAL ÜCRET= 459.83 X 1.213470 = 557.989TND

1 ~ 558.000TND

DECIMAL 3

Y /OW

Traffic document (ticket) issued in :IST



IST

AMS



ISTAMS: Y/OW 870.00

LOKAL ÜCRET= NUC X IROE

LOKAL ÜCRET= 870.00 X 1.00 = 870.00 USD TURKEY NOTE 2

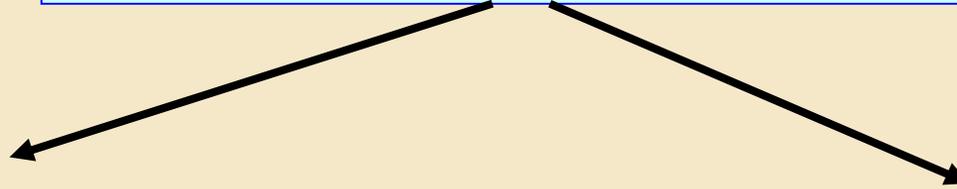
1 USD : 1.35650 TRY (BSR)

EQUIVALENT FARE PAID = 870.00 X 1.35650 = 1180.15 TRY

1 ~ 1181.00 TRY



ARA NOKTALI YOLCULUKLARDA ÜCRET HESAPLAMA SİSTEMLERİ



“JOURNEY CONCEPT” metodu ile

Başlangıçtan bitime yolculuğu bir bütün olarak düşünüp, tek bir pricing unit halinde hesaplama metodudur. Through calculation da denir.

PAR
VIE
IST

“PRICING UNIT CONCEPT” metodu ile

Yolculuğu, her biri ayrı olarak biletlenebilecek nitelikteki yolculuk parçalarına bölerek hesaplama yöntemidir.

PAR
VIE
IST

Y /OW



Traffic document (ticket) issued in PAR

647 PAR
779 VIE
IST



PARIST: Y/OW 1526.77
MPM 1670

TPM 1426

TPM1426 < MPM1670

M

ÜCRET KONTROLÜ

PARVIE 982.73

VIEIST 965.75

MİL SİSTEMİ = 1526.77

LOKAL ÜCRET = 1526.77 X 0.749947 = 1144.99 EUR
1 ~ 1145.00 EUR

1477 IST
1788 JED
KHI



TK 96 Y 25JAN 1910IST 0130* JED OK
SV 700 Y 19MAY 0259JED 0900 KHI OK

Y /OW

Traffic document (ticket) issued in:IST



ISTKHI: Y/OW 2122.00
MPM EH 3662

TPM 3265

TPM3265 < MPM3662

M

ÜCRET KONTROLÜ

ISTJED 1112.00

JEDKHI 526.10

MİL SİSTEMİ = 2122.00

LOKAL ÜCRET= 2122.00 X 1.00 = 2122.00 USD

1 USD = 1.35650 TRY (BSR)

EQUIVALENT FARE PAID= 2122.00 X 1.35650 = 2878.49 TRY

1 ~ 2879.00 TRY

TTL 2879.00+ 20.35 + 19.00 + 6.79 + 18.09 = TRY 2943.23

TAX

USD 15.00 TR

SAR 50 UR

USD 14.00 YR (TK)

USD 5.00 YQ (SV)

1 USD 1.35650 TRY

1 SAR 0.3617 TRY

TAX

USD 15.00 TR X 1.35650 = 20.347 TRY

0.01 ~ 20.35 TRY

USD 14.00 YR (TK) X 1.35650 = 18.991 TRY

0.01 ~ 19.00 TRY

USD 5.00 YQ (SV) X 1.35650 = 6.782 TRY

0.01 ~ 6.79 TRY

SAR 50 UR X 0.36170 = 18.085 TRY

0.01 ~ 18.09 TRY

Y /OW

Traffic document (ticket) issued in: JED



1096 JED
443 ADA
IST



JEDIST: Y/OW 783.95
MPM EH 1772

TPM 1539

TPM1539 < MPM1772

M

ÜCRET KONTROLÜ

JEDADA 617.03

ADAIST DOM

MİL SİSTEMİ = 783.95

LOKAL ÜCRET= 783.95 X 3.750200 = 2939.96 SAR

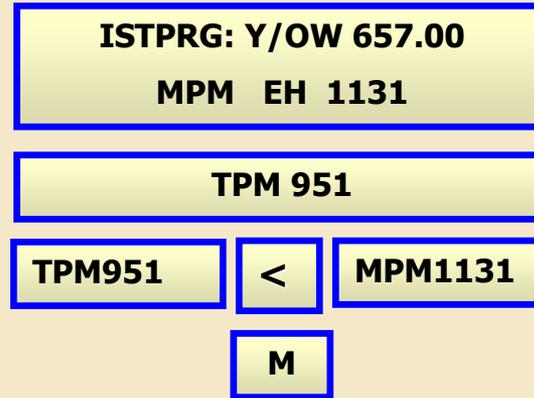
1 ~ 2940 SAR

TK 1883 C 25JAN 0730IST 0845 VIE OK Y /OW

OS 703 C 18MAY 0710VIE 0805 PRG OK Traffic document (ticket) issued in :IST



779 IST
172 X/VIE
PRG



ÜCRET KONTROLÜ
Sadece duraklama noktalarının ücretleri dikkate alınır.

MİL SİSTEMİ = 657.00

LOKAL ÜCRET = 657.00 X 1.00 = 657.00 USD

1 USD = 1.35650 TRY

EQUIVALENT FARE PAID = 657.00 X 1.35650 = 891.22 TRY

1 ~ 892.00 TRY

TAX

USD 15.00 TR	= 20.347	0.01 ~ 20.35 TRY
EUR 14.17 ZY	= 25.43	~ 25.44 TRY
EUR 7.96 AT	= 14.28	~ 14.29 TRY
USD 14.00 YR (TK)	= 18.99	~ 19.00 TRY
USD 14.00 YQ (OS)	= 18.99	~ 19.00 TRY

1 EUR = 1.79520 TRY

TTL

892.00 + 20.35 + 25.44 + 14.29 + 19.00 + 19.00 = 990.08 TRY



TK 1162 Y 29JAN 2010 IST 0220* DXB OK
 EK 500 Y 30APR 2230 DXB 0255* BOM OK
 CX 750 Y 01MAY 0450 BOM 1025 BKK OK

Y /OW

1868 IST
 1199 DXB
 1871 X/BOM
 BKK



Traffic document (ticket) issued in:TR

ISTBKK: Y/OW 2470.00
 MPM EH 6295

TPM 4938

TPM4938 < MPM6295

M

ÜCRET KONTROLÜ

ISTDXB 1326.00

DXBBKK 982.95

MİL SİSTEMİ = 2470.00

LOKAL ÜCRET= 2470.00 X 1.00 = 2470.00 USD

1 USD = 1.35650 TRY (BSR)

EQUIVALENT FARE PAID = 2470.00 X 1.35650 = ~ 3351.00 TRY

TAX

USD 15.00 TR X 1.35650 = ~ 20.35 TRY
 USD 14.00 YR (TK) = ~ 19.00 TRY
 USD 1.20 YR (CX) = ~ 1.63 TRY
 USD 5.00 YQ (EK) = ~ 6.79 TRY
 AED 30.00 AE = USD8.20 = ~ 11.13 TRY
 USD 5.00 WO = ~ 6.79 TRY

TTL 3416.69 TRY



1477 IST
992 JED
AUH



ISTAUH: Y/OW 1326.00
MPM EH 2241

TPM 2469

TPM2469

>

MPM 2241

PAT KAPAK TPM2469 / MPM2241 = 1.1017

1.10 < 1.1017 < 1.15

15 M

ÜCRET KONTROLÜ

ISTJED 1112.00

JEDAUH 354.04

Y /OW

Traffic document (ticket) issued in:TR

ALTERNATIVE FORMULA

Divide the sum of Ticketed Point Mileage by the Maximum Permitted Mileage.

If result is:	Surcharge fare by:
over: 1.00 but not higher than 1.05	5%
1.05	10%
1.10	15%
1.15	20%
1.20	25%
1.25	lowest combination

MİL SİSTEMİ = 1326.00 X 1.15 = 1524.90

LOKAL ÜCRET= 1524.90 X 1.00 = 1524.90 USD
1~ 1525.00 USD



HIP

HIGHER

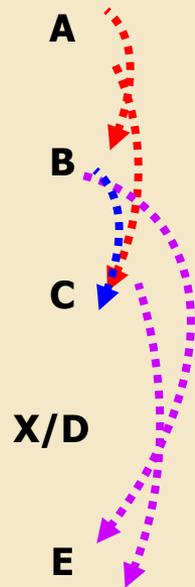
INTERMEDIATE

POINT

GENERAL RULES 2.7.4



HIGHER INTERMEDIATE FARE



AE **ORIGIN DESTINATION**
AB > AE
AC > AE
HIF/ORIGIN

AE **ORIGIN DESTINATION**
BC > AE
HIF/MIDPOINT

AE **ORIGIN DESTINATION**
BE > AE
CE > AE
HIF/DESTINATION



Y /OW

Traffic document (ticket) issued in:TR

196 IST
1205 IZM
190 FRA
98 X/BRU
AMS



ISTAMS: Y/OW 870.00

MPM EH 1647

TPM 1689 / MPM 1647 = 1.02 5M

HIF ?

ISTFRA 834.00

IZMFRA 862.00

IZMAMS 920.00 HIF/DESTINATION

FRAAMS

MİL SİSTEMİ = 920.00 X 1.05 = 966.00

LOKAL ÜCRET= 966.00 X 1.00 = 966.00 USD

FCP	AL	BK	TPM	MPM	EMA	EMS	R	GI	CC	NVB	NVA	BG
IST												
IZM	LH	Y										1P
FRA	LH	Y										1P
X BRU	LH	Y										1P
AMS	LH	Y	1697	1648		5M	M	EH	LH			1P

HIP: IZMAMS

FARE BASIS:YFF77WW

AMOUNT IN NUC: 1264.20

TOTAL FARE CALCULATION: 1264.20

ROE: 1.000000 FARE USD: 1264.00

BSR: 69.85 KGS: 88291

TAX: YQAD 13764 YRVB 1224

TRAE 383 VQTR 230

OYCB 564 DESE 761

RAEB 2034 BEEB 1518

FCP	AL	BK	TPM	MPM	EMA	EMS	R	GI	CC	NVB	NVA	BG
IST												
IZM	LH	J										2P
FRA	LH	J										2P
X BRU	LH	J										2P
AMS	LH	J	1697	1648		5M	M	EH	LH			2P

HIP: ISTFRA
 AMOUNT IN NUC: 1757.70

FARE BASIS: JFF77WW

TOTAL FARE CALCULATION: 1757.70
 ROE: 1.000000 FARE USD: 1758.00
 BSR: 69.85 KGS: 122797
 TAX: YQAD 14684 YRVB 1224
 TRAE 383 VQTR 230
 OYCB 564 DESE 761
 RAEB 2034 BEEB 1518

>
 TRN



Y / OW

1477 JED
1552 IST
220 LON
PAR



JEDPAR: Y/OW 1307.66
MPM EH 3337

Traffic document (ticket) issued in:SA

TPM 3249 < MPM 3337 = M

ÜCRET KONTROLÜ
HIF ?

JEDIST	783.95
JEDLON	1401.79
ISTLON	860.00
ISTPAR	1037.00
LONPAR	

HIF / ORIGIN

MİL SİSTEMİ = 1274.39

HIF/ ORIGIN VARSA BACK HAUL CHECK YAPILIR :

**BHC = EN YÜKSEK HIF/ORI - ORI/DES = FARK
EN YÜKSEK HIF/ORI + FARK**

BHC 1401.79 - 1307.66 = 94.13
1401.79 + 94.13 = 1495.92

BHC > MİL

LOKAL ÜCRET= 1495.92 X 3.750200 = 5609.99 SAR

1 ~ 5610 SAR



Y /OW

Traffic document (ticket) issued in:TR

1868 IST
301 X/ DXB
BAH



ISTBAH: Y/OW 1154.00
MPM 1928

TPM 2169 / MPM 1928 = 1.12 15M

MİL SİSTEMİ = 1154.00 X 1.15 = 1327.10

LOKAL ÜCRET= 1327.10 X 1.00 = 1327.10 USD
NOTE 5 1 ~ 1327.00 USD



Y /OW

Traffic document (ticket) issued in:TR

1868 IST
301 DXB
BAH



ISTBAH: Y/OW 1154.00

MPM EH 1928

TPM 2169 / MPM 1928 = 1.12
15 M

ÜCRET KONTROLÜ

HIF ?

ISTDXB	1326.00	HIF / ORIGIN
DXBBAH	217.82	(Y2 , D176)

MİL SİSTEMİ = 1326.00 X 1.15 = 1524.90

BHC 1326.00 - 1154.00 = 172.00
1326.00 + 172.00 = 1498.00

MİL > **BHC**

LOKAL ÜCRET= 1524.90 X 1.00 = 1524.90 USD
NOTE 5 1 ~ 1525.00 USD



1392 IST TK 1825 Y 30JAN 0730IST 1005 ORY OK Y /OW
 6669 PAR AF 256 Y 15JUN 2315 ORY 1745* SIN OK Traffic document (ticket) issued in:TR
 SIN



ISTSIN: Y/OW 2515.00
 MPM EH 7144

TPM 8061 / MPM 7144= 1.12 15M

HIF ?
 ISTPAR 1037.00
 PARSIN 4987.01 HIF/DES

MİL SİSTEMİ = 4987.01 X 1.15 = 5735.06

LOKAL ÜCRET= 5735.06 X 1.00 = 5735.06 USD
 NOTE 5 1 ~ 5735.00 USD

EQUIVALENT FARE PAID=5735.00 X 1.35650 =~ 7780.00 TRY

TAX

USD 15.00 TR = ~ 20.35 TRY
 USD 14.00 YR (TK) = ~ 19.00 TRY
 EUR 7.00 YQ (AF) = ~ 12.57 TRY
 EUR 7.60 FR = ~ 13.65 TRY
 EUR 11.48 QX = ~ 20.61 TRY

1EUR =1.79520 TRY
 1 USD=1.35650 TRY

TTL 7780.00 + 20.35 + 19.00 +12.57 +13.65 + 20.61 = 7866.18 TRY

DAM
672
1552
LON
220
PAR



Y /OW

Traffic document (ticket) issued in:SY



DAMPAR: Y/OW 984.72	
MPM EH	2546
TPM 2444 < MPM 2546 = M	
HIF ?	
DAMIST	343.20
DAMLON	1080.15
ISTLON	860.00
ISTPAR	1037.00
LONPAR	

HIF/ORI

HIF/DES

MİL SİSTEMİ = 1080.15

BHC 1080.15 – 984.72 = 95.43
1080.15 + 95.43 = 1175.58

BHC > **MİL**

P = **BHC** - **MİL**

P = 1175.58 – 1080.15

P = 95.43

LOKAL ÜCRET = 1175.58 X 51.66 = 60730.46 SYP
1 ~ 60731 SYP
DECIMAL 0



Y /OW – MH, MS

Traffic document (ticket) issued in:MY



5192 KUL
672 IST
DAM



KULDAM: Y/OW 1045.52

MPM EH 5628

TPM 5864 / MPM 5628 = 1.04 5M

HIF ?

KULIST 1957.89 HIF/ORI

ISTDAM 500.00

MİL SİSTEMİ = 1957.89 X 1.05 = 2055.78

BHC 1957.89 -1045.52 = 912.37
1957.89 + 912.37 = 2870.26

BHC > MİL

P = BHC - MİL

P = 2870.26 - 2055.78

P = 814.48

LOKAL ÜCRET= 2870.26 X 3.80 = 10906.98 MYR
1 ~ 10907 MYR
DECIMAL 0



1552 LON
1349 IST
306 KWI
RUH
533 JED



LONJED: Y/OW 1872.77
MPM 3590

TPM 3740 / MPM 3590 = 1.04 5M

HIF ?		
LONIST	931.56	
LONKWI	2040.56	HIF/ORI
LONRUH	2245.01	HIF/ORI
ISTKWI	1050.00	
ISTRUH	1178.00	
ISTJED	1112.00	
KWIRUH		
KWIJED		
RUHJED		

$$\text{MIL SISTEMİ} = 2245.01 \times 1.05 = 2357.26$$

$$\begin{aligned} \text{BHC } 2245.01 - 1872.77 &= 372.24 \\ 2245.01 + 372.24 &= 2617.25 \end{aligned}$$

$$\text{BHC} > \text{MIL}$$

$$P = \text{BHC} - \text{MIL}$$

$$P = 2617.25 - 2357.26$$

$$P = 259.99$$

$$\begin{aligned} \text{LOKAL ÜCRET} &= 2617.25 \times 0.518483 = 1356.99 \text{ GBP} \\ \text{NOTE 5 } 1 &\sim 1357.00 \text{ GBP} \end{aligned}$$



BRU
98
AMS
1373
IST
1868
DXB
301
BAH



BRUBAH: Y/OW 2958.87
MPM EH 3776

Y /OW

Traffic document (ticket) issued in:BE

TPM 3640 < MPM 3776 = M

HIF ?		
BRUAMS		
BRUIST	1533.44	
BRUDXB	3182.89	HIF/ORI
AMSIST	1432.10	
AMSDXB	3182.89	HIF/MID
AMSBAH	2958.87	HIF/DES
ISTDXB	1326.00	
ISTBAH	1154.00	
DXBBAH		

MİL SİSTEMİ = 3182.89

BHC 3182.89 - 2958.87 = 224.02
3182.89 + 224.02 = 3406.91

BHC > MİL

P = BHC - MİL

P = 3406.91 - 3182.89

P = 224.02

LOKAL ÜCRET= 3406.91 X 0.749947 = 2555.0019 EUR
1 ~ 2555.00 EUR



PAR
259
AMS
1373
IST
1868
DXB
301
BAH



Y /OW

Traffic document (ticket) issued in:FR

PARBAH: Y/OW 2692.19
MPM 3720

TPM 3801 / MPM 3720 =1.021 5M

HIF ?		
PARAMS		HIF/ORI
PARIST	1526.77	
PARDXB	2841.53	HIF/MID
AMSIST	1432.10	HIF/DES
AMSDXB	3182.89	
AMSBAH	2958.87	
ISTDXB	1326.00	
ISTBAH	11154.00	
DXBBAH		

MİL SİSTEMİ = 3182.89 X 1.05 = 3342.03

BHC 2841.53 – 2692.19 = 149.34
2841.53 + 149.34 = 2990.87

MİL > **BHC**

LOKAL ÜCRET= 3342.03 X 0.749947 = 2506.34 EUR
1 ~ 2507.00 EUR



RETURN TRIP YOLCULUKLAR



OUTBOUND FARE
COMPONENT

GİDİŞ BÖLÜMÜ

INBOUND FARE
COMPONENT

DÖNÜŞ BÖLÜMÜ

IST



ORIGIN POINT

TYO



TURNAROUND POINT

IST



ORIGIN POINT

ÜCRET SEVİYESİ



ÜCRETE BAKIŞ YÖNÜ

KOYU RENK BASKI VARSA

KOYU RENK BASKI NUC

2

KOYU RENK BASKI YOKSA

OW NUC DEĞERİ

IST



1/2 RT

TYO



IST



1/2 RT



Y

Traffic document (ticket) issued inside COC



GİDİŞ

1/2RT Y
ISTLON 782.00

DÖNÜŞ

1/2 RT Y
ISTLON 782.00

MİL SİSTEMİ = 782.00 + 782.00 = 1564.00

LOKAL ÜCRET = 1564.00 X 1.00 = 1564.00 EUR

EQUIVALENT FARE PAID = 1564.00 X 1.35650 = ~ 2122.00 TRY

TAX

EUR 15.00 TR = ~ 20.35 TRY

EUR 14.00 YR(TK) = ~ 19.00 TRY

EUR 8.00 YQ (BA) = ~ 10.86 TRY

GBP 20.00 GB = ~ 51.17 TRY

GBP 10.40 UB = ~ 26.61 TRY

1 GBP = 2.55840 TRY

TTL 2122.00 + 20.35 + 19.00 + 10.86 + 51.17 + 26.61 = 2249.99 TRY





1096 IST
144 ZRH
----- GVA 1/2 RT
439 ROM
852 IST

Y

Traffic document (ticket) issued inside COC

<u>GİDİŞ</u>		
	1/2 RT	Y
ISTGVA	809.50	
MPM	1426	

<u>DÖNÜŞ</u>		
	1/2 RT	Y
ISTGVA	809.50	
MPM	1426	

TPM=1096 + 144= 1240
TPM1240 < MPM 1426 = M

TPM=439 + 852 =1291
TPM1291 < MPM1426 = M

<u>ÜCRET KONTROLÜ</u>		
	1/2 RT	Y
ISTZRH	809.50	
ZRHGVA	DOM	

<u>ÜCRET KONTROLÜ</u>		
	1/2 RT	Y
ISTROM	715.00	
ROMGVA	690.04	

MİL SİSTEMİ =809.50 +809.50 = 1619.00

LOKAL ÜCRET= 1619.00 X 1.00 = 1619.00 EUR

1 EUR = 1.35650 TRY

EQUIVALENT FARE PAID=1619.00 X 1.35650 =~ 2197.00 TRY

ROUND TRIP



- ✓ Sadece 2 uluslararası ücret bölümünden oluşan kesintisiz yolculuklardır.
- ✓ Başlangıç ve bitiş noktaları aynıdır.
- ✓ 1/2 RT ücretler kullanılır.
- ✓ Aynı ara noktalardan gidip dönen veya farklı ara noktalardan gidip dönen, ancak gidiş bölümü ücretinin dönüş bölümü ile aynı olduğu yolculuklardır.



GENERAL RULES 2.6.2



2459 IST
4321 KHI

3656 TYO
1759 DEL
1349 KWI
IST



1/2 RT Traffic document (ticket) issued inside COC

<u>GİDİŞ</u>		
	1/2 RT	Y
ISTTYO	2981.50	EH
MPM	8059	EH

<u>DÖNÜŞ</u>		
	1/2 RT	Y
ISTTYO	2981.50	EH
MPM	8059	EH

TPM=2459 +4321= 6780
TPM6780 < MPM 8059 = M

TPM=3656 +1759 +1349=6764
TPM6764 < MPM 8059 = M

<u>ÜCRET KONTROLÜ</u>		
	1/2 RT	Y
ISTKHI	1632.00	
KHITYO	834.70	

<u>ÜCRET KONTROLÜ</u>		
	1/2 RT	Y
ISTKWI	874.50	
ISTDEL	1720.50	
KWIDEL	517.42	
KWITYO	1423.33	
DELTYO	867.90	

MİL SİSTEMİ = 2981.50 + 2981.50 = 5963.00

LOKAL ÜCRET= 5963.00 X 1.00 = 5963.00 EUR

1 EUR = 1.35650 TRY **EQUIVALENT FARE PAID**=1619.00 X 1.35650 =~ 8089.00 TRY



335 IST
923 ATH
----- MIL ----- 1/2 RT
388 X/VIE
779 IST

Y

Traffic document (ticket) issued inside COC

GİDİŞ

	<u>1/2 RT</u>	<u>Y</u>
ISTMIL	824.50	
MPM	1240	

DÖNÜŞ

	<u>1/2 RT</u>	<u>Y</u>
ISTMIL	824.50	
MPM	1240	

TPM=335+ 923= 1258
TPM1258 > MPM 1240
TPM1258/1240 = 1.01
1.00 < 1.01 <1.05 5M

TPM=388 + 779=1167
TPM1167 < MPM1240 = M

ÜCRET KONTROLÜ

	<u>1/2 RT</u>	<u>Y</u>
ISTATH	275.00	
ATHMIL	781.38	

ÜCRET KONTROLÜ

Sadece duraklama noktalarının ücretleri dikkate alınır.

MİL SİSTEMİ = (824.50 X 1.05) + 824.50 = 1690.22
865.72

CIRCLE TRIP



- ✓ En az 2 uluslararası ücret bölümünden oluşan kesintisiz yolculuklardır.
- ✓ Başlangıç ve bitiş noktaları aynıdır.
- ✓ 1/2 RT ücretler kullanılır.
- ✓ Farklı ara noktalardan gidip dönen ve gidiş bölümü ücretinin dönüş bölümü ile farklı olduğu yolculuklardır.



GENERAL RULES 2.6.3



CTM

CIRCLE

TRIP

MINIMUM

GENERAL RULES 2.6.3.2.1



IST
ATH
MIL

X/ VIE

IST

MİL SİSTEMİ = (824.50 X 1.05) + 824.50 = 1690.22
865.72

CTM

ISTATH RT 550.00

ISTMIL RT 1649.00 * **CTM sonucu** **CTM < MİL SİSTEMİ**

LOKAL ÜCRET = 1690.22 X 1.00 = 1690.22 EUR
1 ~ 1690.00 EUR

EQUIVALENT FARE PAID = 1690.00 X 1.35650
= ~ 2293.00 TRY

TTL 2468.94 TRY

TAX

EUR	15.00 TR	= ~ 20.35 TRY
EUR	14.00 YR (TK)	= ~ 19.00 TRY
EUR	14.00 YQ (OS)	= ~ 25.14 TRY
EUR	6.00 YQ(AZ)	= ~ 10.78 TRY
EUR	12.00 GR	= ~ 21.55 TRY
EUR	11.20 WP	= ~ 20.11 TRY
EUR	3.20 WQ	= ~ 5.75 TRY
EUR	6.25 IT	= ~ 11.22 TRY
EUR	1.81 VT	= ~ 3.25 TRY
EUR	14.17 ZY	= ~ 25.44 TRY
EUR	4.36 AT	= ~ 7.83 TRY
EUR	2.07 EX	= ~ 3.72 TRY
EUR	1.00 HB	= ~ 1.80 TRY

764 IST
 295 CAI
 1485 X/AMM
 ----- MCT ----- 1/2 RT
 1242 X/JED
 1477 IST

Y

Traffic document (ticket) issued inside COC

GİDİŞ

1/2 RT Y

ISTMCT 1280.50

MPM EH 2518

TPM 2544 / MPM EH 2518 =1.01 5M

ISTCAI 585.00

CAIMCT 380.76

DÖNÜŞ

1/2 RT Y

ISTMCT 1280.50

MPM EH 2518

TPM 2719 / MPM EH 2518 =1.07 10M

$$\text{MİL SİSTEMİ} = (1280.50 \times 1.05) + (1280.50 \times 1.10) = 2753.07$$

$$1344.52 \quad + \quad 1408.55$$

CTM

ISTCAI RT 1170.00

ISTMCT RT 2561.00 *

CTM < MİL SİSTEMİ

$$\text{LOKAL ÜCRET} = 2753.07 \times 1.00 = 2753.07 \text{ EUR}$$

$$1 \sim 2753.00 \text{ EUR}$$

$$\text{EQUIVALENT FARE PAID} = 2753.00 \times 1.35650$$

$$= \sim 3735.00 \text{ TRY}$$

EXCEPTIONS



Gidiş ve dönüş bölümünün ücret farklılığı farklı sezon uygulamasından kaynaklanıyorsa:

NYC **YL**
---IST---
NYC **YH**

Gidiş ve dönüş bölümünün ücret farklılığı farklı haftasonu / hafta içi uygulamasından kaynaklanıyorsa:

TYO **YW**
---IST---
TYO **YX**



EXCEPTIONS

Gidiş ve dönüş bölümünün ücret farklılığı farklı sınıf uygulamasından kaynaklanıyorsa:

IST
---TYO---
IST

C
Y

Gidiş ve dönüş bölümünün ücret farklılığı farklı taşıyıcı ücreti uygulanmasından kaynaklanıyorsa:

NYC
---IST---
NYC

Y (TK)

Y (AA)

YOLCULUK YİNE ROUND TRIP'TIR.



Y Traffic document (ticket) issued inside COC

227 ANK
978 IST
163 MUC
134 ZRH --- 1/2 RT
1034 MIL
227 IST
227 ANK



<u>GİDİŞ</u>	
1/2RT Y	
ANKZRH	809.50
MPM EH 1587	

<u>DÖNÜŞ</u>	
1/2 RT Y	
ANKZRH	809.50
MPM EH 1587	

TPM 1368 < MPM EH 1587 = M

TPM 1395 < MPM EH 1587 = M

<u>HIF ?</u>		
1/2 YRT		
ANKMUC	898.00	HIFORI
ISTMUC	792.00	
ISTZRH	809.50	
MUCZRH		

<u>HIF ?</u>		
1/2 YRT		
ANKMIL	900.50	HIFORI
ISTMIL	824.50	
ISTZRH	809.50	
MILZRH		

MİL SİSTEMİ = 898.00 + 900.50 = 1798.50

CTM Origin çıkışlı duraklama (STOPOVER)
noktası varışlı en yüksek basılı RT ücrettir.

ANKIST
ANKMUC 1796.00
ANKZRH 1619.00
ANKMIL 1801.00 *

CTM 1801.00 > MİL 1798.50

P = CTM - MİL

P = 1801.00 - 1798.50

P = 2.50

LOKAL ÜCRET = 1801.00 X 1.00 = 1801.00 EUR

EQUIVALENT FARE PAID = 1801.00 X 1.35650

= 2443.00 TRY

1233 IST
 LYS
 870 LIS --- 1/2 RT
 319 MAD
 1122 X/VIE
 779 IST

Y

Traffic document (ticket) issued inside COC



GİDİŞ

_____ 1/2 RT Y
 ISTLIS 908.00
 MPM EH 2404

TPM 2103 < MPM EH 2404 = M

HIF ?
 ISTLYS 864.00
 LYSLIS 934.06 **HIFTAP**

DÖNÜŞ

_____ 1/2RT Y
 ISTLIS 908.00
 MPM EH 2404

TPM 2220 < MPM EH 2404 = M

HIF ?
 ISTMAD 964.50 **HIFORI**
 MADLIS

MİL SİSTEMİ = 934.06 + 964.50 = 1898.56

CTM ISTMAD 1929.00
 ISTLYS 1728.00
 ISTLIS 1816.00

MİL < **CTM**
 P = **CTM** - **MİL**
 P = 1929.00 - 1898.56
 P = 30.44

LOKAL ÜCRET = 1929.00 X 1.00 = 1929.00 EUR



FARE COMPONENT LIMITATIONS ON INDIRECT TRAVEL GENERAL LIMITATIONS

BİR ÜCRET BÖLÜMÜNDE,

- ORIGIN NOKTASINDAN BİRDEN FAZLA ÇIKIŞ,**
- DESTINATION NOKTASINA BİRDEN FAZLA VARIŞ,**
- AYNI ARA NOKTADA BİRDEN FAZLA DURAKLAMA YAPILAMAZ**

GENERAL RULES 2.7.2.1



ORIGIN NOKTASINDAN
BİRDEN FAZLA ÇIKIŞ,

DESTINATION
NOKTASINA BİRDEN
FAZLA VARIŞ,

ARA NOKTADA BİRDEN
FAZLA DURAKLAMA

IST

----- IZM -----

IST

ZRH

LON

TYO

IST

DUS

----- VIE -----

DUS

IST

ROM

PAR

----- GVA -----

PAR

FRA

IST

227 ANK
 IST
 1373 AMS
 98 BRU --- 1/2 RT
 98 AMS
 809 ROM
 852 IST
 227 ANK

Y

Traffic document (ticket) issued inside COC



PAT RULE 2.7.2

LIMITATIONS ON INDIRECT TRAVEL
 ZORUNLU TAP BRU

GİDİŞ

1/2 YRT

ANKBRU 921.50
 MPM 1866

TPM 1698 < MPM 1866 = M

HIF ?

ANKAMS 920.00
 ISTAMS 870.00
 ISTBRU 853.00

MİL SİSTEMİ = 921.50 + (947.40 X 1.10) = 1963.64
 1042.14

CTM

ANKIST
 ANKAMS 1840.00
 ANKBRU 1843.00 *
 ANKROM 1544.00

DÖNÜŞ

1/2 YRT

ANKBRU 921.50
 MPM 1866

TPM 1986 / MPM 1866 = 10M

HIF ?

ANKROM 772.50
 ANKAMS 920.00
 ISTROM 715.00
 ISTAMS 870.00
 ISTBRU 853.00
 ROMAMS 947.40
 ROMBRU 947.40
 AMSBRU

HIFMID

HIFTAP

MİL 1963.64 > CTM 1843.00

LOKAL ÜCRET = 1963.64 X 0,7812 = ~ xxxxx.xx TRY

283	BUH	↓	1/2 RT
	IST		
852	ROM		
836	MAD		
1088	PRG		
674	BUH	↑	

Y

Traffic document (ticket) issued inside COC



GİDİŞ

	<u>1/2 RT</u>	Y
BUHMAD	1402.76	
MPM	EH 1833	

TPM 1971/ MPM EH 1833=10 M

HIF ?

BUHIST	376.02
BUHROM	850.72
ISTROM	715.00
ISTMAD	964.50
ROMMAD	853.39

DÖNÜŞ

	<u>1/2 RT</u>	Y
BUHMAD	1402.76	
MPM	EH 1833	

TPM 1762 < MPM EH 1833 = M

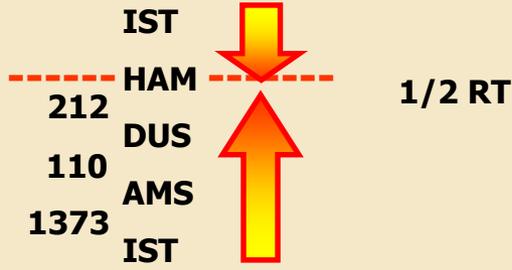
HIF ?

BUHPRG	625.37
PRGMAD	1200.72

MİL SİSTEMİ = $(1402.76 \times 1.10) + 1402.76 = 2945.79$
1543.03

LOKAL ÜCRET = $2945.79 \times 0.749947 = 2209.18$ EUR
1 ~ 2210.00 EUR

ROMANIA NOTE 22



Y

Traffic document (ticket) issued inside COC



ISTHAM YRT 1942.00
 ISTDUS YRT 1768.00
 ISTAMS YRT 1740.00

<u>GİDİŞ</u>	
	1/2 RT Y
ISTHAM	971.00

<u>DÖNÜŞ</u>	
	1/2RT Y
ISTHAM	971.00
MPM	1483

$$\text{TPM } 1695 / \text{MPM } 1483 = 1.14 \text{ } 15\text{M}$$

HIF ?	
ISTAMS	870.00
ISTDUS	884.00

$$\text{MİL SİSTEMİ} = 971.00 + (971.00 \times 1.15) = 2087.65$$

1116.65

CTM

ISTHAM RT 1942.00 *
 ISTDUS RT 1768.00
 ISTAMS RT 1740.00

CTM < MİL SİSTEMİ

1236 IST
 212 HAM
 ----- DUS ----- 1/2 RT
 110 AMS
 1373 IST

Y

Traffic document (ticket) issued inside COC



GİDİŞ

_____ 1/2 RT Y
 ISTDUS 884.00
 MPM 1520

TPM 1448 < MPM 1520 = M

HIF ?

ISTHAM 971.00 **HIFORI**

DÖNÜŞ

_____ 1/2 RT Y
 ISTDUS 884.00
 MPM 1520

TPM 1483 < MPM 1520 = M

HIF ?

ISTAMS 870.00

MİL SİSTEMİ = 971.00 + 884.00 = 1855.00

CTM ISTHAM RT 1942.00 *
 ISTDUS RT 1768.00
 ISTAMS RT 1740.00

MİL 1855.00 < CTM 1942.00

P = **CTM - MİL**

P = 1942.00 - 1855.00

P = 87.00



IST
-----HAM-----
DUS
AMS
IST

2087.65 NUC



IST
HAM
-----DUS-----
AMS
IST

1942.00 NUC



LOKAL ÜCRET= 1942.00 X 0,7812 = 1942.00 TRY

Traffic document (MPD/MCO) issued in : **Turkey**Traffic document (ticket) issued in : **Pakistan**

740 KHI
1868 DXB
1868 IST

↓

MİL SİSTEMİ

KHIIST: Y/OW 942.68

MPM EH 3662

TPM 2608 < MPM EH 3662 = M

HIF ?

KHIDXB 232.93

DXBIST 838.64

MİL SİSTEMİ = 942.68

LOKAL ÜCRET = 942.68 X 59.458000 = 56049.86 PKR
10 ~ 56050 PKR

TAX

PKR 400 SP = EUR 6.70 = TRY 9.08

PKR 1500 SF = EUR 25.20 = TRY 34.19

PKR 841 RG = EUR 14.20 = TRY 19.27

PKR 299 YQ = EUR 5.00 = TRY 6.79

EUR 14.00 YR = PKR 832 = TRY 19.00

1 EUR = 59.41100 PKR

1 EUR = 1.35650 TRY

EQUIVALENT = EUR 943.00 = TRY 1280.00

PAT RULE 12 . 3 CHARGE FOR PTA SERVICES

PTA SERVICE CHARGE TURKEY EUR 35.00 XP ~ TRY 47.48 XP

TTL TRY 1415.81

1152 LIS
852 X/ROM
IST



MİL SİSTEMİ

Traffic document (MPD/MCO) issue: **Turkey**Traffic document (ticket) issuedin : **Portugese**

LISIST: Y/OW 1296.09

MPM EH 2404

TPM 2004 < MPM EH 2404 = M

MİL SİSTEMİ = 1296.09

LOKAL ÜCRET= 1296.09 X 0.749947 = 971.99 EUR
1 ~ 972.00 EUR

EQUIVALENT = 972.00 X 1.79520 = TRY 1745.00

1 EUR = 1.79520 TRY

1 EUR = 1.35659 TRY

TAX

EUR 4.03 PT = TRY 7.24 PT

EUR 6.81 YP = TRY 12.23 YP

EUR 8.26 IT = TRY 14.83 IT

EUR 1.81 VT = TRY 3.25 VT

EUR 14.00 YR = TRY 19.00 YR ~ EUR 10.59

PAT RULE 12 . 3 PTA SERVICE CHARGE TURKEY EUR 35.00 XP ~ TRY 47.48 XP

TTL

1745.00 + 7.24 + 12.23 + 14.83 + 3.25 + 19.00 + 47.48 = 1849.03 TRY

Y /OW



MİL SİSTEMİ

Traffic document (MPD/MCO) issued in : **Turkey**

Traffic document (ticket) issued in : **Greece**

ATHTYO: Y/OW TS 5279.03

MPM TS 7252

TPM 6090< MPM TS 7252 = M

MİL SİSTEMİ = 5279.03

DMC

ATHIST	393.36
ISTTYO	4514.00
TYOATH	4375.10 YX
TYOIST	3814.98 YX

LOKAL ÜCRET = 5279.03 X 0.749947 = EUR 3958.99
1 ~ 3959.00 EUR

1 EUR = 1.79520 TRY

1 EUR = 1.35650 TRY

EQUIVALENT = 3959.00 X 1.79520 ~ TRY 7108.00

GENERAL RULES

2.6.5.3.1

**DMC SADECE JAPONYA'YA/JAPONYA'DAN
/JAPONYA ÜZERİNDEN OLAN OW PRICING UNIT
LERDE UYGULANIR**

**İSTISNA: BU KURAL, YOLCULUĞUN TRAFİK
DÖKÜMANININ DÜZENLENDİĞİ YERDE BAŞLAMASI
DURUMUNDA UYGULANMAZ**

TAX

EUR 22.00 GR	= TRY 39.50 GR
EUR 11.20 WP	= TRY 20.11 WP
EUR 3.20 WQ	= TRY 5.75 WQ
EUR 3.00 YQ	= TRY 4.07 YQ ~ EUR 2.28
EUR 14.00 YR	= TRY 19.00 YR ~ EUR 10.59

PAT RULE 12.3 PTA SERVICE CHARGE TURKEY EUR 35.00 XP ~ TRY 47.48 XP

TTL 7108.00 + 39.50 + 20.11 + 5.75 + 4.07 + 19.00 + 47.48 = 7243.91 TRY

PRICING UNIT CONCEPT

PRICING UNIT General Rules 1.2.1

Yolculuğun tümü içinde ayrı olarak ücretlendirilmiş, biletlenebilecek nitelikteki yolculuk bölümüdür.

PRICING UNIT CONCEPT General Rules 2.6.1/ 2.6.2

Yolculuk içinde oluşturulan pricing unit'lerin her birinin ayrı olarak biletlenecek gibi kendi içindeki ücret hesaplama kurallarının ayrı ayrı uygulanması suretiyle ücretlerinin hesaplanması ve hesaplanan pricing unit ücretlerinin toplamı alınarak kombine edilmesi, elde edilen ücretin, yolculuğun bütününe ilgilendiren kontrollerle kıyaslanması suretiyle yapılan ücret hesaplama metodudur.

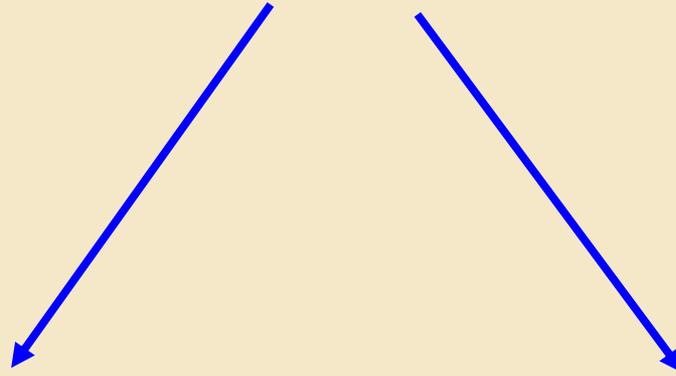
JOURNEY General Rules 1.2.1

Başlangıçtan bitişe kadar yolculuğun tamamını ifade eder.

SUBJOURNEY

Birden fazla pricing unit kullanılarak yapılan hesaplamalarda her bir pricing unit'in ait olduğu yolculuk parçasıdır. Oluşturulan yolculuk parçaları OW NUC değerlerin kullanılmasını gerektiriyorsa OW SUBJOURNEY, 1/2 RT NUC değerlerin kullanılmasını gerektiriyorsa RETURN SUBJOURNEY terimleri kullanılır.

SUBJOURNEY



OW SUBJOURNEY

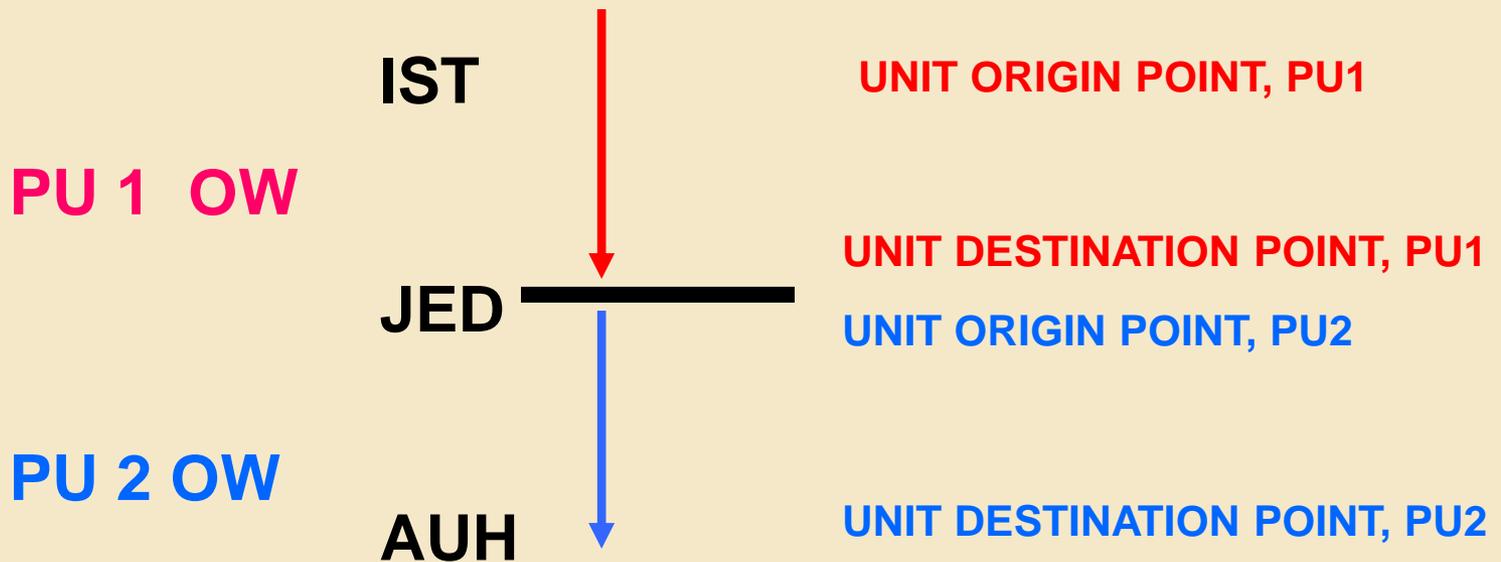
RETURN SUBJOURNEY

OW PRICING UNIT

JOURNEY CONCEPT OW

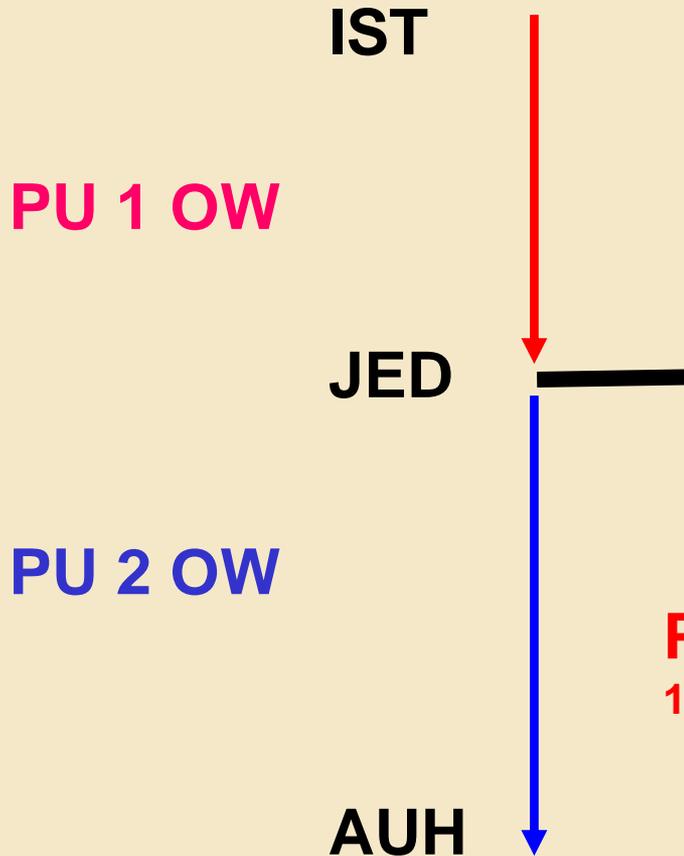


PRICING UNIT CONCEPT OW



PU : pricing unit

OW PRICING UNIT



PU1 OW + PU2 OW =
1112.00+345.04=1457.04 NUC

CONSECUTIVE=ARDIŞIK

**OSC (ONE WAY SUBJOURNEY
MINIMUM CHECK)**

ISTAUH Y/OW BASILI ÜCRET
=1326.00

PU1 OW + PU2 OW
1112.00+345.04=1457.04 NUC

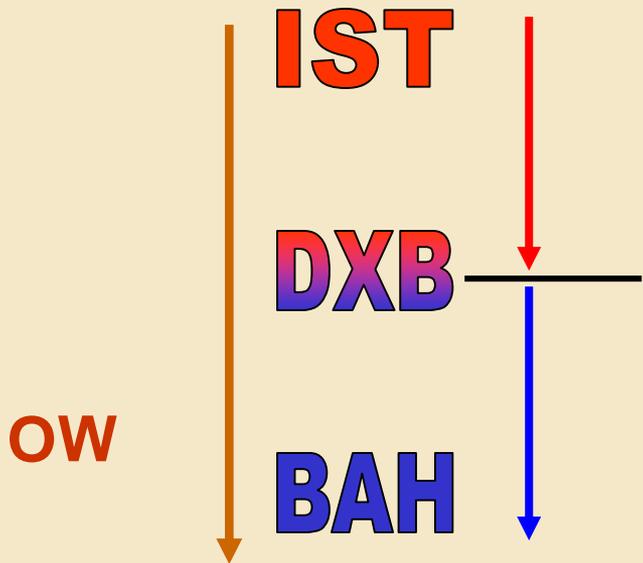


OSC
1326.00 NUC



JOURNEY
CONCEPT
1524.90NUC

OW SUBJOURNEY



OW PU 1 : ISTDXB Y/OW 1326.00

CONSECUTIVE

OW PU 2 : DXBBAH Y/OW 217.82 Y2

PU1 OW + PU2 OW = 1543.82

OSC ISTDXB Y/OW BASILI ÜCRET = 1154.00

PU1 + PU2
1543.82



OSC
1154.00



Y /OW

Traffic document (ticket) issued inside COC

**JOURNEY
CONCEPT**

IST
DXB
BAH



1524.90 NUC



**PRICING UNIT
CONCEPT**

IST
~~DXB~~
BAH



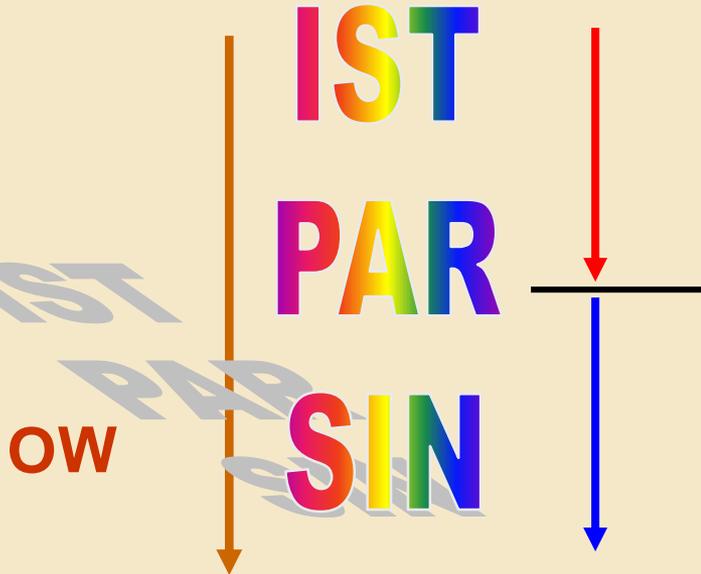
1543.82 NUC



LOKAL ÜCRET= 1524.90 X 1.00 = 1524.90 EUR
1 ~ 1525.00 EUR

JOURNEY
CONCEPT
5735.06 NUC

OW SUBJOURNEY



OW PU 1 : ISTPAR Y/OW 1037.00

CONSECUTIVE

OW PU 2 : PARSIN Y/OW 4987.01

PU1 OW + PU2 OW = 6024.01

OSC ISTSIN Y/OW 2515.00
BASILI ÜCRET

PU1 + PU2
6024.01



OSC
2515.00



Y /OW

Traffic document (ticket) issued inside COC

**JOURNEY
CONCEPT**

IST
PAR
SIN



5735.06 NUC



**PRICING UNIT
CONCEPT**

IST
~~PAR~~
SIN



6024.01 NUC



LOKAL ÜCRET= 5735.06 X 1.00 = 5735.06 EUR
1 ~ 5735.00 EUR

1055 DXB
1477 JED
IST



JOURNEY CONCEPT

Y /OW

Traffic document (ticket) issued inside COC

DXBIST: Y/OW 838.64
MPM EH 2241

TPM2532 / MPM2241=1.129 15 M

HIF?
DXBJED 432.93
JEDIST 783.95

MİL SİSTEMİ = 838.64 X 1.15 = 964.43

JOURNEY CONCEPT SONUCU = 964.43

PRICING UNIT CONCEPT

DXB
JED
IST

OW PU 1: DXBJED Y/OW 432.93

OW PU 2: JEDIST Y/OW 783.95

CONSECUTIVE

PU1 OW + PU2 OW = 1216.88 ✓

OSC DXBIST Y/OW 838.64

BASILI ÜCRET

PRICING UNIT CONCEPT SONUCU = 1216.88

Y /OW

Traffic document (ticket) issued inside COC

**JOURNEY
CONCEPT**

DXB
JED
IST



964.43 NUC



**PRICING UNIT
CONCEPT**

DXB
-----JED-----
IST



1216.88 NUC



LOKAL ÜCRET= 964.43 X 3.750200 = 3616.80 AED
10 ~ 3620 AED

918
1038

PAR
TUN
IST



PARIST: Y/OW 1526.77
MPM 1670

TPM 1956 / MPM 1670 = 1.17 **20M**

Y /OW

Traffic document (ticket) issued inside COC

HIF ?
PARTUN 877.39
TUNIST 459.83

MİL SİSTEMİ = 1526.77 X 1.20 = 1832.12



Y /OW

PRICING UNIT CONCEPT

Traffic document (ticket) issued inside COC



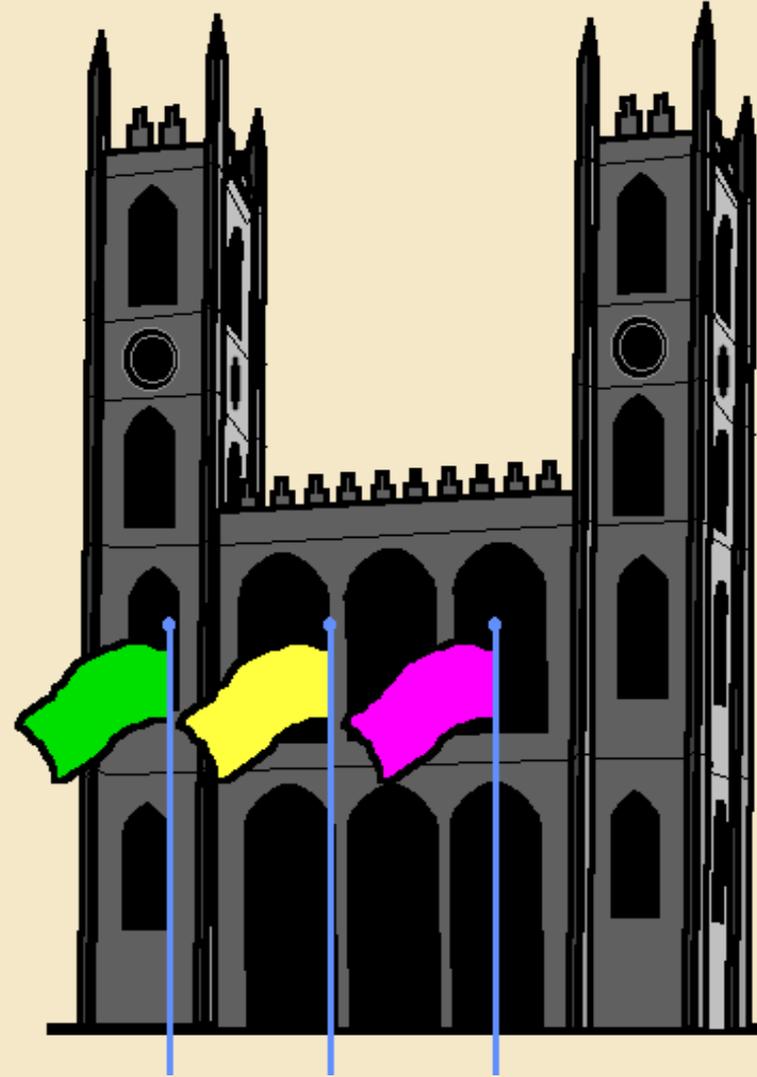
$$\text{PU 1} + \text{PU 2} = 877.39 + 459.83 = 1337.22$$

CONSECUTIVE

OSC PARIST Y/OW: 1526.77

PU LAR TOPLAMI < OSC

Yolculuk artık tek ücret bölümünden oluşuyor.



Y /OW

Traffic document (ticket) issued inside COC

**JOURNEY
CONCEPT**

PAR
TUN
IST



1832.12 NUC

**PRICING UNIT
CONCEPT**

PAR
TUN
IST





1526.77 NUC



LOKAL ÜCRET= 1526.77 X 0.749947 = 1144.99 EUR
1 ~ 1145.00 EUR

Y /OW

Traffic document (ticket) issued inside COC

1552 LON
304 IST
SOF

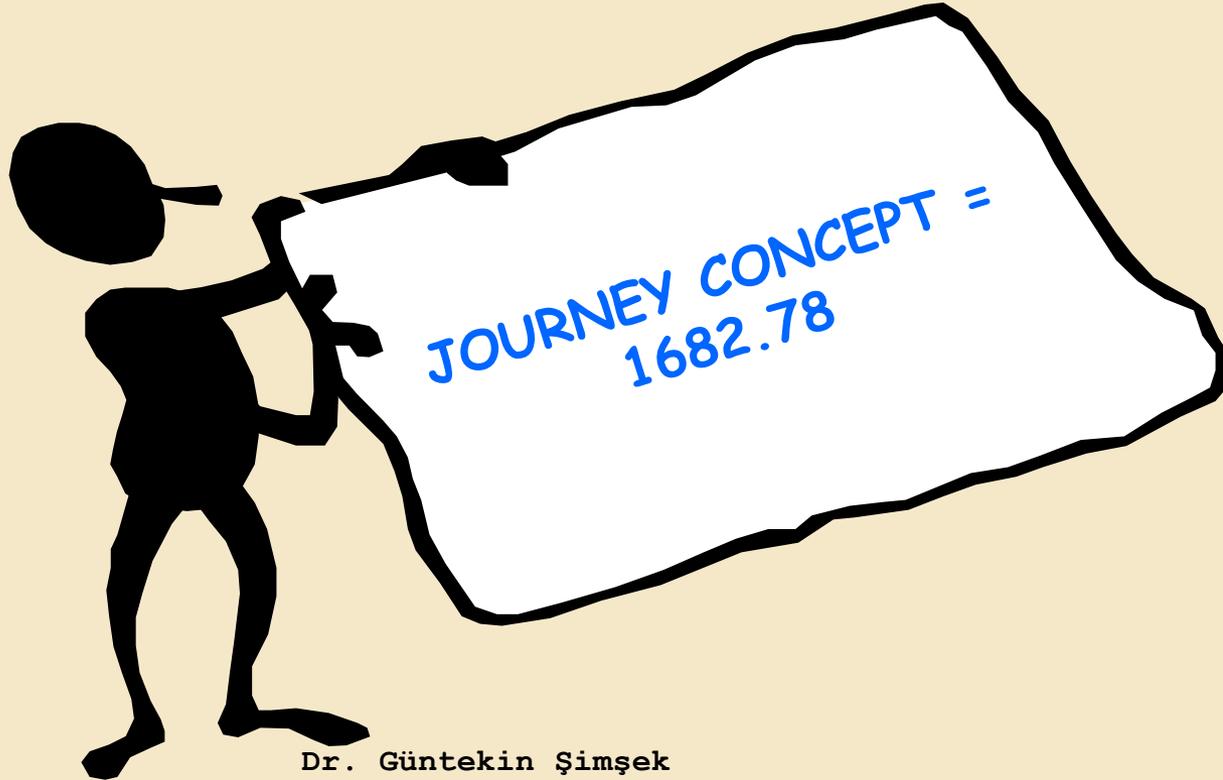


LONSOF: Y/OW 1346.23
MPM 1509

TPM 1856 / MPM 1509 = 1.22 25M

HIF ?
LONIST 931.56
ISTSOF 330.00

MİL SİSTEMİ = 1346.23 X 1.25 = 1682.78



PRICING UNIT CONCEPT

Y /OW

Traffic document (ticket) issued inside COC



$$\text{PU 1} + \text{PU 2} = 931.56 + 330.00 = 1261.56$$

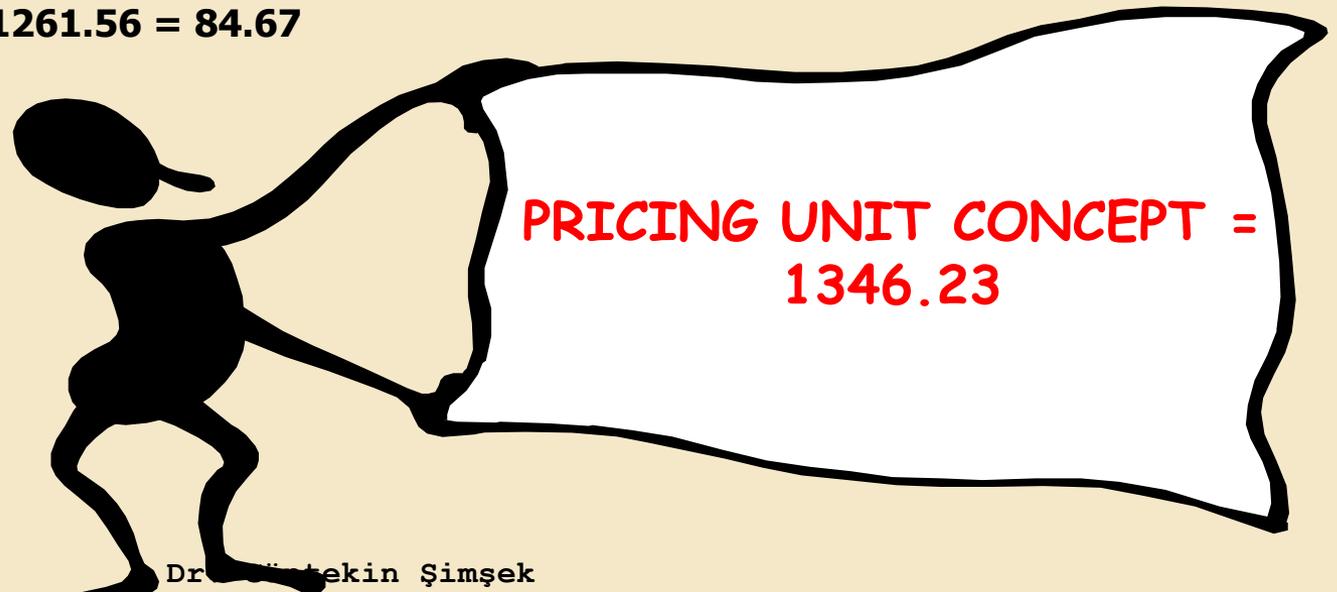
CONSECUTIVE

OSC LONSOF Y/OW: 1346.23

PU LAR TOPLAMI < **OSC**

H = OSC - PU TOPLAMI

$$= 1346.23 - 1261.56 = 84.67$$



Y /OW

Traffic document (ticket) issued inside COC

**JOURNEY
CONCEPT**

LON
IST
SOF



1682.78 NUC



**PRICING UNIT
CONCEPT**

LON
--- IST ---
SOF



1346.23 NUC



LOKAL ÜCRET= 1346.23 X 0.518483 = 697.99 GBP
1 ~ 698.00 GBP

FRA
1129
ATH
335
IST
1510
RUH
533
JED



Y /OW

Traffic document (ticket) issued inside COC

FRAJED: Y/OW 2218.82

MPM EH 3230

TPM 3507 / MPM EH 3230 = 1.08 10M

HIF ?

FRAATH	1252.08	
FRAIST	1309.42	
FRARUH	2676.18	HIFORI
ATHIST		
ATHRUH	1226.75	
ATHJED	984.06	
ISTRUH	1178.00	
ISTJED	1112.00	
RUHJED	DOM	

MİL SİSTEMİ = 2676.18 X 1.10 = 2943.79

BHC 2676.18 – 2218.82 = 457.36
2676.18 + 457.36 = 3133.54

MİL < **BHC**
P = 189.75



PRICING UNIT CONCEPT

FRARUH: Y/OW 2676.18
MPM EH 3446

TPM 2974 < MPM EH 3446 = M

HIF ?	
FRAATH	1252.08
FRAIST	1309.42
ATHIST	
ATHRUH	1226.75
ISTRUH	1178.00

MİL SİSTEMİ : 2676.18

FRA
1129
ATH
335
IST
1510

RUH
JED



RUHJED Y/OW 74.66

$$\text{NUC} = \frac{\text{LOCAL ÜCRET}}{\text{IROE}} = \frac{\text{SAR280}}{3.750003} = 74.66 \text{NUC}$$

PU LAR TOPLAMI = 2399.59 + 74.66 = 2474.25

OSC FRAJED Y/OW 2218.82

PU LAR TOPLAMI > OSC

CONSECUTIVE

Y /OW

Traffic document (ticket) issued inside COC

JOURNEY CONCEPT

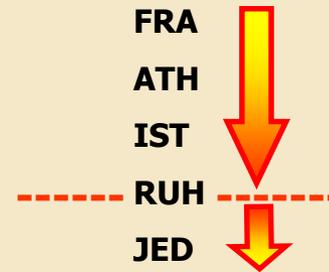
FRA
ATH
IST
RUH
JED



3133.54 NUC

PRICING UNIT CONCEPT

FRA
ATH
IST
RUH
JED



2474.25 NUC



LOKAL ÜCRET= 2474.25 X 0.811804 = 2008.60 EUR
1 ~ 2009.00 EUR

JOURNEY CONCEPT

521 STO
994 WAW
335 ATH
IST



STOIST: Y/OW 1330.89

MPM 1636

TPM 1850 / MPM 1636 =1.13 15M

HIF ?

STOWAW 779.33

STOATH 1434.36 HIF/ORI

WAWATH 860.11

WAWIST 797.10

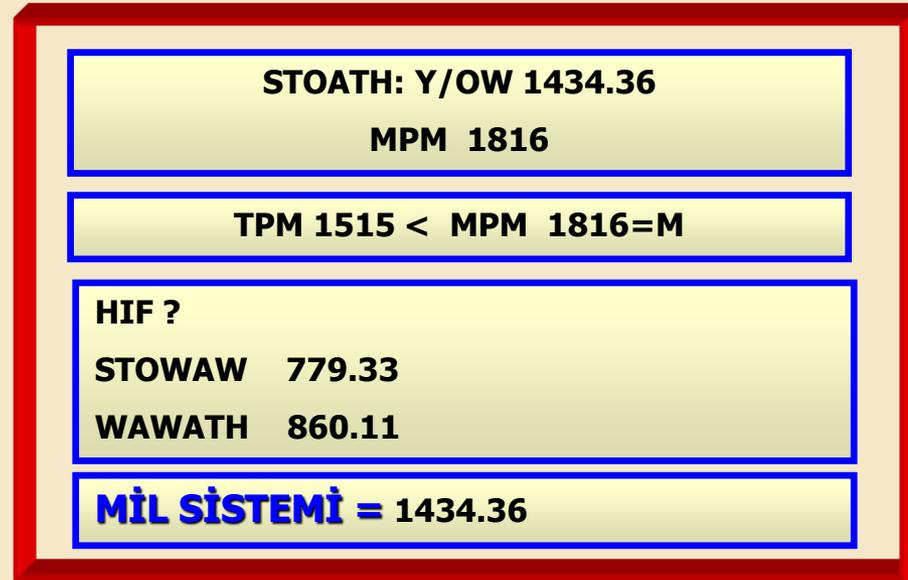
ATHIST

MİL SİSTEMİ = 1434.36 X 1.15 = 1649.51

PAT GENERAL RULES 2.6.1.2.1

BHC İstisnası: Tamamıyla AVRUPA alt bölgesinde gerçekleşen pricing unit lerde **BHC** uygulanmaz.

PRICING UNIT CONCEPT



ATHIST Y/OW 393.36

PU LAR TOPLAMI = 1434.36 + 393.36 = 1827.72

OSC STOIST Y/OW 1330.89

PU LAR TOPLAMI > OSC

JOURNEY CONCEPT = 1649.51

PRICING UNIT CONCEPT=1827.72

LOKAL ÜCRET= 1649.51 X 6.717260 = 11080.18 SEK
5 ~ 11085 SEK

CONSECUTIVE

PAT GENERAL RULES 2.6.1.1.1(APR 04)

BACK HAUL CHECK İSTİSNALARI

* Tamamı, IATA 1. Bölge içinde gerçekleşen yolculuklarda,

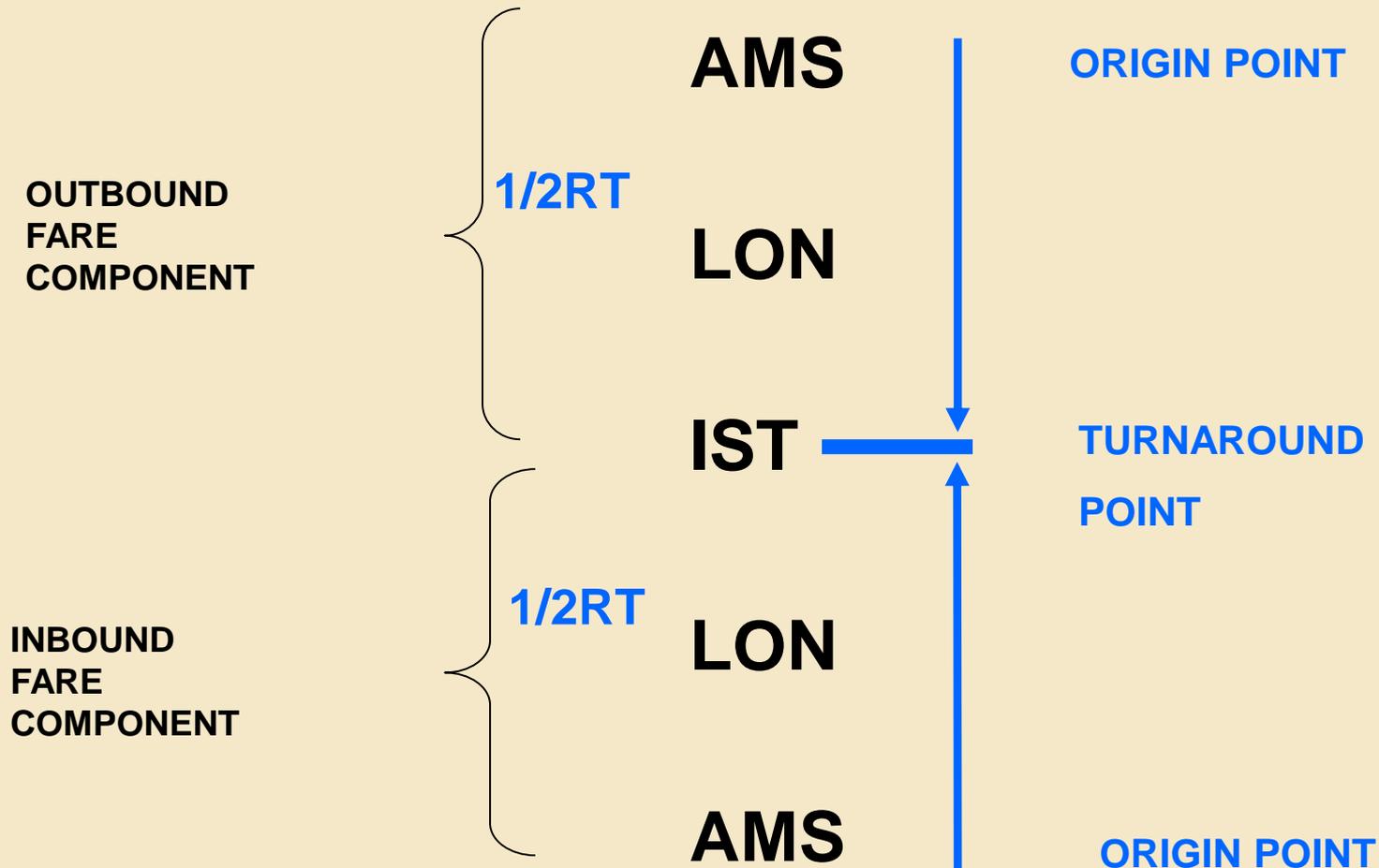
* Tamamı, Arjantin, Brezilya, Şili, Paraguay, Uruguay ile IATA 2. Bölge arasında gerçekleşen yolculuklarda,

* Tamamı, Avrupa alt bölgesi içinde gerçekleşen pricing unit lerde

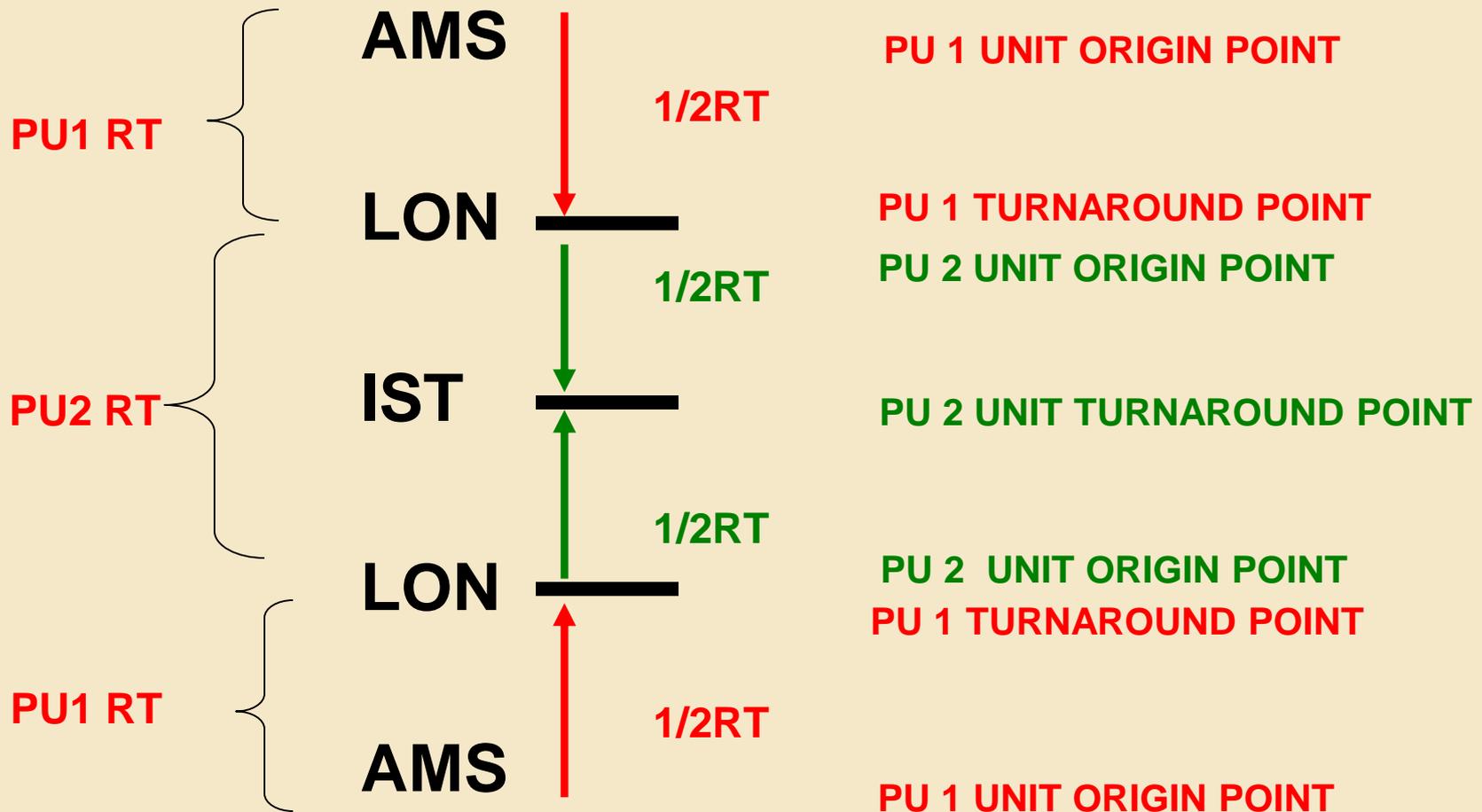
BACK HAUL CHECK UYGULANMAZI!...

RETURN PRICING UNIT

JOURNEY CONCEPT RETURN TRIP



PRICING UNIT CONCEPT RETURN TRIP



217 AMS
1552 LON
----- IST -----
1552 LON
217 AMS



1/2 RT

PAT RULE 2.7.2

Y

Traffic document (ticket) issued inside COC

LIMITATIONS ON INDIRECT TRAVEL

ZORUNLU TAP IST

<u>GİDİŞ</u>		
	<u>1/2 RT</u>	<u>Y</u>
AMSIST	1300.75	
MPM	1647	

<u>DÖNÜŞ</u>		
	<u>1/2 RT</u>	<u>Y</u>
AMSIST	1300.75	
MPM	1647	

TPM=217 + 1552 = 1769
TPM1769/1647 = 10M

TPM=217 + 1552 = 1762
TPM1769/1647 = 10M

<u>HIF ?</u>		
	<u>1/2 RT</u>	<u>Y</u>
AMSLON	374.02	
LONIST	779.19	

<u>HIF ?</u>		
	<u>1/2 RT</u>	<u>Y</u>
AMSLON		
LONIST		

MİL SİSTEMİ = (1300.75 X 1.10) + (1300.75 X 1.10)
1430.82 1430.82 = 2861.64

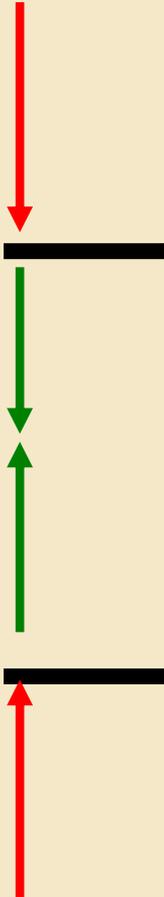
AMS

LON

IST

LON

AMS



PU 1 RT

AMS

LON

AMS

PU 2 RT

LON

IST

LON

CONSECUTIVE

RSC

RETURN SUBJOURNEY MINIMUM CHECK

PU 1 RT

AMS

LON

AMS

PU 2 RT

LON

IST

LON

AMSIST RT BASILI ÜCRET

AMS
LON —
IST
LON —
AMS

PRICING UNIT CONCEPT

Y

CONSECUTIVE

PU 1 RT

PU 2 RT



$$374.02 + 374.02 = 748.04$$

$$779.19 + 779.19 = 1558.38$$

$$\begin{aligned} \text{PU 1 RT} + \text{PU 2 RT} &= 748.04 + 1558.38 \\ &= 2306.42 \end{aligned}$$

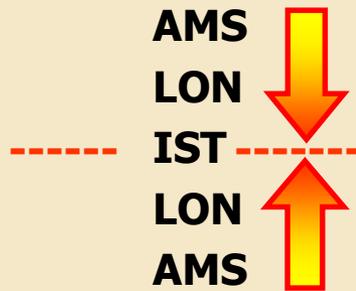
RSC RETURN SUBJOURNEY MINIMUM CHECK

AMSIST RT BASILI ÜCRET 2601.51

PU LAR TOPLAMI < RSC

$$2306.42 < 2601.51$$

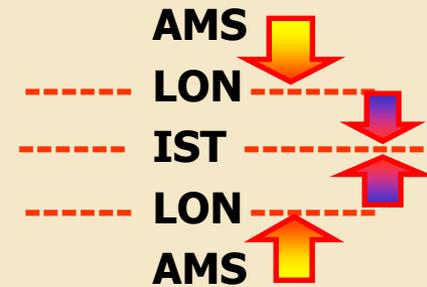
JOURNEY CONCEPT



2861.64 NUC



PRICING UNIT CONCEPT



2601.51 NUC



LOKAL ÜCRET= 2601.51 X 0.749947= 1950.99 EUR
1 ~ 1951.00 EUR

1270 IST
 1224 THR
 X/JED
 3373
 ----- JNB ----- 1/2 RT
 3984
 X/DXB
 760
 1270 THR
 IST



PAT RULE 2.7.2

LIMITATIONS ON INDIRECT TRAVEL

ZORUNLU TAP JNB

Y

Traffic document (ticket) issued inside COC

<u>GİDİŞ</u>		
	<u>1/2 RT</u>	<u>Y</u>
ISTJNB	2772.50	
MPM	5588	

<u>DÖNÜŞ</u>		
	<u>1/2 RT</u>	<u>Y</u>
ISTJNB	2772.50	
MPM	5588	

TPM 5867/5588 = 1.05
5M

TPM 6014/5588 = 1.08
10M

<u>HIF ?</u>		
	<u>1/2 RT</u>	<u>Y</u>
ISTTHR	694.50	
THRJNB	963.64	

<u>HIF ?</u>		
	<u>1/2 RT</u>	<u>Y</u>
ISTTHR	694.50	
THRJNB	963.64	

$$\text{MİL SİSTEMİ} = \frac{(2772.50 \times 1.05)}{2911.12} + \frac{(2772.50 \times 1.10)}{2911.12} = 5822.24$$

CTM

ISTTHR RT 1389.00

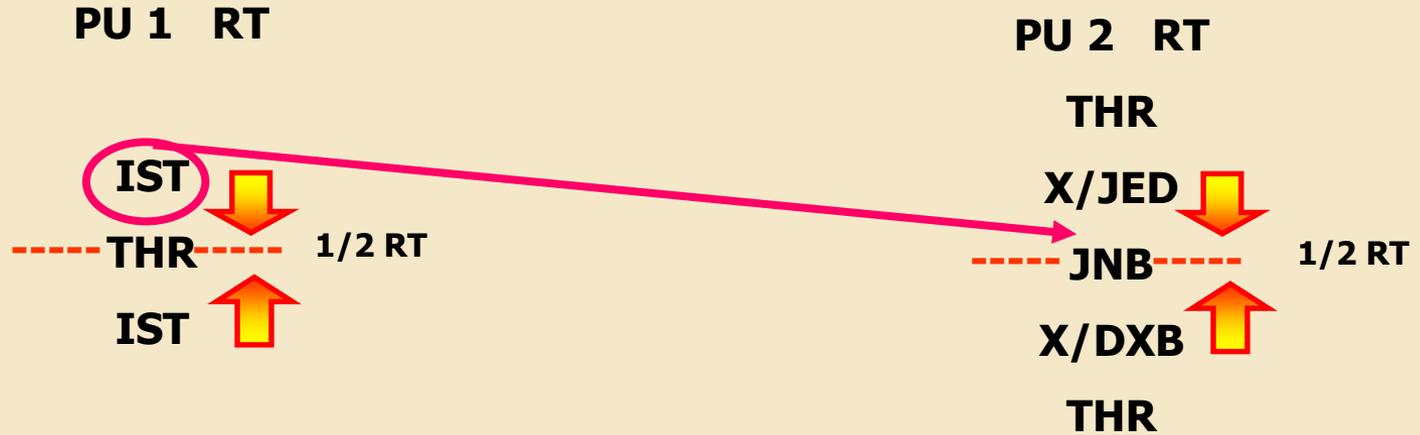
ISTJNB RT 5545.00

CTM < MİL SİSTEMİ



PRICING UNIT CONCEPT **CONSECUTIVE**

IST
THR —
X/JED
JNB
X/DXB
THR —
IST



694.50 + 694.50 = 1389.00

963.64 + 963.64 = 1927.28

PU 1 RT + PU 2 RT = 1389.00 + 1927.28
= 3316.28

RSC RETURN SUBJOURNEY MINIMUM CHECK
ISTJNB RT BASILI ÜCRET 5545.00

PU LAR TOPLAMI < RSC
3316.28 < 5545.00

U = 1897.72



Y

JOURNEY CONCEPT

IST
THR
X/JED
----- JNB -----
X/DXB
THR
IST

5822.24 NUC



PRICING UNIT CONCEPT

IST
----- THR -----
X/JED
----- JNB -----
X/DXB
----- THR -----
IST

5545.00 NUC



LOKAL ÜCRET= 5545.00 X 1.00 = 5545.00 EUR
1 ~ 5545.00 EUR



335 IST
1517 ATH
1200 THR
1200 KHI -1/2 RT
1270 THR
IST

PAT RULE 2.7.2

LIMITATIONS ON INDIRECT TRAVEL

ZORUNLU TAP DXB

Y

Traffic document (ticket) issued inside COC

<u>GİDİŞ</u>		
	<u>1/2 RT</u>	<u>Y</u>
ISTKHI	1632.00	EH
MPM	3662	EH

<u>DÖNÜŞ</u>		
	<u>1/2 RT</u>	<u>Y</u>
ISTDXB	1632.00	EH
MPM	3662	EH

TPM= 3052
TPM 3052 / MPM 3662 =1.19
20 M

TPM= 2470
TPM 2470 < MPM 3662
M

<u>HIF ?</u>		
	<u>1/2 RT</u>	<u>Y</u>
ISTATH	275.00	
ISTTHR	694.50	
ATHTHR	930.73	
ATHKHI	1750.12	HIF/TAP
THRKHI		

<u>HIF ?</u>		
	<u>1/2 RT</u>	<u>Y</u>
ISTTHR	694.50	
THRKHI		

MİL SİSTEMİ = (1750.12 X 1.20) + 1632.00 = 3732.14
2100.14

CTM

ISTATH 550.00

ISTTHR 1389.00

ISTKHI 3264.00

CTM < MİL SİSTEMİ

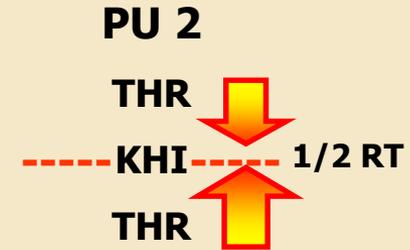
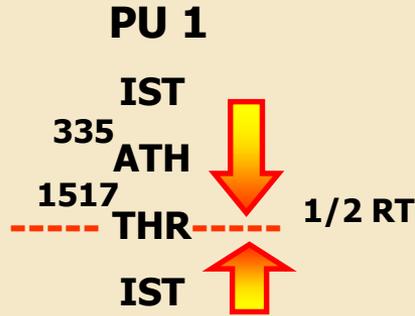
IST
ATH

PRICING UNIT CONCEPT

Y



THR —
KHI
THR —
IST



ISTTHR 1/2RT 694.50
MPM 1524

ISTTHR 1/2RT 694.50

TPM 1852/MPM1524=1.21
25M

HIF?

1/2 RT Y

ISTATH 275.00

ATHTHR 930.73

MİL SİSTEMİ = (930.73 X 1.25) + 694.50 = 1857.91
1163.41

CTM

ISTATH 550.00

ISTTHR 1389.00

CTM < MİL SİSTEMİ

260.06 + 260.06 = 520.12

IST
ATH
THR —
KHI
THR —
IST

PRICING UNIT CONCEPT

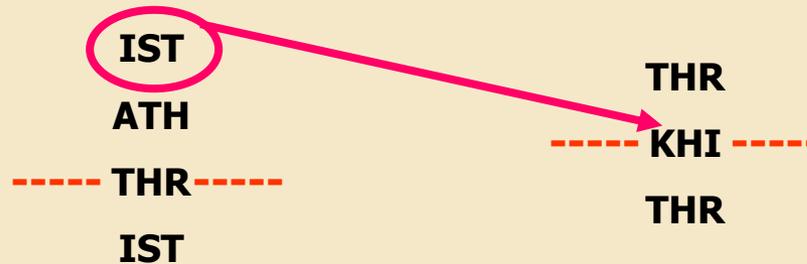
Y



CONSECUTIVE

PU 1 CT

PU 2 RT



$$\begin{aligned} \text{PU 1 CT} + \text{PU 2 RT} &= 1857.91 + 520.12 \\ &= 2378.03 \end{aligned}$$

RSC RETURN SUBJOURNEY MINIMUM CHECK

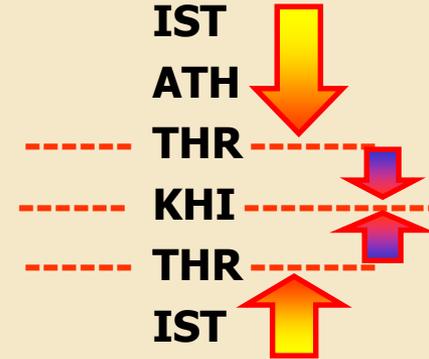
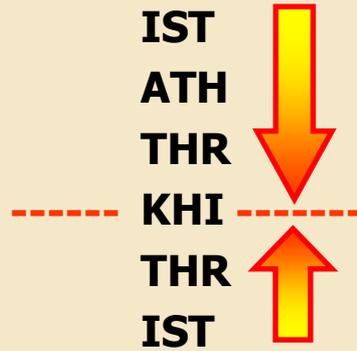
$$\begin{aligned} \text{ISTKHI Y/RT} &= 3264.00 \\ \text{PU LAR TOPLAMI} &< \text{RSC} \\ 2378.03 &< 3264.00 \end{aligned}$$

$$\begin{aligned} \text{U} &= \text{RSC SONUCU} - \text{PU LAR TOPLAMI} \\ \text{U} &= 3264.00 - 2378.03 \\ \text{U} &= 885.97 \end{aligned}$$

JOURNEY CONCEPT

PRICING UNIT CONCEPT

Y



3732.14 NUC



3264.00 NUC



LOKAL ÜCRET= 3264.00 X 1.00 = 3264.00 EUR



449 MAD
1405 ALG
X/IST
5055 HKG
1573 KUL

5192 X/IST
1405 ALG
449 MAD



PAT RULE 2.7.2

LIMITATIONS ON INDIRECT TRAVEL

Y

Traffic document (ticket) issued inside COC

1/2 RT

<u>GİDİŞ</u>		
	<u>1/2 RT</u>	<u>Y</u>
MADKUL	3158.88	EH
MPM	8301	EH

TPM = 8482
TPM8482/ MPM 8301 = 1.02
5M

<u>HIF ?</u>		
	<u>1/2 RT</u>	<u>Y</u>
MADALG	396.02	
MADHKG	3470.91	HIF/ORI
ALGHKG	2658.44	
ALGKUL	2481.88	
KULBKK		

<u>DÖNÜŞ</u>		
	<u>1/2 RT</u>	<u>Y</u>
MADKUL	3158.88	EH
MPM	8301	EH

TPM=7046
TPM7046 < MPM 8301 =M

<u>HIF ?</u>		
	<u>1/2 RT</u>	<u>Y</u>
MADALG		
ALGKUL	2481.88	

MİL SİSTEMİ = (3470.91 x 1.05) + 3158.88 = 6803.33
3644.45

CTM =
MADHKG 6941.82
MADALG
MADKUL

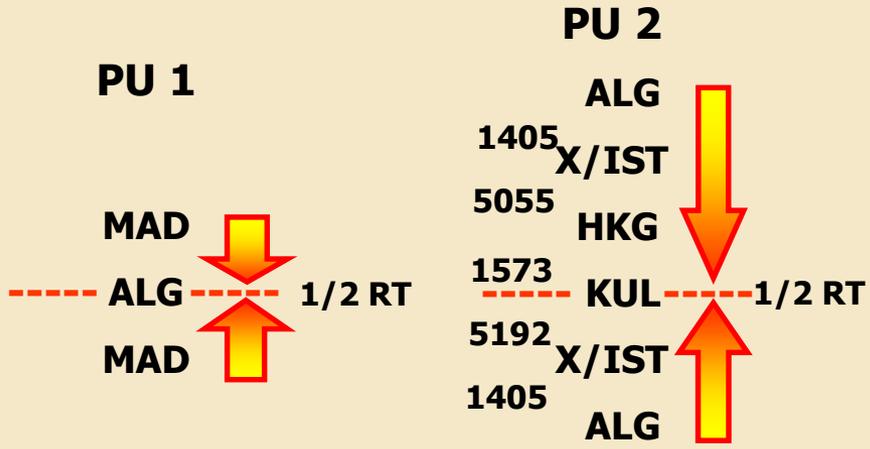
CTM > MIL SİSTEMİ
P = 138.49

PRICING UNIT CONCEPT

Y



MAD
 ALG —
 X/IST
 HKG
 KUL
 X/IST
 ALG —
 MAD



ALGKUL 1/2RT 2481.88 MPM 7903	MADBKK1/2RT 2481.88 MPM 7903
TPM8033>MPM7903 5M	TPM6597<MPM7903 M
HIF? 1/2 RT Y ALGHKG 2658.44 HIF/ORI KULBKK	HIF? SADECE DURAKLAMA NOKTALARININ ÜCRETLERİNE BAKILIR

MİL SİSTEMİ = (2658.44 x 1.05) + 2481.88 = 2791.36 + 2481.88 = 5273.24

CTM 5367.80 > **MİL** 5204.49

ALGHKG 5316.88
 ALGKUL 4963.76

P = **CTM** - **MİL**
 P = 5316.88 - 5273.24
 P = 43.64

PU2 = 5316.88

MİL SİSTEMİ = 396.02 + 396.02 = 792.04
PU1 = 792.04

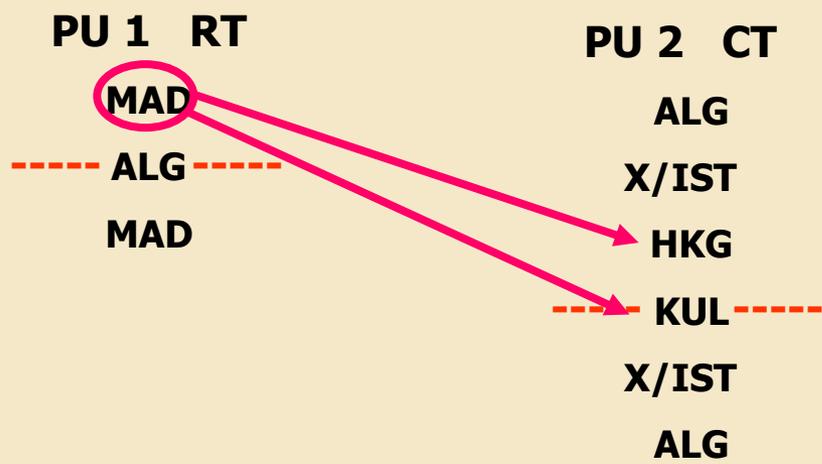


Y

PRICING UNIT CONCEPT

CONSECUTIVE

MAD
 ALG —
 X/IST
 HKG
 KUL
 X/IST
 ALG —
 MAD



$$\begin{aligned}
 \text{PU 1 RT} + \text{PU 2 CT} &= 792.04 + 5316.88 \\
 &= 6108.92
 \end{aligned}$$

RSC RETURN SUBJOURNEY MINIMUM CHECK

MADHKG Y/RT 6941.82 ✓

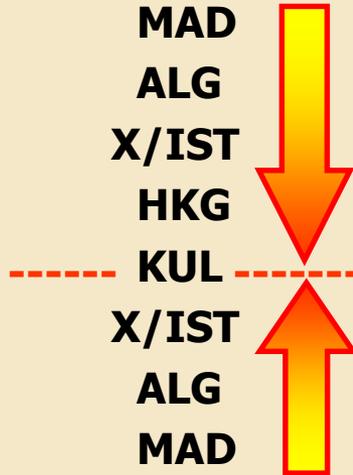
MADKUL Y/RT 6317.77

$$\begin{aligned}
 \text{PU LAR TOPLAMI} &< \text{RSC} \\
 6108.92 &< 6941.82 \\
 \mathbf{U= 832.90}
 \end{aligned}$$

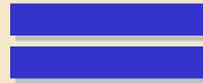


Y

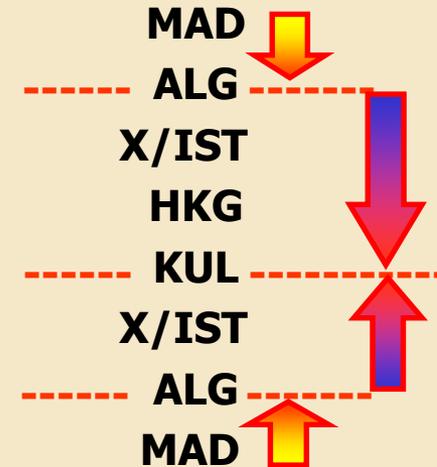
JOURNEY CONCEPT



6941.82 NUC



PRICING UNIT CONCEPT



6941.82 NUC

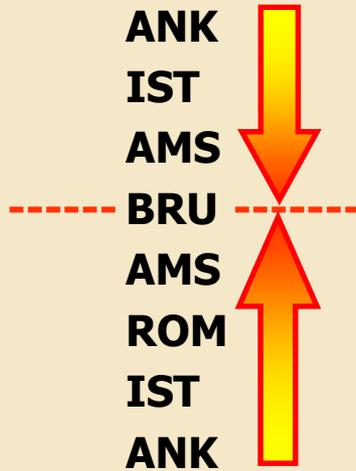


LOKAL ÜCRET= 6941.82 X 0.749947 = 5205.99 EUR
1 ~ 5206.00 EUR



Y

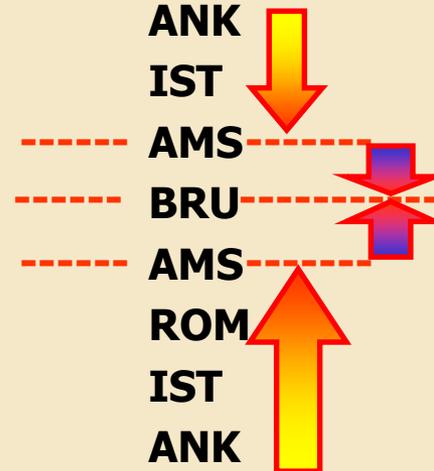
JOURNEY CONCEPT



1932.00 NUC



PRICING UNIT CONCEPT



2320.02 NUC



LOKAL ÜCRET= 2320.02 X 1.00 = 2320.00 EUR

2868 TYO
4600 BKK
IEV
656
- - - - -
764 IST
4509 CAI
BKK
2868 TYO



1/2 RT

PAT RULE 2.7.2

Y

LIMITATIONS ON INDIRECT TRAVEL

Traffic document (ticket) issued inside COC



<u>GİDİŞ</u>			
		<u>1/2 RT</u>	<u>Y</u>
TYOIST	3077.78	YX	EH
MPM	8059	EH	

TPM8124 / MPM 8059 = 5M

<u>HIF ?</u>			
		<u>1/2 RT</u>	<u>Y</u>
TYOBKK	1219.37	(YX2)	
TYOIEV	3338.11	YX	HIF / ORI
BKKIEV			
BKKIST			
IEVIST			

<u>DÖNÜŞ</u>			
		<u>1/2 RT</u>	<u>Y</u>
TYOIST	3077.78	YX	EH
MPM	8059	EH	

TPM8141 / MPM 8059 = 5M

<u>HIF ?</u>			
		<u>1/2 RT</u>	<u>Y</u>
TYOBKK	1219.37	YX2	
TYOCAI	2907.91		
BKKIST	1256.81		
BKKCAI			
CAIIST			

MİL SİSTEMİ = (3338.11 X 1.05) + (3077.78 X 1.05)
3505.01 3231.66
= 6736.67 NUC

CTM TYOIEV YX2 RT 5942.34 NUC

CTM 5942.34 < MİL 6736.67

JOURNEY CONCEPT SONUCU = 6736.67

PRICING UNIT CONCEPT

Y



Traffic document (ticket) issued inside COC

PU 1

TYO

--- BKK --- 1/2 RT YX2

TYO

TYO
BKK —
IEV
IST
CAI
BKK —
TYO

$$1219.37 + 1219.37 = 2438.74$$

$$\text{PU 1} = 2438.74$$

PU 2

4600 BKK
IEV
656
--- IST --- 1/2 RT
764 CAI
4509 BKK

BKKIST 1/2RT 1256.81
MPM 6295

BKKIST 1/2RT 1256.81
MPM 6295

TPM5256 < MPM6295 = M

TPM5273 < MPM6295 = M

HIF?
1/2 RT Y
BKKIEV 1914.64 **HIF/ORI**
IEVIST

HIF?
1/2 RT Y
BKKCAI 954.75
CAIIST

$$\text{MİL SİSTEMİ} = 1914.64 + 1256.81 = 3171.45$$

$$\text{CTM BKKIEV RT} = 3829.28$$

$$\text{CTM} > \text{MİL SİSTEMİ P} = 657.83$$

$$\text{PU 2} = 3829.28$$

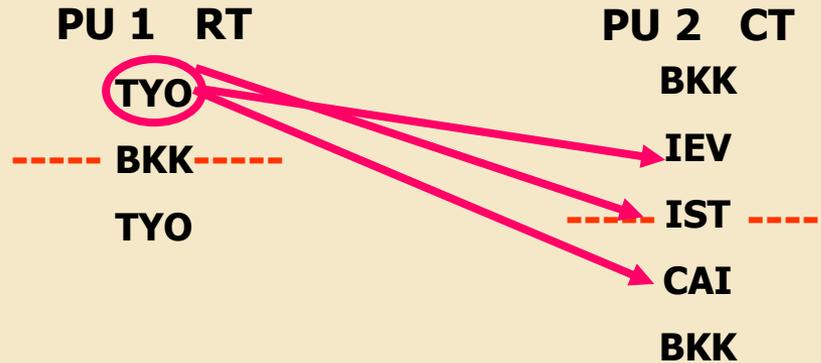
TYO
BKK —
IEV
IST
CAI
BKK —
TYO

PRICING UNIT CONCEPT

Y



CONSECUTIVE



$$\text{PU 1 RT} + \text{PU 2 CT} = 2438.74 + 3829.28 = 6268.02$$

RSC RETURN SUBJOURNEY MINIMUM CHECK

TYOIEV YX2/RT 5516.52 (EH) ✓

TYOIST YX2/RT

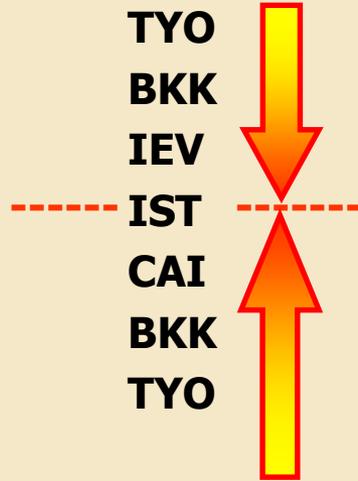
TYOCAI Y2/RT

PRICING UNIT CONCEPT SONUCU = 6268.02

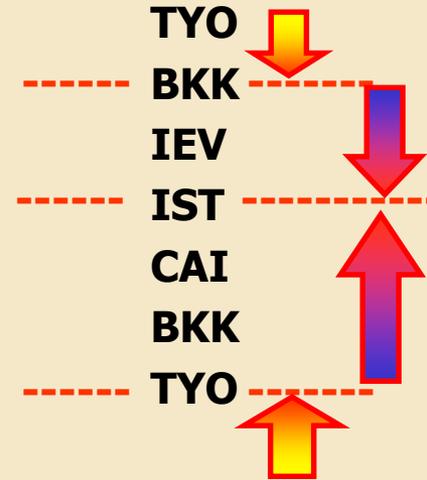


Y

JOURNEY CONCEPT



PRICING UNIT CONCEPT



6736.67 NUC



6268.02 NUC



LOKAL ÜCRET= 6268.02 X 103.906 = 651284.88 JPY
100 ~ 651300 JPY



**IST
BER
GVA
MIL
BLQ
MIL
ROM
IST**

ÇÖZÜM 3 ŞEKİLDE YAPILABİLİR



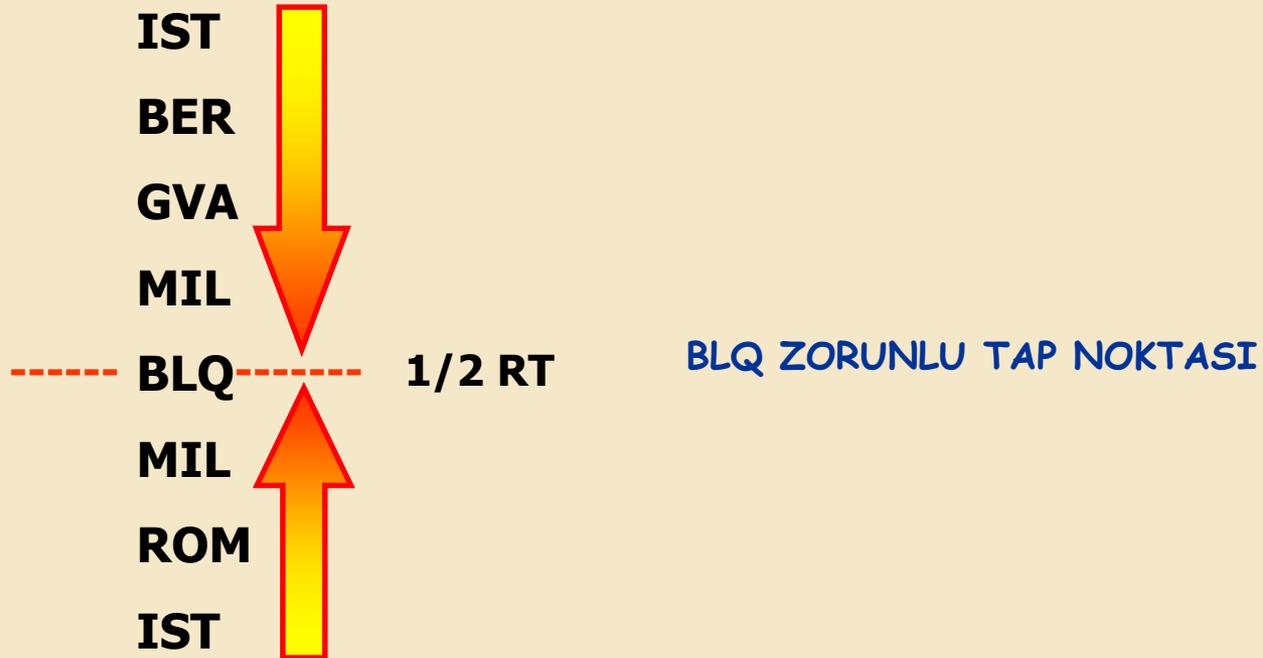
1) JOURNEY CONCEPT

2) PRICING UNIT

3) SIDE TRIP

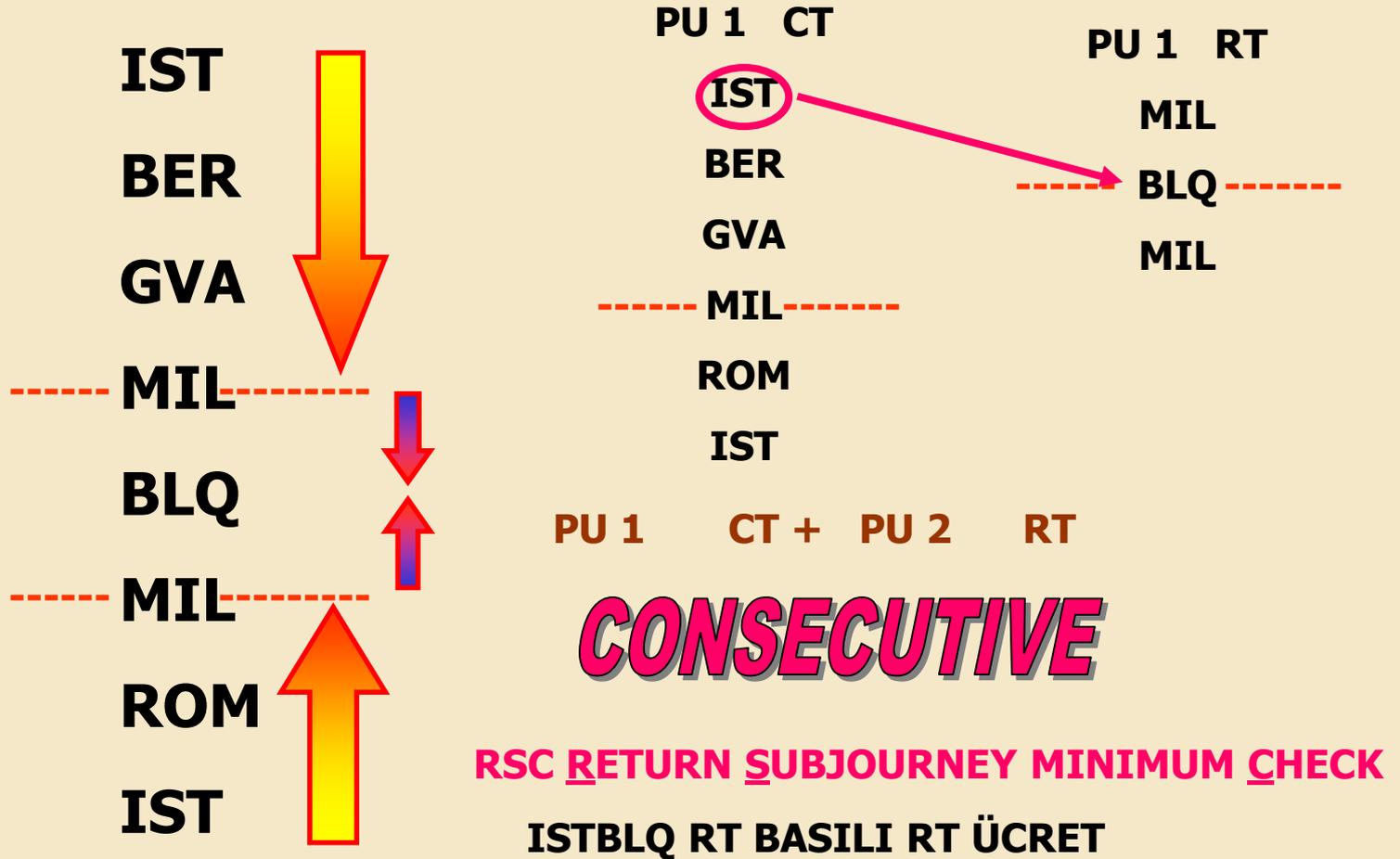


JOURNEY CONCEPT





PRICING UNIT CONCEPT





SIDE TRIP

