



Glossary of SecuRate Air Plus/Net Terms

Term	Definition
Account Code	Alpha/numeric, all alpha, or all numeric code an agency uses when pricing a PNR. This is an optional field. This is a code used to price a PNR. The airline can assign an account code or the agency can assign it when they use SecuRate Air Plus.
ASR	Agent Security Record. A table—ASR—table is used to allow or restrict agents from certain capabilities within the Worldspan system.
ATPCO	Airline Tariff Publishing Company – airlines file fare and rule data for their flights with ATPCO. ATPCO codes and distributes the information to Global Distribution Systems.
C.A.R.	Commercial Agreement Reference
Corporate ID	A nine-digit user-defined code identifying mark-ups applicable to Category 35 fares; mandatory when multiple mark-ups are involved.
Differential	The difference between normal fares for the higher and lower classes of service for the segment(s) where the higher class of service is flown.
Distributor	Specific subscriber authorized by the airline to access and redistribute Cat 35 fares.
Distributor Database	A database used to create a grouping of subscribers.
Directional fare	Fares that are published with a directional indicator. Directional fares are usually international.
End-on-End	Combination of priceable units at fare construction points.
Fare break point	Terminal points of a fare component—also called fare construction points.
Fare type	Discounted published, flat rate, or net net.
Fare component	A portion of a journey/itinerary between two consecutive fare construction points.
Higher Intermediate Point (HIP)	A ticketed point between origin and destination of a fare sector for which a higher fare is published.
HIP type codes	<p>Higher Intermediate Point Processing is used to determine if an International through trip's fare is exceeded by any intermediate point's fares. There are four (4) types of HIP checks:</p> <ul style="list-style-type: none"> • A-type compares fares from origin to intermediate points with the fares for the whole trip. • B-type compares fares from intermediate points to an off point with the fares for the whole trip. • C-type compares fares between intermediate points with the fares for the whole trip. • CP or P-type is a common point check. Occurs only in open - jaw itineraries. Compares fares from common point to other ticketed points in a trip. <p>NOTE: A common point doesn't have to be a stopover.</p>

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Journey	Origin to destination; all points on a ticket.
Maximum permitted mileage	The maximum number of miles that can be traveled for a fare component without incurring a mileage surcharge. Mileages as established in accordance with RESO 11.
Mark-up amount	The amount or percentage added to a Net Fare to create a Sell Fare.
Marketing carrier	The carrier code that appears on the flight coupon of the air ticket—used for code share.
Negative fare calculation	In SecuRate Air Net, the net fare is marked up by an amount, a percentage, or both. If “both,” the percent is calculated first and then the amount field is calculated from the result of the percent calculation. This field is in CREATE FARES AND DISTRIBUTION – PART 2 OF 2 template. If Reverse Fare Calculation is selected with Y-Yes, then the calculation is reversed or percent is calculated last. The default setting is N-No.
Net fare	The fare amount due an airline.
Net Net fare	Increase or decrease of a net fare.
Non-directional fare	Fares that are published without a directional indicator. Non-directional fares are usually domestic fares.
One Way (OW)	Any journey which, for fare calculation purposes, is not a complete round trip, circle trip, or other than round trip/circle trip.
Open jaw	<p>Travel TO one city, return from another; or travel FROM one city, return to another.</p> <p>For ‘turnaround open jaw’ the outward point of arrival and the inward point of departure are different. At least one segment must be half of a round-trip fare.</p> <p>For ‘origin open jaw’ the outward point of departure and the inward point of arrival are different. At least one segment must be half of a round-trip fare.</p> <p>For ‘single open jaw’ either the outward point of arrival and the inward point of departure are different, or the outward point of departure and the inward point of arrival are different. At least one segment must be half of a round-trip fare.</p> <p>For ‘open jaw’ either the outward point of arrival and the inward point of departure are different, or the outward point of departure and the inward point of arrival are different. At least one segment must be half of a round-trip fare.</p> <p>For ‘double open jaw’ both the outward point of arrival and the inward point of departure are different, and the outward point of departure and the inward point of arrival are different. At least one segment must be half of a round-trip fare.</p>
Owning carrier	The carrier who owns/publishes the fare, same as publishing carrier.
Owner	Airline, agency or company that offers the SecuRate AIR fares. The Owner is responsible for creating and maintaining contracts for its negotiated fares; determining which locations or individuals can use specific negotiated fares, pricing and ticketing, changes to existing contracts and fares.
Point of turnaround	The farthest geographical fare break (between two fare components) from the Pricing Unit origin.
Pricing unit	A one-way fare that is qualified in its own terms independent of any other fare and is capable of being ticketed separately.

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Private fare	A fare filed by the airline with limited distribution and use. Private fares are for a specific Worldspan SID or IATA number.
Public fare	A fare filed by the airline in a published tariff; also known as Published Fare.
Publishing carrier	The carrier who owns/publishes the fare, same as owning carrier.
Round Trip	Travel entirely by air from a point to another point and return to the original point comprising two half round trip fare components only for which the applicable half round trip fare for each component, measured from the point of unit origin, is the same for the routing traveled; provided that this definition shall not apply to round the world travel if the fares to be used differ through class of service, seasonality, day-of-week, carrier variations, the outbound fare shall be used also for the inbound fare component for the purpose of determining if the pricing unit is a round trip.
Round the world	Travel from the point of origin and return to which involves only one crossing of the Atlantic Ocean and only one crossing of the Pacific Ocean.
Scaled discount	Applicable for SecuRate Air Net; for Discount Off Net/Net scaled is a minimum and maximum amount of the ticket or the minimum/maximum amount of the published fare to be discounted.
Sell fare	The fare amount due from the passenger. When an amount or percentage is added to the original Net Fare, it becomes a Sell Fare.
Sell range	The range of minimum and maximum amounts in which a Sell Fare can be created.
Tariff	ATPCO tariff number and/or name. Geographic areas of the world are assigned tariff number and names. Fares for markets within that geographic area are distributed with the assigned tariff number.
Transfer	A change from the services of one carrier to the services of the same (online) or the services of another carrier (interline). And On-Line Transfer Transfer from the service of one carrier to another service of the same carrier.