

Travelogue

It's all about where we're going!



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myIDTravel: Finish line is in sight!



We're finally almost done with the myIDTravel & Videcom integration!

The system has now progressed to live testing in Videcom, which is the final step before we become "Transporting" within the system, which allows other airline staff to book travel on Air North, and soon you'll be using it to book flights on your airline too!

Once this is complete, we will see an onslaught of new agreements get loaded for you to enjoy – including Delta, Southwest, Spirit, Westjet, and many other airlines. Over time, we'll get a lot of international carriers

loaded for you and your eligible to also enjoy.

Current testing will involve the live system, so our Airport Teams may see some funny names appear that are standby listings – please ignore these bookings for the time being as its just part of the process. We have to build almost 100 new reservations (some with multiple people) as we test the limits of the link to ensure all the errors and kinks are worked out, that way we can make sure our non-rev travelers have as good of an experience as our regular revenue-ticketed guests.

Please keep an eye on <http://mivuelo.net/4n> as we get closer and closer to completing this project.

Travel Tips

Flights loads (seat counts) have always been a problem as more and more staff travelers and eligibles use myIDTravel to see the world. Within myID, there are a few identifiers to help you figure out how full (or empty) a flight can be.

When selecting a flight, click on "Show Details" for each flight. A pop-up will then appear with some weird looking information next to "Seats Available". This is the fare matrix/ladder used in the Global Distribution Systems for airline and travel agent bookings. Each fare letter (bucket) represents a set of fares, as a flight gets more and more people on board, the fewer seats and buckets become open. Most systems will default with Main cabin (Economy) starting at "Y", which is used as the most expensive fare bucket (and therefore the most seats), while other buckets like B, M, Q, and so forth will represent lower fares. You can't determine a load by simply adding up all the numbers; that information is held private.

Alaska Airlines	AS176	05:15 08:37	JNU JUNEAU INTERNATIONAL SEA SEATTLE-TACOMA INTERNATIONAL APT	2h 22m	0 Stops	ⓘ
Show details						
Alaska Airlines	AS72	07:15 10:42	JNU JUNEAU INTERNATIONAL SEA SEATTLE-TACOMA INTERNATIONAL APT	2h 27m	0 Stops	ⓘ
Show details						
Alaska Airlines	AS76	13:16 16:42	JNU JUNEAU INTERNATIONAL SEA SEATTLE-TACOMA INTERNATIONAL APT	2h 26m	0 Stops	ⓘ
Show details						
Alaska Airlines	AS78	16:02 19:26	JNU JUNEAU INTERNATIONAL SEA SEATTLE-TACOMA INTERNATIONAL APT	2h 24m	0 Stops	ⓘ

One rule of thumb is, the more numbers to the right, the better. As a flight fills up, in the example provided, buckets like G, T, R, N, W, and E will show lower numbers or even 0. So if you see a flight,

Guess the Airport!

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Test your travel skills – the first employee to respond with the correct answer will win a \$25 Amazon gift card. Please email your response to:

myidtravel@flyairnorth.com

like the picture listed, with 7s, you can pretty much assume it has many seats open and you should be able to get on the flight (despite the GRIN identifier from myIDTravel).

Flight Details

JUNEAU INTERNATIONAL (JNU) - SEATTLE-TACOMA INTERNATIONAL APT (SEA)

Flight Number	AS176 ⓘ
Airline	Alaska Airlines
Date	18.06.2018
Departure	05:15 from JUNEAU INTERNATIONAL Airport (JNU)
Arrival	08:37 at SEATTLE-TACOMA INTERNATIONAL APT Airport (SEA)
Aircraft Type	73G
Seats available	F2 D2 P1 U0 A0 Y7 Z7 S7 B7 M7 H7 Q7 L7 V7 K7 G7 T7 R7 N7 W7 E7

The more numbers to the right, the better! →

Some airlines also don't use 7 – some default to 5 and 9. There is no super easy way or help guide for this, so its best you check a few flights to see how each matrix lines up. A handful of ticketless airlines don't display this matrix, so you may only see one bucket, or 3 (such as Delta). This makes figuring out flight loads a bit more challenging.

There are also 2 other alternatives to flight loads: one sure fire way is to make friends with people who work at that airline who can disclose loads to you, and the second is to join the Facebook airline staff groups – Non Rev Loads, Loadshare, and Loadshare Canada. These groups are filled with thousands of other staff who are asking and assisting with loads. You are welcome to participate in these groups, but under NO circumstances can you disclose loads for your airline publicly – please do so only via private message.