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Galileo Travelport Basic Training Manual - CTSNet

Welcome to Galileo® Quick Reference (January 2001-Internet Version) 3 WELCOME TO GALILEO® Welcome to Galileo®. This guide helps new Galileo users learn the Galileo® system. It will help you learn the basic functions of Galileo and the formats to perform those functions. This guide walks you through the following basics:

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6/ Galileo Training Services Objectives At the end of this course you should have an understanding of the following key functions: • Displaying and interpreting Galileo availability screens. • Selling from availability screens and making direct sell reservations. • Identifying the various levels of sell. • Completing the Galileo Booking File. • Using service requests to generate ...

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He serves as Vice President of the International Federation of Information Technology and Tourism (IFITT) and has chaired several ENTER conferences. He regularly works as adviser for the World Tourism Organisation, the World Tourism and Travel Council and the European Commission.

Airline Operations and Management: A Management Textbook is a survey of the airline industry, mostly from a managerial perspective. It integrates and applies the fundamentals of several management disciplines, particularly economics, operations, marketing and finance, in developing the overview of the industry. The focus is on tactical, rather than strategic, management that is specialized or unique to the airline industry. The primary audiences for this textbook are both senior and graduate students of airline management, but it should also be useful to entry and junior level airline managers and professionals seeking to expand their knowledge of the industry beyond their own functional area.

Operations research techniques are extremely important tools for planning airline operations. However, much of the technical literature on airline optimization models is highly specialized and accessible only to a limited audience. Allied to this there is a concern among the operations research community that the materials offered in OR courses at MBA or senior undergraduate business level are too abstract, outdated, and at times irrelevant to today's fast and dynamic airline industry. This book demystifies the operations and scheduling environment, presenting simplified and easy-to-understand models, applied to straightforward and practical examples. After introducing the key issues confronting operations and scheduling within airlines, *Airline Operations and Scheduling* goes on to provide an objective review of the various optimization models adopted in practice. Each model provides airlines with efficient solutions to a range of scenarios, and is accompanied by case studies similar to those experienced by commercial airlines. Using unique source material and combining interviews with alumni working at operations and scheduling departments of various airlines, this solution-orientated approach has been used on many courses with outstanding feedback. As well as having been comprehensively updated, this second edition of *Airline Operations and Scheduling* adds new chapters on fuel management systems, baggage handling, aircraft maintenance planning and aircraft boarding strategies. The readership includes graduate and undergraduate business, management, transportation, and engineering students; airlines training and acquainting new recruits with operations planning and scheduling processes; general aviation, flight school, International Air Transport Association (IATA), and International Civil Aviation Organization (ICAO) training course instructors; executive jet, chartered flight, air-cargo and package delivery companies, and airline consultants.

This volume reviews operations research theory, applications and practice in airline planning and operations. It examines the business and technical landscape, details best practices, and identifies open questions and areas for future research.

This research monograph aims at developing an integrative framework of hotel revenue management. It elaborates the fundamental theoretical concepts in the field of hotel revenue management like the revenue management system, process, metrics, analysis, forecasting, segmentation and profiling, and ethical issues. Special attention is paid on the pricing and non-pricing revenue management tools used by hoteliers to maximise their revenues and gross operating profit. The monograph investigates the revenue management practices of accommodation establishments in Bulgaria and provides recommendations for their improvement. The book is suitable for undergraduate and graduate students in tourism, hospitality, hotel management, services studies programmes, and researchers interested in revenue/yield management. The book may also be used by hotel general managers, marketing managers, revenue managers and other practitioners looking for ways to improve their knowledge in the field.

Since the enactment of the Airline Deregulation Act in 1978, questions that had been at the heart of the ongoing debate about the industry for eighty years gained a new intensity: Is there enough competition among airlines to ensure that passengers do not pay excessive fares? Can an unregulated airline industry be profitable? Is air travel safe? While economic regulation provided a certain stability for both passengers and the industry, deregulation changed everything. A new fare structure emerged; travelers faced a variety of fares and travel restrictions; and the offerings changed frequently. In the last fifteen years, the airline industry's earnings have fluctuated wildly. New carriers entered the industry, but several declared bankruptcy, and Eastern, Pan Am, and Midway were liquidated. As financial pressures mounted, fears have arisen that air safety is being compromised by carriers who cut costs by skimping on maintenance and hiring inexperienced pilots. Deregulation itself became an issue with many critics calling for a return to some form of regulation. In this book, Steven A. Morrison and Clifford Winston assert that all too often public discussion of the issues of airline competition, profitability, and safety take place without a firm understanding of the facts. The policy recommendations that emerge frequently ignore the long-run evolution of the industry and its capacity to solve its own problems. This book provides a comprehensive profile of the industry as it has evolved, both before and since deregulation. The authors identify the problems the industry faces, assess their severity and their underlying causes, and indicate whether government policy can play an effective role in improving performance. They also develop a basis for understanding the industry's evolution and how the industry will eventually adapt to the unregulated economic environment. Morrison and Winston maintain that although the airline industry has not reached long-run equilibrium, its evolution is proceeding in a positive direction—one that will preserve and possibly enhance the benefits of deregulation to travelers and carriers. They conclude that the federal government's primary policy objective should be to expand the benefits from unregulated market forces to international travel. Brookings Review article also available

"Value Creation in Travel Distribution" provides a comprehensive introduction to the world's most rapidly growing industry. It covers the history of the industry and provides an introduction to the management and operation of its three principal segments: transportation, distribution and technology. In the text, emphasis is placed on introducing concepts about travel as an industry and exposing readers to various industry practices. This book presents an insightful discussion of the travel industry's significant strengths, weaknesses, threats and opportunities. Topics include but are not limited to mobile booking, ancillary revenue, virtual meetings, social-media and location dependent services. It exposes the reader to how current trends in telecommunication, technology, digital media and ecology can influence the travel industry as a whole. The author shows some details of possible future developments, namely evolution and revolution, and draws a final conclusion.

Many business sectors have been, and are being, forced to compete with new competitors-disrupters of some sort-who have found new ways to create and deliver new value for customers often through the use of technology that is coupled with a new underlying production or business model, and/or a broad array of partners, including, in some cases, customers themselves. Think about the disruption created by Apple by the introduction of the iPod and iTunes, and by Netflix within the entertainment sectors using partners within the ecosystem; think of Uber that didn't build an app around the taxi business but rather built a mobility business around the app to improve customer experience. Airline Industry considers whether the airline industry is poised for disruptive innovations from inside or outside of the industry. Although airlines have a long history of continuous improvements and innovation, few of their innovations can be classified as disruptive innovations. The few disruptive innovations that did emerge were facilitated, for example by new technology (jet aircraft) and government policy (deregulation). Now there are new forces in play-customers who expect to receive products that are more personalized and experience-based throughout the entire journey, new customer interfaces (via social media), advanced information systems and analytics, financially powerful airlines based in emerging nations, and the rise of unencumbered entrepreneurs who think differently as well as platform-focused integrators.

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