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## Working effectively with legacy code book pdf

Microsoft intrigued the world Tuesday when it said that the Windows version to succeed Windows 8.1 would be dubbed Windows 10-jump just above version 9. In the early days of Windows 10, Microsoft said it wouldn't be fair to call the new version of Windows 9 given its importance - an assertion that pretty much no one swallows. Even for Microsoft's notoriously bizarre marketing history skipping number 9 entirely is just weird. But now a much more plausible answer has surfaced to the question Why Windows 10? A Redditor named Cranbourne, who claims to be a Microsoft developer (although it is baseless), says rumors within the company point to the legacy of the software as the main reason for shooting right for ten. The story behind the story: Microsoft is often criticized for being reluctant to break compatibility with legacy versions of Windows. As we will soon see, this rumor is a very good example of the types of pitfalls Microsoft should consider, even for relatively simple tasks like naming the next version of Windows. If Windows 9 ... So what? Many of you should be old enough to remember that there have already been two versions of Windows that started with the number 9, especially Windows 95 and Windows 98. To save time, some third-party Windows desktop developers used a shortcut to check the version name (not the number) of Windows on which they were installing their app. Instead of eno encrypting apps to search for Windows 95 or Windows 98, developers have coded instructions to check Windows 9. This made sense as there were only two versions of Windows that had a new one in their name at this point. It was just an easier way to figure out which version of Windows the program was facing. Here's an example of Java code that's been around Google, Reddit, and Twitter showing just this kind of version verification system. Also check out this Windows 9 search on the code-based search engine, searchcode, which was first identified by developer Christer Kaitila. At the top of the search results, you'll see a bunch of code, again, Java - checking Windows 9, but not Windows 9. Microsoft may have looked at the vast catalog of inherited code and decided the easiest way to avoid a boring rewrite for all these programs was just to skip Windows 9 and head right for Windows 10. Accommodating legacy code may sound ridiculous, but it's certainly a plausible explanation and, if that's true, it's a smart decision by Microsoft not to upset its developer base or potentially mess with customers happily using legacy software. Note: When you buy something after you have on links in our articles, we can earn a small commission. Read our affiliate link policy for more details. April 10, 2020 4 min read The opinions expressed by entrepreneurial contributors are their own. Most modern business operations still depend on face-to-face interaction. In light of recent events, business leaders around the world are scrambling to figure out how to effectively manage the newly-located teams and that the teams are still productive. As a serial entrepreneur, I have had the chance to learn lessons that help me adapt to these strange times. For example, a company I partner in, SolutionStream, has an office in Utah, but has always had developers, designers and product managers working across the United States. His leadership had to build and manage remote teams in a way that ensured the chemistry, cohesion and responsibility of the team. Leaders believe that remote teams can thrive and develop effective and innovative products just as effectively as teams that work together in person. Here are some of the best practices I've learned from them and others about managing and managing a remote team. Using video communicationSover communication is essential to create a sense of teamwork and to ensure that people communicate well, and when you can't do it in person, technology gives us the next best thing. Phone calls are simply not the same as video conferencing. You need to see the white of each other's eyes. You need to see the reactions and facial expressions and the emotional impact of words. And don't think you can join a video call with your video off, because that makes it just a phone call again. Make face-to-face video communication a priority. These little nuances make all the difference. Be agileThe agile project encourages accountability and predictability during a team. SolutionStream managers use the melee style of project management, which is an agile type of management. Scrum refers to a close-knit rugby team, but the scrum technique only prioritizes compact teams moving towards a common goal. During the project, they use four types of melee ceremonies to check with the team and remain productive and responsible. This management style ensures that everyone has clear tasks and an understanding of what everyone where the team does. It is particularly powerful when practiced throughout an organization, even up to the management level. Use a variety of collaboration toolsThere are so many amazing tools that allow all team members to see the same information and collaborate. Here, on a few, I recommend: Miro for white boarding and sticky mapping Stories on board for user story cardsJira for managing daily tasks and globalSlack for chat and written communicationGoogle Suite for a wide variety of collaborative workTo make collaborative tools even more efficient, use the tools conjunction with video conferencing in each conversation. Don't be afraid to experiment and find the tools that work for your group.Communicate moreEven if you feel like you're communicating like crazy, that's probably not enough. One of the biggest challenges for remote teams is misunderstandings and poor communication. Tools like Slack feel like they help us communicate better (and often they do), but the written word can also make it easy to misunderstand intentions. Typing can also slow down conversation conversation compared to a video conversation. Again, the key to solving this problem lies in the use of video conferencing tools. Encourage your team to regularly remove the conversation from Slack (or other written communication channels) and video to ensure clarity of communication. Fighting Loneliness Isolation and loneliness are real problems for workers and remote teams. As a leader, you need to make sure that people always feel the social connections that come with a work environment. Teamwork, trust, good working relationships and personal interaction can and should be maintained in a digital form. Your team also needs social interaction with each other to feel camaraderie. Plan regular online social interactions between your team members and encourage water cooler conversations. Have virtual lunches or virtual cocktail hours so your teams can let their guard down and communicate more occasionally. With everything that's going on in the world, use these skills to make sure your business and team can be efficient and happy while staying safe from a distance. The world of aviation is complex, full of information stored in airport kiosks. This is particularly true in the so-called revenue management service. In other words, this department is responsible for analyzing the data and implementing practices that would optimize the quality and profitability of the products. Complex and/or generic sounds? You're absolutely right. Over the years, airlines have begun to bucket tickets available on an airplane in discrete buckets, known colloquially as fare buckets. Tickets in each of these fare buckets are different rules/policies, which ultimately translates into a different customer experience. Simply separating each cabin class (economy, premium economy, business, and first) is not enough to extract the most value from your airfare, so this guide will be technical and complex. We'll explore what your airline booking code looks like and, most importantly, how it affects you. There may be a lot of seemingly random letters and numbers, but we will always be looking to link knowledge to how it affects you and your exact situation. IntroductionIntroductionAirline reservation codes are essential because they transmit a huge amount of information through their short chain of code letters and numbers. In this way, an airline representative (or experienced traveller) can look at the code and easily understand this kind of they are watching. It is important to note that while there are accepted standard practices on creating a code system for airline booking codes, each airline has different codes and structures that make it impossible to unify the airline's reservation code system among all airlines. In other words, there are industry best practices for establishing an airline booking code, but there are no industry standards (i.e. Delta Air Lines reservation codes will be very different from South African Airways reservation codes). Let's take a look at what exactly an airline is code looks like. What is an airline booking code? Airline booking codes look like a bunch of gibberish, but they're really code letters and numbers that have some sort of meaning depending on the key a particular airline creates. For example, let's say you want to book the cheapest one-way first class ticket from San Francisco (SFO) to New York City (JFK) on June 20, 2020.By using the ITA matrix by Google, you'll see the following result: ITA Matrix search for booking codes. Image credit: ITA Matrix by GoogleThe airline's exact booking code is canned in red, and it reads AYAHJNFC. Doesn't that sound like gibberish? That's because that's it. Each airline builds booking codes differently, and another example is JetBlue's next ticket on their Mint class. ITA Matrix searches for booking codes, such as JetBlue. Image credit: ITA Matrix by GoogleThis ticket says CH2NNE, which has a completely different structure; there are two letters less and 1 number. Let's talk about exactly what the codes mean. What does your airline booking code mean? Each letter and number in the chain of code represents a different concept. Let's look at American Airlines' reservation code, also known as the fare base code: AYAHJNFC. While it is not essential to know what each of these letters means, it can go a long way in understanding what you are getting with your ticket. American Airlines, along with most other airlines, makes basic fare codes extremely difficult to decode. This is mainly because they do not have an I or glossary that helps with these letters and numbers. It may seem surprising that there is no international standard for what the structure/meaning of the airline booking code should look like, but even though American Airlines booking codes are extremely nebulous, they generally contain:Booking classSeasonalityDay of departureCancellation policyBooking/routing restrictionsAnd more! If you wanted a spoiler alert for American Airlines alphabet soup known as AYAHJNFC's fare base sample, Here it is: A — reservation class (excluding enhanced fares)YA — Pre-purchase requirement (60 days)H — day of the week (Saturday)J — Time restriction (unknown)NFC — first class non-refundable ticket (cancellation policy)It is also important to note that even American Airlines representatives contacted us. The only reason we're pretty sure that's right is because of surveys comparing similar rates and reading through the information tariffs. Booking classThe first (and arguably most important) aspect of your basic fare code is the booking class. In the example above (AYAHJNFC), the first letter corresponds to American Airlines' fare class A, which is shown in the second row here: AA fare class chart. Image credit: American AirlinesAs we can see, the A fare class corresponds to discount First, which makes sense, considering how this route in Flagship Flagship Class prices at about half the price of flagship first class (F) full fare tickets. The fare class will help you determine how many miles you will earn by flying on a specific ticket, but we will get there in later sections. You can also find some discrepancies between the first letter of the fare base and the booking class. For example, there is a ticket with the ITAUPNAC fare base on exactly the same day. You would think that the fare class is in I due to the fact that the first letter is me, discount business class. However, this is actually an instant upgrade ticket with the full-price business class upgrade to first class. The main scenarios in which the first letter of the fare base does not match the actual booking class is when there is an instant upgrade involved. Some examples of this are business rates, such as well-known Y-Up rates. You will always earn miles equivalent to your actual cabin class. Bottom Line: Knowing your booking class from your fare base is great because it can give you an overview on your ticket type. Keep in mind that while most airlines designate the booking class with the first letter in the fare base, some airlines actually tell you which actual seat you will be flying on, such as Delta Air Lines.Upgrade EligibilityMany times, you need to have a minimum booking class in order for a ticket to improve. The best way to illustrate this concept is to use British Airways tickets. British Airways will not allow you to improve your ticket if your booking class is in the Q, O or G buckets (the cheapest economy tickets). This makes sense because it would go against the objective of selling premium economy tickets. Why buy a \$1,000 premium economy ticket when you can buy a super cheap \$200 economy ticket and upgrade it with a few Avios? In addition, some airlines, such as United Airlines, actually decide your priority on the upgrade list based on your booking class. Check out this chart, showing the official language of United Airlines regarding their placement upgrade waiting list. Image credit: United AirlinesAs you can see, fare class is the second most important factor in determining your priority waiting list, so it's a pretty important deal, at least on United Airlines flights. With the case of American Airlines, all out-of-economy tickets and reward tickets can be upgraded according to this chart: AA Upgrade Chart. Credit American AirlinesHere are all tickets to improve:AA upgrade eligible tickets. Image credit: American AirlinesSi you happen to buy a cheaper ticket, you will simply pay a larger co-pay to upgrade from a lower fare class. If you buy a discounted economy ticket from San Francisco (SFO) to New York City (JFK), as in Q class, you can pay 15,000 miles AAdvantage plus \$75 to go into business class, provided the upgrade space is available.Mileage Accumulation configure the number of miles you will earn on your plane ticket is essential for those who want to be rewarded for loyalty on paid travel. Let's analyze our SFO-JFK ticket already discussed on American Airlines based on AA HJNFC fares. Hot tip: Want to know exactly how many miles you'll earn on your ticket? Check out our guide to where to credit your miles, which also teaches you how to understand your mileage accumulation! In our case, we fly in Class A on our San Francisco (SFO) to New York City (JFK) ticket, which means we will earn AA miles as a multiplier of the total distance traveled. We will win: AAdvantage Status When Flying SFO-JFK A Class Accounting (\$859)None4,295 AA miles (5 miles per USD)Gold6,013 AA miles (7 miles per USD)Platinum 6,872 Miles AA (8 miles per USD)Platinum Pro7 731 Miles AA (9 miles per USD)Executive Platinum9,449 AA Miles (11 miles per USD)Other programs, such as Cathay Pacific, earn miles based on the total distance traveled. As I detailed in my return income Cathay Pacific first class flight that I booked for \$1200, I decided to credit my miles to Alaska Airlines Mileage Plan, clearing me the following mileage:Alaska MVP Status When the HKG-SFO A Class Accounting (6,927 miles)None24,245 Alaska miles (350% distance)MVP27,708 miles from Alaska (400% distance)MVP Gold31, 172 Alaska miles (450% distance)MVP Gold 75K32, 903 miles from Alaska (475% distance)The booking class I was booked in, A, played a key role in determining how I was going to credit my travel income. Thanks to my strategy, I was able to accumulate more than 24,000 miles in Alaska on a one-way flight, worth \$480, according to our travel points - Miles Valuations.Bottom Line: Knowing your booking class will help you find where to credit air miles, which is essential to extract as much paid travel value as possible. Elite Status QualificationNo your booking class only plays a role in determining how many miles you will earn to travel on the paid ticket, but it will also be huge in determining the elite status qualification thresholds you will be getting close to. As we have shown above, first class discounted tickets earn fewer elite qualifying miles (EQM) than full-price first class tickets. If you were flying on the AA Flagship First Class ticket with AYAHJNFC fare base, from San Francisco (SFO) to New York City (JFK), you would earn based on fare class A, which you net 2 EQMs per mile driven (about 5,172 EQMs). However, if you were flying on the same ticket, but in class F fare, you would earn 3 EQMs per mile traveled (about 7,758 EQM). This is a huge deal because you need 100,000 EQMs to qualify for Executive Platinum and 75,000 EQMs for Platinum Pro.Hot Tip: You want find out more about AAdvantage? Check out our review on american airlines' AAdvantage Frequent Flyer Program.Cancellation PolicyTravel plans change all the time. Whether it's because of the weather, a desire to stay in a place longer, or an emergency, understanding the policy of cancelling your plane ticket is probably a prudent thing to do. The problem is that some tickets have a different cancellation different than others. You don't need to worry, however, as this won't apply to a majority of travelers unless you're a traveler with a specific spending policy. Most of us book the cheapest ticket, and unless you book just before departure, you'll get a non-refundable ticket. Our AYAHJNFC rate base is not refundable due to the letters NFC. Although NFC implies non-refundable, the reverse is not true. Some non-refundable tickets have different letters, and there is no easy way to combine them. Fortunately, cancellation policies are easily displayed on a plane ticket page, so looking at your fare base is not the easiest way to know your cancellation policy. If you are a business traveller, your business expense policy may require refundable tickets; in this case, you will need to be aware of your cancellation policy before booking a ticket that violates your business expense guidelines. One way to do that is to look at your pricing base. This is not the best way, however, since analyzing your tariff base is a technical exercise. Hot tip: See which cards have the best cancellation insurance so you know you're covered if something goes wrong. Booking/routing restrictionsThe last important item we will discuss is booking and routing restrictions. In the case of our AA ticket with AYAHJNFC fare base, the YA letters represent a 60-day pre-purchase requirement. If you book for a trip on June 20, 2020, you must book at least 60 days prior to departure (April 21, 2020) to qualify for this fare base. Other American Airlines Pre-Purchase Requirement Codes include: YA — 60-dayWA pre-purchase requirement, 30-day early purchase requirement, 21-day AU pre-purchase requirement, 14-day pre-purchase requirement7A, 7-day pre-purchase requirement3A— 3-day pre-purchase requirement, 0-day there may be more information about your booking code/tariff base regarding routing rules for round-trip or multi-segment tickets, such as stopover pay, transfer fee, and minimum or maximum stay requirements. Since our ticket we discuss AYAHJNFC is a one-way ticket, none of these apply. Bottom Line: Using a tool like ExpertFlyer is a great way to get all the details on all the airfare rules relating to minimum requirements for stay, stopovers, and more. Check out our ultra-detailed guide on how to use ExpertFlyer to check pricing information. How can you use the codes airlines to your advantage? Now that we've reviewed all the basics and informational content surrounding the basic booking/tariff codes, we'll bring it back to reality and see how we can use them to our advantage. Special Fare Classes for Added Award and Upgrade AvailabilityBooking award flights is often yeging and technically challenging. This is especially true for premium cabin flights. Sometimes, however, airlines encourage loyalty by giving elite or cardholders access to additional reward space otherwise would not be possible. One of the best examples of this is United Airlines where, in many cases, you will have access to the added price availability that non-elite and non-Chase United Explorer cardholders do not have. This can be vital if the particular itinerary/time you want is in high demand. Simply by holding the Chase United Explorer card, you can book more reward seats than other people! Price availability for Chase United card members. Image credit: United AirlinesVut access like this can help tremendously if you are in a schedule constraint or if you book near departure. Here are the appropriate booking classes for elites united / cardholders that offers better access to prices:JN - High cost first/class business prices for elites and credit card holdersIN - Low-cost first/business class award for elitesYN — High-cost economy class award for elites and credit cardholdersXN — Low-cost economy class award for elites and credit cardholdersIt is impossible to figure out on the exact prices of purchase tickets since United will be changing at dynamic prices on November 15, 2019, so keep that in mind. If you are in Expert United mode, you can actually understand the fare courses available on your exact flight. United booking classes. Image credit: United AirlinesHot Tip: Using Expert United mode is extremely useful. At Upgraded Points, we use it to find out if United upgrade space is available. In addition to the availability of additional prices, you should pay close attention to booking courses when looking to upgrade your flights. For example, American Airlines treats premium cabin upgrades identically as discounted tickets, which means you can upgrade a paid business class ticket in first class as long as there is an A fare ticket available. This is phenomenal because you will be at a huge advantage in terms of upgrading your ticket if you know the exact booking class you need. They have several different ways to upgrade your tickets, including system-wide upgrades, using miles, or even using Business Extra points. On the other hand, if you can understand United's upgrade courses, you'll know which tickets can be immediately upgraded. United's upgrade rate classes are :P Z — Instant Upgrades and Global ServicesPN Upgrades — All Mileage Upgrade Prices and Platinum/Premier 1KRN — Premium Plus UpgradesBottom Line Certificates: The Importance of Knowing Which Booking Classes Are Available Cannot Be Enough Stressed If You Want to Use airline booking to your advantage by getting an additional reward/upgrade space. Increase your chances at upgradesAs we mentioned earlier, upgrading economy business class tickets is one of the best ways to save big on miles while offsetting the cost expenses associated with booking business class ticket revenue. Most airlines don't allow any economy ticket to be upgraded all the way up to business class, and one of the biggest mistakes travelers make in trying to upgrade tickets is to buy a ticket in a class too low of a fare. If you Diligent in searching for your booking class via the fare base, you could save yourself the mistake of buying a super-cheap ticket only to discover that you can't even upgrade it. In the case of United Airlines, you cannot upgrade highly discounted fares or basic economy fares (in the W, S, T, L, K, G and N fare classes). Remember, too, that your specific fare class is the second highest priority to determine whether or not you will get a free home upgrade. Unfortunately, the higher the fare class, the more expensive the ticket. All in all, you can use this information to help you book your tickets and do everything you can to increase your chances of hooking up. Save Big on infant and child fares Travel with family members can be expensive, especially infants, who are defined as under 2 years old in the aviation world. If you are planning a trip with your child, you will want to look for these courses to save a lot of money: IN — Infant rate (usually 10% of an adult fare)CH — Child rate (up to 50% off an adult fare)Remember that these percentages are based on the cost of the income ticket, unless otherwise stated. This means that even if you book a business class ticket that would have cost \$10,000, you may have to pay 10% of that ticket for a ride, adding an additional \$1,000 to your trip. It's much better than paying for a full extra ticket, and it can go a long way to preserving the thickness of your wallet. Some loyalty programs such as Air Canada Aeroplan allow you to pay in miles or cash, but most require cash payments. As a general rule, there is a section in your pricing information dedicated to discounts for children. Image credit: ExpertFlyerEarn Plus redeemable or Elite Status Miles With Better Fare ClassesWe talked above about how different fare classes can offer more/less miles. If you are particularly close to an elite status level and need additional EQMs/EQS on American Airlines, for example, you may need a better elite status multiplier on your ticket. This is a perfect example of using your knowledge of booking codes and fare courses to get you on the line for coveted Executive Platinum status, for example. Let's say you're very close to qualifying for gold status with 30 EQS and 20,000 EQMs. You will fly from London (LHR) to Los Angeles (LAX), which is 5456 miles-wise. If you booked a basic economy ticket, you would only earn 50% of it in the EQM, 2,728 EQM, leaving you short of the 25,000 EQM needed to qualify for AAdvantage Gold. Instead, you might consider booking a regular economy ticket to earn 5,456 EQMs, putting you at 25,456 EQMs, which guarantees your Gold status. This is just one example of the usefulness of a thorough understanding of airline booking codes can make or break your frequent flyer trip. Understand your ticket flexibilityMany of us don't have the foresight to predict changes in travel plans. However, if you absolutely need to and you will definitely cancel your ticket, you do not want to book a non-refundable ticket. Let's say you've waited for a price and you think there's a 99% chance that space will be available. Let's also say that you realize that the 1% could leave you with booked hotels and holiday plans that are completely unrealized. One solution is to book a fully flexible ticket and cancel it when the reward space opens. In this case, you must find a refundable ticket. One of the best ways to do this is to take advantage of rate information provided on a tariff basis. Specifically, the details of the tariff will be detailed on the exact cancellation policy. Check out an example below: Basic Rate Cancellation Penalties. Image credit: ExpertFlyerDifferent airlines have unique policies regarding cancellations, refunds and changes. These are quite the flexibility of a plane ticket. If you don't take the time to fully understand the policies of each ticket, you could soon be stuck with high fees for cancellation or worse, having a ticket that you have no choice but to throw away due to the non-refundable, non-cancellation nature of it. The most foolproof way to understand your exact ticket flexibility is to search for your fare base on ExpertFlyer or ITA Matrix through Google. Then you'll use Find (Ctrl-F) and type nclie. It should take you to all locations in the details of the fare where cancel is displayed. Final ThoughtsWhew! It was intense! Even the most experienced travellers have probably never heard of airline booking codes or fare base and certainly don't know what all the fancy letters and numbers mean. But, ultra-savvy travelers will understand and appreciate how booking codes can help you tremendously when it comes to travel planning/booking. We have covered the main information for booking codes with a focus on United Airlines and American Airlines, but there are countless other complexities in this area. Specifically, the lack of an international standard for the construction of basic tariff codes makes it much more difficult to interpret these codes. Fortunately, we've dissected everything for you, so now you're fully equipped with the ultimate guide to airline booking codes. Codes.