

SPECIFIED ROUTING

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001. WHAT IS "SPECIFIED ROUTING"?

IATA has identified specific sectors, and if you are traveling between these sectors in that case you need not have to calculate any fares, you may quote the published direct fare from origin to destination via the points listed in the specified routing.

SPECIFIED ROUTING TABLE

002. HOW THE "SPECIFIED ROUTING TABLE" IS GIVEN?

Specified Routing Table given IATA Area Wise.

003. HOW THE "SPECIFIED ROUTING TABLE" IS FURTHER DIVIDED?

Journey within Area One

Journey within Area Two - this table further divided into:
 # Journey Within Europe
 # Journey Within Middle East
 # Journey Within Africa
 # Journey Between Europe & Middle East
 # Journey Between Europe & Africa

Journey within Area Three

Journey between Area One & Two

Journey between Area Two & Three

Journey between Area One & Three

BETWEEN	AND	VIA
Aruba	Quito	Caracas
Asuncion	Bogotá / Guayaquil / Mexico / Quito	Buenos Aires / Rio De Janeiro / Sao Paulo
Brasilia	Atlanta / Baltimore / Chicago / Mexico City / Miami / Montreal / New York / Philadelphia	Rio De Janeiro / Sao Paulo
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READING OF TABLE

004. HOW WE CAN READ "SPECIFIED ROUTING TABLE"?

The routing read from left to right or v.v.

005. HOW WE CAN READ "BETWEEN / AND" COLUMN?

"Between / and" means that the routing is either in one or in the other direction between two given places or areas.

006. WHICH VIA POINTS WE CAN USE IN THE ITINERARY?

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The route is via the intermediate points specified, and no additional point(s) are added. (you may delete via point(s) but not add more points!)

SYMBOL

007. IN THE TABLE, IF TWO CITIES ARE SEPARATED BY THE "-" SYMBOL, WHAT DOES IT MEANS?

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Where two cities are separated by the "... " symbol, both cities may be used as via points.

008. IN THE TABLE, IF TWO OR MORE CITIES SEPARATED BY THE "/" SYMBOL, WHAT DOES IT MEAN?

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Where two or more cities are separated by the "/" symbol, only one of them may be selected as an origin, destination or via point.

USING THE TABLES

009. WHICH POINTS SHOULD BE DETERMINE WHILE USING THE "SPECIFIED ROUTING TABLE" AND WHICH POINTS IN THE ITINERARY MUST MATCH THE CITIES THAT FOUND IN THE RESPECTIVE TABLE?

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When using the tables, you have to match the location of the origin and the destination cities to the correct area and sub-area classification. Additionally, the via points in the itinerary must match the cities that found under the 'via' column of the respective table.

010. WHICH POINTS IN THE ITINERARY MUST MATCH THE CITIES THAT ARE FOUND IN THE ORIGIN AND DESTINATION POINTS IN THE TABLE?

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The fare construction points are the same as the origin and destination found in the table.

011. WHICH POINTS IN THE ITINERARY MUST MATCH THE CITIES THAT ARE FOUND IN THE VIA POINTS IN THE TABLE?

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Upon finding a match, ensure that the intermediate points also resemble those listed under the 'via' column.

012. IF THERE ARE TWO OR MORE VIA POINTS ARE INVOLVED IN THE ITINERARY, THAN HOW YOU CAN CHECK THOSE VIA POINTS IN THE TABLE?

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If there are two or more via points, follow the sequence of the points.

013. IF YOU ARE USING THE TABLE IN OPPOSITE DIRECTION, THAN HOW YOU CAN CHECK VIA POINTS?

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For travel in the opposite direction, you must follow the sequence of the via points in the reverse direction.

014. WHAT POINT SHOULD SPECIFICALLY CONSIDER, WHILE USING THE SPECIFIED ROUTING TABLE?

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The notes of the specified routing, if any, are followed.

HOW TO ENTER IN IATA/UFTAA FARE FORMULA

IATA/UFTAA FARE FORMULA#

EXAMPLE:

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<i>Itinerary:</i>	OSAKA (Code - OSA / State - X-----X / Country - Japan / Continent - Asia / Sub Groups - X-----X / Region - X-----X / Sub Area - Japan & Korea / Area - 3) - JL - SAN FRANCISCO (Code - SFO / State - California / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1) - AA - SEATTLE (Code - SEA / State - Washington / Country - United States Of America / Continent - North America / Sub Groups - X-----X / Region - X-----X / Sub Area - North Atlantic / Area - 1)
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<i>Fare Basis:</i>	Normal Economy Class
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<i>Stopovers:</i>	At All Ticketed Points
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<i>TPM:</i>	OSA-SFO 5389, SFO-SEA 679
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IATA/UFTAA FARE FORMULA

	STVR IN ALL TKT POINTS
<i>FCP</i>	OSA - SEA
<i>NUC</i>	Y OW 2112.68 (PA)
<i>RULE</i>	Y124 (SPECIFIED ROUTING)
<i>MPM</i>	----
<i>TPM</i>	----
<i>EMA</i>	----
<i>EMS</i>	----
<i>HIP</i>	NIL
<i>RULE</i>	NIL
<i>AF</i>	2112.68
<i>CHECK</i>	BHC NA
<i>TTL</i>	2112.68
<i>IROE</i>	JPY X 124.765702 JPY 263590.00
<i>LSF</i>	JPY 263600

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MANUAL TICKET ENTRY

015. IN MANUAL TICKET ENTRY, WHAT ARE THE THINGS WE SHOULD WRITE IN 'FROM / TO' BOX?

List the city codes in the 'from/to' box

016. IN MANUAL TICKET ENTRY, WHAT ARE THE THINGS WE SHOULD WRITE IN 'CARRIER' BOX?

Enter airline code in the 'carr' box

017. IN MANUAL TICKET ENTRY, WHERE WE HAVE TO WRITE FARES IN 'FARE CALC' BOX?

Enter "Applicable Fare" (AF NUC) in the 'fare calc' box opposite to the fare breakpoint or destination point. Example - (1216.27)

018. IN MANUAL TICKET ENTRY, WHERE WE HAVE TO WRITE 'HIP SECTOR' IN 'FARE CALC' BOX?

Above the fare enter "HIP Sector" Example - (RIOYMQ)

019. IF ANY ITINERARY IS A 'SPECIFIED ROUTING', IN THAT CASE IN THE MANUAL TICKET ENTRY'S "FARE CALC BOX" - WHETHER WE HAVE TO WRITE DOWN "M" ABOVE THE FARE OR NOT?

When any itinerary is a Specified Routing in that case we do not write "M" above the fare.

020. IF ANY ITINERARY IS A 'SPECIFIED ROUTING', IN THAT CASE WHY WE DO NOT WRITE "M" ABOVE THE FARE?

When any itinerary is a Specified Routing in that case we do not write "M" above the fare because in Specified Routing we do not compare our TPM with MPM.

EXAMPLE:

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FROM / TO	CARR	FARE CALC
ASU	RG	
RIO	AC	
YTO	CP	RIOYMQ
YMQ		1216.27

AIRLINE	ROE	FARE 1.00
NUC		1216.27
USD		1216.00

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AUTOMATED TICKET ENTRY

021. IN "AUTOMATED TICKET ENTRY", WHERE WE HAVE TO WRITE DOWN 'HIP SECTOR' AND 'FARE'?

After the fare breakpoint, write down HIP Sector and fare.

EXAMPLE:

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Automated Ticket Entry

ASU RG RIO AC YTO CP YMQ RIOYMQ.1216.27NUC1216.27END ROE1.00

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