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Title Page

Airline Tariff Publishing Company, Agent  
International Passenger Rules and Fares

Tariff No. DE1

Containing  
Local Rules, Fares & Charges  
on Behalf of

Condor Flugdienst GmbH

Applicable to the  
Transportation of Passengers and Baggage  
Between Points in

Canada/USA  
and Points in  
Area 1/2/3

For list of participating carriers, see IPGT-1, DOT:581, CTA:373

This tariff is governed, except as otherwise provided herein, by Maximum Permitted Mileage Tariff No. MPM-1, DOT:424, CTA:239; Aircraft Type Seating Configuration Tariff No. TS-2, DOT:220, CTA:111; and International Passenger Governing Tariff No. IPGT-1, DOT:581, CTA:373 issued by Airline Tariff Publishing Company, Agent, supplements thereto and reissues thereof.

Issued by:  
Alex Zoghlin, President  
Airline Tariff Publishing Company, Agent

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## Rule 1 Definitions

AFRICA MEANS THE AREA COMPRISING ALL THE COUNTRIES ON THE CONTINENT OF AFRICA, OTHER THAN ALGERIA, EGYPT, MOROCCO AND TUNISIA, BUT INCLUDING THE FOLLOWING ISLANDS: COMOROS, MADAGASCAR, MAURITIUS, REUNION AND SEYCHELLES. (REFER ALSO TO WEST AFRICA).

A NATIONAL MEANS A PERSON WHO HAS THE CITIZENSHIP OF A COUNTRY, EITHER BY BIRTH OR BY NATURALIZATION.

A RESIDENT MEANS A PERSON NORMALLY LIVING IN A COUNTRY; PROVIDED THAT A MORE RESTRICTED DEFINITION MAY FORM PART OF AN AGREEMENT REACHED LOCALLY.

AIRLINE DESIGNATOR CODE MEANS AN IDENTIFICATION CODE COMPRISED OF TWO-CHARACTERS WHICH IS USED FOR COMMERCIAL AND TRAFFIC PURPOSES SUCH AS RESERVATIONS, SCHEDULES, TIMETABLES, TICKETING, TARIFFS AND AIRPORT DISPLAY SYSTEMS. AIRLINES DESIGNATORS ARE ASSIGNED BY IATA. WHEN THIS CODE APPEARS ON A TICKET, IT REFLECTS THE CARRIER THAT IS MARKETING THE FLIGHT, WHICH MIGHT BE DIFFERENT FROM THE CARRIER OPERATING THE FLIGHT.

ARBITRARY OR ARBITRARY AMOUNT MEANS AN AMOUNT PUBLISHED FOR USE ONLY IN COMBINATION WITH OTHER FARES FOR THE CONSTRUCTION OF THROUGH FARES.

AREA 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS; GREENLAND; BERMUDA; CUBA; HAITI; DOMINICAN REPUBLIC; PUERTO RICO; JAMAICA; NETHERLANDS ANTILLES; TRINIDAD; BAHAMAS, LEEWARD, VIRGIN AND WINDWARD ISLANDS; THE STATE OF HAWAII; MIDWAY AND PALMYRA ISLANDS.

AREA 2 MEANS ALL OF EUROPE (INCLUDING THAT PART OF THE RUSSIAN FEDERATION LYING WEST OF THE URALS) AND THE ADJACENT ISLANDS; ICELAND; THE AZORES; ALL OF AFRICA AND THE ADJACENT ISLANDS

(INCLUDING ASCENSION); THAT PART OF ASIA LYING WEST OF AND INCLUDING IRAN, ISLAMIC REPUBLIC OF AND ALL OF THE MIDDLE EAST.

AREA 3 MEANS ALL OF ASIA EXCEPT THAT PORTION INCLUDED IN AREA 2 ABOVE; ALL OF THE EAST INDIES; AUSTRALIA; NEW ZEALAND; ALL ISLANDS OF INDONESIA, MELANESIA, MICRONESIA AND POLYNESIA (EXCEPT MIDWAY AND PALMYRA ISLANDS); GUAM ISLANDS; WAKE ISLAND; MARSHALL ISLANDS; MARIANA ISLANDS (EXCEPT GUAM); CAROLINE ISLANDS; SOCIETY ISLANDS; FIJI ISLANDS; SAMOA ISLANDS; NEW CALEDONIA; NORFOLK ISLAND; AND TASMANIA. ASIA MEANS THE AREA COMPRISED OF THE SOUTH ASIAN SUBCONTINENT AND SOUTH EAST ASIA.

AUSTRALASIA - AUSTRALIA; NEW CALEDONIA; NEW ZEALAND; NEW HEBRIDES; FIJI; SAMOA; COOK ISLANDS; TAHITI AND THE ADJACENT ISLANDS.

BAGGAGE WHICH IS EQUIVALENT TO LUGGAGE, MEANS SUCH ARTICLES, EFFECTS AND OTHER PERSONAL PROPERTY OF A PASSENGER AS ARE NECESSARY OR APPROPRIATE FOR WEAR, USE, COMFORT OR CONVENIENCE IN CONNECTION WITH HIS/HER TRIP. UNLESS OTHERWISE SPECIFIED, IT SHALL INCLUDE BOTH CHECKED AND UNCHECKED BAGGAGE OF THE PASSENGER.

BAGGAGE CHECK MEANS THOSE PORTIONS OF THE TICKET WHICH

PROVIDE FOR THE CARRIAGE OF PASSENGER'S CHECKED BAGGAGE AND WHICH ARE ISSUED BY CARRIER AS A RECEIPT FOR PASSENGER'S CHECKED BAGGAGE.

BAGGAGE RULES MEANS THE CONDITIONS ASSOCIATED WITH THE ACCEPTANCE OF BAGGAGE, SERVICES INCIDENTAL TO THE TRANSPORTATION OF BAGGAGE, ALLOWANCES AND ALL RELATED CHARGES. FOR EXAMPLE, BAGGAGE RULES MAY ADDRESS THE FOLLOWING TOPICS:

- . THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
- . THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
- . EXCESS AND OVERSIZED BAGGAGE CHARGES;
- . CHARGES RELATED TO CHECK-IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
- . ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURF BOARDS, PETS, BICYCLES, ETC;
- . BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
- . TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN, PRE-PURCHASING BAGGAGE ALLOWANCE WITH A PARTICULAR CREDIT CARD); AND,
- . OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES, ETC.

BAGGAGE TAG MEANS A DOCUMENT ISSUED BY CARRIER SOLELY FOR IDENTIFICATION OF CHECKED BAGGAGE, THE BAGGAGE (STRAP) TAG PORTION OF WHICH IS ATTACHED BY CARRIER TO A PARTICULAR ARTICLE OF CHECKED BAGGAGE AND THE BAGGAGE (CLAIM) TAG PORTION OF WHICH IS GIVEN TO THE PASSENGER.

BANKER'S BUYING RATE MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTIONS IN BANK NOTES, TRAVELLERS CHECKS AND SIMILAR BANKING INSTRUMENTS,) A BANK WILL PURCHASE A GIVEN AMOUNT OF FOREIGN CURRENCY IN EXCHANGE FOR ONE UNIT (OR UNITS) OF A NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

BANKER'S SELLING RATE MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTIONS IN BANK NOTES, TRAVELLERS CHECKS AND SIMILAR BANKING INSTRUMENTS,) A BANK WILL SELL A GIVEN AMOUNT OF FOREIGN CURRENCY IN EXCHANGE FOR ONE UNIT (OR UNITS) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

BUSINESS CLASS FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL REGULAR OR USUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF, BUSINESS CLASS FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW/RT/CT TRAVEL.

CALENDAR WEEK MEANS A PERIOD OF SEVEN DAYS STARTING AT 12:01 A.M. SUNDAY AND ENDING AT 11:59 P.M. OF THE FOLLOWING SATURDAY; PROVIDED THAT WHEN A CARRIER OFFERS ONLY ONCE A WEEK SERVICE BETWEEN TWO POINTS, IT SHALL MEAN A PERIOD OF

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EIGHT DAYS COMMENCING WITH 12:01 A.M. ON THE DAY THE FLIGHT OPERATES.

CARIBBEAN AREA MEANS THE AREA COMPRISING ANGUILLA, ANTIGUA, ARUBA, BARBADOS, BONAIRE, CAYMAN ISLANDS, CUBA, DOMINICA, DOMINICAN REPUBLIC, GRENADA, GUADELOUPE, HAITI, JAMAICA, MARTINIQUE, NEVIS, ST. KITTS, ST. LUCIA, ST. MARTIN, ST. VINCENT, TRINIDAD AND TOBAGO.

CARRIAGE WHICH IS EQUIVALENT TO TRANSPORTATION, MEANS CARRIAGE OF PASSENGER AND/OR BAGGAGE BY AIR.

CARRIER MEANS ANY OR ALL OF THE PARTICIPATING CARRIERS NAMED IN THIS TARIFF.

CENTRAL AFRICA - MALAWI, ZAMBIA AND ZIMBABWE.

CENTRAL AMERICA MEANS THE AREA COMPRISING BELIZE, COSTA RICA, EL SALVADOR, GUATEMALA, HONDURAS, AND NICARAGUA.

CHECKED BAGGAGE WHICH IS EQUIVALENT TO REGISTERED LUGGAGE, MEANS BAGGAGE OF WHICH CARRIER TAKES SOLE CUSTODY AND FOR WHICH CARRIER HAS ISSUED A BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S).

CIRCLE TRIP - NORMAL FARES MEANS TRAVEL FROM A POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE INCLUDING TRAVEL COMPRISING TWO FARE COMPONENTS BUT WHICH DO NOT MEET THE CONDITIONS OF THE ROUND TRIP DEFINITION.

CIRCLE TRIP - SPECIAL FARES MEANS TRAVEL FROM A POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE INCLUDING TRAVEL COMPRISING ONLY TWO INTERNATIONAL FARE COMPONENTS WHICH DO NOT MEET THE CONDITIONS OF THE ROUND TRIP DEFINITION.

CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION.

CIVIL AERONAUTICS BOARD OF THE UNITED STATES OF AMERICA MEANS DEPARTMENT OF TRANSPORTATION.

CONJUNCTION TICKET MEANS TWO OR MORE TICKETS CONCURRENTLY ISSUED TO A PASSENGER AND WHICH TOGETHER CONSTITUTE A SINGLE CONTRACT OF CARRIAGE.

CONSEQUENTIAL DAMAGES MEANS DAMAGES WHICH ARE REASONABLE OUT OF POCKET EXPENSES AND OTHER PROVABLE DAMAGES INCURRED BY PASSENGER AS THE CONSEQUENCE OF THE LOSS, DAMAGE, OR DELAY IN THE DELIVERY OF SUCH PERSONAL PROPERTY.

CONTINENTAL U.S.A. MEANS THE 48 CONTIGUOUS FEDERATED STATES AND THE FEDERAL DISTRICT OF COLUMBIA OF THE UNITED STATES OF AMERICA.

CONVENTION MEANS THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR, SIGNED AT WARSAW, OCTOBER 12, 1929, OR THAT CONVENTION AS AMENDED BY THE HAGUE PROTOCOL, 1955, OR THE MONTREAL CONVENTION WHICHEVER MAY BE APPLICABLE TO CARRIAGE HEREUNDER.

COUNTRY OF COMMENCEMENT OF TRANSPORTATION MEANS THE COUNTRY FROM WHICH TRAVEL ON THE FIRST INTERNATIONAL SECTOR TAKES PLACE.

COUNTRY OF PAYMENT MEANS THE COUNTRY WHERE PAYMENT IS MADE BY THE PURCHASER TO THE AIRLINE OR ITS AGENT; PAYMENT BY CHEQUE, CREDIT CARD OR OTHER BANKING INSTRUMENTS SHALL BE DEEMED TO HAVE BEEN MADE AT THE PLACE WHERE SUCH INSTRUMENT IS ACCEPTED BY THE AIRLINE OR ITS AGENT.

DATE OF TRANSACTION MEANS THE DATE OF ISSUANCE OF THE TICKET, MCO OR PTA.

DAYS MEANS FULL CALENDAR DAYS, INCLUDING SUNDAYS AND LEGAL HOLIDAYS; PROVIDED THAT FOR PURPOSES OF NOTIFICATION THE

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BALANCE OF THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL NOT BE COUNTED AND THAT, FOR PURPOSES OF DETERMINING DURATIONS OF VALIDITY, THE BALANCE OF THE DAY UPON WHICH THE TICKET IS ISSUED OR FLIGHT COMMENCED SHALL NOT BE COUNTED.

DESTINATION MEANS THE ULTIMATE DESTINATION OF THE PASSENGER'S JOURNEY AS SHOWN ON THE TICKET.

DOWN LINE CARRIER MEANS ANY CARRIER, OTHER THAN THE SELECTING CARRIER, WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

EAST AFRICA MEANS THE AREA COMPRISING BURUNDI, DJIBOUTI, ETHIOPIA, RWANDA, SOMALIA, KENYA, UGANDA AND TANZANIA.

EASTBOUND MEANS TRAVEL FROM A POINT IN AREA 1 TO A POINT IN AREAS 2 AND 3 VIA THE ATLANTIC OCEAN, OR TRAVEL FROM A POINT IN AREA 3 TO A POINT IN AREA 1 VIA THE PACIFIC OCEAN.

EASTERN HEMISPHERE MEANS THE AREA COMPRISED OF AFRICA, ASIA/AREA 3, EUROPE, AND THE MIDDLE EAST FOR TRAVEL VIA THE ATLANTIC OCEAN.

ECONOMY CLASS FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL, REGULAR OR USUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF, ECONOMY FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW/RT/CT AND ON-SEASON (PEAK) AND OFF-SEASON (BASIC) FARES FOR COACH/ECONOMY CLASS TRAVEL.

ENDORSEMENT - THE TRANSFER OF AUTHORITY REQUIRED WHEN A PASSENGER WITH AN INTERNATIONAL TICKET WISHES TO REBOOK TO A CARRIER OTHER THAN THE CARRIER SHOWN ON THE TICKET.

SPECIFIC GUIDELINES ARE OUTLINED IN RULE 80 OF THIS TARIFF.

EUROPE MEANS THE AREA COMPRISED OF ALBANIA, ALGERIA, ANDORRA, AUSTRIA, AZORES, BALEARIC ISLANDS, BELGIUM, BOSNIA, BULGARIA, CANARY ISLANDS, CROATIA, CZECH REPUBLIC, DENMARK, FINLAND, FRANCE, GERMANY, GIBRALTAR, GREECE, HERZEGOVINA, HUNGARY, ICELAND, IRELAND, ITALY, LIECHTENSTEIN, LUXEMBOURG, MADEIRA, MALTA, MONACO, MONTENEGRO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROMANIA, RUSSIAN FEDERATION (WEST OF URALS), SAN MARINO, SPAIN, SWEDEN, SWITZERLAND, TUNISIA, TURKEY (IN EUROPE AND ASIA), UNITED KINGDOM.

EXCHANGE - THE ISSUANCE OF A NEW TICKET FOR A TOTALLY UNUSED TICKET NECESSITATED BY A CHANGE TO THE CARRIER, FLIGHT, DATE, CLASS OF SERVICE OR SECTOR OF THE FIRST FLIGHT COUPON OF THE TICKET.

FARE COMPONENT MEANS A PORTION OF AN ITINERARY BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS. IF THE JOURNEY HAS ONLY ONE FARE COMPONENT, THE POINTS OF ORIGIN AND DESTINATION ARE THE ONLY FARE CONSTRUCTION POINTS.

FARE CONSTRUCTION POINTS - THE TERMINAL POINTS OF A FARE COMPONENT (THESE ARE ALSO TERMED FARE BREAK POINTS)

FARE, DIRECT - FOR FARE CONSTRUCTION PURPOSES, A FARE BETWEEN TWO POINTS WITHOUT THE APPLICATION OF FARE CONSTRUCTION CALCULATIONS

FLIGHT COUPONS - THAT PORTION OF A TICKET ANNOTATED "GOOD FOR PASSAGE" OR A SEGMENT(S) OF AN ELECTRONIC TICKET

FIRST CLASS FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL REGULAR OR USUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET

VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF, FIRST CLASS FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW/RT/CT TRAVEL.

FOREIGN AIR TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN THE UNITED STATES AND A POINT OUTSIDE THEREOF.

FREEDOM RIGHTS

- (1) THIRD FREEDOM - THE RIGHT TO DEPLANE TRAFFIC IN THE FOREIGN COUNTRY THAT HAS BEEN ENPLANED IN THE HOME COUNTRY OF THE CARRIER.
- (2) FOURTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN THE FOREIGN COUNTRY THAT IS BOUND FOR THE HOME COUNTRY OF THE CARRIER.
- (3) FIFTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN ONE FOREIGN COUNTRY AND TO DEPLANE TRAFFIC IN ANOTHER FOREIGN COUNTRY.

GATEWAY REFERS TO THE LAST U.S.A./CANADIAN POINT PRIOR TO DEPARTURE ON THE TRANSATLANTIC/TRANSPACIFIC LEG OF A TRIP OR THE FIRST POINT OF ARRIVAL IN THE U.S.A./CANADA.

HOSPITALIZATION MEANS CONFINEMENT/ADMITTANCE TO A HOSPITAL ON AN IN-PATIENT BASIS FOR AT LEAST ONE NIGHT.

NOTE: OUT-PATIENT CARE DOES NOT CONSTITUTE HOSPITALIZATION.

IATA RATE OF EXCHANGE (ROE) MEANS THE RATE OF EXCHANGE NOTIFIED BY IATA QUARTERLY TO CONVERT LOCAL CURRENCY FARES TO A NUC AND TO CONVERT TOTAL NUC AMOUNTS TO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

IBERIA OR IBERIAN PENINSULA MEANS THE AREA COMPRISED OF GIBRALTAR, PORTUGAL (INCLUDING MADEIRA), AND SPAIN (INCLUDING THE BALEARIC AND CANARY ISLANDS).

IMMEDIATE FAMILY EXCEPT AS OTHERWISE INDICATED, SHALL MEAN SPOUSE, CHILDREN, ADOPTED CHILDREN, SONS-IN-LAW, DAUGHTERS-IN-LAW, GRANDCHILDREN, BROTHERS, BROTHER-IN-LAW, SISTERS, SISTERS-IN-LAW, PARENTS, FATHERS-IN-LAW, MOTHERS-IN-LAW AND GRANDPARENTS.

INDIAN SUBCONTINENT MEANS THE AREA COMPRISING AFGHANISTAN, BANGLADESH, INDIA, NEPAL, PAKISTAN AND SRI LANKA.

INDIRECT ROUTE - MEANS ANY SCHEDULED CONTINUOUS AIR ROUTE OTHER THAN A DIRECT ROUTE.

INTERLINE AGREEMENT MEANS AN AGREEMENT BETWEEN TWO OR MORE CARRIERS TO CO-ORDINATE THE TRANSPORTATION OF PASSENGERS AND THEIR BAGGAGE FROM THE FLIGHT OF ONE AIR CARRIER TO THE FLIGHT OF ANOTHER AIR CARRIER (THROUGH TO THE NEXT POINT OF STOPOVER).

INTERLINE ITINERARY MEANS ALL FLIGHTS REFLECTED ON A SINGLE TICKET INVOLVING MULTIPLE AIR CARRIERS. ONLY TRAVEL ON A SINGLE TICKET IS SUBJECT TO THE AGENCY'S APPROACH PROVIDED THE ORIGIN OR THE ULTIMATE TICKETED DESTINATION IS A POINT IN CANADA.

INTERLINE TRAVEL MEANS TRAVEL INVOLVING MULTIPLE AIR CARRIERS LISTED ON A SINGLE TICKET THAT IS PURCHASED VIA A SINGLE TRANSACTION.

INTERMEDIATE FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL, REGULAR OR UNUSUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF, INTERMEDIATE FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW/RT/CT/OJ.

INTERNATIONAL CARRIAGE MEANS (EXCEPT WHEN THE WARSAW CONVENTION IS APPLICABLE) CARRIAGE IN WHICH ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND ANY PLACE OF LANDING ARE SITUATED IN MORE THAN ONE STATE. AS USED IN THIS DEFINITION, THE TERM "STATE" INCLUDES ALL TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINTY, MANDATE, AUTHORITY OR TRUSTEESHIP THEREOF, INTERNATIONAL CARRIAGE AS DEFINED BY THE WARSAW CONVENTION MEANS ANY CARRIAGE IN WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION, WHETHER OR NOT THERE BE A BREAK IN THE CARRIAGE OR TRANSSHIPMENT, ARE SITUATED EITHER WITHIN THE TERRITORIES OF TWO HIGH CONTRACTING PARTIES, OR WITHIN THE TERRITORY OF A SINGLE HIGH CONTRACTING PARTY, IF THERE IS AN AGREED STOPPING PLACE WITHIN A TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINTY, MANDATE OR AUTHORITY OF ANOTHER STATE, EVEN THOUGH THAT STATE IS NOT A PARTY TO THE CONVENTION.

INTERSTATE TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA AND A POINT IN ANY OTHER STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA.

ISSUING CARRIER MEANS THE CARRIER WHOSE TICKET WILL BE ISSUED TO PERSONS FORMING A GROUP.

JOURNEY - ORIGIN OR DESTINATION OF THE ENTIRE TICKET.

LOCAL COMBINATION - COMBINATION OF TWO FARE COMPONENTS (NORMAL AND SPECIAL FARE OR TWO DIFFERENT SPECIAL FARE TYPES) TO CREATE A SINGLE PRICING UNIT - PROVIDED THE SECOND FARE COMPONENT RETURNS TO THE COUNTRY OF ORIGIN OF THE FIRST FARE COMPONENT.

NOTE: 1) CANADA AND USA ARE CONSIDERED ONE COUNTRY.

2) SCANDINAVIA IS CONSIDERED ONE COUNTRY.

LOCAL CURRENCY FARES MEANS FARES AND RELATED CHARGES EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL, AS DEFINED IN "LOCAL CURRENCY FARES AND CHARGES".

MARKETING CARRIER MEANS THE CARRIER THAT SELLS FLIGHTS UNDER ITS CODE.

MICRONESIA MEANS THE AREA COMPRISING JOHNSTON ISLAND, KOROR, KWAJALEIN, MAJURO, PONAPE, SAIPAN, TRUK AND YAP.

MID-ATLANTIC MEANS THE AREA COMPRISED OF ANTIGUA, ARUBA, BAHAMAS, BARBADOS, BERMUDA, BONAIRE, CAYMAN ISLANDS, CUBA, CURACAO, DOMINICA, DOMINICAN REPUBLIC, FRENCH GUIANA, GRENADA, GUADELOUPE, GUYANA, HAITI, JAMAICA, MARTINIQUE, ST. KITTS, NEVIS, ANGUILLA, SAINT LUCIA, ST. MARTIN, ST. VINCENT, SURINAM, TRINIDAD AND TOBAGO.

MIDDLE EAST MEANS THE AREA COMPRISED OF BAHRAIN ISLAND; CYPRUS; EGYPT; IRAN, ISLAMIC REPUBLIC OF; IRAQ; ISRAEL; JORDAN; KUWAIT STATE; LEBANON; OMAN; PEOPLE'S DEMOCRATIC REPUBLIC OF YEMEN

(SOUTHERN YEMEN); QATAR; SAUDI ARABIA; SUDAN; SYRIAN ARAB REPUBLIC; UNITED ARAB EMIRATES AND YEMEN ARAB REPUBLIC.

MISCELLANEOUS CHARGES ORDER (MCO) MEANS A DOCUMENT ISSUED BY A CARRIER OR ITS AGENTS REQUESTING ISSUE OF AN APPROPRIATE PASSENGER TICKET AND BAGGAGE CHECK OR PROVISION OF SERVICES TO THE PERSON NAMED IN

SUCH DOCUMENT. THIS IS ALSO REFERRED TO AS ELECTRONIC MISCELLANEOUS DOCUMENT (EMD).

MONTH MEANS A PERIOD OF TIME STARTING WITH ANY DATE IN A MONTH AND ENDING WITH THE SAME DATE IN THE FOLLOWING MONTH.



IN THE EVENT THE SAME DATE DOES NOT OCCUR IN THE FOLLOWING MONTH, THEN THIS PERIOD WILL END ON THE LAST DAY OF THAT MONTH.

MOST SIGNIFICANT CARRIER (MSC) MEANS IS DETERMINED BY A METHODOLOGY, ESTABLISHED BY IATA (RESOLUTION 302), WHICH ESTABLISHES, FOR EACH PORTION OF A PASSENGER'S ITINERARY WHERE BAGGAGE IS CHECKED THROUGH TO A NEW STOPOVER POINT, WHICH CARRIER WILL BE PERFORMING THE MOST SIGNIFICANT PART OF THE SERVICE. FOR TRAVELERS UNDER THE RESOLUTION 302 SYSTEM, THE BAGGAGE RULES OF THE MSC WILL APPLY. FOR COMPLEX ITINERARIES INVOLVING MULTIPLE CHECKED BAGGAGE POINTS, THERE MAY BE MORE THAN ONE MSC, RESULTING IN THE APPLICATION OF DIFFERING BAGGAGE RULES THROUGH AN ITINERARY. MOST SIGNIFICANT CARRIER - IATA RESOLUTION 302 AS CONDITIONED BY THE AGENCY MEANS IN THIS INSTANCE, THE MSC IS DETERMINED BY APPLYING IATA RESOLUTION 302 METHODOLOGY AS CONDITIONED BY THE AGENCY. THE AGENCY'S RESERVATION HAS STIPULATED THAT ONLY A SINGLE SET OF BAGGAGE RULES MAY APPLY TO ANY GIVEN INTERLINE ITINERARY. THE AIM OF THE AGENCY'S RESERVATION IS TO ALLOW THE SELECTING CARRIER TO USE THE MSC METHODOLOGY TO DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO AN INTERNATIONAL INTERLINE ITINERARY TO OR FROM CANADA, WHILE REINFORCING THE ROLE OF TARIFFS IN THE DETERMINATION OF WHICH CARRIER'S RULES APPLY. NATIONAL - A PERSON WHO HAS THE CITIZENSHIP OF A COUNTRY, EITHER BY BIRTH OR BY NATURALIZATION.

NORMAL FARE MEANS THE HIGHEST FARE ESTABLISHED FOR FIRST, ECONOMY, BUSINESS CLASS SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES.

NORMAL FARE OPEN JAW MEANS TRAVEL FROM ONE COUNTRY AND RETURN THERETO, COMPRISING TWO INTERNATIONAL FARE COMPONENTS ONLY AND WHERE

- A) ORIGIN OPEN JAW: THE OUTWARD POINT OF DEPARTURE IN THE COUNTRY OF UNIT ORIGIN AND THE INWARD POINT OF ARRIVAL IN THE COUNTRY OF UNIT ORIGIN ARE DIFFERENT, OR
- B) TURNAROUND OPEN JAW: THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE DIFFERENT, OR
- C) DOUBLE OPEN JAW: THE OUTWARD POINT OF DEPARTURE IN THE COUNTRY OF UNIT ORIGIN AND THE INWARD POINT OF ARRIVAL IN THE COUNTRY OF UNIT ORIGIN ARE DIFFERENT (ORIGIN JAW) AND THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE DIFFERENT (TURNAROUND OPEN JAW).

NORTH AMERICA MEANS THE AREA COMPRISING ALASKA, CANADA, CONTINENTAL U.S.A. AND MEXICO.

NORTH/CENTRAL PACIFIC MEANS ALL ROUTES BETWEEN POINTS IN THE U.S.A. AND POINTS IN AREA 3, EXCEPT POINTS IN THE SOUTHWEST PACIFIC, AS DEFINED BELOW VIA THE PACIFIC OCEAN.

NUC MEANS THE NEUTRAL UNIT OF CONSTRUCTION ON REQUEST VIA LH RESERVATIONS.

ON-LINE TARIFF DATA BASE MEANS THE REMOTELY ACCESSIBLE, ON-LINE VERSION, MAINTAINED BY THE FILER, OF (1) THE ELECTRONICALLY FILED TARIFF DATA SUBMITTED TO THE "OFFICIAL D.O.T. TARIFF DATABASE," AND (2) THE DEPARTMENTAL APPROVALS, DISAPPROVALS AND OTHER ACTIONS, AS WELL AS DEPARTMENTAL

NOTATIONS CONCERNING SUCH APPROVALS, DISAPPROVALS OR OTHER ACTIONS, THAT SUBPART W OF THE PROPOSED PART 221 REQUIRES THE FILER TO MAINTAIN IN ITS DATABASE. THE TERM "OFFICIAL D.O.T. TARIFF DATABASE" MEANS THOSE DATA RECORDS (AS SET FORTH IN SECTIONS 221.283 AND 221.286 OF THE RULE) WHICH WOULD BE IN THE CUSTODY OF, AND MAINTAINED BY THE DEPARTMENT OF TRANSPORTATION.

ONE WAY SUBJOURNEY - PART OF A JOURNEY WHEREIN TRAVEL FROM ONE COUNTRY DOES NOT RETURN TO SUCH COUNTRY AND FOR WHICH THE FARE IS ASSESSED AS A SINGLE PRICING UNIT USING ONE WAY FARES.

OPEN-JAW - (SPECIAL FARES) MEANS TRAVEL COMPRISING ONLY TWO INTERNATIONAL FARE COMPONENTS WITH A SURFACE BREAK(S) WHICH, UNLESS OTHERWISE SPECIFIED IN A SPECIAL FARES RESOLUTION, MAY BE BETWEEN ANY TWO POINTS/COUNTRIES IN THE AREA(S) OF UNIT ORIGIN AND/OR TURNAROUND FOR WHICH THE SPECIAL FARE RESOLUTION APPLIES AND FOR WHICH THE FARE IS ASSESSED AS A SINGLE PRICING UNIT USING HALF ROUND TRIP FARES IN THIS CONTEXT.

- A) FOR A "TURNAROUND OPEN JAW" THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE DIFFERENT, OR
- B) FOR "ORIGIN OPEN JAW" THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE DIFFERENT, OR
- C) FOR "SINGLE OPEN JAW" EITHER (A) OR (B) APPLIES, OR
- D) FOR "OPEN JAW" ANY COMBINATION OF THE ABOVE MAY APPLY.

OPERATING CARRIER MEANS THE CARRIER THAT OPERATES THE ACTUAL FLIGHT.

OTHER CHARGES MEANS CHARGES SUCH AS TAXES, FEES, ETC. NOT TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET EXCLUDING EXCESS BAGGAGE CHARGES.

OVERSEAS TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA AND A POINT IN A TERRITORY OF POSSESSION OF THE UNITED STATES.

PARTICIPATING CARRIER MEANS INCLUDES BOTH THE SELECTING CARRIER AND DOWN LINE CARRIERS WHO HAVE BEEN IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

PASSENGER MEANS ANY PERSON, EXCEPT MEMBERS OF THE CREW, CARRIED OR TO BE CARRIED IN AN AIRCRAFT WITH THE CONSENT OF CARRIER.

PASSENGER COUPON MEANS THAT PORTION OF THE PASSENGER TICKET CONSTITUTING THE PASSENGER'S WRITTEN EVIDENCE OF THE CONTRACT OF CARRIAGE.

POINT OF TURNAROUND - THE FARTHEST GEOGRAPHICAL FARE BREAK ON THE PRICING UNIT MEASURED FROM THE POINT OF UNIT ORIGIN (NOT APPLICABLE TO ONE WAY PRICING UNITS).

PRICING UNIT MEANS A JOURNEY OR PART OF A JOURNEY WHICH IS PRICED AS A SEPARATE ENTITY, I.E. IS CAPABLE OF BEING TICKETED SEPARATELY.

REBOOKING - A CHANGE TO THE RESERVATION DATA WITHOUT A CHANGE TO THE TICKETED POINTS.

REISSUE - THE ISSUANCE OF A REVISED TICKET NECESSITATED BY A CHANGE TO OTHER THAN THE FIRST FLIGHT COUPON OF THE TICKET

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OR A CHANGE TO OTHER THAN THE CARRIER, FLIGHT, DATE OR SECTOR OF THE FIRST FLIGHT COUPON OF THE TICKET.  
RELATED CHARGES MEANS THOSE CHARGES TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET AND EXCESS BAGGAGE CHARGES.  
REROUTING - ANY CHANGE TO TICKETED POINTS.  
RESERVATIONS - THE ALLOTMENT IN ADVANCE OF SEATING OR SLEEPING ACCOMMODATION FOR A PASSENGER OR OF SPACE OR WEIGHT CAPACITY FOR BAGGAGE OR GOODS.  
RESIDENT - A PERSON LEGALLY LIVING IN A GIVEN COUNTRY.  
RETURN SUBJOURNEY - PART OF A JOURNEY WHEREIN TRAVEL IS FROM A POINT/COUNTRY AND RETURN THERETO AND FOR WHICH THE FARE IS ASSESSED AS A SINGLE PRICING UNIT USING HALF ROUND TRIP  
FARES - ROUND TRIP, CIRCLE TRIP, NORMAL FARE OPEN JAW, ALSO APPLICABLE TO SPECIAL FARE OPEN JAW RETURNING TO THE SAME OR ANOTHER COUNTRY.  
ROUND TRIP MEANS 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 FARE COMPONENT, MEASURED FROM THE POINT OF UNIT ORIGIN, IS THE SAME FOR THE ROUTING TRAVELLED; PROVIDED THAT THIS DEFINITION SHALL NOT APPLY TO ROUND THE WORLD TRAVEL.  
IF THE FARE 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 (RTW) MEANS TRAVEL FROM A POINT AND RETURN THERETO WHICH INVOLVES ONLY ONE CROSSING OF THE ATLANTIC OCEAN AND ONE CROSSING OF THE PACIFIC OCEAN.  
SCANDINAVIA MEANS THE AREAS COMPRISED OF NORWAY, SWEDEN AND DENMARK (EXCLUDING GREENLAND).  
SELECTED CARRIER MEANS THE CARRIER WHOSE BAGGAGE RULES APPLY TO THE ENTIRE INTERLINE ITINERARY.  
SELECTING CARRIER MEANS THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S TICKET AT THE BEGINNING OF AN INTERLINE ITINERARY ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE DESTINATION IS IN CANADA.  
SIDE TRIP - TRAVEL FROM AND/OR TO AN EN ROUTE POINT OF A FARE COMPONENT  
SIDE TRIP COMBINATION - COMBINATION OF A PRICING UNIT AT AN EN ROUTE POINT OF A FARE COMPONENT.  
SINGLE TICKET MEANS A DOCUMENT THAT PERMITS TRAVEL FROM ORIGIN TO DESTINATION. IT MAY INCLUDE INTERLINE/CODE-SHARE AND INTRA-LINE SEGMENTS. IT MAY ALSO INCLUDE END-TO-END COMBINATIONS (I.E., STAND ALONE FARES THAT CAN BE BOUGHT SEPARATELY BUT COMBINED TOGETHER TO FORM ONE PRICE).  
SOUTH AMERICA MEANS THE AREA COMPRISING ARGENTINA, BOLIVIA, BRAZIL, CHILE, COLOMBIA, ECUADOR, FRENCH GUIANA, GUYANA, PANAMA, PARAGUAY, PERU, SURINAME, URUGUAY AND VENEZUELA.  
SOUTH ASIAN SUBCONTINENT MEANS THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH, BHUTAN, INDIA, MALDIVES ISLANDS, NEPAL, PAKISTAN AND SRI LANKA.  
SOUTH EAST ASIA MEANS THE AREA COMPRISED OF BRUNEI, BURMA, CHINA, GUAM, HONG KONG, INDONESIA, DEMOCRATIC KAMPUCHEA, LAOS PEOPLE'S DEMOCRATIC REPUBLIC, MALAYSIA, MONGOLIA, PHILIPPINES, SINGAPORE, PROVINCE OF TAIWAN, THAILAND, RUSSIAN FEDERATION (EAST OF

THE URALS) AND VIETNAM.

SOUTHERN AFRICA MEANS THE AREA COMPRISED OF LESOTHO, MOZAMBIQUE, SOUTH AFRICA, SOUTH WEST AFRICA (NAMIBIA) AND SWAZILAND.

SOUTH WEST PACIFIC MEANS THAT PORTION OF AREA 3 WHICH INCLUDES AUSTRALIA, COOK ISLANDS, ELLICE ISLANDS, FIJI ISLANDS, GILBERT ISLANDS, LOYALTY ISLANDS, POLYNESIAN ISLANDS, SAMOA ISLANDS, SOCIETY ISLANDS, SOLOMON ISLANDS, NEW CALEDONIA, NEW ZEALAND, NEW HEBRIDES ISLANDS, NORFOLK ISLANDS, PAPUA, NEW GUINEA, TASMANIA AND TONGA.

SPECIAL FARE MEANS A FARE OTHER THAN NORMAL FARE.

STOPOVER TAKES PLACE WHEN A PASSENGER BREAKS THE JOURNEY AT AN INTERMEDIATE POINT AND IS NOT SCHEDULED TO DEPART ON THE DAY OF ARRIVAL, OR WITHIN 24 HOURS OF ARRIVAL IF THERE IS NO CONNECTION ON THE DAY OF ARRIVAL (EXCEPTION FOR DE ONLINE TRAVEL ONLY) IF THERE IS NO DE CONNECTION DEPARTURE SCHEDULED ON THE DATE OF ARRIVAL, DEPARTURE ON A DE FLIGHT THE FOLLOWING DAY SHALL NOT BE DEEMED A STOPOVER.

SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE MEANS A PAGE ON A CARRIER'S WEB SITE WHICH SUMMARIZES THE DETAILS OF A TICKET PURCHASE TRANSACTION JUST AFTER THE PASSENGER HAS AGREED TO PURCHASE THE TICKET FROM THE CARRIER AND HAS PROVIDED A FORM OF PAYMENT.

THROUGH FARE - A FARE APPLICABLE FOR TRAVEL BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS VIA AN INTERMEDIATE POINT(S).

TICKET - EITHER THE DOCUMENT ENTITLED "PASSENGER TICKET AND BAGGAGE CHECK" OR AN ELECTRONIC TICKET.

TICKETED POINT MEANS POINTS SHOWN IN THE "GOOD FOR PASSAGE" SECTION OF THE PASSENGER TICKET PLUS ANY OTHER POINT(S) USED FOR FARE CONSTRUCTION AND SHOWN IN THE "FARE CONSTRUCTION BOX" OF THE PASSENGER TICKET; PROVIDED THAT TWO FLIGHT NUMBERS OR TWO CARRIERS SUCH AS FOR AN INTERCHANGE FLIGHT WILL NOT BE PERMITTED ON ONE FLIGHT COUPON.

TO VALIDATE MEANS TO REVALIDATE ON THE PASSENGER'S TICKET INDICATING THAT THE PASSENGER TICKET HAS BEEN OFFICIALLY ISSUED BY CARRIER.

TRAFFIC DOCUMENT - TICKET, MCO OR ANY OTHER ACCOUNTABLE PASSENGER TRAFFIC DOCUMENT.

TRANSATLANTIC OR TRANSATLANTIC SECTOR MEANS THAT PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA L TO THE POINT OF ARRIVAL IN AREA 2, AND VICE VERSA.

TRANSFER POINT MEANS ANY POINT IN WHICH A PASSENGER TRANSFERS FROM THE FLIGHT OF ONE CARRIER TO THE FLIGHT OF ANOTHER CARRIER OR CHANGE TO ANOTHER CARRIER FLIGHT (THAT IS) A SERVICE BEARING A DIFFERENT FLIGHT NUMBER OF THE SAME CARRIER, IRRESPECTIVE OF WHETHER OR NOT A CHANGE OF AIRCRAFT OCCURS.

TRANSIT POINT MEANS ANY STOP AT AN INTERMEDIATE POINT ON THE ROUTE TO BE TRAVELLED (WHETHER OR NOT A CHANGE OF PLANES IS MADE) WHICH DOES NOT FALL WITHIN THE DEFINITION OF A STOPOVER.

TRANSPACIFIC SECTOR MEANS THE PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA L TO THE POINT OF ARRIVAL IN AREA 3 AND VICE VERSA.

TRUST TERRITORY OR TRUST TERRITORY OF THE PACIFIC ISLANDS MEANS THE AREA COMPRISING THE CAROLINE ISLANDS, MARIANA

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ISLANDS AND MARSHALL ISLANDS.

ULTIMATE TICKETED DESTINATION MEANS IN SITUATIONS WHERE A PASSENGER'S ORIGIN IS A NON-CANADIAN POINT AND THE ITINERARY INCLUDES AT LEAST ONE STOP IN CANADA, AS WELL AS AT LEAST ONE STOP OUTSIDE OF CANADA. IF THE STOP IN CANADA IS THE FARTHEST CHECKED POINT AND THE STOP IS MORE THAN 24 HOURS, THE AGENCY WOULD CONSIDER THE ULTIMATE TICKETED DESTINATION TO BE CANADA.

UNCHECKED BAGGAGE WHICH IS EQUIVALENT TO HAND LUGGAGE, IS BAGGAGE OTHER THAN CHECKED BAGGAGE.

UNIT DESTINATION - THE ULTIMATE STOPPING PLACE OF A PRICING UNIT.

UNIT ORIGIN - THE INITIAL STARTING POINT OF A PRICING UNIT.

UNITED INCHES MEANS THE TOTAL SUM ARRIVED AT BY ADDING THE HEIGHT, LENGTH AND WIDTH.

UNITED KINGDOM OR U.K. MEANS ENGLAND, SCOTLAND, WALES AND NORTHERN IRELAND.

"UNITED STATES OF AMERICA" OR "THE UNITED STATES" OR "THE U.S.A." EACH MEANS, UNLESS OTHERWISE SPECIFIED THE AREA COMPRISING OF FORTY-EIGHT (48) CONTIGUOUS FEDERATED STATES; THE FEDERAL DISTRICT OF COLUMBIA; ALASKA; HAWAII; PUERTO RICO; ST. CROIX AND ST. THOMAS OF THE VIRGIN ISLANDS; AMERICAN SAMOA; THE CANAL ZONE; CANTON, GUAM, MIDWAY AND WAKE ISLANDS.

VIA USED IN CONJUNCTION WITH CARRIER TWO-LETTER ABBREVIATION(S), MEANS "APPLICABLE TO" THE CARRIER(S) SPECIFIED WHEN CARRIAGE IS PERFORMED BY SUCH CARRIER(S).

WEST AFRICA MEANS THE AREA COMPRISED OF ANGOLA, BENIN, BURKINO FASO, CAPE VERDE (REPUBLIC OF), CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, EQUATORIAL GUINEA, GABON, GAMBIA, GHANA, GUINEA, GUINEA BISSAU, IVORY COAST, LIBERIA, MALI, MAURITANIA, NIGER, NIGERIA, SAO TOME, SENEGAL, SIERRA LEONE, TOGO AND ZAIRE.

WESTBOUND MEANS TRAVEL FROM A POINT IN AREA 2 OR 3 TO A POINT IN AREA 1 VIA THE ATLANTIC OCEAN, OR FROM A POINT IN AREA 1 TO A POINT IN AREA 2 OR 3 VIA THE PACIFIC OCEAN.

WEST COAST MEANS, EXCEPT AS OTHERWISE INDICATED, LOS ANGELES, CALIFORNIA; PORTLAND, OREGON; SAN FRANCISCO, CALIFORNIA; SEATTLE, WASHINGTON; AND VANCOUVER, BRITISH COLUMBIA.

EXCEPTION: (APPLICABLE TO TRANSPACIFIC ARBITRARIES OF THIS TARIFF ONLY) WEST COAST MEANS LOS ANGELES, CALIFORNIA, PORTLAND, OREGON; SAN FRANCISCO, CALIFORNIA; AND SEATTLE, WASHINGTON.

## Rule 2 Standard Format of Electronic Rules

### APPLICATION AND OTHER CONDITIONS (CATEGORY \*\*)

THIS CATEGORY CONTAINS THE RULE TITLE AND DEFINES THE APPLICATION OF THE RULE. IT WILL BE USED TO INDICATE THE GEOGRAPHICAL APPLICATION OF THE RULE, TYPE OF SERVICE (FIRST, COACH, ETC.), TYPE OF TRANSPORTATION (ONE WAY OR ROUND TRIP), TYPE OF JOURNEY (SINGLE OPEN JAW, ROUND TRIP ETC.) AND APPLICABILITY FOR USE WITH JOINT FARES, TOUR FARES AND GROUP FARES. PROVISIONS FOR CAPACITY LIMITATIONS, GENERAL RULES WHICH ARE NOT APPLICABLE AND MISCELLANEOUS INFORMATION WHICH IS NOT CATEGORY SPECIFIC WILL ALSO APPEAR HERE. THIS CATEGORY WILL APPEAR WITH EVERY RULE WITH AT LEAST THE RULE TITLE.

#### ELIGIBILITY (CATEGORY 1)

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#### DAY/TIME (CATEGORY 2)

##### (1) DAY OF WEEK TRAVEL RESTRICTIONS

THE DATE OF EACH TRANSATLANTIC SECTOR WILL DETERMINE TYPE OF FARE TO BE APPLIED TO SUCH SECTOR.

##### (2) MIDWEEK/WEEKEND FARE APPLICATION

FARES DESIGNATED AS MIDWEEK APPLY FOR TRAVEL ON EACH TRANSATLANTIC SECTOR OPERATING ON MONDAYS, TUESDAYS, WEDNESDAYS AND THURSDAYS. FARES DESIGNATED AS WEEKEND APPLY FOR TRAVEL ON EACH TRANSATLANTIC SECTOR OPERATING ON FRIDAYS, SATURDAYS AND SUNDAYS. THE STATEMENT "NORMAL PROVISIONS APPLY" WILL APPEAR IN THIS CATEGORY UNLESS AN EXCEPTION EXISTS, IN WHICH CASE THE APPROPRIATE MIDWEEK/WEEKEND PERIODS WILL BE SPECIFIED IN THE APPLICABLE FARE RULE.

#### SEASONALITY (CATEGORY 3)

SEASONALITIES WILL BE SPECIFIED IN EACH SEASONALITY FARE RULE.

#### FLIGHT APPLICATION (CATEGORY 4)

AIRLINES TO BE USED IF THE FARE COMPONENT INCLUDES TRAVEL WITHIN AREA 1 AND/OR BETWEEN EUROPE AND AREA 1 WILL BE SPECIFIED IN EACH FLIGHT APPLICATION RULE.

#### ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

##### (A) RESERVATIONS ARE REQUIRED FOR ALL SECTORS.

- (1) NORMAL AND ADVANCE PURCHASE FARES REQUIRES THAT RESERVATIONS BE MADE AND PAYMENT AND TICKETING BE COMPLETED PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH ADVANCE PURCHASE FARE RULE. ANY VOLUNTARY CHANGES IN RESERVATIONS(S)/TICKET(S) AFTER A TICKET(S) HAS BEEN ISSUED WILL RESULT IN THE IMPOSITION OF A CHARGE OR PENALTY BY THE CARRIER CONCERNED, AS INDICATED IN CATEGORY 16 OF THE APPLICABLE FARE RULE.

##### (2) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)

- (A) REQUIRE THAT RESERVATIONS BE MADE, AND TICKETS FOR ALL MEMBERS OF THE GROUP BE

ISSUED AND PAID FOR PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH GROUP FARE RULE.

- (B) WHERE APPLICABLE, THIS PARAGRAPH WILL ALSO INDICATE ANY PAYMENT AND TICKETING DEADLINE FOR ADDED/SUBSTITUTE PASSENGERS IN THE GROUP.
- (C) EACH TICKET SHALL INDICATE BY MEANS OF THE APPROPRIATE TICKET CODE THAT THE PASSENGER IS A MEMBER OF A TRAVEL GROUP, AND SHOW THE APPLICABLE INCLUSIVE TOUR CODE OR GROUP CODE ASSIGNED BY THE CARRIER AS THE CASE MAY BE.

MINIMUM STAY (CATEGORY 6)

RETURN TRAVEL FROM THE LAST POINT OF STOPOVER MAY NOT COMMENCE PRIOR TO THE MINIMUM STAY PERIOD STATED IN THE RULE, AFTER DEPARTURE OF THE OUTBOUND TRANSATLANTIC SECTOR. WHEN NO MINIMUM STAY PERIOD IS STATED IN A RULE, RETURN TRAVEL MAY COMMENCE AT ANY TIME WITHIN THE PERIOD OF VALIDITY OF THE FARE.

MAXIMUM STAY (CATEGORY 7)

RETURN TRAVEL FROM LAST STOPOVER MUST COMMENCE BY MIDNIGHT OF THE LAST DAY OF THE MAXIMUM STAY PERIOD STATED IN THE RULE, AFTER THE DATE OF DEPARTURE FROM THE POINT OF ORIGIN.

STOPOVERS (CATEGORY 8)

STOPOVERS ARE NOT PERMITTED BUT EXCEPTIONS WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN EACH STOPOVER RULE.

TRANSFERS (CATEGORY 9)

THE NUMBER OF TRANSFERS ALLOWED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH TRANSFER RULE. FARE BREAK SURFACE SECTORS NOT PERMITTED AND EMBEDDED SURFACE SECTORS PERMITTED ON THE FARE COMPONENT.

PERMITTED COMBINATIONS (CATEGORY 10)

END-ON-END NOT PERMITTED. SIDE TRIPS PERMITTED. APPLICABLE ADD-ON CONSTRUCTION IS ADDRESSED IN MISCELLANEOUS PROVISIONS - CATEGORY 23. FARES MAY BE COMBINED ON A HALF ROUND TRIP BASIS TO FORM SINGLE OR DOUBLE OPEN JAWS OR ROUND TRIPS OR CIRCLE TRIPS. A MAXIMUM OF TWO INTERNATIONAL FARE COMPONENTS PERMITTED. MILEAGE OF THE OPEN SEGMENT MUST BE EQUAL/LESS THAN MILEAGE OF THE LONGEST FLOWN FARE COMPONENT. PROVIDED - THE OPEN SEGMENT MUST BE WITHIN AREA 1 OR AREA 2. COMBINATIONS ARE WITH ANY FARE FOR CARRIER DE IN ANY RULE IN TARIFF IPRA OR IPRAI. THE MOST RESTRICTIVE CONDITIONS APPLY WHEN COMBINING FARES ON A HALF ROUND TRIP BASE.

BLACKOUT DATES (CATEGORY 11)

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SURCHARGES (CATEGORY 12)

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ACCOMPANIED TRAVEL (CATEGORY 13)

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TRAVEL RESTRICTIONS (CATEGORY 14)

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SALES RESTRICTIONS (CATEGORY 15)

EXTENSION OF TICKET VALIDITY IS NOT PERMITTED FOR ANY REASON.

PENALTIES (CATEGORY 16)

(1) ROUTING/REROUTING

REROUTING OF NORMAL, ADVANCE PURCHASE AND GROUP FARE

PASSENGERS UNLESS OTHERWISE SPECIFIED, VOLUNTARY REROUTINGS ARE NOT PERMITTED BUT WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN THE CATEGORY OF THE FARE RULE. THE MOST RESTRICTIVE CONDITIONS APPLY WHEN COMBINING FARES ON A HALF ROUND TRIP BASE.

(2) CANCELLATION AND REFUNDS

NORMAL AND ADVANCE PURCHASE FARES PRIOR TO DEPARTURE

- (A) IN THE EVENT OF CANCELLATION BY THE PASSENGER OR FAILURE TO USE CONFIRMED SPACE AS TICKETED PRIOR TO OR AT DEPARTURE TIME FOR ANY REASON, EXCEPT AS PROVIDED IN (B) AND (C) BELOW, A PORTION OF THE FARE WILL BE DEEMED NON-REFUNDABLE AND WILL BE FORFEITED BY THE PASSENGER, THE APPLICABLE NON-REFUNDABLE AMOUNT WILL BE SPECIFIED IN EACH ADVANCE PURCHASE/ADVANCE PURCHASE EXCURSION RULE.
- (B) FULL REFUND WILL BE MADE IN THE EVENT OF DEATH OF THE PROSPECTIVE PASSENGER OR A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
- (C) IF, AFTER ISSUANCE OF THE TICKET, SCHEDULE CHANGES BY THE CARRIER(S) CREATE ALTERATIONS TO THE TICKET ITINERARY WHICH ARE UNACCEPTABLE TO THE PASSENGER, THE PASSENGER MAY CANCEL OR HAVE THE TICKET REISSUED IN ACCORDANCE WITH APPLICABLE TARIFFS, WITHOUT INCURRING A PENALTY.

NORMAL AND ADVANCE PURCHASE FARES AFTER DEPARTURE

- (A) IN THE EVENT OF CANCELLING BY THE PASSENGER OF FAILURE TO USE CONFIRMED SPACE AS TICKETED AFTER TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED IN (B) BELOW, REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED LESS THE NON-REFUNDABLE AMOUNT SPECIFIED IN THE APPLICABLE RULE.
- (B) IN THE CASE OF DEATH OF PASSENGER OR A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY, REROUTING OF THE BALANCE OF THE JOURNEY WILL BE PERMITTED WITHOUT PENALTY.

AFTER TICKET AS BEEN ISSUED, THE NON-REFUNDABLE PORTION OF THE FARE SHALL NOT BE USED AS CREDIT TOWARDS PAYMENT OF ANY OTHER FARES. HOWEVER, A NORMAL AND AN ADVANCE PURCHASE FARE TICKET MAY BE UPGRADED TO ANOTHER FARE TYPE, ONLY AS SPECIFIED IN THE APPLICABLE RULE, SUBJECT TO ALL CONDITIONS OF THE NEW FARE, IN WHICH CASE THE ORIGINAL NON-REFUNDABLE AMOUNT SHALL STILL NOT BE REFUNDABLE. THE "NONREF/APEX" ENTRY SHALL CONTINUE TO BE CARRIED IN THE "FORM OF PAYMENT" BOX OF THE NEW TICKET AND ANY SUBSEQUENT REISSUES.

(2) GROUP FARES (INCLUDING G.I.T. FARES)

(A) PRIOR TO DEPARTURE

- (I) REFUNDS SHALL BE MADE ONLY TO OR AT THE DIRECTION OF THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP.
- (II) IN THE EVENT OF VOLUNTARY CANCELLATION BY THE GROUP OR A MEMBER OF THE GROUP LESS THAN THE NUMBER OF DAYS STATED IN THE RULE PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL, EXCEPT AS PROVIDED IN (III) BELOW, A PORTION OF THE GROUP FARE PAID WILL BE DEEMED NON-REFUNDABLE



- AND WILL BE FORFEITED BY THE NON-DEPARTING GROUP MEMBER(S). THE APPLICABLE NON-REFUNDABLE AMOUNT WILL BE SPECIFIED IN EACH GROUP CONTRACT.
- (III) FULL REFUND WILL BE MADE IN THE CASE OF:
- (AA) DEATH OF THE PASSENGER OR OF A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
  - (BB) REPLACED PASSENGER, IF SUBSTITUTIONS ARE PERMITTED IN THE RULE BEING DETAILED;
  - (CC) CANCELLATION OF AFFINITY/NON-AFFINITY/INCENTIVE/OWN USE GROUP TRANSPORTATION BY THE CARRIER.
- (B) AFTER DEPARTURE
- NORMAL CANCELLATION AND REFUND PROCEDURES WILL APPLY PROVIDED THAT IN THE EVENT OF CANCELLATION OR REROUTING BY A MEMBER OF THE GROUP DUE TO:
- (I) DEATH OF THE PASSENGER EN ROUTE, THE DIFFERENCE, IF ANY, BY WHICH THE GROUP FARE PAID EXCEEDS THE APPLICABLE FARE FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN, WILL BE REFUNDED;
  - (II) A DEATH IN THE IMMEDIATE FAMILY OF A PASSENGER, THE AMOUNT OF THE GROUP FARE PAID BY THE PASSENGER WILL BE APPLIED AS A CREDIT (BUT NOT IN CASH) TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN. SIMILAR ARRANGEMENTS MAY BE MADE FOR OTHER MEMBERS OF THE TRAVEL GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGERS;
  - (III) A PASSENGER BEING UNABLE TO COMPLETE OR CONTINUE HIS/HER JOURNEY WITH THE GROUP DUE TO ILLNESS, WHICH MUST BE SUBSTANTIATED BY A MEDICAL CERTIFICATE, THE AMOUNT OF THE GROUP FARE PAID WILL BE APPLIED AS A CREDIT TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN IF SPECIFIED IN THE GROUP CONTRACT. SIMILAR ARRANGEMENTS FOR TRANSPORTATION MAY BE MADE FOR OTHER MEMBERS OF THE INCLUSIVE TOUR GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER IF SPECIFIED IN THE GROUP CONTRACT.
  - (IV) EXCEPT AS PROVIDED ABOVE, IN CASE OF VOLUNTARY CANCELLATION OF THE GROUP OR A MEMBER OF THE GROUP, REFUND WILL BE AN AMOUNT SPECIFIED IN THE APPLICABLE RULE GROUP CONTRACT.
  - (V) IN THE EVENT A PASSENGER DISCONTINUES HIS/HER JOURNEY EN ROUTE FOR ANY REASON, THE AMOUNT OF THE FARE PAID WILL BE APPLIED AS A CREDIT TOWARD THE PURCHASE OF TRANSPORTATION AT THE APPLICABLE FARE CALCULATED FROM THE POINT OF

- ORIGIN IF SPECIFIED IN THE GROUP CONTRACT.
- (C) IN ANY OF THE CIRCUMSTANCES DESCRIBED ABOVE, THE REMAINING MEMBERS OF THE TRAVEL GROUP, REGARDLESS OF THEIR NUMBER, SHALL COMMENCE OR CONTINUE WITH THE ITINERARY, SUBJECT TO ALL OF THE CONDITIONS OF THE GROUP CONTRACT.

HIGHER INTERMEDIATE POINT (CATEGORY 17)

THE HIGHER INTERMEDIATE POINT RULE DOES NOT APPLY FOR STOPOVERS. MILEAGE SURCHARGES MAY BE IGNORED IF ROUTING DOES NOT EXCEED 25M.

TICKET ENDORSEMENTS (CATEGORY 18)

THE ORIGINAL AND THE REISSUED TICKET MUST CONTAIN THE REBOOKING FEE SPECIFIED IN EACH PENALTIES RULE IN THE ENDORSEMENT BOX.

CHILDREN'S DISCOUNTS (CATEGORY 19)

CHILDREN'S DISCOUNTS ARE NOT PERMITTED BUT EXCEPTIONS WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN EACH CHILDREN'S DISCOUNTS RULE.

TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)

TOUR CONDUCTOR DISCOUNTS ARE NOT PERMITTED BUT EXCEPTIONS WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN EACH TOUR CONDUCTOR DISCOUNTS RULE.

AGENT DISCOUNTS (CATEGORY 21)

AGENT DISCOUNTS ARE NOT PERMITTED BUT EXCEPTIONS WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN EACH AGENT DISCOUNTS RULE.

ALL OTHER DISCOUNTS (CATEGORY 22)

OTHER DISCOUNTS ARE NOT PERMITTED BUT EXCEPTIONS WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN EACH OTHER DISCOUNTS RULE.

MISCELLANEOUS PROVISIONS (CATEGORY 23)

CURRENTLY NOT AVAILABLE

(CATEGORY 24)

CURRENTLY NOT AVAILABLE

(CATEGORY 25)

CURRENTLY NOT AVAILABLE

GROUPS (CATEGORY 26)

(1) GROUP SIZE

A MINIMUM GROUP SIZE REFERS TO THE MINIMUM NUMBER OF PASSENGERS REQUIRED TO FORM A GROUP WHICH WILL PERMIT THE USE OF A PARTICULAR FARE. UNLESS OTHERWISE SPECIFIED IN THE FARE RULE AND IN THE GROUP CONTRACT, IN ORDER TO DETERMINE THE MINIMUM GROUP SIZE, TWO CHILDREN EACH PAYING AT LEAST 50 PERCENT OF THE APPLICABLE GROUP FARE WILL BE COUNTED AS ONE MEMBER OF THE GROUP.

(2) GROUP TRAVEL REQUIREMENT

THIS CATEGORY INCLUDES THE PORTION(S) OF TRAVEL OVER WHICH THE GROUP (IF A REQUIREMENT OF THE FARE) MUST TRAVEL TOGETHER, OR CONVERSELY, THOSE PORTION(S) OF THE ITINERARY WHERE INDIVIDUAL TRAVEL IS PERMITTED OR ANY OTHER EXCEPTIONS OR SPECIAL CONDITIONS REGARDING THE GROUP TRAVEL REQUIREMENTS.

(3) ELIGIBILITY

(A) AFFINITY GROUP REQUIREMENTS

- (I) THE TRAVEL GROUP MUST BE FORMED ONLY FROM AFFINITY GROUPS, I.E., MEMBER (OR EMPLOYEE)

- OF THE SAME ASSOCIATION, CORPORATION, COMPANY OR OTHER LEGAL ENTITY (REFERRED TO AS THE 'ORGANIZATION').
- (II) THE PRINCIPAL PURPOSE, AIMS AND OBJECTIVES OF THE ORGANIZATION, MUST BE OTHER THAN TRAVEL.
  - (III) SUFFICIENT AFFINITY MUST EXIST PRIOR TO APPLICATION FOR TRANSPORTATION IN ORDER TO DISTINGUISH AND SET THE GROUP APART FROM THE GENERAL PUBLIC.
  - (IV) EACH MEMBER OF THE TRAVEL GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARES DISCOUNT AND MUST HAVE BEEN A MEMBER FOR AT LEAST SIX MONTHS IMMEDIATELY PRIOR TO THE DATE OF COMMENCEMENT OF TRAVEL.
  - (V) THE TRAVEL GROUP MAY INCLUDE THE SPOUSE AND DEPENDENT CHILDREN OF A MEMBER OF THE ORGANIZATION FROM WHICH THE PARTY TO BE TRANSPORTED IS DRAWN. IN ADDITION, PARENTS LIVING IN THE SAME HOUSEHOLD AS A MEMBER MAY BE INCLUDED. HOWEVER, ANY SUCH SPOUSE, DEPENDENT CHILDREN OR PARENTS MUST BE ACCOMPANIED ON THE FLIGHT BY SUCH MEMBER, UNLESS THE MEMBER HAS BEEN COMPELLED TO CANCEL HIS PASSAGE.
  - (VI) LIMITATIONS OF SOLICITATION WITH RESPECT TO THE FORMATION OF AFFINITY GROUPS:
    - (AA) SOLICITATION IS LIMITED TO PERSONAL LETTERS, CIRCULARS AND TELEPHONE CALLS ADDRESSED TO MEMBERS OF THE ORGANIZATION, TO GROUP PUBLICATIONS INTENDED SOLELY FOR MEMBERS OF THE ORGANIZATION (OR FOR MEMBERS OF THE FEDERATION OR ORGANIZATION TO WHICH THE ORGANIZATION BELONGS) AND TO ANY OTHER FORM OF SOLICITATION IN (VII) BELOW.
    - (BB) SOLICITATION MUST BE EFFECTED ONLY BY OFFICIAL OF THE ORGANIZATION OR MEMBERS OF THE TRAVEL GROUP.
    - (CC) THE TRAVEL GROUP MUST NOT BE GATHERED DIRECTLY OR INDIRECTLY BY A PERSON ENGAGED IN SOLICITING OR SELLING TRANSPORTATION SERVICES OR PROVIDING OR OFFERING TO PROVIDE TRANSPORTATION TO THE GENERAL PUBLIC. HOWEVER, THE MERE ASCERTAINMENT OF THE GROUP FARE AND/OR ITS COLLECTION FROM MEMBERS OF THE TRAVEL GROUP WILL NOT OF ITSELF BE CONSIDERED AS ENGAGING IN SUCH ACTS.
    - (DD) IF THE ORGANIZERS OF THE TRAVEL GROUP EMPLOY A TRAVEL AGENT TO ASSIST IN THE TRAVEL ARRANGEMENTS, HE MUST IN NO WAY SOLICIT MEMBERS OF THE TRAVEL GROUP. HOWEVER, AFTER THE PARTY TO BE TRANSPORTED IS FORMED, THE TRAVEL AGENT MAY CONTACT MEMBERS OF THE GROUP FOR THE PURPOSES OF ARRANGING OTHER TRAVEL

SERVICES IN ADDITION TO ASSISTING IN  
TRAVEL ARRANGEMENTS.

- (VII) DEFINITION OF 'PUBLIC SOLICITATION'  
PUBLIC SOLICITATION WILL BE CONSIDERED TO  
EXIST WHEN THE GROUP TRANSPORTATION IS  
DESCRIBED, REFERRED TO, ANNOUNCED IN  
ADVERTISEMENTS OR ANY OTHER WRITING OR MEANS  
OF  
PUBLIC COMMUNICATION, WHETHER PAID OR  
UNPAID, INCLUDING BUT NOT LIMITED TO,  
TELEPHONE CAMPAIGNS, RADIO, TELEGRAPH AND  
TELEVISION. HOWEVER, A STATEMENT IN PUBLIC  
NEWS MEDIA OTHER THAN ADVERTISEMENT, WHICH  
COULD NOT REASONABLY BE CONSTRUED AS  
CALCULATED OR LIKELY TO INDUCE TRAVEL AS A  
MEMBER OF THE TRAVEL GROUP AND WHICH HAS NOT  
BEEN INITIATED BY THE ORGANIZATION, ANY  
MEMBER OF THE TRAVEL GROUP CARRIER OR AN  
AGENT OR REPRESENTATIVE OF ANY OF THEM, WILL  
NOT BE CONSIDERED PUBLIC SOLICITATION.
- (B) INCENTIVE/OWN USE GROUP REQUIREMENTS  
THE TRAVEL GROUP SHALL BE FORMED ONLY FOR OWN USE  
OF ONE PERSON OR A LEGAL ENTITY, SUCH AS AN  
ASSOCIATION, PARTNERSHIP, COMPANY OR CORPORATION  
(REFERRED TO AS THE 'PURCHASER'). SUCH PURCHASER  
MAY NOT, WHOLLY OR PARTIALLY, DIRECTLY OR  
INDIRECTLY, SHARE THE COST OF THE AIR  
TRANSPORTATION WITH OTHER PERSONS INTERESTED IN  
OBTAINING SUCH TRANSPORTATION, INCLUDING THE  
PASSENGERS CARRIED. HOWEVER, SUCH COST MAY BE  
RAISED BY VOLUNTARY CONTRIBUTIONS IF:
- (I) THE VOLUNTARY CONTRIBUTIONS ARE NOT  
SOLICITED/OBTAINED SOLELY FROM THE PASSENGERS  
TO BE CARRIED.
  - (II) PARTICIPATION IN THE TRAVEL GROUP IS NOT  
LIMITED TO THOSE ACTUALLY CONTRIBUTING;
  - (III) THE MINIMUM AMOUNT OF EACH PERSON'S  
CONTRIBUTION HAS NOT BEEN PRESCRIBED BY THE  
PURCHASER; AND
  - (IV) EACH PERSON TO BE INCLUDED IN THE TRAVEL  
GROUP IS SELECTED BY THE PURCHASER AND FOR  
REASONS OTHER THAN SUCH PERSON'S REQUEST THAT  
HE/SHE BE INCLUDED IN THE TRAVEL GROUP.
- (C) INCENTIVE GROUP REQUIREMENTS
- (I) INCENTIVE GROUPS MEAN GROUPS OF EMPLOYEES  
AND/OR DEALERS AND/OR AGENTS (INCLUDING THEIR  
SPOUSES) OF THE SAME BUSINESS FIRM(S),  
CORPORATION(S) OR ENTERPRISE(S) (EXCLUDING  
NON-PROFIT ORGANIZATIONS), ALSO REFERRED TO  
AS THE 'ORGANIZATION', TRAVELING UNDER AN  
ESTABLISHED INCENTIVE TRAVEL PROGRAM WHICH  
REWARDS THE EMPLOYEE, DEALERS AND AGENTS FOR  
PAST WORK OR PROVIDES AN INCENTIVE FOR FUTURE  
ACTIVITIES.
  - (II) THE INCENTIVE TRAVEL PROGRAM IS TO INCLUDE  
AIR TRANSPORTATION, ACCOMMODATIONS,  
SIGHTSEEING, ENTERTAINMENT AND OTHER FEATURES  
THE COST OF WHICH IS BORNE ENTIRELY BY THE

- BUSINESS FIRM, CORPORATION OR ENTERPRISE AND NOT PASSED ON DIRECTLY OR INDIRECTLY TO THE EMPLOYEES, DEALERS OR AGENTS.
- (III) OFFICIALS (AND THEIR SPOUSES) OF SUCH BUSINESS FIRMS, CORPORATIONS OR ENTERPRISES MAY ALSO BE INCLUDED IN THE GROUP IF THEY ARE TRAVELING FOR THE PURPOSE OF MAKING AWARDS OR OFFICIATING IN THE INCENTIVE TRAVEL PROGRAM.
- (IV) EACH MEMBER OF THE INCENTIVE GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARE.
- (4) DOCUMENTATION
- (A) GENERAL REQUIREMENTS FOR ALL INDIVIDUAL AND GROUP INCLUSIVE TOURS
- THERE MUST BE VOUCHERS SPECIFYING SLEEPING ACCOMMODATIONS AND ANY SIGHTSEEING OR OTHER FEATURES OF THE TOUR. SUCH VOUCHERS, INCLUDING THOSE FOR GROUND TRANSPORTATION, MUST BE AVAILABLE FOR INSPECTION DURING CHECK-IN PRIOR TO COMMENCEMENT OF OUTBOUND TRANSATLANTIC TRAVEL.
- (B) AFFINITY/INCENTIVE/NON-AFFINITY/OWN USE GROUP REQUIREMENT
- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY DE, SHALL PROVIDE A FULL DESCRIPTION OF THE TRAVEL DESIRED, THE NAMES AND TOTAL NUMBER OF PASSENGERS, AND, WHERE APPLICABLE, THE AFFINITY/INCENTIVE/OWN USE PROVISIONS UNDER WHICH THE TRAVEL IS BEING REQUESTED, AND MUST BE SIGNED BY THE APPLICANT (THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP).
- (II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT OF THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.
- (III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.
- (IV) PASSENGER SUBSTITUTION/ADDITIONS
- IF NAME CHANGES AND/OR ADDITIONS TO THE LIST OF PARTICIPANTS IN THE TRAVEL GROUP MAY BE MADE AFTER THE WRITTEN APPLICATION HAS BEEN SUBMITTED, A STATEMENT WILL APPEAR IN THIS CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.
- (V) EACH TRAVEL GROUP SHALL BE IDENTIFIED BY A DEFINITE NUMBER (GROUP CODE) ASSIGNED BY DE.
- (C) GROUP INCLUSIVE TOUR REQUIREMENTS (NOT REQUIRED FOR TOURS INITIATED BY DE)
- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY DE SHALL PROVIDE THE NAMES AND TOTAL NUMBER OF PASSENGERS AND THE INCLUSIVE TOUR CODE NUMBER, AND BE SIGNED BY THE TOUR OPERATOR OR A PASSENGER SALES AGENT (ALSO REFERRED TO AS THE "TRAVEL ORGANIZER").

- (II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT OF THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.
- (III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.
- (IV) PASSENGER SUBSTITUTIONS/ADDITIONS IF NAME CHANGES AND/OR ADDITIONS TO THE LIST OF PARTICIPANTS IN THE TRAVEL GROUP MAY BE MADE AFTER THE WRITTEN APPLICATION HAS BEEN SUBMITTED, A STATEMENT WILL APPEAR IN THIS CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.

TOURS (CATEGORY 27)

- (1) INDIVIDUAL AND GROUP INCLUSIVE TOUR FARE REQUIREMENTS
  - (I) EXCEPT AS OTHERWISE NOTED, THE INDIVIDUAL INCLUSIVE TOUR MUST INCLUDE IN ITS PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF SLEEPING OR HOTEL ACCOMMODATION FOR AT LEAST 6 NIGHTS, PLUS ANY OTHER FACILITIES OR ATTRACTIONS SUCH AS AIRPORT TRANSFERS, SIGHTSEEING, MOTORCOACH TRIPS, AND CAR RENTALS.
  - (II) EXCEPT AS OTHERWISE NOTED, THE GROUP INCLUSIVE TOUR MUST INCLUDE ITS PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OR AIRPORT TRANSFERS AND SLEEPING OR HOTEL ACCOMMODATIONS FOR TOTAL DURATION OF THE TRIP, PLUS OTHER FACILITIES OR ATTRACTIONS SUCH AS SIGHTSEEING, MOTORCOACH TRIPS, AND CAR RENTALS.
  - (III) TOURS MUST BE PAID FOR IN FULL PRIOR TO COMMENCEMENT OF TRAVEL, AND THE PRICE OF TOUR FEATURES AND FACILITIES MAY NOT BE LESS THAN THE AMOUNT SPECIFIED IN CATEGORY 27 OF THE PARTICULAR RULE.
- (2) MINIMUM TOUR PRICE  
THE TERM 'MINIMUM TOUR PRICE' (MTP) SHALL BE UNDERSTOOD TO MEAN THE MINIMUM SELLING PRICE OF THE TOUR PER PASSENGER.

VISIT ANOTHER COUNTRY (CATEGORY 28)

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DEPOSITS (CATEGORY 29)

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## Rule 5 Application of Tariff†

### (A) GENERAL

- (1) EXCEPT AS PROVIDED BELOW, THE PROVISIONS OF THIS TARIFF APPLY LOCALLY VIA THE SERVICES OF DE OR JOINTLY VIA THE SERVICES OF DE WITH THE OTHER PARTICIPATING CARRIERS IN THIS TARIFF:
- (2) RULES STATING ANY LIMITATION ON, OR CONDITION RELATING TO, THE LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIER) WITH RESPECT TO TARIFF C.A.B. NO. 712 PUBLISHED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT. ANY SUCH LIMITATIONS OR CONDITION IN ANY RULE HEREIN EXCEPT TO THE EXTENT PROVIDED IN RULE 55 IS NOT A PART OF TARIFF C.A.B. NO. 712 FILED WITH THE DEPARTMENT OF TRANSPORTATION. NOTHING IN THIS TARIFF MODIFIES OR WAIVES ANY PROVISION OF THE WARSAW CONVENTION.
- (3) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS AND BAGGAGE INCLUDING ALL SERVICES INCIDENTAL THERETO PERFORMED BY CARRIER UNDER LOCAL AND JOINT RATES AND CHARGES OF CARRIER CONTAINED IN TARIFFS WHICH MAKE SPECIFIC REFERENCES TO THIS TARIFF FOR GOVERNING RULES, REGULATIONS AND CONDITIONS OF CARRIAGE.
- (4) FARES AND CHARGES OR MONETARY AMOUNTS SHOWN IN DOLLARS OR CENTS ARE STATED IN TERMS OF U.S. CURRENCY EXCEPT WHERE FARES AND CHARGES OR MONETARY AMOUNTS ARE SPECIFICALLY STATED AS BEING PUBLISHED IN CANADIAN CURRENCY OR OTHER CURRENCY.
- (5) RULES IN THIS TARIFF GOVERN THE APPLICATION OF ALL FARES AND CHARGES PUBLISHED IN TARIFFS WHICH SPECIFICALLY REFER TO AND ARE MADE SUBJECT TO THIS TARIFF WITH SUCH EXCEPTIONS AS MAY BE EXPRESSLY STATED IN SUCH TARIFFS. THESE RULES CONSTITUTE THE CONDITIONS UPON WHICH EACH CARRIER TRANSPORTS OR AGREES TO TRANSPORT AND ARE EXPRESSLY AGREED TO BY THE PASSENGER TO THE SAME EXTENT AS IF SUCH RULES WERE INCLUDED AS CONDITIONS IN THE CONTRACT OF CARRIAGE.
- (6) THE RATES, FARES, CHARGES, CLASSIFICATIONS, RULES, REGULATIONS, PRACTICES AND SERVICES PROVIDED HEREIN AND IN TARIFFS GOVERNED BY THIS TARIFF HAVE BEEN FILED IN EACH COUNTRY IN WHICH FILING IS REQUIRED BY TREATY, CONVENTION OR AGREEMENT ENTERED INTO BETWEEN THAT COUNTRY AND CANADA, IN ACCORDANCE WITH THE PROVISIONS OF THE APPLICABLE TREATY, CONVENTION OR AGREEMENT.

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† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 5 are effective August 24, 2022 pursuant to Order No. 2021-A-3 of the CTA.

- (7) EXCEPT AS OTHERWISE PROVIDED BELOW, FARE RULE PROVISIONS, LOCAL OR JOINT FARES, INCLUDING ARBITRARIES CONTAINED IN THE ON-LINE TARIFF DATABASE MAINTAINED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT ON BEHALF OF DE ARE CONSIDERED TO BE PART OF THIS TARIFF.
- (B) GRATUITOUS CARRIAGE WITH RESPECT TO GRATUITOUS CARRIAGE, CARRIER RESERVES THE RIGHT TO EXCLUDE THE APPLICATION OF ALL OR ANY PART OF THIS TARIFF.
- (C) CHANGE WITHOUT NOTICE  
EXCEPT AS MAY BE REQUIRED BY APPLICABLE LAWS, GOVERNMENT REGULATIONS, ORDERS AND REQUIREMENTS, CARRIER'S RULES, REGULATIONS AND CONDITIONS OF CARRIAGE ARE SUBJECT TO CHANGE WITHOUT NOTICE; PROVIDED, THAT NO SUCH CHANGE SHALL APPLY TO A CONTRACT OF CARRIAGE AFTER THE CARRIAGE HAS COMMENCED.
- (D) WHEN RULES OR PROVISIONS IN THIS TARIFF OR TARIFFS GOVERNED HEREBY PROVIDE FOR THE APPLICATION OF FARES AND CHARGES BASED UPON PERCENTAGES OF OTHER FARES AND CHARGES, SUCH PROPORTIONATE FARES AND CHARGES WILL BE DETERMINED IN ACCORDANCE WITH PERCENTAGE CONVERSION INSTRUCTION AS PUBLISHED IN THIS TARIFF.
- (E) EFFECTIVE RULES, FARES AND CHARGES  
EXCEPT AS OTHERWISE PROVIDED HEREIN, THE APPLICABLE RULES, FARES AND CHARGES FOR CARRIAGE OF PASSENGERS AND/OR BAGGAGE ARE THOSE DULY PUBLISHED BY CARRIER AND SHALL BE THOSE IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE COVERED BY THE FIRST FLIGHT COUPON OF THE TICKET. WHEN THE FARES OR CHARGES COLLECTED ARE NOT THE APPLICABLE FARES OR CHARGES, THE DIFFERENCES WILL BE REFUNDED TO OR COLLECTED FROM THE PASSENGER, AS MAY BE APPROPRIATE.
- (1) APPLICABLE ONLY TO SALES AND TICKETS ISSUED IN THE U.S.A. FOR TRAVEL ORIGINATING IN THE U.S.A. (NOT APPLICABLE TO CANADA)  
NO INCREASE WILL BE COLLECTED IN CASES WHERE THE DE TICKET AS BEEN ISSUED PRIOR TO THE EFFECTIVE DATE OF A TARIFF CONTAINING AN INCREASE IN THE APPLICABLE FARE, EFFECTED THROUGH A CHANGE IN THE FARE LEVEL, A CHANGE IN CONDITIONS GOVERNING THE FARE, OR A CANCELLATION OF THE FARE ITSELF, PROVIDED:
- (A) THE ORIGINATING TRANSATLANTIC FLIGHT COUPON OF THE TICKET WAS ISSUED FOR A SPECIFIC FLIGHT AT THE FARE CONTAINED IN A TARIFF LAWFULLY IN EFFECT ON THE DATE OF TICKET ISSUANCE (DETERMINED BY THE VALIDATION OF THE TICKET).
- (B) THE ORIGINATING TRANSATLANTIC FLIGHT SHOWN ON THE TICKET IS NOT VOLUNTARILY CHANGED AT THE PASSENGER'S REQUEST ON/AFTER THE EFFECTIVE DATE OF ANY INCREASE IN THE APPLICABLE FARE.
- (C) THIS PROVISION SHALL APPLY ONLY TO THE PASSENGER TO WHOM THE TICKET WAS ORIGINALLY ISSUED. (NOT APPLICABLE TO CANADA) FURTHERMORE, THIS PROVISION WILL



NOT APPLY TO SALES MADE OUTSIDE THE  
U.S.A. FOR TICKETS TO BE ISSUED IN THE  
U.S.A.

- (2) (APPLICABLE TO DE FOR TRANSPORTATION WHICH  
ORIGINATES IN CANADA.)  
NO INCREASE IN FARES OR CHARGES APPLICABLE TO THE  
CARRIAGE OF PASSENGERS WILL BE COLLECTED OR MORE  
RESTRICTIVE CONDITIONS OF SUCH CARRIAGE APPLIED IN  
THE EVENT THAT AN INCREASE IN FARES OR CHARGES  
OCCURS OR MORE RESTRICTIVE CONDITIONS ARE IMPOSED  
BETWEEN THE TIME OF TICKET ISSUANCE AND THE  
EFFECTIVE DATE OF ANY SUBSEQUENT TARIFF CONTAINING  
SUCH AN INCREASE OR MORE RESTRICTIVE CONDITIONS OF  
CARRIAGE, PROVIDED:

- (A) THE TICKET IS ISSUED ON DE TICKET STOCK WHICH  
MEANS THE TICKET IS IMPRINTED WITH THE DE  
CARRIER CODE IN THE TICKET SERIAL NUMBER  
(881) AND ISSUED AND VALIDATED WITH AN  
OFFICIAL DE VALIDATOR BY AN AUTHORIZED DE  
EMPLOYEE, AN DE APPOINTED TRAVEL AGENCY OR  
OTHER PERSON AUTHORIZED TO ISSUE DE TICKET  
STOCK:
- (B) THE TICKET IS ISSUED WITH CONFIRMED  
RESERVATIONS FROM POINT OF ORIGIN IN CANADA  
TO THE FIRST POINT OF STOPOVER IN AREAS 1, 2,  
OR 3 AT THE FARES AND CHARGES APPLICABLE ON  
THE DATE OF TICKET ISSUANCE FOR THE DATE OF  
COMMENCEMENT OF TRAVEL. THE DATE OF THE  
TICKET ISSUANCE IS DETERMINED BY THE  
VALIDATOR STAMPED OR IMPRINTED ON THE TICKET.
- (C) THE CONFIRMED TICKETED RESERVATIONS ARE NOT  
CHANGED AND THE TICKET IS NOT REISSUED AT THE  
PASSENGERS REQUEST.
- (D) SALE OCCURS AND TICKET IS ISSUED IN CANADA.

- (F) Air passenger protection regulations (APPR)  
The obligations of the carrier under the air passenger  
protection regulations (APPR) form part of the tariff  
and supersede any incompatible or inconsistent term and  
condition of carriage set out in the tariff to the  
extent of such inconsistency and incompatibility, but  
do not relieve the carrier from applying terms and  
conditions of carriage that are more favorable to the  
passenger than the obligations set out in the APPR.

- (G) For the purpose of establishing obligations under both the  
Canadian APPR and ATPDR, DE declares that it is a Large Carrier

refunded to or collected from the passenger, as may be  
appropriate.

- (1) Applicable only to sales and tickets issued in the  
U.S.A. For travel originating in the U.S.A. (not  
applicable to Canada)
- (a) No increase will be collected in cases where  
the DE ticket as been issued prior to the  
effective date of a tariff containing an  
increase in the applicable fare, effected  
through a change in the fare level, a change

- in conditions governing the fare, or a cancellation of the fare itself, provided:
- (i) The originating Transatlantic flight coupon of the ticket WAS issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation of the ticket).
  - (ii) The originating Transatlantic flight shown on the ticket is not voluntarily changed at the passenger's request on/after the effective date of any increase in the applicable fare.
  - (iii) This provision shall apply only to the passenger to whom the ticket WAS originally issued. (Not applicable to Canada) furthermore, this provision will not apply to sales made outside the U.S.A. For tickets to be issued in the U.S.A.
- (b) (Applicable to local transportation originating in the U.S.A.)  
This guarantee applies only to groups of 25 or more passengers whose fares are paid for and issued in the U.S.A. Upon the execution of a contract between the group organizer and DE and payment of USD 100.00 for travel commencing during October 1 through April 30 or 25 percent of the applicable fare for travel commencing May 1 through September 30, the fare to be charged will be either (i) or (ii) below, whichever produces a lower fare.
- (i) The fare in effect on the date of ticket issuance.
  - (ii) The fare in effect on the date the organizer and DE entered into a contractual agreement, plus any fuel increase, war risk insurance, taxes, etc. which becomes effective between the date of the contractual agreement and the date of ticket issuance.
- (2) (Applicable to DE for transportation which originates in Canada.)  
No increase in fares or charges applicable to the carriage of passengers will be collected or more restrictive conditions of such carriage applied in the event that an increase in fares or charges occurs or more restrictive conditions are imposed between the time of ticket issuance and the effective date of any subsequent tariff containing such an increase or more restrictive conditions of carriage, provided:
- (a) The ticket is issued on DE ticket stock which means the ticket is imprinted with the DE carrier code in the ticket serial number (881) and issued and validated with an official DE validator by an authorized DE employee, an DE appointed travel agency or

- other person authorized to issue DE ticket stock:
- (b) The ticket is issued with confirmed reservations from point of origin in Canada to the first point of stopover in areas 1, 2, or 3 at the fares and charges applicable on the date of ticket issuance for the date of commencement of travel. The date of the ticket issuance is determined by the validator stamped or imprinted on the ticket.
  - (c) The confirmed ticketed reservations are not changed and the ticket is not reissued at the passengers request.
  - (d) Sale occurs and ticket is issued in Canada.

## Rule 6 Classes of Service

- (A) BUSINESS CLASS OR CLASS "C"
  - (1) FARES APPLY WHEN TRAVEL IS IN THE BUSINESS CLASS COMPARTMENT OF COMBINATION COMPARTMENT FLIGHTS OPERATED WITH JET AIRCRAFT FEATURED WITH A BUSINESS CLASS. THE BUSINESS CLASS SECTION WILL BE LOCATED IN THE FORWARD-MOST COMPARTMENT OF THE AIRCRAFT.
  - (2) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR PASSENGERS ELIGIBLE FOR BUSINESS CLASS SEATING WHERE SUCH FACILITIES EXIST.
  - (3) PASSENGERS SEATED IN THE BUSINESS CLASS SECTION AND BETWEEN CANADA/U.S.A. AND GERMANY IN THE ECONOMY CLASS SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).
- (B) PREMIUM ECONOMY CLASS OR CLASS "Y"
  - (1) THE PREMIUM ECONOMY CLASS SECTION WILL BE LOCATED IMMEDIATELY BEHIND THE BUSINESS CLASS COMPARTMENT.
  - (2) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR PASSENGERS ELIGIBLE FOR PREMIUM ECONOMY CLASS SEATING WHERE SUCH FACILITIES EXIST.
  - (3) PASSENGERS SEATED IN THE PREMIUM ECONOMY CLASS SECTION AND BETWEEN U.S.A. AND GERMANY IN THE ECONOMY CLASS SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).
- (C) ECONOMY CLASS OR CLASS "M"  
THE ECONOMY CLASS/TOURIST CLASS SECTION WILL BE LOCATED IMMEDIATELY BEHIND THE PREMIUM ECONOMY COMPARTMENT. PASSENGERS SEATED IN THE ECONOMY CLASS SECTION WILL (WHERE FLIGHT TIME PERMITS) BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (EXCLUDING COCKTAILS, BEER AND WINE) AND WILL BE OFFERED HEADSETS

Tariff: DE1  
Carrier: Condor Flugdienst GmbH - DE

CTA No. 554 DOT No. 712

FOR RENTAL FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH  
FEATURE IS PROVIDED IN FLIGHT).

## Rule 10 Capacity Limitations

- (A) A RESERVATION FOR SPACE ON A GIVEN FLIGHT IS VALID ONLY WHEN THE AVAILABILITY AND ALLOCATION OF THAT SPACE IS CONFIRMED BY THE CARRIER AND THE PASSENGER HAS PAID THE APPROPRIATE FARE AND A TICKET HAS BEEN ISSUED FOR THAT SPACE.
- (B) ON ANY GIVEN FLIGHT, THE CARRIER MAY LIMIT THE NUMBER OF PASSENGERS CARRIED AT ANY GIVEN FARE. ALL FARES WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS. THE NUMBER OF SEATS WHICH THE CARRIER SHALL MAKE AVAILABLE ON A GIVEN FLIGHT WILL BE DETERMINED BY THE CARRIER'S BEST JUDGEMENT AS TO THE ANTICIPATED TOTAL NUMBER OF PASSENGERS ON EACH FLIGHT.

## Rule 21 Transport of Passengers with Disabilities

(PROVISIONS FOR AIRCRAFT WITH 30 OR MORE PASSENGERS SEATS)  
IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE CARRIAGE OF PERSONS WITH DISABILITIES RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

(A) ACCEPTANCE FOR CARRIAGE

DE WILL MAKE EVERY EFFORT TO ACCOMMODATE A PERSON WITH A DISABILITY AND WILL NOT REFUSE TO TRANSPORT A PERSON SOLELY BASED ON HIS/HER DISABILITY. IN INSTANCES WHEN REFUSING TRANSPORTATION TO A PERSON WITH A DISABILITY IS NECESSARY, DE WILL PROVIDE A WRITTEN EXPLANATION TO THE PERSON FOR THE DECISION TO REFUSE CARRIAGE AT THE TIME OF THE REFUSAL.

(B) ACCEPTANCE OF DECLARATION OF SELF-RELIANCE

EXCEPT FOR APPLICABLE SAFETY-RELATED AND REGULATIONS, DE WILL ACCEPT THE DETERMINATION MADE BY OR ON BEHALF OF A PERSON WITH A DISABILITY AS TO SELF-RELIANCE. ONCE ADVISED THAT HE OR SHE IS "SELF-RELIANT," DE SHALL NOT REFUSE SUCH PASSENGER TRANSPORTATION ON THE BASIS THAT THE PERSON WITH A DISABILITY IS NOT ACCOMPANIED BY A PERSONAL ATTENDANT OR BASED ON THE ASSUMPTION THAT THE PASSENGER MAY REQUIRE ASSISTANCE FROM AIRLINE EMPLOYEES IN MEETING THE PASSENGER'S NEEDS SUCH AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES OR ADMINISTERING MEDICATION WHICH ARE BEYOND THE RANGE OF SERVICES THAT ARE NORMALLY OFFERED BY DE.

(C) MEDICAL CLEARANCE

DE WILL NOT AUTOMATICALLY REQUIRE A MEDICAL CLEARANCE FOR PERSONS WITH DISABILITIES AS A CONDITION OF TRAVEL. RATHER, DE MAY, IN GOOD FAITH AND USING ITS REASONABLE DISCRETION, DETERMINE THAT A PERSON WITH A DISABILITY REQUIRES MEDICAL CLEARANCE WHERE THEIR SAFETY OR WELL-BEING, IN TERMS OF SUCH THINGS AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES, OR THAT OF OTHER PASSENGERS IS IN QUESTION. WHERE DE REFUSES TO TRANSPORT A PASSENGER FOR SUCH REASONS, A WRITTEN EXPLANATION MUST BE PROVIDED AT THE TIME OF REFUSAL. WHEN MEDICAL CLEARANCE IS REQUIRED A CARRIER MAY ASSESS A PERSON'S FITNESS TO TRAVEL BASED ON INFORMATION AND/OR DOCUMENTATION SUBMITTED BY THE PERSON WITH A DISABILITY (SUCH AS A NOTE FROM THE PERSON'S PHYSICIAN OR HEALTHCARE PROFESSIONAL).

(D) ADVANCE NOTICE

WHERE A PASSENGER REQUESTS A SERVICE SET OUT IN THIS RULE AT LEAST 48 HOURS PRIOR TO DEPARTURE, DE WILL PROVIDE THE SERVICE. SUCH REQUEST SHOULD BE MADE BY THE PASSENGER AT THE TIME OF RESERVATION, AND AS FAR IN ADVANCE OF TRAVEL AS POSSIBLE. WHERE A PASSENGER REQUESTS A SERVICE LESS THAN 48 HOURS PRIOR TO DEPARTURE, DE WILL MAKE A REASONABLE EFFORT TO PROVIDE THE SERVICE.

(E) SEATING RESTRICTIONS AND ASSIGNMENTS

WHEN A PERSON IDENTIFIES THE NATURE OF HIS OR HER DISABILITY, DE WILL INFORM THE PASSENGER OF THE AVAILABLE SEATS THAT ARE MOST ACCESSIBLE AND THEN ESTABLISH WITH THAT PASSENGER AN APPROPRIATE SEAT ASSIGNMENT. PASSENGERS WITH A DISABILITY WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROWS, OR OTHERWISE IN ACCORDANCE WITH APPLICABLE SAFETY-RELATED RULES AND REGULATIONS. PERSONS WITH DISABILITIES AND THEIR ATTENDANTS, WHO WILL MEET THE PERSONS' DISABILITY-RELATED NEEDS, WILL BE SEATED TOGETHER.

(F) ACCEPTANCE OF AIDS

IN ADDITION TO THE REGULAR BAGGAGE ALLOWANCE, DE WILL ACCEPT, WITHOUT CHARGE, AS PRIORITY CHECKED BAGGAGE, MOBILITY AIDS, INCLUDING:

- (1) AN ELECTRIC WHEELCHAIR, A SCOOTER OR A MANUALLY OPERATED RIGID-FRAME WHEELCHAIR;
- (2) A MANUALLY OPERATED FOLDING WHEELCHAIR;
- (3) A WALKER, A CANE, CRUTCHES OR BRACES;
- (4) ANY DEVICE THAT ASSISTS THE PERSON TO COMMUNICATE; AND
- (5) ANY PROTHESIS OR MEDICAL DEVICE.

WHERE SPACE PERMITS, DE WILL, WITHOUT CHARGE, PERMIT THE PERSON TO STORE A MANUALLY OPERATED FOLDING WHEELCHAIR AND SMALL AIDS IN THE PASSENGER CABIN DURING THE FLIGHT. THE ASSEMBLING AND DISASSEMBLING OF MOBILITY AIDS IS PROVIDED BY THE CARRIER WITHOUT CHARGE. WHEELCHAIRS AND MOBILITY AIDS WILL BE THE LAST ITEMS TO BE STOWED IN THE AIRCRAFT HOLD AND THE FIRST ITEMS TO BE REMOVED.

APPLICABLE TO DOMESTIC OPERATIONS ONLY: WHERE THE DESIGN OF THE AIRCRAFT THAT HAS FEWER THAN 60 PASSENGER SEATS DOES NOT PERMIT THE CARRIAGE OF A PERSON'S AID, DE IS NOT REQUIRED TO CARRY THE AID. DE WILL ADVISE THE PERSON ABOUT TRANSPORTATION ARRANGEMENTS THAT ARE AVAILABLE FOR THE AID.

(G) MANUALLY OPERATED WHEELCHAIR ACCESS

DE WILL PERMIT THE PERSON WHO USES A MANUALLY OPERATED WHEELCHAIR TO REMAIN IN THE WHEELCHAIR:

- (1) UNTIL THE PERSON REACHES THE BOARDING GATE;
- (2) WHERE FACILITIES PERMIT, WHILE THE PERSON IS MOVING BETWEEN THE TERMINAL AND THE DOOR OF THE AIRCRAFT;
- (3) WHERE SPACE AND FACILITIES PERMIT, WHILE THE PERSON IS MOVING BETWEEN THE TERMINAL AND THE PASSENGER SEAT.

(H) SERVICE ANIMALS

DE WILL ACCEPT FOR TRANSPORTATION, WITHOUT CHARGE, A SERVICE ANIMAL REQUIRED TO ASSIST A PERSON WITH A DISABILITY PROVIDED THAT THE ANIMAL IS PROPERLY HARNESSSED AND CERTIFIED IN WRITING AS HAVING BEEN TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION. FOR THE COMFORT OF ALL PASSENGERS, DE STAFF WILL DETERMINE, IN CONSULTATION WITH THE PERSON WITH A DISABILITY, WHERE THE PERSON AND SERVICE ANIMAL WILL BE SEATED. DE WILL ASSIGN A SEAT TO THE PERSON WHICH PROVIDES SUFFICIENT SPACE FOR THE PERSON AND THE SERVICE ANIMAL AND DE WILL PERMIT THE SERVICE ANIMAL TO

- ACCOMPANY THE PERSON ON BOARD THE AIRCRAFT AND TO REMAIN ON THE FLOOR AT THE PERSON'S PASSENGER SEAT. WHERE THERE IS INSUFFICIENT FLOOR SPACE IN THE SEAT ROW OF THE PERSON'S PASSENGER SEAT, DE WILL PERMIT THE SERVICE ANIMAL TO REMAIN ON THE FLOOR IN AN AREA WHERE THE PERSON CAN STILL EXERCISE CONTROL OVER THE ANIMAL. SHOULD INJURY OR DEATH OF A SERVICE ANIMAL RESULT FROM THE FAULT OR NEGLIGENCE OF DE, DE WILL UNDERTAKE TO PROVIDE EXPEDITIOUSLY, AND AT ITS OWN EXPENSE, MEDICAL CARE FOR OR REPLACEMENT OF THE SERVICE ANIMAL.
- (I) SERVICES TO BE PROVIDED TO PERSONS WITH DISABILITIES DE WILL ENSURE THAT SERVICES ARE PROVIDED TO PERSONS WITH DISABILITIES WHEN A REQUEST FOR SUCH SERVICES IS MADE AT LEAST 48 HOURS PRIOR TO DEPARTURE, AND WILL MAKE REASONABLE EFFORTS TO ACCOMMODATE REQUESTS NOT MADE WITHIN THIS TIME LIMIT. SERVICES TO BE PROVIDED UPON REQUEST WILL INCLUDE:
- (1) ASSISTING WITH REGISTRATION AT THE CHECK-IN COUNTER;
  - (2) ASSISTING IN PROCEEDING TO THE BOARDING AREA;
  - (3) ASSISTING IN BOARDING AND DEPLANING;
  - (4) ASSISTING IN STOWING AND RETRIEVING CARRY-ON BAGGAGE AND RETRIEVING CHECKED BAGGAGE;
  - (5) ASSISTING IN MOVING TO/FROM AN AIRCRAFT LAVATORY;
  - (6) ASSISTING IN PROCEEDING TO THE GENERAL PUBLIC AREA OR, IN SOME CASES, TO A REPRESENTATIVE OF ANOTHER CARRIER;
  - (7) TRANSFERRING A PERSON BETWEEN THE PERSON'S OWN MOBILITY AID AND A MOBILITY AID PROVIDED BY DE;
  - (8) TRANSFERRING A PERSONS BETWEEN A MOBILITY AID AND THE PERSON'S PASSENGER SEAT;
  - (9) PROVIDING LIMITED ASSISTANCE WITH MEALS, SUCH AS OPENING PACKAGES, IDENTIFYING ITEMS AND CUTTING LARGE FOOD PORTIONS;
  - (10) INQUIRING PERIODICALLY DURING A FLIGHT ABOUT A PERSON'S NEEDS; AND
  - (11) BRIEFING INDIVIDUAL PASSENGERS WITH DISABILITIES AND THEIR ATTENDANT ON EMERGENCY PROCEDURES AND THE LAYOUT OF THE CABIN.
- (J) BOARDING AND DEPLANING WHERE A PERSON WITH A DISABILITY REQUESTS ASSISTANCE IN BOARDING OR SEATING OR IN STOWING CARRY-ON BAGGAGE, DE WILL ALLOW THE PERSON, UPON REQUEST, TO BOARD THE AIRCRAFT IN ADVANCE OF OTHER PASSENGERS WHERE TIME PERMITS. DE MAY ALSO REQUIRE A PERSON, EVEN IN THE ABSENCE OF A REQUEST TO DO SO, TO BOARD THE AIRCRAFT IN ADVANCE OF OTHER PASSENGERS IN ORDER THAT IT HAS SUFFICIENT TIME TO PROVIDE THE REQUESTED ASSISTANCE.
- (K) COMMUNICATION AND CONFIRMATION OF INFORMATION ANNOUNCEMENT TO PASSENGERS CONCERNING STOPS, DISPLAYS, SCHEDULE CHANGE, CONNECTIONS, ONBOARD SERVICES AND CLAIMING OF BAGGAGE WILL BE MADE IN VISUAL, VERBAL AND/OR WRITTEN FORMAT TO PERSONS WITH DISABILITIES WHO REQUEST SUCH A SERVICE. DE WILL APPLY A WRITTEN CONFIRMATION OF SERVICES THAT IT WILL PROVIDE TO PERSON. MODIFICATION TO REFLECT THAT PRE-BOARDING CAN OCCUR UPON REQUEST OF THE PERSON WITH A DISABILITY AS WELL AS A REQUIREMENT BY DE.



- (L) INQUIRE PERIODICALLY  
WHEN PERSONS IN WHEELCHAIRS WHO ARE NOT INDEPENDENTLY  
MOBILE ARE WAITING TO BOARD AN AIRCRAFT, DE WILL  
INQUIRE PERIODICALLY ABOUT THEIR NEEDS, AND SHALL  
ATTEND TO THOSE NEEDS WHERE THE SERVICES REQUIRED ARE  
USUALLY PROVIDED BY DE.
- (M) MOBILITY AIDS  
NOTE: NOTWITHSTANDING THE NORMAL CARRIER LIABILITY AS  
CONTAINED IN THIS RULE, THE LIMIT OF LIABILITY WILL BE  
WAIVED FOR CLAIMS INVOLVING THE LOSS OF, DAMAGE TO, OR  
DELAY IN DELIVERY OF MOBILITY AIDS, WHEN SUCH ITEMS  
HAVE BEEN ACCEPTED AS CHECKED BAGGAGE OR OTHERWISE. IN  
THE EVENT THAT A MOBILITY AID IS LOST OR DAMAGED,  
COMPENSATION IS TO BE BASED ON THE COST OF THE REPAIR  
OR REPLACEMENT VALUE OF THE MOBILITY AID.  
IN THE EVENT THAT A MOBILITY AID IS LOST OR DAMAGED:
- (A) DE WILL IMMEDIATELY PROVIDE A SUITABLE TEMPORARY  
REPLACEMENT WITHOUT CHARGE;
  - (B) IF A DAMAGED AID CAN BE REPAIRED, IN ADDITION TO  
(A) ABOVE, DE WILL ARRANGE, AT ITS EXPENSE, FOR  
THE PROMPT AND ADEQUATE REPAIR OF THE AID AND  
RETURN IT TO THE PASSENGER'S AS SOON AS POSSIBLE.
  - (C) IF A DAMAGED AID CANNOT BE REPAIRED OR IS LOST AND  
CANNOT BE LOCATED WITHIN 96 HOURS FOLLOWING THE  
PASSENGER'S ARRIVAL, DE WILL IN ADDITION TO (A)  
ABOVE, REPLACE IT WITH AN IDENTICAL AID  
SATISFACTORY TO THE PASSENGER, OR REIMBURSE THE  
PASSENGER FOR THE REPLACEMENT COST OF THE AID.

## Rule 25 Refusal To Transport

- (A) REFUSAL TO TRANSPORT - REMOVAL OF PASSENGER  
THE CARRIER WILL REFUSE TO TRANSPORT, OR WILL REMOVE ANY PASSENGER AT ANY POINT FOR ANY OF THE FOLLOWING REASONS:
- (1) GOVERNMENT REQUESTS, REGULATIONS AND FORCE MAJEURE  
WHENEVER IT IS NECESSARY OR ADVISABLE TO:
    - (A) COMPLY WITH ANY GOVERNMENT REGULATION; OR
    - (B) COMPLY WITH ANY GOVERNMENT REQUEST FOR EMERGENCY TRANSPORTATION; OR
    - (C) ADDRESS FORCE MAJEURE.
  - (2) SEARCH OF PASSENGER AND PROPERTY  
WHEN THE PASSENGER REFUSES TO PERMIT A SEARCH OF HIS PERSON OR PROPERTY FOR EXPLOSIVES OR FOR CONCEALED, PROHIBITED, DEADLY OR DANGEROUS WEAPON(S) OR ARTICLE(S).
  - (3) PROOF OF IDENTITY/AGE  
WHEN THE PASSENGER REFUSES A REQUEST TO PRODUCE GOVERNMENT-ISSUED IDENTIFICATION TO DEMONSTRATE PROOF OF IDENTITY.  
APPLICABLE ONLY TO TRAVEL WITHIN CANADA:  
NOTE: THE CARRIER IS OBLIGED TO SCREEN EACH PASSENGER BY LOOKING AT THE PASSENGER, AND IN PARTICULAR THE PASSENGER'S ENTIRE FARE, TO DETERMINE IF THEY APPEAR TO BE 18 YEARS OF AGE OR OLDER. THE CARRIER IS ALSO REQUIRED TO SCREEN EACH PASSENGER WHO APPEARS TO BE 18 YEARS OF AGE OR OLDER BY COMPARING THE PASSENGER, AND IN PARTICULAR THE PASSENGER'S ENTIRE FACE, AGAINST ONE PIECE OF GOVERNMENT-ISSUED PHOTO IDENTIFICATION THAT SHOWS THE PASSENGER'S NAME, DATE OF BIRTH AND GENDER, OR TWO PIECES (WITHOUT PHOTO) OF GOVERNMENT-ISSUED IDENTIFICATION AT LEAST ONE OF WHICH SHOWS THE PASSENGER'S NAME, DATE OF BIRTH AND GENDER.  
APPLICABLE ONLY TO TRAVEL FROM CANADA:  
NOTE: THE CARRIER IS REQUIRED TO SCREEN EACH PASSENGER BY LOOKING AT THE PASSENGER, AND IN PARTICULAR THE PASSENGER'S ENTIRE FACE; TO DETERMINE IF THEY APPEAR TO BE 18 YEARS OF AGE OR OLDER. THE CARRIER IS REQUIRED TO SCREEN EACH PASSENGER WHO APPEARS TO BE 18 YEARS OF AGE OR OLDER BY COMPARING THE PASSENGER, AND IN PARTICULAR THE PASSENGER'S ENTIRE FACE, AGAINST ONE PIECE OF GOVERNMENT-ISSUED PHOTO IDENTIFICATION THAT SHOWS THE PASSENGER'S NAME, DATE OF BIRTH AND GENDER.
  - (4) IMMIGRATION OR OTHER SIMILAR CONSIDERATIONS  
WHEN THE PASSENGER IS TO TRAVEL ACROSS ANY INTERNATIONAL BOUNDARY, IF :
    - (A) THE TRAVEL DOCUMENTS OF THE PASSENGER ARE NOT IN ORDER; OR,
    - (B) FOR ANY REASON THE PASSENGER'S EMBARKATION

- FROM, TRANSIT THROUGH, OR ENTRY INTO ANY COUNTRY FROM, THROUGH, OR TO WHICH THE PASSENGER DESIRES TRANSPORTATION WOULD BE UNLAWFUL OR WOULD OTHERWISE NOT BE PERMITTED.
- (5) FAILURE TO COMPLY WITH CARRIER'S RULES AND REGULATIONS  
WHEN THE PASSENGER FAILS OR REFUSES TO COMPLY WITH RULES AND REGULATIONS OF THE CARRIER AS STATED IN THIS TARIFF.
- (6) PASSENGER'S CONDITION
- (A) WHEN THE PASSENGER'S ACTIONS OR INACTIONS PROVE TO THE CARRIER THAT HIS/HER MENTAL, INTELLECTUAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM/HER INCAPABLE OF CARING FOR HIMSELF/HERSELF WITHOUT ASSISTANCE OR MEDICAL TREATMENT EN ROUTE UNLESS:
- (I) THE PASSENGER IS ACCOMPANIED BY A PERSONAL ATTENDANT WHO WILL BE RESPONSIBLE FOR ASSISTING WITH THE PASSENGER'S NEEDS EN ROUTE SUCH AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES OR ADMINISTERING MEDICATION WHICH ARE BEYOND THE RANGE OF SERVICES THAT ARE NORMALLY OFFERED BY THE CARRIER; AND
- (II) THE PASSENGER COMPLIES WITH REQUIREMENTS OF RULE 21, TRANSPORTATION OF PASSENGERS WITH DISABILITIES.
- EXCEPTION: (FOR TRANSPORTATION TO/FROM AND WITHIN CANADA) THE CARRIER WILL ACCEPT THE DETERMINATION OF A PERSON WITH A DISABILITY AS TO SELF-RELIANCE AS PER RULE 21, TRANSPORTATION OF PASSENGERS WITH DISABILITIES.
- NOTE: IF THE PASSENGER IS ACCOMPANIED BY AN ATTENDANT AND THE PASSENGER IS REFUSED TRANSPORT, THEN THE ATTENDANT WILL ALSO BE REFUSED TRANSPORT AND THE TWO WILL BE REMOVED FROM THE AIRCRAFT TOGETHER.
- (B) WHEN THE PASSENGER HAS A CONTAGIOUS DISEASE.
- (C) WHEN THE PASSENGER HAS AN OFFENSIVE ODOR.
- (D) WHEN THE CARRIER DETERMINES, IN GOOD FAITH AND USING ITS REASONABLE DISCRETION, THAT A PASSENGER'S MEDICAL OR PHYSICAL CONDITION INVOLVES AN UNUSUAL HAZARD OR RISK TO THEIR SELF OR OTHER PERSONS (INCLUDING, IN THE CASE OF EXPECTANT MOTHERS, UNBORN CHILDREN) OR PROPERTY. THE CARRIER CAN REQUIRE THE PASSENGER TO PROVIDE A MEDICAL CERTIFICATE THAT THEN MAY BE ASSESSED BY THE CARRIER'S OWN MEDICAL OFFICER AS A CONDITION OF THE PASSENGER'S ACCEPTANCE FOR SUBSEQUENT TRAVEL. THE CARRIER MAY REFUSE TRANSPORTATION TO THE PERSON POSING SUCH HAZARD OR RISK.
- NOTE: PREGNANT PASSENGERS:
- (I) AN EXPECTANT MOTHER WITH A COMPLICATION-FREE PREGNANCY CAN TRAVEL

- ON THE CARRIER'S FLIGHTS UP TO THE 36TH WEEK OF HER PREGNANCY OR UP TO FOUR WEEKS BEFORE HER EXPECTED DUE DATE WITHOUT A MEDICAL CERTIFICATE.
- (II) AN EXPECTANT MOTHER WHO IS IN OR BEYOND THE 28TH WEEK OF HER PREGNANCY MUST PRESENT A MEDICAL CERTIFICATE, DATED WITHIN 72 HOURS OF THE SCHEDULED TIME OF DEPARTURE. THE CERTIFICATE MUST STATE THAT THE PHYSICIAN HAS EXAMINED THE PATIENT AND FOUND HER TO BE PHYSICALLY FIT FOR TRAVEL BY AIR AND THE CERTIFICATE MUST STATE THE ESTIMATED DATE OF BIRTH.
- (7) FAILURE TO PROVIDE A SUITABLE ESCORT WHEN THE PASSENGER REQUIRES AN ESCORT DUE TO A MENTAL HEALTH CONDITION AND UNDER CARE OF A PSYCHIATRIC INSTITUTION OR IN THE CUSTODY OF LAW ENFORCEMENT PERSONNEL OR OTHER RESPONSIBLE AUTHORITY AND THE NECESSARY ARRANGEMENTS HAVE NOT BEEN MADE WITH THE CARRIER IN ADVANCED OF THE DEPARTURE OF THE FLIGHT. HOWEVER, THE CARRIER WILL ACCEPT ESCORTED PASSENGERS UNDER THE FOLLOWING CONDITIONS WHEN THE PASSENGER HAS A MENTAL HEALTH CONDITION AND IS UNDER CARE OF A PSYCHIATRIC INSTITUTION OR IN CUSTODY OF LAW ENFORCEMENT PERSONNEL OR OTHER RESPONSIBLE AUTHORITY.
- (A) MEDICAL AUTHORITY FURNISHES ASSURANCE, IN WRITING, THAT AN ESCORTED PERSON WITH A MENTAL HEALTH CONDITION CAN BE TRANSPORTED SAFELY.
- (B) THE NUMBER OF PASSENGER(S) IS LIMITED BY AIRCRAFT TYPE.
- (C) REQUEST FOR CARRIAGE IS MADE AT LEAST 48 HOURS BEFORE SCHEDULED DEPARTURE.
- (D) ACCEPTANCE IS FOR ONLINE TRAVEL ONLY.
- (E) THE ESCORT MUST ACCOMPANY THE ESCORTED PASSENGER AT ALL TIMES.
- (F) PASSENGERS IN CUSTODY OF LAW ENFORCEMENT PERSONNEL OR OTHER RESPONSIBLE AUTHORITY MUST BE MANACLED.
- (B) PASSENGER'S CONDUCT - REFUSAL TO TRANSPORT - PROHIBITED CONDUCT AND SANCTIONS
- (1) PROHIBITED CONDUCT
- WITHOUT LIMITING THE GENERALITY OF THE PROCEEDING PROVISIONS, THE FOLLOWING CONSTITUTES PROHIBITED CONDUCT WHERE IT MAY BE NECESSARY, IN THE REASONABLE DISCRETION OF THE CARRIER, TO TAKE ACTION TO ENSURE THE PHYSICAL COMFORT OR SAFETY OF THE PERSON, OTHER PASSENGERS (IN THE FUTURE AND PRESENT) AND/OR THE CARRIER'S EMPLOYEES; THE SAFETY OF THE AIRCRAFT, THE UNHINDERED PERFORMANCE OF THE CREW MEMBERS IN THEIR DUTY ONBOARD THE AIRCRAFT; OR SAFE AND ADEQUATE FLIGHT OPERATIONS:
- (A) THE PERSON, IN THE REASONABLE JUDGEMENT OF A RESPONSIBLE EMPLOYEE OF THE CARRIER, IS UNDER THE INFLUENCE OF ALCOHOL OR DRUGS (EXCEPT A

- PATIENT UNDER MEDICAL CARE).
- (B) THE PERSON'S CONDUCT, OR CONDITION IS OR HAS BEEN KNOWN TO BE ABUSIVE, OFFENSIVE, THREATENING, INTIMIDATING, VIOLENT OR OTHERWISE DISORDERLY, AND, IN THE REASONABLY JUDGEMENT OF A RESPONSIBLE EMPLOYEE OF THE CARRIER, THERE IS A POSSIBILITY THAT THE PERSON WOULD CAUSE DISRUPTION OR SERIOUS IMPAIRMENT TO THE PHYSICAL COMFORT OR SAFETY OF OTHER PASSENGERS OR CARRIER'S EMPLOYEES, INTERFERE WITH A CREW MEMBER IN THE PERFORMANCE OF HIS/HER DUTIES, OR OTHERWISE JEOPARDIZE SAFE AND ADEQUATE FLIGHT OPERATIONS.
  - (C) THE PERSON'S CONDUCT INVOLVES ANY HAZARD OR RISK TO THEIR SELF OR OTHER PERSONS (INCLUDING TRAVEL INVOLVING PREGNANT PASSENGERS OR UNBORN CHILDREN) OR TO PROPERTY.
  - (D) THE PERSON FAILS TO OBSERVE THE INSTRUCTIONS OF THE AIRCRAFT CREW, INCLUDING INSTRUCTIONS TO STOP ANY PROHIBITED CONDUCT.
  - (E) THE PERSON IS UNABLE OR UNWILLING TO SIT IN HIS/HER ASSIGNED SEAT WITH THE SEAT BELT FASTENED.
  - (F) THE PERSON SMOKES OR ATTEMPTS TO SMOKE IN THE AIRCRAFT.
  - (G) THE PERSONS USES OR CONTINUES TO USE A CELLULAR PHONE, A LAPTOP COMPUTER OR ANOTHER ELECTRONIC DEVICE ONBOARD THE AIRCRAFT AFTER BEING ADVISED TO STOP SUCH USE BY A MEMBER OF THE CREW.
  - (H) THE PERSON IS BAREFOOT.
  - (I) THE PERSON IS INAPPROPRIATE DRESSED.
  - (J) THE PERSON HAS A PROHIBITED ARTICLE OR CONCEALED OR UNCONCEALED WEAPON(S). HOWEVER, THE CARRIER WILL CARRY LAW ENFORCEMENT OR ARMED FORCES PERSONNEL WHO MEET THE QUALIFICATIONS AND CONDITIONS ESTABLISHED UNDER GOVERNMENT REGULATIONS.
  - (K) THE PERSONS HAS RESISTED OR MAY REASONABLY BE BELIEVED TO BE CAPABLE OF RESISTING ESCORTS.
- (2) CARRIER RESPONSE TO PROHIBITED CONDUCT WHERE, IN THE EXERCISE OF ITS REASONABLE DISCRETION, THE CARRIER DECIDES THAT THE PASSENGER HAS ENGAGED IN PROHIBITED CONDUCT DESCRIBED ABOVE, THE CARRIER MAY IMPOSE ANY COMBINATION OF THE FOLLOWING SANCTIONS:
- (A) REMOVAL OF THE PASSENGER AT ANY POINT.
  - (B) PROBATION: AT ANY TIME, THE CARRIER MAY STIPULATE THAT THE PASSENGER IS TO FOLLOW CERTAIN PROBATIONARY CONDITIONS, SUCH AS TO NOT ENGAGE IN PROHIBITED CONDUCT, IN ORDER FOR THE CARRIER TO PROVIDE TRANSPORT TO THE PASSENGER. SUCH PROBATIONARY CONDITIONS MAY BE IMPOSED FOR ANY LENGTH OF TIME WHICH, IN THE EXERCISE OF THE CARRIER'S REASONABLE DISCRETION, IS NECESSARY TO ENSURE THE

- PASSENGER CONTINUES TO AVOID PROHIBITED CONDUCT.
- (C) REFUSAL TO TRANSPORT THE PASSENGER:  
THE LENGTH OF THIS REFUSAL TO TRANSPORT MAY RANGE FROM A ONE-TIME REFUSAL TO A LONGER PERIOD DETERMINED AT THE REASONABLE DISCRETION OF THE CARRIER IN LIGHT OF THE CIRCUMSTANCES. SUCH REFUSAL WILL BE FOR A PERIOD APPROPRIATE TO THE NATURE OF THE PROHIBITED CONDUCT AND UNTIL THE CARRIER IS SATISFIED THAT THE PASSENGER NO LONGER CONSTITUTES A THREAT TO THE SAFETY OF OTHER PASSENGERS, CREW OR THE AIRCRAFT OR TO THE COMFORT OF OTHER PASSENGERS OR CREW; THE UNHINDERED PERFORMANCE OF THE CREW MEMBERS IN THEIR DUTY ONBOARD THE AIRCRAFT; OR SAFE AND ADEQUATE FLIGHT OPERATIONS.
- (D) THE FOLLOWING CONDUCT WILL AUTOMATICALLY RESULT IN A REFUSAL TO TRANSPORT, UP TO A POSSIBLE LIFETIME BAN:
- (I) THE PERSON CONTINUES TO INTERFERE WITH THE PERFORMANCE OF A CREW MEMBER'S DUTIES DESPITE VERBAL WARNINGS BY THE CREW TO STOP SUCH BEHAVIOR.
  - (II) THE PERSON INJURIES A CREW MEMBER OR OTHER PASSENGER OR SUBJECTS A CREW MEMBER OR OTHER PASSENGER TO A CREDIBLE THREAT OF INJURY.
  - (III) THE PERSON DISPLAYS CONDUCT THAT REQUIRES AN UNSCHEDULED LANDING AND/OR THE USE OF RESTRAINTS SUCH AS TIES AND HANDCUFFS.
  - (IV) THE PERSON REPEATS A PROHIBITED CONDUCT AFTER RECEIVING A NOTICE OF PROBATION AS MENTIONED IN (2) ABOVE.

THESE REMEDIES ARE WITHOUT PREJUDICE TO THE CARRIER' OTHER RIGHTS AND RECOURSES, NAMELY TO SEEK RECOVERY OF ANY DAMAGE RESULTING FROM THE PROHIBITED CONDUCT OR AS OTHERWISE PROVIDED IN THE CARRIER'S TARIFF, INCLUDING RECOURSES PROVIDED IN THE CARRIER'S FREQUENT FLYER PROGRAM OR THE FILING OF CRIMINAL OR STATUTORY CHARGES.

- (C) RECOURSE OF THE PASSENGER/LIMITATION OF LIABILITY  
THE CARRIER'S LIABILITY IN CASE OF REFUSAL TO CARRY A PASSENGER FOR A SPECIFIC FLIGHT OR REMOVAL OF A PASSENGER EN ROUTE FOR ANY REASON SPECIFIED IN THE FOREGOING PARAGRAPHS WILL BE LIMITED TO THE RECOVERY OF THE REFUND VALUE OF THE UNUSED PORTION OF THE PASSENGER'S TICKET IN ACCORDANCE WITH RULE 90(B). INVOLUNTARY REFUNDS.
- (1) NOTWITHSTANDING THE FOREGOING PARAGRAPH, PASSENGERS AND THEIR BAGGAGE WILL BE ENTITLED TO ALL OTHER ADDITIONAL RIGHTS THEY MAY HAVE UNDER THIS TARIFF OR ELSEWHERE OR ANY LEGAL RIGHTS THAT INTERNATIONAL PASSENGERS MAY HAVE PURSUANT TO INTERNATIONAL CONVENTIONS (E.G., THE WARSAW CONVENTION OR THE MONTREAL CONVENTION) AND RELATED TREATIES.

- (2) A PERSON WHO REFUSED CARRIAGE FOR A PERIOD OF TIME, UP TO A LIFETIME BAN, OR TO WHOM A PROBATION NOTICE IS SERVED MAY PROVIDE TO THE CARRIER, IN WRITING, THE REASONS WHY HE/SHE BELIEVES THEY NO LONGER POSES A THREAT TO THE SAFETY OR COMFORT OF PASSENGERS OR CREW, OR TO THE SAFETY OF THE AIRCRAFT. SUCH DOCUMENT MAY BE SENT TO THE ADDRESS PROVIDED IN THE REFUSAL TO CARRY NOTICE OR THE NOTICE OF PROBATION.
- (3) THE CARRIER WILL RESPOND TO THE PASSENGER WITHIN A REASONABLE PERIOD OF TIME PROVIDING CARRIER'S ASSESSMENT AS TO WHETHER IT REMAINS NECESSARY TO CONTINUE THE BAN OR MAINTAIN THE PROBATION PERIOD.

## Rule 30 Ground Transfer Service

### (A) GENERAL

- (1) EXCEPT AS OTHERWISE PROVIDED BELOW, CARRIER DOES NOT MAINTAIN, OPERATE OR PROVIDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS OR BETWEEN AIRPORTS AND TOWN CENTERS. EXCEPT WHERE GROUND TRANSFER SERVICE IS DIRECTLY OPERATED BY CARRIER, IT IS AGREED THAT ANY SUCH SERVICE IS PERFORMED BY INDEPENDENT OPERATORS WHO ARE NOT AND SHALL NOT BE DEEMED TO BE AGENTS OR SERVANTS OF CARRIER. ANYTHING DONE BY AN EMPLOYEE, AGENT OR REPRESENTATIVE OF CARRIER IN ASSISTING THE PASSENGER TO MAKE ARRANGEMENTS OF SUCH GROUND TRANSFER SERVICE SHALL IN NO WAY MAKE CARRIER LIABLE FOR THE ACTS OR OMISSIONS OF SUCH AN INDEPENDENT OPERATOR. IN CASES WHERE A CARRIER MAINTAINS AND OPERATES FOR ITS PASSENGERS LOCAL TRANSFER SERVICES, THE TERMS, CONDITIONS, RULES AND REGULATIONS OF THE CARRIER, INCLUDING (BUT WITHOUT LIMITATION) THOSE STATED OR REFERRED TO IN THEIR TICKETS, BAGGAGE CHECKS AND BAGGAGE VALUATION AGREEMENTS SHALL BE DEEMED APPLICABLE TO SUCH LOCAL SERVICES. NO PORTION OF THE FARE SHALL BE REFUNDABLE IN THE EVENT LOCAL TRANSFER SERVICES ARE NOT USED.
- (2) IN THE CASE OF SCHEDULED OVERNIGHT STOPS ON THROUGH SERVICE VIA THE SAME OR A COMBINATION OF CARRIERS NAMED, GROUND TRANSFER CHARGES MAY BE BORNE BY THE CARRIER.

### (B) AT POINTS IN AREA NO. 1

GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.



RULE 35 PASSENGER EXPENSES EN ROUTE

(A) INFLIGHT SERVICES

MEALS

MEALS, IF SERVED, WILL BE FREE OF CHARGE, UNLESS SPECIFIED IN THE PUBLISHED TARIFFS OF CARRIER. MEALS ARE NOT SERVED ON ALL FLIGHTS. IF SERVED, THE CARRIER WILL TRY TO PROVIDE THE CHOICE OF MEALS, REQUESTED BY THE PASSENGER, BUT DOES NOT GUARANTEE IT.

(B) EN ROUTE GROUND SERVICES

HOTEL ACCOMMODATIONS AND OTHER SERVICES EXCEPT AS PROVIDED BELOW, HOTEL EXPENSES ARE NOT INCLUDED IN PASSENGER FARES, AND IN THE CASE OF SCHEDULED OVERNIGHT OR OTHER STOPS ON THROUGH SERVICES, THE COST OF HOTEL ACCOMMODATIONS MAY BE BORNE BY CARRIER.

(C) ARRANGEMENTS MADE BY CARRIER

IN MAKING ARRANGEMENTS FOR HOTEL OR OTHER HOUSING AND BOARD ACCOMMODATION FOR PASSENGERS, OR FOR OTHER SERVICES REQUESTED BY PASSENGERS, WHETHER OR NOT THE COST OF SUCH ARRANGEMENTS ARE FOR THE ACCOUNT OF CARRIER, CARRIER ACTS ONLY AS AGENT FOR THE PASSENGER AND CARRIER IS NOT LIABLE FOR LOSS, DAMAGE OR EXPENSE INCURRED BY THE PASSENGER AS A RESULT OF, OR IN CONNECTION WITH, THE USE BY THE PASSENGER OF SUCH ACCOMMODATION OR OTHER SERVICE, OR THE DENIAL OF THE USE THEREOF TO THE PASSENGER BY ANY OTHER PERSON, COMPANY OR AGENCY.

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## Rule 40 Taxes

ANY TAX OR OTHER CHARGE IMPOSED BY GOVERNMENT AUTHORITY AND COLLECTIBLE FROM A PASSENGER WILL BE IN ADDITION TO THE PUBLISHED FARES AND CHARGES.

EXCEPTION: TRANSIT TAXES AT CONNECTING POINTS WILL BE BORNE BY CARRIER IN CASE OF SCHEDULED OVERNIGHT OR OTHER STOPS ON THROUGH SERVICES.

## Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

- (A) COMPLIANCE WITH REGULATIONS  
THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS, ORDERS, DEMANDS OR TRAVEL REQUIREMENTS OF COUNTRIES TO BE FLOWN FROM, INTO OR OVER, AND WITH ALL RULES, REGULATIONS AND INSTRUCTIONS OF CARRIER. CARRIER SHALL NOT BE LIABLE FOR ANY AID OR INFORMATION GIVEN BY ANY AGENT OR EMPLOYEE OF CARRIER TO ANY PASSENGER IN CONNECTION WITH OBTAINING NECESSARY DOCUMENTS OR COMPLYING WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS, WHETHER GIVEN ORALLY OR IN WRITING; OR FOR THE CONSEQUENCES TO ANY PASSENGER RESULTING FROM HIS FAILURE TO OBTAIN SUCH DOCUMENTS OR TO COMPLY WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS.

(B) PASSPORTS AND VISAS

- (1) THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES CONCERNED. CARRIER WILL REFUSE CARRIAGE TO ANY PASSENGER WHO HAS NOT COMPLIED WITH APPLICABLE LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OR WHOSE DOCUMENTS ARE NOT COMPLETE. CARRIER IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.
- (2) SUBJECT TO APPLICABLE LAWS AND REGULATIONS, THE PASSENGER AGREES TO PAY THE APPLICABLE FARE WHENEVER CARRIER, ON GOVERNMENT ORDER, IS REQUIRED TO RETURN A PASSENGER AT HIS POINT OF ORIGIN OR ELSEWHERE DUE TO THE PASSENGER'S INADMISSIBILITY INTO A COUNTRY, WHETHER OF TRANSIT OR OF DESTINATION. CARRIER WILL APPLY TO THE PAYMENT OF SUCH FARES ANY FUNDS PAID BY THE PASSENGER TO CARRIER FOR UNUSED CARRIAGE, OR ANY FUNDS OF THE PASSENGER IN THE POSSESSION OF CARRIER. THE FARE COLLECTED FOR CARRIAGE TO THE POINT OF REFUSAL OR DEPORTATION WILL NOT BE REFUNDED BY CARRIER.
- (3) PASSENGERS TRAVELLING WITHOUT A VISA (TWOV) SERVICE CHARGES. A PASSENGER TRAVELLING WITHOUT A VISA WHO TRANSITS A POINT WITHIN A COUNTRY REQUIRING A VISA FOR LAWFUL ENTRY, WILL BE ASSESSED A SERVICE CHARGE OF USD 50.00/CAD 60.00 OR ITS EQUIVALENT CONVERTED AT THE APPLICABLE BANKER'S RATE WHEN DE IS THE CARRIER PROVIDING THE PASSENGER WITH TRANSPORTATION TO/FROM SUCH POINT.

NOTE: THE SERVICE CHARGE WILL BE ASSESSED EITHER WHEN DE ISSUES OR REISSUES THE PASSENGER'S TICKET OR WHEN PASSENGER CHECKS-IN FOR FLIGHT.

(C) CUSTOMS INSPECTION

IF REQUIRED, THE PASSENGER MUST ATTEND INSPECTION OF HIS BAGGAGE, CHECKED OR UNCHECKED, BY CUSTOMS OR OTHER GOVERNMENT OFFICIALS. CARRIER ACCEPTS NO RESPONSIBILITY TOWARD THE PASSENGER IF THE LATTER FAILS TO OBSERVE THIS CONDITION. IF DAMAGE IS CAUSED TO CARRIER BECAUSE OF THE PASSENGER'S FAILURE TO OBSERVE THIS CONDITION, THE PASSENGER SHALL INDEMNIFY CARRIER THEREFOR.

(D) GOVERNMENT REGULATION

NO LIABILITY SHALL ATTACH TO CARRIER IF CARRIER IN GOOD FAITH DETERMINES THAT WHAT IT UNDERSTANDS TO BE APPLICABLE LAW, GOVERNMENT REGULATION, DEMAND, ORDER OR REQUIREMENT REQUIRES THAT IT REFUSE AND IT DOES REFUSE TO CARRY A PASSENGER.

## Rule 50 Preplanned Oxygen Service

PROVIDED ADVANCE ARRANGEMENTS ARE MADE WITH THE CARRIER, DE WILL PROVIDE PRE-PLANNED OXYGEN SERVICE TO PASSENGERS SUBJECT TO THE FOLLOWING CONDITIONS:

- (A) VERIFICATION AND CONFIRMATION OF THEIR FITNESS TO TRAVEL BY AIR, BY THE DE MEDICAL SERVICE OR BY PRESENTING A CERTIFICATE FROM AN ATTENDING PHYSICIAN DESCRIBING PASSENGERS CONDITION AND ATTESTING TO HIS/HER NEED FOR OXYGEN.
- (B) DE CAN PROVIDE TWO KINDS OF OXYGEN;
  - (1) FOR OCCASIONAL USE OF THE OXYGEN SUPPLY WOULD LAST FOR APPROXIMATELY 150 MINUTES CONSTANT USE. THE CHARGE FOR THIS SERVICE IS 100 PERCENT OF THE NORMAL ONE WAY ADULT FARE FOR THE CLASS AND SECTOR OVER WHICH THE PASSENGER IS PROVIDED BY DE WITH OXYGEN.  
NOTE: PASSENGERS ON STRETCHER: NO CHARGE.
  - (2) FOR CONSTANT USE OF OXYGEN SUPPLY WOULD LAST FOR APPROXIMATELY 11 HOURS UNINTERRUPTED USE OF OXYGEN WITH A SUPPLY RATE OF 4 LITERS PER MINUTE. THIS EQUIPMENT IS FOR "SEVERELY INVALID" PASSENGERS AND MUST BE OPERATED DURING FLIGHT BY A MEMBER OF THE DE MEDICAL SERVICE STAFF. THE CHARGE FOR THIS SERVICE IS 100 PERCENT OF THE NORMAL ONE WAY ADULT FARE FOR THE CLASS AND SECTOR OVER WHICH THE PASSENGER IS PROVIDED BY DE WITH OXYGEN PLUS DMK 100 OR EQUIVALENT FOR EACH SCHEDULED BLOCK TIME HOUR OF THE FLIGHTS ON WHICH THE PASSENGER RECEIVES OXYGEN SUPPLY PLUS ABOVE CHARGE FOR DE EMPLOYEE AS ESCORT.  
NOTE: PASSENGERS ON STRETCHER: AS ABOVE EXCEPT FOR 100 PERCENT OF THE APPLICABLE ADULT FARE.

Rule 51 International/Domestic Surcharge (Applicable From Canada only)

- (A) DE WILL COLLECT AN INTERNATIONAL/DOMESTIC SURCHARGE ON DE FLIGHT SECTORS IN ADDITION TO THE AIR FARE.
- (B) THE CODE "YQ" WILL BE USED.
  - (1) THE VALUE OF THIS SURCHARGE IS:
    - (A) CAD 75 ON TRANSATLANTIC SECTORS FOR JOURNEY ORIGINATING IN CANADA FOR BUSINESS CLASS FARES.
    - (B) CAD 75 ON TRANSATLANTIC SECTORS FOR JOURNEY ORIGINATING IN CANADA FOR ECONOMY CLASS & PREMIUM FARES.
  - (2) YQ DOES NOT APPLY ON DE FLIGHT NUMBERS OPERATED BY GROUND TRANSPORTATION OPERATED BY BUSES AND DOES NOT APPLY FOR "RAILFLY" SERVICES OPERATED BY TRAINS. YQ DOES NOT APPLY FROM CANADA TO INDIA.
- (C) THE CHARGE APPLIES ON TICKETS OF DE OR INTERLINING CARRIER'S TICKET PROVIDED THE RESPECTIVE INTERLINE CARRIER DOES NOT COLLECT SUCH SURCHARGE.  
EXCEPTION: YQ DOES NOT APPLY TO THE PORTION OF JOURNEYS WHERE DE FLIGHT NUMBERS ARE OPERATED BY GROUND TRANSPORTATION (BUSES) OR "RAILFLY" SERVICE (TRAINS).
- (D) THIS SURCHARGE APPLIES ON DEPARTURE. THE INTERNATIONAL/DOMESTIC SURCHARGE AMOUNT IS CHARGED AT THE TIME OF TICKET ISSUANCE AND SHOWN IN THE TICKET TAX/FEES/CHARGES BOX.
- (E) THE CHARGE APPLIES TO ALL PASSENGERS IN ALL FLIGHT CLASS ON ALL FARE TYPES EXCEPT AS NOTED ABOVE.  
EXCEPTION: THIS CHARGE DOES NOT APPLY TO INFANTS AND ID (INDUSTRY DISCOUNT) TRAVEL.

## Rule 55 Limitations of Liability

- (A) SUCCESSIVE CARRIERS  
TRANSPORTATION TO BE PERFORMED UNDER ONE TICKET OR UNDER A TICKET ISSUED WITH ANY CONJUNCTION TICKET BE SEVERAL SUCCESSIVE CARRIER WILL BE REGARDED AS SINGLE OPERATION.
- (B) LAWS AND PROVISIONS APPLICABLE
  - (1) LIABILITY IN THE CASE OF DEATH OR BODILY INJURY OF A PASSENGER  
THE CARRIER SHALL BE LIABLE UNDER ARTICLE 17 OF THE WARSAW CONVENTION OR MONTREAL CONVENTION, WHICHEVER MAY APPLY, FOR RECOVERABLE COMPENSATORY DAMAGES SUSTAINED IN THE CASE OF DEATH OR BODILY INJURY OF A PASSENGER, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:
    - (A) THE CARRIER SHALL NOT BE ABLE TO EXCLUDE OR LIMIT ITS LIABILITY FOR DAMAGES NOT EXCEEDING 113,100 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER.
    - (B) THE CARRIER SHALL NOT BE LIABLE FOR DAMAGES TO THE EXTENT THAT THEY EXCEED 113,100 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER IF THE CARRIER PROVES THAT:
      - (I) SUCH DAMAGE WAS NOT DUE TO THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF THE CARRIER OR ITS SERVANTS OR AGENTS; OR
      - (II) SUCH DAMAGE WAS SOLELY DUE TO THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF A THIRD PARTY.
    - (C) THE CARRIER RESERVES ALL OTHER DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, TO SUCH CLAIMS INCLUDING, BUT NOT LIMITED TO, THE EXONERATION DEFENSES OF ARTICLE 21 OF THE WARSAW CONVENTION AND ARTICLE 20 OF THE MONTREAL CONVENTION, EXCEPT THAT THE CARRIER SHALL NOT INVOKE ARTICLES 20 AND 22(1) OF THE WARSAW CONVENTION IN A MANNER INCONSISTENT WITH SUB-PARAGRAPHS (1) AND (2) HEREOF.
    - (D) WITH RESPECT TO THIRD PARTIES, THE CARRIER RESERVES ALL RIGHTS OF RECOURSE AGAINST ANY OTHER PERSON, INCLUDING, WITHOUT LIMITATION, RIGHTS OF CONTRIBUTION AND INDEMNITY.
    - (E) THE CARRIER AGREES THAT, SUBJECT TO APPLICABLE LAW, RECOVERABLE COMPENSATORY DAMAGES FOR SUCH CLAIMS MAY BE DETERMINED BY REFERENCES TO THE LAWS OF THE COUNTRY OF THE DOMICILE OR COUNTRY OF PERMANENT RESIDENCE OF THE PASSENGER.
  - (2) IN CASES OF BODILY INJURY OR DEATH, THE CARRIER SHALL MAKE AN ADVANCE PAYMENT WHERE THE CARRIER

DETERMINES IT IS NECESSARY TO MEET THE IMMEDIATE ECONOMIC NEEDS OF, AND HARDSHIP SUFFERED BY, A PASSENGER AS PROVIDED IN THE FOLLOWING PARAGRAPHS:

- (A) UNLESS A DISPUTE ARISES OVER THE IDENTITY OF THE PERSON TO WHOM AN ADVANCE PAYMENT SHALL BE MADE, THE CARRIER SHALL, WITHOUT DELAY, MAKE THE ADVANCE PAYMENT TO THE PASSENGER IN AN AMOUNT OR AMOUNTS DETERMINED BY THE CARRIER IN ITS SOLE DISCRETION. IN THE EVENT OF DEATH OF A PASSENGER, THE AMOUNT OF THE ADVANCE PAYMENT SHALL NOT BE LESS THAN 16,000 SPECIAL DRAWING RIGHTS, WHICH SHALL BE PAID TO A REPRESENTATIVE OF THE PASSENGER'S NEXT OF KIN ELIGIBLE TO RECEIVE SUCH ADVANCE PAYMENT AS DETERMINED BY THE CARRIER IN ITS SOLE DISCRETION.
  - (B) THE CARRIER SHALL MAKE THE ADVANCE PAYMENT AS AN ADVANCE AGAINST THE CARRIER'S LIABILITY UNDER THE WARSAW CONVENTION, OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY. AN ADVANCE PAYMENT SHALL NOT CONSTITUTE RECOGNITION OF LIABILITY. AN ADVANCE PAYMENT SHALL BE OFFSET AGAINST, OR DEDUCTED FROM THE PAYMENT OF, ANY SETTLES OR JUDGEMENT WITH RESPECT TO ANY CLAIM FOR COMPENSATION ON BEHALF OF THE PASSENGER.
  - (C) THE CARRIER, IN MAKING AN ADVANCE PAYMENT, DOES NOT WAIVE ANY RIGHTS, DEFENSES, OR LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION, OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, TO ANY CLAIM, NOR SHALL ACCEPTANCE OF AN ADVANCE PAYMENT CONSTITUTE A RELEASE OF ANY CLAIM WHATSOEVER, BY ANY PERSON.
  - (D) THE CARRIER, IN MAKING AN ADVANCE PAYMENT, PRESERVES ITS RIGHT TO SEEK CONTRIBUTION OR INDEMNITY FROM ANY OTHER PERSON FOR SUCH PAYMENT, WHICH SHALL NOT BE DEEMED TO BE A VOLUNTARY CONTRIBUTION OR CONTRACTUAL PAYMENT ON THE PART OF THE CARRIER.
  - (E) THE CARRIER MAY RECOVER AN ADVANCE PAYMENT FROM ANY PERSON WHERE IT IS PROVEN THAT THE CARRIER IS NOT LIABLE FOR ANY DAMAGE SUSTAINED BY THE PASSENGER, OR WHERE IT IS PROVEN THAT THE PERSON WAS NOT ENTITLED TO RECEIVE THE PAYMENT. OR WHERE AND TO THE EXTENT THAT IT IS PROVEN THAT THE PERSON WHO RECEIVED THE ADVANCE PAYMENT CAUSED, OR CONTRIBUTED TO, THE DAMAGE.
- (3) LIABILITY IN THE CASE OF PASSENGER DELAY  
THE CARRIER SHALL BE LIABLE FOR DAMAGE OCCASIONED BY DELAY IN THE CARRIAGE OF PASSENGERS BY AIR, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:
- (A) THE CARRIER SHALL NOT BE LIABLE IF IT PROVES THAT IT AND ITS SERVANTS AND AGENTS TOOK ALL MEASURES THAT COULD REASONABLY BE REQUIRED TO AVOID THE DAMAGE, OR THAT IT WAS IMPOSSIBLE FOR IT OR THEM TO TAKE SUCH MEASURES.



- (B) DAMAGES OCCASIONED BY DELAY ARE SUBJECT TO THE TERMS, LIMITATIONS AND DEFENSES SET FORTH IN THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, IN ADDITION TO ANY LIMITATION OR DEFENSE RECOGNIZED BY A COURT WITH PROPER JURISDICTION OVER CLAIM.
  - (C) THE CARRIER RESERVES ALL DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY TO CLAIMS FOR DAMAGE OCCASIONED BY DELAY, INCLUDING, BUT NOT LIMITED TO, THE EXONERATION DEFENSE OF ARTICLE 21 OF THE WARSAW CONVENTION AND ARTICLE 20 OF THE MONTREAL CONVENTION. UNDER THE MONTREAL CONVENTION, THE LIABILITY OF THE CARRIER FOR DAMAGE CAUSED BY DELAY IS LIMITED TO 4,694 SDR PER PASSENGER. THE LIMITS OF LIABILITY SHALL NOT APPLY IN CASES DESCRIBED IN ARTICLE 25 OF THE WARSAW CONVENTION OR ARTICLE 22(5) OF THE MONTREAL CONVENTION, WHICHEVER MAY APPLY.
- (4) LIABILITY IN THE CASE OF DESTRUCTION OR LOSS OF, DAMAGE TO, OR DELAY OF CHECKED AND UNCHECKED BAGGAGE
- THE CARRIER IS LIABLE FOR DAMAGES SUSTAINED IN THE CASE OF DESTRUCTION OR LOSS OF, DAMAGE TO, OR DELAY OF CHECKED AND UNCHECKED BAGGAGE, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:
- (A) EXCEPT AS PROVIDED BELOW, THE LIABILITY OF THE CARRIER IS LIMITED TO 1,131 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER IN THE CASE OF DESTRUCTION, LOSS, DAMAGE, OR DELAY OF BAGGAGE, WHETHER CHECKED OR UNCHECKED, UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY. UNLESS THE PASSENGER PROVES OTHERWISE:
    - (I) ALL BAGGAGE CHECKED BY A PASSENGER SHALL BE CONSIDERED TO BE THE PROPERTY OF THAT PASSENGER.
    - (II) A PARTICULAR PIECE OF BAGGAGE, CHECKED OR UNCHECKED, SHALL NOT BE CONSIDERED TO BE THE PROPERTY OF MORE THAN ONE PASSENGER; AND
    - (III) UNCHECKED BAGGAGE, INCLUDING PERSONAL ITEMS, SHALL BE CONSIDERED TO BE THE PROPERTY OF THE PASSENGER IN POSSESSION OF THE BAGGAGE AT THE TIME OF EMBARKATION.
  - (B) IF A PASSENGER MAKES, AT THE TIME CHECKED BAGGAGE IS HANDED TO THE CARRIER, A SPECIAL DECLARATION OF INTEREST AND HAS PAID A SUPPLEMENTARY SUM, IF APPLICABLE, THE CARRIER WILL BE LIABLE FOR DESTRUCTION, LOSS, DAMAGE, OR DELAY OF SUCH CHECKED BAGGAGE IN AN AMOUNT NOT EXCEEDING THE DECLARED AMOUNT, UNLESS THE CARRIER PROVES THAT THE DECLARED AMOUNT IS GREATER THAN THE PASSENGER'S ACTUAL INTEREST IN DELIVERY AT DESTINATION. THE DECLARED

AMOUNT, AND THE CARRIER'S LIABILITY, SHALL NOT EXCEED THE TOTAL AMOUNT OF DECLARATION PERMISSIBLE UNDER THE CARRIER'S REGULATIONS, INCLUSIVE OF THE LIMITATION OF PARAGRAPH (B)(4)(A) HEREOF. IN THE CASE OF TRANSPORTATION UNDER THE WARSAW CONVENTION, NO SUPPLEMENTARY SUM SHALL APPLY UNLESS THE DECLARED AMOUNT EXCEEDS 19 SPECIAL DRAWING RIGHTS PER KILOGRAM OF THE TOTAL RECORDED WEIGHT OF THE CHECKED BAGGAGE AT THE TIME THE BAGGAGE IS HANDED TO THE CARRIER.

NOTE: THIS PROVISIONS IS NOT APPLICABLE TO A PERSON WITH A DISABILITY'S MOBILITY AID.

(C) IN THE CASE OF UNCHECKED BAGGAGE, THE CARRIER IS LIABLE ONLY TO THE EXTENT THE DAMAGE RESULTED FROM ITS FAULT, OR THAT OF ITS SERVANTS OR AGENTS.

(D) THE CARRIER IS LIABLE FOR THE DAMAGE SUSTAINED IN CASE OF DESTRUCTION OR LOSS OF, OR DAMAGE TO, CHECKED BAGGAGE UPON CONDITION ONLY THAT THE EVENT WHICH CAUSED THE DESTRUCTION, LOSS OR DAMAGE TOOK PLACE ON BOARD THE AIRCRAFT OR DURING ANY PERIOD WITHIN WHICH THE CHECKED BAGGAGE WAS IN THE CHARGE OF THE CARRIER. HOWEVER, THE CARRIER IS NOT LIABLE IF AND TO THE EXTENT THAT THE DAMAGE RESULTED FROM THE INHERENT DEFECT, QUALITY OR VICE OF THE BAGGAGE. FURTHER, THE CARRIER LIABILITY FOR THE DESTRUCTION, LOSS, DAMAGE OR DELAY OF BAGGAGE IS SUBJECT TO THE TERMS, LIMITATIONS AND DEFENSES SET FORTH IN THE WARSAW CONVENTION, WHICHEVER MAY APPLY, IN ADDITION TO ANY LIMITATION OF DEFENSE RECOGNIZED BY A COURT WITH PROPER JURISDICTION OVER CLAIM.

(E) THE CARRIER RESERVES ALL DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY TO SUCH CLAIMS INCLUDING, BUT NOT LIMITED TO, THE DEFENSE OF ARTICLE 20 OF THE WARSAW CONVENTION AND ARTICLE 19 OF THE MONTREAL CONVENTION, AND THE EXONERATION DEFENSE OF ARTICLE 21 OF THE WARSAW CONVENTION AND ARTICLE 20 OF THE MONTREAL CONVENTION, EXCEPT THAT THE CARRIER SHALL NOT INVOKE ARTICLE 22(2) AND 22(3) OF THE WARSAW CONVENTION IN A MANNER INCONSISTENT WITH PARAGRAPH (1) HEREOF. THE LIMITS OF LIABILITY SHALL NOT APPLY IN CASES DESCRIBED IN ARTICLE 25 OF THE WARSAW CONVENTION OR ARTICLE 22(5) OF THE MONTREAL CONVENTION, WHICHEVER MAY APPLY.

(5) MOBILITY AIDS

NOTE: NOTWITHSTANDING THE NORMAL CARRIER LIABILITY AS CONTAINED IN THIS RULE, THE LIMIT OF LIABILITY WILL BE WAIVED FOR CLAIMS INVOLVING THE LOSS OF, DAMAGE TO, OR DELAY IN DELIVERY OF MOBILITY AIDS, WHEN SUCH ITEMS HAVE BEEN ACCEPTED

AS CHECKED BAGGAGE OR OTHERWISE. IN THE EVENT THAT A MOBILITY AID IS LOST OR DAMAGED, COMPENSATION IS TO BE BASED ON THE COST OF THE REPAIR OR REPLACEMENT VALUE OF THE MOBILITY AID. IN THE EVENT THAT A MOBILITY AID IS LOST OR DAMAGED:

- (A) THE AIR CARRIER WILL IMMEDIATELY PROVIDE A SUITABLE TEMPORARY REPLACEMENT WITHOUT CHARGE;
  - (B) IF A DAMAGED AID CAN BE REPAIRED, IN ADDITION TO (A) ABOVE, THE AIR CARRIER WILL ARRANGE, AT ITS EXPENSE, FOR THE PROMPT AND ADEQUATE REPAIR OF THE AID AND RETURN IT TO THE PASSENGER AS SOON AS POSSIBLE;
  - (C) IF A DAMAGED AID CANNOT BE REPAIRED OR IS LOST AND CANNOT BE LOCATED WITHIN 96 HOURS FOLLOWING THE PASSENGER'S ARRIVAL, THE CARRIER WILL IN ADDITION TO (A) ABOVE, REPLACE IT WITH AN IDENTICAL AID SATISFACTORY TO THE PASSENGER, OR REIMBURSE THE PASSENGER FOR THE REPLACEMENT COST OF THE AID.
- (6) SERVICE ANIMALS  
SHOULD INJURY OR DEATH OF A SERVICE ANIMAL RESULT FROM THE FAULT OR NEGLIGENCE OF THE CARRIER, THE CARRIER WILL UNDERTAKE TO PROVIDE EXPEDITIOUSLY, AND AT ITS OWN EXPENSE, MEDICAL CARE FOR OR REPLACEMENT OF THE SERVICE ANIMAL.
- (C) TIME LIMITATIONS ON CLAIMS AND ACTIONS  
UNDER THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, AN ACTION FOR DAMAGES MUST BE BROUGHT WITHIN TWO YEARS, AND A COMPLAINT MUST BE MADE TO THE CARRIER WITHIN SEVEN CALENDAR DAYS IN THE CASE OF DAMAGE TO BAGGAGE, AND 21 CALENDAR DAYS IN THE CASE OF DELAY THEREOF. FOR BAGGAGE CLAIMS, REIMBURSEMENT FOR EXPENSES WILL BE BASED UPON ACCEPTABLE PROOF OF CLAIM.
- (D) NOTICES  
THE CARRIER WILL PROVIDE EACH PASSENGER WHOSE TRANSPORTATION IS GOVERNED BY THE WARSAW CONVENTION OR THE MONTREAL CONVENTION WITH THE FOLLOWING NOTICE:  
ADVICE TO INTERNATIONAL PASSENGERS ON CARRIER LIABILITY  
PASSENGERS ON A JOURNEY INVOLVING AN ULTIMATE DESTINATION OR A STOP IN A COUNTRY OTHER THAN THE COUNTRY OF DEPARTURE ARE ADVISED THAT INTERNATIONAL TREATIES KNOWN AS THE MONTREAL CONVENTION, OR ITS PREDECESSOR, THE WARSAW CONVENTION, INCLUDING ITS AMENDMENTS, MAY APPLY TO THE ENTIRE JOURNEY, INCLUDING ANY PORTION THEREOF WITHIN A COUNTRY. FOR SUCH PASSENGERS, THE TREATY, INCLUDING SPECIAL CONTRACT OF CARRIAGE EMBODIED IN APPLICABLE TARIFF, GOVERNS AND MAY LIMIT THE LIABILITY OF THE CARRIER IN RESPECT OF DEATH OR INJURY TO PASSENGERS, AND FOR DESTRUCTION OR LOSS OF, OR DAMAGE TO, BAGGAGE AND FOR DELAY OF PASSENGERS AND BAGGAGE.  
FOR SERVICES PROVIDED IN THE EU, THE CARRIER WILL USE THE FOLLOWING NOTICE IN ADDITION TO THE PRECEDING NOTICE:  
"LIMITS OF LIABILITY: THE APPLICABLE LIMITS OF

LIABILITY FOR YOUR JOURNEY ON A FLIGHT TICKETED BY THIS CARRIER ARE:

- (1) THERE ARE NO FINANCIAL LIMITS FOR DEATH OR BODILY INJURY AND THE AIR CARRIER MAY MAKE AN ADVANCE PAYMENT TO MEET IMMEDIATE ECONOMIC NEEDS OF THE PERSON ENTITLED TO CLAIM COMPENSATION;
- (2) IN THE CASE OF DESTRUCTION, LOSS OF, OR DAMAGE OR DELAY TO BAGGAGE, 1,131 SPECIAL DRAWING RIGHTS PER PASSENGER IN MOST CASES. YOU MAY BENEFIT FROM A HIGHER LIMIT OF LIABILITY FOR LOSS OF, DAMAGE OR DELAY TO BAGGAGE BY MAKING AT CHECK IN A SPECIAL DECLARATION OF THE VALUE OF YOUR BAGGAGE AND PAYING ANY SUPPLEMENTARY FEE THAT MAY APPLY. ALTERNATIVELY, IF THE VALUE OF YOUR BAGGAGE EXCEEDS THE APPLICABLE LIMIT OF LIABILITY, YOU SHOULD FULLY INSURE IT BEFORE YOU TRAVEL;
- (3) IN THE CASE OF DELAY TO YOUR JOURNEY, 4,694 SPECIAL DRAWING RIGHTS PER PASSENGER.

IF YOUR JOURNEY ALSO INVOLVES CARRIAGE BY OTHER AIRLINES, YOU SHOULD CONTACT THEM FOR INFORMATION ON THEIR LIMITS OF LIABILITY."

(E) OVERRIDING LAW

IF ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR THIS TARIFF IS FOUND TO BE CONTRARY TO AN APPLICABLE LAW, GOVERNMENT REGULATION, ORDER OR REQUIREMENT, WHICH CANNOT BE WAIVED BY AGREEMENT OF THE PARTIES, SUCH PROVISION, TO THE EXTENT THAT IT IS INVALID, SHALL BE SEVERED FROM THE TICKET OR TARIFF AND THE REMAINING PROVISIONS SHALL CONTINUE TO BE OF FULL FORCE AND EFFECT.

(F) MODIFICATION AND WAIVER

NO AGENT, SERVANT OR REPRESENTATIVE OF THE CARRIER HAS THE AUTHORITY TO ALTER, MODIFY, OR WAIVE ANY PROVISIONS OF THE CONTENT OF CARRIAGE OR THIS TARIFF.

(G) GRATUITOUS TRANSPORTATION

ALL PASSENGERS WHO ARE TRANSPORTED GRATUITOUSLY BY THE CARRIER WILL BE GOVERNED BY ALL THE PROVISIONS OF THIS RULE AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.

## Rule 60 Reservations

(A) GENERAL

A TICKET WILL BE VALID ONLY FOR THE FLIGHT(S) FOR WHICH RESERVATION(S) SHALL HAVE BEEN MADE, AND ONLY BETWEEN THE POINTS NAMED ON THE TICKET OR APPLICABLE FLIGHT COUPONS. A PASSENGER HOLDING AN UNUSED OPEN-DATE TICKET OR PORTION THEREOF OR MISCELLANEOUS CHARGES ORDER FOR ONWARD TRAVEL, OR WHO WISHES TO CHANGE HIS TICKETED RESERVATION TO ANOTHER DATE, SHALL NOT BE ENTITLED TO ANY PREFERENTIAL RIGHT WITH RESPECT TO THE OBTAINING OF A RESERVATION.

(B) CONDITIONS OF RESERVATIONS

RESERVATIONS SHALL BE TENTATIVE UNLESS AND UNTIL CARRIER HAS ISSUED A VALIDATED TICKET OR MISCELLANEOUS CHARGES ORDER TO THE CARRIAGE FOR WHICH SPACE IS RESERVED. CARRIER WILL CANCEL A RESERVATION AT ANY TIME WITHOUT NOTICE ON THE FAILURE OF THE PASSENGER TO PURCHASE A TICKET FOR THE SPACE RESERVED.

EXCEPTION 1: A RESERVATION OF SPACE ON A GIVEN FLIGHT IS VALID WHEN THE AVAILABILITY AND ALLOCATION OF SUCH SPACE IS CONFIRMED BY A RESERVATION AGENT OF THE CARRIER AND ENTERED IN THE CARRIER'S COMPUTER.

EXCEPTION 2: A RESERVATION OR SEAT REQUEST (WAITLIST) IS VALID ONLY FOR THE PASSENGER IN WHOSE NAME THE RESERVATION OR REQUEST WAS ORIGINALLY MADE.

TRANSFER OF RESERVATIONS OR SEAT REQUESTS (NAME CHANGES) FROM ONE PASSENGER TO ANOTHER IS NOT PERMITTED. AS AN EXCEPTION TO SUCH RULE, NAME CHANGES FOR TOTALLY UNUSED DE (220-) DOCUMENTS ARE PERMITTED FREE OF CHARGE FOR LEGAL NAME CHANGE

REASONS (FOR EXAMPLE: MARRIAGE OR DIVORCE) PROVIDED SUPPORTING AND ELIGIBLE DOCUMENTATION WILL BE PRESENTED ALONG WITH SUCH REQUEST (E.G.; COPY OF THE RESPECTIVE PASSPORT AND/OR MARRIAGE CERTIFICATE)

IN THE EVENT THAT SUCH TRANSFER OCCURS WITHOUT PRIOR APPROVAL OF DE, DE RESERVES THE RIGHT TO CANCEL SAID RESERVATION, WAITLISTED OR REQUESTED SPACE.

EXCEPTION 3: SUBJECT TO PAYMENT OR SATISFACTORY CREDIT ARRANGEMENT, A VALIDATED TICKET WILL BE ISSUED BY THE CARRIER INDICATING SUCH CONFIRMED SPACE PROVIDED THE PASSENGER APPLIES TO CARRIER FOR SUCH TICKET BEFORE THE EXPIRATION OF THE TIME

AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER WHEN THE RESERVATION WAS CONFIRMED. HOWEVER, IF AIRPORT TICKETING WAS AGREED UPON, AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT.

EXCEPTION 4:

- (A) IF THE RESERVATION IS MADE WITHIN TWO DAYS OF THE DEPARTURE OF THE FLIGHT, THE TICKET MUST BE ISSUED NOT LATER THAN THE TIMES SPECIFIED BELOW:
- (B) IF AIRPORT TICKETING WAS AGREED UPON, AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT.
- (C) SUCH RESERVATION OF SPACE IS SUBJECT TO CANCELLATION BY THE CARRIER WITHOUT NOTICE IF THE PASSENGER HAS NOT OBTAINED A VALIDATED TICKET SPECIFYING THEREON HIS/HER CONFIRMED RESERVED SPACE BY THE TIME LIMIT AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER.

EXCEPTION 5:

CARRIER MAY ACCEPT RESERVATIONS OF SPACE FOR SPECIFIC FLIGHTS IN EXCESS OF AVAILABLE SPACE ON BOARD THE AIRCRAFT. THE NUMBER OF EXCESS RESERVATIONS PLANNED BY THE CARRIER FOR A PARTICULAR FLIGHT IS BASED ON THE ANTICIPATED BOOKING PATTERN FOR SUCH FLIGHT. THE DETERMINATION OF THIS PATTERN TAKES INTO CONSIDERATION CURRENT CONDITIONS WHICH MAY AFFECT THE EXPECTED UTILIZATION OF SPACE ON THE FLIGHT AS WELL AS HISTORICAL FACTORS SUCH AS THE RATE OF LATE CANCELLATIONS FOR THE FLIGHT, FAILURE OF PERSONS WITH CONFIRMED RESERVATIONS TO SHOW FOR THE FLIGHT AND THE ABSENCE OF ANY RECORD FOR CERTAIN RESERVATIONS IN THE CARRIER'S INVENTORY OF THE FLIGHT.

EXCEPTION 6:

IN THE EVENT THAT THE NUMBER OF PERSONS PRESENTING THEMSELVES WITH CONFIRMED RESERVATIONS FOR CARRIAGE ON A FLIGHT EXCEEDS THE NUMBER OF SEATS AVAILABLE, THOSE PASSENGERS WITH CONFIRMED RESERVATIONS WHO ARE NOT ACCOMMODATED WILL BE SUBJECT TO RULE NO. 89, (DENIED BOARDING COMPENSATION), HEREIN.

- (C) COMMUNICATION CHARGES  
THE PASSENGER WILL BE CHARGED FOR ANY COMMUNICATION EXPENSE PAID OR INCURRED BY CARRIER FOR TELEPHONE, TELEGRAPH RADIO OR CABLE ARISING FROM A SPECIAL REQUEST OF THE PASSENGER CONCERNING A RESERVATION.
- (D) ALLOCATION OF ACCOMMODATIONS  
CARRIER DOES NOT GUARANTEE ALLOCATION OF ANY PARTICULAR SPACE IN THE AIRCRAFT.

- (E) ARRIVAL OF PASSENGERS AT AIRPORTS  
THE PASSENGER MUST PRESENT HIMSELF AT THE AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST THE NUMBER OF MINUTES INDICATED BELOW FOR EACH CARRIER PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT ON WHICH HE/SHE HOLDS A RESERVATION. IF THE PASSENGER FAILS TO ARRIVE AT SUCH AIRPORT OF DEPARTURE BY THE ESTABLISHED TIME LIMIT OR APPEARS IMPROPERLY DOCUMENTED AND NOT READY TO TRAVEL, CARRIER(S) WILL CANCEL SPACE RESERVED FOR HIM/HER. DEPARTURE WILL NOT BE DELAYED FOR PASSENGERS WHO ARRIVE AT AIRPORTS OF DEPARTURE TOO LATE FOR SUCH FORMALITIES TO BE COMPLETED BEFORE SCHEDULED DEPARTURE TIME. CARRIER(S) IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.  
CHECK-IN TIME IN MINUTES  
INTERNATIONAL -RECOMMENDED CHECK-IN TIME 180 MINUTES  
CHECK-IN/BAGGAGE DROP-OFF DEADLINE 60 MINUTES  
BOARDING GATE DEADLINE 45 MINUTES
- (F) COMMUNICATIONS COSTS UPON CANCELLATION  
EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF, WHENEVER A PASSENGER CANCELS RESERVATIONS MADE FOR HIMSELF/HERSELF AND SUCH CANCELLATION IS NOT SUBJECT TO A SERVICE CHARGE, CARRIER WILL REQUIRE PAYMENT FROM THE PASSENGER TO COVER THE COMMUNICATIONS COSTS OF MAKING SUCH RESERVATIONS AND SUBSEQUENT CANCELLATION THEREOF. THE PASSENGER WILL BE CHARGED FOR ANY COMMUNICATION EXPENSE PAID OR INCURRED BY CARRIER INCLUDING, BUT NOT LIMITED TO: TELEPHONE, TELEGRAPH, TELEX, FACSIMILE, COURIER, RADIO; OR CABLE.
- (G) RECONFIRMATION OF RESERVATION  
CARRIER WILL CANCEL THE RESERVATION OF AN INTERNATIONAL PORTION OF AN ITINERARY (INCLUDING THE COMPLETE REMAINING INTERNATIONAL ITINERARY) OF ANY PASSENGER ON A FLIGHT OPERATED BY IT:  
(1) FROM ANY STOPOVER POINT; OR  
(2) FROM THE POINT OF ORIGIN OF THE CONTINUING OR RETURN TRIP, UNLESS THE PASSENGER ADVISES THE CARRIER OF HIS/HER INTENTION TO USE HIS/HER RESERVATION BY COMMUNICATING WITH A RESERVATIONS OR TICKET OFFICE OF THE CARRIER AT LEAST 72 HOURS BEFORE SCHEDULED DEPARTURE OF THE FLIGHT. HOWEVER, RECONFIRMATION OF RESERVATIONS IS NOT REQUIRED IF THE PASSENGER REMAINS AT ANY POINT LESS THAN 72 HOURS.
- (H) CANCELLATION OF CONTINUING SPACE  
IF A PASSENGER FAILS TO OCCUPY SPACE WHICH HAS BEEN RESERVED FOR HIM/HER, CARRIER WILL CANCEL ALL OTHER RESERVATIONS HELD BY SUCH PASSENGER FOR CONTINUING OR RETURN SPACE. CARRIER IS NOT LIABLE FOR SUCH CANCELLATION BUT CARRIER WILL REFUND IN ACCORDANCE WITH VOLUNTARY REFUNDS PROVISIONS PUBLISHED HEREIN.

## Rule 65 Tickets

### (A) GENERAL

- (1) A TICKET WILL NOT BE ISSUED AND IN ANY CASE CARRIER WILL NOT BE OBLIGED TO CARRY UNTIL THE PASSENGER HAS PAID THE APPLICABLE FARE OR HAS COMPLIED WITH CREDIT ARRANGEMENTS ESTABLISHED BY CARRIER.
- (2) A TICKET WHICH HAS NOT BEEN VALIDATED OR WHICH HAS BEEN ALTERED, MUTILATED OR IMPROPERLY ISSUED, SHALL NOT BE VALID.
- (3) NO PERSON SHALL BE ENTITLED TO TRANSPORTATION EXCEPT UPON PRESENTATION OF A VALID TICKET. SUCH TICKET SHALL ENTITLE THE PASSENGER TO TRANSPORTATION ONLY BETWEEN POINTS OF ORIGIN AND DESTINATION AND VIA THE ROUTING DESIGNATED THEREON.

NOTE: THE FARE PAID SHALL ONLY BE APPLICABLE WHEN INTERNATIONAL TRAVEL ACTUALLY COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET, I.E. IF INTERNATIONAL TRAVEL ACTUALLY COMMENCES IN A DIFFERENT COUNTRY, THE FARE MUST BE REASSESSED FROM SUCH COUNTRY.

### (B) VALIDITY

#### (1) GENERAL

WHEN VALIDATED, THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT THE PLACE OF DESTINATION, VIA THE ROUTE SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR ONE YEAR FROM THE DATE OR COMMENCEMENT OF FLIGHT, EXCEPT AS OTHERWISE SPECIFIED IN CARRIER'S TARIFFS. EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION HAD BEEN RESERVED. WHEN FLIGHT COUPONS ARE ISSUED ON AN "OPEN DATE" BASIS, ACCOMMODATION WILL BE RESERVED UPON APPLICATION, SUBJECT TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF ISSUE ARE SET FORTH ON THE FLIGHT COUPONS. ANY EXTENSION OF TICKET VALIDITY WILL BE IN ACCORDANCE WITH CARRIER'S TARIFFS.

EXCEPTION 1: IF THE TICKET IS FOR, OR INCLUDES, AN EXCURSION OR OTHER SPECIAL FARE HAVING A SHORTER PERIOD OF TICKET VALIDITY THAN INDICATED ABOVE, SUCH SHORTER PERIOD OF VALIDITY SHALL APPLY ONLY IN RESPECT TO SUCH EXCURSION OR SPECIAL FARE TRANSPORTATION.

EXCEPTION 2: IF NO PORTION OF THE TICKET IS USED, THE PERIOD OF VALIDITY WILL BE ONE YEAR FROM THE DATE OF ISSUANCE OF THE TICKET.



- (2) PERIODS OF VALIDITY  
TICKETS EXPIRE AT MIDNIGHT ON THE DATE OF EXPIRATION OF TICKET VALIDITY, EXCEPT THAT SUCH PERIOD OF VALIDITY WILL BE EXTENDED BY CARRIER, WITHOUT ADDITIONAL COLLECTION OF FARE, AS FOLLOWS:
- (A) FOR NO LONGER THAN SEVEN DAYS BEYOND THE ORIGINAL LIMIT WHEN A PASSENGER WHO HOLDS A TICKET VALID FOR ONE YEAR IS UNABLE TO OBTAIN SPACE AT TIME OF APPLICATION TO CARRIER.
  - (B) FOR NO LONGER THAN THIRTY DAYS BEYOND THE ORIGINAL LIMIT WHEN CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE; OR A FLIGHT IS CANCELLED OR POSTPONED DURING THE PERIOD OF VALIDITY; A SCHEDULED STOP WHICH IS EITHER A STOPOVER OR DESTINATION FOR THE PASSENGER IS OMITTED; CARRIER SUBSTITUTES A DIFFERENT CLASS OF SERVICE; OR CAUSES A PASSENGER TO MISS A CONNECTION; OR FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE.
  - (C) UNTIL THE DATE WHEN THE PASSENGER, WHO IS PREVENTED FROM TRAVELING WITHIN THE PERIOD OF VALIDITY OF HIS TICKET BY REASON OF ILLNESS, BECOMES FIT TO TRAVEL ACCORDING TO A MEDICAL CERTIFICATE, OR UNTIL THE FIRST SERVICE OF THE CLASS FOR WHICH THE FARE HAS BEEN PAID ON THE CARRIER ON WHICH SPACE IS AVAILABLE AFTER SUCH DATE FROM THE POINT WHERE THE JOURNEY IS RESUMED OR FROM THE LAST CONNECTING POINT, PROVIDED THAT WHEN THE FLIGHT COUPONS REMAINING IN A TICKET HAVING A ONE YEAR VALIDITY INVOLVE ONE OR MORE STOPOVERS, THE VALIDITY OF SUCH TICKET WILL BE EXTENDED FOR NOT MORE THAN 3 MONTHS FROM THE DATE SHOWN ON SUCH CERTIFICATE. IN SUCH CIRCUMSTANCES CARRIER WILL EXTEND SIMILARLY THE PERIOD OF VALIDITY OF TICKETS OF PERSONS TRAVELING WITH AN INCAPACITATED PASSENGER.
  - (D) FOR NO LONGER THAN FORTY-FIVE (45) DAYS AFTER THE DATE OF DEATH OF A PASSENGER FOR TICKETS OF THE PERSONS ACCOMPANYING THE DECEASED PASSENGER.
  - (E) A MISCELLANEOUS CHARGES ORDER ISSUED WITHOUT DEFINITE DATE OF PASSAGE MUST BE PRESENTED FOR A TICKET WITHIN ONE YEAR FROM DATE OF ISSUE; OTHERWISE IT WILL NOT BE HONORED FOR A TICKET.
- (3) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENT
- (A) WHEN A TICKET IS SOLD AT A SPECIAL FARE CONTAINS A MINIMUM STAY REQUIREMENT, THE MINIMUM STAY REQUIREMENT WILL BE WAIVED ON PRESENTATION OF A DEATH CERTIFICATE OR COPY THEREOF FOR PASSENGERS WHO ARE:
    - (I) MEMBERS OF THE IMMEDIATE FAMILY OF A PASSENGER WHO DIES EN ROUTE, OR
    - (II) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.
  - (B) IF A PASSENGER HOLDING A SPECIAL FARE TICKET

WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE RETURN BEFORE THE EXPIRY OF THE MINIMUM STAY PERIOD OWING TO THE DEATH OF AN IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE PASSENGER AND A DEATH CERTIFICATE OR COPY THEREOF IS NOT IMMEDIATELY AVAILABLE, THE PASSENGER WILL BE ENTITLED TO A REFUND OF THE ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER RETURN, ON PRESENTATION OF A DEATH CERTIFICATE ATTESTING TO THE DEATH OF SUCH FAMILY MEMBER AFTER THE PASSENGER'S COMMENCEMENT OF TRAVEL.

- (C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET  
FLIGHT COUPONS WILL BE HONORED IN SEQUENCE FROM THE PLACE OF DEPARTURE AS SHOWN ON THE PASSENGER COUPON. THE PASSENGER, THROUGHOUT HIS JOURNEY, MUST RETAIN THE PASSENGER COUPON AND ALL FLIGHT COUPONS OF THE TICKET NOT PREVIOUSLY SURRENDERED TO CARRIER. HE MUST, WHEN REQUIRED, PRODUCE THE TICKET OR SURRENDER ANY APPLICABLE PORTION TO CARRIER.
- (D) ABSENCE, LOSS OR IRREGULARITIES OF TICKET  
CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR NON-PRESENTATION OF THE TICKET OR THE APPLICABLE PORTION THEREOF, CARRIAGE WILL NOT BE FURNISHED FOR THAT PART OF THE TRIP COVERED BY SUCH TICKET OR THAT PORTION THEREOF UNTIL THE PASSENGER PURCHASES ANOTHER TICKET AT THE CURRENT APPLICABLE FARE FOR THE CARRIAGE TO BE PERFORMED. CARRIER WILL NOT ACCEPT A TICKET IF ANY PART OF IT IS MUTILATED OR IF IT HAS BEEN ALTERED BY OTHER THAN CARRIER OR IT IS PRESENTED WITHOUT THE PASSENGER'S COUPON AND ALL UNUSED FLIGHT COUPONS. NOTWITHSTANDING THE FOREGOING, CARRIER WILL ISSUE, AT THE PASSENGER'S REQUEST, A NEW TICKET TO REPLACE THE LOST ONE, UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER, AND IF THE CIRCUMSTANCES OF THE CASE IN CARRIER'S OPINION WARRANT SUCH ACTION; PROVIDED THAT THE PASSENGER AGREES, IN SUCH FORM AS MAY BE PRESCRIBED BY CARRIER, TO INDEMNIFY CARRIER FOR ANY LOSS OR DAMAGE WHICH CARRIER MAY SUSTAIN BY REASON THEREOF.
- (E) NON-TRANSFERABILITY
- (1) A TICKET IS NOT TRANSFERABLE, BUT CARRIER SHALL NOT BE LIABLE TO THE PERSON ENTITLED TO BE TRANSPORTED OR TO THE PERSON ENTITLED TO RECEIVE SUCH REFUND FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED BY SOMEONE OTHER THAN THE PERSON ENTITLED TO BE TRANSPORTED THEREUNDER OR TO A REFUND IN CONNECTION THEREWITH.
  - (2) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DESTRUCTION, DAMAGE, OR DELAY OF SUCH UNAUTHORIZED PERSON'S BAGGAGE OR OTHER PERSONAL PROPERTY ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE.
  - (3) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER

THAT THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DEATH OR INJURY OF SUCH UNAUTHORIZED PERSON ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIERS), RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, AND THIS RULE IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THAT OF THE UNITED STATES AND NOT AS PART OF DE-1 TARIFF, C.A.B. NO. 712 AND NTA(A) NO. 554 ISSUED BY AIRLINE TARIFF PUBLISHING CO., AGENT.

- (F) PREPAID TICKET ADVICE  
TICKETS MAY NOT BE PURCHASED BY MEANS OF A PREPAID TICKET ADVICE (PTA).
- (G) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS
  - (1) WHEN A TICKET IS SOLD AT A SPECIAL FARE CONTAINING A MINIMUM STAY REQUIREMENT, THE MINIMUM STAY REQUIREMENT WILL BE WAIVED ON PRESENTATION OF A DEATH CERTIFICATE, OR COPY THEREOF, FOR PASSENGERS WHO ARE:
    - (A) MEMBERS OF THE IMMEDIATE FAMILY OF A PASSENGER WHO DIES EN ROUTE, OR
    - (B) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.
  - (2) IF A PASSENGER HOLDING A SPECIAL FARE TICKET WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE RETURN BEFORE THE EXPIRATION OF THE MINIMUM STAY PERIOD OWING TO THE DEATH OF AN IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE PASSENGER, AND A DEATH CERTIFICATE OR COPY THEREOF IS NOT IMMEDIATELY AVAILABLE, THE PASSENGER WILL BE ENTITLED TO A REFUND OF THE ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER RETURN ON PRESENTATION OF A DEATH CERTIFICATE ATTESTING TO THE DEATH OF SUCH FAMILY MEMBER AFTER THE PASSENGER'S COMMENCEMENT OF TRAVEL.
- (B) VALIDITY
  - (1) GENERAL  
WHEN VALIDATED, THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT THE PLACE OF DESTINATION, VIA THE ROUTE SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR ONE YEAR FROM THE DATE OR COMMENCEMENT OF FLIGHT, EXCEPT AS OTHERWISE SPECIFIED IN CARRIER'S TARIFFS. EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION HAD BEEN RESERVED. WHEN FLIGHT COUPONS ARE ISSUED ON AN "OPEN DATE" BASIS, ACCOMMODATION WILL BE RESERVED UPON APPLICATION, SUBJECT TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF ISSUE ARE SET FORTH

ON THE FLIGHT COUPONS. ANY EXTENSION OF TICKET VALIDITY WILL BE IN ACCORDANCE WITH CARRIER'S TARIFFS.

EXCEPTION 1: IF THE TICKET IS FOR, OR INCLUDES, AN EXCURSION OR OTHER SPECIAL FARE HAVING A SHORTER PERIOD OF TICKET VALIDITY THAN INDICATED ABOVE, SUCH SHORTER PERIOD OF VALIDITY SHALL APPLY ONLY IN RESPECT TO SUCH EXCURSION OR SPECIAL FARE TRANSPORTATION.

EXCEPTION 2: IF NO PORTION OF THE TICKET IS USED, THE PERIOD OF VALIDITY WILL BE ONE YEAR FROM THE DATE OF ISSUANCE OF THE TICKET.

- (2) PERIODS OF VALIDITY  
TICKETS EXPIRE AT MIDNIGHT ON THE DATE OF EXPIRATION OF TICKET VALIDITY, EXCEPT THAT SUCH PERIOD OF VALIDITY WILL BE EXTENDED BY CARRIER, WITHOUT ADDITIONAL COLLECTION OF FARE, AS FOLLOWS:
- (A) FOR NO LONGER THAN SEVEN DAYS BEYOND THE ORIGINAL LIMIT WHEN A PASSENGER WHO HOLDS A TICKET VALID FOR ONE YEAR IS UNABLE TO OBTAIN SPACE AT TIME OF APPLICATION TO CARRIER.
  - (B) FOR NO LONGER THAN THIRTY DAYS BEYOND THE ORIGINAL LIMIT WHEN CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE; OR A FLIGHT IS CANCELLED OR POSTPONED DURING THE PERIOD OF VALIDITY; A SCHEDULED STOP WHICH IS EITHER A STOPOVER OR DESTINATION FOR THE PASSENGER IS OMITTED; CARRIER SUBSTITUTES A DIFFERENT CLASS OF SERVICE; OR CAUSES A PASSENGER TO MISS A CONNECTION; OR FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE.
  - (C) UNTIL THE DATE WHEN THE PASSENGER, WHO IS PREVENTED FROM TRAVELING WITHIN THE PERIOD OF VALIDITY OF HIS TICKET BY REASON OF ILLNESS, BECOMES FIT TO TRAVEL ACCORDING TO A MEDICAL CERTIFICATE, OR UNTIL THE FIRST SERVICE OF THE CLASS FOR WHICH THE FARE HAS BEEN PAID ON THE CARRIER ON WHICH SPACE IS AVAILABLE AFTER SUCH DATE FROM THE POINT WHERE THE JOURNEY IS RESUMED OR FROM THE LAST CONNECTING POINT, PROVIDED THAT WHEN THE FLIGHT COUPONS REMAINING IN A TICKET HAVING A ONE YEAR VALIDITY INVOLVE ONE OR MORE STOPOVERS, THE VALIDITY OF SUCH TICKET WILL BE EXTENDED FOR NOT MORE THAN 3 MONTHS FROM THE DATE SHOWN ON SUCH CERTIFICATE. IN SUCH CIRCUMSTANCES CARRIER WILL EXTEND SIMILARLY THE PERIOD OF VALIDITY OF TICKETS OF PERSONS TRAVELING WITH AN INCAPACITATED PASSENGER.
  - (D) FOR NO LONGER THAN FORTY-FIVE (45) DAYS AFTER THE DATE OF DEATH OF A PASSENGER FOR TICKETS OF THE PERSONS ACCOMPANYING THE DECEASED PASSENGER.
  - (E) A MISCELLANEOUS CHARGES ORDER ISSUED WITHOUT

DEFINITE DATE OF PASSAGE MUST BE PRESENTED FOR A TICKET WITHIN ONE YEAR FROM DATE OF ISSUE; OTHERWISE IT WILL NOT BE HONORED FOR A TICKET.

- (3) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS
  - (A) WHEN A TICKET IS SOLD AT A SPECIAL FARE CONTAINING A MINIMUM STAY REQUIREMENT, THE MINIMUM STAY REQUIREMENT WILL BE WAIVED ON PRESENTATION OF A DEATH CERTIFICATE OR COPY THEREOF FOR PASSENGERS WHO ARE:
    - (I) MEMBERS OF THE IMMEDIATE FAMILY OF A PASSENGER WHO DIES EN ROUTE, OR
    - (II) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.
  - (B) IF A PASSENGER HOLDING A SPECIAL FARE TICKET WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE RETURN BEFORE THE EXPIRY OF THE MINIMUM STAY PERIOD OWING TO THE DEATH OF AN IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE PASSENGER AND A DEATH CERTIFICATE OR COPY THEREOF IS NOT IMMEDIATELY AVAILABLE, THE PASSENGER WILL BE ENTITLED TO A REFUND OF THE ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER RETURN, ON PRESENTATION OF A DEATH CERTIFICATE ATTESTING TO THE DEATH OF SUCH FAMILY MEMBER AFTER THE PASSENGER'S COMMENCEMENT OF TRAVEL.
- (C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET  
FLIGHT COUPONS WILL BE HONORED IN SEQUENCE FROM THE PLACE OF DEPARTURE AS SHOWN ON THE PASSENGER COUPON. THE PASSENGER, THROUGHOUT HIS JOURNEY, MUST RETAIN THE PASSENGER COUPON AND ALL FLIGHT COUPONS OF THE TICKET NOT PREVIOUSLY SURRENDERED TO CARRIER. HE MUST, WHEN REQUIRED, PRODUCE THE TICKET OR SURRENDER ANY APPLICABLE PORTION TO CARRIER.
- (D) ABSENCE, LOSS OR IRREGULARITIES OF TICKET  
CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR NON-PRESENTATION OF THE TICKET OR THE APPLICABLE PORTION THEREOF, CARRIAGE WILL NOT BE FURNISHED FOR THAT PART OF THE TRIP COVERED BY SUCH TICKET OR THAT PORTION THEREOF UNTIL THE PASSENGER PURCHASES ANOTHER TICKET AT THE CURRENT APPLICABLE FARE FOR THE CARRIAGE TO BE PERFORMED. CARRIER WILL NOT ACCEPT A TICKET IF ANY PART OF IT IS MUTILATED OR IF IT HAS BEEN ALTERED BY OTHER THAN CARRIER OR IT IS PRESENTED WITHOUT THE PASSENGER'S COUPON AND ALL UNUSED FLIGHT COUPONS. NOTWITHSTANDING THE FOREGOING, CARRIER WILL ISSUE, AT THE PASSENGER'S REQUEST, A NEW TICKET TO REPLACE THE LOST ONE, UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER, AND IF THE CIRCUMSTANCES OF THE CASE IN CARRIER'S OPINION WARRANT SUCH ACTION; PROVIDED THAT THE PASSENGER AGREES, IN SUCH FORM AS MAY BE PRESCRIBED BY CARRIER, TO INDEMNIFY CARRIER FOR ANY LOSS OR DAMAGE WHICH CARRIER MAY SUSTAIN BY REASON THEREOF.
- (E) NON-TRANSFERABILITY
  - (1) A TICKET IS NOT TRANSFERABLE, BUT CARRIER SHALL NOT BE LIABLE TO THE PERSON ENTITLED TO BE

TRANSPORTED OR TO THE PERSON ENTITLED TO RECEIVE SUCH REFUND FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED BY SOMEONE OTHER THAN THE PERSON ENTITLED TO BE TRANSPORTED THEREUNDER OR TO A REFUND IN CONNECTION THEREWITH.

- (2) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DESTRUCTION, DAMAGE, OR DELAY OF SUCH UNAUTHORIZED PERSON'S BAGGAGE OR OTHER PERSONAL PROPERTY ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE.
- (3) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DEATH OR INJURY OF SUCH UNAUTHORIZED PERSON ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIERS), RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, AND THIS RULE IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THAT OF THE UNITED STATES AND NOT AS PART OF DE-1 TARIFF, C.A.B. NO. 459, ISSUED BY AIRLINE TARIFF PUBLISHING CO., AGENT.

(F) PREPAID TICKET ADVICE

(1) GENERAL

TICKETS MAY BE PURCHASED BY MEANS OF A PREPAID TICKET ADVICE (PTA), HOWEVER UNLESS OTHERWISE PROVIDED, PAYMENT FOR A PTA WILL NOT CONSTITUTE TICKET ISSUANCE. THE TICKETING TIME LIMIT REQUIREMENT, WHEN SPECIFIED IN THE RULE GOVERNING THE APPLICABLE FARE, WILL BE MET ONLY WHEN THE TICKET ITSELF IS ISSUED.

EXCEPTION: FOR FARES FROM THE U.S.A. WHICH REQUIRE SPECIAL RESERVATION AND TICKETING REQUIREMENTS, THE PTA WILL CONSTITUTE TICKETING, PROVIDED IT IS ISSUED WITHIN TARIFF DEADLINES AND RESERVATION REQUIREMENTS ARE MET AND SHOWN ON THE PTA. ANY CANCELLATION, REFUND AND REROUTING WILL RESULT IN PENALTIES AGAINST THE PTA IN THE SAME MANNER AS THOUGH A TICKET WERE ISSUED. AN OPEN PTA WILL NOT CONSTITUTE TICKETING FOR ANY SPECIAL FARE REQUIREMENTS.

(2) SERVICE CHARGE

THE CARRIER WILL IMPOSE A SERVICE CHARGE OF USD 35.00 FOR EACH PREPAID TICKET ADVICE (PTA) ISSUED. THIS SERVICE CHARGE IS NOT SUBJECT TO ANY DISCOUNT AND CANNOT BE REFUNDED. THE CHARGE SHALL ACCRUE

- TO THE CARRIER ISSUING THE PTA.
- (G) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS
- (1) WHEN A TICKET IS SOLD AT A SPECIAL FARE CONTAINING A MINIMUM STAY REQUIREMENT, THE MINIMUM STAY REQUIREMENT WILL BE WAIVED ON PRESENTATION OF A DEATH CERTIFICATE, OR COPY THEREOF, FOR PASSENGERS WHO ARE:
- (A) MEMBERS OF THE IMMEDIATE FAMILY OF A PASSENGER WHO DIES EN ROUTE, OR
- (B) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.
- (2) IF A PASSENGER HOLDING A SPECIAL FARE TICKET WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE RETURN BEFORE THE EXPIRATION OF THE MINIMUM STAY PERIOD OWING TO THE DEATH OF AN IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE PASSENGER, AND A DEATH CERTIFICATE OR COPY THEREOF IS NOT IMMEDIATELY AVAILABLE, THE PASSENGER WILL BE ENTITLED TO A REFUND OF THE ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER RETURN ON PRESENTATION OF A DEATH CERTIFICATE ATTESTING TO THE DEATH OF SUCH FAMILY MEMBER AFTER THE PASSENGER'S COMMENCEMENT OF TRAVEL.
- (H) ACCEPTANCE OF TICKETS
- (1) ALL AIRLINES OPERATING TO, FROM OR THROUGH THE PHILIPPINES, INCLUDING OFF-LINE CARRIERS WITH SALES OFFICES AND/OR GENERAL SALES AGENTS IN THE PHILIPPINES, ARE HEREBY PROHIBITED FROM IMPORTING INTO THE PHILIPPINES AIRLINE TICKETS ISSUED OUTSIDE THE PHILIPPINES FOR INTERNATIONAL AIR TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES.
- (2) ALL AIRLINES OPERATING TO, FROM AND/OR THROUGH THE PHILIPPINES, SHALL ASCERTAIN WHETHER OR NOT THE TICKETS FOR INTERNATIONAL AIR TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES, PRESENTED BY SUCH PASSENGERS AT THE AIRLINE CHECK-IN COUNTERS AT THE MANILA INTERNATIONAL AIRPORT, HAVE BEEN ISSUED OUTSIDE THE PHILIPPINES. IF SO, SAID AIRLINES SHALL NOT HONOR SUCH TICKETS.

## Rule 75 Currency of Payment

EXCEPT AS OTHERWISE PROVIDED BELOW, FARES AND CHARGES ARE PAYABLE IN ANY CURRENCY ACCEPTABLE TO CARRIER. WHEN PAYMENT IS MADE IN CURRENCY OTHER THAN THE CURRENCY IN WHICH THE FARE IS PUBLISHED SUCH PAYMENT WILL BE MADE AT THE RATE OF EXCHANGE ESTABLISHED FOR SUCH PURPOSE BY CARRIER, THE CURRENT STATEMENT OF WHICH IS AVAILABLE FOR INSPECTION BY THE PASSENGER AT CARRIER'S OFFICE WHERE THE TICKET IS PURCHASED. THE PROVISIONS OF THIS PARAGRAPH ARE SUBJECT TO APPLICABLE EXCHANGE LAWS AND GOVERNMENT REGULATIONS.

- (1) PAYMENT OF FARES IN THE U.S. FOR TRAVEL ORIGINATING IN THE U.S. SHALL BE IN U.S. DOLLARS.
  - (2) PAYMENT OF FARES IN CANADA FOR TRAVEL ORIGINATING IN CANADA SHALL BE IN CANADIAN DOLLARS.
  - (3) PAYMENT OF FARES FOR TRAVEL ORIGINATING AT A POINT OUTSIDE THE U.S. OR CANADA AND DESTINED TO A POINT IN THE U.S. OR CANADA SHALL BE IN THE CURRENCY OF THE COUNTRY OF ORIGIN, EXCEPT AS PROVIDED IN (4) BELOW.
  - (4) PAYMENT OF FARES FOR TRAVEL ORIGINATING AT A POINT OUTSIDE THE U.S. OR CANADA AND DESTINED TO A POINT IN THE U.S. OR CANADA MAY ALSO BE MADE IN THE U.S. OR CANADA IN U.S. OR CANADIAN DOLLARS. WHEN THE FARE IN THE CURRENCY OF THE COUNTRY OF ORIGIN IS CONVERTED TO U.S. OR CANADIAN DOLLARS THE LOCAL BANKERS' BUYING RATE OF EXCHANGE WILL APPLY.
  - (5) (A) WHEN A TRANSPORTATION DOCUMENT IS PRESENTED FOR EITHER REROUTING OR REFUND AT:
    - (I) POINTS IN THE U.S.A./CANADA
    - (II) POINTS OUTSIDE THE U.S.A. COVERING TRAVEL ORIGINATING AND PAID FOR IN THE U.S.A.; ANDTHE DIFFERENCE BETWEEN THE VALUE OF THE REVISED JOURNEY AND THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT SHALL BE CALCULATED IN THE CURRENCY OF THE COUNTRY IN WHICH TRAVEL COMMENCED; AND
  - (B) IF THE VALUE OF THE REVISED JOURNEY EXCEEDS THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT, THE DIFFERENCE IN VALUE SHALL CONSTITUTE AN ADDITIONAL COLLECTION AND IT SHALL BE CONVERTED FROM THE CURRENCY IN WHICH CALCULATED INTO THE CURRENCY BEING COLLECTED FROM THE PASSENGER OR PURCHASER AT THE LOCAL BANKERS' BUYING RATE OF EXCHANGE IN EFFECT AT THE TIME OF SUCH TRANSACTION; OR
  - (C) IF THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT EXCEEDS THE VALUE OF THE REVISED JOURNEY, THE DIFFERENCE IN VALUE SHALL CONSTITUTE A REFUND AND IT SHALL BE CONVERTED FROM THE CURRENCY IN WHICH CALCULATED INTO THE CURRENCY BEING REFUNDED TO THE PASSENGER OR PURCHASER AT THE LOCAL BANKERS' BUYING RATE OF EXCHANGE IN EFFECT AT THE TIME OF SUCH TRANSACTION.
- NOTE: CARRIER WILL PAY THE REFUND IN THE SAME FORM (I.E., CASH, CHECK, CREDIT CARD ETC.) THAT WAS USED IN PURCHASING THE ORIGINAL



- TRANSPORTATION DOCUMENT. CARRIER, IN MAKING THE REFUND, WILL OBSERVE ANY REFUND RESTRICTION THAT MAY BE PUBLISHED IN THE APPLICABLE RULES GOVERNING THE ORIGINAL TRANSPORTATION DOCUMENT. FURTHER, CARRIER WILL OBSERVE ANY GOVERNMENT OR CARRIER RESTRICTION IMPOSED ON THE CONVERSION AND REFUND OF CURRENCIES OUTSIDE THE COUNTRY WHOSE CURRENCY WAS ORIGINALLY COLLECTED.
- (6) FOR TRAVEL COMMENCING IN AREA 1 (EXCEPT U.S.A./CANADA/AREA 2/AREA 3 VIA A POINT IN THE U.S.A. WHEN TICKETS ARE ISSUED AND PAID FOR IN THE U.S.A.)
- (A) WHERE ONE WAY, ROUND TRIP, CIRCLE TRIP OR OPEN JAW TRANSPORTATION ORIGINATES OUTSIDE THE U.S.A./CANADA AND TRAVEL IS VIA THE U.S.A. ON ANY PORTION OF THE JOURNEY, THE APPLICABLE FARE SHALL BE THE SUM OF:
- (I) THE APPLICABLE U.S. DOLLAR FARE(S) FROM THE FIRST TICKETED POINT OF ARRIVAL OR THE LAST POINT OF DEPARTURE IN THE U.S.A. TO THE FIRST CONSTRUCTION POINT OUTSIDE THE U.S.A.; PLUS
- (II) THE APPLICABLE LOCAL CURRENCY FARE FOR ALL OTHER PORTIONS OF THE JOURNEY, CALCULATED IN THE CURRENCY OF THE COUNTRY OF ORIGIN, CONVERTED TO U.S. DOLLARS AT THE BANKERS' BUYING RATE.
- (B) SEPARATE TICKET(S) MUST BE ISSUED FOR ANY PORTION OF TRAVEL CALCULATED IN ACCORDANCE WITH (A) ABOVE WHERE THE FARE FOR SUCH PORTION IS BASED ON THE U.S. DOLLAR FARE FROM THE U.S.A.

## Rule 80 Revised Routings, Failure to Carry and Missed Connections

- (A) CHANGES REQUESTED BY PASSENGER
- (1) AT THE PASSENGER'S REQUEST, CARRIER WILL EFFECT A CHANGE IN THE ROUTING (OTHER THAN THE POINT OF ORIGIN), CARRIER(S), CLASS(S) OF SERVICE, DESTINATION, FARE OR VALIDITY SPECIFIED IN AN UNUSED TICKET, FLIGHT COUPON(S) OR MISCELLANEOUS CHARGES ORDER BY ISSUING A NEW TICKET OR BY ENDORSING SUCH UNUSED TICKET, FLIGHT COUPON(S) OR MISCELLANEOUS CHARGES ORDER, PROVIDED THAT:
- (A) SUCH CARRIER ISSUED THE ORIGINAL TICKET OR;
- (B) SUCH CARRIER IS THE CARRIER DESIGNATED IN THE "VIA CARRIER" BOX, OR NO CARRIER IS DESIGNATED IN THE "VIA CARRIER" BOX, OF THE UNUSED FLIGHT COUPON OR MISCELLANEOUS CHARGES ORDER FOR THE FIRST ONWARD CARRIAGE FROM THE POINT ON THE ROUTE AT WHICH THE PASSENGER DESIRES THE CHANGE TO COMMENCE, HOWEVER, WHERE THE CARRIER WHO ISSUED THE TICKET IS DESIGNATED AS CARRIER FOR ANY SUBSEQUENT SECTION(S) AND HAS AN OFFICE OR GENERAL AGENT, WHO IS AUTHORIZED TO MAKE ENDORSEMENTS, AT THE POINT ON THE ROUTE WHERE THE CHANGE IS TO COMMENCE OR WHERE THE PASSENGER MAKES HIS REQUEST FOR SUCH CHANGE, THE REISSUING CARRIER SHALL OBTAIN SUCH ISSUING CARRIER'S ENDORSEMENT; OR
- (C) SUCH CARRIER HAS RECEIVED WRITTEN OR TELEGRAPHIC AUTHORITY TO DO SO FROM THE CARRIER ENTITLED, UNDER (A) OR (B) ABOVE, TO EFFECT THE CHANGE.
- (2) WHEN THE REROUTING RESULTS IN A CHANGE OF FARE, THE NEW FARE AND CHARGES SHALL BE CONSTRUCTED AS FOLLOWS;
- (A) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.) IF THE DESTINATION IS UNCHANGED, THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON THE TICKET SUBMITTED FOR REROUTING, TO THE FARE CONSTRUCTION POINT SHOWN ON THE TICKET SUBMITTED FOR REROUTING, BEYOND WHICH THE ORIGINAL FARE CONSTRUCTION REMAINS APPLICABLE.
- NOTE: FOR THE PURPOSE OF THIS RULE, FARE CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE PREVIOUS FARE WAS CALCULATED.
- (B) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.) IF THE DESTINATION IS CHANGED, THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON

THE TICKET SUBMITTED FOR REROUTING, TO THE NEW DESTINATION.

NOTE 1 THE POINTS OF ORIGIN AND DESTINATION, AS WELL AS THE POINT OF OUTWARD DESTINATION IN THE CASE OF A ROUND TRIP TICKET, SHALL ALSO BE FARE CONSTRUCTION POINTS, AND THE FARES AND CHARGES TO BE USED FOR THE CONSTRUCTION OF THE NEW FARE SHALL BE THOSE WHICH WOULD HAVE BEEN APPLICABLE AS OF THE DATE OF COMMENCEMENT OF CARRIAGE.

NOTE 2: FOR THE PURPOSE OF THIS RULE, FARE CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE PREVIOUS FARE WAS CALCULATED.

- (C) (APPLICABLE ONLY FROM/TO POINTS IN THE U.S.A.)  
THE NEW FARE SHALL BE CALCULATED UPON THE BASIS OF THAT WHICH WOULD HAVE BEEN APPLICABLE HAD THE PASSENGER PURCHASED TRANSPORTATION FOR REVISED ITINERARY (WHICH INCLUDES THOSE POINTS FOR WHICH TRANSPORTATION HAS ALREADY BEEN COMPLETED) PRIOR TO DEPARTURE FROM POINT OF ORIGIN.
- (D) ADDITIONAL PASSAGE AT THE THROUGH FARE AND CHARGES SHALL NOT BE PERMITTED UNLESS REQUEST THEREFORE HAS BEEN MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER; AND, AFTER CARRIAGE HAS COMMENCED:
- (I) A ONE-WAY TICKET SHALL NOT BE CONVERTED INTO A ROUND, CIRCLE OR OPEN JAW TRIP TICKET AT THE ROUND, CIRCLE OR OPEN JAW TRIP DISCOUNT FOR ANY PORTION ALREADY FLOWN. DISCOUNT WILL ONLY BE APPLIED TO ANY REROUTED PORTION OF THE TRIP AND ONLY FROM THE POINT OF REROUTING, NOT BASED ON ANY PORTION OF THE TRIP ALREADY FLOWN;
- (II) A ROUND, CIRCLE OR DISCOUNTED OPEN JAW TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED THAT THE REQUEST THEREFORE IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDERS.
- (3) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER PARAGRAPH (2) ABOVE, AND THE FARES AND CHARGES PAID BY THE PASSENGER, WILL BE COLLECTED FROM THE PASSENGER BY THE CARRIER ACCOMPLISHING THE REROUTING WHO WILL ALSO PAY TO THE PASSENGER ANY AMOUNTS DUE TO ACCOUNT OF REFUNDS.
- (4) THE EXPIRATION DATE OF ANY NEW TICKET ISSUED FOR A REVISED ROUTING WILL BE LIMITED TO THE EXPIRATION DATE THAT WOULD HAVE BEEN APPLICABLE HAD THE NEW TICKET BEEN ISSUED ON THE DATE OF SALE OF THE

- ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.
- (5) TIME LIMITS ON CANCELLATIONS AND CHARGES FOR LATE CANCELLATIONS WILL BE APPLICABLE TO REVISED ROUTINGS REQUESTED BY PASSENGER.
- (B) INVOLUNTARY REVISED ROUTING  
IN THE EVENT CARRIER CANCELS A FLIGHT, FAILS TO OPERATE ACCORDING TO SCHEDULES, SUBSTITUTES A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE, OR IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, OR THE PASSENGER IS REFUSED PASSAGE OR REMOVED, IN ACCORDANCE WITH RULE 25 (REFUSAL TO TRANSPORT- LIMITATIONS OF CARRIER) HEREIN, CARRIER WILL EITHER:
- (1) CARRY THE PASSENGER ON ANOTHER OF ITS PASSENGER AIRCRAFT ON WHICH SPACE IS AVAILABLE; OR
  - (2) ENDORSE TO ANOTHER CARRIER OR TO ANY OTHER TRANSPORTATION SERVICE THE UNUSED PORTION OF THE TICKET FOR PURPOSES OF REROUTING; OR
  - (3) REROUTE THE PASSENGER TO DESTINATION NAMED ON THE TICKET OR APPLICABLE PORTION THEREOF BY ITS OWN SERVICES OR BY OTHER MEANS OF TRANSPORTATION; AND, IF THE FARE, EXCESS BAGGAGE CHARGES AND ANY APPLICABLE SERVICE CHARGE FOR THE REVISED ROUTING IS HIGHER THAN THE REFUND VALUE OF THE TICKET OR APPLICABLE PORTIONS AS DETERMINED FROM RULE 90 (REFUNDS) HEREIN, CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER, BUT WILL REFUND THE DIFFERENCE IF THE FARE AND CHARGES FOR THE REVISED ROUTING ARE LOWER; OR
  - (4) MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH THE PROVISIONS OF RULE 90 (REFUNDS) HEREIN.
- (C) MISSED CONNECTIONS  
IN THE EVENT A PASSENGER MISSES AN ONWARD CONNECTING FLIGHT ON WHICH SPACE HAS BEEN RESERVED FOR HIM/HER BECAUSE THE DELIVERING CARRIER DID NOT OPERATE ITS FLIGHT ACCORDING TO SCHEDULES, OR CHANGED THE SCHEDULE OF SUCH FLIGHT, THE DELIVERING CARRIER WILL ARRANGE FOR THE CARRIAGE OF THE PASSENGER OR MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS) HEREIN.

## Rule 85 Schedules, Delays and Cancellations

### (A) SCHEDULES

THE TIMES SHOWN IN TIMETABLES OR ELSEWHERE ARE APPROXIMATE AND NOT GUARANTEED, AND FORM NO PART OF THE CONTRACT OF CARRIAGE. SCHEDULES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND CARRIER ASSUMES NO RESPONSIBILITY FOR MAKING CONNECTIONS. CARRIER WILL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS EITHER IN TIMETABLES OR OTHER REPRESENTATIONS OF SCHEDULES. NO EMPLOYEE OR AGENT OR REPRESENTATIVES OF CARRIER IS AUTHORIZED TO BIND CARRIER TO THE DATE OR TIMES OF DEPARTURE OR ARRIVAL OR OF THE OPERATION OF ANY FLIGHT.

### (B) CANCELLATIONS

- (1) CARRIER MAY, WITHOUT NOTICE, SUBSTITUTE ALTERNATE CARRIERS OR AIRCRAFT.
- (2) CARRIER MAY, WITHOUT NOTICE CANCEL, TERMINATE, DIVERTS, POSTPONE OR DELAY ANY FLIGHT OR THE FURTHER RIGHT OR CARRIAGE OR RESERVATION OF TRAFFIC ACCOMMODATIONS AND DETERMINE IF ANY DEPARTURE OR LANDING SHOULD BE MADE, WITHOUT ANY LIABILITY EXCEPT TO REFUND IN ACCORDANCE WITH ITS TARIFFS THE FARE AND BAGGAGE CHARGES FOR ANY UNUSED PORTION OF THE TICKET IF IT WOULD BE ADVISABLE TO DO SO.
  - (A) BECAUSE OF ANY FACT BEYOND ITS CONTROL (INCLUDING, BUT WITHOUT LIMITATIONS, METEOROLOGICAL CONDITIONS, ACTS OF GOD, FORCE MAJEURE, STRIKES, RIOTS, CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES, DISTURBANCES, OR UNSETTLED INTERNATIONAL CONDITIONS) ACTUAL, THREATENED OR REPORTED OR BECAUSE OF ANY DELAY, DEMAND, CONDITIONS, CIRCUMSTANCE OR REQUIREMENT DUE, DIRECTLY OR INDIRECTLY, TO SUCH FACT; OR
  - (B) BECAUSE OF ANY FACT NOT TO BE FORESEEN, ANTICIPATED OR PREDICTED; OR
  - (C) BECAUSE OF ANY GOVERNMENT REGULATION, DEMAND OR REQUIREMENT; OR
  - (D) BECAUSE OF SHORTAGE OF LABOR, FUEL OR FACILITIES, OR LABOR DIFFICULTIES OR CARRIER OR OTHERS.
- (3) CARRIER WILL CANCEL THE RIGHT OR FURTHER RIGHT OF CARRIAGE OF THE PASSENGER AND HIS BAGGAGE UPON THE REFUSAL OF THE PASSENGER, AFTER DEMAND BY CARRIER, TO PAY THE FARE OF THE PORTION THEREOF SE DEMAND, OR TO PAY ANY CHARGE SO DEMANDED AND ASSESSABLE WITH RESPECT TO THE BAGGAGE OF THE PASSENGER WITHOUT BEING SUBJECT TO ANY LIABILITY THEREOF EXCEPT TO REFUND, IN ACCORDANCE HEREWITH, THE UNUSED PORTION OF THE FARE AND BAGGAGE CHARGE(S) PREVIOUSLY PAID, IF ANY.

## Rule 89 Denied Boarding and Overbooking

NOTE IN THE CASE OF CODE SHARE, PASSENGERS ARE ADVISED THAT THE DENIED BOARDING RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

WHEN THE CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE DUE TO THERE BEING MORE PASSENGERS HOLDING CONFIRMED RESERVATIONS AND TICKETS THAN FOR WHICH THERE ARE AVAILABLE SEATS ON A FLIGHT, THE CARRIER WILL FOLLOW THE PROVISIONS OF THIS RULE, UNLESS AS OTHERWISE PROVIDED IN OTHER APPLICABLE FOREIGN LEGISLATION.

(A) APPLICABILITY

- (1) THIS RULE APPLIES TO ALL PASSENGERS IRRESPECTIVE OF THE TYPE OF TICKETED FARE.
- (2) A PASSENGER WHO FAILS TO CHECK-IN OR PRESENT THEMSELVES AT THE BOARDING AREA WITHIN THE CARRIER'S CHECK-IN DEADLINE AND/OR BOARDING TIME DEADLINE AS SPECIFIED IN RULE 60(E), CHECK-IN TIME LIMITS, WILL NOT RECEIVE DENIED BOARDING COMPENSATION, WILL AT THE CARRIER'S DISCRETION HAVE THEIR RESERVATIONS CANCELLED AND WILL BE SUBJECT TO THE TERMS AND CONDITIONS ASSOCIATED WITH THE FARE ON WHICH HE OR SHE IS TRAVELLING.

(B) REQUEST FOR VOLUNTEERS

WHEN A SITUATION OF DENIED BOARDING DUE TO OVERBOOKING OCCURS, THE FOLLOWING WILL APPLY.

- (1) THE CARRIER WILL PUBLIC ALLY ASK FOR VOLUNTEERS TO RELINQUISH THEIR SEATS FROM AMONG THE CONFIRMED PASSENGERS. AT THE SAME TIME, THE CARRIER WILL ANNOUNCE WHAT TYPE OF BENEFITS PASSENGERS WILL BE ENTITLED TO SHOULD A PASSENGER VOLUNTARILY RELINQUISH HIS/HER SEAT. THIS REQUEST PROCESS WILL TAKE PLACE AT THE CHECK-IN OR BOARDING AREAS. THE CARRIER WILL CONTINUE TO MAKE THIS REQUEST OF PASSENGERS UNTIL IT OBTAINS ENOUGH VOLUNTEERS TO PREVENT OTHER PASSENGERS FROM BEING INVOLUNTARILY DENIED BOARDING OR UNTIL IT DETERMINES THAT IT DOES NOT, DESPITE ITS BEST EFFORT HAVE ENOUGH, HAVE ENOUGH VOLUNTEERS.
- (2) ONCE A PASSENGER HAS VOLUNTARILY RELINQUISH HIS/HER SEAT, THE PASSENGER WILL NOT LATER BE INVOLUNTARILY DENIED BOARDING UNLESS HE/SHE HAS BEEN ADVISED AT THE TIME HE/SHE VOLUNTEERED OF SUCH POSSIBILITY. AT THE TIME THE PASSENGER IS ADVISED OF SUCH POSSIBILITY OF A FURTHER DENIAL OF BOARDING, THE PASSENGER IS TO BE ADVISED OF ANY FURTHER COMPENSATION TO WHICH HE OR SHE MAY BE ENTITLED TO RECEIVE.
- (3) THE PASSENGER WHO VOLUNTARILY SURRENDERS HIS/HER SEAT WILL RECEIVE AGREED UPON BENEFITS FROM THE CARRIER. VOLUNTEERS WILL BE OFFERED

REROUTING/REFUND OPTIONS AS SET OUT IN PARAGRAPH (D) (1)(2) AND(3) OF THIS RULE OVER AND ABOVE THE AFOREMENTIONED BENEFITS. IN ADDITION, A PASSENGER WHO HAS VOLUNTARILY SURRENDERED HIS/HER SEAT WILL BE OFFERED THE FOLLOWING FREE OF CHARGE:

- (A) A MEAL VOUCHER, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE THAN FOUR (4) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHT ON WHICH PASSENGERS WERE DENIED BOARDING.
- (B) AN OVERNIGHT HOTEL STAY AND AIRPORT TRANSFERS, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE THAN EIGHT (8) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHT ON WHICH THE PASSENGER WAS DENIED BOARDING AND INVOLVES AN OVERNIGHT STAY, PROVIDED THE PASSENGER'S TRAVEL DID NOT START AT THE AIRPORT WHERE THE DENIED BOARDING SITUATION OCCURRED.
- (C) A TELEPHONE CALL, EMAIL OR FAX MESSAGE TO THE DESTINATION POINT OF TRAVEL.

(C) BOARDING PRIORITIES

IN THE EVENT THERE ARE NOT VOLUNTEERS, THE REMAINING PASSENGERS WILL BE DENIED BOARDING ON AN INVOLUNTARY BASIS. PASSENGERS HOLDING CONFIRMED AND TICKETED RESERVATIONS WILL BE PERMITTED TO BOARD IN THE FOLLOWING ORDER UNTIL ALL AVAILABLE SEATS ARE OCCUPIED.

- (1) PERSONS WITH DISABILITIES AND ANY ACCOMPANYING ATTENDANT OR SERVICE ANIMAL.
- (2) PASSENGERS TRAVELLING UNDER THE SERVICES OF THE UNACCOMPANIED MINOR PROGRAM.
- (3) PASSENGERS TRAVELLING DUE TO DEATH OR ILLNESS OF A MEMBER OF THE PASSENGER'S FAMILY.
- (4) PASSENGERS FOR WHOM, IN THE CARRIER'S OWN ASSESSMENT, FAILURE TO TRAVEL WOULD CAUSE SEVERE HARDSHIP.
- (5) PASSENGERS HOLDING FIRST/EXECUTIVE/BUSINESS OR FULL ECONOMY CLASS TICKETS.
- (6) PASSENGERS TRAVELLING AS A GROUP INCLUDING THE TOUR CONDUCTOR OF THE GROUP.
- (7) ALL OTHER PASSENGERS WITH CONFIRMED AND TICKETED RESERVATIONS WILL BE ACCOMMODATED IN THE ORDER IN WHICH THEY PRESENTED THEMSELVES FOR CHECK-IN.

(D) TRANSPORTATION FOR PASSENGERS DENIED BOARDING

A PASSENGER HAS THE RIGHT TO TAKE THE FLIGHT HE OR SHE HAS PURCHASED. THE CARRIER WILL PRESENT A PASSENGER WHO HAS BEEN DENIED BOARDING, WHETHER VOLUNTARILY OR INVOLUNTARILY, WITH THE FOLLOWING OPTIONS:

- (1) CARRY THE PASSENGER TO THE DESTINATION NAMED ON THE TICKET, OR APPLICABLE PORTION THEREOF, WITHIN A REASONABLE AMOUNT OF TIME, ON ANOTHER OF ITS PASSENGER AIRCRAFT OR IN A DIFFERENT CLASS OF SERVICE ON WHICH SPACE IS AVAILABLE, WITHOUT ADDITIONAL CHARGE, REGARDLESS OF THE CLASS OF SERVICE IN WHICH THE PASSENGER WAS BOOKED OR,
- (2) REROUTE THE PASSENGER TO THE DESTINATION NAMED ON THE TICKET, OR APPLICABLE PORTION THEREOF, ON ITS OWN TRANSPORTATION SERVICES WITHIN A REASONABLE

- AMOUNT OF TIME. IF THE FARE FOR THE REVISED REROUTING OR CLASS OF SERVICE IS HIGHER THAN THE FARE PAID BY THE PASSENGER, THE CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER. IF THE FARE FOR THE REVISED ROUTING IS IN A LOWER CLASS OF SERVICE, A REFUND WILL BE MADE FOR THE DIFFERENCE IN FARE. THE REFUND WILL BE MADE TO THE PURCHASER OF THE TICKET. THE FORM OF REFUND WILL BE THE SAME AS THE FORM OF PAYMENT USED FOR THE TICKET. THE REFUND WILL BE BASED ON THE TOTAL VALUE OF THE TICKET, OR,
- (3) REROUTE THE PASSENGER TO THE DESTINATION NAME ON THE TICKET, OR APPLICABLE PORTION THEREOF, ON ANOTHER AIR CARRIER'S TRANSPORTATION SERVICES, INCLUDING INTERLINE OR, WHERE POSSIBLE AND NECESSARY, NON-INTERLINE CARRIERS, WITHIN A REASONABLE AMOUNT OF TIME. IF THE FARE FOR THE REVISED ROUTING OR CLASS OF SERVICE IS HIGHER THAN THE FARE PAID BY THE PASSENGER, THE CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER. IF THE FARE FOR THE REVISED ROUTING IS IN A LOWER CLASS OF SERVICE, A REFUND WILL BE MADE FOR THE DIFFERENCE IN FARE. THE REFUND WILL BE MADE TO THE PURCHASER OF THE TICKET. THE FORM OF REFUND WILL BE THE SAME AS THE FORM OF PAYMENT USED FOR THE TICKET. THE REFUND WILL BE BASED ON THE TOTAL VALUE OF THE TICKET OR,
- (4) IF THE PASSENGER CHOOSES TO NO LONGER TRAVEL AS THE DENIED BOARDING RESULTS IN THE LOSS OF PURPOSE OF TRAVEL OR IF THE CARRIER IS UNABLE TO PERFORM THE OPTIONS STATED IN (1), (2) OR (3) ABOVE WITHIN A REASONABLE AMOUNT OF TIME, THE CARRIER WILL TRANSPORT THE PASSENGER TO THE POINT OF ORIGIN NAMED ON THE TICKET AND REFUND THE FULL AMOUNT OF THE TICKET IN ACCORDANCE WITH RULE 90(B)(2)(A), REFUNDS, INVOLUNTARY REFUNDS, IRRESPECTIVE IF TRAVEL HAS COMMENCED, OR SUBJECT TO PASSENGER'S AGREEMENT, OFFER A TRAVEL VOUCHER FOR FUTURE TRAVEL IN THE SAME AMOUNT.
- (5) OTHERWISE, SHOULD THE ALTERNATE TRANSPORTATION PROPOSED BY THE CARRIER NOT MEET THE PASSENGER'S SATISFACTION, THE CARRIER WILL OFFER A REFUND EQUAL TO THE FARE AND CHARGE PAID. THE REFUND WILL BE MADE TO THE PURCHASER OF THE TICKET(S). THE FORM OF REFUND WILL BE THE SAME FORM USED AS PAYMENT OF THE TICKET(S). THE REFUND WILL BE BASED ON THE TOTAL VALUE OF THE TICKET(S). FOR COMPLETE CONDITIONS ON REFUNDS SEE RULE 90(B)(2)(B) REFUNDS, INVOLUNTARY REFUNDS.
- NOTHING IN THE ABOVE SHALL LIMIT OR REDUCE THE PASSENGER'S RIGHT, IF ANY, TO CLAIM DAMAGES, IF ANY, UNDER THE APPLICABLE CONVENTION, OR UNDER THE LAW WHEN NEITHER CONVENTION APPLIES. IN ADDITION TO THE ABOVE, THE CARRIER WILL ALWAYS CONSIDER THE NEEDS OF THE PASSENGER ON A CASE BY CASE BASIS AND TAKE INTO ACCOUNT ALL KNOWN CIRCUMSTANCES TO AVOID OR MITIGATE THE DAMAGES CAUSED BY THE SCHEDULE IRREGULARITY WITHIN THE CARRIER'S CONTROL.



- (E) COMPENSATION FOR PASSENGERS INVOLUNTARILY DENIED BOARDING  
IN ADDITION TO PROVIDING TRANSPORTATION, THE FOLLOWING WILL APPLY TO A PASSENGER WHO IS INVOLUNTARILY DENIED BOARDING:
- (1) CONDITION OF PAYMENT
    - (A) THE PASSENGER HOLDING A CONFIRMED AND TICKETED RESERVATION MUST PRESENT HIM/HERSELF FOR CARRIAGE IN ACCORDANCE WITH THIS TARIFF: HAVING COMPLIED FULLY WITH THE CARRIER'S APPLICABLE RESERVATION, TICKETING, CHECK-IN AND BOARDING REQUIREMENTS WITHIN THE TIME LIMITS AND AT THE LOCATION SET OUT IN RULE 60(E); AND,
    - (B) THE CARRIER MUST NOT HAVE BEEN ABLE TO ACCOMMODATE THE PASSENGER ON THE FLIGHT ON WHICH HE OR SHE HELD CONFIRMED AND TICKETED RESERVATIONS AND THE FLIGHT DEPARTED WITHOUT THE PASSENGER.
  - (2) A PASSENGER WILL NOT BE ELIGIBLE FOR COMPENSATION UNDER THE FOLLOWING CONDITIONS:
    - (A) THE PASSENGER WHO CHECKS-IN AFTER THE CARRIER'S CHECK-IN DEADLINE OR PRESENT HIM/HERSELF AT THE BOARDING AREA AFTER THE CARRIER'S BOARDING TIME DEADLINE AS SPECIFIED UNDER RULE 60(E), CHECK-IN TIME LIMITS, WILL NOT RECEIVE DENIED BOARDING COMPENSATION AND WILL HAVE HIS/HER RESERVATIONS CANCELLED AS SPECIFIED UNDER RULE 25, REFUSAL TO TRANSPORT.
    - (B) WHEN A FLIGHT ON WHICH THE PASSENGER HOLDS CONFIRMED AND TICKETED RESERVATIONS IS CANCELLED.
    - (C) WHEN SPACE ON A FLIGHT HAS BEEN REQUISITIONED BY A GOVERNMENT OR BY MEDICAL AUTHORITIES FOR EMERGENCY TRANSPORTATION.
    - (D) IF, FOR THE OPERATIONAL AND SAFETY REASONS, BEYOND THE CARRIER'S CONTROL, THE AIRCRAFT HAS BEEN SUBSTITUTED WITH ONE HAVING LESSER CAPACITY AND THE CARRIER TOOK ALL REASONABLE MEASURES TO AVOID THE SUBSTITUTION OR THAT IT WAS IMPOSSIBLE FOR THE CARRIER TO TAKE SUCH MEASURES.
  - (3) AMOUNT OF COMPENSATION FOR INVOLUNTARY DENIED BOARDING  
THE CARRIER WILL PROVIDE COMPENSATION IN THE FOLLOWING AMOUNTS TO PASSENGERS WHO ARE INVOLUNTARY DENIED BOARDING. REGARDLESS OF THE FARE PAID, PASSENGERS ARE ENTITLED TO A MONETARY COMPENSATION AS FOLLOWS:  
INTERNATIONAL TRANSPORTATION:  
    LENGTH OF DELAY: 0-4 HOURS  
    COMPENSATION: CAD \$400  
    LENGTH OF DELAY: OVER 4 HOURS  
    COMPENSATION: CAD \$800  
ALL AMOUNTS WILL BE TENDERED IN CASH/BANK DRAFT.  
OR,  
THREE TIMES THE AMOUNT OF CASH IN THE FORM OF

MCO/FUTURE TRAVEL VOUCHERS. THE FOLLOWING  
RESTRICTIONS WILL APPLY:

- (A) CARRIER MUST INFORM PASSENGERS OF THE AMOUNT OF CASH COMPENSATION THAT WOULD BE DUE, AND THAT THE PASSENGERS MAY DECLINE TRAVEL VOUCHERS, AND RECEIVE CASH OR EQUIVALENT.
- (B) CARRIER MUST FULLY DISCLOSE ALL MATERIAL RESTRICTIONS BEFORE THE PASSENGER DECIDES TO GIVE UP THE CASH OR EQUIVALENT PAYMENT IN EXCHANGE FOR A TRAVEL VOUCHER;
- (C) CARRIER MUST OBTAIN THE SIGNED AGREEMENT OF THE PASSENGER, CONFIRMING THAT THE PASSENGER WAS PROVIDED WITH THE AFOREMENTIONED INFORMATION, PRIOR TO PROVIDING TRAVEL VOUCHERS IN LIEU OF COMPENSATION.
- (D) THE AMOUNT OF THE TRAVEL VOUCHER MUST BE NOT LESS THAN 300 PERCENT OF THE AMOUNT OF CASH COMPENSATION THAT WOULD BE DUE.
- (E) PASSENGERS ARE ENTITLED TO EXCHANGE THE TRAVEL VOUCHERS FOR CASH AT THE RATE OF CAD \$1 IN CASH BEING EQUIVALENT TO CAD \$3 IN TRAVEL VOUCHERS WITHIN ONE (1) MONTH.

IT IS THE PASSENGER'S OPTION TO CHOOSE WHICH FORM OF COMPENSATION THEY WISH TO RECEIVE.

(4) RIGHT TO CARE

IN ADDITION, A PASSENGER WHO IS INVOLUNTARILY DENIED BOARDING WILL BE OFFERED THE FOLLOWING FREE OF CHARGE.

- (A) A MEAL VOUCHER, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE THAN FOUR (4) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHTS ON WHICH THE PASSENGERS WAS DENIED BOARDING.
- (B) AN OVERNIGHT HOTEL STAY AND AIRPORT TRANSFERS, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE THAN EIGHT (8) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHT ON WHICH THE PASSENGER WAS DENIED BOARDING AND INVOLVES AN OVERNIGHT STAY, PROVIDED THE PASSENGER'S TRAVEL DID NOT START AT THAT AIRPORT.
- (C) A TELEPHONE CALL, E-MAIL OR FAX MESSAGE TO THE DESTINATION POINT OF TRAVEL.

(5) TIME OF OFFER OF COMPENSATION

- (A) ONCE COMPENSATION HAS BEEN OFFERED, AND IF ACCEPTED, THE PASSENGER WILL SIGN AN ACKNOWLEDGMENT OF OFFER ON THE DAY AND AT THE PLACE WHERE THE DENIED BOARDING OCCURRED.
- (B) IN THE EVENT THE ALTERNATE TRANSPORTATION DEPARTS BEFORE THE ACKNOWLEDGMENT OF OFFER CAN BE SIGNED, THE OFFER WILL BE SENT BY MAIL OR BY OTHER MEANS WITHIN 24 HOURS AFTER THE TIME THE DENIED BOARDING OCCURS. THE PASSENGER WILL, IN TURN, SIGN THIS ACKNOWLEDGMENT AND RETURN IT BY MAIL TO THE CARRIER.

## Rule 90 Refunds

### (A) GENERAL

- (1) THE PASSENGER MUST PRESENT TO THE CARRIER OR ITS AUTHORIZED AGENT THE UNUSED FLIGHT COUPONS OF A TICKET, AN ITINERARY/RECEIPT, A RECORD LOCATOR, OR A RESERVATION NUMBER AS SATISFACTORY PROOF THAT THE PASSENGER HAS UNUSED PORTIONS OF A TICKET WHICH ARE ELIGIBLE FOR REFUND.
- (2) THE CARRIER WILL MAKE A REFUND TO THE PASSENGER WHO PURCHASED THE TICKET.
- (3) IF, AT THE TIME OF TICKET PURCHASE, THE PURCHASER DESIGNATES ANOTHER PERSON TO WHOM THE REFUND SHALL BE MADE, THEN THE REFUND WILL BE MADE TO THE PERSON SO DESIGNATED. TO DO SO, THE PASSENGER MUST CONTACT THE CARRIER DIRECTLY.
- (4) ACCEPTANCE OF A REFUND BY THE PASSENGER WILL RELEASE THE CARRIER FROM FURTHER LIABILITY.
- (5) IN ANY INSTANCE WHERE REFUNDS ARE APPROPRIATE, THE CARRIER WILL PROCESS REQUESTS IN A TIMELY MANNER AND REFUND REQUESTS WITHIN 15 BUSINESS DAYS FOR CREDIT CARD PURCHASES AND WITHIN 15 BUSINESS DAYS FOR CASH OR CHEQUE TRANSACTIONS.

### (B) INVOLUNTARY REFUNDS

- (1) INVOLUNTARY REFUNDS ARE NOT SUBJECT TO ANY RESTRICTIONS CONTAINED IN THE APPLICABLE FARE RULE.
- (2) THE AMOUNT OF THE INVOLUNTARY REFUND WILL BE AS FOLLOWS:
  - (A) IF, DUE TO SCHEDULE IRREGULARITY WITHIN THE CARRIER'S CONTROL OR DENIED BOARDING IN ACCORDANCE WITH REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS RULE 80 AND DENIED BOARDING RULE 89(D)4, THE PASSENGER CHOOSES TO NO LONGER TRAVEL DUE TO LOSS OF PURPOSES OF TRAVEL OR IF ALTERNATE TRAVEL COULD NOT BE PROVIDED WITHIN A REASONABLE TIME, THE CARRIER WILL OFFER A REFUND EQUAL TO THE FARE AND CHARGE PAID, IRRESPECTIVE IF TRAVEL HAS COMMENCED.
  - (B) IF, DUE TO A SCHEDULE IRREGULARITY WITHIN THE CARRIER'S CONTROL OR DENIED BOARDING IN ACCORDANCE WITH REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS RULE 80 AND DENIED BOARDING RULE 89(D)4, THE PASSENGER CHOOSES TO NO LONGER TRAVEL BECAUSE THE ALTERNATE TRANSPORTATION OFFERED DOES NOT MEET WITH THE PASSENGER'S SATISFACTION, THE CARRIER WILL OFFER A REFUND EQUAL TO THE FARE AND CHARGE PAID.
  - (C) IF, DUE TO A SCHEDULE IRREGULARITY NOT WITHIN THE CARRIER'S CONTROL OR REFUSAL TO TRANSPORT IN ACCORDANCE WITH REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS RULE 80 AND

- REFUSAL TO TRANSPORT RULE 25(C)1, NO PORTION OF A TICKET HAS BEEN USED, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE AND CHARGES PAID; OR
- (D) IF, DUE TO A SCHEDULE IRREGULARITY NOT WITHIN THE CARRIER'S CONTROL OR REFUSAL TO TRANSPORT IN ACCORDANCE WITH REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS RULE 80 AND REFUSAL TO TRANSPORT RULE 25(C)1, A PORTION OF THE TICKET HAS BEEN USED, THE AMOUNT REFUNDED TO THE PURCHASER WILL BE THE ONE THAT RESULTS IN THE MOST GENEROUS AMOUNT USING ONE OF THE FOLLOWING METHODS;
- (I) THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR TRANSPORTATION ACTUALLY USED OR TO BE USED; OR
- (II) PROVIDED THAT THE POINT WHERE TRAVEL TERMINATED WAS ON THE PASSENGER'S ROUTING AS SHOWN ON THE ORIGINAL TICKET AND THE ROUTING REMAINS UNCHANGED, THE PASSENGER WILL BE REFUNDED THE DIFFERENCE BETWEEN THE ONE WAY FARE APPLICABLE TO THE UNUSED TRANSPORTATION FROM THE POINT WHERE THE PASSENGER TERMINATED TRAVEL TO THE DESTINATION OR NEXT STOPOVER POINT AS NAMED ON THE TICKET OR TO THE POINT AT WHICH TRANSPORTATION IS TO BE RESUMED LESS THE SAME RATE OF DISCOUNT, (IF TRAVEL IS ON A DISCOUNT FARE) THAT WAS APPLIED TO THE ORIGINAL ONE WAY FARE (INCLUDING ALL CHARGES). IF THE PASSENGER WAS TRAVELLING ON A ROUND TRIP OR CIRCLE TRIP TICKET, THE AMOUNT REFUNDED WOULD BE BASED ON THE RATE OF DISCOUNT OF ONE HALF OF THE ROUND TRIP FARE; OR
- (III) IF THE POINT WHERE THE PASSENGER TERMINATED TRAVEL WAS NOT ON THE ROUTING SPECIFIED ON THE TICKET, THE REFUND WILL BE BASED ON THE LOWEST APPLICABLE FARE OF ANY AIR CARRIER OPERATING BETWEEN THE POINT WHERE THE PASSENGER TERMINATED TRAVEL TO THE DESTINATION OR NEXT STOPOVER POINT NAMED ON THE TICKET OR TO THE POINT AT WHICH TRANSPORTATION IS TO BE RESUMED.
- (3) INVOLUNTARY REFUND OF TICKETS SHALL BE MADE IN THE CURRENCY USED TO ISSUE THE TICKET AND IN THE COUNTRY WHERE THE TICKET WAS PURCHASED, WHENEVER POSSIBLE. HOWEVER, CANADIAN DOLLAR REFUNDS OR REFUNDS IN THE CURRENCY OF THE COUNTRY WHERE THE INVOLUNTARY REFUND IS NECESSARY MAY BE MADE AT THE REQUEST OF THE PASSENGER PROVIDED A REFUND IN SUCH CURRENCY IS NOT PROHIBITED BY LOCAL GOVERNMENT FOREIGN CONTROL REGULATIONS.
- (C) VOLUNTARY REFUNDS
- (1) VOLUNTARY REFUNDS WILL BE BASED ON THE APPLICABLE FARE AT THE TIME OF TICKET ISSUANCE, AND THE

- REFUND WILL BE MADE IN ACCORDANCE WITH ANY RESTRICTIONS CONTAINED IN THE APPLICABLE FARE RULE.
- (2) VOLUNTARY REFUNDS WILL BE MADE ONLY BY THE CARRIER WHICH ORIGINALLY ISSUED THE TICKET OR ITS AUTHORIZED AGENT.
  - (3) IF NO PORTION OF A TICKET HAS BEEN USED, THE REFUND WILL BE FULL AMOUNT OF THE FARE PAID LESS ANY CANCELLATION FEE AND/OR SERVICE CHARGE.
  - (4) IF A PORTION OF THE TICKET HAS BEEN USED, THE REFUND WILL BE AN AMOUNT EQUAL TO THE DIFFERENCE BETWEEN THE FARE PAID AND THE APPLICABLE FARE TRAVEL BETWEEN THE POINTS FOR WHICH THE TICKET HAS BEEN USED, LESS ANY CANCELLATION FEE AND/OR SERVICE CHARGE.
  - (5) VOLUNTARY REFUND OF TICKETS SHALL BE MADE IN THE CURRENCY USED TO ISSUE THE TICKET AND IN THE COUNTRY WHERE THE TICKET WAS PURCHASED, WHENEVER POSSIBLE. HOWEVER, CANADIAN DOLLAR REFUNDS IN THE CURRENCY OF THE COUNTRY WHERE THE VOLUNTARY REFUND IS REQUESTED MAY BE MADE AT THE REQUEST OF THE PASSENGER PROVIDED A REFUND IN SUCH CURRENCY IS NOT PROHIBITED BY LOCAL GOVERNMENT FOREIGN EXCHANGE CONTROL REGULATIONS.
  - (6) NON-REFUNDABLE TICKETS CAN BE EXCHANGED FOR A FUTURE TICKET FOR UP TO ONE YEAR FROM THE TICKET ISSUE DATE AS LONG AS THE RESERVATION IS CANCELLED ON OR BEFORE THE FIRST TRAVEL DATE ON THE TICKET.
- (D) TIME LIMIT FOR REQUESTING A REFUND
- (1) THE PASSENGER HAS ONE MONTH AFTER THE EXPIRATION DATE OF THE TICKET TO REQUEST A REFUND.
  - (2) FOR A SERVICE OF \$35 USD/CAD, A PARTIALLY USED TICKET MAY BE REFUNDED MORE THAN ONE MONTH AFTER THE EXPIRY DATE SHOWN ON THE TICKET BUT NOT LATER THAN ONE YEAR FROM THE DATE OF ISSUANCE OF THE ORIGINAL TICKET.
  - (3) FOR A SERVICE CHARGE OF \$35 USD/CAD, AN UNUSED TICKET MAY BE REFUNDED MORE THAN ONE MONTH AFTER THE EXPIRY DATE SHOWN ON THE TICKET BUT NOT LATER THAN TWO YEARS FROM THE DATE OF ISSUANCE OF THE ORIGINAL TICKET.
- (E) REFUND IN THE CASE OF DEATH
- WHEN TRANSPORTATION IS CANCELLED AS A RESULT OF THE DEATH OF THE PASSENGER, A MEMBER OF THE IMMEDIATE FAMILY OR TRAVELLING COMPANION, THE REFUND WILL APPLY AS FOLLOWS:
- (1) REFUNDS IN THE CASE OF DEATH ARE NOT SUBJECT TO ANY RESTRICTIONS CONTAINED IN THE APPLICABLE FARE RULES.
  - (2) IF NO PORTION OF A TICKET HAS BEEN USED, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE AND CHARGES PAID.
  - (3) IF A PORTION OF THE TICKET HAS BEEN USED, THE REFUND WILL BE EQUAL TO THE DIFFERENCE BETWEEN THE FARE PAID AND THE APPLICABLE FARE FOR TRAVEL BETWEEN THE POINTS FOR WHICH THE TICKET HAS BEEN USED AND WILL NOT BE SUBJECT TO ANY CANCELLATION FEE AND/OR SERVICE CHARGE.

- (4) REFUNDS WILL ONLY BE MADE UPON PRESENTATION OF THE UNUSED COUPON(S) AND DEATH CERTIFICATE, OR A COPY DULY EXECUTED BY THE COMPETENT AUTHORITIES (I.E. THOSE DESIGNATED TO ISSUE A DEATH CERTIFICATE BY THE APPLICABLE LAWS OF THE COUNTRY CONCERNED), IN THE COUNTRY IN WHICH THE DEATH OCCURRED.
- (5) IN THE CASE OF DEATH OF THE PASSENGER, THE REFUND WILL BE MADE TO THE ESTATE OF THE PASSENGER.
- (F) JURY DUTY  
IN THE EVENT THE PASSENGER IS CALLED TO JURY DUTY OR SUBPOENAED, A FULL REFUND WILL APPLY UPON PRESENTATION OF JURY SUMMONS OF SUBPOENA. NO OTHER DOCUMENT WILL BE ACCEPTED.
- (G) REFUSAL TO REFUND
  - (1) THE CARRIER MAY REFUSE TO REFUND THE PASSENGER'S TICKET IF THAT TICKET IS PRESENTED FOR REFUND AFTER ITS VALIDITY HAS EXPIRED.
  - (2) FOR TICKETS INVOLVING INTERNATIONAL TRAVEL, CERTAIN COUNTRIES LIMIT THE AMOUNT OF TIME THE PASSENGER MAY STAY IN A PARTICULAR COUNTRY WITHOUT A VISA OR OTHER OFFICIAL GOVERNMENT DOCUMENTATION GRANTING PERMISSION TO STAY FOR AN EXTENDED PERIOD OF TIME. ACCORDINGLY, THE REFUND OF UNUSED COUPON(S) MAY BE REFUSED, UNLESS THE PASSENGER IS ABLE TO PROVE THAT HE/SHE HAS RECEIVED GOVERNMENT PERMISSION TO REMAIN IN THE COUNTRY OR IS DEPARTING THE COUNTRY ON ANOTHER CARRIER OR BY OTHER MEANS OF TRANSPORT.
- (D) INVOLUNTARY REFUNDS  
SEE ALSO RULE 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) AND RULE 87 (DENIED BOARDING COMPENSATION) FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "INVOLUNTARY REFUND" SHALL MEAN ANY REFUND TO A PASSENGER WHO IS PREVENTED FROM USING THE CARRIAGE PROVIDED FOR IN HIS TICKET BECAUSE OF CANCELLATION OF FLIGHT, INABILITY OF CARRIER TO PROVIDE PREVIOUSLY CONFIRMED SPACE, SUBSTITUTION OF A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE BY CARRIER, MISSED CONNECTIONS, POSTPONEMENT OR DELAY OF FLIGHT, OMISSION OF A SCHEDULED STOP, OR REMOVAL OR REFUSAL TO CARRY UNDER CONDITIONS PRESCRIBED IN RULE 25 (REFUSAL TO TRANSPORT- LIMITATIONS OF CARRIER). INVOLUNTARY REFUNDS WILL BE COMPUTED AS FOLLOWS:
  - (1) WHEN NO PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE PAID.
  - (2) WHEN A PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE:
    - (A) EITHER AN AMOUNT EQUAL TO THE ONE-WAY FARE LESS THE SAME RATE OF DISCOUNT, IF ANY, THAT WAS APPLIED IN COMPUTING THE ORIGINAL ONE-WAY FARE (OR ON ROUND OR CIRCLE TRIP TICKETS, ONE-HALF OF THE ROUND TRIP FARE) AND CHARGES APPLICABLE TO THE UNUSED TRANSPORTATION FROM THE POINT OF TERMINATION TO THE DESTINATION OR STOPOVER POINT NAMED ON THE TICKET OR TO THE POINT AT WHICH TRANSPORTATION IS TO BE RESUMED, VIA:
      - (I) THE ROUTING SPECIFIED ON THE TICKET, IF

- THE POINT OF TERMINATION WAS ON SUCH ROUTING; OR
- (II) THE ROUTING OF ANY CARRIER OPERATING BETWEEN SUCH POINTS, IF THE POINT OF TERMINATION WAS NOT ON THE ROUTING SPECIFIED ON THE TICKET; IN SUCH CASE THE AMOUNT OF REFUND WILL BE BASED ON THE LOWEST FARE APPLICABLE BETWEEN SUCH POINTS; OR
- (B) THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED, WHICHEVER IS HIGHER.
- EXCEPTION: WHEN A PASSENGER HOLDING A TICKET FOR CARRIAGE FOR A HIGHER CLASS OF SERVICE BETWEEN AN ORIGIN AND A DESTINATION IS REQUIRED BY CARRIER TO USE A LOWER CLASS OF SERVICE FOR ANY PORTION OF SUCH CARRIAGE, THE AMOUNT OF REFUND WILL BE AS FOLLOWS:
- (1) FOR ONE-WAY TICKETS: THE DIFFERENCE BETWEEN THE FARE FOR THE HIGHER CLASS OF SERVICE AND THE FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE THE LOWER CLASS SERVICE IS USED;
- (2) FOR ROUND TRIP, CIRCLE TRIP OR OPEN-JAW TICKETS: THE DIFFERENCE BETWEEN 50 PERCENT OF THE ROUND TRIP FARE FOR THE HIGHER CLASS OF SERVICE AND 50 PERCENT OF THE ROUND TRIP FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE THE LOWER CLASS OF SERVICE IS USED.
- FOR THE PURPOSE OF THIS EXCEPTION FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:
- (A) FIRST CLASS FARES APPLICABLE ON JET AIRCRAFT;
- (B) FIRST CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT;
- (C) ONE CLASS STANDARD SERVICE FARES;
- (D) ECONOMY CLASS, TOURIST CLASS OR COACH CLASS FARES APPLICABLE ON JET AIRCRAFT;
- (E) ECONOMY CLASS, TOURIST CLASS OR COACH CLASS

- FARES APPLICABLE ON  
PROPELLER AIRCRAFT;  
(F) THRIFT CLASS FARES  
APPLICABLE ON JET  
AIRCRAFT;  
(G) THRIFT CLASS FARES  
APPLICABLE ON PROPELLER  
AIRCRAFT.

THE TERM "JET AIRCRAFT" AS  
USED ABOVE MEANS A-300,  
BAC-111, B-707, B-720, B-720B,  
B-727, B-737, B-747, CARAVELLE  
CONVAIR 600, CONVAIR 880,  
CONVAIR 990, COMET 4, COMET  
4-C, DC-8, DC-9, DC-10,  
ILLYUSHIN IL-62, L-1011,  
TUPOLEV TU-114 AND VC-10.

- (3) THE SERVICE CHARGE PROVIDED FOR IN RULE 60 HEREIN,  
WILL NOT BE ASSESSED AND ANY COMMUNICATION  
EXPENSES PAID BY THE PASSENGER IN ACCORDANCE WITH  
RULE 60 WILL BE REFUNDED, OR IF SUCH EXPENSE AT  
THE TIME HAS NOT BEEN COLLECTED BY CARRIER, ITS  
COLLECTION WILL BE WAIVED.

(E) VOLUNTARY REFUNDS

FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "VOLUNTARY  
REFUND" SHALL MEAN ANY REFUND OF A TICKET OR PORTION  
THEREOF OTHER THAN AN INVOLUNTARY REFUND, AS DESCRIBED  
IN PARAGRAPH (D) OF THIS RULE. VOLUNTARY REFUNDS SHALL  
BE COMPUTED AS FOLLOWS:

- (1) IF NO PORTION OF THE TICKET HAS BEEN USED, REFUND  
WILL BE THE FULL AMOUNT OF THE FARE PAID, LESS ANY  
APPLICABLE SERVICE CHARGE AND COMMUNICATION  
EXPENSES, (SEE RULE NOS. 60 (RESERVATIONS) AND 65  
(TICKETS)); OR  
(2) IF A PORTION OF A TICKET HAS BEEN USED, REFUND  
WILL BE MADE IN AN AMOUNT EQUAL TO THE DIFFERENCE,  
IF ANY, BETWEEN THE FARE PAID AND THE APPLICABLE  
FARE BETWEEN THE POINTS BETWEEN WHICH THE TICKET  
HAS BEEN USED, LESS ANY APPLICABLE SERVICE CHARGE  
AND COMMUNICATION EXPENSES. (SEE RULE NOS. 60  
(RESERVATIONS) AND 65 (TICKETS)).  
(3) WHEN THE REFUNDING OF ANY PORTION OF A TICKET  
WOULD RESULT IN THE USE OF SUCH TICKET BETWEEN ANY  
POINTS WHERE THE CARRIAGE OF TRAFFIC IS  
PROHIBITED, THE REFUND, IF ANY, WILL BE DETERMINED  
AS IF SUCH TICKET HAD BEEN USED TO A POINT BEYOND  
WHICH WOULD NOT RESULT IN THE VIOLATION OF  
CARRIER'S OPERATING RIGHTS OR PRIVILEGES. THE  
PASSENGER WILL BE REFUNDED THE DIFFERENCE BETWEEN  
THE FARE PAID FROM THE POINT OF ORIGIN TO SUCH  
FARTHER POINT AND THE TOTAL FARE PAID, LESS ANY  
APPLICABLE CHARGES.  
(4) A PENALTY FOR VOLUNTARY CANCELLATION SHALL NOT  
APPLY AND THE TOTAL AMOUNT PAID SHALL BE REFUNDED  
IF SUCH CANCELLATION IS MADE AFTER AN INCREASE IN  
THE FARE IS MADE APPLICABLE BETWEEN THE TIME OF  
THE INITIAL PAYMENT AND THE DATE OF TRAVEL.

(F) LOST TICKET



THE FOLLOWING PROVISIONS WILL GOVERN REFUND OF A LOST  
TICKET OR UNUSED PORTION THEREOF:

- (1) WHEN A LOST TICKET OR PORTION THEREOF IS NOT  
FOUND, REFUND AS STIPULATED WILL BE MADE UPON  
RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER  
AND AFTER RECEIPT OF WRITTEN REQUEST FOR REFUND  
FROM THE PASSENGER. REFUND WILL ONLY BE MADE  
PROVIDED THAT THE LOST TICKET OR PORTION THEREOF  
HAS NOT BEEN HONORED FOR TRANSPORTATION, OR  
REFUNDED, UPON SURRENDER BY ANY PERSON PRIOR TO  
THE TIME THE REFUND IS MADE AND FURTHER PROVIDED  
THAT THE PASSENGER AGREES TO INDEMNIFY AND HOLD  
CARRIER HARMLESS AGAINST ANY AND ALL LOSS, DAMAGE,  
CLAIM OR EXPENSE, INCLUDING WITHOUT LIMITATION,  
REASONABLE ATTORNEY FEES, WHICH CARRIER MAY SUFFER  
OR INCUR BY REASON OF THE MAKING OF SUCH REFUND  
AND/OR THE SUBSEQUENT PRESENTATION OF SAID  
TICKET(S) FOR TRANSPORTATION OR REFUND OF ANY  
OTHER USE WHATSOEVER.  
EXCEPTION: CARRIER WILL NOT REFUND LOST  
TICKETS LESS THAN SIX MONTHS AFTER  
THE EXPIRATION DATE OF THE LOST  
TICKET.
- (2) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST  
MISCELLANEOUS CHARGES ORDER, DEPOSIT RECEIPTS AND  
EXCESS BAGGAGE TICKETS.
- (3) (APPLICABLE ONLY TO DOCUMENTS ORIGINALLY ISSUED IN  
THE U.S.A.) A SERVICE CHARGE AS INDICATED BELOW  
WILL BE IMPOSED PER PASSENGER/DOCUMENT FOR  
HANDLING SUCH REQUEST FOR REFUND OR REPLACEMENT OF  
A LOST TICKET STATED IN USD (OR THE EQUIVALENT  
LOCAL CURRENCY):

LOST TICKET  
USD  
50.00

## Rule 99 Baggage Acceptance

(A) APPLICABILITY

THIS RULE APPLIES TO INTRALINE (ONLINE) TRANSPORTATION OF BAGGAGE AND INTERLINE TRANSPORTATION OF BAGGAGE WHERE THE CARRIER IS SELECTED TO APPLY ITS OWN BAGGAGE RULES TO AN INTERLINE ITINERARY.

(B) GENERAL CONDITIONS OF ACCEPTANCE OF CHECKED AND UNCHECKED BAGGAGE

THE CARRIER WILL ACCEPT FOR TRANSPORTATION AS BAGGAGE, ANY GOOD THAT IS NECESSARY OR APPROPRIATE FOR THE WEAR, USE, COMFORT, OR CONVENIENCE OF THE PASSENGER FOR THE PURPOSE OF THE TRIP, SUBJECT TO THE FOLLOWING:

(1) CHECKED BAGGAGE

(A) ONCE THE CARRIER TAKES POSSESSION OF THE PASSENGER'S CHECKED BAGGAGE, THE CARRIER WILL ISSUE A BAGGAGE IDENTIFICATION TAG FOR EACH PIECE OF CHECKED BAGGAGE. A PORTION OF THIS TAG WILL BE PROVIDED TO THE PASSENGER AND EACH BAG WILL BE AFFIXED WITH THE CORRESPONDING REMAINING PORTION OF THE TAG.

(B) CHECKED BAGGAGE WILL BE CARRIED ON THE SAME AIRCRAFT AS THE PASSENGER UNLESS THE BAGGAGE IS DELAYED OR THE CARRIER DECIDES THAT IT IS IMPRACTICAL TO CARRY THE BAGGAGE ON THE SAME AIRCRAFT. IN CASE OF DELAY, THE CARRIER WILL TAKE NECESSARY STEPS TO INFORM THE PASSENGER ON THE STATUS OF THE BAGGAGE, ENSURE THE PASSENGER HAS THEIR INCIDENTALS COVERED OR AN OVERNIGHT KIT IS PROVIDED AS PRACTICABLE AND ARRANGE TO DELIVER THE BAGGAGE TO THE PASSENGER AS SOON AS POSSIBLE UNLESS APPLICABLE LAWS REQUIRE THE PRESENCE OF THE PASSENGER FOR CUSTOMS CLEARANCE.

NOTE: THIS PORTION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. SEE RULE 21

(2) UNCHECKED BAGGAGE (CARRY-ON BAGGAGE)

(A) UNCHECKED BAGGAGE MUST BE WITHIN THE CARRIER'S SIZE AND WEIGHT LIMITS TO BE TAKEN ONBOARD THE AIRCRAFT.

(B) UNCHECKED BAGGAGE MUST FIT UNDER THE SEAT LOCATED IN FRONT OF THE PASSENGER OR IN THE ENCLOSED STORAGE COMPARTMENT IN THE PASSENGER CABIN OF THE AIRCRAFT.

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. SEE RULE 21.

(C) OBJECTS WHICH ARE NOT SUITABLE FOR CARRIAGE AS CHECKED BAGGAGE (E.G. DELICATE MUSICAL INSTRUMENTS) WILL ONLY BE ACCEPTED FOR TRANSPORTATION IN THE PASSENGER CABIN OF THE AIRCRAFT IF ADVANCE NOTICE IS GIVEN TO THE CARRIER AND THE CARRIER AGREES TO CARRY THE OBJECT. THE PASSENGER WILL PAY AN ADDITIONAL

CHARGE OF \$300 CAD/USD FOR TRANSPORTATION OF THESE OBJECTS. PASSENGERS SHOULD CONTACT THE CARRIER OR REVIEW ITS WEB SITE FOR MORE INFORMATION ABOUT WHICH OBJECTS ARE NOT SUITABLE FOR CARRIAGE AS CHECKED BAGGAGE AND WILL ONLY BE ACCEPTED FOR TRANSPORTATION IN THE PASSENGER CABIN OF THE AIRCRAFT UPON PRIOR AGREEMENT WITH THE CARRIER.

- (C) FREE BAGGAGE ALLOWANCE  
THE PASSENGER IS ENTITLED TO CARRY FREE OF CHARGE CHECKED AND UNCHECKED BAGGAGE AS SPECIFIED AND SUBJECT TO THE CONDITIONS AND LIMITATIONS SET OUT IN THE CHARTS BELOW.

TYPE OF SERVICE	CHECKED BAGGAGE		
	MAXIMUM NUMBER OF BAGS PERMITTED	WEIGHT PER BAG	DIMENSION PER BAG
BUSINESS CLASS	2	32	TTL MAX 158 CM
PREMIUM ECONOMY CLASS	1	32	TTL MAX 158 CM
FULL FARE ECONOMY CLASS	1	23	TTL MAX 158 CM
SPECIAL OR DISCOUNTED FARES SEATED IN ECONOMY CLASS SECTION OF THE AIRCRAFT	1	23	TTL MAX 158 CM

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE BAGGAGE RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

UNCHECKED BAGGAGE (CARRY-ON BAGGAGE)			
TYPE OF SERVICE	UNCHECKED BAGGAGE		
	MAXIMUM NUMBER OF BAGS PERMITTED	WEIGHT PER BAG	DIMENSION PER BAG
BUSINESS CLASS	2	12	55 X 40 X 20 CM
PREMIUM ECONOMY CLASS	1	10	55 X 40 X 20 CM
FULL FARE ECONOMY CLASS	1	6	55 X 40 X 20 CM
SPECIAL OR DISCOUNTED FARES SEATED IN ECONOMY CLASS SECTION OF THE AIRCRAFT	1	6	55 X 40 X 20 CM

- (1) IF A PASSENGER EXCEEDS THE MAXIMUM NUMBER OF BAGS PERMITTED AND/OR THE MAXIMUM WEIGHT ALLOWED FOR EACH BAG OR THE MAXIMUM DIMENSIONS PERMITTED FOR EACH CHECKED OR CARRIED ON BAG, THE PASSENGER WILL BE SUBJECT TO THE EXCESS BAGGAGE CHARGES SET OUT IN THE CHART IN PARAGRAPH (E).

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES (SEE RULE 21).

- (2) THE PASSENGER'S NAME AND POINT OF CONTACT

MUST APPEAR ON THE BAGGAGE. IT IS  
RECOMMENDED THAT THE NAME AND POINT OF  
CONTACT ALSO BE INCLUDED INSIDE THE BAGGAGE.

(D) COLLECTION AND DELIVERY OF BAGGAGE

- (1) THE PASSENGER HAS THE RIGHT TO RETRIEVE HIS OR HER BAGGAGE WITHOUT DELAY.
- (2) ONLY THE PASSENGER WHO WAS GIVEN A BAGGAGE IDENTIFICATION TAG WHEN THE CARRIER TOOK POSSESSION OF THE BAGGAGE IS ENTITLED TO ACCEPT DELIVERY OF THE BAGGAGE.
- (3) IF THE PASSENGER CLAIMING THE CHECKED BAGGAGE IS UNABLE TO PRODUCE HIS/HER PORTION OF THE BAGGAGE IDENTIFICATION TAG AND IDENTIFY THE BAGGAGE BY MEANS OF ITS BAGGAGE IDENTIFICATION TAG, THE CARRIER MUST RECEIVE SATISFACTORY PROOF THAT THE BAGGAGE BELONGS TO THE PASSENGER IN QUESTION BEFORE DELIVERING THE BAGGAGE TO THE PASSENGER.
- (4) ACCEPTANCE OF THE BAGGAGE WITHOUT COMPLAINT, WITHIN THE TIME LIMITS STIPULATED IN RULE 90, BY THE PASSENGER IN POSSESSION OF THE BAGGAGE. IDENTIFICATION TAG IS EVIDENCE THAT THE CARRIER DELIVERED THE BAGGAGE IN GOOD CONDITION AND IN ACCORDANCE WITH THIS TARIFF.

(E) EXCESS BAGGAGE

BAGGAGE IN EXCESS OF THE FREE BAGGAGE ALLOWANCE WILL BE ACCEPTED BY THE CARRIER UPON PAYMENT OF THE APPLICABLE CHARGE. THE CHARGE FOR EXCESS BAGGAGE IS PAYABLE PRIOR TO DEPARTURE AT THE POINT OF CHECK-IN.

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. (SEE RULE 21)

EXCESS BAGGAGE

TYPE OF SERVICE	OVERWEIGHT/ OVERSIZE	CHARGE PER PIECE
BUSINESS CLASS	CAD/USD 440	CAD/USD 110
PREMIUM ECONOMY CLASS	CAD/USD 440	CAD/USD 110
FULL FARE ECONOMY CLASS	CAD/USD 440	CAD/USD 110
SPECIAL OR DISCOUNTED	CAD/USD 440	CAD/USD 110
FARES IN ECONOMY CLASS		

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE BAGGAGE RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

(F) EXCESS VALUE DECLARATION CHARGE

THE PASSENGER MAY DECLARE A VALUE IN EXCESS OF THE APPLICABLE LIABILITY LIMITS FOR THE CHECKED BAGGAGE AND PAY ANY EXCESS VALUE CHARGES TO THE CARRIER PRIOR TO DEPARTURE AT THE POINT OF CHECK-IN AT THE RATE \$0.50 CAD/USD PER \$100 CAD/USD OF EXCESS VALUATION TO A MAXIMUM OF \$250 USD/CAD OF EXCESS VALUATION.

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. (SEE RULE 21)

(G) ITEMS UNACCEPTABLE AS BAGGAGE

THE FOLLOWING ITEMS ARE UNACCEPTABLE AS BAGGAGE AND WILL NOT BE TRANSPORTED BY THE CARRIER:

- (1) ITEMS WHICH ARE FORBIDDEN TO BE CARRIED BY THE APPLICABLE LAWS, REGULATIONS, OR ORDERS OF ANY COUNTRY TO BE FLOWN FROM, TO, OR OVER.
- (2) ITEMS WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT OR

PERSONS OR PROPERTY ON BOARD THE AIRCRAFT. THESE UNACCEPTABLE ITEMS ARE SPECIFIED IN THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) TECHNICAL INSTRUCTIONS FOR SAFE TRANSPORT OF DANGEROUS GOODS BY AIR AND THE INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA) DANGEROUS GOODS REGULATIONS.

- (3) ITEMS, WHICH IN THE CARRIER'S OPINION, ARE UNSUITABLE FOR CARRIAGE BECAUSE OF THEIR WEIGHT, SIZE OR CHARACTER, FOR EXAMPLE, FRAGILE OR PERISHABLE ITEMS.
- (4) LIVE ANIMALS EXCEPT AS PROVIDED IN RULE 105, ACCEPTANCE OF ANIMALS (SERVICE ANIMALS AND PETS)
- (5) FIREARMS AND AMMUNITION OTHER THAN FOR HUNTING OR SPORTING PURPOSES ARE PROHIBITED FROM CARRIAGE AS BAGGAGE. FIREARMS AND AMMUNITION FOR HUNTING AND SPORTING PURPOSES WILL BE ACCEPTED AS CHECKED BAGGAGE PROVIDED THE FIREARMS ARE NOT LOADED, THE SAFETY CATCH IS IN THE "ON" POSITION AND THE FIREARMS ARE SUITABLY PACKED. THE CARRIAGE OF AMMUNITION IS SUBJECT TO THE ICAO AND IATA REGULATIONS MENTIONED IN (2) ABOVE.
- (6) WEAPONS SUCH AS ANTIQUE FIREARMS, SWORDS, KNIVES AND OTHER SIMILAR ITEMS MAY BE ACCEPTED AS CHECKED BAGGAGE AT THE CARRIER'S DISCRETION, PROVIDED THEY ARE SUITABLY PACKED.
- (7) THE PASSENGER SHALL NOT INCLUDE IN THE CHECKED BAGGAGE FRAGILE OR PERISHABLE ITEMS, MONEY, JEWELRY, PRECIOUS METALS, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES, BUSINESS DOCUMENTS, SAMPLES, PASSPORTS AND OTHER IDENTIFICATION DOCUMENTS.

(H) RIGHT TO REFUSE CARRIAGE OF BAGGAGE

- (1) THE CARRIER WILL REFUSE TO CARRY AS CHECKED BAGGAGE ANY BAG THAT THE CARRIER HAS DISCOVERED TO CONTAIN ANY UNACCEPTABLE ITEM MENTIONED IN (G) ABOVE AND WHEN THE PASSENGER FAILS TO PROVIDE THE CARRIER WITH PRIOR NOTICE THAT THEY WISH TO CARRY SUCH AN ITEM IN THEIR BAGGAGE.
- (2) THE CARRIER WILL, AT ITS DISCRETION, REFUSE TO CARRY ANY BAGGAGE BECAUSE OF ITS SIZE, SHAPE, WEIGHT OR CHARACTER.
- (3) UNLESS ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH THE CARRIER, THE CARRIER MAY CARRY ON LATER FLIGHTS BAGGAGE WHICH IS IN EXCESS OF THE FREE BAGGAGE ALLOWANCE.
- (4) THE CARRIER WILL REFUSE TO CARRY CHECKED BAGGAGE IF IT DETERMINES THAT THE BAGGAGE HAS NOT PROPERLY AND SECURELY PACKED IN SUITABLE SUITCASES OR CONTAINERS.

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. SEE RULE 21

(I) RIGHT OF SEARCH

THE CARRIER MAY REQUEST THE PASSENGER TO PERMIT A SEARCH TO BE CONDUCTED OF HIS/HER PERSON AND BAGGAGE. THE CARRIER MAY SEARCH BAGGAGE IN THE PASSENGER'S ABSENCE. THE PURPOSE OF ANY SEARCH IS TO ENSURE AIRCRAFT AND PASSENGER SAFETY, SECURITY AND TO

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DETERMINE WHETHER THE PASSENGER IS IN POSSESSION OF OR THE BAGGAGE CONTAINS ITEMS MENTIONED IN (G) ABOVE OR ANY ARMS OR AMMUNITION WHICH HAVE NOT BEEN PRESENTED TO THE CARRIER. IF THE PASSENGER REFUSES TO COMPLY WITH THE REQUEST FOR SEARCH, THE CARRIER MAY REFUSE TO CARRY THE PASSENGER AND/OR HIS/HER BAGGAGE.

## Rule 105 Acceptance of Animals (Service Animals and Pets)

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE ACCEPTANCE OF ANIMALS RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON HIS/HER TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT. THE CARRIER WILL AGREE TO CARRY ANIMALS TO THE FOLLOWING CONDITIONS:

### (A) GENERAL

- (1) ADVANCED ARRANGEMENTS MUST BE MADE WITH THE CARRIER BEFORE ANY ANIMAL WILL BE ACCEPTED FOR CARRIAGE AS EITHER CHECKED OR CARRY-ON BAGGAGE.
- (2) THE CARRIER WILL ACCEPT FOR CARRIAGE ANIMALS/PETS SUCH AS DOMESTIC DOGS, CATS, FERRETS, RABBITS AND BIRDS, AS EITHER CHECKED OR CARRY-ON BAGGAGE PROVIDED THE ANIMAL(S) IS/ARE ACCOMPANIED BY A PASSENGER, IN COMPLIANCE WITH THE IATA LIVE ANIMALS REGULATIONS.
- (3) ANIMALS MUST BE CONTAINED IN A CLEAN, LEAK/ESCAPE PROOF CAGE OR CONTAINER/KENNEL WITH ADEQUATE SPACE FOR THE COMFORT OF THE ANIMAL. THE CAGE OR CONTAINER/KENNEL MUST BE APPROVED BY THE CARRIER.  
NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS ACCOMPANIED BY HANDLERS.
- (4) AN ANIMAL AND ITS CONTAINER WILL NOT BE INCLUDED IN THE PASSENGER'S FREE BAGGAGE ALLOWANCE. EXCESS BAGGAGE CHARGES WILL APPLY AND THE PASSENGER WILL BE OBLIGED TO PAY THE APPLICABLE CHARGES.  
NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS ACCOMPANIED BY HANDLERS.
- (5) THE PASSENGER ASSUMES FULL RESPONSIBILITY FOR THE ANIMAL. BEFORE THE ANIMAL IS ACCEPTED FOR CARRIAGE, THE PASSENGER MUST MAKE ALL NECESSARY ARRANGEMENTS TO OBTAIN VALID HEALTH AND VACCINATION CERTIFICATES, ENTRY PERMITS AND OTHER DOCUMENTS REQUIRED BY COUNTRIES, STATES OR TERRITORIES FOR ENTRY OR TRANSIT. IN THE ABSENCE OF SUCH DOCUMENTATION, THE ANIMAL WILL NOT BE ACCEPTED FOR CARRIAGE.
- (6) WHEN TRAVEL INVOLVES MORE THAN ONE CARRIER, THE PASSENGER SHOULD VERIFY THE POLICY OF EACH CARRIER INVOLVED IN THE ITINERARY AND ENSURE THAT THE REQUIREMENTS OF EACH PASSENGER HAVE BEEN MET AND THAT EACH CARRIER IS AWARE AND HAS AGREED TO CARRY THE ANIMAL ON ITS OWN AIRCRAFT.

### (B) ANIMALS AS CHECKED BAGGAGE

- (1) THE NUMBER OF ANIMALS CARRIED IS LIMITED BY AIRCRAFT TYPE.
- (2) DUE TO CLIMATIC CONDITIONS, ANIMALS WILL NOT BE ACCEPTED DURING PERIODS OF THE YEAR. THESE

BLACK-OUT PERIODS WILL BE POSTED ON THE CARRIER'S WEBSITE OR MAY BE ASCERTAINED BY CONTACTING THE CARRIER.

- (3) THE MAXIMUM SIZE FOR THE CONTAINER/KENNEL (LXWXH) MUST NOT EXCEED 75CM.
- (4) IF CONTAINER/KENNEL EXCEEDS THE MAXIMUM SIZE MENTIONED IN (3) ABOVE, THE PASSENGER MUST MAKE ARRANGEMENTS WITH THE CARRIER'S CARGO DEPARTMENT.
- (5) FOR INTERNATIONAL TRAVEL, PURSUANT TO THE PROVISION OF THE APPLICABLE CONVENTION, ONCE AN ANIMAL IS ACCEPTED FOR CARRIAGE AS CHECKED BAGGAGE, THE CARRIER IS LIABLE IN THE EVENT OF DAMAGES ARISING FROM LOSS, DAMAGE AND DELAY OF AN ANIMAL AS SPECIFIED IN RULE 55 (LIMITATION OF LIABILITY).
- (6) THE CHARGE FOR TRANSPORTATION OF THE ANIMAL AND CONTAINER/KENNEL AS CHECKED BAGGAGE WILL BE AS FOLLOWS:
  - (A) FROM CA TO EUROPE CHARGE 230 CAD/USD UP TO 55CM.
  - (B) FROM CA TO EUROPE CHARGE 375 CAD/USD UP TO 75CM.

NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS ACCOMPANIED BY HANDLERS.

(C) ANIMALS IN CABIN

- (1) ONLY ONE ANIMAL PER PASSENGER MAY BE ACCEPTED FOR CARRIAGE IN THE PASSENGER CABIN.
- (2) THE NUMBER OF ANIMALS CARRIED IS LIMITED BY AIRCRAFT TYPE
- (3) THE MAXIMUM SIZE PERMITTED FOR THE IN-CABIN ANIMAL CONTAINER/KENNEL (LXWXH) MUST NOT EXCEED 55X40X20 CM.
- (4) THE MAXIMUM ALLOWABLE WEIGHT FOR BOTH THE ANIMAL AND IN-CABIN PET CONTAINER/KENNEL MUST NOT EXCEED 6KG.
- (5) THE IN-CABIN CONTAINER/KENNEL MUST BE STORED UNDER THE SEAT DIRECTLY IN FRONT OF THE PASSENGER.
- (6) THE IN-CABIN ANIMAL AND CONTAINER/KENNEL MAY BE CARRIED IN LIEU OF UNCHECKED BAGGAGE (CARRY-ON BAGGAGE).
- (7) THE ANIMAL MUST REMAIN IN THE CONTAINER/KENNEL FOR THE ENTIRE DURATION OF THE JOURNEY.
- (8) IF THE CONTAINER/KENNEL EXCEEDS THE MAXIMUM SIZE AND/OR MAXIMUM WEIGHT MENTIONED IN (3) AND (4) ABOVE, PASSENGERS WILL REQUIRE TO TENDER THE ANIMAL AS CHECKED BAGGAGE.
- (9) THE CARRIER MAY REQUEST A PASSENGER WITH AN IN-CABIN ANIMAL TO CHANGE SEATS AFTER BOARDING TO ACCOMMODATE OTHER PASSENGERS.
- (10) THE CHARGE FOR TRANSPORTATION OF AN ANIMAL (EXCEPT SERVICE ANIMALS) AND CONTAINER/KENNEL IN THE PASSENGER CABIN WILL 150 CAD/USD FROM CA TO EUROPE.

NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS



ACCOMPANIED BY HANDLERS.

(D) SERVICE ANIMALS

SERVICE ANIMALS ASSISTING A PERSON WITH A DISABILITY THAT HAVE BEEN CERTIFIED IN WRITING AS HAVING BEEN TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION WILL BE PERMITTED IN THE PASSENGER CABIN OF THE AIRCRAFT. THE ANIMAL MUST REMAIN ON THE FLOOR AT THE PERSON'S SEAT.

(1) THE CARRIER WILL ACCEPT FOR TRANSPORTATION WITHOUT CHARGE A SERVICE ANIMAL TO ASSIST A PERSON WITH A DISABILITY. THE PASSENGER ACCOMPANYING THE SERVICE ANIMAL WILL BE ENTITLED TO THE NORMAL FREE BAGGAGE ALLOWANCE.

(2) THE CARRIER, IN CONSULTATION WITH THE PERSON WITH A DISABILITY WHO IS ACCOMPANIED BY A SERVICE ANIMAL, WILL DETERMINE WHERE THE PERSON WITH A DISABILITY WILL BE SEATED IN ORDER TO ENSURE THAT ADEQUATE SPACE IS PROVIDED TO THE PERSON AND THE ANIMAL.

SEE ALSO RULE 55

(E) SEARCH AND RESCUE DOGS

SEARCH AND RESCUE DOGS WHICH ARE PROPERLY HARNESSSED WILL BE PERMITTED IN THE PASSENGER CABIN OF THE AIRCRAFT. THE ANIMAL MUST REMAIN ON THE FLOOR AT THE HANDLER'S SEAT.

(1) THE CARRIER WILL ACCEPT FOR TRANSPORTATION WITHOUT CHARGE A SEARCH AND RESCUE DOG. THE HANDLER TRANSPORTING THE SEARCH AND RESCUE DOG FOR DUTY WILL BE ENTITLED TO THE NORMAL FREE BAGGAGE ALLOWANCE.

(2) THE CARRIER, IN CONSULTATION WITH THE SEARCH AND RESCUE DOG'S HANDLER, WILL DETERMINE WHERE THE HANDLER WILL BE SEATED TO ENSURE THAT ADEQUATE SPACE IS PROVIDED TO THE HANDLER AND THE DOG.

## Rule 115 Interline Baggage Acceptance

- (A) **APPLICABILITY**  
THIS RULE IS APPLICABLE TO ALL INTERLINE ITINERARIES ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE TICKETED DESTINATION IS IN CANADA.  
IT ESTABLISHES HOW DE WILL DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO ANY PASSENGER'S ENTIRE INTERLINE ITINERARY.
- (B) **GENERAL**  
FOR THE PURPOSES OF INTERLINE BAGGAGE ACCEPTANCE:  
(1) THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S INTERLINE TICKET WILL BE KNOWN AS THE SELECTING CARRIER.  
(2) ANY CARRIER WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET WILL BE KNOWN AS A PARTICIPATING CARRIER.
- (C) **BAGGAGE RULE DETERMINATION BY SELECTING CARRIER**  
(1) **CHECKED BAGGAGE**  
THE SELECTING CARRIER WILL:  
(A) SELECT AND APPLY ITS OWN BAGGAGE RULES AS SET OUT IN ITS TARIFF TO THE ENTIRE INTERLINE ITINERARY; OR  
(B) SELECT THE MOST SIGNIFICANT CARRIER, AS DETERMINED BY IATA RESOLUTION 302 AND CONDITIONED BY THE CANADIAN TRANSPORTATION AGENCY, IN ORDER FOR THAT CARRIER'S BAGGAGE RULES, AS ESTABLISHED IN ITS TARIFF, TO APPLY TO THE ENTIRE INTERLINE ITINERARY.  
THE CARRIER IDENTIFIED BY MEANS OF A) OR B) WILL BE KNOWN AS THE SELECTED CARRIER.  
(2) **CARRY-ON BAGGAGE**  
EACH OPERATING CARRIER'S CARRY-ON BAGGAGE ALLOWANCES WILL APPLY TO EACH FLIGHT SEGMENT IN AN INTERLINE ITINERARY. NOTWITHSTANDING, THE CARRY-ON BAGGAGE CHARGES THAT WILL APPLY TO THE ENTIRE INTERLINE ITINERARY WILL BE THOSE OF THE SELECTED CARRIER.
- (D) **BAGGAGE RULE APPLICATION BY PARTICIPATING CARRIER**  
WHERE DE IS NOT THE SELECTED CARRIER ON AN INTERLINE ITINERARY BUT IS A PARTICIPATING CARRIER THAT IS PROVIDING TRANSPORTATION TO THE PASSENGER BASED ON THE TICKET ISSUED, DE WILL APPLY AS ITS OWN THE BAGGAGE RULES OF THE SELECTED CARRIER THROUGHOUT THE INTERLINE ITINERARY.
- (E) **DISCLOSURE OF BAGGAGE RULES**  
SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE AND E-TICKET DISCLOSURE  
(1) FOR BAGGAGE RULES PROVISIONS RELATED TO A PASSENGER'S 1ST AND 2ND CHECKED BAG AND THE PASSENGER'S CARRY-ON BAGGAGE (I.E. THE PASSENGER'S "STANDARD" BAGGAGE ALLOWANCE), WHEN THE CARRIER SELLS AND ISSUES A TICKET FOR AN INTERLINE

ITINERARY, IT WILL DISCLOSE TO THE PASSENGER ON ANY SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE AND ON THE PASSENGER'S ITINERARY/RECEIPT AND E-TICKET AT THE TIME OF TICKETING THE BAGGAGE INFORMATION RELEVANT TO THE PASSENGER ITINERARY AS SET OUT IN PARAGRAPH 2 BELOW. THE DISCLOSED INFORMATION WILL REFLECT THE BAGGAGE RULES OF THE SELECTED CARRIER.

- (2) THE CARRIER WILL DISCLOSE THE FOLLOWING INFORMATION:
- (A) NAME OF THE CARRIER WHOSE BAGGAGE RULES APPLY;
  - (B) PASSENGER'S FREE BAGGAGE ALLOWANCE AND/OR APPLICABLE FEES;
  - (C) SIZE AND WEIGHT LIMITS OF THE BAGS, IF APPLICABLE;
  - (D) TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT A PASSENGER'S STANDARD BAGGAGE ALLOWANCES AND CHARGES (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD);
  - (E) EXISTENCE OF ANY EMBARGOES THAT MAY BE APPLICABLE TO THE PASSENGER'S ITINERARY; AND,
  - (F) APPLICATION OF BAGGAGE ALLOWANCES AND CHARGES (I.E. WHETHER THEY ARE APPLIED ONCE PER DIRECTION OR IF THEY ARE APPLICABLE AT EACH STOPOVER POINT).
- (3) THE CARRIER WILL PROVIDE THIS INFORMATION IN TEXT FORMAT ON THE PASSENGER'S E-TICKET CONFIRMATION. ANY FEE INFORMATION PROVIDED FOR CARRY-ON BAGS AND THE FIRST AND SECOND CHECKED BAG WILL BE EXPRESSED AS SPECIFIC CHARGES (I.E., NOT A RANGE).

WEB SITE DISCLOSURE

THE CARRIER WILL DISCLOSE ON ITS WEB SITE, IN A CONVENIENT AND PROMINENT LOCATION, A COMPLETE AND COMPREHENSIVE SUMMARY OF ALL THE CARRIER'S OWN BAGGAGE RULES, INCLUDING INFORMATION CONCERNING:

- (A) THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
- (B) THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
- (C) EXCESS AND OVERSIZED BAGGAGE CHARGES;
- (D) CHARGES RELATED TO CHECK IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
- (E) ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURF BOARDS, PETS, BICYCLES, ETC.;
- (F) BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
- (G) TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD); AND,
- (H) OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO

SPECIAL BAGGAGE ALLOWANCES OR CHARGES ETC.

(F) DEFINITIONS

"AIRLINE DESIGNATOR CODE"

AN IDENTIFICATION CODE COMPRISED OF TWO-CHARACTERS WHICH IS USED FOR COMMERCIAL AND TRAFFIC PURPOSES SUCH AS RESERVATIONS, SCHEDULES, TIMETABLES, TICKETING, TARIFFS AND AIRPORT DISPLAY SYSTEMS. AIRLINE DESIGNATORS ARE ASSIGNED BY IATA. WHEN THIS CODE APPEARS ON A TICKET, IT REFLECTS THE CARRIER THAT IS MARKETING THE FLIGHT, WHICH MIGHT BE DIFFERENT FROM THE CARRIER OPERATING THE FLIGHT.

"BAGGAGE RULES"

THE CONDITIONS ASSOCIATED WITH THE ACCEPTANCE OF BAGGAGE, SERVICES INCIDENTAL TO THE TRANSPORTATION OF BAGGAGE, ALLOWANCES AND ALL RELATED CHARGES. FOR EXAMPLE, BAGGAGE RULES MAY ADDRESS THE FOLLOWING TOPICS:

- . THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
- . THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
- . EXCESS AND OVERSIZED BAGGAGE CHARGES;
- . CHARGES RELATED TO CHECK-IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
- . ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURFBOARDS, PETS, BICYCLES, ETC.;
- . BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
- . TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD); AND,
- . OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES, ETC.

"INTERLINE AGREEMENT":

AN AGREEMENT BETWEEN TWO OR MORE CARRIERS TO CO-ORDINATE THE TRANSPORTATION OF PASSENGERS AND THEIR BAGGAGE FROM THE FLIGHT OF ONE AIR CARRIER TO THE FLIGHT OF ANOTHER AIR CARRIER (THROUGH TO THE NEXT POINT OF STOPOVER).

"INTERLINE ITINERARY":

ALL FLIGHTS REFLECTED ON A SINGLE TICKET INVOLVING MULTIPLE AIR CARRIERS. ONLY TRAVEL ON A SINGLE TICKET IS SUBJECT TO THE AGENCY'S APPROACH PROVIDED THE ORIGIN OR THE ULTIMATE TICKETED DESTINATION IS A POINT IN CANADA.

"INTERLINE TRAVEL":

TRAVEL INVOLVING MULTIPLE AIR CARRIERS LISTED ON A SINGLE TICKET THAT IS PURCHASED VIA A SINGLE TRANSACTION.

"SINGLE TICKET":

A DOCUMENT THAT PERMITS TRAVEL FROM ORIGIN TO DESTINATION. IT MAY INCLUDE INTERLINE/CODE-SHARE AND INTRA-LINE SEGMENTS. IT MAY ALSO INCLUDE END-TO-END COMBINATIONS (I.E., STAND ALONE FARES THAT CAN BE BOUGHT SEPARATELY BUT COMBINED TOGETHER TO FORM ONE PRICE).

"SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE":

A PAGE ON A CARRIER'S WEB SITE WHICH SUMMARIZES THE DETAILS OF A TICKET PURCHASE TRANSACTION JUST AFTER THE PASSENGER HAS AGREED TO PURCHASE THE TICKET FROM THE CARRIER AND HAS PROVIDED A FORM OF PAYMENT.

"ULTIMATE TICKETED DESTINATION":

IN SITUATIONS WHERE A PASSENGER'S ORIGIN IS A NON-CANADIAN POINT AND THE ITINERARY INCLUDES AT LEAST ONE STOP IN CANADA, AS WELL AS AT LEAST ONE STOP OUTSIDE CANADA. IF THE STOP IN CANADA IS THE FARTHEST CHECKED POINT AND THE STOP IS MORE THAN 24 HOURS, THE AGENCY WOULD CONSIDER THE ULTIMATE TICKETED DESTINATION TO BE CANADA.

CARRIER DEFINITIONS (VARIOUS)

"DOWN LINE CARRIER ":

ANY CARRIER, OTHER THAN THE SELECTING CARRIER, WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

"MARKETING CARRIER":

THE CARRIER THAT SELLS FLIGHTS UNDER ITS CODE.

"MOST SIGNIFICANT CARRIER (MSC)":

IS DETERMINED BY A METHODOLOGY, ESTABLISHED BY IATA (RESOLUTION 302), WHICH ESTABLISHES, FOR EACH PORTION OF A PASSENGER'S ITINERARY WHERE BAGGAGE IS CHECKED THROUGH TO A NEW STOPOVER POINT, WHICH CARRIER WILL BE PERFORMING THE MOST SIGNIFICANT PART OF THE SERVICE. FOR TRAVELERS UNDER THE RESOLUTION 302 SYSTEM, THE BAGGAGE RULES OF THE MSC WILL APPLY. FOR COMPLEX ITINERARIES INVOLVING MULTIPLE CHECKED BAGGAGE POINTS, THERE MAY BE MORE THAN ONE MSC, RESULTING IN THE APPLICATION OF DIFFERING BAGGAGE RULES THROUGH AN ITINERARY.

"MOST SIGNIFICANT CARRIER (MSC)-IATA RESOLUTION 302 AS CONDITIONED BY THE AGENCY":

IN THIS INSTANCE, THE MSC IS DETERMINED BY APPLYING IATA RESOLUTION 302 METHODOLOGY AS CONDITIONED BY THE AGENCY. THE AGENCY'S RESERVATION HAS STIPULATED THAT ONLY A SINGLE SET OF BAGGAGE RULES MAY APPLY TO ANY GIVEN INTERLINE ITINERARY. THE AIM OF THE AGENCY'S RESERVATION IS TO ALLOW THE SELECTING CARRIER TO USE THE MSC METHODOLOGY TO DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO AN INTERNATIONAL INTERLINE ITINERARY TO OR FROM CANADA, WHILE REINFORCING THE ROLE OF TARIFFS IN THE DETERMINATION OF WHICH CARRIER'S RULES APPLY.

"OPERATING CARRIER":

THE CARRIER THAT OPERATES THE ACTUAL FLIGHT.

"PARTICIPATING CARRIER(S)":

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INCLUDES BOTH THE SELECTING CARRIER AND DOWN LINE CARRIERS WHO HAVE BEEN IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

"SELECTED CARRIER":

THE CARRIER WHOSE BAGGAGE RULES APPLY TO THE ENTIRE INTERLINE ITINERARY.

"SELECTING CARRIER":

THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S TICKET AT THE BEGINNING OF AN ITINERARY ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE DESTINATION IS IN CANADA.

## Rule 130 Fares

- (A) GENERAL  
THE MILEAGE ROUTINGS OR SPECIFIED ROUTING CONTAINED IN THIS TARIFF SHALL APPLY ONLY WHEN TRANSPORTATION BETWEEN THE LAST POINT OF DEPARTURE IN THE AREA COMPROMISING AREA 1 AND THE FIRST POINT OF ARRIVAL OUTSIDE SUCH AREA, OR VICE VERSA, IS VIA THE SERVICE OF DE UNLESS OTHERWISE PROHIBITED BY SAID TARIFF. FARES APPLY ONLY FOR CARRIAGE FROM THE AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF DESTINATION AND DO NOT INCLUDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND CITY CENTERS.
- (B) APPLICABLE FARES
  - (1) FARE CONSTRUCTION DEFINITIONS
    - (A) ONE WAY TRIP  
ANY JOURNEY WHICH, FOR FARE CALCULATION PURPOSES, IS NOT A COMPLETE ROUND OR CIRCLE TRIP ENTIRELY BY AIR.
    - (B) ROUND TRIP
      - (I) THE TERM "ROUND TRIP" IS EQUIVALENT TO A RETURN JOURNEY AND MEANS TRAVEL ENTIRELY BY AIR FROM ONE POINT TO ANOTHER AND RETURN BY ANY AIR ROUTE FOR WHICH THE SAME NORMAL ALL YEAR THROUGH ONE WAY FARE OF THE SAME CLASS APPLIES FROM THE POINT OF ORIGIN; PROVIDED THAT THIS DEFINITION SHALL NOT APPLY TO JOURNEYS FOR WHICH THE SAME ALL YEAR THROUGH ONE WAY FARE IS ESTABLISHED, BETWEEN TWO POINTS, IN EITHER DIRECTION AROUND THE WORLD.
      - (II) WHEN A ROUND TRIP TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE, THE FARE FOR SUCH TRIP WILL BE THE ROUND TRIP FARE PUBLISHED FOR THE DESIRED ROUTING AND THE CLASS OF SERVICE USED. IF NO ROUND TRIP FARE IS PUBLISHED, THE APPLICABLE FARE WILL BE THE SUM OF THE ONE WAY FARES PUBLISHED FOR THE SEGMENTS OF THE DESIRED ROUTING AND FOR THE CLASS OF SERVICE USED. WHEN TRANSPORTATION IS PARTIALLY VIA FARES GOVERNED BY THIS TARIFF AND PARTIALLY VIA FARES PUBLISHED IN OTHER TARIFFS, 50 PERCENT OF A ROUND TRIP FARE PUBLISHED IN OTHER TARIFFS TO CONSTRUCT A THROUGH ROUND TRIP OR CIRCLE TRIP FARE PROVIDED THAT:
        - (AA) FARES WHICH, BY THEIR OWN TERMS, ARE NOT COMBINABLE WITH OTHER FARES, SHALL NOT BE USED IN THE CONSTRUCTION OF ROUND TRIP FARES;
        - (BB) THIS PROVISION WILL NOT APPLY WHEN

ANY PART OF THE ROUND TRIP IS VIA  
THE SERVICES OF A NONSCHEDULED  
CARRIER OR ON A CHARTER OR MILITARY  
FLIGHT.

(C) CIRCLE TRIP

CIRCLE TRIP MEANS TRAVEL FROM A POINT  
AND RETURN THERETO BY A CONTINUOUS,  
CIRCUITOUS AIR ROUTE PROVIDED THAT WHERE  
NO REASONABLE DIRECT SCHEDULED AIR ROUTE  
IS AVAILABLE BETWEEN TWO POINTS, A BREAK  
IN THE CIRCLE MAY BE TRAVELLED BY ANY  
OTHER MEANS OF TRANSPORTATION WITHOUT  
PREJUDICE TO THE CIRCLE TRIP.

(I) WHEN A CIRCLE TRIP TICKET IS  
PURCHASED PRIOR TO COMMENCEMENT OF  
CARRIAGE, THE FARE FOR SUCH TRIP  
WILL BE THE SUM OF 50 PERCENT OF  
THE APPLICABLE ROUND TRIP FARES FOR  
THE CLASS OF SERVICE TO BE USED FOR  
THE RESPECTIVE SECTIONS OF THE  
ITINERARY, CONSTRUCTED FROM POINT  
OF ORIGIN VIA THE ROUTE OF TRAVEL  
TO POINT OF DESTINATION, THAT  
PRODUCES THE LOWEST FARE FOR THE  
CIRCLE TRIP FOR THE CLASS OF  
SERVICE USED AND/OR;

(II) WHEN TRANSPORTATION IS  
PARTIALLY VIA FARES GOVERNED  
BY THIS TARIFF AND PARTIALLY  
VIA FARES PUBLISHED IN OTHER  
TARIFFS, 50 PERCENT OF A ROUND  
TRIP FARE GOVERNED BY THIS  
TARIFF MAY BE COMBINED WITH 50  
PERCENT OF A ROUND TRIP FARE  
PUBLISHED IN OTHER TARIFFS TO  
CONSTRUCT A THROUGH ROUND TRIP  
OR CIRCLE TRIP FARE PROVIDED  
THAT:

(AA) FARES WHICH, BY THEIR OWN  
TERMS, ARE NOT COMBINABLE WITH  
OTHER FARES, SHALL NOT BE USED  
IN CONSTRUCTION OF CIRCLE TRIP  
FARES;

(BB) THE MOST RESTRICTIVE  
PROVISIONS APPLICABLE TO ANY  
FARE USED IN THE CONSTRUCTION  
WILL APPLY TO THE ENTIRE TRIP;  
APPLY WHEN ANY PART OF THE  
CIRCLE TRIP IS VIA THE  
SERVICES OF A NONSCHEDULED  
CARRIER OR ON A CHARTER OR  
MILITARY FLIGHT.

(D) PARTLY VIA AIR AND PARTLY VIA SEA  
(APPLICABLE TO ROUND TRIP AND AROUND THE  
WORLD FARES.) WHEN TICKETS ARE PURCHASED  
PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND  
TRIP OR AROUND THE WORLD JOURNEY FOR COMBINED  
AIR AND SEA TRAVEL, THE AIR FARE FOR EACH ONE



WAY SECTION OF THE AIR JOURNEY WILL BE 50 PERCENT OF THE ALL YEAR ROUND TRIP FARE PUBLISHED IN TARIFFS GOVERNED BY THIS TARIFF AND APPLICABLE BETWEEN THE POINTS AND VIA THE CLASS OF SERVICE USED. A BREAK IN THE ROUND TRIP IS PERMITTED TO ALLOW PASSENGERS TO MAKE THEIR OWN WAY BY ANY MEANS OF TRANSPORTATION BETWEEN AIRPORTS AND ADJACENT SEAPORTS.

(E) AROUND THE WORLD FARES

CIRCLE TRIP FARES WHICH APPLY TO CONTINUOUS EB OR WB TRAVEL VIA BOTH THE ATLANTIC OR PACIFIC, COMMENCING AND RETURNING TO THE SAME POINT.

(F) OPEN JAW TRIPS

(I) TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE WITH THE EXCEPTION THAT EITHER:

(AA) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT THE SAME (SINGLE OPEN JAW)

(BB) THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME (SINGLE OPEN JAW)

(CC) BOTH OUTWARD AND INWARD POINT OF ARRIVAL AND DEPARTURE ARE NOT THE SAME (DOUBLE OPEN JAW)

(II) WHERE A SINGLE OPEN JAW JOURNEY COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS AND HAS A SURFACE BREAK IN ONE COUNTRY, EITHER AT DESTINATION OR ORIGIN, AND WHERE A DOUBLE OPEN JAW COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS, AND HAS A SURFACE BREAK BOTH IN THE COUNTRY OF DESTINATION AND IN THE COUNTRY OF ORIGIN, HALF ROUND TRIP NORMAL FARES SHALL BE USED FOR EACH FARE COMPONENT. FOR TRAVEL ORIGINATING IN CANADA OR THE U.S.A., THE SURFACE BREAK MAY BE PERMITTED BETWEEN COUNTRIES IN THE EUROPE SUB-AREA, PROVIDED TRAVEL IN BOTH DIRECTIONS IS VIA THE ATLANTIC.

(G) SIDE TRIP

A SIDE TRIP IS DEFINED AS A SEPARATELY CHARGED AIR FARE(S) THAT INTERRUPTS A THROUGH INTERNATIONAL FARE.

(H) SPECIAL AREA DEFINITIONS

EACH OF THE FOLLOWING AREAS WILL BE CONSIDERED ONE COUNTRY, FOR THE PURPOSE OF FARE CONSTRUCTION;

(I) CANADA, U.S.A. ARE CONSIDERED ONE COUNTRY

(II) DENMARK, NORWAY, SWEDEN ARE CONSIDERED ONE COUNTRY

(C) APPLICABLE FARES

(1) EXCEPT AS PROVIDED IN (D)(1) BELOW, WHERE A FARE IS PUBLISHED VIA THE DESIRED ROUTING FROM POINT OF ORIGIN TO POINT OF DESTINATION, SUCH FARE IS

APPLICABLE OVER SUCH ROUTE NOTWITHSTANDING THAT IT IS HIGHER OR LOWER THAN THE COMBINATION OF INTERMEDIATE FARES OF THE SAME TYPE VIA THE SAME ROUTING. FOR THE PURPOSE OF THIS RULE, A PUBLISHED FARE INCLUDES A FARE OBTAINED BY COMBINING A PUBLISHED ARBITRARY AND A PUBLISHED INTERNATIONAL FARE.

- (2) WHERE NO THROUGH FARE IS SPECIFICALLY PUBLISHED FOR A DESIRED ITINERARY, FOR THE CLASS OF SERVICE USED, IT MUST BE CONSTRUCTED. SUCH CONSTRUCTED FARES MUST NOT BE LESS THAN THE LOWEST AMOUNT OBTAINED BY COMBINING TWO OR MORE SECTIONAL FARES ALONG THE DESIRED ROUTING WHICH PRODUCES THE LOWEST FARE.
  - (3) FARES MUST BE USED DIRECTIONALLY OUTBOUND UNTIL THE COMPONENT WHICH RETURNS TO THE COUNTRY OF INTERNATIONAL TRAVEL ORIGIN. THE FARE FOR SUCH COMPONENT WILL BE APPLIED DIRECTIONALLY FROM THE COUNTRY OF ORIGIN. FOR FARES ASSESSED ON SIDE TRIPS, THE POINT OF FARE INTERRUPTION WILL BE CONSIDERED AS THE POINT OF ORIGIN FOR DETERMINING THE FARE DIRECTIONALLY OF THE SEPARATELY ASSESSED SIDE TRIP COMPONENTS.
  - (4) ALL PUBLISHED FARES GOVERNED BY THIS TARIFF AND ALL FARES CONSTRUCTED IN ACCORDANCE WITH THIS TARIFF ARE APPLICABLE ONLY WHEN IN COMPLIANCE WITH ALL THE PROVISIONS GOVERNING TRAVEL AS STATED HEREIN. MILEAGE ROUTINGS (SEE MAXIMUM PERMITTED MILEAGE TARIFF NO. MPM-1 C.A.B. NO. 424, NTA(A) NO. 239) MAY BE APPLIED TO ANY PUBLISHED OR CONSTRUCTED FARE; HOWEVER, IF A DIAGRAMMATIC OR LINEAR ROUTING IS SPECIFIED IN CONNECTION WITH A FARE, SUCH ROUTINGS MUST BE OBSERVED FOR THAT PORTION OF THE TRANSPORTATION COVERED BY THAT FARE.
  - (5) THE FARE PAID SHALL ONLY BE APPLICABLE WHEN INTERNATIONAL TRAVEL COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET, I.E. IF INTERNATIONAL TRAVEL ACTUALLY COMMENCES OUTSIDE THE COUNTRY OF THE TICKETED POINT OF ORIGIN, THE FARE MUST BE REASSESSED FROM THE POINT WHERE INTERNATIONAL TRAVEL ACTUALLY BEGAN. FOR EXAMPLE, IF A TICKET IS PURCHASED AT THE KRONE FARE FOR TRAVEL BETWEEN OSLO-FRANKFURT-NEW YORK AND THE PASSENGER ACTUALLY COMMENCES TRAVEL IN FRANKFURT INSTEAD OF OSLO, THE FARES MUST BE REASSESSED AT THE FRANKFURT-NEW YORK, EURO LEVEL.
- (D) CONSTRUCTION OF FARES
- (1) COMBINATIONS  
FARES MAY BE COMBINED WITH OTHER FARES, PROVIDED THAT SUCH FARES PERMIT COMBINABILITY.
    - (A) UNLESS OTHERWISE STATED IN A PARTICULAR FARE RULE, HALF OF A ROUND TRIP FARE GOVERNED BY ONE RULE MUST NOT BE COMBINED WITH HALF OF ANOTHER ROUND TRIP FARE GOVERNED BY A DIFFERENT RULE IN ORDER TO CONSTRUCT A DIFFERENT TYPE OF ROUND OR CIRCLE TRIP FARE.
    - (B) SPECIAL ROUND TRIP FARES MUST NOT BE USED FOR

- CONSTRUCTION OF AROUND-THE-WORLD FARES, NOR MUST ONE-HALF OF A ROUND OR CIRCLE TRIP SPECIAL FARE BE USED TO CONSTRUCT ANOTHER TYPE OF ROUND OR CIRCLE TRIP SPECIAL FARE.
- (C) WHEN CONSTRUCTING OPEN JAW OR CIRCLE TRIP SPECIAL FARES INVOLVING CITIES WITH DIFFERENT CONDITIONS, (ADVANCE PURCHASE REQUIREMENTS, MINIMUM/MAXIMUM STAY, CANCELLATION PENALTY) THE MOST RESTRICTIVE CONDITIONS GOVERN THE ENTIRE JOURNEY.
- (D) UNLESS OTHERWISE STATED IN AN APPLICABLE FARE RULE, WHEN COMBINING SPECIAL FARES WITH OTHER TYPES OF FARES, THE RESTRICTIVE PROVISIONS OF THE SPECIAL FARE APPLY ONLY TO SPECIAL FARE AND NOT TO ANY OTHER FARE USED IN COMBINATION.
- (E) COMBINATIONS WITH OTHER FARES MUST NOT EXTEND THE VALIDITY PERIOD.
- (2) COMBINING DOMESTIC U.S.A. FARES WITH INTERNATIONAL FARES
- (A) DOMESTIC U.S.A. FARES  
A NORMAL FARE APPLICABLE WITHIN THE U.S.A. MAY BE COMBINED END-ON-END WITH AN INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED INTERNATIONAL THROUGH FARE FROM POINT OF ORIGIN TO POINT OF DESTINATION, PROVIDED TRAVEL IS VIA THE FARE CONSTRUCTION POINTS.
- (B) DOMESTIC U.S.A. SPECIAL FARES
- (I) A SPECIAL FARE APPLICABLE WITHIN THE U.S.A. MAY BE COMBINED WITH ANY INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED FARE FROM POINT OF ORIGIN TO POINT OF DESTINATION, PROVIDED THAT THE PASSENGER COMPLIES WITH ALL CONDITIONS (E.G., PERIOD OF VALIDITY, MINIMUM/MAXIMUM STAY, ADVANCE PURCHASE REQUIREMENTS, GROUP SIZE, ETC.) OF THE SPECIAL FARE.
- EXCEPTION: ANY MINIMUM TOUR PRICE REQUIRED BY THE SPECIAL FARE WITHIN THE U.S.A. WILL NOT BE APPLICABLE WHEN THAT FARE IS COMBINED WITH AN INTERNATIONAL INCLUSIVE TOUR FARE HAVING A MINIMUM TOUR PRICE OF THE SAME OR HIGHER AMOUNT.
- (II) PASSENGERS TRAVELING UNDER A FARE CONSTRUCTED IN (I) ABOVE MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S), SUBJECT TO THE ROUTING CONDITIONS GOVERNING THE INTERNATIONAL FARE.
- (III) WHEN A MILEAGE ROUTING APPLIES TO THE INTERNATIONAL FARE, MILEAGE ROUTINGS

PROVIDED FOR (SEE MAXIMUM PERMITTED MILEAGE TARIFF NO. MPM-1, C.A.B. NO. 424, NTA(A) NO. 239 PUBLISHED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT) MAY BE APPLIED TO A FARE CONSTRUCTED UNDER (I) ABOVE EITHER FOR THE ENTIRE JOURNEY BETWEEN THE POINT IN THE U.S.A. AND THE POINT IN AREA 2 OR 3, OR BETWEEN A U.S.A. GATEWAY AND THE POINT IN AREA 2 OR 3.

- (3) COMBINING ARBITRARIES WITH INTERNATIONAL FARES. BETWEEN A POINT IN AREA 1 AND A POINT IN AREA 2 OR 3, THE FARE FOR SUCH TRANSPORTATION WILL BE ESTABLISHED BY COMBINING THE PUBLISHED ARBITRARY AND THE PUBLISHED INTERNATIONAL FARE FOR THE FARE CLASS APPLICABLE TO THE TRANSPORTATION. THE PASSENGER MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE POINT(S) USED IN ESTABLISHING THE FARE, SUBJECT TO THE PROVISIONS OF (C) ABOVE. IN CASE A SPECIFIED FARE IS PUBLISHED FOR THE DESIRED ITINERARY AND A COMBINATION OF ARBITRARIES WOULD BE POSSIBLE AS WELL AS THE SPECIFIED FARE ALWAYS TAKE PRECEDENCE.
- (4) SURFACE TRANSPORTATION SEGMENTS
  - (A) SURFACE TRANSPORTATION DUE TO LACK OF REASONABLY DIRECT AIR SERVICE
    - (I) WHEN NO REASONABLY DIRECT SCHEDULED AIR SERVICE IS AVAILABLE BETWEEN TWO POINTS OF A CIRCLE TRIP, A BREAK IN THE CIRCLE MAY BE TRAVELLED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT CHANGING THE STATUS OF THE CIRCLE TRIP.
    - (II) A BREAK IN THE CIRCLE TRIP IS NOT PERMITTED WITHIN A FARE COMPONENT WHEN APPLYING THE MILEAGE SYSTEM. THE BREAK MAY ONLY APPEAR BETWEEN TWO FARE COMPONENTS IF THE CIRCLE TRIP STATUS IS TO BE RETAINED.
  - (B) ITINERARIES CONTAINING BOTH AIR AND SURFACE TRANSPORTATION SEGMENTS. WHEN A JOURNEY BY AIR IS INTERRUPTED BY THE USE OF SURFACE TRANSPORTATION BETWEEN POINTS NOT LISTED IN SUB-PARAGRAPH (C) BELOW, THE FARE SHOULD BE CONSTRUCTED BY WHICHEVER OF THE FOLLOWING METHODS PRODUCES THE LOWEST FARE:
    - (I) THE SUM OF TWO OR MORE APPLICABLE ONE WAY FARES.
    - (II) A ONE WAY, ROUND OR CIRCLE TRIP FARE COVERING ALL PORTIONS OF THE ITINERARY WHETHER TRAVELLED BY AIR OR SURFACE TRANSPORTATION.
    - (III) A ROUND OR CIRCLE TRIP FARE FOR THAT PORTION OF THE ITINERARY WHICH MEETS THE REQUIREMENTS OF A ROUND OR CIRCLE TRIP PLUS ONE OR MORE ONE WAY FARES FOR THOSE PORTIONS NOT INCLUDED IN THE ROUND OR

- CIRCLE TRIP FARE.
- (C) PERMISSIBLE SURFACE TRANSPORTATION SECTORS
    - (I) WHEN AN ITINERARY INCLUDES SURFACE TRANSPORTATION BETWEEN CERTAIN INTERMEDIATE POINTS, THE MILEAGE BETWEEN SUCH INTERMEDIATE POINTS MAY BE DISREGARDED WHEN COMPUTING SECTOR MILEAGES.
    - (II) THE EXCLUSION OF THESE MILEAGES WILL NOT AFFECT THE STATUS OF A ROUND OR CIRCLE TRIP.
    - (III) THESE SECTORS MAY NOT BE USED AS POINTS OF ORIGIN/DESTINATION.
  - (5) MILEAGE SYSTEM

THE MAXIMUM PERMITTED MILEAGE (MPM) PUBLISHED IN CONNECTION WITH A FARE GOVERNS THE MAXIMUM DISTANCE A PASSENGER IS ALLOWED TO TRAVEL EN ROUTE BETWEEN TWO PARTICULAR POINTS AT THE DIRECT THROUGH ONE WAY OR HALF ROUND TRIP FARE. IN ORDER TO DETERMINE WHETHER A DESIRED ROUTING BETWEEN TWO POINTS IS PERMISSIBLE AT THE THROUGH ONE WAY OR HALF ROUND TRIP FARE, THE FOLLOWING STEPS SHOULD BE TAKEN;

    - (A) DETERMINE THE APPLICABLE MPM BETWEEN THE TERMINAL POINTS OF THE FARE.
    - (B) ADD UP THE TICKETED POINT MILEAGES (TPM) BETWEEN THE CITIES ON THE ITINERARY, INCLUDING ALL INTERMEDIATE TICKETED POINTS, AND FICTITIOUS CONSTRUCTION POINTS. INTERMEDIATE POINTS OF THROUGH FLIGHTS ARE NOT TAKEN INTO ACCOUNT WHEN COMPUTING MILEAGES. THE TICKETED POINT MILEAGES TO BE USED TO DETERMINE THE ACTUAL MILEAGE FOR THE ITINERARY ARE THOSE PUBLISHED IN THE INTERNATIONAL AIR TRANSPORT ASSOCIATION TICKETED POINT MILEAGE MANUAL.

NOTE: "TICKETED POINTS" ARE SHOWN IN THE "GOOD FOR PASSAGE" SECTION OF A PASSENGER TICKET, PLUS ANY OTHER POINTS USED FOR FARE CONSTRUCTION SHOWN IN THE FARE CONSTRUCTION BOX. TWO FLIGHT NUMBERS OR TWO CARRIERS (SUCH AS AN INTERCHANGE FLIGHT) ARE NOT PERMITTED ON THE FLIGHT COUPON.

    - (I) IF ON A THROUGH FARE, A PORTION OF THE JOURNEY IS TO BE TRAVELED BY MEANS OF SURFACE TRANSPORTATION, THE DIRECT OR LOWEST COMBINATION OF CURRENTLY PUBLISHED TICKETED POINT MILEAGES IS TO BE USED, WHETHER OR NOT AIR SERVICES EXIST OVER SUCH SECTORS.
    - (II) LIMITATIONS ON INDIRECT TRAVEL

ONLY ONE STOPOVER IS PERMITTED AT ANY POINT WHICH CAN BE INCLUDED IN AN ITINERARY CONSTRUCTED BY THE MILEAGE SYSTEM, UNLESS SUCH STOPOVER IS PROHIBITED BY A GOVERNMENT REGULATION OR

THE STOPOVER PROVISIONS OF A PARTICULAR FARE.

- (AA) (APPLICABLE FOR TRAVEL BETWEEN POINTS IN AREA 1 AND POINTS IN AREA 2 OR 3 VIA THE ATLANTIC) SIDE TRIPS MAY BE INCLUDED IN MILEAGE CALCULATIONS FOR THROUGH ONE WAY OR HALF ROUND TRIP FARES BETWEEN POINTS IN AREA 1 AND POINTS IN AREAS 2 AND 3, PROVIDED ONLY ONE STOPOVER IS MADE AT ANY ONE POINT; HOWEVER, TRAVEL MAY NOT BE ROUTED VIA THE POINT OF ORIGIN OR THE POINT OF DESTINATION OF THE FARE USED, WHETHER OR NOT A STOPOVER IS MADE AT SUCH POINT.  
EXCEPTION: FOR AIR TRANSPORTATION DOCUMENTS ISSUED.
- (BB) FOR TRAVEL ORIGINATING IN EUROPE, A THROUGH ONE WAY OR HALF ROUND TRIP FARE MUST NOT INCLUDE MORE THAN ONE INTERNATIONAL DEPARTURE AND ONE INTERNATIONAL ARRIVAL AT ANY TICKETED POINT IN THE COUNTRY WHERE TRAVEL ORIGINATES. IF THE COUNTRY OF ORIGIN IS TRANSITED TO/FROM OTHER POINTS IN EUROPE, STOPOVERS WILL NOT BE PERMITTED IN SUCH COUNTRY. THIS RESTRICTION ALSO APPLIES TO THE COUNTRY OF PAYMENT IN EUROPE IF NOT IDENTICAL TO THE COUNTRY WHERE TRAVEL ORIGINATES.
- (CC) A TICKET MUST NOT INCLUDE MORE THAN THREE INTERNATIONAL ARRIVALS AND/OR THREE INTERNATIONAL DEPARTURES IN ANY ONE COUNTRY IN EUROPE.
- (DD) SIDE TRIPS FROM AND TO INTERMEDIATE TICKETED POINTS ON JOURNEY WITHIN AREA 1 AND BETWEEN AREA 1 AND AREA 2/3 VIA THE PACIFIC (INCLUDING ROUND THE WORLD JOURNEYS WHEN A PACIFIC FARE IS USED IN THE CONSTRUCTION) MAY NOT BE INCLUDED IN MILEAGE CALCULATIONS FOR THROUGH ONE WAY OR HALF ROUND TRIP FARES. THE FARE FOR THE SIDE TRIP MUST BE ADDED TO THE THROUGH FARE.
- (EE) CAAC DOMESTIC SECTORS WITHIN CHINA (PEOPLE'S REPUBLIC) MAY NOT BE INCLUDED IN INTERNATIONAL THROUGH FARES. THE AMOUNTS OF EACH OF THESE SECTORS SHOULD BE SHOWN SEPARATELY IN THE "FARE CONSTRUCTION BOX" OF THE TICKET. A FARE COMPONENT MUST NOT INCLUDE MORE THAN ONE DEPARTURE FROM FARE COMPONENT ORIGIN OR MORE THAN ONE ARRIVAL AT FARE COMPONENT

DESTINATION OR MORE THAN ONE  
STOPOVER AND ANY ONE INTERMEDIATE  
TICKETED POINT.

- (IV) POLAR ROUTE MILEAGE COMPUTATION MUST BE  
APPLIED WHEN AN ITINERARY INCLUDES A  
FLIGHT BETWEEN EUROPE AND JAPAN/KOREA  
VIA AREA 1 ON ANY ROUTING WHICH DOES NOT  
TOUCH A POINT IN NORTH AMERICA SOUTH OF  
60 DEGREES NORTH LATITUDE.

(AA) WHEN A EUROPE-JAPAN/KOREA POLAR  
FLIGHT IS INCLUDED IN THE  
ITINERARIES BETWEEN POINTS IN AREA  
1 AND POINTS IN JAPAN/KOREA, THE  
REGULAR FARES AND MAXIMUM MILEAGES  
APPROPRIATE TO TRAVEL VIA THE  
ATLANTIC SHOULD BE APPLIED. TPM'S  
SHOULD BE CALCULATED OVER THE  
ACTUAL ROUTE OF TRAVEL.

(BB) WHEN AN ITINERARY INVOLVING POLAR  
ROUTE TRAVEL EXTENDS TO POINTS  
BEYOND JAPAN/KOREA, THE  
TRANSATLANTIC FARE MUST BE BROKEN  
OVER  
FUKUOKA/NAGOYA/OSAKA/SEOUL/TOKYO  
AND THEN COMBINED WITH AN  
APPROPRIATE FARE IN ACCORDANCE WITH  
THE LOWEST COMBINATION PRINCIPLE.

NOTE: WHEN A  
EUROPE-JAPAN/KOREA  
POLAR FLIGHT IS  
INCLUDED IN AN  
AROUND THE WORLD  
ITINERARY, APPLY THE  
CONSTRUCTION  
PRINCIPLES IN  
(C)(6), BELOW.

- (C) COMPARE THE TOTAL TPM'S TO THE APPLICABLE MPM  
PERMITTED AT THE DIRECT FARE BETWEEN THE TWO  
POINTS. IF THE TOTAL TPM'S IS EQUAL TO OR  
LESS THAN THE MPM, THE ITINERARY IS ALLOWED  
AT THE PUBLISHED DIRECT FARE.

- (D) IF THE TOTAL TPM FOR A DESIRED ROUTING  
EXCEEDS THE MPM PUBLISHED IN CONNECTION WITH  
A FARE, A SURCHARGE BECOMES NECESSARY.

NOTE: IF A SURCHARGED FARE EXCEEDS A  
COMBINATION OF SECTOR FARES, SUCH  
COMBINATION OF FARES MAY BE USED  
PROVIDED IT IS NOT LESS THAN THE  
UNSURCHARGED DIRECT FARE BETWEEN  
THE POINTS OF ORIGIN AND  
DESTINATION.

WHERE THE SUM OF THE TICKETED POINT MILEAGES  
FOR THE ROUTING OPTION IS GREATER THAN THE  
MAXIMUM PERMITTED MILEAGE THE DIRECT ROUTE  
FARE SHALL BE SURCHARGED IN ACCORDANCE WITH  
THE FOLLOWING FORMULA:

DIVIDE THE SUM OF THE TICKETED POINT

PERCENTAGE THE

- FARE SHALL BE MILEAGES BY THE MAXIMUM PERMITTED
- SURCHARGED BY: MILEAGE. IF THE RESULT IS:
- |    |  |
|----|--|
| 5  | OVER 1.00 BUT LESS THAN OR EQUAL TO 1.05 |
| 10 | OVER 1.05 BUT LESS THAN OR EQUAL TO 1.10 |
| 15 | OVER 1.10 BUT LESS THAN OR EQUAL TO 1.15 |
| 20 | OVER 1.15 BUT LESS THAN OR EQUAL TO 1.20 |
| 25 | OVER 1.20 BUT LESS THAN OR EQUAL TO 1.25 |
- (E) IF THE SUM TOTAL OF TPM EXCEEDS THE ADJUSTED MPM SHOWN AT 25 PERCENT IN THE EXCESS MILEAGE PERCENTAGE TABLE, THE APPLICABLE FARE WILL BE THE COMBINATION OF TWO OR MORE FARES ALONG THE DESIRED ROUTING WHICH PRODUCES THE LOWEST FARE.
- (6) TRAVEL VIA A HIGHER-RATED INTERMEDIATE POINT
- (A) NORMAL FARES
- EXCEPT AS PROVIDED IN 6(C)(F) BELOW, A THROUGH FARE BETWEEN ORIGIN AND DESTINATION MUST NOT BE LOWER THAN:
- (I) THE NORMAL FARE BETWEEN THE POINT OF ORIGIN AND ANY INTERMEDIATE STOPOVER POINT ALONG THE ROUTING;
- (II) THE NORMAL FARE FROM EACH INTERMEDIATE STOPOVER POINT TO EACH SUBSEQUENT FARE BREAK POINT.
- (III) THE NORMAL FARE FROM ANY INTERMEDIATE STOPOVER POINT TO EACH SUBSEQUENT STOPOVER POINT ALONG THE ROUTING.
- (IV) WHEN THE DIRECT NORMAL THROUGH FARE IS LOWER THAN ANY OF THE FARES APPLICABLE FARES CHECKED UNDER (I) TO (III) ABOVE, THE DIRECT NORMAL FARE MUST BE RAISED TO THE HIGHEST OF ANY SUCH INTERMEDIATE POINT NORMAL FARES.
- (V) WHEN THE TOTAL OF TPM'S FOR AN ITINERARY EXCEEDS THE MPM, THE NORMAL FARE MUST BE SURCHARGED IN ACCORDANCE WITH THE PROCEDURES FOR EXCESS MILEAGE SURCHARGES. IF THE ROUTING PASSES THROUGH A HIGHER INTERMEDIATE TICKETED POINT, THE APPROPRIATE FARE TO BE SURCHARGED IS THE NORMAL FARE BETWEEN THE ORIGIN AND DESTINATION OF THAT SEGMENT WHICH HAS BEEN RAISED TO THE LEVEL OF THE HIGHER INTERMEDIATE TICKETED POINT NORMAL FARE.
- (VI) ALL CONDITIONS OF THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION



- APPLY.
- (VII) WHEN COMPARING NORMAL FARES OF THE "SAME CLASS OF SERVICE" IN ORDER TO DETERMINE IF THERE IS A HIGHER INTERMEDIATE FARE, THE LOWEST NORMAL FARE FOR WHICH THE PASSENGER'S ITINERARY QUALIFIED SHOULD BE USED. THE FOLLOWING SEQUENCE SHALL BE FOLLOWED.
- (AA) BUSINESS CLASS FARE IS COMPARED WITH BUSINESS CLASS FARE; IF NO BUSINESS CLASS FARE; COMPARE WITH PREMIUM ECONOMY CLASS FARE (OR NEXT LOWER CLASS FARE).
- (BB) PREMIUM ECONOMY CLASS FARE IS COMPARED WITH PREMIUM ECONOMY CLASS FARE; IF NO PREMIUM ECONOMY CLASS FARE, COMPARE WITH THE HIGHEST ECONOMY CLASS FARE.
- (CC) ECONOMY CLASS FARE IS COMPARED WITH ECONOMY CLASS FARE.
- (6) TRAVEL VIA A HIGHER-RATED INTERMEDIATE POINT
- (B) SPECIAL FARES (EXCEPT AS PROVIDED IN (6)(C)-(F) BELOW)
- (I) IF THERE IS NO HIGHER NORMAL FARE BETWEEN:
- (AA) THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
- (BB) THE DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT THAN THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION, THE SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES BETWEEN ORIGINAL AND DESTINATION.
- (II) IF THERE IS A HIGHER NORMAL FARE BETWEEN:
- (AA) THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT OR;
- (BB) THE DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT THAN THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION, THE SPECIAL FARE MUST BE RAISED TO THE LEVEL IF SUCH HIGHER NORMAL FARE (SURCHARGED IF NECESSARY), UNLESS;
- (CC) THE SAME OR LOWER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE THE SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES;
- (DD) A HIGHER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE SUCH HIGHER SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES.
- (III) WHEN COMPARING SPECIAL FARES, FARES OF THE SAME TYPE MUST BE USED AND SHALL

MEAN THE SAME CLASS OF SERVICE, THE SAME SEASONAL APPLICATION AND THE SAME GENERAL CONDITIONS. IN DEFINING A FARE OF THE SAME TYPE, THE COMPARISON SHALL BE LIMITED TO THE CLASS OF SERVICE AND:

COLUMN 1	COLUMN 2	COLUMN 3
UNRESERVED	EXCURSION	PROMOTIONAL
NORMAL	BUDGET	FARE OF THE
RESERVED	INSTANT	SAME FARE
NORMAL	PURCHASE	TYPE.
	OW APEX	
	RT APEX	

WHEN FARES ARE NOT AVAILABLE FOR THE SAME FARE TYPE IN COLUMN 2, THE COMPONENT SHOULD BE REPRICED AT THE NEXT HIGHER FARE TYPE SHOWN IN COLUMN 2.

NOTE 1: TICKET VALIDITY AND MINIMUM/MAXIMUM STAY REQUIREMENTS NEED NOT BE THE SAME.

NOTE 2: IN CASE THERE IS MORE THAN ONE SPECIAL FARE OF THE SAME TYPE FOR COMPARISON ON ANY GIVEN SECTOR, THE FARE WITH THE CONDITIONS MOST SIMILAR TO THOSE OF THE SPECIAL FARE BETWEEN THE TERMINAL POINTS SHOULD BE USED FOR COMPARISON.

IF FROM THE ORIGIN TICKETED POINT TO ANY INTERMEDIATE STOPOVER POINT THERE IS NO SPECIAL FARE OF THE SAME TYPE AS THE THROUGH SPECIAL FARE, THE FARE SHALL NOT BE LESS THAN THE LOWEST OF ANY HIGHER TYPE OF SPECIAL OR NORMAL FARE IN THE ABSENCE OF A SPECIAL FARE, IN THE SAME CLASS OF SERVICE.

(C) HIGHER INTERMEDIATE POINT CHECKS WILL APPLY AS FOLLOWS:

(I) SITI/SOTI TRANSACTIONS: THE HIGHER INTERMEDIATE FARE CHECK APPLIES ONLY TO INTERMEDIATE STOPOVER POINTS.

(II) SITO/SOTO TRANSACTIONS: THE HIGHER INTERMEDIATE FARE CHECK APPLIES TO ALL INTERMEDIATE TICKETED POINTS.

EXCEPTION 1: FOR SITI AND SOTI TRANSACTIONS WHEN THE TICKET IS ISSUED IN WEST AFRICA, HIGHER INTERMEDIATE POINTS SHALL BE CHECKED FROM ALL TICKETED POINTS EN ROUTE IN WEST AFRICA EXCEPT WHEN TRAVEL EN ROUTE IS VIA A POINT(S) IN ANGOLA, NIGERIA AND/OR ZAIRE, THE HIGHER INTERMEDIATE POINTS WILL BE CHECKED ONLY IF A STOPOVER IS

- EXCEPTION 2: MADE AT SUCH POINT.  
(APPLICABLE TO NIGERIA)  
FOR SOTI/SOTO/SITO SALES  
FOR TRAVEL ORIGINATING IN  
NIGERIA, THE FARE TO BE  
CHARGED MUST NOT BE LESS  
THAN THE HIGHEST FARE  
APPLICABLE IN EITHER  
DIRECTION FOR THE CLASS  
OF SERVICE USED BETWEEN  
ANY TICKETED POINTS IN  
THE ITINERARY.
- EXCEPTION 3: (APPLICABLE FOR  
SITI/SOTI/SITO/SOTO  
TRANSACTIONS) APPLICABLE  
FOR NORMAL FARES FROM  
EUROPE TO  
ALA/OVB/SVX/TAS: WHEN  
TRAVEL IS VIA FRA THE  
HIGHER INTERMEDIATE POINT  
CHECK ON FRA DOES ALSO  
APPLY IN CASE OF TRANSFER  
ONLY.
- (D) UNPUBLISHED INTERMEDIATE POINT FARES  
WHEN AN ITINERARY INCLUDES AN INTERMEDIATE  
TICKETED POINT FOR WHICH NO THROUGH FARE IS  
PUBLISHED, THE FARE OF SUCH POINT SHOULD BE  
CONSTRUCTED BY USING WHICHEVER PARTICULAR  
COMBINATION OF FARE RESULTS IN THE LOWEST  
FARE.
- (I) NORMAL FARE CONSTRUCTION PRINCIPLES  
APPLY.
- (II) IF THE ITINERARY INCLUDES MORE THAN ONE  
UNPUBLISHED INTERMEDIATE TICKETED POINT,  
SEPARATE FARE CALCULATIONS NOT BE MADE  
FOR EACH SUCH POINT.
- (7) CONSTRUCTION OF FARES VIA DIFFERENT CLASSES OF  
SERVICE APPLICABLE TO NORMAL FARES ONLY.
- (A) A THROUGH FARE WHICH PROVIDES FOR A  
COMBINATION OF DIFFERENT CLASSES OF SERVICE  
SHALL BE THE LOWEST FARE RESULTING FROM THE  
FOLLOWING:
- (I) THE COMBINATION OF THE SECTIONAL FARES  
FOR THE CLASSES OF SERVICE USED.
- (II) THE THROUGH FARE FOR THE HIGHEST CLASS  
OF SERVICE USED.
- (III) THE APPLICABLE THROUGH FARE (SURCHARGED,  
IF NECESSARY) FOR THE LOWEST CLASS OF  
SERVICE USED, PLUS A DIFFERENTIAL FOR  
SUCH PORTION WHERE A HIGHER CLASS OF  
SERVICE IS USED. THE DIFFERENTIAL WILL  
BE ASSESSED AS THE DIFFERENTIAL BETWEEN  
THE APPLICABLE ONE WAY OR HALF ROUND  
TRIP FARE (SURCHARGED, IF NECESSARY FOR  
THE LOWEST CLASS OF SERVICE USED FOR THE  
PORTION(S) CONCERNED AND THE APPLICABLE  
CORRESPONDING ONE WAY OR HALF ROUND TRIP  
HIGHER CLASS FARE (SURCHARGED, IF

- NECESSARY). WHEN CONSECUTIVE SECTORS ARE FLOWN IN THE SAME HIGHER CLASS OF SERVICE THE APPLICABLE THROUGH FARE OVER SUCH SECTORS SHALL BE THE FARE USED.
- (IV) THE THROUGH FARE FOR A HIGHER CLASS OF SERVICE THAN EITHER OF THE CLASSES OF SERVICE USED, VIA THE SAME CARRIER(S), BETWEEN AND VIA THE SAME POINTS. FOR THE PURPOSE OF THIS PARAGRAPH ONLY, FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE.
- (AA) BUSINESS CLASS  
(BB) PREMIUM ECONOMY CLASS  
(CC) ECONOMY CLASS
- (B) ANY CLASS DIFFERENTIALS:
- (I) SHALL BE ASSESSED IN THE SAME DIRECTION AS THE FARE COMPONENT
- (II) MUST BE ASSESSED WITHIN EACH FARE COMPONENT,
- (III) SHALL BE CHARGED IN ADDITION TO THE FARES RESULTING FROM SUBPARAGRAPH (5) ABOVE.
- (C) WHEN FARES FOR ECONOMY SERVICES ARE USED FOR CONSTRUCTING FARES UNDER THIS RULE AND WHENEVER THE TRANSATLANTIC SECTOR IS FLOWN IN BUSINESS CLASS, THE FARE SHALL NOT BE LOWER THAN THE APPLICABLE THROUGH BUSINESS CLASS FARE.
- (D) THE APPLICATION OF DIFFERENTIAL CONSTRUCTION SHALL NOT BE USED TO CIRCUMVENT ANY STOPOVER OR TRANSFER RESTRICTIONS APPLICABLE TO THE THROUGH FARE FOR THE LOWEST CLASS USED.
- (8) AROUND-THE-WORLD-FARES  
AROUND-THE-WORLD-FARES ARE CIRCLE TRIP FARES WHICH ARE APPLICABLE TO CONTINUOUS EB OR WB TRAVEL COMMENCING FROM AND RETURNING TO THE SAME POINT VIA BOTH THE ATLANTIC AND PACIFIC OCEANS.
- (A) AN AROUND THE WORLD FARE IS CONSTRUCTED BY USING THAT PARTICULAR COMBINATION OF TWO OR MORE HALF ROUND TRIP FARES WHICH PRODUCE THE LOWEST TOTAL FARE FROM THE POINT OF ORIGIN AND RETURN TO THE SAME POINT.
- (B) UNLESS OTHERWISE INDICATED, ONLY NORMAL FARES MAY BE USED TO CONSTRUCT AN AROUND THE WORLD FARE.
- (C) TRAVEL ORIGINATING IN THE SOUTH WEST PACIFIC: THE FARE MUST NOT BE LESS THAN THE HIGHEST DIRECT NORMAL OR SPECIAL ONE WAY FARE, APPLICABLE TO THE CLASS OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT IN EACH FARE COMPONENT, IN THE DIRECTION OF THE FARE COMPONENT.
- (D) ALL OTHER MINIMUM FARE CHECKS WILL APPLY.
- (9) POLAR FLIGHT FARE CONSTRUCTION
- (A) TRAVEL ORIGINATING IN AREA 1  
WHEN A EUROPE-JAPAN/KOREA POLAR FLIGHT IS INCLUDED IN AN AROUND THE WORLD ITINERARY, THE FARE MAY BE CONSTRUCTED USING A FARE

CONSTRUCTION APPLICABLE TO TRAVEL VIA INDIA, EVEN THROUGH THE PASSENGER IS ACTUALLY TRAVELING VIA THE POLAR ROUTE. WHEN THE FARE CONSTRUCTION POINT OCCURS BETWEEN EUROPE AND JAPAN/KOREA, TICKETED POINT MILEAGE ARE COMPUTED ACCORDING TO:

- (I) THE SHORTEST AIR ROUTE VIA INDIA BETWEEN THE LAST POINT OF STOPOVER OR TRANSIT IN EUROPE AND THE FARE CONSTRUCTION POINT, AND
- (II) THE SHORTEST AIR ROUTE BETWEEN THE FARE CONSTRUCTION POINT AND JAPAN/KOREA. WHEN THE FARE CONSTRUCTION POINT DOES NOT OCCUR BETWEEN EUROPE AND JAPAN/KOREA, TICKETED POINT MILEAGES ARE COMPUTED ACCORDING TO:
- (III) THE SHORTEST AIR ROUTE VIA INDIA BETWEEN THE LAST POINT OF STOPOVER OR TRANSIT IN EUROPE-JAPAN/KOREA, AND
- (IV) THE ACTUAL ROUTE OF TRAVEL BETWEEN JAPAN/KOREA AND THE FARE CONSTRUCTION POINT.

EXCEPTION: THE FARE CONSTRUCTION METHOD DESCRIBED ABOVE DOES NOT APPLY IF THE PASSENGER TRAVELS VIA THE POLAR ROUTE AND THE SOUTH PACIFIC. IN SUCH CASE THE FARE MUST BE CONSTRUCTED OVER TOKYO/OSAKA/FUKUOKA/SEOUL PLUS WHICHEVER COMBINATION OF FARES FROM JAPAN OR KOREA TO AREA 1 WILL PERMIT THE DESIRED SOUTH PACIFIC TRAVEL. TICKETED POINT MILEAGES ARE COMPUTED ACCORDING TO THE ACTUAL ROUTE OF TRAVEL. THE FARE MUST BE BROKEN IN JAPAN OR KOREA.

- (B) TRAVEL ORIGINATING IN AREA 2. FOR TRAVEL ORIGINATING IN AREA 2, AN AREA 2-JAPAN/SEOUL POLAR ROUTE FARE MUST BE COMBINED WITH AN AREA 2-3 EASTERN HEMISPHERE FARE IN ORDER TO CONSTITUTE A COMPLETE AROUND THE WORLD FARE.
  - (C) TRAVEL ORIGINATING IN AREA 3 (EXCEPT JAPAN/KOREA) THE FARE WILL BE A COMBINATION OF TRANSATLANTIC, TRANSPACIFIC AND EASTERN HEMISPHERE FARES IN ACCORDANCE WITH MILEAGE PROVISIONS IN (D)(5)(B)(IV) OF THIS RULE.
- (10) MINIMUM FARES  
HAVING ESTABLISHED THE INTERNATIONAL FARE FOR A ONE WAY, OPEN JAW, CIRCLE TRIP, OR AROUND THE WORLD JOURNEY IN ACCORDANCE WITH NORMAL RULES, INCLUDING THE HIGHER INTERMEDIATE FARE RULE AND MILEAGE SURCHARGE WHERE APPLICABLE, A SEPARATE CALCULATION, IGNORING MILEAGE SURCHARGE, MUST BE

MADE. WHEN THIS SEPARATE CALCULATION RESULTS IN A HIGHER FARE, SUCH HIGHER FARE MUST BE CHARGED.

(A) ONE WAY BACKHAUL

WHEN AN ITINERARY QUALIFIES AS A ONE WAY, A ONE WAY MINIMUM CHECK IS NECESSARY FOR EACH COMPONENT OF AN ITINERARY. THE FARE MUST NOT BE LESS THAN THE AMOUNT OBTAINED FROM EITHER OF THE FOLLOWING CALCULATIONS.

(I) ESTABLISH THE THROUGH FARE IN ACCORDANCE WITH NORMAL RULES INCLUDING THE HIGHER INTERMEDIATE FARE RULE AND MILEAGE SURCHARGES WHEN APPLICABLE.

(II) COMPARE THE UNSURCHARGED FARE FROM POINT OF ORIGIN TO THE HIGHEST INTERMEDIATE STOPOVER POINT WITH THE UNSURCHARGED FARE FROM ORIGIN TO DESTINATION. IF THE FARE TO THE HIGHEST INTERMEDIATE STOPOVER POINT IS GREATER THAN THE FARE TO THE DESTINATION, ADD THE DIFFERENCE BETWEEN THE LOW FARE AND THE HIGH FARE TO THE HIGH FARE.

NOTE 1: NO HIP NO BACKHAUL

NOTE 2: NO STOPOVER NO BACKHAUL.

(B) SEPARATE FARES ARE ASSESSED FOR SIDE TRIPS.

(C) CIRCLE TRIP MINIMUM

THE FARE FOR CIRCLE TRIP SHALL BE NOT LESS THAN THE HIGHEST DIRECT NORMAL OR SPECIAL ROUND TRIP FARE, AS APPROPRIATE, APPLICABLE TO THE LOWEST CLASS OF SERVICE USED FROM POINT OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL, EXCLUDING ANY SEPARATELY ASSESSED SIDE TRIPS.

(D) FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS (THE FOLLOWING RULES APPLY TO ALL FARES EXCEPT ROUND TRIP SPECIAL FARES) (SEE NOTE)

(I) TO ALL SITI TRANSACTIONS

(II) FOR TRANSPORTATION WHOLLY WITHIN AREA 1

(III) FOR SALES MADE IN AREA 1 FOR TRANSPORTATION COMMENCING IN AREA 1

(IV) FOR SALES MADE IN CANADA/U.S.A./U.S. TERRITORIES FOR INTERNATIONAL TRAVEL COMMENCING OUTSIDE THIS AREA THAT HAS ITS DESTINATION OR POINT OF TURNAROUND IN THIS AREA.

(V) WHEN TRAVEL ORIGINATES IN BENIN, BURKINA FASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, COTE D'IVOIRE, EQUATORIAL GUINEA, GABON, GHANA, LIBERIA, MALI, NIGER, SENEGAL OR TOGO AND IS SOLD IN ANOTHER OF THESE COUNTRIES.

(VI) FOR THE SALE IN THE U.S.A. AND US TERRITORIES OF FARES BETWEEN FOREIGN POINTS, THE FARE TO BE CHARGED SHALL BE BASED ON THE ACTUAL DIRECTION OF TRAVEL.

(VII) VIA POINT CHECK WHEN ONE WAY FARES ARE USED AND TRAVEL IS VIA THE COUNTRY OF ORIGIN, THE FARE FOR THE COMPONENT VIA

THE COUNTRY OF ORIGIN SHALL NOT BE LESS THAN THE HIGHEST DIRECT INTERNATIONAL FARE FROM ANY TICKETED POINT IN THE COUNTRY OF ORIGIN TO ANY OTHER TICKETED POINT IN SUCH FARE COMPONENT. THIS RULE APPLIES WHETHER OR NOT A STOPOVER IS MADE AT THE POINT(S) IN THE COUNTRY OF ORIGIN.

(VIII) COMMON POINT CHECK

- (AA) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME, AND WHERE A COMMON TICKETED POINT(S) IN THE COUNTRY OF ORIGIN IS TRANSITED ON BOTH THE OUTBOUND AND INBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE, FROM SUCH COMMON POINT.
- (BB) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT FOR THE SAME AND WHERE A COMMON TICKETED POINT(S) IN A COUNTRY OF AN INTERNATIONAL FARE BREAK IS TRANSITED ON BOTH THE INBOUND AND OUTBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE TO SUCH COMMON POINT.
- (CC) FARES SOLD IN FOREIGN COUNTRIES FOR TRANSPORTATION TO/FROM CANADA AND FARES SOLD IN CANADA FOR FOREIGN ORIGINATING TRAVEL ARE THE FARE AND CONDITIONS OF CARRIAGE AS STATED IN THE LAWFUL WITH THE CANADIAN TRANSPORTATION AGENCY OR THE COMPETENT FOREIGN AIR AUTHORITY AND IN EACH CASE BE CALCULATED IN THE DIRECTION OF TRAVEL.
- (DD) FOR SALES IN CANADA IN CANADIAN DOLLARS, THE FARE SHALL BE CONVERTED INTO CANADIAN DOLLARS AT THE APPLICABLE BANKER'S BUYING RATE OF EXCHANGE IN EFFECT ON THE DAY OF TRANSACTION AT THE CANADIAN POINT OF SALE.
- (E) FOR SOTI/SITO/SOTO TRANSACTION NOT EXCLUDED IN (D)(I) ABOVE, THE FOLLOWING PROVISIONS SHALL APPLY. SEE NOTE)
  - (I) NORMAL FARES COMPONENT CHECK
    - (AA) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT

FOR THE LOWEST CLASS OF SERVICE  
ASSESSED.

(BB) MORE THAN ONE FARE COMPONENT (ONE  
WAY FARES/HALF ROUND TRIP FARES)  
THE FARE TO BE CHARGED SHALL NOT BE  
LESS THAN THE HIGHEST DIRECT NORMAL  
ONE WAY/HALF ROUND TRIP FARE  
APPLICABLE IN EITHER DIRECTION  
BETWEEN ANY TICKETED POINTS WITHIN  
EACH FARE COMPONENT FOR THE LOWEST  
CLASS OF SERVICE ASSESSED, AND

(II) NORMAL FARES JOURNEY CHECK  
THE TOTAL FARE FOR THE JOURNEY  
SHALL NOT BE LESS THAN THE HIGHEST  
DIRECT NORMAL ONE WAY FARE  
APPLICABLE IN EITHER DIRECTION  
BETWEEN ANY TICKETED POINTS ON THE  
JOURNEY, FOR THE LOWEST CLASS OF  
SERVICE ASSESSED.

SPECIAL FARES

THE FOLLOWING PROVISIONS  
SHALL APPLY TO VIA POINT,  
COMPONENT AND JOURNEY  
CHECKED. THE FARES TO BE  
CHARGED SHALL NOT BE LESS  
THAN HIGHEST DIRECT FARE  
OF THE SAME TYPE. IN THE  
ABSENCE OF A FARE OF THE  
SAME TYPE, THE NEXT  
HIGHER FARE SHALL BE  
USED.

NOTE: AS USED HEREIN  
"FARE OF THE SAME TYPE"  
SHALL BE AS DEFINED IN  
HIGHER INTERMEDIATE FARES  
RULE.

NOTE: RULE 130 (D)(1)(D) AND  
RULE 130 (D)(10)(E) ARE  
ANNOTATED AS FOLLOWS:  
"THE PROVISIONS OF THIS  
PARAGRAPH ARE SHOWN FOR  
INFORMATIONAL PURPOSES  
ONLY AND DO NOT  
CONSTITUTE A PART OF  
TARIFF C.A.B. NO. 712".

(F) AROUND THE WORLD MINIMUM

(I) AFTER AN AROUND THE WORLD FARE HAS BEEN  
CONSTRUCTED, ALL STOPOVER POINTS ON THE  
ROUTING, INCLUDING FICTITIOUS  
CONSTRUCTION POINTS, MUST BE CHECKED TO  
SEE WHETHER ANY ROUND TRIP FARES EXIST  
FROM THE POINT OF ORIGIN TO ANY STOPOVER  
POINTS ON THE ROUTING INCLUDING POINTS  
ON A SIDE TRIP WHICH ARE HIGHER THAN THE  
CONSTRUCTED FARE. THE FARE FOR AN  
AROUND THE WORLD JOURNEY MUST BE LESS  
THAN THE HIGHEST DIRECT NORMAL ROUND  
TRIP FARE APPLICABLE TO THE CABIN OF



- SERVICE USED FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL. IN GENERAL, TRANSATLANTIC ROUND TRIP FARES FROM THE POINT OF ORIGIN TO OTHER POINTS ON THE ROUTING DIFFER FROM THE CORRESPONDING TRANSPACIFIC ROUND TRIP FARES FROM THE POINT OF ORIGIN TO THE SAME POINTS. FOR THE PURPOSE OF THIS RULE, TRANSATLANTIC ROUND TRIP FARES MUST BE COMPARED WITH TRANSPACIFIC ROUND TRIP FARES FROM POINT OF ORIGIN FOR EACH STOPOVER POINT ON THE ROUTING AND THE LOWER OF THE TWO WILL BE CONSIDERED THE DIRECT FARE.
- (II) ONE CLASS OF SERVICE  
THE FARE FOR AN AROUND THE WORLD JOURNEY TRAVELED IN ONE CLASS OF SERVICE MUST NOT BE LESS THAN THE HIGHEST DIRECT ROUND TRIP FARE FROM THE POINT OF ORIGIN TO ANY TICKETED POINT ON THE ROUTING.
  - (III) DIFFERENT CLASSES OF SERVICES  
THE FARE FOR AN AROUND THE WORLD JOURNEY INVOLVING DIFFERENT CLASSES OF SERVICE MUST NOT BE LESS THAN THE HIGHEST DIRECT ROUND TRIP FARE FOR THE LOWEST CLASS OF SERVICE ASSESSED, FROM THE POINT OF ORIGIN TO ANY TICKETED POINT ON THE ROUTING PLUS APPLICABLE DIFFERENTIALS FOR SECTORS TRAVELED IN HIGHER CLASSES OF SERVICE.
  - (G) UNPUBLISHED FARES  
WHEN AN ITINERARY INCLUDES A TICKETED POINT FOR WHICH NO THROUGH FARE IS PUBLISHED, OR FOR WHICH A FARE IS PUBLISHED IN ONLY ONE GLOBAL DIRECTION. THE FARE FOR SUCH POINT/GLOBAL DIRECTION SHOULD CONSTRUCTED BY USING WHICHEVER PARTICULAR COMBINATION OF FARE RESULTS IN THE LOWEST FARE.
    - (I) NORMAL FARE CONSTRUCTION PRINCIPLES APPLY.
    - (II) IF THE ITINERARY INCLUDES MORE THAN ONE UNPUBLISHED POINT/GLOBAL DIRECTION, SEPARATE FARE CALCULATION MUST BE MADE FOR EACH SUCH POINT/GLOBAL DIRECTION.
  - (11) MAXIMUM FARES  
(APPLICABLE TO NORMAL FARES FOR TRAVEL VIA THE SAME OR DIFFERENT CLASSES OF SERVICE)  
A COMBINATION OF FARES OF THE SAME OR DIFFERENT CLASS OF SERVICE (SEE NOTE BELOW) SHALL NOT EXCEED THE LOWEST OF THE FOLLOWING FARES OR COMBINATION OF FARES VIA THE SAME CARRIER(S) BETWEEN AND VIA THE SAME POINT:
    - (A) A COMBINATION OF FARES VIA THE CLASS OF SERVICE USED FOR A PORTION OF THE TRANSPORTATION AND FARE FOR A HIGHER CLASS OF SERVICE FOR THE REMAINDER OF THE TRANSPORTATION, OR
    - (B) A COMBINATION OF FARES VIA HIGHER CLASSES OF

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- SERVICE, OR  
(C) A THROUGH PUBLISHED FARE VIA A HIGHER CLASS  
OF SERVICE.  
NOTE: FOR THE PURPOSE OF PARAGRAPHS (A), (B) AND  
(C) ONLY, FARES ARE PUBLISHED IN THE  
FOLLOWING DESCENDING ORDER OF CLASSES OF  
SERVICE  
(I) BUSINESS CLASS  
(II) PREMIUM ECONOMY CLASS  
(III) ECONOMY CLASS

## Rule 135 Stopovers

- (A) EXCEPT AS OTHERWISE PROVIDED IN THIS RULE, STOPOVERS WITHIN THE VALIDITY PERIOD OF THE TICKET WILL BE PERMITTED AT ANY SCHEDULED STOP UNLESS CARRIER'S TARIFFS OR GOVERNMENT REGULATIONS DO NOT PERMIT A STOPOVER AT ANY SUCH STOP.
- (B) STOPOVERS MUST BE ARRANGED WITH CARRIER IN ADVANCE AND SPECIFIED ON THE TICKET.
- (C) SPECIAL STOPOVER ARRANGEMENTS IN ALASKA  
PASSENGERS AND THEIR ACCOMPANIED BAGGAGE TRANSPORTED BY DE TO ANCHORAGE, ALASKA, UNDER A PASSENGER TICKET AND BAGGAGE CHECK FOR AIR WAYBILL PROVIDING FOR TRANSPORTATION WHOLLY ON THE SCHEDULED FLIGHTS OR DE ONLY BETWEEN A POINT OR POINTS IN GERMANY AND TOKYO MAY DISEMBARK AT ANCHORAGE BY DE ON A SCHEDULED FLIGHT OPERATED BY DE BETWEEN A POINT OR POINTS IN GERMANY AND TOKYO, AND TRANSPORTED FROM ANCHORAGE IN ACCORDANCE WITH THE ORIGINAL ROUTING AS SPECIFIED IN THE TICKET, AND PROVIDED SUCH RE-EMBARKATION OCCURS AT ANY TIME DURING THE VALIDITY OF THE TICKET.
- (D) A STOPOVER TAKES PLACE WHEN A PASSENGER BREAKS THE JOURNEY AT AN INTERMEDIATE POINT AND IS NOT SCHEDULED TO DEPART ON THE DAY OF ARRIVAL; OR WITHIN 24 HOURS OF ARRIVAL IF THERE IS NO CONNECTION ON THE DAY OF ARRIVAL. WHEN THERE IS NO DE CONNECTING DEPARTURE SCHEDULED ON THE DATE OF ARRIVAL, DEPARTURE ON A DE FLIGHT THE FOLLOWING DAY SHALL BE DEEMED A STOPOVER.

## Rule 145 Currency Applications

### LOCAL CURRENCY FARES AND CHARGES

- (1) FARES AND RELATED CHARGES ARE EXPRESSED IN THE LOCAL CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION (COC), EXCEPT THOSE COUNTRIES LISTED BELOW WHICH ARE EXPRESSED (A) IN US DOLLARS OR (B) IN EURO:

(A)

AFGHANISTAN	LEBANON
ANGOLA	LIBERIA
ANGUILLA	MADAGASCAR
ANTIGUA AND BARBUDA	MALAWI
ARGENTINA	MALDIVES
BAHAMAS	MEXICO
BANGLADESH	MONGOLIA
BARBADOS	MONTERRAT
BELIZE	NICARAGUA
BERMUDA	NIGERIA
BOLIVIA	PALESTINIAN TERRITORY
BONAIRE	PANAMA
BRAZIL	PARAGUAY
BURUNDI	PERU
CAMBODIA	PHILIPPINES
CAYMAN ISLANDS	RWANDA
CHILE	SABA
COLOMBIA	SAINT EUSTATIUS
CONGO, DEM. REP. OF	SAINT KITTS
COSTA RICA	AND NEVIS
CUBA	SAINT LUCIA
DOMINICA	SAINT VINCENT AND
DOMINICAN REPUBLIC	THE GRENADINES
ECUADOR	SAO TOME AND
EL SALVADOR	PRINCIPE
ERITREA	SIERRA LEONE
ETHIOPIA	SOMALIA
GAMBIA	SURINAME
GHANA	TANZANIA, UNITED
GRENADA	REPUBLIC OF
GUATEMALA	TIMOR LESTE
GUINEA	TRINIDAD AND
GUYANA	TOBAGO
HAITI	UGANDA
HONDURAS	UKRAINE
INDONESIA	UNITED STATES
IRAQ	AND U.S.TERRITORIES
ISRAEL	URUGUAY
JAMAICA	VENEZUELA
KENYA	VIET NAM
LAOS	ZAMBIA
	ZIMBABWE

(B)

ALBANIA  
ARMENIA

AUSTRIA  
AZERBAIJAN  
BELARUS  
BELGIUM  
BOSNIA AND HERZEGOVINA  
BULGARIA  
CAPE VERDE  
CROATIA  
CYPRUS  
ESTONIA  
FINLAND  
FRANCE EXCEPT FRENCH POLYNESIA  
(INCLUDING WALLIS AND FUTUNA)  
NEW CALEDONIA (INCLUDING LOYALTY ISLANDS)  
GEORGIA  
GERMANY  
GREECE  
IRELAND  
ITALY  
KYRGYZSTAN  
LATVIA  
LITHUANIA  
LUXEMBOURG  
MACEDONIA (FYROM)  
MALTA  
MOLDOVA, REPUBLIC OF MONACO  
MONTENEGRO  
NETHERLANDS  
PORTUGAL  
ROMANIA  
RUSSIA  
SERBIA  
SLOVAKIA  
SLOVENIA  
SPAIN  
TAJIKISTAN  
TURKEY  
TURKMENISTAN  
UZBEKISTAN

- (2) ALL ADD-ONS SHALL BE ESTABLISHED IN THE CURRENCY OF THE COUNTRY CONCERNED, OR WHERE AGREED, IN U.S. DOLLARS OR IN EURO OR IN ANY OTHER CURRENCY.  
COMBINATION OF LOCAL CURRENCY FARES  
TO COMBINE TWO OR MORE LOCAL CURRENCY FARES, CONVERT ALL LOCAL CURRENCY FARES INTO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.  
STEP 1: (A) ESTABLISH THE NUC AMOUNT FOR EACH LOCAL CURRENCY FARE BY DIVIDING THE LOCAL CURRENCY FARE BY THE APPLICABLE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY IN WHICH THE CURRENCY IS DENOMINATED.  
(B) CALCULATE THE RESULTANT AMOUNT TO TWO DECIMALS PLACES, IGNORING ANY FURTHER DECIMAL PLACES.  
STEP 2: ADD THE RESULTANT NUC AMOUNTS FOR THE SECTORS INVOLVED.

- STEP 3: (A) ESTABLISHED THE THROUGH LOCAL CURRENCY FARE BY MULTIPLYING THE TOTAL NUC AMOUNTS (DERIVED FROM STEPS 1, 2, AND 3 ABOVE) BY THE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY OF COMMENCEMENT OF TRAVEL.
- (B) CALCULATE THE RESULTANT AMOUNT OF ONE DECIMAL PLACE BEYOND THE NUMBER OF DECIMAL PLACES SHOWN NEXT TO THE LOCAL CURRENCY IN THE CONVERSION TABLE BELOW, IGNORING ANY FURTHER DECIMAL PLACES.
- (C) ROUND UP TO THE NEXT HIGHER ROUNDING UNIT SHOWN NEXT TO THE LOCAL CURRENCY IN THE CURRENCY CONVERSION TABLE, UNLESS OTHERWISE INDICATED.

EXCEPTION: WHEN AN INTERNATIONAL TICKET IS COMPRISED OF ALL DOMESTIC FARE COMPONENTS, BUT WITHIN DIFFERENT COUNTRIES, THE PROVISIONS OUTLINES ABOVE SHALL APPLY.

#### OTHER CHARGES

OTHER CHARGES SHALL BE SEPARATELY CONVERTED TO THE CURRENCY OF THE COUNTRY OF SALE USING THE BANKERS' SELLING RATE USING THE ROUNDING UNITS SHOWN NEXT TO OTHER CHARGES IN THE CURRENCY CONVERSION TABLE.

MCOS FOR UNSPECIFIED TRANSPORTATION AND PTAS.

MCOS FOR UNSPECIFIED TRANSPORTATION AND PTAS WHEN HONORED FOR PAYMENT OF AIR TRANSPORTATION SHALL BE SUBJECT TO THE PROVISIONS OF RULE 75 (CURRENCY OF PAYMENT). THE COUNTRY OF PAYMENT OF THE PTA OR MCO SHALL BE CONSIDERED THE COUNTRY OF ORIGINAL ISSUE AND DETERMINE CONSTRUCTION RULES TO APPLY.

#### CURRENCY TABLE

FOR IATA RATE OF EXCHANGE (ROE) CURRENCY CONVERSION TABLE  
SEE PAGES 259-275.

#### LOCAL CURRENCY ROUNDING TABLE

FOR THOSE COUNTRIES WHERE FARES ARE EXPRESSED IN USA AND THE USD IS NOT THE LOCAL CURRENCY; SEE PAGES 280-Q THRU 282.

#### CURRENCY TABLE

##### ABU DHABI

(SEE UNITED ARAB EMIRATES)

##### AFGHANISTAN

US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

##### ALBANIA

EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

##### ALGERIA

ALGERIAN DINAR DZD ROE:120.675876 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

##### AMERICAN SAMOA

US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

##### ANGOLA

US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

##### ANGUILLA

US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

##### ANTIGUA AND

BARBUDA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
ARGENTINA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
ARMENIA			
EURO	EUR	ROE:.908104	NOTE E
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
ARUBA			
ARUBAN GUILDER	AWG	ROE:1.8000000	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 1	
AUSTRALIA			
AUSTRALIAN			
DOLLAR	AUD	ROE:1.468910	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
AUSTRIA			
EURO	EUR	ROE:.908104	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.01	
AZERBAIJAN			
EURO	EUR	ROE:.908104	NOTE E
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BAHAMAS			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BAHRAIN			
BAHRAINI DINAR	BHD	ROE: .376100	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 1	
BANGLADESH			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BARBADOS			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BELARUS			
EURO	EUR	ROE:.908104	NOTE E
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BELGIUM			
EURO	EUR	ROE:.908104	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.01	
BELIZE			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BENIN, REP. OF			
CFA FRANC	XOF	ROE:595.677380	NOTE -
ROUND UP:	LOCAL CURRENCY - 100	OTHER CHARGES - 100	
BERMUDA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BHUTAN			
NGULTRUM	BTN	ROE:71.969032	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 1	
BOLIVIA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BONAIRE			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	

BOSNIA AND  
HERZEGOVINA  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
BOTSWANA  
PULA BWP ROE:11.113232 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
BRAZIL  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
BRITISH VIRGIN  
ISLANDS  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
BRUNEI  
DARUSSALAM  
BRUNEI DOLLAR BND ROE:1.385105 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
BULGARIA  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
BURKINA FASO  
CFA FRANC XOF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
BURUNDI  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
CAMBODIA  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1.0  
CAMEROON  
CFA FRANC XAF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
CANADA  
CANADIAN DOLLAR CAD ROE:1.323867 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
CAPE VERDE  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
CAYMAN ISLANDS  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
CENTRAL AFRICAN  
REPUBLIC  
CFA FRANC XAF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
CHAD  
CFA FRANC XAF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
CHILE  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
CHINA  
YUAN RENMINBI CNY ROE:7.145291 NOTE -  
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1  
CHINESE TAIPEI  
DOLLAR TWD ROE:31.279394 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5



COLOMBIA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
COMOROS  
COMORO  
FRANC KMF ROE:446.758035 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 50  
CONGO (BRAZZAVILLE)  
CFA FRANC XAF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
CONGO (KINSHASA)  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
COOK ISLANDS  
NEW ZEALAND  
DOLLAR NZD ROE:1.568442 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
COSTA RICA  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
COTE D'IVOIRE  
CFA FRANC XOF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
CROATIA  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
CUBA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
CURACAO  
NETHERLANDS  
ANTILLES  
GUILDER ANG ROE:1.790000 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
CYPRUS  
EURO EUR ROE:0.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05  
CZECH  
REPUBLIC  
CZECH KORUNA CZK ROE:23.484744 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
DENMARK  
DANISH KRONE DKK ROE:6.773884 NOTE -  
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1  
DJIBOUTI  
DJIBOUTI FRANC DJF ROE:177.721000 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
DOMINICA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
DOMINICAN  
REPUBLIC  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
ECUADOR  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
EGYPT

EGYPTIAN POUND EGP ROE:16.560000 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
EL SALVADOR  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
EQUATORIAL GUINEA  
CFA FRANC XAF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
ERITREA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
ESTONIA  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1  
ETHIOPIA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - . OTHER CHARGES - 0.1  
ESWATINI  
LILANGENI SZL ROE:15.071386 NOTE -  
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1  
EUROPEAN M. UNION  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5  
FALKLAND ISLANDS  
FALKLAND ISLANDS POUND FKP ROE:.818146 NOTE -  
-  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
FAROE ISLANDS  
DANISH KRONE DKK ROE:6.773884 NOTE -  
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1  
FIJI  
FIJI DOLLAR FJD ROE:2.204261 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
FINLAND  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
FRANCE  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
FRENCH GUIANA  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
FRENCH POLYNESIA  
CFP FRANC XPF ROE:108.365631 NOTE -  
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1  
GABON  
CFA FRANC XAF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
GAMBIA  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
GEORGIA  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
GERMANY  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
GHANA

Tariff: DE1  
Carrier: Condor Flugdienst GmbH - DE

CTA No. 554 DOT No. 712

US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
GIBRALTAR			
GIBRALTAR			
POUND	GIP	ROE:.818146	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
GREECE			
EURO	EUR	ROE:.908104	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
GREENLAND			
DANISH KRONE	DKK	ROE:6.773884	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
GRENADA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
GUADELOUPE			
EURO	EUR	ROE:.908104	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
GUAM			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
GUATEMALA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
GUINEA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
GUINEA-BISSAU			
CFA FRANC	XOF	ROE:595.677380	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
GUYANA			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
HAITI			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
HONDURAS			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
HONG KONG			
HONG KONG DOLLAR	HKD	ROE:7.841150	NOTE -
ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 1
HUNGARY			
FORINT	HUF	ROE:299.756829	NOTE -
ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 10
ICELAND			
ICELAND KRONE	ISK	ROE:126.754430	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
INDIA			
INDIAN RUPEE	INR	ROE:71.969032	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
INDONESIA			
INDONESIAN RUPIAH	IDR	ROE:14126.800000	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
IRAN, ISLAMIC REPUBLIC OF			
IRANIAN RIAL	IRR	ROE:112807.000000	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100

IRAQ  
IRAQ DINAR IQD ROE:1199.765150 NOTE D  
ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05  
IRELAND  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
ISRAEL  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
ITALY  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
JAMAICA  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
JAPAN  
YEN JPY ROE:106.608770 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10  
JORDAN  
JORDANIAN DINAR JOD ROE:.709000 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05  
KAZAKHSTAN  
TENGE KZT ROE:387.166000 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
KENYA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
KIRIBATI  
AUSTRALIAN  
DOLLAR AUD ROE:1.468910 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
KOREA,  
DEMOCRATIC  
PEOPLE'S  
REPUBLIC OF  
NORTH KOREAN  
WON KPW ROE:107.250000 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
KOREA,  
REPUBLIC OF  
KOREAN WON KRW ROE:1201.730079 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
KUWAIT  
KUWAIT DINAR KWD ROE:.304751 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05  
KYRGYZSTAN  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
LAOS, PEOPLE'S  
DEMOCRATIC  
REPUBLIC OF  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
LATVIA  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
LEBANON  
US DOLLAR USD ROE:1.0 NOTE -

Tariff: DE1  
Carrier: Condor Flugdienst GmbH - DE

CTA No. 554 DOT No. 712

ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
LESOTHO  
LOTI      LSL      ROE:15.071386      NOTE -  
ROUND UP: LOCAL CURRENCY - 10      OTHER CHARGES - 0.1  
LIBERIA  
US DOLLAR      USD      ROE:1.0      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
LIBYAN ARAB  
JAMAHIRIYA  
LIBYAN DINAR      LYD      ROE:1.431813      NOTE -  
ROUND UP: LOCAL CURRENCY - 0.1      OTHER CHARGES - 0.05  
LITHUANIA  
EURO      EUR      ROE:.908104      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
LUXEMBOURG  
LUXEMBOURG  
EURO      EUR      ROE:.908104      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.01  
MACAO  
PATACA      MOP      ROE:8.076385      NOTE -  
ROUND UP: LOCAL CURRENCY - 10      OTHER CHARGES - 1  
MADAGASCAR  
US DOLLAR      USD      ROE:1.0      NOTE D  
ROUND UP: LOCAL CURRENCY - 100      OTHER CHARGES - 50  
MALAWI  
US DOLLAR      USD      ROE:1.0      NOTE D  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
MALAYSIA  
MALAYSIAN  
RINGGIT      MYR      ROE:4.194384      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 1  
MALDIVES  
US DOLLAR      USD      ROE:1.0      NOTE D  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
MALI  
CFA FRANC      XOF      ROE:595.677380      NOTE -  
ROUND UP: LOCAL CURRENCY - 100      OTHER CHARGES - 100  
MALTA  
EURO      EUR      ROE:.908104      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
MARSHALL ISLANDS  
US DOLLAR      USD      ROE:1.0      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
MARTINIQUE  
EURO      EUR      ROE:.908104      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.01  
MAURITANIA  
OUGUIYA      MRO      ROE:37.391920      NOTE -  
ROUND UP: LOCAL CURRENCY - 20      OTHER CHARGES - 10  
MAURITIUS  
MAURITIUS RUPEE      MUR      ROE:37.445118      NOTE -  
ROUND UP: LOCAL CURRENCY - 5      OTHER CHARGES - 1  
MAYOTTE  
EURO      EUR      ROE:.908104      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.01  
MEXICO  
US DOLLAR      USD      ROE:1.0      NOTE D  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1

MICRONESIA  
US DOLLAR USD ROE:1.00 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
MOLDOVA,  
REPUBLIC OF  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
MONACO  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
MONGOLIA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
MONTENEGRO  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
MONTSEERRAT  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
MOROCCO  
MOROCCAN DIRHAM MAD ROE:9.756254 NOTE -  
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1  
MOZAMBIQUE  
METICAL MZM ROE:62.046000 NOTE -  
ROUND UP: LOCAL CURRENCY - 10000 OTHER CHARGES - 10000  
MYANMAR  
KYAT MMK ROE:1546.704423 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
NAMIBIA  
NAMIBIAN DOLLAR NAD ROE:15.071386 NOTE -  
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1  
NAURU  
AUSTRALIAN  
DOLLAR AUD ROE:1.468910 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
NEPAL  
NAPALESE RUPEE NPR ROE:115.150452 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
NETHERLANDS  
NETHERLANDS  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
NETHERLANDS  
ANTILLES  
NETHERLANDS  
ANTILLEAN  
GUILDER ANG ROE:1.790000 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
NEW CALEDONIA  
CFP FRANC XPF ROE:108.365631 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10  
NEW ZEALAND  
NEW ZEALAND  
DOLLAR NZD ROE:1.568442 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
NICARAGUA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NIGER  
CFA FRANC XOF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
NIGERIA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
NIUE  
NEW ZEALAND DOLLAR NZD ROE:1.568442 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
NORFOLK ISLAND  
AUSTRALIAN DOLLAR AUD ROE:1.468910 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
NORTHERN  
MARIANA ISLANDS  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
NORWAY  
NORWEGIAN KRONE NOK ROE:9.026063 NOTE -  
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1  
OCCUPIED PALESTINIAN TERRITORY  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
OMAN  
RIAL OMANI OMR ROE:.384500 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
PAKISTAN  
PAKISTAN RUPEE PKR ROE:156.955904 NOTE -  
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1  
PALAU  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
PANAMA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
PAPUA NEW GUINEA  
KINA PGK ROE:3.487872 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
PARAGUAY  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
PERU  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
PHILIPPINES  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
POLAND  
PLN ROE:3.948006 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
PORTUGAL  
PORTUGUESE  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
PUERTO RICO  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
QATAR

QATARI RIAL QAR ROE:3.640000 NOTE -  
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10  
REUNION  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
ROMANIA  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
RUSSIAN  
FEDERATION  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
RWANDA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SABA  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SAINT HELENA  
SAINT HELENA  
POUND SHP ROE: 0.818146 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SAINT KITTS AND  
NEVIS  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SAINT LUCIA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SAINT MAARTEN  
GUILDER NETHERLANDS ANG ROE:1.790000 NOTE -  
ANTILLES  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SAINT PIERRE AND  
MIQUELON  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 0.01 OTHER CHARGES - 0.01  
SAINT VINCENT AND  
THE GRENADINES  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SAMOA  
TALA WST ROE:2.758274 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SAO TOME AND  
PRINCIPE  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SAUDI ARABIA  
SAUDI RIYAL SAR ROE:3.750000 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
SENEGAL  
CFA FRANC XOF ROE:595.677380 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
SERBIA  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
SEYCHELLES



SEYCHELLES  
RUPEE SCR ROE:14.552957 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SIERRA LEONE  
US DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SINGAPORE  
SINGAPORE  
DOLLAR SGD ROE:1.385105 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SLOVAKIA  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SLOVENIA  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 1

SOLOMON ISLANDS  
SOLOMON ISLANDS  
DOLLAR SBD ROE:8.494263 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SOMALIA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SOUTH AFRICA  
RAND ZAR ROE:15.071386 NOTE -  
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

SOUTH SUDAN  
SOUTH SUDANESE POUND SSP ROE:159.403000 NOTE G  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SPAIN  
EURO EUR ROE:.908104 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

SRI LANKA  
SRI LANKA RUPEE LKR ROE:181.346000 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 1

SUDAN  
SUDANESE DINAR SDG ROE:45.225000 NOTE G  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SURINAME  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SWEDEN  
SWEDISH KRONE SEK ROE:9.726038 NOTE -  
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

SWITZERLAND  
SWISS FRANC CHF ROE:.987367 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5

SYRIAN ARAB  
REPUBLIC  
SYRIAN POUND SYP ROE:436.000000 NOTE G  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

TAJIKISTAN  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

TANZANIA, UNITED  
REPUBLIC OF  
US DOLLAR USD ROE:1.0 NOTE D

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ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
THAILAND  
BAHT      THB      ROE:30.821100      NOTE -  
ROUND UP: LOCAL CURRENCY - 5      OTHER CHARGES - 5  
TIMOR - LESTE  
US DOLLAR      USD      ROE:1.0      NOTE -  
ROUND UP: LOCAL CURRENCY - 5      OTHER CHARGES - 0.1  
TOGO  
CFA FRANC      XOF      ROE:595.677380      NOTE -  
ROUND UP: LOCAL CURRENCY - 100      OTHER CHARGES - 100  
TONGA  
PA'ANGA      TOP      ROE:2.385951      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
TRINIDAD  
AND TOBAGO  
US DOLLAR      USD      ROE:1.0      NOTE D  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
TUNISIA  
TUNISIAN DINAR      TND      ROE:2.918174      NOTE -  
ROUND UP: LOCAL CURRENCY - 0.5      OTHER CHARGES - 0.5  
TURKEY  
TURKISH  
LIRA      TRY      ROE:5.715780      NOTE D  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
TURKMENISTAN  
NEW MANAT      TMT      ROE:3.500000      NOTE D  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
TURKS AND  
CAICOS ISLANDS  
US DOLLAR      USD      ROE:1.0      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
TUVALU  
AUSTRALIAN  
DOLLAR      AUD      ROE:1.468910      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
UGANDA  
US DOLLAR      USD      ROE:1.0      NOTE D  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
UKRAINE  
US DOLLAR      USD      ROE:1.0      NOTE D  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
UNITED ARAB EMIRATES  
(COMPRISED OF  
ABU DHABI, AJMAN,  
DUBAI, FUJAIRAH,  
RAS-EL-KHAIMAH,  
SHARJAH,  
UMM AL QAIWAIN)  
UAE DIRHAM      AED      ROE:3.672750      NOTE -  
ROUND UP: LOCAL CURRENCY - 10      OTHER CHARGES - 10  
UNITED KINGDOM  
POUND STERLING      GBP      ROE:0.818146      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
UNITED STATES  
US DOLLAR      USD      ROE:1.0      NOTE -  
ROUND UP: LOCAL CURRENCY - 1      OTHER CHARGES - 0.1  
URUGUAY  
US DOLLAR      USD      ROE:1.0      NOTE D

ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
UZBEKISTAN  
EURO EUR ROE:.908104 NOTE E  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
VANUATU  
VATU VUV ROE:114.140000 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10  
VENEZUELA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
VIET NAM  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
WALLIS AND  
FUTUNA ISLANDS  
CFP FRANC XPF ROE:108.365631 NOTE -  
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10  
YEMEN,  
REPUBLIC OF  
YEMINI RIAL YER ROE:250.000000 NOTE G  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
ZAMBIA  
US DOLLAR USD ROE:1.0 NOTE D  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
ZIMBABWE  
ZIMBABWE DOLLAR USD ROE:1.0 NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NOTES:

- D INTERNATIONAL FARES FROM THIS COUNTRY ARE PUBLISHED IN US DOLLARS. THIS RATE OF EXCHANGE IS TO BE USED SOLELY TO CONVERT LOCAL CURRENCY DOMESTIC FARES TO US DOLLARS. THIS WILL ALLOW COMBINATION OF DOMESTIC FARES AND INTERNATIONAL FARES FROM THIS COUNTRY ON THE SAME TICKET AND PROVIDE A COMMON INDUSTRY BASE.
- E INTERNATIONAL FARES FROM THIS COUNTRY ARE PUBLISHED IN EURO. THIS RATE OF EXCHANGE IS TO BE USED SOLELY TO CONVERT LOCAL CURRENCY DOMESTIC FARES TO EURO. THIS WILL ALLOW COMBINATION OF DOMESTIC FARES AND INTERNATIONAL FARES FROM THIS COUNTRY ON THE SAME TICKET AND PROVIDE A COMMON INDUSTRY BASE.
- G THIS RATE OF EXCHANGE IS ESTABLISHED BY GOVERNMENT ORDER AND DOES NOT RESULT FROM THE APPLICATION OF RESOLUTION 024C.

LOCAL CURRENCY ROUNDING TABLE

FOR THOSE COUNTRIES WHERE FARES ARE EXPRESSED IN USD AND THE USD IS NOT THE LOCAL CURRENCY, AND WHEN PAYMENT IS TENDERED IN THE LOCAL CURRENCY, THE AMOUNTS SHALL BE ROUNDED UP TO NEXT UNIT AS PER THE FOLLOWING TABLE, UNLESS OTHERWISE SHOWN:

AFGHANISTAN  
AFGHANI AFA NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
ALBANIA  
LEK ALL NOTE -  
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
ANGOLA  
KWANZA AOK NOTE -  
ROUND UP: LOCAL CURRENCY - 1000000 OTHER CHARGES - 0.1

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KWANZA			
REAJUSTADO	AOR		NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
ANGUILLA			
EC DOLLAR	XCD		NOTE 3
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
ANTIGUA AND BARBUDA			
EC DOLLAR	XCD		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
ARGENTINA			
ARGENTINE PESO	ARS		NOTE 1,3
ROUND UP: LOCAL CURRENCY - 1000			OTHER CHARGES - 1000
ARMENIA			
ARMENIAN DRAM	AMD		NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
AZERBAIJAN			
AZERBAIJANIAN			
MANAT	AZM		NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
BAHAMAS			
BAHAMIAN DOLLAR	BSD		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BANGLADESH			
TAKA	BDT		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
BARBADOS			
BARBADOS DOLLAR	BBD		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BELARUS			
BELARUSSIAN			
RUBLE	BYB		NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
BELIZE			
BELIZE DOLLAR	BZD		NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BERMUDA			
BERMUDIAN			
DOLLAR	BMD		NOTE 3
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BOLIVIA			
BOLIVIANO	BOB		NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BOSNIA AND HERZEGOVINA			
DINAR	BAD		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
BRAZIL			
BRAZILIAN REAL	BRL		NOTE 1,2
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
BURUNDI			
BURUNDI FRANC	BIF		NOTE -
ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 5
BULGARIA			
LEV	BGL		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
CAMBODIA			

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RIEL	KHR	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
CAPE VERDE		
CAPE VERDE		
ESCUDO	CVE	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
CAYMAN		
ISLANDS		
CAYMAN ISLAND		
DOLLAR	KYD	NOTE 3
ROUND UP: LOCAL CURRENCY - 0.1		OTHER CHARGES - 0.1
CHILE		
CHILEAN PESO	CLP	NOTE 1
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
COLOMBIA		
COLOMBIAN PESO	COP	NOTE 1
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
COSTA RICA		
COSTA RICAN		
COLON	CRC	NOTE 1
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
CROATIA		
CROATIAN KUNA	HRK	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
CUBA		
CUBAN PESO	CUP	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
DOMINICA		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
DOMINICAN		
REPUBLIC		
DOMINICAN PESO	DOP	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ECUADOR		
SUCRE	ECS	NOTE 1,3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
EL SALVADOR		
EL SALVADOR		
COLON	SVC	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ERITREA		
ETHIOPIAN BIRR	ETB	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ESTONIA		
KROON	EEK	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ETHIOPIA		
ETHIOPIAN BIRR	ETB	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
GAMBIA		
DALASI	GMD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
GEORGIA		
LARI	GEL	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
GHANA		
CEDI	GHC	NOTE -

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ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
GRENADA	
EC DOLLAR XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
GUATEMALA	
QUETZAL GTQ	NOTE 3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
GUINEA	
GUINEA FRANC GNF	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 100
GUYANA	
GUYANA DOLLAR GYD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
HAITI	
GOURDE HTG	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.5
HONDURAS	
LEMPIRA HNL	NOTE 1
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.2
INDONESIA	
RUPIAH IDR	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 100
ISRAEL	
SHEKEL ILS	NOTE 3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
JAMAICA	
JAMAICAN DOLLAR JMD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
KAZAKHSTAN	
KAZAKHSTAN	
TENGE KZT	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
KENYA	
KENYAN SHILLING KES	NOTE -
ROUND UP: LOCAL CURRENCY - 5	OTHER CHARGES - 5
KYRGYZSTAN	
SOM KGS	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - .1
LAOS, PEOPLE'S	
DEMOCRATIC	
REPUBLIC OF	
KIP LAK	NOTE -
ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 10
LATVIA	
LATVIAN LATS LVL	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
LEBANON	
LEBANESE POUND LBP	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 100
LIBERIA	
LIBERIAN DOLLAR LRD	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 100
LITHUANIA	
LITHUANIAN LITAS LTL	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
MACEDONIA, THE	
FORMER YUGOSLAV	
REPUBLIC OF	

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DENER	MKD	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
MADAGASCAR		
MALAGASY FRANC	MGF	NOTE -
ROUND UP: LOCAL CURRENCY -1000		OTHER CHARGES - 50
MALAWI		
KWACHA	MWK	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
MALDIVES		
RUFUYAA	MVR	NOTE 1
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
MEXICO		
MEXICAN		
PESO	MXN	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
MOLDOVA,		
REPUBLIC OF		
MOLDOVAN LEU	MDL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
MONGOLIA		
TUGRIK	MNT	NOTE -
ROUND UP: LOCAL CURRENCY - -		OTHER CHARGES - -
MONTSEERRAT		
EC DOLLAR	XCD	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
NEPAL		
NEPALESE RUPEE	NPR	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
NICARAGUA		
CORDOBA ORO	NIO	NOTE 1
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
NIGERIA		
NAIRA	NGN	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
PANAMA		
BALBOA	PAB	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
PARAGUAY		
GUARANI	PYG	NOTE 1
ROUND UP: LOCAL CURRENCY - 1000		OTHER CHARGES - 1000
PERU		
NUEVO SOL	PES	NOTE -
ROUND UP: LOCAL CURRENCY - 0.1		OTHER CHARGES - 0.1
PHILIPPINES		
PHILIPPINE PESO	PHP	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
POLAND		
ZLOTY	PLN	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ROMANIA		
LEU	ROL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
RUSSIAN		
FEDERATION		
BELARUSSIAN		
RUBLE	BYB	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
RWANDA		

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RWANDA FRANCE	RWF	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 5
SAINT KITTS AND NEVIS		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAINT LUCIA		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAINT VINCENT AND THE GRENADINES		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAO TOME AND PRINCIPE		
DOBRA	STD	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
SIERRA LEONE		
LEONE	SLL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SOMALIA		
SOMALI SHILLING	SOS	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
SURINAM		
SURINAM GUILDER	SRG	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
TAJIKISTAN		
TASIK RUBLE	TJR	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
TANZANIA, UNITED REPUBLIC OF		
TANZANIAN SHILLING	TZS	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
TRINIDAD AND TOBAGO		
TRINIDAD AND TOBAGO DOLLAR	TTD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
TURKEY		
TURKISH LINA	TRL	NOTE -
ROUND UP: LOCAL CURRENCY - 1000		OTHER CHARGES - 100
TURKMENISTAN		
TURKMENISTAN MANAT	TMM	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
UGANDA		
UGANDA SHILLING	UGX	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
UKRAINE		
HRYVNIA	UAH	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
URUGUAY		
URUGUAYO PESO	UYU	NOTE -1,3
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
UZBEKISTAN		
UZBEKISTAN		



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SUM	UZS	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
VENEZUELA		
BOLIVAR	VEB	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
VIET NAM		
DONG	VND	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
YEMEN,		
REPUBLIC OF		
YEMENI RIAL	YER	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
YUGOSLAVIA		
NEW DINAR	YUM	NOTE 4
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ZAIRE		
NEW ZAIRE	ZRN	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.05
ZAMBIA		
KWACHA	ZMK	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 5

NOTES:

1. FOR DOCUMENTS ISSUED IN THE LOCAL CURRENCY OF THIS COUNTRY, REFUNDS SHALL ONLY BE MADE IN THIS COUNTRY AND IN THE CURRENCY OF THIS COUNTRY.
2. NO ROUNDING IS INVOLVED, ALL DECIMALS BEYOND TWO SHALL BE IGNORED.
3. ROUNDING OF FARES AND OTHER CHARGES SHALL BE TO THE NEAREST ROUNDING UNIT.
4. ROUNDING SHALL BE ACCOMPLISHED BY DROPPING AMOUNTS OF 50 PARAS AND LESS AND INCREASING AMOUNTS OF MORE THAN 50 PARAS TO THE NEXT HIGHER NEW DINAR.

## Rule 200 Acceptance of Children and Unaccompanied Minors for Travel

### (A) GENERAL

- (1) INFANTS AND CHILDREN UNDER 12 YEARS OF AGE, ACCOMPANIED IN THE SAME CABIN BY A PASSENGER 18 YEARS OF AGE OR OLDER, WILL BE ACCEPTED FOR TRANSPORTATION.
- (2) PERSONS ENTRUSTED WITH THE CARE OF INFANTS AND CHILDREN MUST BE CAPABLE OF DISCHARGING THIS DUTY.
- (3) INFANTS
  - (A) INFANTS UNDER TWO YEARS OF AGE ON THE DATE OF TRAVEL DO NOT REQUIRE A SEAT.
  - (B) INFANTS UNDER TWO YEARS OF AGE REQUIRE A TICKET FOR INTERNATIONAL TRAVEL.
  - (C) ONLY ONE INFANT UNDER THE AGE OF TWO YEARS MAY BE HELD IN THE LAP OF AN ACCOMPANYING PASSENGER 18 YEARS OF AGE OR OLDER.
  - (D) NO SINGLE PASSENGER SHALL BE RESPONSIBLE FOR MORE THAN ONE INFANT WHETHER THE INFANT IS HELD ON THE LAP OF AN ACCOMPANYING PASSENGER OR A SEAT HAS BEEN PURCHASED FOR THE INFANT AND THE INFANT IS SECURED IN AN APPROVED CHILD RESTRAINT SYSTEM (CAR SEAT).
  - (E) AN INFANT UNDER TWO YEARS OF AGE AT THE TIME OF DEPARTURE BUT REACHING HIS/HER SECOND BIRTHDAY DURING THE CONTINUING/RETURN FLIGHT(S) WILL REQUIRE A SEAT AND MUST PAY THE APPLICABLE FARE FOR THE CONTINUING/RETURN FLIGHT(S).
  - (F) INFANTS UNDER TWO YEARS OF AGE OCCUPYING A SEAT MUST BE PROPERLY SECURED IN A TRANSPORT CANADA OR UNITED STATES FEDERAL AVIATION ADMINISTRATION (FAA) APPROVED CHILD RESTRAINT DEVICE.
- (4) CHILDREN
  - (A) ALL CHILDREN, TWO YEARS OF AGE OR OLDER, MUST BE TICKETED AND ASSIGNED A SEAT.
  - (B) ALL CHILDREN, 12 YEARS OF AGE OR OLDER, WILL BE ABLE TO TRAVEL UNACCOMPANIED WITHOUT SUPERVISION AND WILL BE CONSIDERED TO BE AN ADULT FOR FARE PURPOSES.

### (B) ACCEPTANCE OF INFANTS AND CHILDREN

FOR INTERNATIONAL TRANSPORTATION TO AND FROM CANADA

AGE ACCEPTED CONDITIONS

1 DAYS TO 23 MONTHS (INFANT)	YES	FARES FOR INFANTS WITHOUT A SEAT WILL BE TEN PERCENT OF THE APPLICABLE ADULT FARE. AN INFANT MUST BE HELD ON THE LAP BY AN ACCOMPANYING ADULT PASSENGER. IF IT IS DESIRED THAT THE INFANT SECURE A SEAT, A TICKET MUST BE PURCHASED FOR THAT INFANT AT THE APPLICABLE
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2 TO 11 YEARS OLD (CHILD)	YES	FARE. THIS PASSENGER IS CONSIDERED TO BE A CHILD FOR THE PURPOSE OF AIR TRAVEL AND WILL PAY THE APPLICABLE CHILD'S FARE IF AVAILABLE, WHEN ACCOMPANIED BY A TICKETED ADULT PASSENGER THESE PASSENGERS MUST BE EITHER SUPERVISED BY A PASSENGER OF 18 YEARS OR OLDER OR USE THE CARRIER'S UNACCOMPANIED MINOR SERVICES HEREIN. THE USE OF AN APPROVED CHILD CHILD RESTRAINT DEVICE IS OPTIONAL FOR CHILDREN AGE TWO AND UP.
12 YEARS AND OLDER	YES	THESE PASSENGERS ARE CONSIDERED TO BE ADULTS FOR THE PURPOSE OF AIR TRAVEL AND WILL PAY THE APPLICABLE ADULT FARE. THESE PASSENGERS WILL BE ELIGIBLE TO TRAVEL UNACCOMPANIED AND UNSUPERVISED.

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED  
THAT THE ACCEPTANCE OF CHILDREN RULES APPLICABLE  
TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER  
IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER  
OPERATING THE FLIGHT.

(C) DOCUMENTATION

THE CARRIER MAY REQUIRE PRESENTATION OF THE FOLLOWING  
DOCUMENTS WHEN CHILDREN ARE ACCOMPANIED BY AN ADULT.

- (1) DOCUMENTS ESTABLISHING LEGAL CUSTODY;
- (2) PARENTAL CONSENT LETTER AUTHORIZING TRAVEL;
- (3) DEATH CERTIFICATE IF ONE PARENT IS DECEASED;
- (4) ANY OTHER DOCUMENTATION REQUIRED BY THE COUNTRY OF  
DESTINATION.

(D) UNACCOMPANIED MINORS

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED  
THAT THE UNACCOMPANIED MINOR RULES APPLICABLE TO THEIR  
TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON  
YOUR TICKET AND NOT OF THE CARRIER OPERATING THE  
FLIGHT.

- (1) FOR PURPOSES OF THIS RULE, GUARDIAN IS ANY  
ADULT/PARENT HAVING RESPONSIBILITY OVER THE  
WELFARE OF A MINOR.
- (2) THE CARRIER OFFERS A SUPERVISION SERVICE CALLED  
THE UNACCOMPANIED MINOR SERVICE (UM SERVICE) FOR  
ALL MINORS WHO HAVE ACHIEVED THE MINIMUM AGE.  
THIS SERVICE IS EITHER MANDATORY OR OPTIONAL,  
DEPENDENT UP THE AGE OF THE MINOR.
- (3) MINORS UNDER 5 YEARS OF AGE ARE NOT ELIGIBLE TO  
USE THE UM SERVICE, AND MUST ALWAYS BE ACCOMPANIED  
BY A PERSON AGED 18 OR OLDER WHEN TRAVELLING. THE  
ACCOMPANYING PASSENGER MUST OCCUPY A SEAT IN THE

- SAME CABIN AS THE MINOR.
- (4) MINORS AGED BETWEEN 5 AND 11 YEARS OF AGE MAY ONLY TRAVEL UNACCOMPANIED IF THEY ARE USING THE UM SERVICE, OUTLINED BELOW.
  - (5) MINORS FROM AGE 5 UP TO A MAXIMUM OF 11 YEARS OF AGE CAN ALSO USE THE UM SERVICE AT THE REQUEST OF THEIR GUARDIAN. PLEASE NOTE, HOWEVER, THAT IF A GUARDIAN REQUESTS THE UM SERVICE FOR A MINOR BETWEEN THESE AGES, ALL TRAVEL RESTRICTIONS APPLICABLE TO THE UM SERVICE WILL APPLY.
  - (6) THE UM SERVICE IS AVAILABLE ON NONSTOP FLIGHTS OR DIRECT FLIGHTS (A DIRECT FLIGHT MAKES A STOP BUT THERE IS NO CHANGE OF AIRCRAFT)
- (E) FARES AND CHARGES
- (1) UNACCOMPANIED MINORS TRAVELLING ON THE UM SERVICE PROVIDED BY THE CARRIER WILL BE SUBJECT TO THE APPLICABLE ADULT FARE.
  - (2) A CHARGE OF \$125 USD/CAD PER MINOR, IN EACH DIRECTION, WILL BE APPLIED FOR USING THE UM SERVICE.
  - (3) WHEN TWO OR MORE MINORS ARE TRAVELING TOGETHER, ONLY ONE UM SERVICE CHARGE IN EACH DIRECTION WILL APPLY.
  - (4) THE CHARGE IS NON-REFUNDABLE AND IS SUBJECT TO APPLICABLE TAXES.
- (E) CONDITIONS OF APPLICATION FOR UNACCOMPANIED TRAVEL
- (1) ARRANGEMENTS AND REGISTRATION FOR THE UM SERVICE MUST BE MADE AT LEAST 48 HOURS PRIOR TO DEPARTURE.
  - (2) THE MINOR MUST BE BROUGHT TO THE AIRPORT OF DEPARTURE BY A GUARDIAN WHO REMAINS WITH THE MINOR UNTIL THE CARRIER STARTS PROVIDING SUPERVISION. THE GUARDIAN WILL COMPLETE ALL THE REQUIRED DOCUMENTS WHICH INCLUDE PROVIDING THE CARRIER WITH SATISFACTORY EVIDENCE THAT THE MINOR WILL BE MET BY ANOTHER PARENT, GUARDIAN OR OTHER RESPONSIBLE ADULT. THE GUARDIAN WHO WILL BE MEETING THE UNACCOMPANIED MINOR AT THE AIRPORT OF ARRIVAL MUST HAVE PHOTO IDENTIFICATION WHICH WILL ALLOW THE CARRIER PERSONNEL TO IDENTIFY THIS PERSON AS THE APPROPRIATE PERSON DESIGNATED TO MEET THE MINOR.
  - (3) THE GUARDIAN WILL BE REQUIRED TO REMAIN AT THE AIRPORT OF DEPARTURE UNTIL THE AIRCRAFT HAS DEPARTED.
  - (4) IN CASE OF EMERGENCY, THE GUARDIAN MUST PROVIDE THE CARRIER WITH THE NAME AND PHONE NUMBER OF A PERSON WHO CAN BE CONTACTED DURING THE TIME THE MINOR IS IN THE CARRIER'S CARE.
  - (5) UNACCOMPANIED MINORS AGED 2 THROUGH 11 YEARS OLD WILL NOT BE ACCEPTED IF THE FLIGHT ON WHICH THE MINOR HOLDS A RESERVATION IS EXPECTED TO TERMINATE SHORT OF, OR BYPASS THE MINOR'S DESTINATION.
  - (6) ONCE THE MINOR IS UNDER THE CARRIER'S CARE, THE MINOR WILL BE PROVIDED SUPERVISION BY THE CARRIER UNTIL HE/SHE IS MET AT DESTINATION BY A GUARDIAN WHO CAN CONFIRM TO CARRIER PERSONNEL BY MEANS OF PHOTO IDENTIFICATION THAT THEY ARE THE PERSON(S) DESIGNATED TO MEET THE MINOR.
  - (7) CONFIRMED RESERVATIONS MUST BE BOOKED FOR

UNACCOMPANIED MINORS. STANDBY TRAVEL IS NOT PERMITTED.

- (8) A MINOR WITH A MEDICAL CONDITION OR A MINOR WITH A DISABILITY MAY NOT BE ACCEPTED FOR TRAVEL UNACCOMPANIED. MEDICAL CLEARANCE MAY BE REQUIRED FOR ANY UM SERVICE TO BE OFFERED TO A MINOR WITH A MEDICAL CONDITION OR A DISABILITY.

NOTE: FOR PROVISIONS RELATED TO MEDICAL CLEARANCE, REFER TO RULE 21(C).

- (F) CARRIER'S LIMITED RESPONSIBILITY  
WITH THE EXCEPTION OF THE SERVICE SPECIFICALLY PROVIDED TO AN UNACCOMPANIED MINOR IN THIS RULE, THE CARRIER WILL NOT ASSUME ANY FINANCIAL OR GUARDIANSHIP RESPONSIBILITIES FOR THE UNACCOMPANIED MINOR BEYOND THOSE APPLICABLE TO AN ADULT PASSENGER.

Tariff: DE1  
Carrier: Condor Flugdienst GmbH - DE

CTA No. 554 DOT No. 712

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