

Tariff: SN1 - CTA No. 543 DOT No. 870  
Carrier: Brussels Airlines - SN

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**Title Page**

Airline Tariff Publishing Company, Agent  
International Passenger Rules and Fares

Tariff No. SN1

Containing  
Local Rules, Fares & Charges  
on behalf of

Brussels Airlines

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

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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:  
Rolf Purzer, President  
Airline Tariff Publishing Company, Agent

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## Rule 1 Definitions

Issued: October 26, 2019

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ADULT MEANS A PERSON WHO HAS REACHED HIS/HER 12TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

AFFECTED FLIGHT MEANS A FLIGHT INVOLVED IN A SCHEDULE IRREGULARITY.

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.

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. 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.

ALTERNATE TRANSPORTATION MEANS ANOTHER FLIGHT (OR FLIGHTS) ON THE SERVICES OF THE SAME CARRIER OR A FLIGHT (OR FLIGHTS) ON THE SERVICES OF ANOTHER CARRIER.

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.

ARBITRARY MEANS AN AMOUNT PUBLISHED FOR USE ONLY IN COMBINATION WITH OTHER FARES FOR THE CONSTRUCTION OF THOROUGHFARES. IT IS ALSO REFERRED TO AS "ADD-ON" OR "ADD-ON FARE", "PROPORTIONAL FARE", AND "BASING FARE."

AREA 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS AND THE ISLANDS ADJACENT THERETO: GREENLAND, BERMUDA, THE WEST INDIES AND THE ISLANDS OF THE CARIBBEAN SEA, THE HAWAIIAN ISLANDS (STATE OF HAWAII), MIDWAY AND PALMYRA ISLANDS.

AREA 2 MEANS EUROPE (AS DEFINED BELOW), AFRICA AND THE ISLANDS ADJACENT THERETO, ASCENSION ISLAND, AND THAT PART OF ASIA WEST OF THE URALS AND INCLUDING IRAN, AND ALL OF MIDDLE EAST.

AREA 3 MEANS ASIA AND THE ISLANDS ADJACENT THERETO EXCEPT THE PORTION INCLUDED IN AREA 2, THE EAST INDIES, AUSTRALIA, NEW ZEALAND, THE ISLANDS OF THE PACIFIC OCEAN EXCEPT THOSE INCLUDED IN AREA 1, AND THE RUSSIAN FEDERATION EAST OF THE URALS.

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 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.

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BAGGAGE RULE MEANS THE CONDITIONS ASSOCIATED WITH THE ACCEPTANCE 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 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 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.

BANKERS' BUYING RATE OF EXCHANGE OR BANKERS' RATE OF EXCHANGE MEANS:

- . IN CANADA, THE UNIT RATE PUBLISHED IN THE TORONTO GLOBE AND MAIL FRIDAY EDITION EACH WEEK, AS FOREIGN EXCHANGE MID MARKET RATE IN CANADIAN FUNDS. WHEN A NATIONAL HOLIDAY FALLS ON FRIDAY, THE RATES QUOTED ON THE PREVIOUS BUSINESS DAY WILL BE USED. THESE RATES WILL BE APPLICABLE FROM MONDAY OF THE FOLLOWING WEEK UP TO AND INCLUDING THE FOLLOWING SUNDAY.
- . IN THE UNITED STATES, THE RATE PUBLISHED EACH TUESDAY IN THE WALL STREET JOURNAL UNDER THE HEADING FOREIGN EXCHANGE. THIS RATE WILL BE APPLICABLE FROM WEDNESDAY OF EACH WEEK UP TO AND INCLUDING THE TUESDAY OF THE FOLLOWING WEEK. WHEN A NATIONAL HOLIDAY FALLS ON MONDAY, FOREIGN EXCHANGE RATES DO NOT APPEAR IN THE TUESDAY EDITION OF THE WALL STREET JOURNAL. IN SUCH EXCEPTIONAL CASES, THE PREVIOUS WEEK'S RATES ARE USED THROUGH WEDNESDAY INSTEAD OF TUESDAY, AND THE WEDNESDAY EDITION OF THE WALL STREET JOURNAL WILL BE USED FOR THE PERIOD THURSDAY THROUGH TUESDAY OF THE FOLLOWING WEEK.
- . IN OTHER COUNTRIES, THE RATE AT WHICH A BANK WILL PURCHASE A GIVEN AMOUNT OF FOREIGN CURRENCY IN EXCHANGE OR ONE UNIT OR UNITS OF NATIONAL CURRENCY OF THE COUNTRY IN WHICH EXCHANGE TRANSACTION TAKES PLACE 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.

BOARDING AREA MEANS THE POINT WHERE THE PASSENGER'S FLIGHT COUPONS ARE LIFTED AND KEPT BY THE CARRIER OR THE POINT WHERE THE CARRIER EXAMINES THE PASSENGER'S BOARDING PASS PRIOR TO THE PASSENGER BEING PERMITTED ON THE AIRCRAFT.

BOARDING TIME DEADLINE MEANS THE TIME LIMIT SPECIFIED BY THE

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CARRIER BY WHICH THE PASSENGER MUST BE PRESENT AT THE DESIGNATED BOARDING AREA FOR THEIR FLIGHT.  
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.  
CANADA MEANS THE TEN PROVINCES OF CANADA, THE YUKON TERRITORY, THE DISTRICTS AND ISLANDS COMPRISING THE NORTHWEST TERRITORIES OF CANADA AND NUNAVUT.  
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 AMERICA MEANS THE AREA COMPRISING BELIZE, COSTA RICA, EL SALVADOR, GUATEMALA, HONDURAS, AND NICARAGUA.  
CENTRAL AFRICA MEANS THE AREA COMPRISING MALAWI, ZAMBIA AND ZIMBABWE.  
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).  
CHECK-IN DEADLINE MEANS THE TIME LIMIT SPECIFIED BY THE CARRIER BY WHICH THE PASSENGER MUST HAVE COMPLETED CHECK-IN FORMALITIES AND RECEIVED A BOARDING PASS.  
CHILD MEANS A PERSON WHO HAS REACHED HIS/HER SECOND BIRTHDAY BUT NOT HIS/HER 12TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.  
CIRCLE TRIP MEANS TRAVEL FROM ONE POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE; PROVIDED THAT WHERE NO REASONABLY 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.  
CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION.  
CIVIL AERONAUTICS BOARD OF THE UNITED STATES OF AMERICA MEANS DEPARTMENT OF TRANSPORTATION.  
CODESHARE REFERS TO A MARKETING ARRANGEMENT IN WHICH TWO OR MORE AIRLINES I.E. MARKETING CARRIER(S) SELL SEATS USING THEIR OWN AIRLINE CODE ON A FLIGHT THAT ONE OF THEM OPERATES (I.E. THE OPERATING CARRIER).  
COMPARABLE AIR TRANSPORTATION MEANS SIMILAR TRANSPORTATION PROVIDED BY THE CARRIER AT NO EXTRA COST TO THE PASSENGER IN LIEU OF THE PASSENGER'S ORIGINAL FLIGHT RESERVATION.  
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 PASSENGERS AS THE CONSEQUENCE OF THE LOSS, DAMAGE, OR DELAY IN THE DELIVERY OF SUCH PERSONAL PROPERTY.

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CONTINENTAL U.S.A. MEANS THE 48 CONTIGUOUS FEDERATED STATES AND THE FEDERAL DISTRICT OF COLUMBIA OF THE UNITED STATES OF AMERICA. THIS DOES NOT INCLUDE THE STATES OF ALASKA AND HAWAII.

CONVENTION MEANS, UNLESS THE CONTEXT REQUIRES OTHERWISE, 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, OR EMD.

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

DOMESTIC TRANSPORTATION MEANS AIR TRANSPORTATION BETWEEN POINTS IN CANADA, FROM AND TO THE SAME POINT IN CANADA OR BETWEEN AND A POINT OUTSIDE CANADA THAT IS NOT IN THE TERRITORY OF ANOTHER COUNTRY.

DOWNLINE 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 (OR EASTERN AFRICA) MEANS THE AREA COMPRISING BURUNDI, DJIBOUTI, ETHIOPIA, KENYA, RWANDA, SOMALIA, TANZANIA AND UGANDA.

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.

ELECTRONIC TICKET - THE ITINERARY/RECEIPT AND ELECTRONIC FLIGHT COUPON ISSUED BY A CARRIER OR ITS AUTHORIZED AGENT.

EMD - ELECTRONIC MISCELLANEOUS DOCUMENT ISSUED BY A CARRIER FOR THE COLLECTION OF ANCILLARY FEES.

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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 (ACCORDING TO IATA RESOLUTIONS) THE AREA COMPRISING ALBANIA; ALGERIA; ANDORRA; ARMENIA, AUSTRIA; AZERBAIJAN; BELARUS; BELGIUM; BOSNIA HERZEGOVINA, BULGARIA; CROATIA, CYPRUS; CZECH REPUBLIC; DENMARK; ESTONIA; FAROE ISLANDS, FINLAND; FRANCE; GEORGIA, GERMANY; GIBRALTAR; GREECE; HUNGARY; ICELAND; IRELAND; ITALY; LATVIA; LICHTENSTEIN; LITHUANIA, LUXEMBOURG; MACEDONIA, MALTA; MONACO; MOROCCO; MONTENEGRO, REPUBLIC OF MOLDOVA, NETHERLANDS; NORWAY; POLAND; PORTUGAL INCLUDING AZORES AND MADEIRA, ROMANIA, RUSSIA, (IN EUROPE), SAN MARINO, SERBIA, SLOVENIA, SLOVAKIA, SPAIN INCLUDING CANARY ISLANDS, SWEDEN, SWITZERLAND, TUNISIA, TURKEY (IN EUROPE AND ASIA), UKRAINE, AND UNITED KINGDOM.

EUROPEAN UNION (EU) MEANS ANY ONE OF THE SOVEREIGN NATION STATES THAT HAVE ACCEDED TO THE EU. IN ACCORDANCE WITH ARTICLE 229(2) OF THE TREATY ESTABLISHING THE EU, THIS TARIFF APPLIES TO OVERSEAS DEPARTMENTS, NAMELY GUADELOUPE, FRENCH GUYANA, MARTINIQUE, REUNION ISLAND, THE AZORES, MADEIRA AND THE CANARY ISLANDS.

FARE BREAK POINT MEANS THE ORIGIN AND/OR DESTINATION POINT OF A FARE COMPONENT.

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.

FLIGHT COUPON MEANS THAT PORTION OF THE TICKET THAT BEARS THE NOTIFICATION GOOD FOR PASSAGE OR IN THE CASE OF AN ELECTRONIC TICKET, THE ELECTRONIC COUPON, AND INDICATES THE PARTICULAR PLACES BETWEEN WHICH YOUR ARE ENTITLED TO BE CARRIED.

FORCE MAJEURE MEANS UNUSUAL AND UNFORESEEABLE CIRCUMSTANCES BEYOND YOUR CONTROL, THE CONSEQUENCES OF WHICH COULD NOT HAVE BEEN AVOIDED EVEN IF ALL DUE CARE HAD BEEN EXERCISED.

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 MEANS THE PASSENGER'S FIRST POINT OF ARRIVAL OR LAST POINT OF DEPARTURE IN AREAS 1, 2 OR 3.

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

IBERIAN PENINSULA MEANS THE AREA COMPRISED OF GIBRALTAR, PORTUGAL (INCLUDING AZORES AND MADEIRA), SPAIN (INCLUDING

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BALEARIC AND CANARY ISLANDS).

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

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 TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM THE SERVICES OF ONE CARRIER TO THE SERVICES OF ANOTHER CARRIER.

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 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 ONE WAY/ROUND TRIP/CIRCLE TRIP/OPEN JAW, BASIC SEASON/PEAK SEASON FOR BUSINESS CLASS TRAVEL.

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, SUZERAINITY, 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, SUZERAINITY, MANDATE OR AUTHORITY OF ANOTHER STATE, EVEN THOUGH THAT STATE IS NOT A PARTY TO THE CONVENTION.

INTERNATIONAL TRANSPORTATION MEANS AIR TRANSPORTATION BETWEEN CANADA AND A POINT IN THE TERRITORY OF ANOTHER COUNTRY.

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.

INVOLUNTARY REFUNDS MEANS A REFUND OF AN UNUSED TICKET OR PORTION THEREOF OF AN UNUSED ELECTRONIC MISCELLANEOUS DOCUMENT (EMD) OR A MISCELLANEOUS CHARGES ORDER (MCO) REQUIRED AS A RESULT OF THE CARRIER CANCELLING A FLIGHT,



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FAILING TO OPERATE A FLIGHT ACCORDING TO SCHEDULE, FAILING TO STOP AT A POINT TO WHICH THE PASSENGER IS DESTINED OR IS TICKETED TO STOP OVER, OR CAUSING THE PASSENGER TO MISS A CONNECTING FLIGHT, BEING UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, SUBSTITUTING A DIFFERENT TYPE OF EQUIPMENT OR CLASS OF SERVICE OR WHERE BECAUSE OF SAFETY OR LEGAL REQUIREMENTS OR THE CONDITION OR CONDUCT OF THE PASSENGER, CARRIAGE IS REFUSED.

ITINERARY/RECEIPT MEANS A TRAVEL DOCUMENT OR DOCUMENTS THE CARRIER OR ITS AGENT ISSUES TO THE PASSENGER TRAVELLING ON A TICKET. THE ITINERARY/RECEIPT CONTAINS THE PASSENGER'S NAME, FLIGHT INFORMATION AND NOTICES RELEVANT TO THE JOURNEY. THIS DOCUMENT IS TO BE RETAINED BY THE PASSENGER DURING THE ENTIRE JOURNEY.

LOCAL CURRENCY FARES MEANS FARES AND RELATED CHARGES EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL.

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

MEDICAL CERTIFICATE MEANS THE FOLLOWING:

- (A) IN THE CASE OF ILLNESS A NOTE ISSUED BY A DOCTOR ON LETTERHEAD OR PRESCRIPTION PAD.
- (B) IN THE CASE OF HOSPITALIZATION - A COPY OF ANY DOCUMENT CERTIFYING HOSPITALIZATION ISSUED BY THE HOSPITAL ADMINISTRATION INVOLVED.

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, CYPRUS, EGYPT (ARAB REPUBLIC OF EGYPT), IRAN, ISLAMIC REPUBLIC OF, IRAQ, ISRAEL, JORDAN, KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIA, SYRIAN ARAB REPUBLIC, UNITED ARAB EMIRATES (ABU DHABI, AJMAN, DUBAI, FUJAIRAH, RAS AL KHAIMAH, SHARJAH, UMM AL QUWAIN) AND YEMEN.

MINOR MEANS AN INFANT WHO HAS NOT REACHED HIS/HER SECOND BIRTHDAY, A CHILD OVER TWO YEARS WHO HAS NOT REACHED HIS/HER TWELFTH BIRTHDAY.

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.

MOST SIGNIFICANT CARRIER (MSC) MEANS THE METHODOLOGY ESTABLISHED BY IATA 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 CANADIAN TRANSPORTATION AGENCY MEANS THE

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MSC IS DETERMINED BY APPLYING IATA RESOLUTION 302 METHODOLOGY AS CONDITIONED BY THE AGENCY. THE AGENCY'S RESERVATION STIPULATED THAT ONLY A SINGLE SET OF BAGGAGE RULE MAY APPLY FOR 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 MEANS A PERSON WHO HAS THE CITIZENSHIP OF A COUNTRY EITHER BY BIRTH OR BY NATURALIZATION.

NORMAL FARE MEANS THE FULL 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. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF PROVISION OF THIS TARIFF, NORMAL FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR ONE-WAY, ROUND, CIRCLE AND OPEN-JAW TRIP FARES.

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 OPEN JAW) AND THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE DIFFERENT (TURNAROUND OPEN JAW).

NO SHOW MEANS A PASSENGER WHO FAILS TO USE RESERVED ACCOMMODATIONS FOR REASONS OTHER THAN MISSED CONNECTIONS.

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

NUC MEANS THE NEUTRAL UNIT OF CONSTRUCTION.

ONLINE SERVICE MEANS TRAVEL OVER THE SERVICES OF THE SAME CARRIER.

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.

ONLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM ONE SERVICE OF A CARRIER TO ANOTHER SERVICE OF THE SAME CARRIER (BEARING A DIFFERENT FLIGHT NUMBER).

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

OPEN-JAW - MEANS TRAVEL COMPRISING ONLY TWO INTERNATIONAL

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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.

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 OR POSSESSION OF THE UNITED STATES.

ORIGIN MEANS THE INITIAL STARTING PLACE OF THE JOURNEY AS SHOWN ON THE TICKET.

OVERBOOKED/OVERSOLD MEANS THE RESULT OF SELLING MORE SEATS THAN THE AVAILABLE NUMBER OF SEATS ON A FLIGHT.

PARTICIPATING CARRIER(S) MEANS BOTH THE SELECTING CARRIER AND DOWNLINE 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.

PERSON WITH A DISABILITY MEANS ANY PERSON WHO BY VIRTUE OF A LOCOMOTOR, SENSORY, INTELLECTUAL OR OTHER IMPAIRMENT, REQUIRES SERVICES OR ASSISTANCE BEYOND THOSE NORMAL OFFERED BY THE CARRIER.

PREPAID TICKET ADVICE (PTA) MEANS THE NOTIFICATION BY TELETYPE COMMERCIAL WIRE OR MAIL THAT A PERSON IN ONE CITY HAS REQUESTED THE ISSUANCE OF PREPAID TRANSPORTATION TO A PERSON IN ANOTHER CITY.

REBOOKING MEANS A CHANGE OF RESERVATION OR OTHER CHANGES WHICH DO NOT REQUIRE TICKET REISSUANCE.

RELATED CHARGES MEANS THOSE CHARGES INTENDED TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET, AND EXCESS BAGGAGE CHARGES.

REROUTING MEANS A CHANGE OF ROUTING OR OTHER CHANGES WHICH REQUIRE TICKET REISSUANCE.

RESERVATION MEANS EQUIVALENT TO THE TERM "BOOKING", MEAN THE FACT THAT A PASSENGER IS IN POSSESSION OF A TICKET, OR OTHER PROOF, WHICH STATES THAT THE RESERVATION HAS BEEN ACCEPTED AND RECORDED BY THE AIR CARRIER OR TOUR OPERATOR.

RESIDENT MEANS A PERSON NORMALLY LIVING IN A COUNTRY OF WHICH HE MAY OR MAY NOT BE A CITIZEN.

REVALIDATION MEANS THE AUTHORIZED STAMPING OR WRITING UPON THE PASSENGER TICKET EVIDENCING THAT IT HAS BEEN OFFICIALLY ALTERED BY THE CARRIER.

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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.

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.

ROUTING MEANS THE ESTABLISHMENT OF THE POSSIBLE POINTS VIA WHICH TRAVEL MAY TAKE PLACE FOR A SPECIFIC FARE.

SCANDINAVIA MEANS THE AREA COMPRISING DENMARK (EXCLUDING GREENLAND), NORWAY AND SWEDEN.

SCHEDULE IRREGULARITIES MEANS THE FOLLOWING:

- (A) DELAYS IN THE SCHEDULED DEPARTURE OR ARRIVAL OF THE CARRIER'S FLIGHT RESULTING IN THE PASSENGER MISSING HIS/HER ONWARD CONNECTING FLIGHT(S) OR ANY OTHER DELAY OR INTERRUPTION IN THE SCHEDULED OPERATION OF THE CARRIER'S FLIGHT, OR;
- (B) CANCELLATION OF FLIGHT, OR OMISSION OF A SCHEDULED STOP, OR;
- (C) SUBSTITUTION OF AIRCRAFT OR OF A DIFFERENT CLASS OF SERVICE, OR;
- (D) SCHEDULE CHANGES WHICH REQUIRE REROUTING OF A PASSENGER AT DEPARTURE TIME OF HIS OR HER ORIGINAL FLIGHT.

SELECTED CARRIER MEANS THE CARRIER WHOSE BAGGAGE RULES APPLY TO THE ENTIRE JOURNEY.

SELECTING CARRIER MEANS THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST FLIGHT COUPON 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.

SELF-RELIANT MEANS THAT A PERSON DOES NOT REQUIRE SERVICES RELATED TO A DISABILITY BEYOND THAT NORMALLY PROVIDED BY THE CARRIER, OR BEYOND THAT WHICH APPLICABLE RULES OR REGULATIONS REQUIRE THE CARRIER TO PROVIDE.

SERVICE ANIMAL MEANS AN ANIMAL THAT IS REQUIRED BY A PERSON WITH A DISABILITY FOR ASSISTANCE AND IS CERTIFIED, IN WRITING, AS HAVING BEEN TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION TO ASSIST A PERSON WITH A DISABILITY AND WHICH IS PROPERLY HARNESSSED IN ACCORDANCE WITH STANDARDS ESTABLISHED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION.

SIDE TRIP MEANS A TRIP THAT OCCURS ON ANY FARE COMPONENT FOR WHICH A ONE-WAY/HALF-ROUND-TRIP FARE IS CHARGED THAT INCLUDES A TRANSIT MORE THAN ONCE AT ANY TICKETED POINT EN ROUTE FOR THE THOROUGHFARE COMPONENT.

SINGLE OPEN JAW TRIP MEANS TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE, EXCEPT THAT THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE NOT THE SAME; OR THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME.

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 WHICH CAN BE PURCHASED SEPARATELY BUT COMBINED TOGETHER TO FOR ONE PRICE).

SOUTH AMERICA MEANS THE AREA COMPRISING ARGENTINA, BOLIVIA,

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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, NEPAL, PAKISTAN AND SRI LANKA.

SOUTH EAST ASIA MEANS THE AREA COMPRISED OF BRUNEI, PEOPLE'S REPUBLIC OF CHINA, GUAM, HONG KONG, INDONESIA, KAMPUCHEA, LAOS, MALAYSIA, MONGOLIA, MYANMAR, PHILIPPINES, SINGAPORE, TAIWAN, THAILAND, RUSSIAN FEDERATION (EAST OF THE URALS) AND VIETNAM.

SOUTHERN AFRICA MEANS THE AREA COMPROMISING BOTSWANA, LESOTHO, MOZAMBIQUE, NAMIBIA, (SOUTHWEST AFRICA), SOUTH AFRICA 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, SAMOAN ISLANDS, SOCIETY ISLANDS, SOLOMON ISLANDS, NEW CALEDONIA, NEW ZEALAND, NEW HEBRIDES ISLANDS, NORFOLK ISLANDS, PAPUA, NEW GUINEA, TASMANIA, TUVALU, VANUATU AND TONGA.

SPECIAL FARE MEANS A FARE OTHER THAN A NORMAL FARE.

SPECIAL DRAWING RIGHT MEANS A SPECIAL UNIT OF CURRENCY, THE CURRENCY VALUES OF WHICH FLUCTUATE AND ARE RECALCULATED EACH BANKING DAY. THESE VALUES ARE KNOWN TO MOST COMMERCIAL BANKS AND ARE REPORTED IN SOME NEWSPAPERS AND IN THE IMF SURVEY, PUBLISHED WEEKLY BY THE INTERNATIONAL MONETARY FUND, WASHINGTON, D.C. 20431.

STOPOVER MEANS A STOP AT AN INTERMEDIATE POINT FROM WHICH THE PASSENGER IS NOT SCHEDULED TO DEPART ON THE DATE OF ARRIVAL; IF THERE IS NO CONNECTING DEPARTURE SCHEDULED ON THE DATE OF ARRIVAL, DEPARTURE ON THE NEXT DAY WITHIN 24 HOURS OF ARRIVAL SHALL NOT CONSTITUTE A STOPOVER. A PORTION OF THE ROUTING TRAVELLED BY SURFACE TRANSPORTATION SHALL BE COUNTED AS ONE STOPOVER.

SURFACE SECTOR MEANS A SECTOR BETWEEN TWO INTERMEDIATE POINTS OF A FARE COMPONENT WHERE TRAVEL IS VIA OTHER THAN AIR TRANSPORTATION. IN CASE OF A MILEAGE FARE, THE TICKETED POINT MILEAGE BETWEEN THE ORIGIN AND DESTINATION OF THE SURFACE SECTOR IS INCLUDED IN THE TPM CALCULATION OF THE THOROUGHFARE COMPONENT; IN CASE OF A ROUTING FARE, BOTH THE ORIGIN AND DESTINATION POINTS OF THE SURFACE SECTOR MUST BE ON THE SPECIFIED ROUTING AND THE FARE OVER THE SURFACE SECTOR IS INCLUDED IN THE THOROUGHFARE COMPONENT.

SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE MEANS A PAGE ON THE 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 THE FORM OF PAYMENT.

TARIFF MEANS A SCHEDULE OF FARES, RATES, CHARGES OR TERMS AND CONDITIONS OF CARRIAGE APPLICABLE TO THE PROVISION OF AN AIR SERVICE AND OTHER INCIDENTAL SERVICES.

TICKET MEANS EITHER THE DOCUMENT ENTITLED "PASSENGER TICKET AND BAGGAGE CHECK" OR THE ELECTRONIC TICKET, IN EACH CASE ISSUED BY LX OR ON LX'S BEHALF AND INCLUDING CONDITIONS OF CONTRACT, NOTICES AND PASSENGER COUPONS CONTAINED IN IT.

TICKETED POINT MEANS ANY POINT(S) SHOWN IN THE "GOOD FOR PASSAGE" SECTION OF THE TICKET PLUS ANY POINT(S) USED FOR FARE CONSTRUCTION AND SHOWN IN THE "FARE CONSTRUCTION BOX"

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OF THE 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 STAMP OR WRITE ON THE PASSENGER TICKET AN INDICATION THAT THE PASSENGER TICKET HAS BEEN OFFICIALLY ISSUED BY CARRIER.

TRAFFIC MEANS ANY PERSON OR GOODS THAT ARE TRANSPORTED BY AIR.

TRANSFER POINT MEANS ANY POINT AT WHICH A PASSENGER CHANGES  
(1) FROM THE FLIGHT OF ONE CARRIER TO THE FLIGHT OF ANOTHER CARRIER, OR

(2) TO ANOTHER FLIGHT OF THE SAME CARRIER (DIFFERENT FLIGHT NUMBER), REGARDLESS OF WHETHER A CHANGE OF AIRCRAFT IS INVOLVED.

(3) FROM THE FLIGHT ON ONE CARRIER TO THE FLIGHT OF ANOTHER CARRIER; OR A CHANGE FROM THE FLIGHT OF A CARRIER TO ANOTHER FLIGHT OF THE SAME CARRIER BEARING THE SAME FLIGHT NUMBER; OR A CHANGE FROM THE FLIGHT OF A CARRIER TO ANOTHER FLIGHT (THAT IS) A SERVICE BEARING A DIFFERENT FLIGHT NUMBER OF THE SAME CARRIER, IRRESPECTIVE OF WHETHER OR NOT A CHANGE OF AIRCRAFT OCCURS.

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

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

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

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

"UNITED STATES OF AMERICA" OR "THE UNITED STATES" OR "THE U.S.A." OR "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; THE UNITED STATES VIRGIN ISLANDS; AMERICAN SAMOA; CANTON, GUAM, JOHNSTON ISLAND, 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).

VOLUNTARY REFUNDS MEANS A REFUND OF AN UNUSED OR PARTIALLY USED TICKET, OR AN UNUSED ELECTRONIC MISCELLANEOUS DOCUMENT (EMD) OR A MISCELLANEOUS CHARGES ORDER (MCO) FOR REASONS OTHER THAN THOSE MENTIONED UNDER THE DEFINITION OF AN INVOLUNTARY REFUND.

VOUCHER MEANS A MONETARY CREDIT PROVIDED EITHER IN PAPER OR ELECTRONIC FORMAT TO A PASSENGER THAT MAY BE USED TOWARDS FUTURE TRAVEL SERVICES OR THE PROVISION OF INCIDENTAL SERVICES SUCH AS MEALS, GROUND TRANSPORTATION, AND HOTEL ACCOMMODATION.

"WEST AFRICA" (OR "WESTERN AFRICA") MEANS ALL OF ANGOLA; BENIN; BURKINA FASO; CAMEROON; CAPE VERDE; CENTRAL AFRICAN REPUBLIC; CHAD, CONGO, COTE D'IVOIRE, EQUATORIAL GUINEA,

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GABON; GAMBIA; GHANA; GUINEA; GUINEA BISSAU; LIBERIA; MALI,  
MAURITANIA, NIGER; NIGERIA; SAO TOME; PRINCIPE; 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.

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## Rule 2 Standard Format of Electronic Rules

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### APPLICATION AND OTHER CONDITION (CATEGORY 50\*\*)

THIS CATEGORY CONTAINS THE RULE TITLE AND DEFINES THE APPLICATION OF THE RULE. IT WILL BE USED TO INDICATE:

- (1) THE GEOGRAPHICAL APPLICATION OF THE RULE. FARES SHALL APPLY TO ONE WAY, ROUND TRIP, CIRCLE TRIP, OR OPEN JAW TRAVEL BETWEEN POINTS IN AREA 1 AND AREAS 2 AND 3 VIA THE ATLANTIC; AND FOR TRAVEL WHOLLY WITHIN AREAS 1, 2 OR 3.
- (2) THE TYPE OF SERVICE (FIRST, BUSINESS, ECONOMY). THE APPLICABLE FARE SHALL APPLY TO THE CLASS OF SERVICE BOOKED, APPLYING ALL PROVISIONS AND PRINCIPLES IN RULE 130.
- (3) THE TYPE OF TRANSPORTATION (ONE WAY OR ROUND TRIP)
- (4) THE TYPE OF JOURNEY (ONE WAY, ROUND TRIP, CIRCLE TRIP, SINGLE OPEN JAW, DOUBLE OPEN JAW OR ROUND THE WORLD). IN THE CASE OF OPEN JAW TRAVEL, THE FARE TO BE CHARGED FOR THE OPEN JAW SHALL BE THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND TRIP FARE FOR EACH LEG IN THE OPEN JAW.
- (5) PROVISIONS FOR CAPACITY LIMITATIONS. THE CARRIER SHALL LIMIT THE NUMBER OF PASSENGERS CARRIED ON ANY ONE FLIGHT AT FARES GOVERNED BY THIS RULE AND SUCH FARES WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS. THE NUMBER OF SEATS THE CARRIER MAKES AVAILABLE ON ANY GIVEN FLIGHT WILL BE DETERMINED BY THE CARRIERS BEST JUDGEMENT.
- (6) ANY MISCELLANEOUS INFORMATION, WHICH IS NOT CATEGORY SPECIFIC WILL ALSO APPEAR HERE.

### ELIGIBILITY (CATEGORY 1)

IF ELIGIBILITY REQUIREMENTS EXIST, ID IS REQUIRED AT TIME OF TICKETING.

### DAY/TIME (CATEGORY 2)

UNLESS OTHERWISE SPECIFIED IN THE FARE RULE, TRAVEL IS VALID AT ANY TIME ON ANY DAY OF THE WEEK.

### SEASONALITY (CATEGORY 3)

UNLESS OTHERWISE SPECIFIED IN THE FARE RULE, TRAVEL IS VALID AT ANY TIME OF THE YEAR.

### FLIGHT APPLICATION (CATEGORY 4)

UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, TRAVEL IS ONLY VALID VIA ANY SN DESIGNATED FLIGHT.

### ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

#### (A) RESERVATIONS

- (1) UNLESS OTHERWISE SPECIFIED IN THE FARE RULE, RESERVATIONS MAY BE MADE AT ANY TIME PRIOR TO DEPARTURE OF A DESIRED FLIGHT PROVIDED SPACE IS AVAILABLE.
- (2) UNLESS OTHERWISE SPECIFIED IN THE SPECIFIC FARE RULE, ANY ADVANCE RESERVATION REQUIREMENT IN THIS CATEGORY REFERS TO THE NUMBER OF DAYS PRIOR TO THE DATE OF COMMENCEMENT OF TRAVEL, FROM THE POINT OF ORIGIN, THAT RESERVATIONS MUST BE CONFIRMED. THE ACTUAL DATE OF DEPARTURE MAY NOT BE INCLUDED IN



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COUNTING THE ADVANCE RESERVATION REQUIREMENT. WHEN AN ADVANCE RESERVATION REQUIREMENT IS STATED IN MONTHS, RESERVATIONS MUST BE CONFIRMED NO LATER THAN THE SAME DAY OF THE MONTH WHEN RESERVATION DEADLINE OCCURS. WHEN THERE IS NO SIMILAR NUMERICALLY DESIGNATED DAY IN THE MONTH IN WHICH THE DEADLINE OCCURS, THE LAST DAY OF THE MONTH WILL BE CONSIDERED AS THE DEADLINE.

- (3) IF THE FARE HAS AN ADVANCE RESERVATIONS REQUIREMENT, THE WAITLIST SEGMENTS MAY NOT BE RETAINED BEYOND THE RESERVATION DEADLINE.

(B) PAYMENT AND TICKETING

- (1) IF NO SPECIFIC PROVISIONS ARE INCLUDED IN THE SPECIFIC FARE RULE, THEN PAYMENT AND TICKETING MAY BE COMPLETED ANY TIME PRIOR TO DEPARTURE FROM THE POINT OF ORIGIN; FURTHERMORE, SUCH FARE MAY BE RETROACTIVELY APPLIED IN THE CALCULATION OF REFUNDS (SEE CATEGORY 16). IF, HOWEVER, THE FARE RULE SPECIFICALLY STATES "PRIOR TO DEPARTURE" THEN PAYMENT AND TICKETING MUST OCCUR PRIOR TO.

- (2) ANY ADVANCE PAYMENT/TICKETING REQUIREMENTS STATED IN THIS PARAGRAPH REFERS TO THE NUMBER OF DAYS PRIOR TO THE DATE OF COMMENCEMENT OF TRAVEL THAT PAYMENT/TICKETING MUST BE COMPLETED. THE ACTUAL DATE OF DEPARTURE MAY NOT BE INCLUDED IN COUNTING THE ADVANCE PAYMENT/TICKETING REQUIREMENT. WHEN THE ADVANCE PAYMENT/TICKETING REQUIREMENT IS STATED IN MONTHS, A TICKET MUST BE PURCHASED NO LATER THAN THE SAME DAY OF THE MONTH WHEN THE ADVANCE PURCHASE DEADLINE OCCURS. WHEN THERE IS NO SIMILAR DAY OF THE MONTH IN WHICH THE DEADLINE OCCURS, THE LAST DAY OF THE MONTH WILL BE CONSIDERED AS THE DEADLINE.

(C) SPECIAL FARE TYPE PROVISIONS

- (1) PASSENGERS HOLDING CONFIRMED RESERVATIONS FOR SPECIAL FARE TICKETS MAY NOT STANDBY FOR OTHER FLIGHTS UNLESS OTHERWISE SPECIFIED IN THE FARE RULE.
- (2) CONFIRMED RESERVATIONS ARE REQUIRED FOR ALL SECTORS.
- (3) THESE FARES APPLY ONLY WHEN PURCHASED PRIOR TO COMMENCEMENT OF TRAVEL.

MINIMUM STAY (CATEGORY 6)

UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, RETURN TRAVEL MAY COMMENCE AT ANY TIME WITHIN THE NORMAL VALIDITY OF THE TICKET WHICH IS ONE YEAR FROM THE DATE OF TRAVEL COMMENCES FROM THE POINT OF ORIGIN.

MINIMUM STAY - THE NUMBER OF DAYS/MONTHS COUNTING FROM THE DAY AFTER DEPARTURE, FROM THE TRANSATLANTIC, OR FIRST INTERNATIONAL SECTOR TO THE EARLIEST DAY RETURN TRAVEL MAY COMMENCE FROM THE LAST STOPOVER POINT OUTSIDE THE COUNTRY OF ORIGIN (INCLUDING FOR THIS PURPOSE THE POINT OF TURNAROUND).

MAXIMUM STAY (CATEGORY 7)

UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, RETURN TRAVEL MAY COMMENCE AT ANY TIME WITHIN THE NORMAL VALIDITY OF THE TICKET WHICH IS ONE YEAR FROM THE DATE OF TRAVEL COMMENCES FROM THE POINT OF ORIGIN.

MAXIMUM STAY - THE NUMBER OF DAYS/MONTHS COUNTING FROM THE

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DATE OR ORIGIN TO THE LAST DAY RETURN TRAVEL MAY COMMENCE FROM THE LAST STOPOVER POINT (INCLUDING FOR THIS PURPOSE THE POINT OF TURNAROUND).

NOTE: UNLESS OTHERWISE STATED IN THE SPECIFIC RULE, WAIVERS WILL APPLY FOR DEATH/ILLNESS OF THE PASSENGER, TRAVELING COMPANION, OR IMMEDIATE FAMILY MEMBER.

STOPOVERS (CATEGORY 8)

- (1) UNLESS OTHERWISE STATED IN A SPECIFIC FARE RULE, STOPOVERS, AS DEFINED BELOW, WILL BE PERMITTED IN ACCORDANCE WITH RULE 135 (STOPOVERS) AS SHOWN IN THIS TARIFF.
- (2) A STOPOVER WILL OCCUR WHEN A PASSENGER ARRIVES AT AN INTERMEDIATE POINT FROM WHICH THE PASSENGER IS NOT SCHEDULED TO DEPART ON THE DATE OF ARRIVAL. IF THERE IS NO CONNECTING DEPARTURE SCHEDULED ON THE DATE OF ARRIVAL, DEPARTURE ON THE NEXT DAY, WITHIN 24 HOURS OF ARRIVAL, SHALL NOT CONSTITUTE A STOPOVER.

TRANSFERS (CATEGORY 9)

TRAVEL MUST BE VIA THE SPECIFIED DIAGRAMMATIC ROUTING ASSOCIATED WITH THE FARE ON FILE WITH ATPCO. IF ANY PORTION OF THE TICKET IS OPEN, THE PASSENGER MUST FOLLOW THE ORIGINAL SPECIFIED ROUTING.

PERMITTED COMBINATIONS (CATEGORY 10)

(A) CONSTRUCTION

- (I) FARES MAY BE COMBINED WITH ARBITRARIES.
- (II) ALL FARES MAY BE COMBINED END-ON WITH ANY DOMESTIC FARE PERMITTING SUCH COMBINATION.
- (III) WHEN FARES ARE USED IN END-ON COMBINATION, TRAVEL MUST BE VIA THE FARE CONSTRUCTION POINTS.

(B) COMBINATIONS

- (I) SUBJECT TO INDIVIDUAL FARE RULES, ANY FARE IN THIS TARIFF MAY BE COMBINED WITH ANY OTHER FARE IN THIS TARIFF, WHICH BY ITS OWN TERMS IS COMBINABLE, PROVIDED ALL CONDITIONS OF THE FARE ARE MET SUBJECT TO CONDITIONS AND FARE CONSTRUCTION PRINCIPLES AS STATED IN RULE 130.
- (II) SUBJECT TO INDIVIDUAL FARES RULES 50 PERCENT OF A ROUND TRIP FARE PUBLISHED IN THIS TARIFF MAY BE COMBINED WITH FIFTY PERCENT OF ANY FARE TYPE PUBLISHED WITH THE SAME GLOBAL INDICATOR BY CARRIERS AC/BD/LH/LO/OS/SK/SN/UA IN ANY TARIFF.
- (III) ALL FARES GOVERNED BY THE SAME RULE ARE COMBINABLE.
- (IV) A MAXIMUM OF TWO INTERNATIONAL FARE COMPONENTS IS PERMITTED.
- (V) UNLESS OTHERWISE SPECIFIED TRAVEL MUST BE VIA THE CONSTRUCTION POINT.
- (VI) WHEN 50 PERCENT OF A PUBLISHED ROUND TRIP FARE IS COMBINED WITH 50 PERCENT OF ANOTHER FARE, AND THE GOVERNING PROVISIONS DIFFER, THE MOST RESTRICTIVE CONDITIONS APPLY. THE FOLLOWING PROVISIONS WILL DETERMINE THE MOST RESTRICTIVE CONDITIONS:
  - (AA) MINIMUM STAY  
THE LONGER MINIMUM STAY REQUIREMENT SHALL APPLY TO THE ENTIRE PRICING UNIT.
  - (BB) MAXIMUM STAY  
THE SHORTER MAXIMUM STAY LIMITATION SHALL APPLY TO THE ENTIRE PRICING UNIT.

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- (CC) STOPOVERS  
THE STOPOVER PROVISIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE FARE COMPONENT FOR WHICH THE FARE IS ASSESSED PROVIDED THAT THE PASSENGER WILL NOT RECEIVE MORE THAN THE MAXIMUM NUMBER OF PERMITTED STOPS (WHETHER FREE OR AT A CHARGE) IN THE MOST RESTRICTIVE RULE.
- (DD) RESERVATIONS AND TICKETING
  - (I) THE LONGER ADVANCE RESERVATION REQUIREMENT WILL APPLY TO THE ENTIRE PRICING UNIT.
  - (II) THE LONGER ADVANCE-TICKETING REQUIREMENT WILL APPLY TO THE ENTIRE PRICING UNIT.
  - (III) ANY RULE PROVISION REQUIRING SIMULTANEOUS RESERVATIONS AND TICKETING SHALL APPLY IN ADDITION TO THE LONGER ADVANCE-TICKETING DEADLINE.
- (EE) ROUTING/REROUTING
  - (I) THE ROUTING CONDITIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE FARE COMPONENT FOR WHICH THE FARE IS ASSESSED.
  - (II) THE VOLUNTARY REROUTING PROVISIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE FARE COMPONENT FOR WHICH THE FARE IS ASSESSED.
  - (III) THE INVOLUNTARY REROUTING PROVISIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE FARE COMPONENT FOR WHICH THE FARE IS ASSESSED.
- (FF) CANCELLATION AND REFUNDS  
THE HIGHEST CANCELLATION PENALTY WILL APPLY TO THE ENTIRE PRICING UNIT.

BLACKOUT DATES (CATEGORY 11)

RESTRICTED TRAVEL DATES WHEN APPLICABLE, APPLY PER HALF ROUND TRIP, NO SECTOR OF THE PRICING UNIT MAY BE FLOWN ON THESE DAYS.

SURCHARGES (CATEGORY 12)

THIS CATEGORY DEFINES THE CONDITIONS UNDER WHICH SURCHARGES ARE APPLICABLE AND THE CORRESPONDING CHARGE. THE ASSUMPTION IS THAT THERE ARE NO SURCHARGES UNLESS THIS CATEGORY IS PRESENT. IF RESTRICTIONS FOR A FARE MAY BE WAIVED OR MODIFIED BASED UPON PAYMENT OF A CHARGE, THESE CONDITIONS WILL BE FOUND IN EITHER THIS CATEGORY OR IN (CATEGORY 16), PENALTIES.

ACCOMPANIED TRAVEL (CATEGORY 13)

UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, WHEN TRAVEL WITH ONE OR MORE OTHER PASSENGERS IS NECESSARY TO QUALIFY FOR A FARE, ALL PASSENGERS MUST TRAVEL TOGETHER FOR THE ENTIRE JOURNEY.

TRAVEL RESTRICTIONS (CATEGORY 14)

THE CATEGORY IS USED TO STATE SPECIFIC TRAVEL DATE RESTRICTIONS. USUALLY THESE ARE THE DATES WHEN THE FARE MAY FIRST BE USED FOR TRAVEL OR AFTER WHICH IT MAY NO LONGER BE USE. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS AVAILABLE FOR TRAVEL AT ALL TIMES.

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SALES RESTRICTIONS (CATEGORY 15)

THIS CATEGORY IS USED TO DEFINE A FARE THAT IS AVAILABLE FOR SALE SUBJECT TO RESTRICTIONS BASED ON DATE, POINT OF SALE OR SIMILAR CONDITIONS. THE DATES ARE MOST COMMONLY FIRST AND LAST RESERVATION OR TICKETING DATES. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS AVAILABLE FOR RESERVATIONS AND TICKETING AT ALL TIMES, ANYWHERE AND BY ANYONE.

PENALTIES (CATEGORY 16)

AS USED HEREIN "VOLUNTARY REBOOKING" SHALL REFER TO CHANGES ONLY FOR THE FLIGHT, DATE OR TIME (ORIGIN, DESTINATION AND CONNECTION/STOPOVER POINTS ARE UNCHANGED) REQUESTED BY A PASSENGER NOT REQUIRING TICKET REISSUE. REBOOKING IS ALSO REFERRED TO AS REVALIDATION.

AS USED HEREIN, "VOLUNTARY REROUTING" SHALL REFER TO ANY CHANGES IN RESERVATIONS OF FLIGHTS REQUESTED BY A PASSENGER REQUIRING REISSUANCE OF THE TICKET. REROUTING IS ALSO REFERRED TO AS REISSUE.

AS USED HEREIN "INBOUND AND OUTBOUND" SHALL REFER TO THE INBOUND/OUTBOUND FARE COMPONENTS.

(A) CHANGES - BEFORE DEPARTURE

- (I) WHEN VOLUNTARY REROUTING INVOLVING A CHANGE OF A TOTALLY UNUSED TICKET AND WHERE THE ORIGINAL FARE NO LONGER APPLIES, THE ORIGINAL TICKET MAY BE REISSUED AND THE FARE RECALCULATED FROM THE POINT OF ORIGIN USING THE FARE(S) AND RATE(S) OF EXCHANGE APPLICABLE AT THE TIME OF REISSUE.
- (II) UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, VOLUNTARY REBOOKING/REROUTING SHALL BE PERMITTED. THE REVISED ROUTING MUST CONFORM TO THE PROVISIONS OF THE ORIGINAL FARE.
- (III) IN CASE OF FARES THAT HAVE ADVANCE RESERVATIONS RESTRICTIONS, VOLUNTARY REROUTING WILL BE PERMITTED WITHOUT PENALTY PRIOR TO TICKET ISSUANCE (ADVANCE TICKETING DEADLINE).
- (IV) IF THERE IS A PENALTY CHARGE FOR REROUTING, RESERVATIONS FOR THE REVISED ITINERARY WILL ONLY BE CONFIRMED PRIOR TO ADVANCE RESERVATIONS DEADLINE OR UPON SIMULTANEOUS REISSUE/REVALIDATION OF THE PASSENGER'S TICKET AND COLLECTION OF THE PENALTY CHARGE.
- (V) IF A PENALTY CHARGE IS APPLICABLE, THE CHARGE APPLIES ONCE THE TICKET IS ISSUED.
- (VI) IF A PENALTY CHARGE IS APPLICABLE, THE CHARGE APPLIES EACH TIME THE TICKET IS PRESENTED FOR A CHANGE.
- (VII) ALL CHANGES MUST BE MADE PRIOR TO THE DATE OF THE ORIGINALLY SCHEDULED FLIGHT AS SHOWN ON THE AFFECTED FLIGHT COUPON.
- (VIII) ANY CHANGES TO NON-REFUNDABLE FARE TYPE TICKETS MUST BE MADE ON OR BEFORE THE DEPARTURE DATE OF THE SCHEDULED FLIGHT AS SHOWN ON THE AFFECTED FLIGHT LIMIT COUPON. FAILURE TO MAKE THE CHANGE PRIOR TO THE SCHEDULED FLIGHT AS SHOWN ON THE AFFECTED FLIGHT COUPON, RESULTS IN THE TICKET HAVING NO VALUE FOR TRAVEL OR EXCHANGE.
- (IX) CHANGES ARE NOT PERMITTED WITHIN THE TICKETING TIME LIMIT.
- (X) IF VOLUNTARY REROUTING IS NOT PERMITTED IN THE

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SPECIFIC FARE RULE, THE CANCELLATION PROVISIONS (OUTLINED IN THE CANCELLATION SECTION OF CATEGORY 16 OF THE SPECIFIC RULE) SHALL APPLY WHENEVER A PASSENGER VOLUNTARILY CHANGES CONFIRMED RESERVATIONS.

- (XI) UNLESS OTHERWISE STATED IN A SPECIFIC FARE RULE, ONE WAY FARE PENALTIES WILL BE ASSESSED PER ONE WAY FARE COMPONENT.
- (B) CHANGES - AFTER DEPARTURE
  - (I) IF THERE IS A VOLUNTARY REROUTING ON ANY DOWN LINE FLIGHT(S) AFTER DEPARTURE, THE FARE AND CHARGES MUST BE REASSESSED USING FARES, RULES AND RATE(S) OF EXCHANGE EFFECTIVE AT THE TIME THAT TRAVEL COMMENCED FROM THE POINT OF ORIGIN.
  - (II) WHEN A TICKET IS PRESENTED FOR REROUTING AFTER DEPARTURE AND THE ONLY COUPONS REMAINING IN THE TICKET ARE FOR DOMESTIC TRANSPORTATION, THE TICKET MAY NOT BE REISSUED FOR FURTHER INTERNATIONAL TRAVEL.
  - (III) IF A PENALTY CHARGE IS APPLICABLE, THE CHARGE APPLIES EACH TIME THE TICKET IS PRESENTED FOR A CHANGE.
  - (IV) ALL CHANGES MUST BE MADE PRIOR TO THE DATE OF THE ORIGINALLY SCHEDULED FLIGHT AS SHOWN ON THE AFFECTED FLIGHT COUPON.
  - (V) IF A PENALTY CHARGE IS APPLICABLE FOR REROUTING, RESERVATIONS FOR THE REVISED ITINERARY WILL ONLY BE CONFIRMED UPON SIMULTANEOUS REISSUE, REVALIDATION OF THE PASSENGER'S TICKET AND COLLECTION OF THE PENALTY CHARGE.
  - (VI) WHEN 50 PERCENT OF A PUBLISHED ROUND TRIP FARE IS COMBINED WITH ANOTHER FARE, AND THE GOVERNING PROVISIONS DIFFER, THE FOLLOWING ROUTING/REROUTING PROVISIONS WILL APPLY AS STATED IN THE APPLICABLE SPECIFIC FARE RULE.
    - (1) THE ROUTING CONDITIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE SECTOR OVER WHICH THE FARE IS ASSESSED.
    - (2) THE VOLUNTARY REROUTING PROVISIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE SECTOR OVER WHICH THE FARE IS ASSESSED.
    - (3) THE INVOLUNTARY REROUTING PROVISIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE SECTOR OVER WHICH FARE IS ASSESSED.
- STANDARD APPLICATION FOR SPECIAL FARES:
  - (1) UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, NO CHANGE IS PERMITTED TO THE FIRST OR SUBSEQUENT FLIGHT COUPON(S) UP TO AND INCLUDING THE FIRST INTERNATIONAL FLIGHT COUPON.
  - (2) THERE IS NO LIMIT TO THE NUMBER OF CHANGES MADE WITHIN A PRICING UNIT WHEN THE TICKET IS PRESENTED FOR A CHANGE.
- (C) CANCELLATION - BEFORE DEPARTURE  
UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, RULE 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) AND 90 (REFUNDS) ARE APPLICABLE TO FARES GOVERNED BY THIS RULE.

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- (A) FULL REFUND WILL APPLY
  - (I) IN THE EVENT OF DEATH OR ILLNESS, AS SUBSTANTIATED BY MEDICAL/DEATH CERTIFICATE OF THE PASSENGER, IMMEDIATE FAMILY MEMBER OR TRAVELING COMPANION AS DESCRIBED IN RULE 1 (DEFINITIONS). IN THE EVENT OF DEATH OF THE PASSENGER, FARES WILL BE REFUNDED TO SUCH PASSENGERS STATE IN ACCORDANCE WITH THE PROVISIONS IN RULE 90 (REFUNDS). ANY APPLICABLE ADMINISTRATIVE SERVICE CHARGE WILL APPLY.
  - (II) IF, AFTER ISSUANCE OF THE TICKET, SCHEDULE CHANGES BY THE CARRIER(S) CREATE ALTERATIONS TO THE TICKETED ITINERARY WHICH ARE UNACCEPTABLE TO THE PASSENGER, THE PASSENGER MAY CANCEL OR HAVE THE TICKET REISSUED IN.
- (B) IN THE EVENT OF A CANCELLATION OR A FAILURE TO USE CONFIRMED SPACE AS TICKETED FOR ANY REASON OTHER THAN THOSE OUTLINED IN PARAGRAPHS (A)(I) THROUGH (II) ABOVE, THE PASSENGER WILL FORFEIT THE PENALTY AMOUNT AS STATED IN THE SPECIFIC FARE RULE.
- (C) CREDIT TOWARD FURTHER TRANSPORTATION:  
IN THE EVENT OF FAILURE TO USE CONFIRMED SPACE AS TICKETED, THE FULL AMOUNT OF THE FARE PAID CAN BE USED AS A CREDIT TOWARDS THE UPGRADE TO ANY OTHER TYPE OF FARE, SUBJECT TO THE PROVISIONS OF SUCH FARE AND PROVIDED THAT SUCH FARE DOES NOT RESTRICT THE UPGRADE.
- (D) CANCELLATIONS - AFTER DEPARTURE
  - (A) PARTIAL REFUND  
IN THE EVENT A PASSENGER DISCONTINUES HIS/HER JOURNEY EN ROUTE FOR ANY REASON OTHER THAN THOSE SPECIFIED IN SN GENERAL RULES 65 (TICKETS); THE AMOUNT OF REFUND SHALL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED, LESS THE PENALTY CHARGE AS STATED IN THE SPECIFIC FARE RULE, IF ANY.
  - (B) CREDIT TOWARD FURTHER TRANSPORTATION
    - (I) IN THE EVENT OF CANCELLATION OR FAILURE TO USE CONFIRMED SPACE AS TICKETED, THE FULL AMOUNT OF THE FARE PAID CAN BE USED AS A CREDIT TOWARDS THE UPGRADE TO ANY APPLICABLE FARE CALCULATED FROM THE POINT OF ORIGIN, SUBJECT TO ALL PROVISIONS OF SUCH FARES; PROVIDED THAT SUCH FARE DOES NOT RESTRICT THE UPGRADE.
    - (II) ANY FARE WITH THE STATEMENT "THESE FARES APPLY ONLY WHEN PURCHASED PRIOR TO COMMENCEMENT OF TRAVEL", MAY NOT BE USED AS THE UPGRADE/REISSUED FARE.
    - (III) ALL RULES OF THE NEW FARE MUST BE VALIDATED AND THE CORRECT BOOKING CODE USED FOR THE NEW FARE.
    - (VI) A NEW TICKET MUST BE REISSUED AND THE NEW RESERVATION MUST BE REPRICED USING CURRENT FARES ON THE DAY OF REISSUE.
    - (V) IN THE EVENT OF AN UPGRADE, THE ORIGINAL NON-REFUNDABLE AMOUNT SHALL REMAIN NON-REFUNDABLE AND IS CARRIED OVER TO THE NEW TICKET. IN THIS CASE, THE CHANGE FEE WILL NOT APPLY.

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- (E) SCHEDULE CHANGES  
IN THE EVENT, AFTER TICKET ISSUANCE, SCHEDULED CHANGES ARE MADE BY SN THAT:
- (A) AFFECTS A PASSENGER'S DEPARTURE AND/OR ARRIVAL BY 2 OR MORE HOURS;
  - (B) RESULTS IN THE ADDITION OF AN INTERMEDIATE STOP ON THE PASSENGER'S ITINERARY;
  - (C) RESULTS IN A SUBSTITUTION OF EQUIPMENT NOT ACCEPTABLE TO THE PASSENGER; OR
  - (D) IF A CANCELLATION OR A CHANGE IN EITHER AIR OR TOUR ITINERARY IS INITIATED EITHER BY SN OR ITS TOUR OPERATORS WHICH IS UNACCEPTABLE TO THE PASSENGER, THE PASSENGER WILL HAVE THE OPTION OF CANCELLING WITHOUT PENALTY, OR REROUTING ON DIFFERENT FLIGHTS TO/FROM THE SAME OR DIFFERENT DESTINATION. HOWEVER, THE PASSENGER MUST PAY ANY ADDITIONAL AMOUNTS RESULTING FROM THE REROUTING.
- (F) 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 RULE.
    - (III) FULL REFUND WILL BE MADE IN THE CASE OF:
      - (AA) DEATH OR ILLNESS OF THE PASSENGER OR 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
    - (I) NORMAL CANCELLATION AND REFUND PROCEDURES WILL APPLY PROVIDED THAT IN THE EVENT OF CANCELLATION OR REROUTING BY A MEMBER OF THE GROUP DUE TO:
      - (AA) 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;
      - (BB) 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

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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;

- (CC) 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. SIMILAR ARRANGEMENTS FOR TRANSPORTATION MAY BE MADE FOR OTHER MEMBERS OF THE INCLUSIVE TOUR GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER.
- (II) EXCEPT AS PROVIDED ABOVE, IN CASE OF VOLUNTARY CANCELLATION OF THE GROUP OR A MEMBER OF THE GROUP, REFUND WILL BE AN AMOUNT EQUAL TO THE EXCESS OF THE GROUP FARE PAID OVER THE ALL-YEAR FARE APPLICABLE FOR TRANSPORTATION FROM THE POINT OF ORIGIN TO THE POINT OF CANCELLATION, LESS THE PERCENT/PENALTY SPECIFIED IN THE APPLICABLE RULE.
- (III) IN THE EVENT A PASSENGER DISCONTINUED 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.
- (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 OTHER CONDITIONS OF THE RULE.

HIGHER INTERMEDIATE POINT (CATEGORY 17)

IT IS ASSUMED THAT THE HIGHER INTERMEDIATE POINT RULE APPLIES. THIS CATEGORY IS USED TO NEGATE THAT ASSUMPTION WHEN STOPOVERS OR CONNECTIONS ARE MADE AT SPECIFIC GEOGRAPHIC LOCATIONS.

TICKET ENDORSEMENTS (CATEGORY 18)

IF A FARE HAS A TICKET ENDORSEMENT REQUIREMENT, SUCH ENDORSEMENT SHALL APPEAR IN THE ENDORSEMENT BOX OF THE NEW TICKET AND ANY SUBSEQUENT REISSUES. STANDARD ENDORSEMENT FOR SPECIAL FARES: NON-END/NON-TRANS/NON-REF/VALID SN ONLY. CHILDREN'S DISCOUNTS (CATEGORY 19)

UNLESS OTHERWISE STATED IN A SPECIFIC FARE RULE, PROVISIONS OF RULE 200 (CHILDREN'S AND INFANTS' FARES) AND RULE 24 (CARRIAGE OF UNACCOMPANIED CHILDREN), AS SHOWN IN THIS TARIFF, AS WELL AS THE FOLLOWING CONDITIONS WILL APPLY.

(1) INFANTS' FARES



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AN INFANT UNDER 2 YEARS OF AGE (ON THE DATE OF COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN) WILL BE CHARGED THE AMOUNT SPECIFIED IN THE FARE RULE.

- (A) A PASSENGER TRAVELING AT AN INFANT DISCOUNT FARE IS NOT ENTITLED TO A SEAT THAT IS RESERVED PRIOR TO DEPARTURE. IF A SEAT IS RESERVED PRIOR TO DEPARTURE, THE INFANT WILL BE ELIGIBLE ONLY FOR DISCOUNTS APPLICABLE TO INFANTS OCCUPYING A SEAT.
- (B) WHERE THE SPECIFIC FARE RULE DOES NOT PERMIT AN INFANTS' DISCOUNT, A DISCOUNT MAY BE CALCULATED ON THE LOWEST FARE FOR WHICH HIS/HER ITINERARY QUALIFIES (CONSIDERING ROUTING RESTRICTIONS, MINIMUM/MAXIMUM STAY AND ADVANCE PURCHASE/TICKETING RESTRICTIONS AND RESERVATION BOOKING CODE WHERE NECESSARY).

(2) CHILDREN'S FARES

A CHILD WHO IS AT LEAST 2 YEARS OF AGE BUT LESS THAN 12 YEARS OF AGE (ON THE DATE OF COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN), ACCOMPANIED BY A PASSENGER WHO IS AT LEAST 12 YEARS OF AGE, WILL BE CHARGED THE AMOUNT SPECIFIED IN THE SPECIFIC FARE RULE.

- (A) WHERE THE SPECIFIC FARE RULE DOES NOT PERMIT CHILDREN'S DISCOUNTS, THEN THE ACCOMPANIED CHILD WILL EITHER PAY THE FULL ADULT FARE OR A DISCOUNT MAY BE CALCULATED ON THE LOWEST APPLICABLE FARE FOR WHICH HIS/HER ITINERARY QUALIFIES (CONSIDERING ROUTING RESTRICTIONS, MINIMUM/MAXIMUM STAY AND ADVANCE PURCHASE/TICKETING RESTRICTIONS AND RESERVATION BOOKING CODES).
- (B) UNLESS OTHERWISE SPECIFIED IN THE FARE RULE THE DISCOUNT LISTED FOR CHILDREN AND INFANTS WILL ALSO APPLY TO ANY CHARGE OR SURCHARGE AND TO ANY CANCELLATION OR REFUND PENALTY WHICH WOULD NORMALLY BE ASSESSED TO THE ADULT FARE.

TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)

THIS CATEGORY IS USED TO PROVIDE EITHER SPECIFIC FARE AMOUNTS OR THE INFORMATION FOR CALCULATION DISCOUNT FARES FOR TOUR CONDUCTORS. IT ALSO SPECIFIES ACCOMPANYING TRAVEL REQUIREMENTS TRAVEL REQUIREMENTS FOR THE TOUR CONDUCTORS TRAVELLING AT THE CALCULATED OR SPECIFIED FARE. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS NOT DISCOUNTABLE FOR TOUR CONDUCTORS.

AGENT DISCOUNTS (CATEGORY 21)

THIS CATEGORY IS USED TO PROVIDE EITHER SPECIFIC FARE AMOUNTS OR THE INFORMATION FOR CALCULATING DISCOUNT FARES FOR AGENTS. IT ALSO SPECIFIES THE ACCOMPANYING TRAVEL REQUIREMENTS FOR AGENTS TRAVELLING AT THE CALCULATED OR SPECIFIED FARE. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS NOT DISCOUNTABLE FOR AGENTS.

MISCELLANEOUS PROVISIONS (CATEGORY 23)

THIS CATEGORY IS USED TO SPECIFY WHETHER SPECIFIC FARES SHOULD OR SHOULD NOT BE USED FOR CONSTRUCTION OF UNPUBLISHED FARES, PRORATION, REFUND CALCULATION, CURRENCY ADJUSTMENTS OR AS PROPORTIONAL FARES. THE ASSUMPTION IS THAT FARES MAY BE USED FOR ANY PURPOSES.

ALL OTHER DISCOUNTS (CATEGORY 22)

THIS CATEGORY IS USED TO PROVIDE THE SPECIFIC FARE AMOUNTS

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OR THE INFORMATION FOR CALCULATING DISCOUNT FARES FOR ALL PASSENGER TYPES OTHER THAN CHILDREN, TOUR CONDUCTORS AND AGENTS. IT ALSO SPECIFIES THE ACCOMPANYING TRAVEL REQUIREMENTS FOR THE PASSENGER TRAVELLING AT THE CALCULATED OR SPECIFIED FARE. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS NOT DISCOUNTABLE FOR THE PASSENGER TYPES THAT FALL INTO THIS CATEGORY.

(CATEGORY 24)

CURRENTLY NOT AVAILABLE

(CATEGORY 25)

CURRENTLY NOT AVAILABLE

GROUPS (CATEGORY 26)

(1) GROUP SIZE

A MINIMUM GROUP SIZE REFERS TO THE MINIMUM NUMBERS OF ADULT FARE PAYING PASSENGERS. IN ORDER TO DETERMINE THE MINIMUM GROUP SIZE, TWO CHILDREN, EACH PAYING AT LEAST 50 PERCENT OF THE APPLICABLE ADULT FARE, WILL BE COUNTED AS ONE ADULT FARE PAYING PASSENGER.

(2) GROUP TRAVEL REQUIREMENTS

WHEN A GROUP IS REQUIRED TO TRAVEL TOGETHER ON THE SAME FLIGHT(S), THIS REQUIREMENT WILL APPLY UNLESS THE OPERATING CONDITIONS MAKE IT IMPOSSIBLE FOR THE ENTIRE GROUP OF TRAVEL TOGETHER, IN WHICH CASE, SOME MEMBERS OF THE GROUP MAY TRAVEL ON PRECEDING OR SUCCEEDING FLIGHT(S) ON WHICH SPACE IS AVAILABLE.

TOURS (CATEGORY 27)

(1) INDIVIDUAL AND GROUP INCLUSIVE TOUR REQUIREMENTS

(A) EXCEPT AS OTHERWISE NOTED, THE INDIVIDUAL INCLUSIVE TOUR MUST BE INCLUDED IN IT'S PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF SLEEPING OR HOTEL ACCOMMODATIONS, PLUS ANY OTHER FACILITIES OR ATTRACTIONS SUCH AS AIRPORT TRANSFERS, SIGHTSEEING, MOTORCOACH TRIPS AND CAR RENTALS.

(B) EXCEPT AS OTHERWISE NOTED, THE GROUP INCLUSIVE TOUR MUST INCLUDE IN IT'S PUBLISHED PRICE APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF AIRPORT TRANSFERS AND SLEEPING OR HOTEL ACCOMMODATIONS FOR THE TOTAL DURATION OF THE TRIP, PLUS OTHER FACILITIES OR ATTRACTIONS SUCH AS SIGHTSEEING, MOTORCOACH TRIPS AND CAR RENTALS.

(C) TOURS MUST BE PAID FOR IN FULL PRIOR TO COMMENCEMENT OF TRAVEL AND PRICE OF TOUR FEATURES AND FACILITIES MAY NOT BE LESS THAN THE AMOUNT SPECIFIED IN THIS CATEGORY OF THE PARTICULAR FARE RULE.

(2) MINIMUM TOUR PRICE

(A) THE MINIMUM SELLING PRICE OF THE INCLUSIVE TOUR, NORMALLY EXPRESSED AS THE APPLICABLE INCLUSIVE TOUR PLUS A SPECIFIC DOLLAR AMOUNT.

(B) ANY INCREASE IN THE MINIMUM SELLING PRICE DUE TO EXTRA DAYS OF STAY EN ROUTE.

NOTE: 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)

THIS CATEGORY REFLECTS THE REQUIREMENTS TO QUALIFY FOR A

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VISIT ANOTHER COUNTRY FARE, E.G., COUNTRY OF RESIDENCE,  
DISTANCE FROM DESTINATION COUNTRY AND TICKET PURCHASE. IF  
THIS CATEGORY IS NOT PRESENT, THE ASSUMPTION IS THAT THE  
FARE IS NOT VISIT ANOTHER COUNTRY FARE.

DEPOSITS (CATEGORY 29)

THIS CATEGORY INDICATES IF THERE ARE DEPOSITS REQUIREMENTS  
TO QUALIFY FOR A FARE, E.G., DEPOSIT AMOUNT, DAYS REQUIRED  
PRIOR TO TICKETING/TRAVEL, REFUND OF DEPOSIT CONDITIONS, AND  
WAIVERS FOR THE DEPOSIT REQUIREMENTS. IF THIS CATEGORY IS  
NOT PRESENT, THE ASSUMPTION IS THAT THERE ARE NO DEPOSIT  
REQUIREMENTS FOR THE FARE.

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## Rule 5 Application of Tariff

Issued: October 26, 2019

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### (A) GENERAL

- (1) EXCEPT AS PROVIDED BELOW, THE PROVISIONS OF THIS TARIFF APPLY LOCALLY VIA THE SERVICES OF THE CARRIERS SHOWN BELOW OR JOINTLY VIA THE SERVICES OF THESE CARRIERS WITH THE OTHER PARTICIPATING 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 CARRIAGE) WITH RESPECT TO TARIFF C.A.B. NO. 870 PUBLISHED BY AIRLINE TARIFF PUBLISHING CO., AGENT. ANY SUCH LIMITATION OR CONDITION IN ANY RULE HEREIN EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIAGE) IS NOT A PART OF TARIFF C.A.B. NO. 870 FILED WITH THE DEPARTMENT OF TRANSPORTATION. NOTHING IN THIS TARIFF MODIFIES OR WAIVES ANY PROVISION OF THE WARSAW CONVENTION OR OTHER APPLICABLE CONVENTION OR TREATY.
- (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 REFERENCE 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, CLASSIFICATION, 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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- (7) 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 SN ARE CONSIDERED TO BE PART OF THIS TARIFF.
- (8) 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 OR 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.
- (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 THE 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 OF CHARGES, THE DIFFERENCE WILL BE REFUNDED TO OR COLLECTED FROM THE PASSENGER, AS MAY BE APPROPRIATE.  
EXCEPTION: (APPLICABLE ONLY TO TICKETS ISSUED IN THE U.S.A. AND SALES MADE IN THE U.S.A. FOR LOCAL AND JOINT TRANSPORTATION ORIGINATING IN THE U.S.A.) NO INCREASE WILL BE COLLECTED IN CASES WHERE THE TICKET HAS BEEN ISSUED:
  - (A) PRIOR TO THE EFFECTIVE DATE OF A TARIFF CONTAINING AN INCREASE IN THE APPLICABLE FARE, EFFECTED THROUGH A CHANGE IN FARE LEVEL, A CHANGE IN CONDITIONS GOVERNING THE FARE OR A CANCELLATION OF THE FARE ITSELF, OR
  - (B) AFTER THE EFFECTIVE DATE OF A TARIFF CONTAINING AN INCREASE IN THE APPLICABLE FARE, BUT IN EXCHANGE FOR AN MCO ISSUED FOR THE FULL AMOUNT PRIOR TO SUCH EFFECTIVE DATE, FOR 10 OR MORE PASSENGERS

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BOOKED AS A GROUP AND TRAVELLING ON ANY FARE TYPE; PROVIDED:

- (I) THE ORIGINATING FLIGHT COUPONS 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 (AS DETERMINED BY THE VALIDATION ON THE TICKET);
  - (II) THAT TRANSPORTATION COMMENCES WITHIN SIX MONTHS AFTER TICKET ISSUANCE; EXCEPT THAT FOR GROUPS CONSISTING OF A MINIMUM OF TEN PASSENGERS, BOOKED AS A GROUP AND TICKETED ON ANY FARE TYPE, TRAVELLING TOGETHER AT LEAST ON THE OUTBOUND TRANSATLANTIC FLIGHT, TRANSPORTATION MUST COMMENCE WITHIN ONE YEAR AFTER THE ISSUANCE OF THE TICKETS OR MCO;
  - (III) THE ORIGINATING CONFIRMED TRANSATLANTIC FLIGHT SHOWN ON THE TICKET IS NOT VOLUNTARILY CHANGED AT THE REQUEST OF THE PASSENGER(S), GROUP LEADER, OR ANYONE REPRESENTING THE GROUP OR ITS INDIVIDUAL MEMBERS SUBSEQUENT TO THE EFFECTIVE DATE OF ANY INCREASE IN THE APPLICABLE FARE;
  - (IV) THE TICKETS ARE ISSUED ON SN STOCK OR WITH SN PLATES.
- (F) ERRONEOUS FARES  
SN RESERVES THE RIGHT TO CANCEL RESERVATIONS AND/OR TICKETS ISSUED WITH AN ERRONEOUSLY QUOTED FARE BY REASON OF A TECHNICAL FAILURE PRIOR TO SAID ERRONEOUS QUOTE BEING DETECTED AND CORRECTED. SN RESERVES THE RIGHT TO VOID THE PURCHASED TICKET AND REFUND THE AMOUNT PAID BY THE CUSTOMER AND/OR OFFER THE CUSTOMER THE TICKET AT A PUBLISHED FARE THAT SHOULD HAVE BEEN AVAILABLE AT THE TIME OF BOOKING.

Rule 6 Classes of Service

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- (A) FIRST CLASS OR CLASS "F" FARES APPLY WHEN TRAVEL IS IN THE FIRST CLASS COMPARTMENT OF COMBINATION COMPARTMENT FLIGHTS OPERATED WITH JET AIRCRAFT.
- (1) THE FIRST CLASS SECTION WILL BE LOCATED IN THE FORWARD-MOST COMPARTMENT OF SN AIRCRAFT.
  - (2) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR PASSENGERS ELIGIBLE FOR FIRST CLASS SEATING, WHEN AIRPORT SPACE AND STAFFING PERMIT.
  - (3) PASSENGERS ELIGIBLE FOR FIRST CLASS SEATING WILL BE AFFORDED THE USE OF FIRST CLASS LOUNGES WHERE SUCH FACILITIES EXIST.
  - (4) PASSENGERS SEATED IN THE FIRST CLASS SECTION WILL (WHEN FLIGHT TIME PERMITS) BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS AND WINE) AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).
- (B) BUSINESS CLASS OR CLASS "C" FARES  
BUSINESS CLASS OR "C" FARES WILL APPLY WHEN TRAVEL IS IN THE BUSINESS CLASS SECTION OF COMBINATION COMPARTMENT FLIGHTS DESIGNATED AS FIRST CLASS, BUSINESS CLASS, AND ECONOMY CLASS OR BUSINESS CLASS AND ECONOMY CLASS IN THE CARRIER'S SCHEDULE DESCRIPTION/CONDITIONS OF SERVICE.
- (1) THE BUSINESS CLASS SECTION WILL BE LOCATED EITHER IMMEDIATELY BEHIND THE FIRST CLASS COMPARTMENT AND WILL EXTEND REARWARD IN THE AIRCRAFT TO THAT POINT AT WHICH SEATING FOR PASSENGERS TRAVELING AT ECONOMY CLASS FARES BEGINS OR THE BUSINESS CLASS SECTION WILL BE LOCATED IN THE FORWARD-MOST COMPARTMENT OF THE AIRCRAFT AND WILL EXTEND REARWARD IN THE AIRCRAFT TO THAT POINT AT WHICH PASSENGERS TRAVELLING AT THE ECONOMY CLASS FARES BEGINS.
  - (2) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR PASSENGERS ELIGIBLE FOR THE BUSINESS CLASS SECTION WHERE AIRPORT SPACE AND STAFFING PERMIT.
  - (3) PASSENGERS SEATED IN THE BUSINESS CLASS SECTION WILL (WHEN FLIGHT TIME PERMITS) BE AFFORDED INFLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS, CHAMPAGNE AND WINE) AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).
- (C) ECONOMY CLASS OR CLASS "Y"  
ECONOMY CLASS OR CLASS "Y" FARES APPLY WHEN TRAVEL IS IN THE ECONOMY CLASS SECTION OF COMBINATION COMPARTMENT FLIGHTS DESIGNATED AS FIRST CLASS, BUSINESS CLASS, AND ECONOMY CLASS OR BUSINESS CLASS AND ECONOMY CLASS IN THE CARRIER'S SCHEDULE DESCRIPTION/CONDITIONS OF SERVICE.

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- (1) THE ECONOMY CLASS SECTION WILL BE LOCATED IMMEDIATELY BEHIND THE BUSINESS CLASS COMPARTMENT.
- (2) PASSENGERS SEATED IN THE ECONOMY CLASS SECTION WILL (WHEN FLIGHT TIME PERMITS) BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS, BEER AND WINE) AND THE COMPLIMENTARY USE OF HEADSETS FOR RENTAL FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).



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Rule 15 Electronic Surveillance of Passengers and Baggage  
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PASSENGERS AND THEIR BAGGAGE ARE SUBJECT TO INSPECTION WITH  
AN ELECTRONIC DETECTOR WITH OR WITHOUT THE PASSENGERS'  
CONSENT OR KNOWLEDGE.

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## Rule 20 Surcharges

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- (A) NAVIGATION SURCHARGES (APPLICABLE FOR TRANSPORTATION TO/FROM CANADA)
- (1) A NAVIGATION SURCHARGE OF CAD 15.00 WILL BE COLLECTED AT TIME OF TICKET ISSUANCE FOR ALL PASSENGERS ON A FARE COMPONENT BASIS. APPLICABLE TO TRANSATLANTIC TRAVEL TO/FROM CANADA. THE SURCHARGE OF CAD 15.00 WILL APPLY IN EACH DIRECTION.
  - (2) THE AMOUNT TO BE CHARGED WILL BE INCORPORATED IN THE FARE CALCULATION SHOWN AS A 'Q' SURCHARGE, BY CONVERTING THE CAD SURCHARGE AMOUNT INTO NUC USING THE APPLICABLE IATA RATE OF EXCHANGE (IROE).
  - (3) THE SURCHARGE APPLIES IN ADDITION TO ALL OTHER CHARGES AND IS NOT SUBJECT TO ANY FURTHER DISCOUNTS.
  - (4) THE NAVIGATION SURCHARGE WILL ACCRUE TO BRUSSELS AIRLINES WHEN TRAVEL TO/FROM CANADA IS VIA THE SERVICES OF SN.
  - (5) THE NAVIGATION SURCHARGE WILL NOT APPLY TO THE FOLLOWING:
    - (A) PASSENGERS TRANSITING CANADA WHERE NO FARE BREAK OCCURS
    - (B) SN PASSENGERS TRAVELLING ON A FREE TICKET
    - (C) ALL FARES ORIGINATING AREA 2/3 TO CANADA FOR TRANSATLANTIC TRAVEL
    - (D) ALL FARES TO FRANCE
    - (E) ALL FARES FROM YMQ TO TLV.
    - (F) JOINT ROUND THE WORLD TYPE FARES
- (B) HONG KONG SAR SECURITY SERVICE CHARGE
- (1) A SECURITY SERVICE CHARGE OF HKD 33 WILL BE COLLECTED AT THE TIME OF TICKET ISSUANCE WORLDWIDE FROM EACH PASSENGER OF ANY AGE GROUP (INCLUDING INFANTS) FOR EACH DEPARTURE OUT OF HONG KONG SAR.
  - (2) THE AMOUNT TO BE CHARGED WILL BE INCORPORATED IN THE FARE CALCULATION SHOWN AS A 'Q' SURCHARGE, BY CONVERTING THE HKD 33 SURCHARGE INTO NUC AND CAD/USD USING THE APPLICABLE IATA RATE OF EXCHANGE (IROE).
  - (3) THE SECURITY SERVICE CHARGE WILL APPLY TO PASSENGERS DEPARTING HONG KONG SAR INCLUDING THROUGH PASSENGERS WITH A STOPOVER IN HONG KONG SAR.
  - (4) THE SECURITY SERVICE CHARGE IS SUBJECT TO REFUND WHEN HONG KONG SAR IS NO LONGER A DEPARTING, AND/OR STOPOVER POINT AS A RESULT OF CANCELLATION/REROUTING OF A TICKET.

Rule 21 Transport of Passengers with Disabilities

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- (A) DEFINITIONS - PASSENGERS SHALL BE CONSIDERED AS DISABLED WHEN THEIR PHYSICAL, MEDICAL OR MENTAL CONDITION REQUIRES INDIVIDUAL ATTENTION ON ENPLANING, DEPLANING, DURING FLIGHT, IN AN EMERGENCY EVACUATION OR DURING GROUND HANDLING WHICH IS NORMALLY NOT EXTENDED TO OTHER PASSENGER.  
PASSENGERS WITH DISABILITIES ARE DIVIDED INTO THE FOLLOWING CATEGORIES:
- (1) AMBULATORY - A PASSENGER WHO IS ABLE TO MOVE ABOUT WITHIN THE AIRCRAFT UNASSISTED.
  - (2) NON-AMBULATORY - A PERSON WHO IS NOT ABLE TO MOVE ABOUT WITHIN THE AIRCRAFT UNASSISTED.
  - (3) SELF RELIANT - EXCEPT FOR NEEDS AND ASSISTANCE RELATED TO SAFETY, MEANS A PERSON WHO IS INDEPENDENT, SELF SUFFICIENT AND CAPABLE OF TAKING CARE OF ALL PERSONAL NEEDS DURING FLIGHT, AND DOES NOT REQUIRE ASSISTANCE OF A PERSONAL NATURE. SUCH AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES OR ADMINISTERING MEDICATION NOR DOES NOT REQUIRE ASSISTANCE FROM THE CARRIER BEYOND THE RANGE OF SERVICES THAT ARE NORMALLY OFFERED BY THE CARRIER.
  - (4) NON-SELF-RELIANT - A PERSON WHO IS INCAPABLE OF SELF CARE DURING A FLIGHT.
  - (5) DETERMINATION OF SELF RELIANCE -EXCEPT FOR SAFETY-RELATED MATTERS GOVERNED BY TRANSPORT CANADA, SN WILL ACCEPT THE DETERMINATION MADE BY OR ON BEHALF OF A PERSON WITH A DISABILITY AS TO SELF-RELIANCE WHEN TRAVELLING TO/FROM OR VIA CANADA. ONCE ADVISED THAT HE/SHE IS SELF-RELIANT, THE CARRIER SHALL NOT REFUSE SUCH PASSENGER TRANSPORTATION ON THE BASIS THAT THERE IS A LACK OF PERSONAL ATTENDANT OR BASED ON THE ASSUMPTION THAT THE PASSENGER MAY REQUIRE ADDITIONAL ATTENTION FROM AIRLINE EMPLOYEES TO ASSIST WITH THE PASSENGERS 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 CARRIER.
  - (6) SAFETY ASSISTANT (PERSONAL ATTENDANT)-AN ABLE BODIED PERSON 18 YEARS OF AGE OR OLDER (UNLESS OTHERWISE AGREED UPON BY MEDICAL ASSISTANCE COORDINATION SERVICE) PHYSICALLY CAPABLE OF ASSISTING A DISABLED PASSENGER TO AN EXIT IN THE EVENT OF AN EMERGENCY AND WHO WILL ATTEND TO THE PERSONAL NEEDS OF THAT PASSENGER DURING FLIGHT, WHERE SUCH IS REQUIRED.
  - (7) WHEELCHAIR-BOUND ATHLETE - A NON-AMBULATORY PERSON WITH UPPER BODY AND ARM DEVELOPMENT SUCH AS TO MAKE HIM/HER PHYSICALLY CAPABLE OF EGRESSING AN AIRCRAFT IN AN EMERGENCY WITH MINIMAL ASSISTANCE,

AND WHO IS A MEMBER OF A BONA-FIDE SPORTS ORGANIZATION.

(B) ACCEPTANCE OF DISABLED PASSENGERS

- (1) THE CARRIER WILL ACCEPT THE DISABLED PERSONS DETERMINATION AS TO SELF-RELIANCE.
- (2) CARRIER WILL REFUSE TO TRANSPORT OR WILL REMOVE AT ANY POINT, ANY PASSENGER WHOSE MENTAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM/HER INCAPABLE OF CARING FOR HIMSELF/HERSELF WITHOUT ASSISTANCE, UNLESS-
  - (A) HE/SHE IS ACCOMPANIED BY AN ATTENDANT MINIMUM 18 YEARS OF AGE (UNLESS OTHERWISE AGREED UPON BY MEDICAL ASSISTANCE COORDINATION SERVICE) WHO WILL BE RESPONSIBLE FOR CARING FOR HIM/HER EN ROUTE, AND
  - (B) WITH THE CARE OF SUCH ATTENDANT, HE/SHE WILL NOT REQUIRE UNREASONABLE ATTENTION OR ASSISTANCE FROM EMPLOYEES OF THE CARRIER.
- (3) SERVICE ANIMALS  
 CARRIER ACCEPTS FOR TRANSPORTATION WITHOUT CHARGE A PROPERLY HARNESSSED DOG REQUIRED TO ASSIST A PERSON WITH A DISABILITY PROVIDED THAT THE ANIMAL IS CERTIFIED IN WRITING AS HAVING BEEN TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION, TO ACCOMPANY THE PERSON ON BOARD THE AIRCRAFT AND TO REMAIN ON THE FLOOR AT THE PERSON'S PASSENGER SEAT.
- (4) DISABLED PASSENGERS WILL BE ACCEPTED FOR TRANSPORTATION AS OUTLINED IN THE FOLLOWING:
 

DISABILITY	ATTENDANT REQUIRED
AMBULATORY/SELF RELIANT	NO
AMBULATORY/NON SELF RELIANT	YES
BLIND	NO
DEAF	NO
BLIND AND DEAF/ SELF RELIANT	NO
BLIND AND DEAF/ NON SELF RELIANT	YES
INTELLECTUAL/SELF RELIANT	NO
INTELLECTUAL/ NON SELF RELIANT	YES
NON-AMBULATORY/ SELF RELIANT	NO
NON-AMBULATORY/ NON SELF RELIANT	YES

(C) SEATING ACCOMMODATIONS AND RESTRICTIONS

- (1) PASSENGERS WITH A DISABILITY REQUIRED SPECIAL SEATING ACCOMMODATION FOR TRAVEL ON SN OPERATED FLIGHTS AND WHO DO NOT PRE-SELECT THEIR SEAT UPON MAKING A RESERVATION MUST CONTACT AN SN RESERVATIONS CENTER.
- (2) PASSENGERS WITH A DISABILITY REQUIRING SPECIAL SEATING ACCOMMODATION FOR TRAVEL ON SN CODED FLIGHTS OPERATED BY ANOTHER CARRIER MUST EITHER CONTACT SN RESERVATION CENTER OR THE OPERATING CARRIER DIRECTLY.
- (3) PASSENGERS WITH A DISABILITY WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROW.

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- (4) SERVICE TO DISABLED  
BRUSSELS AIRLINES 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 ADVISING SN AS TO THE NATURE OF DISABILITY AND ASSISTANCE REQUIRED, SO THAT ARRANGEMENTS CAN BE MADE, AND WILL MAKE REASONABLE EFFORTS TO ACCOMMODATE REQUESTS NOT MADE WITHIN THE TIME LIMIT. SERVICES TO BE PROVIDED UPON REQUEST INCLUDE:
- (A) ASSISTANCE WITH REGISTRATION AT THE CHECK IN COUNTER
  - (B) ASSISTANCE IN PROCEEDING TO THE BOARDING AREA
  - (C) ASSISTANCE IN BOARDING AND DEBOARDING AND TRANSFER AT THE AIRPORT.
  - (D) ASSISTANCE IN MOVING TO AND FROM THE AIRCRAFT LAVATORY (NO ASSISTANCE IN THE TOILET, NO LIFTING INTO THE TOILET SEAT)
  - (E) ASSISTANCE IN TRANSFERRING BETWEEN MOBILITY AID AND THE PASSENGER SEAT WITH O/B WCH BUT NO LIFTING.
- (5) MEDICAL CLEARANCE  
CARRIER RESERVES THE RIGHT TO REQUIRE A MEDICAL CLEARANCE FROM THE COMPANY MEDICAL AUTHORITIES IF TRAVEL INVOLVES ANY UNUSUAL RISK TO THE PASSENGER OR TO OTHER PERSONS (INCLUDING, IN CASES OF PREGNANT PASSENGERS, NEWBORN CHILDREN).
- (D) ACCEPTANCE OF MOBILITY AIDS  
IN ADDITION TO THE REGULAR FREE BAGGAGE ALLOWANCE PROVIDED IN RULE 115 CARRIER WILL ACCEPT THE FOLLOWING ITEMS WHICH MUST BE STOWED IN THE BAGGAGE COMPARTMENT:
- (1) MANUALLY OPERATED WHEELCHAIRS AND WALKERS.
  - (2) WHEELCHAIRS WITH NONSPILLABLE BATTERIES WITH TERMINALS DISCONNECTED AND SECURELY FASTENED TO THE WHEELCHAIR.
  - (3) CRUTCHES AND CANES MAY BE RETAINED IN THE PASSENGER'S CUSTODY PROVIDED THEY ARE STOWED IN ACCORDANCE WITH CARRIER'S SAFETY REGULATIONS.
  - (4) WHEELCHAIRS WITH SPILLABLE WET CELL BATTERIES MUST BE LOADED, STOWED, SECURED AND LOADED IN AN UPRIGHT POSITION. THE BATTERY MUST BE DISCONNECTED. THE BATTERY TERMINALS MUST BE INSULATED TO PREVENT ACCIDENTAL SHORT CIRCUITS AND THE BATTERY MUST BE SECURELY FASTENED TO THE WHEELCHAIR.
  - (5) PERSONS NEEDING THE USE OF ELECTRICALLY POWERED MEDICAL EQUIPMENT WILL BE ACCEPTED AS MEDICAL CASES AND THUS SUBJECT TO MEDICAL CLEARANCE BY THE COMPANY MEDICAL AUTHORITIES.
  - (6) CONTINUOUS POSITIVE AIR WAY PRESSURE (CPAP) ELECTRICALLY DRIVEN INHALATORS USE OF SUCH EQUIPMENT IS TECHNICALLY LIMITED AND IS SUBJECT TO SAFETY CLEARANCE BY THE RELEVANT TECHNICAL DEPARTMENTS VIA THE RESPECTIVE COORDINATING DEPARTMENTS. SUCH EQUIPMENT MAY ONLY BE USED ON POINTS-TO-POINT FLIGHTS OR ON-LINE TRANSFER FLIGHTS.
  - (7) PASSENGERS DEPENDENT ON KIDNEY DIALYSIS MACHINES

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OR CAPD (CONTINUOUSLY AMBULATORY PERITONEAL DIALYSIS) REQUIRING BAGS WITH DIALYSIS SOLUTION, CAN CHECK IN THESE ITEMS FREE OF CHARGE (MAXIMUM 20KGS). IN ADDITION A KIDNEY DIALYSIS MACHINE (APPROXIMATE MEASUREMENTS 80X60X40CM) CAN IF NEEDED ALSO BE CARRIED FREE OF CHARGE (IN CABIN OR IN HOLD WHICHEVER IS APPLICABLE/POSSIBLE). USE ON BOARD IS NOT PERMITTED.

- (8) MEDICAL EQUIPMENT OVER 20 KG NEED TO BE CLEARED BY BRUSSELS MEDICAL SERVICES.
- (9) A BATTERY OPERATED FAA APPROVED PORTABLE OXYGEN CONCENTRATOR (POC) IS ACCEPTED. PASSENGER HAS TO BRING A SUFFICIENT NUMBER OF EXTRA BATTERIES FOR 150 PERCENT OF THE ENTIRE JOURNEY. EACH BATTERY MUST BE PACKED SEPARATELY IN A CONTAINER DUE TO RISK OF SHORTCUT.
- (E) CARRIER IS NOT LIABLE FOR ITS REFUSAL TO TRANSPORT ANY PASSENGER OR FOR ITS REMOVAL OF ANY PASSENGER IN ACCORDANCE WITH THE PRECEDING PARAGRAPHS OF THIS RULE, BUT SUCH CARRIER WILL, AT THE REQUEST OF THE PASSENGER, REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS-INVOLUNTARY).
- (F) APPLICABLE RULES  
THE FOLLOWING RULES ARE APPLICABLE:  
RULE 55 (LIABILITY OF CARRIERS)  
RULE 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS)  
RULE 85 (SCHEDULE, DELAYS AND CANCELLATIONS)  
RULE 87 (DENIED BOARDING COMPENSATION)  
RULE 90 (REFUNDS-INVOLUNTARY)

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## Rule 24 Carriage of Children

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FOR THE PURPOSES OF THE PRESENT RULE, A MINOR MEANS A PERSON WHO HAS NOT REACHED HIS/HER 18TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

(A) ACCOMPANIED

CHILDREN ARE ACCEPTED FOR TRANSPORTATION WHEN ACCOMPANIED ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT BY A PASSENGER AT LEAST 12 YEARS OF AGE. ONLY ONE INFANT WILL BE ACCEPTED FOR CARRIAGE WITH EACH FARE PAYING PASSENGER AT LEAST 15 YEARS OF AGE OCCUPYING THE SAME OR ADJACENT SEAT OCCUPIED BY THE INFANT.

(B) UNACCOMPANIED

MINORS NOT ACCOMPANIED ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT BY A PASSENGER 12 YEARS OF AGE OR OVER ARE ACCEPTED FOR TRANSPORTATION ONLY UNDER THE FOLLOWING CONDITIONS:

AGE OF MINOR AT LAST BIRTHDAY UNDER 5 YEARS OF AGE VIA ALL CLASSES OF SERVICE NOT ACCEPTED UNDER ANY CONDITIONS.

5 TO 11 YEARS AGE

UNACCOMPANIED MINOR SERVICE IS MANDATORY. ACCEPTED ONLY FOR TRANSPORTATION ON SN-OPERATED FLIGHTS IN EITHER ECONOMY OR BUSINESS CLASS.

12 TO 17 YEARS OF AGE

UNACCOMPANIED MINOR SERVICE IS AVAILABLE UPON REQUEST BUT IS NOT MANDATORY.

(C) FARE

THE FARE APPLICABLE TO THE TRANSPORTATION OF CHILDREN IS THE APPLICABLE PUBLISHED FARE. FARES APPLICABLE TO UNACCOMPANIED MINORS ARE AS FOLLOWS:

UNACCOMPANIED CHILDREN 5 THROUGH 11 YEARS OLD:

APPLICABLE ADULT FARE.

UNACCOMPANIED MINORS 12 THROUGH 17 YEARS OLD:

APPLICABLE ADULT FARE.

A CHARGE WILL BE APPLIED FOR MANDATORY SERVICE PROVIDED TO ACCOMPANY CHILDREN 5 THROUGH 11 YEARS OLD AND WHEN REQUESTED FOR MINORS 12 THROUGH 17 YEARS OLD. UNACCOMPANIED MINOR SERVICE CHARGE FROM CANADA WILL BE CHARGED ON A PER FLIGHT/SECTOR BASIS AS FOLLOWS:

SECTOR/FIGHT	CHF	EUR	CAD/USD
EUROPEAN/DOMESTIC SECTORS	50	40	60
INTERNATIONAL SECTORS	100	80	120

FOR EXAMPLE A YUL-BRU-ROM WILL BE CHARGED AT A TOTAL OF CAD 180 I.E. YUL-BRU CAD 120 PLUS BRU-ROM CAD 60.

A YUL-BRU-TLV WILL BE CHARGED AT A TOTAL OF CAD 240 I.E. YUL-BRU CAD 120 PLUS BRU-TLV CAD 120.

THE FEE IS CHARGED PER UNACCOMPANIED CHILD SEPARATELY AND NOT PER PARTY OF UNACCOMPANIED CHILDREN TRAVELLING TOGETHER.

INFANTS OCCUPYING A SEAT:

THE FARE FOR INFANTS OCCUPYING A SEAT WILL BE 100% OF

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THE APPLICABLE ADULT FARE.

FOR THE PURPOSES OF THE PRESENT RULE, A MINOR MEANS A PERSON WHO HAS NOT REACHED HIS/HER 18TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

- (D) UNACCOMPANIED MINOR ACCEPTANCE SERVICE
- (1) THE ENTIRE JOURNEY MUST BE CONFIRMED AT TIME OF TICKET ISSUANCE.
  - (2) FOR ROUTINGS WHERE OTHER AIRLINES ARE INVOLVED, THE UNACCOMPANIED MINOR IS ONLY ACCEPTED TO SN IF THE ENTIRE TRIP IS IN ONE (1) TICKET. UNACCOMPANIED MINORS TRAVELLING ON SEPARATE TICKETS ARE NOT ACCEPTED DUE TO THE CONNECTION NOT BEING SECURED IN CASE OF DELAY.
  - (3) REGISTRATION FOR THE UNACCOMPANIED MINOR SERVICE MUST BE MADE AT LEAST 24 HOURS PRIOR TO DEPARTURE.
  - (4) THE MINOR MUST BE BROUGHT TO THE AIRPORT OF DEPARTURE BY A PARENT OR RESPONSIBLE ADULT WHO REMAINS WITH THE MINOR UNTIL CARRIER STARTS PROVIDING SUPERVISION, AND WHO MUST FURNISH THE CARRIER WITH SATISFACTORY EVIDENCE THAT THE MINOR WILL BE MET BY ANOTHER PARENT OR RESPONSIBLE ADULT SHOWING PHOTO IDENTIFICATION, UPON DEPLANING AT HIS/HER DESTINATION. CHILDREN OF AGES 5 TO 11 ARE NOT ACCEPTED IF THE FLIGHT ON WHICH THE CHILD HOLDS A RESERVATION IS EXPECTED TO TERMINATE SHORT OF, OR BYPASS HIS DESTINATION.
  - (5) ALL NECESSARY TRAVEL DOCUMENTS ARE ARRANGED.
  - (6) THE ABOVE PERSONS COMPLETE AND SIGN THE SN HANDLING ADVICE FOR UNACCOMPANIED MINORS WHICH CAN BE OBTAINED ON CARRIER'S WEB SITE [WWW.BRUSSELSAIRLINES.COM](http://WWW.BRUSSELSAIRLINES.COM) OR AT THE AIRPORT TICKET COUNTER PRIOR TO CHECK-IN.
  - (7) NIGHT STOPS ARE ONLY ALLOWED IF THE PARENTS OR LEGAL GUARDIANS HAVE MADE ARRANGEMENTS FOR THE MINOR AT THE LAYOVER AIRPORT TO BE MET ON ARRIVAL AND ESCORTED ON DEPARTURE BY AN ADULT.
  - (8) CARRIER WILL PROVIDE SUPERVISION FOR THE MINOR FROM THE TIME OF BOARDING OR CHECK-IN, WHERE APPLICABLE, UNTIL THE MINOR IS MET AT DESTINATION BY A PARENT OR A RESPONSIBLE ADULT SHOWING PHOTO IDENTIFICATION, AS IDENTIFIED ON THE ABOVE PARAGRAPH.
  - (9) MEDICAL CONDITIONS  
CHILDREN WITH MEDICAL CONDITIONS MAY NOT BE ACCEPTED FOR TRAVEL AS UNACCOMPANIED MINORS. MEDICAL APPROVAL FROM THE CARRIER'S MEDICAL SERVICE IS REQUIRED FOR ANY UNACCOMPANIED MINOR SERVICE TO BE OFFERED TO A MINOR WITH A MEDICAL CONDITION INCLUDING CUSTOMERS WITH DISABILITIES SEE RULE 21.
- (E) RESPONSIBILITY OF CARRIER  
LIMITED RESPONSIBILITIES OF CARRIER WITH THE EXCEPTION OF THE SERVICE SPECIFICALLY PROVIDED TO AN UNACCOMPANIED MINOR IN THIS RULE, CARRIER WILL NOT ASSUME ANY FINANCIAL OR GUARDIANSHIP RESPONSIBILITIES FOR UNACCOMPANIED MINOR BEYOND THOSE APPLICABLE TO AN ADULT PASSENGER.



Rule 25 Refusal To Transport - Limitation of Carrier  
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- (A) REFUSAL CANCELLATION OR REMOVAL  
CARRIER WILL REFUSE TO CARRY, CANCEL THE RESERVED SPACE OF, OR REMOVE EN ROUTE ANY PASSENGER FOR ANY OF THE FOLLOWING REASONS:
- (1) WHEN SUCH ACTION IS NECESSARY FOR REASONS OF SAFETY;
  - (2) WHEN SUCH ACTION IS NECESSARY TO PREVENT VIOLATION OF ANY APPLICABLE LAWS, REGULATIONS, OR ORDERS OF ANY STATE OR COUNTRY TO BE FLOWN FROM, INTO OR OVER;
- (B) IMMIGRATION OR OTHER SIMILAR CONSIDERATIONS WHEN THE PASSENGER IS TO TRAVEL ACROSS ANY INTERNATIONAL BOUNDARY, IF:
- (1) THE TRAVEL DOCUMENTS OF SUCH PASSENGER ARE NOT IN ORDER;
  - (2) FOR ANY REASON, SUCH PASSENGER'S EMBARKATION FROM, TRANSIT THROUGH, OR ENTRY INTO ANY COUNTRY FROM, THROUGH, OR TO WHICH SUCH PASSENGER DESIRES TRANSPORTATION WOULD BE UNLAWFUL;
  - (3) WHEN THE PASSENGER FAILS OR REFUSED TO COMPLY WITH THE RULES AND REGULATIONS OF THE CARRIER.
  - (4) WHEN THE PASSENGER REFUSED TO PERMIT SECURITY CHECK AND/OR SEARCH OF HIS PERSON OR PROPERTY FOR EXPLOSIVES OR A CONCEALED, DEADLY OR DANGEROUS WEAPON OR ARTICLE.
- (C) PASSENGER'S CONDITION
- (1) WHEN THE PASSENGER'S MENTAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIS/HER INCAPABLE OF CARING FOR HIMSELF/HERSELF WITHOUT ASSISTANCE OR MEDICAL TREATMENT EN ROUTE UNLESS:
    - (A) HE/SHE IS ACCOMPANIED BY A TICKETED ATTENDANT WHO WILL BE RESPONSIBLE FOR CARING FOR HIM EN ROUTE, AND
    - (B) WITH THE CARE OF SUCH ATTENDANT HE/SHE WILL NOT REQUIRE UNREASONABLE ATTENTION OF ASSISTANCE FROM CARRIER PERSONNEL.
    - (C) HE/SHE COMPLIES WITH REQUIREMENTS OF RULE 21, WHERE APPLICABLE.  
EXCEPTION: (FOR TRANSPORTATION TO/FROM CANADA) CARRIER WILL ACCEPT THE DETERMINATION OF A PERSON WITH DISABILITY AS TO SELF-RELIANCE (SEE RULE 21).
  - (2) WHEN THE PASSENGER HAS AN OBVIOUS CONTAGIOUS DISEASE; OR
  - (3) WHEN THE PASSENGER HAS AN OFFENSIVE ODOR (FOR EXAMPLE, SUCH AS FROM A DRAINING WOUND).
  - (4) WHEN THE PASSENGER APPEARS TO BE MENTALLY DERANGED OR MENTALLY INCAPACITATED. HOWEVER, THE CARRIER WILL ACCEPT ESCORTED MENTAL PATIENTS UNDER THE FOLLOWING CONDITIONS:
    - (A) THE REQUESTING MEDICAL AUTHORITY FURNISHES ASSURANCE, IN WRITING, THAT AN ESCORTED

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- (B) MENTAL PATIENT CAN BE TRANSPORTED SAFELY.  
ONLY ONE ESCORTED MENTAL PATIENT WILL BE PERMITTED ON A FLIGHT. (FOR EXTRA ESCORTED MENTAL PATIENT ON SAME FLIGHT, PLEASE CONTACT MEDICAL ASSISTANCE COORDINATION SERVICE).
  - (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.
- (5) WHEN CARRIER DETERMINES, IN GOOD FAITH AND USING ITS REASONABLE DISCRETION, THAT PASSENGER'S MEDICAL CONDITION IS SUCH THAT AIR TRAVEL RISKS CAUSING AGGRAVATION TO SAID CONDITION AND/OR MAY CAUSE PASSENGER TO REQUIRE URGENT MEDICAL ATTENTION AND/OR TO INCOMMODATE OTHER PASSENGERS. IN SUCH CIRCUMSTANCES, CARRIER IS ENTITLED TO REQUIRE THAT PASSENGERS PROVIDE A MEDICAL CERTIFICATE THAT WILL NEED TO BE ACCEPTED AND CLEARED BY COMPANY MEDICAL OFFICERS AS A CONDITION TO HIS/HER ACCEPTANCE FOR SUBSEQUENT TRAVEL.
- (D) METHOD OF PAYMENT  
WHEN THE CARRIER HAS REASONABLE GROUNDS TO BELIEVE THAT A TICKET WAS ACQUIRED FRAUDULENTLY, INCLUDING THROUGH THE UNAUTHORIZED OR ILLEGITIMATE USE OF A CREDIT CARD.
- (E) FLIGHT COUPON USE AND SEQUENCE  
WHEN THE PASSENGER HAS FAILED TO COMPLY WITH THE REQUIREMENTS OF RULE 65 REGARDING TICKET FLIGHT COUPON SEQUENCE AND USE OR PASSENGER PRESENTS A TICKET WHICH HAS NOT BEEN ISSUED OR MODIFIED BY SN OR SN AUTHORIZED AGENTS OR THE TICKET IS MUTILATED.
- (F) PROHIBITED CONDUCT  
WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, 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 ABOARD THE AIRCRAFT; OR THE SAFE AND ADEQUATE FLIGHT OPERATIONS:
- (1) THE PERSON, IN THE REASONABLE JUDGEMENT OF A RESPONSIBLE CARRIER EMPLOYEE, IS UNDER THE INFLUENCE OF INTOXICATING LIQUORS OR DRUGS (EXCEPT A MEDICAL PATIENT UNDER PROPER CARE);
  - (2) THE PERSON'S CONDUCT, OR CONDITION IS OR HAS BEEN KNOWN TO BE ABUSIVE, OFFENSIVE, THREATENING, INTIMIDATING, VIOLENT, OR OTHERWISE DISORDERLY, AND IN THE REASONABLE JUDGMENT OF A RESPONSIBLE CARRIER EMPLOYEE THERE IS A POSSIBILITY THAT SUCH PASSENGER 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 DUTIES ABOARD CARRIER'S AIRCRAFT, OR OTHERWISE JEOPARDIZE SAFE AND ADEQUATE FLIGHT OPERATIONS;
  - (3) THE PERSON'S CONDUCT INVOLVES ANY UNUSUAL HAZARD OR RISK TO SELF OR TO OTHER PERSONS (INCLUDING, IN

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- CASES OF PREGNANT PASSENGERS, UNBORN CHILDREN) OR TO PROPERTY;
- (4) THE PERSON FAILS TO OBSERVE THE INSTRUCTIONS OF CARRIER AND ITS EMPLOYEES, INCLUDING INSTRUCTIONS TO CEASE PROHIBITED CONDUCT;
  - (5) THE PERSON IS UNABLE/UNWILLING TO SIT IN THE SEAT WITH THE SEATBELT FASTENED;
  - (6) THE PERSON SMOKES OR ATTEMPTS TO SMOKE IN THE AIRCRAFT;
  - (7) THE PERSON USES OR CONTINUES TO USE A CELLULAR TELEPHONE, A LAPTOP COMPUTER OR AN ELECTRONIC DEVICE ON BOARD THE AIRCRAFT AFTER BEING ADVISED.
  - (8) THE PERSON IS BAREFOOT;
  - (9) THE PERSON IS WEARING OR HAS ON OR ABOUT THEIR PERSON CONCEALED OR UNCONCEALED DEADLY OR DANGEROUS WEAPONS; PROVIDED, HOWEVER, THAT CARRIER WILL CARRY PASSENGERS WHO MEET THE QUALIFICATIONS AND CONDITIONS ESTABLISHED IN F.A.R. 108.00;
  - (10) THE PERSON IS MANACLED AND IN CUSTODY OF LAW ENFORCEMENT PERSONNEL;
  - (11) THE PERSON HAS RESISTED OR MAY REASONABLY BE BELIEVED TO BE CAPABLE OF RESISTING ESCORTS.

(G) SANCTIONS

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:

- (1) REMOVAL OF THE PASSENGER AT ANY POINT;
- (2) PROBATION, 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 SAID 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'S CONTINUED COMPLIANCE IN CONTINUED AVOIDANCE OF PROHIBITED CONDUCT, AND
- (3) REFUSE TO TRANSPORT THE PASSENGER, THE LENGTH OF SUCH REFUSALS TO TRANSPORT MAY RANGE FROM A ONE-TIME TO AN INDEFINITE UP TO LIFETIME BAN. THE LENGTH OF THE REFUSAL PERIOD WILL BE IN THE CARRIER'S REASONABLE DISCRETION AND WILL BE FOR A PERIOD COMMENSURATE WITH 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 THE OTHER PASSENGERS OR CREW; THE UNHINDERED PERFORMANCE OF THE CREW MEMBERS IN THEIR DUTY ABOARD THE AIRCRAFT; OR THE SAFE AND ADEQUATE FLIGHT OPERATIONS. THE FOLLOWING CONDUCT WILL AUTOMATICALLY RESULT IN AN INDEFINITE BAN, UP TO LIFETIME BAN:
  - (A) THE PERSON CONTINUES TO INTERFERE WITH THE PERFORMANCE OF A CREW MEMBER'S DUTIES NOTWITHSTANDING VERBAL WARNINGS BY THE CREW TO STOP SUCH BEHAVIOR;

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- (B) THE PERSON INJURES OR SUBJECTS TO A CREDIBLE THREAT OF INJURY A CREW MEMBER OR OTHER PASSENGER;
- (C) THE PERSON HAS A CONDUCT THAT REQUIRES AN UNSCHEDULED LANDING AND/OR THE USE OF RESTRAINTS SUCH AS TIES OR HANDCUFFS;
- (D) THE PERSON REPEATS A PROHIBITED CONDUCT AFTER RECEIVING A NOTICE OF PROBATION AS MENTIONED IN (2) ABOVE;

THESE REMEDIES ARE WITHOUT PREJUDICE TO CARRIER'S OTHER RIGHTS AND RECOURSES, NAMELY TO SEEK RECOVERY OF ANY DAMAGE RESULTING FROM THE PROHIBITED CONDUCT OR AS OTHERWISE PROVIDED IN THE CARRIER'S TARIFFS, THE

FILING OF CRIMINAL OR STATUTORY CHARGES.

- (H) RECOURSE OF THE PASSENGER/LIMITATION OF LIABILITY 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 OR IN RULE 21 SHALL BE LIMITED TO THE RECOVERY OF THE REFUND VALUE OF THE UNUSED PORTION OF PASSENGER'S TICKET FROM THE CARRIER SO REFUSING OR REMOVING, AS PROVIDED IN RULE 90(D). A PERSON WHO IS REFUSED CARRIAGE FOR AN INDEFINITE 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 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. CARRIER WILL RESPOND TO THE PASSENGER WITHIN A REASONABLE PERIOD OF TIME PROVIDING CARRIER'S ASSESSMENT AS TO THE NEED OR NOT TO PROLONG THE BAN OR TO MAINTAIN THE PROBATION PERIOD.

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### Rule 30 Ground Transfer Service

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(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 FOR SUCH GROUND TRANSFER SERVICE SHALL IN NO WAY MAKE CARRIER LIABLE FOR THE ACTS OF OMISSIONS OF SUCH AN INDEPENDENT OPERATOR. IN CASES WHERE A CARRIER MAINTAINS AND OPERATES FOR IT 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 1  
GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.

(C) AT POINTS IN AREA 2 AND AREA 3  
GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS IS NOT INCLUDED IN THE FARE.

Rule 35 Passengers Expenses En Route

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- (A) INFLIGHT SERVICES  
MEALS  
MEALS, IF SERVED, WILL BE FREE OF CHARGE, UNLESS OTHERWISE SPECIFIED IN THE PUBLISHED TARIFFS OF CARRIER.
- (B) EN ROUTE GROUND SERVICES
- (1) HOTEL ACCOMMODATIONS AND OTHER SERVICES
- (A) WHEN REQUESTED BY PASSENGER, CARRIER'S REPRESENTATIVES WILL MAKE APPLICATION ON THEIR BEHALF FOR HOTEL RESERVATIONS, BUT THE AVAILABILITY THEREOF IS NOT GUARANTEED. ALL EXPENSES INCURRED BY CARRIER OR ITS REPRESENTATIVES IN ARRANGING, OR ATTEMPTING TO ARRANGE, FOR RESERVATIONS WILL BE CHARGEABLE TO PASSENGERS, EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF.
- (B) 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 ACCOMMODATION MAY BE BORNE BY CARRIER.
- (2) IF FOOD IS PROVIDED, IT IS PROVIDED AT NO CHARGE.
- EXCEPTION 1: THIS RULE DOES NOT APPLY AT CONNECTING POINTS IN THE U.S.A. OR CANADA FOR PASSENGERS ORIGINATING IN, DESTINED TO OR HAVING THEIR POINT OF TURNAROUND IN THAT AREA.
- EXCEPTION 2: EASTBOUND ACROSS THE ATLANTIC, THIS RULE APPLIES ONLY TO PASSENGERS MAKING SAME DAY CONNECTIONS WHERE THE TIME BETWEEN ARRIVAL AND SCHEDULED DEPARTURE ON THE CONNECTING SERVICE IS IN EXCESS OF SIX HOURS. THIS PROVISION ONLY APPLIES TO PASSENGERS TRAVELLING AT NORMAL FARES AS PUBLISHED IN THIS TARIFF.
- NOTE: FOR THE PURPOSE OF THIS RULE, CONNECTING POINT MEANS A POINT TO WHICH A PASSENGER HOLDS SPACE ON A FLIGHT OF ONE CARRIER AND OUT OF WHICH THE PASSENGER HOLDS CONFIRMED SPACE ON A FLIGHT OF THE SAME OR ANOTHER CARRIER. ALL AIRPORTS THROUGH WHICH A CITY IS SERVED BY ANY CARRIER SHALL BE DEEMED TO BE A SINGLE CONNECTING POINT WHEN THE RECEIVING CARRIER HAS

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CONFIRMED RESERVATIONS TO  
THE DELIVERY 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

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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.



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Rule 43 International Surcharge (Applicable to/from Canada only)  
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- (A) THE SURCHARGE WILL BE COLLECTED AT POINT OF SALE, IS APPLICABLE TO ALL PASSENGERS ON ALL FARE TYPES, WILL APPLY IN ADDITION TO ALL OTHER CHARGES AND IS NOT SUBJECT TO ANY DISCOUNT.
- (B) THE SURCHARGE APPLIES ON TICKETS OF BRUSSELS AIRLINES OR ANY INTERLINING CARRIER'S TICKET.
- (C) THE TOTAL AMOUNT COLLECTED SHALL BE ENTERED IN THE TAX/FEE/CHARGE BOX OF THE TICKET UNDER CODE "YQ".
- (D) THE SURCHARGE IS NOT COMMISSIONABLE.
- (E) REFUNDS APPLY FOR UNUSED TICKETS.
- (F) THE SURCHARGE WILL NOT APPLY TO THE FOLLOWING:
  - (1) SN FLIGHT NUMBERS OPERATED BY GROUND TRANSPORTATION (BUSES AND TRAINS)
  - (2) INFANTS TO ISRAEL ONLY.
  - (3) SN INDUSTRY DISCOUNTED (ID) TICKETS.

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

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- (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.
- (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.

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Rule 50 Preplanned Oxygen Service

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CARRIER WILL PROVIDE ONLINE IN-FLIGHT OXYGEN SERVICE ON ALL FLIGHTS SUBJECT TO THE FOLLOWING CONDITIONS:

- (A) PASSENGERS WILL BE REQUIRED TO GIVE CARRIER'S AT LEAST 72 HOURS NOTICE THAT IN-FLIGHT OXYGEN WILL BE NEEDED. IT WILL BE THE PASSENGER'S RESPONSIBILITY TO MAKE ARRANGEMENTS FOR OXYGEN SERVICE VIA OTHER CARRIERS INVOLVED IN INTERLINE TRANSPORTATION, IF REQUIRED.
- (B) PASSENGERS ATTENDING PHYSICIAN MUST OBTAIN THE APPROVAL OF THE CARRIER'S MEDICAL OFFICER AS TO THE PASSENGER'S ABILITY TO TRAVEL AND TO DETERMINE THE RATE OF OXYGEN FLOW TO BE MAINTAINED.
- (C) THE CHARGE FOR PREPLANNED OXYGEN SERVICE WILL BE AS FOLLOWS: EUROPEAN FLIGHTS EUR 175 (OR EQUIVALENT IN LOCAL CURRENCY PER LEG. ALL OTHER FLIGHTS EUR 350 (OR EQUIVALENT IN LOCAL CURRENCY) PER LEG. PLEASE CONTACT MEDICAL ASSISTANCE COORDINATION SERVICE IF OXYGEN IS REQUIRED ADDITIONALLY DURING TRANSIT IN BRUSSELS. (A SUPPLEMENTARY CHARGE OF EUR 175 (OR EQUIVALENT IN LOCAL CURRENCY HAS TO BE COLLECTED.) COLLECTION OF CHARGES IS REQUIRED AT TIME OF RESERVATION BY MEANS OF A CREDIT CARD. IF NO CREDIT CARD IS AVAILABLE PASSENGER OR FAMILY MEMBER MUST CONTACT THE NEAREST SN OFFICE, OR SN AIR TRAVEL OFFICE.
- (D) A PASSENGER REQUIRING OXYGEN IS PERMITTED TO TRAVEL UNACCOMPANIED ON THE CARRIER'S ONLINE SERVICES. WHEN OXYGEN IS ALSO REQUIRED AT AIRPORTS (BOARDING, CONNECTING AND UPON ARRIVAL), THE PASSENGER IS RESPONSIBLE TO MAKE THOSE ARRANGEMENT SEPARATELY.
- (E) PRIVATE OXYGEN BOTTLES ARE NOT ALLOWED FOR TRANSPORTATION IN THE CABIN AN SN AIRCRAFT. IF BOTTLES ARE CARRIED THEY MAY ONLY BE ACCEPTED AS CARGO.

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## Rule 55 Liability of Carriers

Issued: October 26, 2019

Effective: October 27, 2019

- (A) SUCCESSIVE CARRIERS  
CARRIAGE TO BE PERFORMED UNDER ONE TICKET OR UNDER A TICKET AND ANY CONJUNCTION TICKET ISSUED IN CONNECTION THEREWITH BY SEVERAL SUCCESSIVE CARRIERS IS REGARDED AS A SINGLE OPERATION.
- (B) LAWS AND PROVISIONS APPLICABLE
  - (1) CARRIAGE HEREUNDER IS SUBJECT TO THE RULES AND LIMITATIONS RELATING TO LIABILITY ESTABLISHED BY THE MONTREAL OR WARSAW CONVENTION (RULE 1 (DEFINITIONS HEREIN) AS APPLICABLE, UNLESS SUCH CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED BY THE RELEVANT CONVENTION (RULE 1 DEFINITIONS HEREIN). THE MONTREAL CONVENTION APPLIES TO RETURN FLIGHTS ORIGINATING IN CANADA, WHERE THERE IS AN AGREED STOPOVER IN ANOTHER COUNTRY, AND TO ONE-WAY FLIGHTS BETWEEN CANADA AND ANOTHER STATE WHICH IS ALSO A PARTY TO THE MONTREAL CONVENTION. THE WARSAW CONVENTION APPLIES IN OTHER CASES OF INTERNATIONAL TRANSPORTATION BY AIR.
  - (2) TO THE EXTENT NOT IN CONFLICT WITH THE PROVISIONS OF PARAGRAPH (1) ABOVE, ALL CARRIAGE UNDER THIS TARIFF AND OTHER SERVICES PERFORMED BY EACH CARRIER ARE SUBJECT TO:
    - (A) APPLICABLE LAWS (INCLUDING NATIONAL LAWS IMPLEMENTING THE CONVENTION OR EXTENDING THE RULES OF THE CONVENTION TO CARRIER WHICH IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION), GOVERNMENT REGULATIONS, ORDERS AND REQUIREMENTS.
    - (B) PROVISIONS SET FORTH IN THE PASSENGER'S TICKET.
    - (C) APPLICABLE TARIFFS, AND
    - (D) EXCEPT IN TRANSPORTATION BETWEEN A PLACE IN THE UNITED STATES AND ANY PLACE OUTSIDE THEREOF, AND ALSO BETWEEN A PLACE IN CANADA AND ANY PLACE OUTSIDE THEREOF, CONDITIONS OF CARRIAGE, REGULATIONS AND TIMETABLES (BUT NOT THE TIMES OF DEPARTURE AND ARRIVAL THEREIN SPECIFIED) OF CARRIER, WHICH MAY BE INSPECTED AT ANY OF ITS OFFICES AND AT AIRPORTS FROM WHICH IT OPERATES REGULAR SERVICES.
  - (3) CARRIER'S NAME MAY BE ABBREVIATED IN THE TICKET AND CARRIER'S ADDRESS SHALL BE THE AIRPORT OF DEPARTURE SHOWN OPPOSITE THE FIRST ABBREVIATION OF CARRIER'S NAME IN THE TICKET; AND FOR THE PURPOSE OF THE CONVENTION, THE AGREED STOPPING PLACES ARE THOSE PLACES, EXCEPT THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION SET FORTH IN THE TICKET AND ANY CONJUNCTION TICKET ISSUED THEREWITH OR AS SHOWN IN CARRIER'S TIMETABLE AS SCHEDULED STOPPING PLACES ON THE PASSENGER'S ROUTE. A LIST GIVING

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THE FULL NAME AND ITS ABBREVIATIONS OF EACH CARRIER CONCURRING IN THIS TARIFF IS SET FORTH HEREIN.

- (4) FOR THE PURPOSE OF INTERNATIONAL CARRIAGE GOVERNED BY THE MONTREAL CONVENTION, THE LIABILITY RULES SET OUT IN THE MONTREAL CONVENTION ARE FULLY INCORPORATED HEREIN AND SHALL SUPERSEDE AND PREVAIL OVER ANY PROVISIONS OF THIS TARIFF WHICH MAY BE INCONSISTENT WITH THOSE RULES.
- (C) RULES COMMON TO BOTH MONTREAL AND WARSAW CONVENTION CLAIMS
- (1) LIABILITY
- (A) CARRIER SHALL NOT BE LIABLE IN ANY EVENT FOR ANY CONSEQUENTIAL OR SPECIAL DAMAGE ARISING FROM CARRIAGE SUBJECT TO THIS TARIFF, WHETHER OR NOT CARRIER HAD KNOWLEDGE THAT SUCH DAMAGES MIGHT BE INCURRED.
- (B) WHENEVER THE LIABILITY OF CARRIER IS EXCLUDED OR LIMITED UNDER THESE CONDITIONS, SUCH EXCLUSION OR LIMITATION SHALL APPLY TO AGENTS, SERVANTS OR REPRESENTATIVES OF THE CARRIER AND ALSO ANY CARRIER WHOSE AIRCRAFT IS USED FOR CARRIAGE AND ITS AGENTS, SERVANTS OR REPRESENTATIVES.
- (C) NO CARRIER SHALL BE LIABLE FOR THE DELAY OF A PASSENGER, OR THE LOSS, DAMAGE OR DELAY OF UNCHECKED BAGGAGE, NOT OCCURRING ON ITS OWN LINE; AND NO CARRIER SHALL BE LIABLE FOR THE LOSS, DAMAGE OR DELAY OF CHECKED BAGGAGE NOT OCCURRING ON ITS OWN LINE, EXCEPT THAT THE PASSENGER SHALL HAVE A RIGHT OF ACTION FOR SUCH LOSS, DAMAGE OR DELAY ON THE TERMS HEREIN PROVIDED AGAINST THE FIRST CARRIER OR THE LAST CARRIER UNDER THE AGREEMENT TO CARRY.
- (D) THE OWNER OF A PET SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL GOVERNMENTAL REGULATIONS AND RESTRICTIONS, INCLUDING PROVIDING VALID HEALTH AND RABIES VACCINATION CERTIFICATES WHEN REQUIRED. CARRIER WILL NOT BE LIABLE FOR LOSS OR EXPENSES DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH PROVISION, NOR WILL IT BE RESPONSIBLE IF ANY PET IS REFUSED PASSAGE INTO OR THROUGH ANY COUNTRY, STATE OR TERRITORY.
- (2) OVERRIDING LAW, MODIFICATION AND WAIVER
- (A) OVERRIDING LAW  
INSOFAR AS ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF MAY BE CONTRARY TO MANDATORY LAW, GOVERNMENT REGULATIONS, ORDERS OR REQUIREMENTS, SUCH PROVISION SHALL REMAIN APPLICABLE TO THE EXTENT THAT IT IS NOT OVERRIDDEN THEREBY THE INVALIDITY OF ANY PROVISION SHALL NOT AFFECT ANY OTHER PART.
- (B) MODIFICATION AND WAIVER  
NO AGENT, SERVANT OR REPRESENTATIVE OF CARRIER HAS AUTHORITY TO ALTER, MODIFY OR

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WAIVE ANY PROVISIONS OF THE CONTRACT OF  
CARRIAGE OR OF THIS TARIFF.

(D) LIMITATION OF LIABILITY RULES UNDER THE MONTREAL  
CONVENTION EXCEPT AS THE CONVENTION OR OTHER APPLICABLE  
LAW MAY OTHERWISE REQUIRE:

(1) GENERAL PROVISIONS

THE CARRIER'S LIABILITY SHALL BE DETERMINED BY THE  
GENERAL CONDITIONS OF CARRIAGE OF THE CARRIER THAT  
ISSUED THE TICKET, EXCEPT AS OTHERWISE PROVIDED  
FOR AND BROUGHT TO THE PASSENGER'S ATTENTION. IF  
THE CARRIER'S LIABILITY IS TRIGGERED, IT WILL BE  
TRIGGERED UNDER THE FOLLOWING CONDITIONS:

(A) CARRIAGE PERFORMED UNDER THESE GENERAL  
CONDITIONS OF CARRIAGE IS SUBJECT TO THE  
LIABILITY RULES LAID DOWN BY THE MONTREAL  
CONVENTION OF MAY 28, 1999, AND REGULATION  
(EC) NO. 889/2002 OF THE EUROPEAN PARLIAMENT  
AND OF THE COUNCIL OF MAY 13, 2002 AMENDING  
COUNCIL REGULATION (EC) NO. 2027/97 OF  
OCTOBER 9, 1997 ON AIR CARRIER LIABILITY IN  
THE EVENT OF ACCIDENTS, AS REGARDS THE  
CARRIAGE OF PASSENGERS AND THEIR BAGGAGE, AS  
WELL AS, WHERE APPLICABLE, THE IATA  
AGREEMENTS.

(B) THE CARRIER SHALL BE LIABLE FOR THE HARM  
CAUSED IN THE EVENT OF DEATH OR BODILY INJURY  
PROVIDED THAT THE ACCIDENT THAT CAUSED THE  
DEATH OR BODILY INJURY OCCURRED ON BOARD THE  
AIRCRAFT OR DURING ANY EMBARKATION OR  
DEBARKATION OPERATIONS, AS DEFINED BY ARTICLE  
17 OF THE CONVENTION.

(C) TO THE EXTENT THAT THE FOLLOWING PROVISIONS  
DO NOT CONFLICT WITH THE OTHER PROVISIONS IN  
THESE CONDITIONS, AND REGARDLESS OF WHETHER  
OR NOT THE CONVENTION IS APPLICABLE:

(I) THE CARRIER'S LIABILITY IS LIMITED TO  
DAMAGE THAT OCCURRED DURING AIR CARRIAGE  
FOR WHICH ITS DESIGNATOR CODE APPEARS ON  
THE COUPON OR THE TICKET THAT  
CORRESPONDS TO THE FLIGHT. IF THE  
CARRIER ISSUED A TICKET FOR A CARRIAGE  
SERVICE PERFORMED BY ANOTHER CARRIER OR  
IF THE CARRIER CHECKS IN BAGGAGE ON  
BEHALF OF ANOTHER CARRIER, THE CARRIER  
SHALL ONLY ACT AS AN AGENT FOR SAID  
OTHER CARRIER. HOWEVER, REGARDING  
CHECKED BAGGAGE, PASSENGERS ARE ENTITLED  
TO TAKE ACTION AGAINST THE FIRST OR THE  
LAST CARRIER INVOLVED IN THEIR JOURNEY.

(II) THE CARRIER'S LIABILITY CANNOT EXCEED  
THE AMOUNT OF THE PROVEN DIRECT DAMAGE  
AND THE CARRIER SHALL NOT BE LIABLE IN  
ANY WAY FOR ANY CONSEQUENTIAL DAMAGE OR  
ANY FORM OF NON-COMPENSATORY DAMAGE.

(III) THE CARRIER MAY IN NO WAY BE HELD LIABLE  
FOR DAMAGE THE RESULTS FROM COMPLIANCE  
BY THE CARRIER WITH ANY PROVISIONS OF  
THE LAW OR REGULATIONS (LAWS,

- REGULATIONS, DECISIONS, REQUIREMENTS AND PROVISIONS) OR FAILURE TO COMPLY WITH SAID SAME PROVISIONS BY THE PASSENGER.
- (IV) THE CARRIER'S LIABILITY MAY NOT BE TRIGGERED FOR DAMAGE TO UNCHECKED BAGGAGE, UNLESS SUCH DAMAGE IS DIRECTLY CAUSED BY THE CARRIER'S FAULT, OR A FAULT OF ONE OF ITS SERVANTS OR AGENTS, WHICH MUST BE PROVED BY THE PASSENGER CITING SUCH DAMAGE.
  - (V) THE CARRIER IS NOT LIABLE FOR ANY ILLNESS, INJURY OR DISABILITY, INCLUDING THE DEATH OF A PASSENGER CAUSED BY THE PASSENGER'S PHYSICAL CONDITION, NOR FOR ANY AGGRAVATION OF SAID SAME CONDITION.
  - (VI) THE CONTRACT OF CARRIAGE, INCLUDING THESE GENERAL CONDITIONS OF CARRIAGE AND ALL THE LIABILITY EXCLUSIONS OR LIMITATIONS CONTAINED THEREIN, SHALL APPLY TO AND BENEFIT THE CARRIER'S AUTHORIZED AGENTS, ITS SERVANTS, ITS AGENTS, ITS REPRESENTATIVES AND THE OWNER OF THE AIRCRAFT USED BY THE CARRIER, AS WELL AS THE STAFF, EMPLOYEES AND REPRESENTATIVES OF SAID OWNER. THE OVERALL AMOUNT RECOVERABLE FROM THE AFOREMENTIONED PERSONS MAY NOT EXCEED THE AMOUNT OF THE CARRIER'S LIABILITY.
  - (VII) IF THE NEGLIGENCE OR OTHER WRONGFUL ACTIONS OR OMISSION OF THE PERSON WHO IS REQUESTING COMPENSATION OR THE PERSON WHOSE RIGHTS THEY HOLD CAUSED THE DAMAGE OR CONTRIBUTED THERETO, THE CARRIER SHALL BE WHOLLY OR PARTIALLY EXEMPT FROM ITS LIABILITY WITH RESPECT TO SAID PERSON, INCLUDING IN THE EVENT OF DEATH OR BODILY INJURY, IN ACCORDANCE WITH THE LAW IN FORCE.
  - (VIII) EXCEPT AS EXPRESSLY OTHERWISE PROVIDED FOR, NONE OF THESE PROVISIONS INVOLVE THE WAIVER OF THE EXCLUSION OR LIMITATION OF THE LIABILITY OF THE CARRIER, THE OWNER WHOSE AIRCRAFT IS USED BY THE CARRIER, THEIR STAFF, SERVANTS, AGENTS OR REPRESENTATIVES IN ACCORDANCE WITH THE CONVENTION AND APPLICABLE LAW.
- (2) BODILY INJURY
- (A) IN ACCORDANCE WITH ARTICLE 17 AND 1 OF THE MONTREAL CONVENTION, THE CARRIER IS LIABLE FOR THE DAMAGE SUSTAINED IN THE EVENT OF THE DEATH OR BODILY INJURY SUFFERED BY A PASSENGER, IF THE ACCIDENT THAT CAUSED THE DAMAGE OCCURRED ON BOARD THE AIRCRAFT OR IN THE COURSE OF ANY EMBARKING OR DISEMBARKING OPERATIONS, AS DEFINED BY THE MONTREAL CONVENTION, AND SUBJECT TO ANY LIABILITY EXEMPTIONS.

- (B) THE CARRIER SHALL NOT BE LIABLE FOR THE DAMAGE IF IT PROVIDES PROOF THAT:
  - (I) THE DEATH OR BODILY INJURIES SUFFERED WERE A RESULT OF THE PHYSICAL OR MENTAL HEALTH OF THE PASSENGER PRIOR TO THE PASSENGER EMBARKING ON BOARD THE FLIGHT.
  - (II) THE DAMAGE, AS DEFINED BY PARAGRAPH 2 (A) WAS CAUSED, IN WHOLE OR IN PART, BY THE NEGLIGENCE, WRONGFUL ACT OR OMISSION OF THE PERSON CLAIMING COMPENSATION OR THE PERSON WHOSE RIGHTS THEY HOLD, IN ACCORDANCE WITH ARTICLES 20 OF THE MONTREAL CONVENTION.
  - (III) THE DAMAGE IS NOT DUE TO THE NEGLIGENCE, OR OTHER WRONGFUL ACT OR OMISSION OF THE CARRIER, ITS SERVANTS OR AGENTS, INSOFAR AS THE AMOUNT OF DAMAGE EXCEEDS THE EQUIVALENT IN LOCAL CURRENCY OF 113,100 SDR PER PASSENGER, IN ACCORDANCE WITH ARTICLE 21 AND 2(A) OF THE MONTREAL CONVENTION.
  - (IV) THE DAMAGE RESULTS SOLELY FROM THE NEGLIGENCE, OR OTHER WRONGFUL ACT OR OMISSION OF A THIRD PARTY, INSOFAR AS THE AMOUNT OF DAMAGE EXCEEDS THE EQUIVALENT IN LOCAL CURRENCY OF 113,100 SDR PER PASSENGER, IN ACCORDANCE WITH ARTICLE 21 AND 2(B).
- (C) AMOUNT OF COMPENSABLE DAMAGE
  - (I) THE AMOUNT OF THE CARRIER'S LIABILITY IN THE EVENT OF THE DEATH OR BODILY INJURY OF A PASSENGER, AS DEFINED BY PARAGRAPH (A) ABOVE, IS NOT SUBJECT TO ANY LIMITATION. THE AMOUNT OF THE COMPENSABLE DAMAGE SHALL COVER THE REDRESS OF THE DAMAGE, AS FIXED BY AMICABLE AGREEMENT, BY EXPERT APPRAISAL OR BY THE COMPETENT COURTS.
  - (II) WITHIN THE SCOPE OF THESE PROVISIONS, THE CARRIER SHALL ONLY COMPENSATE PASSENGERS IN EXCESS OF THE AMOUNTS RECEIVED THEREBY UNDER THE SOCIAL SECURITY SYSTEM OR PRIVATE INSURANCE TO WHICH THEY ARE AFFILIATED AND SOLELY FOR COMPENSATORY DAMAGE.
- (D) THE CARRIER RESERVES ALL RIGHTS TO REMEDIES AND SUBROGATION AGAINST ALL THIRD PARTIES.
- (E) IN THE EVENT OF DEATH OR BODILY INJURY RESULTING FROM AN AIR ACCIDENT, AS DEFINED BY ARTICLE 17 OF THE CONVENTION AND PARAGRAPH (A), THE PERSON IDENTIFIED AS BENEFICIARY MAY BENEFIT FROM AN ADVANCE TO ENABLE THEM TO MEET THEIR IMMEDIATE NEEDS, IN PROPORTION TO THE MATERIAL DAMAGE SUFFERED. SAID ADVANCE SHALL NOT BE LESS THAN THE EQUIVALENT IN LOCAL CURRENCY OF 16,000 SDR PER PASSENGER IN THE EVENT OF DEATH. SUBJECT TO THE LAW IN FORCE, SAID ADVANCE SHALL BE PAID WITHIN 15



DAYS OF THE IDENTIFICATION OF THE BENEFICIARY AND SHALL BE DEDUCTIBLE FROM THE DEFINITIVE AMOUNT OF COMPENSATION OWED TO THE DECEASED PASSENGER. THE PAYMENT OF SAID ADVANCES OR EARLY PAYMENTS DOES NOT CONSTITUTE RECOGNITION OF LIABILITY AND SAID AMOUNTS MAY BE DEDUCTED FROM THE AMOUNTS PAID SUBSEQUENTLY BY THE COMMUNITY CARRIER AS COMPENSATION, DEPENDING ON THE LIABILITY THEREOF. SAID ADVANCE IS NOT REFUNDABLE EXCEPT WHERE PROOF IS PROVIDED THAT THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF THE PERSON REQUESTING COMPENSATION OR OF THE PERSON WHOSE RIGHTS THEY HOLD CAUSED THE DAMAGE OR CONTRIBUTED THERETO, OR WHERE THE PERSON TO WHOM THE ADVANCE WAS PAID WAS NOT ENTITLED TO COMPENSATION.

- (3) DELAYS
- (A) CHARACTERISTICS OF THE COMPENSABLE DAMAGE
    - (I) SOLELY PROVEN DIRECT DAMAGE THAT DIRECTLY RESULTS FROM A DELAY IS COMPENSABLE TO THE EXCLUSION OF ALL CONSEQUENTIAL DAMAGE OR ANY OTHER FORM OF DAMAGE OTHER THAN COMPENSATORY DAMAGE.
    - (II) THE PASSENGER MUST PROVE THE EXISTENCE OF THE DAMAGE THAT DIRECTLY RESULTS FROM THE DELAY.
  - (B) EXTENT OF THE CARRIER'S LIABILITY
    - (I) THE CARRIER SHALL NOT BE LIABLE FOR DAMAGE THAT RESULTS FROM THE DELAY IF IT PROVES THAT THE CARRIER, ITS SERVANTS OR AGENTS TOOK ALL MEASURES THAT SHOULD REASONABLY BE TAKEN TO AVOID THE DAMAGE OR THAT IT WAS IMPOSSIBLE FOR THE CARRIER TO TAKE SUCH MEASURES.
    - (II) THE CARRIER IS NOT LIABLE FOR THE DAMAGE THAT RESULTS FROM THE DELAY, IF THE DELAY IS ATTRIBUTABLE TO THE PASSENGER OR THE PASSENGER CONTRIBUTED THERETO, I.E. IF THE DAMAGE RESULTS IN WHOLE OR IN PART FROM THE NEGLIGENCE, OR WRONGFUL ACT OR OMISSION OF THE PERSON WHO IS REQUESTING COMPENSATION OR OF THE PERSON WHOSE RIGHTS THEY HOLD.
  - (C) EXTENT OF THE COMPENSATION
    - (I) IN THE EVENT OF DAMAGE SUFFERED BY PASSENGERS THAT RESULTS FROM A DELAY, AS DEFINED BY THE MONTREAL CONVENTION, AND WITH THE EXCEPTION OF ACTS OR OMISSIONS COMMITTED WITH THE INTENTION OF CAUSING DAMAGE OR IMPRUDENTLY WITH THE AWARENESS THAT DAMAGE COULD BE CAUSED, THE CARRIER'S LIABILITY IS LIMITED TO THE EQUIVALENT IN LOCAL CURRENCY OF 4,694 SDR PER PASSENGER. THE AMOUNT OF THE COMPENSATION SHALL BE DETERMINED IN LIGHT OF THE DAMAGE PROVED BY THE

- PASSENGER.
- (II) IN THE EVENT OF DAMAGE RESULTING FROM A DELAY IN THE DELIVERY OF CHECKED BAGGAGE, AND WITH THE EXCEPTION OF ACTS OR OMISSIONS COMMITTED WITH THE INTENTION OF CAUSING DAMAGE OR IMPRUDENTLY WITH THE AWARENESS THAT DAMAGE COULD BE CAUSED, THE LIABILITY IS LIMITED TO THE EQUIVALENT IN LOCAL CURRENCY OF 1,131 SDR PER PASSENGER. LUMP-SUM COMPENSATION (INTENDED TO COVER COSTS OF IMMEDIATE REQUIREMENTS) MAY BE GRANTED TO PASSENGERS.
- (4) BAGGAGE
- (A) IN ACCORDANCE WITH ARTICLE 17 OF THE MONTREAL CONVENTION, THE CARRIER IS LIABLE FOR DAMAGE SUFFERED DUE TO THE DESTRUCTION, LOSS OR DAMAGE OF CHECKED BAGGAGE, IF THE ACCIDENT THAT CAUSED THE DAMAGE OCCURRED ON BOARD THE AIRCRAFT OR DURING ANY PERIOD DURING WHICH THE CARRIER HAD CUSTODY OF THE CHECKED BAGGAGE.
  - (B) EXCLUSIONS OF THE CARRIER'S LIABILITY
    - (I) THE CARRIER SHALL NOT BE LIABLE FOR DAMAGE SUFFERED BY A PASSENGER'S BAGGAGE WHERE SAID DAMAGE RESULTS FROM THE NATURE OF OR A DEFECT INHERENT IN SAID BAGGAGE. IF THE PROPERTY CONTAINED IN THE PASSENGER'S BAGGAGE IS A CAUSE OF DAMAGE TO ANOTHER PERSON OR THE CARRIER, THE PASSENGER MUST COMPENSATE THE CARRIER FOR ALL LOSSES SUFFERED AND COSTS INCURRED AS A RESULT.
    - (II) THE CARRIER SHALL NOT ASSUME ANY SPECIFIC LIABILITY, OTHER THAN THAT PROVIDED FOR IN PARAGRAPH (E) BELOW, FOR ANY DAMAGE AND/OR LOSS CAUSED TO FRAGILE, PERISHABLE OR VALUABLE ITEMS OR ITEMS THAT ARE NOT ADEQUATELY PACKED UNLESS THE PASSENGER MADE A SPECIAL DECLARATION OF INTEREST AND IF THE PASSENGER PAID THE CORRESPONDING SURCHARGE.
    - (III) THE CARRIER SHALL NOT BE LIABLE FOR DAMAGE CAUSED IN WHOLE OR IN PART TO BAGGAGE, DUE TO THE NEGLIGENCE, OR A WRONGFUL ACT OR OMISSION OF THE PERSON WHO IS CLAIMING COMPENSATION OF FROM THE PERSON WHOSE RIGHTS THEY HOLD.
  - (C) AMOUNT OF THE COMPENSABLE DAMAGE
    - (I) FOR CHECKED BAGGAGE AND WITH THE EXCEPTION OF ACTS OR OMISSIONS COMMITTED WITH THE INTENTION OF CAUSING DAMAGE OR IMPRUDENTLY-WITH THE AWARENESS THAT DAMAGE COULD RESULT THEREFROM, THE CARRIER'S LIABILITY IN THE EVENT OF DAMAGE SHALL BE LIMITED TO THE EQUIVALENT IN LOCAL CURRENCY OF 1,131

- SDR PER PASSENGER. IF A HIGHER VALUE WAS DECLARED, THE CARRIER'S LIABILITY SHALL BE LIMITED TO THE VALUE DECLARED UNLESS THE CARRIER CAN PROVIDE PROOF THAT SAID VALUE IS HIGHER THAN THE PASSENGER'S GENUINE INTEREST AT THE TIME OF DELIVERY.
- (II) FOR UNCHECKED BAGGAGE ALLOWED ON BOARD, THE CARRIER MAY ONLY BE HELD LIABLE IN THE EVENT OF A PROVEN FAULT BY THE CARRIER, ITS SERVANTS OR AGENTS. SAID LIABILITY SHALL IN THIS CASE BE LIMITED TO THE EQUIVALENT IN LOCAL CURRENCY OF 1,131 SDR PER PASSENGER.
- (5) THE LIMIT ON CLAIMS AND LIABILITY ACTION
- (A) NOTIFICATION OF CLAIMS FOR BAGGAGE
- (I) THE RECEIPT OF CHECKED BAGGAGE WITHOUT COMPLAINT BY THE ADDRESSEE AT ARRIVAL SHALL CONSTITUTE THE PRESUMPTION, UNLESS THE PASSENGER PROVIDES PROOF TO THE CONTRARY, THAT THE BAGGAGE WAS DELIVERED IN GOOD CONDITION AND IN ACCORDANCE WITH THE CONTRACT OF CARRIAGE. ALL MISSING BAGGAGE SHOULD BE DECLARED TO THE CARRIER AS SOON AS THE FLIGHT ARRIVES AT DESTINATION.
- (II) IN THE EVENT OF THE DAMAGE, DELAY, LOSS OR DESTRUCTION OF BAGGAGE, THE PASSENGER CONCERNED MUST IN ADDITION TO A COMPLAINT AT ARRIVAL, FILE A WRITTEN COMPLAINT WITH THE CARRIER AS SOON AS POSSIBLE AND AT THE LATEST WITHIN THE RESPECTIVE TIME LIMITS OF SEVEN (7) DAYS (IN THE EVENT OF DAMAGE OR DESTRUCTION) AND TWENTY-ONE (21) DAYS (IN THE EVENT OF DELAY) AS FROM THE DATE ON WHICH THE BAGGAGE WAS MADE AVAILABLE TO THE PASSENGER. IF A COMPLAINT IS NOT FILED WITHIN THE TIME LIMITS STIPULATED, ALL ACTIONS AGAINST THE CARRIER SHALL BE INADMISSIBLE, EXCEPT IN THE EVENT OF FRAUD BY THE CARRIER. IF THE COMPLAINT WAS LODGED WITHIN THE STIPULATED TIME LIMITS OF SEVEN (7) OR TWENTY-ONE (21) DAYS AND NO CONCILIATION HAS BEEN REACHED BETWEEN THE CARRIER AND THE PASSENGER, THE PASSENGER MAY FILE AN ACTION FOR DAMAGES WITHIN TWO YEARS OF THE ARRIVAL DATE OF THE AIRCRAFT, OR FOLLOWING THE DATE ON WHICH THE AIRCRAFT WAS SCHEDULED TO LAND.
- (B) LIABILITY ACTIONS FOR PASSENGERS  
ALL LIABILITY ACTIONS MUST BE FILED, UNDER PENALTY OR FORFEITURE, WITHIN TWO YEARS AS FROM ARRIVAL AT DESTINATION, OR FROM THE DATE ON WHICH THE AIRCRAFT WAS SCHEDULED TO ARRIVE OR FROM THE END OF THE CARRIAGE. THE METHOD FROM CALCULATING THE TIME LIMIT SHALL BE

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DETERMINED BY THE LAW OF THE COURT BEFORE WHICH PROCEEDINGS ARE BROUGHT.

- (C) ALL THE CLAIMS OR ACTIONS MENTIONED IN PARAGRAPHS (A) AND (B) ABOVE MUST BE MADE IN WRITING, WITHIN THE TIME LIMITS SPECIFIED.
- (E) LIMITATION OF LIABILITY RULES UNDER THE WARSAW CONVENTION EXCEPT AS THE CONVENTION OR OTHER APPLICABLE LAW MAY OTHERWISE REQUIRE:
- (1) CARRIER IS NOT LIABLE FOR ANY LOSS OR CLAIM OF WHATSOEVER NATURE HEREINAFTER IN THIS TARIFF COLLECTIVELY REFERRED TO AS 'DAMAGE' ARISING OUT OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES PERFORMED BY CARRIER INCIDENTAL THERETO, UNLESS SUCH DAMAGE IS PROVED TO HAVE BEEN CAUSED BY THE NEGLIGENCE OR WILLFUL FAULT OF CARRIER AND THERE HAS BEEN NO CONTRIBUTORY NEGLIGENCE OF THE PASSENGER.
  - (2) UNDER NO CIRCUMSTANCES WILL CARRIER BE LIABLE FOR DAMAGE TO UNCHECKED BAGGAGE NOT ATTRIBUTED TO NEGLIGENCE OF CARRIER. ASSISTANCE RENDERED TO THE PASSENGER BY CARRIER'S EMPLOYEES IN LOADING, UNLOADING OR TRANSSHIPPING UNCHECKED BAGGAGE SHALL BE CONSIDERED AS GRATUITOUS SERVICE TO THE PASSENGER.
  - (3) CARRIER IS NOT LIABLE FOR ANY DAMAGE DIRECTLY AND SOLELY ARISING OUT OF ITS COMPLIANCE WITH ANY LAWS OR WITH GOVERNMENTAL REGULATIONS, ORDERS OR REQUIREMENTS, OR FROM FAILURE OF THE PASSENGER TO COMPLY WITH SAME, OR OUT OF ANY CAUSE BEYOND THE CARRIER'S CONTROL.
  - (4) (A) (NOT APPLICABLE TO/FROM THE U.S.A.) THE CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY PROVIDED IN THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR SIGNED AT WARSAW, OCTOBER 12, 1929 OR PROVIDED IN THE SAID CONVENTION AS AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE ON SEPTEMBER 28, 1955. HOWEVER, IN ACCORDANCE WITH ARTICLE 22 (I) OF SAID CONVENTION, OR SAID CONVENTION AMENDED BY SAID PROTOCOL, THE CARRIER AGREES THAT, AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER AS DEFINED IN THE SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL, WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, INCLUDES AS POINT IN THE UNITED STATES OF AMERICA AS A POINT OF ORIGIN, POINT OF DESTINATION, OR AGREED STOPPING PLACE.  
(I) THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING, OR OTHER BODILY INJURY SHALL BE THE SUM OF USD 75,000, INCLUSIVE OF LEGAL FEES AND COST, EXCEPT THAT, IN CASE OF A CLAIM BROUGHT IN A STATE WHERE PROVISION IS MADE FOR SEPARATE AWARD OF LEGAL FEES AND COSTS, THE LIMIT SHALL BE THE SUM OF USD 58,000 EXCLUSIVE OF LEGAL FEES AND COSTS.

EXCEPTION: AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER TO WHICH THE WARSAW CONVENTION AS AMENDED BY THE HAGUE PROTOCOL IS APPLICABLE, EXCEPT AS PROVIDED IN (E)(4)(A) ABOVE, THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING OR OTHER BODILY INJURY SHALL BE EQUIVALENT OF 100,000 SPECIAL DRAWING RIGHTS EXCLUSIVE OF COSTS OR AT THE OPTION OF THE CLAIMANT THE UNITED STATES DOLLAR EQUIVALENT OF 100,000 SPECIAL DRAWING RIGHTS EXCLUSIVE OF COSTS.

- (II) THE CARRIER SHALL NOT, WITH RESPECT TO ANY CLAIM ARISING OUT OF THE DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER, AVAIL ITSELF OF ANY DEFENSE UNDER ARTICLE 20(1) OF SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAIL PROTOCOL. NOTHING HEREIN SHALL BE DEEMED TO AFFECT THE RIGHTS AND LIABILITIES OF THE CARRIER WITH REGARD TO ANY CLAIM BROUGHT BY, OR ON BEHALF OF OR IN RESPECT OF ANY PERSON WHO HAS WILLFULLY CAUSED DAMAGE WHICH RESULTED IN DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER.
- (B) CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY TO PASSENGERS AS PROVIDED IN THE CONVENTION (SEE RULE 65 (TICKETS) HEREIN); AND, IN THE INTERNATIONAL TRANSPORTATION OF PASSENGERS, EXCEPT AS PROVIDED IN 4(A) ABOVE THE LIABILITY OF THE CARRIER FOR PERSONAL INJURY OR DEATH OF EACH PASSENGER SHALL BE LIMITED TO THE SUM OF 125,000 FRENCH GOLD FRANCS (USD 10,000.00) (CAD 10,000.00) OR 250,000 FRENCH GOLD FRANCS (USD 20,000.00) (CAD 20,000.00) IF THE HAGUE PROTOCOL AMENDMENT OF THE CONVENTION IS APPLICABLE. EXCEPTION: AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER TO WHICH THE WARSAW CONVENTION AS AMENDED BY THE HAGUE PROTOCOL IS APPLICABLE, EXCEPT AS PROVIDED IN (E)(4)(A) ABOVE, THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING OR OTHER BODILY INJURY SHALL BE EQUIVALENT OF 100,000 SPECIAL DRAWING RIGHTS EXCLUSIVE OF COSTS OR AT THE OPTION OF THE CLAIMANT THE UNITED STATES DOLLAR EQUIVALENT OF 100,000 SPECIAL DRAWING RIGHTS EXCLUSIVE OF COSTS.
- (5) (APPLICABLE TO/FROM THE U.S.A.)  
(A) IN ACCORDANCE WITH ARTICLE 22 (1) OF CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL TRANSPORTATION BY AIR SIGNED AT WARSAW, OCTOBER 12, 1929 OR SAID CONVENTION AS AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE ON SEPTEMBER 25, 1995 ("THE PROTOCOL"), SN

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AGREES THAT, AS TO ALL INTERNATIONAL TRANSPORTATION BY SN DEFINED IN THE SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL, WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, INCLUDES AS POINT IN THE UNITED STATES OF AMERICA AS A POINT OF ORIGIN, POINT OF DESTINATION, OR AGREED STOPPING PLACE, SN SHALL NOT INVOKE THE LIMITATION OF LIABILITY IN ARTICLE 22(1) OF THE CONVENTION AS TO ANY CLAIM FOR RECOVERABLE COMPENSATORY DAMAGES ARISING UNDER ARTICLE 17 OF THE CONVENTION.

- (B) SN SHALL NOT AVAIL ITSELF ON ANY DEFENSE UNDER ARTICLE 20(1) OF THE CONVENTION WITH RESPECT TO THAT PORTION OF SUCH CLAIM WHICH DOES NOT EXCEED 1000,000 SDRS.
- (C) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPHS (A) AND (B) HEREOF, SN RESERVES ALL DEFENSES AVAILABLE UNDER THE CONVENTION TO ANY SUCH CLAIM. WITH RESPECT TO THIRD PARTIES, SN ALSO RESERVES ALL RIGHTS OF RECOURSE AGAINST ANY OTHER PERSON, INCLUDING, WITHOUT LIMITATION, RIGHTS OF CONTRIBUTION AND INDEMNITY.
- (D) NEITHER THE WAIVER OF LIMITS NOR THE WAIVER OF DEFENSES SHALL BE APPLICABLE IN RESPECT OF CLAIMS MADE BY PUBLIC SOCIAL INSURANCE OR SIMILAR BODIES (EXCEPT WITH RESPECT TO ANY SUCH BODIED OF THE UNITED STATES) HOWEVER ASSERTED. SUCH CLAIMS SHALL BE SUBJECT TO THE LIMIT IN ARTICLE 22(1) AND TO THE DEFENSES UNDER ARTICLE 20(1) OF THE CONVENTION.

NOTE: IN THE UNITED STATES, PARAGRAPH (E)(5) OF RULE 55 SHALL EXPIRE UPON ANY FINAL ACTION OF THE DEPARTMENT OF TRANSPORTATION WHICH DOES NOT MAKE PROVISION FOR

TARIFFS IDENTICAL TO THIS PARAGRAPH.

- (6) IN ANY EVENT LIABILITY OF CARRIER FOR DELAY OF PASSENGER SHALL NOT EXCEED THE LIMITATION SET FORTH IN THE CONVENTION.
  - (7) ANY LIABILITY OF CARRIER IS LIMITED TO EQUIVALENT IN LOCAL CURRENCY OF:
    - (A) 17 SDR (SPECIAL DRAWING RIGHTS) PER KILOGRAM FOR CHECKED BAGGAGE;
- NOTE: FOR THE PURPOSE OF DETERMINING LIABILITY UNDER THE CONVENTION, WITH RESPECT TO PASSENGER'S BAGGAGE ACCEPTABLE FOR CHECKING UNDER RULE 115 (BAGGAGE), THE WEIGHT OF EACH PIECE OF SUCH BAGGAGE SHALL BE DEEMED TO BE THE MAXIMUM ALLOWABLE WEIGHT FOR EACH PIECE OF SUCH BAGGAGE UNDER THE RULE 115, UNLESS THE ACTUAL WEIGHT IS STATED ON THE BAGGAGE CHECK. ALL CLAIMS ARE SUBJECT TO PROOF OF AMOUNT OF LOSS.

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- (B) 332 (SPECIAL DRAWING RIGHTS) IN THE CASE OF UNCHECKED BAGGAGE UNLESS A HIGHER VALUE IS DECLARED IN ADVANCE AND ADDITIONAL CHARGES ARE PAID PURSUANT TO CARRIER'S TARIFF.
- (8) IN THE EVENT OF DELIVERY TO THE PASSENGER OF PART BUT NOT ALL OF HIS CHECKED BAGGAGE (OR IN THE EVENT OF DAMAGE TO PART BUT NOT ALL OF SUCH BAGGAGE) THE LIABILITY OF THE CARRIER WITH RESPECT TO THE NOT DELIVERED (OR DAMAGED) PORTION SHALL BE REDUCED PROPORTIONATELY ON THE BASIS OF WEIGHT, NOTWITHSTANDING THE VALUE OF ANY PARTY OF THE BAGGAGE OR CONTENTS THEREOF.
- (9) CARRIER IS NOT LIABLE FOR DAMAGE TO A PASSENGER'S BAGGAGE CAUSED BY PROPERTY CONTAINED IN THE PASSENGER'S BAGGAGE. ANY PASSENGER WHOSE PROPERTY CAUSED DAMAGE TO ANOTHER PASSENGER'S BAGGAGE OR TO THE PROPERTY OF CARRIER SHALL INDEMNIFY CARRIER FOR ALL LOSSES AND EXPENSES INCURRED BY CARRIER AS A RESULT THEREOF.
- (10) LIABILITY FOR FRAGILE, IRREPLACEABLE OR PERISHABLE ARTICLES
  - (A) EXCEPT TO THE EXTENT PROVIDED IN THE CONVENTION, CARRIER IS NOT LIABLE FOR LOSS, DAMAGE TO OR DELAY IN THE DELIVERY OF FRAGILE OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLE, BUSINESS DOCUMENTS OR SAMPLES, LIQUIDS, COMPUTERS, PRESCRIPTION DRUGS, PHOTOGRAPHIC EQUIPMENT, ELECTRONIC EQUIPMENT, VIDEO EQUIPMENT AND CELLULAR TELEPHONES, MUSICAL INSTRUMENTS, PASSPORT, OR IDENTITY CARDS, MANUSCRIPTS OR DESIGNER CLOTHES WHICH ARE INCLUDED IN THE PASSENGER'S CHECKED BAGGAGE, WHETHER WITH OR WITHOUT THE KNOWLEDGE OF CARRIER.
  - (B) CARRIER WILL REFUSE TO ACCEPT ANY ARTICLES WHICH DO NOT CONSTITUTE BAGGAGE AS SUCH TERM IS DEFINED HEREIN, BUT IF DELIVERED TO AND RECEIVED BY CARRIER, SUCH ARTICLES SHALL BE DEEMED TO BE WITHIN THE BAGGAGE EVALUATION AND LIMIT OF LIABILITY AND SHALL BE SUBJECT TO THE PUBLISHED RATES AND CHARGES OF CARRIER.
- (11) THE OWNER OF A PET SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL GOVERNMENTAL REGULATIONS AND RESTRICTIONS, INCLUDING PROVIDING VALID HEALTH AND RABIES VACCINATION CERTIFICATES WHEN REQUIRED, CARRIER WILL NOT BE LIABLE FOR LOSS OR EXPENSE DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION, NOR WILL IT BE RESPONSIBLE IF ANY PET IS REFUSED PASSAGE INTO OR THROUGH ANY COUNTRY, STATE OR TERRITORY.
- (12) LIABILITY - SERVICES OF OTHER AIRLINES
  - (A) A CARRIER ISSUING A TICKET OR CHECKING BAGGAGE FOR CARRIAGE OVER THE LINES OF OTHERS DOES SO ONLY AS AGENT.
  - (B) NO CARRIER SHALL BE LIABLE FOR THE DELAY OF A PASSENGER, OR THE LOSS, DAMAGE OR DELAY OF

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UNCHECKED BAGGAGE, NOT OCCURRING ON ITS OWN LINE; AND NO CARRIER SHALL BE LIABLE FOR THE LOSS, DAMAGE OR DELAY OF CHECKED BAGGAGE NOT OCCURRING ON ITS OWN LINE, EXCEPT THAT THE PASSENGER SHALL HAVE A RIGHT OF ACTION FOR SUCH LOSS, DAMAGE OR DELAY ON THE TERMS HEREIN PROVIDED AGAINST THE FIRST CARRIER OR THE LAST CARRIER UNDER THE AGREEMENT TO CARRY.

- (C) NO CARRIER SHALL BE LIABLE FOR THE DEATH OR INJURY OF A PASSENGER NOT OCCURRING ON ITS OWN LINE (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN PARAGRAPHS (C)(4) AND (5) ABOVE, RULES

AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED

TO BE INCLUDED IN TARIFFS FILE PURSUANT TO THE LAWS OF THE UNITED STATES, AND

PARAGRAPH (C)(12)(C) IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT PART OF TARIFF C.A.B. NO. 870

ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT, FILED WITH THE DEPARTMENT OF TRANSPORTATION.

- (13) CARRIER SHALL NOT BE LIABLE IN ANY EVENT FOR ANY CONSEQUENTIAL OR SPECIAL DAMAGE ARISING FROM CARRIAGE SUBJECT TO THIS TARIFF, WHETHER OR NOT CARRIER HAD KNOWLEDGE THAT SUCH DAMAGES MIGHT BE INCURRED.
- (14) WHENEVER THE LIABILITY OF CARRIER IS EXCLUDED OR LIMITED UNDER THESE CONDITIONS, SUCH EXCLUSION OR LIMITATION SHALL APPLY TO AGENTS, SERVANTS OR REPRESENTATIVES OF THE CARRIER AND ALSO ANY CARRIER WHOSE AIRCRAFT IS USED FOR CARRIAGE AND ITS AGENTS, SERVANTS OR REPRESENTATIVES.
- (15) TIME LIMITATION, CLAIMS
- (A) NO ACTION SHALL LIE IN THE CASE OF DAMAGE TO BAGGAGE UNLESS THE PERSON ENTITLED TO DELIVERY COMPLAINS TO AN OFFICE OR CARRIER FORTHWITH AFTER THE DISCOVERY OF THE DAMAGE, AND, AT THE LATEST, WITHIN SEVEN (7) DAYS FROM THE DATE OF RECEIPT; AND IN THE CASE OF DELAY OR LOSS, UNLESS THE COMPLAINT IS MADE AT THE LATEST WITHIN TWENTY-ONE (21) DAYS FOR ALL CARRIERS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF DELAY) OR SHOULD HAVE BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF LOSS). EVERY COMPLAINT MUST BE IN WRITING AND DISPATCHED WITHIN THE TIMES AFORESAID. WHERE CARRIAGE IS NOT 'INTERNATIONAL CARRIAGE' AS DEFINED IN THE CONVENTION, FAILURE TO GIVE NOTICE SHALL NOT BE A BAR TO SUIT WHERE CLAIMANT PROVES THAT:



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- (I) IT WAS NOT REASONABLY POSSIBLE FOR HIM TO GIVE SUCH NOTICE, OR
- (II) THAT NOTICE WAS NOT GIVEN DUE TO FRAUD ON THE PART OF CARRIER, OR
- (III) THE MANAGEMENT OF CARRIER HAD KNOWLEDGE OF DAMAGE TO PASSENGER'S BAGGAGE.
- (B) ANY RIGHT TO DAMAGES AGAINST CARRIER SHALL BE EXTINGUISHED UNLESS AN ACTION IS BROUGHT WITHIN TWO (2) YEARS RECKONED FROM THE DATE OF ARRIVAL AT THE DESTINATION OR FROM THE DATE ON WHICH THE AIRCRAFT OUGHT TO HAVE ARRIVED, OR FROM THE DATE ON WHICH THE CARRIAGE STOPPED.
- (F) GRATUITOUS TRANSPORTATION
  - (1) GRATUITOUS TRANSPORTATION BY CARRIER OF PERSONS AS HEREINAFTER DESCRIBED SHALL BE GOVERNED BY ALL THE PROVISIONS OF THIS RULE, EXCEPT SUBPARAGRAPHS (2) AND (3) WHICH FOLLOW, AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.
    - (A) TRANSPORTATION OF PERSONS INJURED IN AIRCRAFT ACCIDENTS ON THE LINES OF CARRIER AND PHYSICIANS AND NURSES ATTENDING SUCH PERSONS.
    - (B) TRANSPORTATION OF PERSONS, THE OBJECT OF WHICH IS THAT OF PROVIDING RELIEF IN GENERAL EPIDEMICS, PESTILENCE OR OTHER CALAMITOUS VISITATION.
    - (C) TRANSPORTATION OF PERSONS, WHICH IS REQUIRED BY AND AUTHORIZED PURSUANT TO PART 223 OF THE ECONOMIC REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION.
    - (D) TRANSPORTATION OF PERSONS WHICH IS SUBJECT TO THE CONVENTION.
    - (E) TRANSPORTATION OF OFFICERS, EMPLOYEES AND SERVANTS OF CARRIER TRAVELING IN THE COURSE OF THEIR EMPLOYMENT AND IN THE FURTHERANCE OF CARRIER'S BUSINESS.
  - (2) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (F)(1) ABOVE, CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION SHALL NOT BE LIABLE (THE PROVISIONS OF RULE 55 (LIABILITY OF CARRIERS) TO THE CONTRARY NOTWITHSTANDING) UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS, REPRESENTATIVES, OR EMPLOYEES, OR OTHERWISE, AND THE PERSON USING SUCH FREE TRANSPORTATION, ON BEHALF OF HIMSELF/HERSELF, HIS/HER HEIRS, LEGAL REPRESENTATIVES, DEFENDANTS AND OTHER PARTIES IN INTEREST, AND THEIR REPRESENTATIVE, ASSIGNEES, RELEASES AND AGREES TO INDEMNIFY CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND EXPENSES), FOR ANY AND ALL DELAY, AND FOR FAILURE TO COMPLETE PASSAGE, AND FROM ANY AND ALL LOSS OR DAMAGE TO THE PROPERTY OF SUCH PERSON.
  - (3) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (F)(1) ABOVE, CARRIER, IN FURNISHING GRATUITOUS TRANSPORTATION

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SHALL NOT BE LIABLE (THE PROVISIONS OF RULE 55 (LIABILITY OF CARRIERS) TO THE CONTRARY NOTWITHSTANDING) UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS, REPRESENTATIVES OR EMPLOYEES, OR OTHERWISE, AND THE PERSON USING SUCH FREE TRANSPORTATION, ON BEHALF OF HIMSELF/HERSELF, HIS/HER HEIRS, LEGAL REPRESENTATIVES, DEFENDANTS AND OTHER PARTIES IN INTEREST, AND THEIR REPRESENTATIVES, ASSIGNEES, RELEASES AND AGREES TO INDEMNIFY CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND EXPENSES) FOR ANY AND ALL DEATH OR INJURY, TO SUCH PERSON (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIER), WITH RESPECT TO

C.A.B NO. 870, ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT, 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 PARAGRAPH (F)(3) IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF C.A.B. 870, ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT, FILED WITH THE DEPARTMENT OF TRANSPORTATION.

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## Rule 60 Reservations

Issued: October 26, 2019

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### (A) GENERAL

(1) 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.

### (2) PERSONAL DATA

PASSENGERS SHALL PROVIDE THE CARRIER, OR ITS AUTHORIZED AGENT, WITH THEIR PERSONAL DATA FOR THE PURPOSE OF MAKING A RESERVATION, OBTAINING ANCILLARY AND COMPLEMENTARY SERVICES, FACILITATING IMMIGRATION FORMALITIES AND ENTERING THE TERRITORY OF A STATE. TO THIS END, PASSENGERS SHALL AUTHORIZE THE CARRIER TO RETAIN THE DATA COLLECTED AND TO THE TRANSFER SAID DATA TO ITS OWN AGENCIES, ITS AUTHORIZED AGENTS, TO THE CARRIERS, AS DEFINED BY ARTICLE 1 ABOVE, TO THE ANCILLARY SERVICE PROVIDERS MENTIONED ABOVE AND/OR THE GOVERNMENT AGENCIES, REGARDLESS OF THE COUNTRY AND SUBJECT TO THE APPLICABLE LAW. PASSENGERS CONCERNED SHALL BE ENTITLED TO ACCESS AND AMEND THE PERSONAL DATA THUS COLLECTED, STORED AND TRANSFERRED, TO THE EXTENT THAT SAID DATA IS FOUND TO BE INACCURATE OR INCOMPLETE.

### (B) CONDITIONS OF RESERVATIONS

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

(1) 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, IT MUST BE MADE AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT.

(2) 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

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- SPACE BY THE TIME LIMIT AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER.
- (3) THE CARRIER ENGAGES IN RESERVATIONS PRACTICES WHICH IT BELIEVES TO BE OF SUBSTANTIAL BENEFIT TO THE TRAVELING PUBLIC BUT WHICH MAY UPON OCCASION RESULT IN DENIED BOARDING TO SOME PASSENGERS HOLDING CONFIRMED RESERVATIONS. IN PARTICULAR THE CARRIER MAY DETERMINE ON THE BASIS OF PRIOR HISTORY OF CANCELLATIONS PRIOR TO DEPARTURE AND FAILURE OF PASSENGERS TO UTILIZE PREVIOUSLY CONFIRMED SPACE ON A PARTICULAR FLIGHT, TO CONFIRM MORE SEATS OF A GIVEN CLASS FOR SUCH FLIGHT THAN THE CAPACITY OF THE COMPARTMENT OF THE AIRCRAFT. OVERBOOKING MAY ALSO BE CAUSED BY ERROR, INADVERTENCE OR OPERATIONAL FACTORS LIMITING THE CAPACITY OF THE AIRCRAFT.
- (4) 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 87 (DENIED BOARDING COMPENSATION), HEREIN.
- (5) CERTAIN FARES MAY BE SUBJECT TO CONDITIONS THAT LIMIT OR EXCLUDE THE POSSIBILITY OF CHANGING OR CANCELLING RESERVATIONS.
- (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 PASSENGER AT AIRPORT  
THE PASSENGER MUST PRESENT HIM/HERSELF AT THE SN CHECK-IN COUNTER OF THE AIRPORT IN THE U.S.A./ CANADA FOR CHECK-IN ON THE FLIGHT FOR WHICH SUCH PASSENGER HOLDS A RESERVATION, IN ACCORDANCE WITH THE FOLLOWING MINIMUM CHECK-IN TIMES PRIOR TO DEPARTURE:
- |                          |                          |
|--------------------------|--------------------------|
| FIRST AND BUSINESS CLASS | ECONOMY CLASS            |
| AT LEAST 60 MINUTES      | AT LEAST 90 MINUTES      |
| EXCEPT AS PROVIDED       | EXCEPT AS PROVIDED BELOW |
- BELOW
- |                     |                     |
|---------------------|---------------------|
| MONTREAL            | MONTREAL            |
| AT LEAST 40 MINUTES | AT LEAST 90 MINUTES |
- 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.
- (F) COMMUNICATIONS COSTS UPON CANCELLATION  
EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF, WHENEVER A

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PASSENGER CANCELS RESERVATIONS MADE FOR HIM/HER 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.

(G) CANCELLATION OF RESERVATIONS

- (1) 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.
- (2) THE TRANSPORTATION SECURITY AGENCY'S (TSA) SECURE FLIGHT PROGRAM REQUIRES THAT SN COLLECT THE FOLLOWING ADDITIONAL INFORMATION FROM PASSENGERS WHEN MAKING A RESERVATION TO FLY WITHIN, INTO OR OUT OF THE UNITED STATES:
  - (A) FULL NAME (REQUIRED), AS IT APPEARS ON GOVERNMENT-ISSUED I.D. APPROVED FOR USE WHEN TRAVELING.
  - (B) DATE OF BIRTH (REQUIRED)
  - (C) GENDER (REQUIRED)
  - (D) REDRESS NUMBER (OPTIONAL)SN MAY CANCEL PASSENGER RESERVATIONS IF THE RESERVATION DOES NOT INCLUDE THE REQUIRED SECURE FLIGHT PASSENGER DATA (FULL NAME, DATE OF BIRTH AND GENDER) AT LEAST 72 HOURS PRIOR TO YOUR SCHEDULED DEPARTURE. THIS CANCELLATION POLICY APPLIES TO ALL SN TICKETS.

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## Rule 65 Tickets

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### (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.
- (4) AIRLINE TICKETS ISSUED OUTSIDE THE PHILIPPINES FOR INTERNATIONAL TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES SHALL NOT BE VALID FOR SUCH TRANSPORTATION.

NOTE 1: FOR THE PURPOSE OF THIS RULE, A PASSENGER TRAVELING ABROAD FROM THE PHILIPPINES SHALL BE DEEMED ORIGINATING IN THE PHILIPPINES IF:

- (A) HE/SHE IS A RESIDENT OF THE PHILIPPINES; OR
- (B) HIS/HER TRAVEL ABROAD FROM THE PHILIPPINES IS SUBJECT TO THE PAYMENT OF THE TRAVEL TAX IMPOSED UNDER PD1183, AS AMENDED; OR
- (C) THE FIRST LEG OF HIS/HER ACTUAL TRIP STARTS IN THE PHILIPPINES AS VERIFIED BY THE ABSENCE OF THE CORRESPONDING IMMIGRATION ENTRY ON HIS/HER PASSPORT SUBSEQUENT TO THE DATE OF ISSUANCE OR THE AIRLINE TICKET ABROAD.

NOTE 2: FOR THE PURPOSE OF THIS RULE, AN AIRLINE TICKET IS DEEMED ISSUED OUTSIDE THE PHILIPPINES IF IT SHOWS ON ITS FACE THAT IT HAS BEEN ISSUED OUTSIDE THE PHILIPPINES.

- (5)
  - (A) THE TICKET EVIDENCES, UNTIL PROOF OF THE CONTRARY, THE EXISTENCE OF THE CONCLUSION AND CONTENT OF A CONTRACT OF CARRIAGE BETWEEN THE CARRIER AND THE PASSENGER WHOSE NAME IS SHOWN ON THE TICKET.
  - (B) THE CARRIAGE SERVICE IS ONLY PROVIDED TO THE PASSENGER NAMED ON THE TICKET. THE CARRIER RESERVES THE RIGHT TO CHECK THE IDENTITY DOCUMENTS OF ITS PASSENGERS.
  - (C) A TICKET MAY NOT BE TRANSFERRED, SUBJECT TO THE APPLICABLE LAW IN FORCE, IF A PERSON

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- OTHER THAN THE PERSON WHO IS TO TRAVEL PRESENTS A TICKET FOR CARRIAGE OR REFUND PURPOSES, THE CARRIER SHALL NOT ASSUME ANY LIABILITY IF, WHILE ACTING IN GOOD FAITH, IT CARRIERS OR REFUNDS THE PERSON WHO PRESENTS THE TICKET.
- (D) CERTAIN TICKETS, WHICH ARE SOLD AT REDUCED FARES, ARE PARTIALLY OR TOTALLY NON-REFUNDABLE. IT IS UP TO THE PASSENGER TO CONSULT THE CONDITIONS APPLICABLE TO THE USE OF THEIR TICKET AND, WHERE APPLICABLE, TO TAKE OUT THE APPROPRIATE INSURANCE TO COVER THE CIRCUMSTANCES UNDER WHICH THEY WOULD HAVE TO CANCEL THEIR JOURNEY.
  - (E) IF A PASSENGER POSSESSES A TICKET, AS DESCRIBED IN (D) ABOVE, WHICH THEY HAVE NOT USED AND IF IT IS IMPOSSIBLE FOR THEM TO TRAVEL FOR REASONS OF FORCE MAJEURE, AS DEFINED IN RULE 1 (DEFINITIONS) THE CARRIER SHALL CREDIT THE PASSENGER FOR THE AMOUNT OF THEIR NON-REFUNDABLE. TICKET, FOR A SUBSEQUENT JOURNEY AND SUBJECT TO REASONABLE ADMINISTRATIVE FEES, PROVIDED THAT THE PASSENGER INFORMS THE CARRIER AS SOON AS POSSIBLE PRIOR TO THE DATE OF THE FLIGHT AND PROVIDES PROOF OF SUCH INSTANCE OF FORCE MAJEURE.
  - (F) AS THE TICKET IS SUBJECT TO MANDATORY FORMAL CONDITIONS, THE TICKET SHALL AT ALL TIMES REMAIN THE PROPERTY OF THE ISSUING CARRIER.
  - (G) WITH THE EXCEPTION OF ELECTRONIC TICKETS, PASSENGERS MAY ONLY BE CARRIED IF THEY ARE ABLE TO PRESENT A VALID TICKET THAT CONTAINS THE COUPON THAT CORRESPONDS TO THE FLIGHT CONCERNED AND ALL OTHER UNUSED COUPONS, AS WELL AS THE PASSENGER COUPON. MOREOVER, A TICKET THAT IS DAMAGED OR HAS BEEN MODIFIED BY A PERSON OTHER THAN THE CARRIER OR ONE OF ITS AUTHORIZED AGENTS SHALL NOT BE VALID FOR CARRIAGE. FOR ELECTRONIC TICKETS, PASSENGERS MUST PROVIDE PROOF OF IDENTITY AND SHALL ONLY BE CARRIED ON A FLIGHT IF A VALID ELECTRONIC TICKET WAS ISSUED IN THEIR NAME.
  - (H) IN THE EVENT OF THE LOSS OF OR DAMAGE TO ALL OR PART OF THE TICKET OR IF A TICKET IS NOT PRESENTED THAT CONTAINS THE PASSENGER COUPON AND ALL THE UNUSED FLIGHT COUPONS, THE CARRIER SHALL REPLACE, AT THE PASSENGER'S REQUEST, ALL OR PART OF THE SAID TICKET. THE REPLACEMENT WILL BE IN THE FORM OF NEWLY-ISSUED TICKET, PROVIDED THAT WHEN THE REQUEST IS MADE, THE CARRIER HAS PROOF THAT A VALID TICKET WAS ISSUED FOR THE FLIGHT(S) CONCERNED AND THAT THE PASSENGER PROVIDES THE WRITTEN AGREEMENT TO COMPENSATE THE CARRIER. IN THE EVENT OF THE FRAUDULENT USE OF THE TICKET AND WITHIN THE LIMIT OF THE PRICE THEREOF, FOR ALL FEES AND EXPENSES INCURRED

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DUE TO SAID FRAUDULENT USE. NO REIMBURSEMENT SHALL BE CLAIMED IF SAID FEES AND EXPENSES WERE CAUSED BY THE CARRIER'S FAULT. LASTLY, THE CARRIER THAT ISSUES THE TICKET MAY INVOICE THE PASSENGER FOR REASONABLE ADMINISTRATIVE FEES IN ORDER TO RE-ISSUE THE PASSENGER'S TICKET, UNLESS THE LOSS OR DAMAGE IS CAUSED BY THE FAULT OF THE CARRIER OR ITS AGENT.

- (I) IF THE PROOF MENTIONED IN (H) ABOVE IS NOT PROVIDED OR IF THE PASSENGER REFUSES TO UNDERTAKE TO COMPENSATE THE CARRIER, THE CARRIER THAT ISSUES THE TICKET MAY CAUSE THE PASSENGER TO PAY THE TOTAL PRICE OF THE REPLACEMENT TICKET. THIS PAYMENT WILL BE REFUNDED WHEN THE CARRIER HAS PROOF THAT THE LOST OR DAMAGED TICKET WAS NOT USED DURING ITS VALIDITY PERIOD OR, IF, DURING SAID SAME PERIOD, THE PASSENGER FINDS THE ORIGINAL TICKET AND REMITS IT TO THE CARRIER.
- (J) IT IS THE PASSENGER'S RESPONSIBILITY TO TAKE ALL MEASURES TO ENSURE THAT THE TICKET IS NOT LOST OR STOLEN.
- (K) IF A PASSENGER BENEFITS FROM A FARE REDUCTION OR A FARE THAT IS SUBJECT TO SPECIFIC CONDITIONS, THE PASSENGER MUST BE IN A POSITION, AT ALL TIMES DURING THEIR JOURNEY, TO PROVIDE APPROPRIATE SUPPORTING DOCUMENTS AND TO PROVE THE VALIDITY THEREOF.

(6) TICKETING FEE:

AN ADDITIONAL NON-REFUNDABLE TICKETING FEE SHALL BE INCLUDED IN THE TOTAL FARE QUOTED TO THE PASSENGER AT THE TIME OF TICKETING.

POINT OF SALE	CHANNEL	FEE
CANADA	SN TELEPHONE	CAD 20.00
	SALES	
	SN TICKET CENTRE	CAD 20.00

OR AIRPORT SALES

FEES ABOVE APPLY PER TRANSACTION PER ADULT CHILDREN AGED 2-11 PAY CAD 10.00  
 THESE ADDITIONAL FEES DO NOT APPLY TO TICKETS PURCHASED DIRECTLY FROM SN AT BRUSSELS AIRLINES.COM INTERNET SITE WHEN ISSUED IN CANADA.  
 ADDITIONALLY, TICKETS FOR THE FOLLOWING WILL NOT INCUR THE SERVICE FEES:

- UNACCOMPANIED MINORS
- ACCOMPANIED INFANTS
- INDUSTRY DISCOUNTS
- REISSUES
- MPD'S (MULTI PURPOSE DOCUMENTS)

(7) RE-ISSUE FEE:

A FEE OF CAD 20 WILL BE CHARGED BY SN TICKET OFFICES FOR THE VOLUNTARY REISSUE OF TICKETS ORIGINALLY ISSUED BY TRAVEL AGENTS. THE ABOVE REISSUE FEE WILL ALSO BE CHARGED BY SN CALL CENTERS/TICKET CENTRES/AIRPORT SALES FOR THE



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VOLUNTARY REISSUE OF TICKETS ISSUED BY TRAVEL AGENTS.

EXCEPTION: RE-ISSUE FEE IS NOT APPLICABLE TO TICKETS WITH INFANT'S DISCOUNT.

- (8) NAME CORRECTION FEE:  
A FEE OF CAD 20 WILL BE CHARGED BY SN TICKET OFFICES FOR THE REISSUANCE OF TICKETS ORIGINALLY ISSUED BY TRAVEL AGENTS IN ORDER TO CORRECT NAMES ACCORDING TO PASSPORT WHERE DUE TO ERROR BY PASSENGER OR TRAVEL AGENCY.  
EXAMPLE: INCORRECT SPELLING OF NAME OR CHANGE OF MARITAL STATUS. THE ABOVE NAME CORRECTION FEE WILL ALSO BE CHARGED BY SN CALL CENTERS/TICKET CENTERS/AIRPORT SALES.
- (9) SERVICE FEE FOR FULLY UNUSED ONLINE AND OFFLINE TRAVEL AGENCY TICKETS:  
A FEE OF CAD 50 WILL BE CHARGED BY SN TICKET OFFICES FOR THE VOLUNTARY REISSUE OF TICKETS ORIGINALLY ISSUED BY TRAVEL AGENTS WHEN SUCH AGENTS DO NOT OFFER ANY ADDITIONAL SERVICE BEYOND THE INITIAL TICKET SALE AND THE SERVICING OF THE PASSENGER IS TRANSFERRED TO SN. THE ABOVE SERVICE FEE WILL ALSO BE CHARGED BY SN CALL CENTERS/TICKET CENTERS.  
EXCEPTION: THE REISSUE FEE DOES NOT APPLY TO THE FOLLOWING: HONORARY CIRCLE MILES AND MORE FREQUENT FLYER MEMBERS AND FIRST CLASS PASSENGERS CUSTOMERS WITH PARTLY FLOWN TICKETS, INFANT TICKETS, SN DIRECT SALES CUSTOMERS WHO PURCHASED THEIR TICKETS FROM SN AIRPORT TICKET CENTERS, CITY TICKET OFFICES, SERVICE CENTERS OR ON BRUSSELSAIRLINES.COM.

(B) VALIDITY FOR CARRIAGE

(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 HAS 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

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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 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. RULES GOVERNING  
SPECIAL AND PROMOTIONAL FARES WHICH  
SPECIFICALLY EXCLUDE THE APPLICATION OF RULE  
65 (TICKET EXTENSION OF TICKET VALIDITY) ARE  
MAKING REFERENCE TO THIS SUBPARAGRAPH.
- (D) IN THE EVENT OF THE DEATH OF A PASSENGER  
DURING A JOURNEY, THE TICKETS OF THE PERSONS  
WHO ARE ACCOMPANYING THE DECEASED PASSENGER  
MAY BE CHANGED, EITHER BY WAVING ANY MINIMUM  
STAY REQUIREMENTS OR BY THE EXTENDING THE  
VALIDITY OF SAID TICKETS BY NO MORE THAN 45  
DAYS FROM THE DATE OF DEATH. IN THE EVENT OF  
THE DEATH OF AN IMMEDIATE FAMILY MEMBER OF A  
PASSENGER WHOSE JOURNEY HAS STARTED, THE

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VALIDITY OF THEIR TICKETS AND OF THOSE OF THE MEMBERS OF THEIR IMMEDIATELY FAMILY TRAVELLING WITH THEM MAY BE CHANGED IN THE SAME WAY. ANY CHANGED MENTIONED ABOVE MAY ONLY BE MADE AFTER RECEIPT OF A VALID DEATH CERTIFICATE. ANY EXTENSION CANNOT EXCEED FORTY-FIVE (45) DAYS AS FROM THE DATE OF DEATH.

- (E) A MISCELLANEOUS CHARGES ORDER ISSUED WITHOUT DEFINITE DATE OF PASSAGE MUST BE PRESENTED FOR A TICKET WITHIN ONE YEAR FROM THE DATE OF ISSUE; OTHERWISE IT WILL NOT BE HONORED FOR A TICKET.
- (C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET
- (1) A TICKET IS ONLY VALID FOR THE CARRIAGE INDICATED THEREON, FROM THE DEPARTURE POINT TO THE ARRIVAL POINT VIA ANY STOPOVER SCHEDULED WHEN THE TICKET WAS PURCHASED. THE FARE THAT THE PASSENGER PAID CORRESPONDS TO THE ROUTE STATED ON THE TICKET AND IS AN INTEGRAL PART OF THE CONTRACT OF CARRIAGE CONCLUDED BETWEEN THE CARRIER AND THE PASSENGER. THE FARE IS ONLY VALID IF THE FLIGHTS ARE TAKE IN THE BOOKED SEQUENCE OTHERWISE THE FARE WILL BE RECALCULATED BASED ON THE ACTUAL FLIGHT ROUTING.
- (2) THE FARE PAID SHALL ONLY BE APPLICABLE WHEN INTERNATIONAL TRAVEL COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET; 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 EURO FARE FOR TRAVEL ATHENS/BRUSSELS/MONTREAL, AND THE PASSENGER ACTUALLY COMMENCES TRAVEL IN ZURICH INSTEAD OF ATHENS, THE FARE MUST BE REASSESSED AT THE BRUSSELS/ MONTREAL, EURO LEVEL.
- (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 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 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

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- (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 PERSONS 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 WITH RESPECT TO TARIFF C.A.B. NO. 870 ISSUED BY AIRLINE TARIFF PUBLISHING CO., AGENT, 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 THE UNITED STATES AND NOT AS PART OF TARIFF C.A.B. NO. 870 ISSUED BY AIRLINE TARIFF PUBLISHING CO., INC., FILED WITH THE DEPARTMENT OF TRANSPORTATION.

(F) 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 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.
- (3) THIS PARAGRAPH (F) WILL APPLY IN ALL CASES, NOT

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WITHSTANDING THE EXCLUSION OF RULE 65 (TICKETS-EXTENSION OF TICKET VALIDITY) IN RULES GOVERNING SPECIAL AND PROMOTIONAL FARES. THAT EXCLUSION SHALL BE DEEMED A REFERENCE TO (B)(2)(C) OF THIS RULE.

(G) 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.
- (3) BACK TO BACK/THROWAWAY/HIDDEN TICKETING CARRIER SPECIFICALLY PROHIBITS THE PRACTICES COMMONLY KNOWN AS "BACK TO BACK TICKETING": THE PURCHASE AND USE OF TWO OR MORE TICKETS ISSUED AND ONE-WAY/ROUND TRIP FARES, OR COMBINATION OF TWO OR MORE ONE-WAY AND ROUND TRIP FARES END TO END ON THE SAME TICKET FOR THE PURPOSE OF CIRCUMVENTING MINIMUM STAY REQUIREMENTS. "THROWAWAY TICKET"-THE USAGE OF ROUND TRIP FARES FOR ONE WAY TRAVEL; "HIDDEN CITY TICKETING"-THE PURCHASE OF A FARE FROM A POINT BEFORE THE PASSENGER'S ACTUAL ORIGIN TO A POINT BEYOND THE PASSENGER'S ACTUAL DESTINATION.

(H) CHANGE REQUESTED BY A PASSENGER

- (1) IF A PASSENGER WISHES TO CHANGE ALL OR PART OF THEIR JOURNEY, THEY MUST FIRST MAKE CONTACT WITH THE CARRIER. THE FARE WILL BE RECALCULATED AND THE PASSENGER WILL THEN HAVE THE POSSIBILITY OF ACCEPTING THE NEW PRICE OR KEEPING THE ORIGINAL CARRIAGE, AS SHOWN ON THE TICKET. IF A PASSENGER HAS TO CHANGE THEIR TICKET DUE TO A REASON THAT CONSTITUTES FORCE MAJEURE, AS DEFINED IN RULE 1 (DEFINITIONS) AND FOR WHICH THEY WILL BE REQUESTED TO PROVIDED PROOF, THE PASSENGER MUST, AS SOON AS POSSIBLE, MAKE CONTACT WITH THE CARRIER, WHICH SHALL USE REASONABLE EFFORTS TO ENSURE CARRIAGE TO THE NEXT STOPOVER OR TO THE PASSENGER'S DESTINATION WITHOUT ANY CHANGE IN FARE.
- (2) IF A PASSENGER CHANGES THEIR JOURNEY WITHOUT THE CARRIER'S AGREEMENT, THE CARRIER SHALL ADJUST THE FARE IN LIGHT OF THIS CHANGE. THE PASSENGER MUST THEN PAY THE DIFFERENCE BETWEEN THE FARE THAT CORRESPONDS TO THE JOURNEY PURCHASED AND THE PRICE OF THE NEW JOURNEY. IF THE NEW FARE IS LESS THAN THE PREVIOUS FARE, THE CARRIER SHALL REFUND THE DIFFERENCE, HOWEVER, THE OLD COUPONS, IN ANY

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- EVENT, SHALL NO LONGER HAVE ANY VALUE.
- (3) EACH TICKET FLIGHT COUPON SHALL BE VALID FOR CARRIAGE IN THE CLASS SPECIFIED ON THE TICKET, ON THE DATE AND FOR THE FLIGHT THAT CORRESPONDS TO THE RESERVATION MADE. IF A COUPON IS ORIGINALLY ISSUED WITHOUT REFERENCE TO A RESERVATION, A RESERVATION MAY BE MADE SUBSEQUENTLY, IN ACCORDANCE WITH THE FARES IN FORCE AND WITHIN THE LIMIT OF SEATS AVAILABLE ON THE FLIGHT REQUESTED.
- (I) IDENTIFICATION OF THE CARRIER  
THE CARRIER IDENTIFICATION MAY BE SHOWN AS AN ABBREVIATION ON TICKET, USING ITS DESIGNATOR CODE (AS DEFINED IN RULE 1 (DEFINITIONS)) OR IN ANY OTHER FORM. THE CARRIER'S ADDRESS IS DEEMED TO BE THAT OF ITS REGISTERED OFFICE OR PRINCIPAL PLACE OF BUSINESS.

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Rule 75 Currency of Payment

Issued: October 26, 2019

Effective: October 27, 2019

SUBJECT TO EXCHANGE LAWS AND GOVERNMENT REGULATIONS, THE FOLLOWING RULES SHALL APPLY:

- (A) PAYMENT IN COUNTRY OF COMMENCEMENT OF TRANSPORTATION  
PAYMENT SHALL BE MADE AS FOLLOWS:
  - (1) IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, OR
  - (2) IN ANY CURRENCY ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE EQUIVALENT OF THE LOCAL CURRENCY FARE IS COLLECTED AT THE BANKERS BUYING RATE OF EXCHANGE IN EFFECT ON THE DATE OF ISSUANCE OF THE TRANSPORTATION DOCUMENT.
- (B) PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION  
PAYMENT SHALL BE MADE AS FOLLOWS:
  - (1) THE AMOUNT TO BE PAID SHALL BE DETERMINED BY CONVERTING THE TOTAL AMOUNT TO BE COLLECTED, EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, INTO THE CURRENTLY OF THE COUNTRY OF PAYMENT AT THE APPLICABLE BANKERS SELLING RATE OF EXCHANGE IN EFFECT ON THE DATE OF THE TRANSACTION.
  - (2) PAYMENT SHALL BE MADE EITHER IN THE CURRENCY OF THE COUNTRY OF PAYMENT, OR IN ANY CURRENCY ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE EQUIVALENT OF THE LOCAL CURRENCY AMOUNT OF THE COUNTRY OF PAYMENT ESTABLISHED IN ACCORDANCE WITH (1) ABOVE IS COLLECTED AT THE BANKERS BUYING RATE OF EXCHANGE ON THE DATE OF THE TRANSACTION.
- (C) RATES OF EXCHANGE
  - (1) APPLICABLE FOR THE U.S.A.  
THE BANKERS RATES REFERRED TO IN THE PAYMENT RULES MEANS THE UNIT RATE PUBLISHED EACH TUESDAY IN THE WALL STREET JOURNAL UNDER HEADING 'FOREIGN EXCHANGE'. THIS RATE WILL BE APPLICABLE FROM WEDNESDAY OF EACH WEEK UP TO AND INCLUDING TUESDAY OF THE FOLLOWING WEEK. WHEN A NATIONAL HOLIDAY FALLS ON MONDAY, FOREIGN EXCHANGE RATES DO NOT APPEAR IN THE TUESDAY EDITION OF THE WALL STREET JOURNAL. IN SUCH EXCEPTIONAL CASES, THE PREVIOUS WEEK'S RATES ARE USED THROUGH WEDNESDAY INSTEAD OF TUESDAY AND THE WEDNESDAY EDITION OF THE WALL STREET JOURNAL WILL BE USED FOR THE PERIOD THURSDAY THROUGH TUESDAY.
  - (2) APPLICABLE FOR CANADA  
THE BANKERS BUYING RATE OR BANKERS SELLING RATES MEANS THE UNIT RATE PUBLISHED IN THE TORONTO GLOBE AND MAIL FRIDAY EDITION EACH WEEK, AS THE FOREIGN EXCHANGE MID MARKET RATE IN CANADIAN FUNDS. FOR CURRENCIES NOT QUOTED IN SUCH PUBLICATION, THE BANKERS RATE SHALL MEAN THE BANK BUYING RATE QUOTED BY THE ROYAL BANK OF CANADA, MAIN OFFICE IN WINNIPEG, AS OF THE CLOSE OF BUSINESS ON THURSDAY

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OF EACH WEEK. THESE RATES WILL BE APPLICABLE FROM MONDAY OF THE FOLLOWING WEEK UP TO AND INCLUDING THE FOLLOWING SUNDAY.

- (D) EN-ROUTE REASSESSMENT OF FARE
- (1) THE FARE WILL BE REASSESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
  - (2) THE LOCAL CURRENCY FARES TO BE USED WILL BE THOSE APPLICABLE AT THE TIME OF COMMENCEMENT OF TRANSPORTATION.
  - (3) THE IATA RATE OF EXCHANGE TO BE USED WILL BE THAT APPLICABLE AT THE TIME OF ORIGINAL TICKET ISSUANCE.
  - (4) IF AN EN-ROUTE REASSESSMENT OF THE FARE RESULTS IN A REFUND, THE AMOUNT OF THE REFUND SHALL BE CONVERTED USING THE BANKER'S RATE APPLICABLE AT THE DATE OF THE REFUND, EXCEPT WHEN ORIGINAL PAYMENT HAS BEEN MADE IN A CURRENCY OTHER THAN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, REFUNDS IN THE SAME CURRENCY AS ORIGINALLY TENDERED WILL BE MADE AT THE EXCHANGE RATE USED FOR THE ORIGINAL PAYMENT.
  - (5) IF AN EN-ROUTE REASSESSMENT OF THE FARE RESULTS IN AN ADDITIONAL COLLECTION, THE AMOUNT OF ADDITIONAL COLLECTION SHALL BE CONVERTED USING THE BANKER'S SELLING RATE APPLICABLE AT THE DATE OF ORIGINAL COLLECTION.

NOTE: SN WILL PAY THE REFUND IN THE SAME FORM (I.E. CASH, CHECK, CREDIT CARD ETC.) THAT WAS USED IN PURCHASING THE ORIGINAL TRANSPORTATION DOCUMENT. SN, IN MAKING THE REFUND, WILL OBSERVE ANY REFUND RESTRICTION THAT MAY BE PUBLISHED IN THE APPLICABLE RULES GOVERNING THE ORIGINAL TRANSPORTATION DOCUMENT. FURTHER, SN WILL OBSERVE A GOVERNMENT OR SN RESTRICTION IMPOSED ON THE CONVERSION AND REFUND OF CURRENCIES OUTSIDE OF THE COUNTRY WHOSE CURRENCY WAS ORIGINALLY COLLECTED.



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Rule 80 Revised Routings, Failure to Carry and Missed Connections  
Issued: October 26, 2019 Effective: October 27, 2019

(APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A. AND CANADA)

(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), CLASSES 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 A 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) METHOD OF EFFECTING CHANGE  
THE CHANGE REQUESTED BY THE PASSENGER SHALL BE EFFECTED BY:
  - (A) ENDORSEMENT OF SUCH UNUSED TICKET, FLIGHT COUPON(S), OR EXCHANGE ORDER TO THE NEW RECEIVING CARRIER OR
  - (B) RETICKETING OF THE PASSENGER
- (3) WHEN THE REROUTING RESULTS IN A CHANGE OF FARE, THE NEW FARE AND CHARGES SHALL BE CONSTRUCTED AS FOLLOWS;
  - (A) PARTLY USED TICKETS
    - (I) UNLESS OTHERWISE SPECIFIED IN THE FARE RULE THE FARE AND CHARGES APPLICABLE AS A RESULT OF ANY SUCH CHANGE IN ROUTING, DESTINATION, OR CARRIER SHALL BE THE FARE AND CHARGES THAT WOULD HAVE BEEN APPLICABLE HAD THE PASSENGER PURCHASED TRANSPORTATION FOR THE REVISED ITINERARY (WHICH INCLUDES THOSE POINTS FOR WHICH TRANSPORTATION HAS ALREADY BEEN

- COMPLETE) PRIOR TO DEPARTURE FROM POINT OF ORIGIN.
- (II) ADDITIONAL PASSAGE AT THE THROUGH FARE SHALL NOT BE PERMITTED UNLESS A REQUEST HAS BEEN MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER, AND
- (AA) AFTER THE CARRIAGE HAS COMMENCED, WHEN A ONE WAY TICKET IS TO BE CONVERTED INTO A ROUND TRIP TICKET, CIRCLE TRIP OR OPEN JAW TICKET, THE NEW FARE SHALL BE RECALCULATED FROM THE POINT OF ORIGIN FOR THE JOURNEY TO BE TRAVELLED, PROVIDED THAT IF TRAVEL ON A FARE COMPONENT HAS BEEN COMPLETED, SUCH FARE CONSTRUCTION POINT SHALL NOT BE CHANGED IN ASSESSING THE NEW FARE.
- (BB) AFTER THE CARRIAGE HAS COMMENCED, WHEN A ROUND TRIP, CIRCLE TRIP OR OPEN JAW TICKET IS TO BE CONVERTED INTO A ONE WAY TICKET, THE NEW FARE SHALL BE RE-CALCULATED FROM THE POINT OF ORIGIN FOR THE JOURNEY TO BE TRAVELLED, PROVIDED THAT IF TRAVEL ON A FARE COMPONENT HAS BEEN COMPLETED, SUCH FARE CONSTRUCTION POINT SHALL NOT BE CHANGED IN ASSESSING THE NEW FARE.
- (B) TOTALLY UNUSED TICKETS UNLESS OTHERWISE SPECIFIED IN THE APPLICABLE FARE RULE USED:
- (I) WHEN A TOTALLY UNUSED TICKET IS PRESENTED FOR A CHANGE OF JOURNEY, THE TICKET SHALL BE REFUNDED AND A NEW TICKET SHALL BE ISSUED.
- (II) THE FARE FOR THE NEW JOURNEY SHALL BE REASSESSED BASED ON THE FARES APPLICABLE AT THE TIME OF COMMENCEMENT OF THE NEW TRANSPORTATION AND THE RATE OF EXCHANGE APPLICABLE AT THE TIME OF REASSESSMENT.
- (III) THE TICKET ISSUANCE DETAILS FROM THE OLD TICKET SHALL NOT BE CARRIED FORWARD TO THE NEW TICKET.
- (C) ANY DIFFERENCE BETWEEN THE FARE AND CHARGES APPLICABLE UNDER SUBPARAGRAPH (3) ABOVE, AND THE FARE 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 ON ACCOUNT OF REFUNDS OR ARRANGE FOR THE APPLICABLE REFUND BY THE CARRIER THAT ISSUED THE ORIGINAL TICKET (SEE ALSO RULE 60).
- (D) THE EXPIRATION DATE ON ANY NEW TICKET ISSUED FOR A CHANGE IN ROUTING, DESTINATION, CARRIER(S) CLASS OF SERVICE OR VALIDITY WILL BE LIMITED TO THE EXPIRATION DATE THAT WOULD HAVE BEEN APPLICABLE IF THE NEW TICKET HAD

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BEEN ISSUED ON THE DATE OF SALE OF THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.

- (E) TIME LIMITS ON CANCELLATIONS AND CHARGES FOR LATE CANCELLATIONS WILL BE APPLICABLE TO REVISED ROUTINGS REQUESTED BY PASSENGER.
- (B) INVOLUNTARY REVISED ROUTINGS  
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 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 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 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 HEREIN.
- (D) FREE BAGGAGE ALLOWANCE  
AN INVOLUNTARILY REROUTED PASSENGER SHALL BE ENTITLED TO RETAIN THE FREE BAGGAGE ALLOWANCE APPLICABLE FOR THE TYPE OF SERVICE ORIGINALLY PAID FOR. THIS PROVISION SHALL APPLY EVEN THOUGH THE PASSENGER MAY BE TRANSFERRED FROM A FIRST CLASS FLIGHT TO BUSINESS/ECONOMY/TOURIST/COACH CLASS FLIGHT OR FROM A BUSINESS CLASS FLIGHT TO AN ECONOMY/TOURIST/COACH CLASS FLIGHT, AND IS ENTITLED TO A FARE REFUND.
- (E) THE RULES SET OUT IN EU REGULATION NO. 261/2004 ARE FULLY INCORPORATED HEREIN AND SHALL SUPERSEDE AND PREVAIL OVER ANY PROVISION OF THIS TARIFF WHICH MAY BE INCONSISTENT WITH THOSE RULES.

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## Rule 85 Schedules, Delays and Cancellations

Issued: October 26, 2019

Effective: October 27, 2019

### (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, AGENT OR REPRESENTATIVE OF CARRIER IS AUTHORIZED TO BIND CARRIER AS TO THE DATES 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, DIVERT, POSTPONE OR DELAY ANY FLIGHT OR THE FURTHER RIGHT OF 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 LIMITATION, 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 OF 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 OR THE PORTION THEREOF SO DEMANDED, OR TO PAY ANY CHARGE SO DEMANDED AND ASSESSABLE WITH RESPECT TO THE BAGGAGE OF THE PASSENGER, WITHOUT BEING SUBJECT TO ANY LIABILITY THEREFOR EXCEPT TO REFUND, IN ACCORDANCE HEREWITH, THE UNUSED PORTION OF THE FARE AND BAGGAGE CHARGE(S) PREVIOUSLY PAID, IF ANY.

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## Rule 87 Denied Boarding Compensation

Issued: October 26, 2019 Effective: October 27, 2019

### PART I DENIED BOARDING COMPENSATION (APPLICABLE FOR FLIGHTS ORIGINATING IN THE U.S.A.)

#### (A) DEFINITIONS

FOR THE PURPOSE OF THIS RULE (EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED HEREIN)

AIRPORT MEANS THE AIRPORT AT WHICH THE DIRECT, OR CONNECTING FLIGHT ON WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE IS PLANNED TO ARRIVE SOME OTHER AIRPORT SERVING THE SAME METROPOLITAN AREA, PROVIDED THAT TRANSPORTATION TO THE OTHER AIRPORT IS ACCEPTED (I.E. USED) BY THE PASSENGER.

ALTERNATE TRANSPORTATION IS AIR TRANSPORTATION (BY AN AIRLINE LICENSED BY THE DEPARTMENT OF TRANSPORTATION) OR OTHER TRANSPORTATION USED BY THE PASSENGER WHICH, AT THE TIME THE ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE PASSENGER'S NEXT SCHEDULED STOPOVER (OF 4 HOURS OR LONGER) OR IF NONE, AT THE AIRPORT OF FINAL DESTINATION NO LATER THAN 4 HOURS AFTER THE PASSENGER'S ORIGINALLY SCHEDULED ARRIVAL TIME.

CARRIER MEANS:

- (1) A DIRECT AIR CARRIER EXCEPT A HELICOPTER OPERATOR, HOLDING A CERTIFICATE ISSUED BY THE DEPARTMENT OF TRANSPORTATION PURSUANT TO SECTION 401(D)(1), 401(D)(2), 401(D)(5), OR 401(D)(8) OF THE ACT, OR AN EXEMPTION FROM SECTION 401(A) OF THE ACT, AUTHORIZING THE SCHEDULED FOREIGN AIR TRANSPORTATION OF PERSONS, OR
- (2) A FOREIGN ROUTE AIR CARRIER HOLDING A PERMIT ISSUED BY THE DEPARTMENT OF TRANSPORTATION PURSUANT TO SECTION 402 OF THE ACT, OR AN EXEMPTION FROM SECTION 402 OF THE ACT, AUTHORIZING THE SCHEDULED FOREIGN AIR TRANSPORTATION OF PERSONS.

COMPARABLE AIR TRANSPORTATION MEANS TRANSPORTATION PROVIDED TO PASSENGER AT NO EXTRA COST BY A CARRIER AS DEFINED ABOVE.

CONFIRMED RESERVED SPACE MEANS SPACE ON A SPECIFIC DATE AND ON A SPECIFIC FLIGHT AND CLASS OF SERVICE OF A CARRIER WHICH HAS BEEN REQUESTED BY A PASSENGER AND WHICH THE CARRIER OR IT'S AGENT HAS VERIFIED, BY APPROPRIATE NOTATION ON THE TICKET OR IN ANY OTHER MANNER PROVIDED THEREFORE BY THE CARRIER AS BEING RESERVED FOR THE ACCOMMODATION OF THE PASSENGER.

STOPOVER MEANS A DELIBERATE INTERRUPTION OF A JOURNEY BY THE PASSENGER, SCHEDULED TO EXCEED FOUR HOURS, AT A POINT BETWEEN THE PLACE OF DEPARTURE AND THE PLACE OF FINAL DESTINATION.

THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS MEANS THE SUM OF THE APPLICABLE ONE-WAY FARES INCLUDING ANY SURCHARGES AND AIR TRANSPORTATION TAXES, LESS ANY APPLICABLE DISCOUNTS.

VOLUNTEER MEANS A PERSON WHO RESPONDS TO CARRIER'S REQUEST FOR VOLUNTEERS AND WHO WILLINGLY ACCEPTS

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CARRIER'S OFFER OF COMPENSATION, IN ANY AMOUNT, IN EXCHANGE FOR RELINQUISHING HIS CONFIRMED RESERVED SPACE. ANY OTHER PASSENGER DENIED BOARDING IS CONSIDERED FOR THE PURPOSES OF THIS RULE TO HAVE BEEN DENIED BOARDING INVOLUNTARILY, EVEN IF HE ACCEPTS DENIED BOARDING COMPENSATION.

- (B) CONDITIONS FOR PAYMENT OF COMPENSATION SUBJECT TO THE EXCEPTION IN THIS SUBPARAGRAPH, CARRIER WILL TENDER TO PASSENGER THE AMOUNT OF COMPENSATION SPECIFIED IN PARAGRAPH (2) WHEN:
- (1) PASSENGER HOLDING A TICKET FOR CONFIRMED RESERVED SPACE PRESENTS HIMSELF FOR CARRIAGE AT THE APPROPRIATE TIME AND PLACE HAVING COMPLIED FULLY WITH CARRIER'S REQUIREMENTS AS TO TICKETING, CHECK-IN (SEE RULE 60 HEREIN) AND RECONFIRMATION PROCEDURES AND BEING ACCEPTABLE FOR TRANSPORTATION, UNDER CARRIERS TARIFF, AND
  - (2) THE FLIGHT FOR WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE IS UNABLE TO ACCOMMODATE THE PASSENGER AND DEPARTS WITHOUT HIM/HER.  
EXCEPTION: THE PASSENGER WILL NOT BE ELIGIBLE FOR COMPENSATION IF
    - (I) THE FLIGHT UPON WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE IS UNABLE TO ACCOMMODATE HIM BECAUSE OF:
    - (II) CANCELLATION OF THE FLIGHT; OR
    - (III) SUBSTITUTION OF EQUIPMENT OF LESSER CAPACITY WHEN REQUIRED BY OPERATIONAL AND/OR SAFETY REASONS; OR ON AN AIRCRAFT WITH A DESIGNED PASSENGER CAPACITY OF 60 OR FEWER SEATS. THE FLIGHT FOR WHICH THE PASSENGER HOLD CONFIRMED RESERVED SPACE IS UNABLE TO ACCOMMODATE THAT PASSENGER DUE TO WEIGHT/BALANCE RESTRICTIONS WHEN REQUIRED BY OPERATIONAL OR SAFETY REASONS.
  - (3) PASSENGERS WITHOUT CONFIRMED RESERVATIONS.
  - (4) PASSENGERS WHO HAVE NOT PRESENTED THEMSELVES FOR CHECK-IN ON TIME.
  - (5) PASSENGERS ON FREE OR REDUCED FARES NOT DIRECTLY OR INDIRECTLY AVAILABLE TO THE PUBLIC, E.G. ID/DM AND AD TICKETS.
  - (6) PASSENGERS REFUSED UNDER RULE 25.
  - (7) PASSENGER IS ACCOMMODATED ON THE FLIGHT FOR WHICH HE HOLDS CONFIRMED RESERVED SPACE, BUT IS OFFERED ACCOMMODATIONS OR IS SEATED IN A COMPARTMENT OF THE AIRCRAFT OTHER THAN THAT SPECIFIED ON HIS TICKET, PROVIDED THAT A PASSENGER SEATED IN A SECTION FOR WHICH A LOWER FARE IS CHARGED SHALL BE ENTITLED TO AN APPROPRIATE REFUND.
  - (8) IF THE CARRIER ARRANGES COMPARABLE AIR TRANSPORTATION, OR OTHER TRANSPORTATION USED BY THE PASSENGER AT NO EXTRA COST TO THE PASSENGER, THAT AT THE TIME SUCH ARRANGEMENTS ARE MADE IS PLANNED TO ARRIVE AT THE PASSENGER'S NEXT STOPOVER OR, IF NONE, FINAL DESTINATION WITHIN 1 HOUR AFTER THE SCHEDULED ARRIVAL TIME OF THE PASSENGER'S ORIGINAL FLIGHT OR FLIGHTS.

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- (C) BOARDING PRIORITY  
PASSENGERS HOLDING CONFIRMED RESERVATIONS WILL ALWAYS BE BOARDED BEFORE:
- (1) ANY PASSENGER NOT HOLDING CONFIRMED RESERVATIONS.
  - (2) ANY PASSENGER NOT ENTITLED TO CONFIRMED RESERVATION.
  - (3) PASSENGERS HOLDING FREE OR REDUCED FARE TICKETS ENTITLED TO FIRM BOOKING NOT AVAILABLE DIRECTLY OR INDIRECTLY TO THE PUBLIC ISSUED BY OTHER AIRLINES.
  - (4) PASSENGERS HOLDING CONFIRMED RESERVATIONS WHO HAVE A VALID TICKET FOR THE FLIGHT IN QUESTION WILL BE BOARDED IN THE SEQUENCE IN WHICH THEY HAVE PRESENTED THEMSELVES, PROPERLY DOCUMENTED FOR THE FLIGHT AND AT THE APPROPRIATE TIME FOR CHECK-IN.
- EXCEPTION:  
THE FOLLOWING PASSENGERS CANNOT BE LEFT BEHIND:
- BRUSSELS AIRLINES HON CIRCLE MEMBERS
  - VIP
  - SENATOR AND FREQUENT TRAVELLER MEMBERS, STAR GOLD AND SILVER MEMBERS
  - COMMERCIALY IMPORTANT PASSENGERS
  - UNACCOMPANIED CHILDREN (12 YEARS AND UNDER)
  - PASSENGERS WITH DISABILITIES
  - FAMILIES WITH SMALL CHILDREN
  - ELDERLY PASSENGERS
  - INADMISSIBLE/DEPORTEES
  - PASSENGERS UNDER 18 YEARS TRAVELLING ALONE
  - PASSENGERS COVERED BY A SPECIAL MESSAGE
  - STATION BASED SECURITY OFFICERS.
  - ANY DM OR ID TICKETS WITH AN OSI REMARK NOT TO BE OFFLOADED
  - DEADHEAD CREW
  - GROUND STAFF NEEDED FOR EMERGENCY REPAIRS AT OUTSTATIONS.
- (D) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES  
COMPENSATION FOR DENIED BOARDING - IF YOU HAVE BEEN DENIED A RESERVED SEAT ON A CARRIER, YOU ARE PROBABLY ENTITLED TO MONETARY COMPENSATION. THIS NOTICE EXPLAINS THE AIRLINE'S OBLIGATION AND PASSENGER'S RIGHTS IN THE CASE OF AN OVERSOLD FLIGHT, IN ACCORDANCE WITH REGULATIONS OF THE U.S. DEPARTMENT OF TRANSPORTATION.
- (E) VOLUNTEERS AND BOARDING PRIORITIES  
IF A FLIGHT IS OVERSOLD (MORE PASSENGERS HOLD CONFIRMED RESERVATIONS THAN THERE ARE SEATS AVAILABLE), NO ONE MAY BE DENIED BOARDING AGAINST HIS/HER WILL UNTIL AIRLINE PERSONNEL FIRST ASK FOR VOLUNTEERS WHO WILL GIVE UP THEIR RESERVATIONS WILLINGLY, IN EXCHANGE FOR A PAYMENT OF THE AIRLINE'S CHOOSING. IF THERE ARE NOT ENOUGH VOLUNTEERS, OTHER PASSENGERS MAY BE DENIED BOARDING INVOLUNTARILY IN ACCORDANCE WITH THE FOLLOWING BOARDING PRIORITY OF SN:  
PASSENGERS HOLDING CONFIRMED RESERVATIONS WHO HAVE FULLY PAID THE A FARE INCLUDING DISCOUNTED FARES SUCH AS FOR CHILDREN, AND FARES APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION FOR PUBLICATION AND SALE TO THE GENERAL PUBLIC, WILL BE BOARDED IN THE SEQUENCE

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IN WHICH THEY HAVE PRESENTED THEMSELVES, PROPERLY DOCUMENTED FOR THE FLIGHT AND AT THE APPROPRIATE TIME FOR CHECK-IN BEFORE:

- (1) ANY PASSENGERS NOT HOLDING CONFIRMED RESERVATIONS.
- (2) ANY PASSENGERS WHO ARE NOT ENTITLED TO CONFIRMED RESERVATION.
- (3) PASSENGERS HOLDING FREE OR REDUCED FARE TICKETS ENTITLED TO A FIRM BOOKING, ISSUED BY OTHER AIRLINES NOT AVAILABLE DIRECTLY OR INDIRECTLY TO THE TRAVELLING PUBLIC.
- (4) PASSENGER HOLDING FREE OR REDUCED FARE TICKETS ENTITLED TO A FIRM BOOKING, ISSUED BY SN, NOT AVAILABLE DIRECTLY OR INDIRECTLY TO THE TRAVELLING PUBLIC.
- (5) THE FOLLOWING PASSENGERS CANNOT BE LEFT BEHIND:
  - BRUSSELS AIRLINES HON CIRCLE MEMBERS
  - VIP
  - SENATOR AND FREQUENT TRAVELLER MEMBERS, STAR GOLD AND SILVER MEMBERS
  - COMMERCIALY IMPORTANT PASSENGERS
  - UNACCOMPANIED CHILDREN (12 YEARS AND UNDER)
  - PASSENGERS WITH DISABILITIES
  - FAMILIES WITH SMALL CHILDREN
  - ELDERLY PASSENGERS
  - INADMISSIBLE/DEPORTEES
  - PASSENGERS UNDER 18 YEARS TRAVELLING ALONE
  - PASSENGERS COVERED BY A SPECIAL MESSAGE
  - STATION BASED SECURITY OFFICERS.
  - ANY DM OR ID TICKETS WITH AN OSI REMARK NOT TO BE OFFLOADED
  - DEADHEAD CREW
  - GROUND STAFF NEEDED FOR EMERGENCY REPAIRS AT OUTSTATIONS.
- (F) COMPENSATION FOR INVOLUNTARY DENIED BOARDING - IF YOU ARE DENIED BOARDING INVOLUNTARILY, YOU ARE ENTITLED TO A PAYMENT OF DENIED BOARDING COMPENSATION FROM THE AIRLINE UNLESS:
  - (1) YOU HAVE NOT FULLY COMPLIED WITH THE AIRLINE'S TICKETING, CHECK-IN AND RECONFIRMATION REQUIREMENTS OR YOU ARE NOT ACCEPTABLE FOR TRANSPORTATION UNDER THE AIRLINE'S TARIFF FILED WITH THE DEPARTMENT OF TRANSPORTATION OR UNDER THE AIRLINES USUAL RULES AND PRACTICES, OR
  - (2) YOU ARE DENIED BOARDING BECAUSE THE FLIGHT IS CANCELLED; OR
  - (3) YOU ARE DENIED BOARDING BECAUSE SMALLER CAPACITY AIRCRAFT WAS SUBSTITUTED FOR SAFETY OR OPERATIONAL REASONS; OR
  - (4) YOU ARE DENIED BOARDING ON AN AIRCRAFT WITH A DESIGNED PASSENGER CAPACITY OF 60 OR FEWER SEATS, THE FLIGHT FOR WHICH YOU WERE CONFIRMED RESERVED SPACE IS UNABLE TO ACCOMMODATE YOU DUE TO WEIGHT/BALANCE RESTRICTIONS WHEN REQUIRED BY OPERATIONAL OR SAFETY REASONS.
  - (5) YOU ARE OFFERED ACCOMMODATIONS IN A SECTION OF THE AIRCRAFT OTHER THAN THAT SPECIFIED IN YOUR TICKET AT NO EXTRA CHARGE. (A PASSENGER SEATED IN A SECTION FOR WHICH A LOWER FARE IS CHARGED MUST BE



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GIVEN AN APPROPRIATE REFUND.)

- (G) AMOUNT OF COMPENSATION PAYABLE  
SUBJECT TO THE PROVISIONS OF PARAGRAPH (1) OF THIS RULE, CARRIER WILL TENDER LIQUIDATED DAMAGES AT THE RATE OF 200 PERCENT OF THE FARE TO THE PASSENGER'S DESTINATION OR FIRST STOPOVER, WITH A USD 650 MAXIMUM IF THE CARRIER OFFERS ALTERNATE TRANSPORTATION THAT IS PLANNED TO ARRIVE AT THE PASSENGER'S DESTINATION OR FIRST STOPOVER MORE THAN ONE HOUR BUT LESS THAN FOUR HOURS AFTER THE PLANNED ARRIVAL TIME OF THE PASSENGER'S ORIGINAL FLIGHT; AND 400 PERCENT OF THE FARE TO THE PASSENGER'S DESTINATION OR FIRST STOPOVER, WITH A USD 1300 MAXIMUM. IF THE CARRIER DOES NOT OFFER ALTERNATE TRANSPORTATION THAT IS PLANNED TO ARRIVE AT THE PASSENGER'S DESTINATION OR FIRST STOPOVER LESS THAN FOUR HOURS AFTER THE PLANNED ARRIVAL TIME OF THE PASSENGER'S ORIGINAL FLIGHT. "ALTERNATE TRANSPORTATION" IS AIR TRANSPORTATION WITH A CONFIRMED RESERVATION AT NO ADDITIONAL COST (BY ANY SCHEDULED AIRLINE LICENSED BY DOT), OR OTHER TRANSPORTATION ACCEPTED AND USED BY THE PASSENGER IN THE CASE OF DENIED BOARDING.
- (H) METHOD OF PAYMENT - THE AIRLINE MUST GIVE EACH PASSENGER WHO QUALIFIES FOR DENIED BOARDING COMPENSATION, A PAYMENT VOUCHER OR CASH FOR THE AMOUNT SPECIFIED ABOVE, ON THE DAY AND PLACE THE INVOLUNTARY DENIED BOARDING OCCURS. HOWEVER, IF THE AIRLINE ARRANGES ALTERNATE TRANSPORTATION FOR THE PASSENGER'S CONVENIENCE THAT DEPARTS BEFORE THE PAYMENT CAN BE MADE, THE PAYMENT WILL BE SENT TO THE PASSENGER WITHIN 24 HOURS. THE AIR CARRIER CAN OFFER FREE OR DISCOUNTED TRANSPORTATION IN PLACE OF CASH PAYMENT, IN THAT EVENT, THE CARRIER WILL DISCLOSE ALL MATERIAL RESTRICTIONS ON THE USE OF THE FREE OR DISCOUNTED TRANSPORTATION BEFORE THE PASSENGER DECIDES WHETHER TO ACCEPT THE TRANSPORTATION IN LIEU OF CASH OR CHECK PAYMENT. THE PASSENGER MAY INSIST ON THE CASH/CHECK PAYMENT OR REFUSE ALL COMPENSATION AND BRING LEGAL ACTION.
- (I) PASSENGER'S OPTIONS - ACCEPTANCE OF THE COMPENSATION (BY ENDORSING THE VOUCHER WITHIN 30 DAYS) RELIEVES THE CARRIER FROM ANY FURTHER LIABILITY TO THE PASSENGER CAUSED BY ITS FAILURE TO HONOR THE CONFIRMED RESERVATIONS; HOWEVER, THE PASSENGER MAY DECLINE PAYMENT AND SEEK TO RECOVER DAMAGES IN A COURT OF LAW OR IN SOME OTHER MANNER.

PART II DENIED BOARDING COMPENSATION (APPLICABLE TO/FROM CANADA)

THE RULES SET OUT IN EU REGULATION NO. 261/2004 ARE FULLY INCORPORATED HEREIN AND SHALL SUPERSEDE AND PREVAIL OVER ANY PROVISIONS OF THIS TARIFF WHICH MAY BE INCONSISTENT WITH THOSE RULES.

(A) APPLICABILITY

THE FOLLOWING RULES SHALL APPLY:

- (1) IN RESPECT OF FLIGHTS DEPARTING FROM AN AIRPORT IN THE EUROPEAN UNION (EU) AND FLIGHTS DEPARTING FROM AN AIRPORT IN A THIRD COUNTRY BOUND TO AN AIRPORT IN THE EU UNLESS PASSENGER RECEIVED BENEFITS OR COMPENSATION AND WERE GIVEN ASSISTANCE IN THAT

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- THIRD COUNTRY;
- (2) ON CONDITION THAT PASSENGERS HAVE A CONFIRMED RESERVATION ON THE FLIGHT CONCERNED AND PRESENTS HIMSELF/HERSELF FOR CHECK-IN AT THE TIME INDICATED IN ADVANCE AND IN WRITING OR ELECTRONICALLY; OR; IF NO TIME IS INDICATED; NOT LATER THAN 60 MINUTES BEFORE THE PUBLISHED DEPARTURE TIME;
  - (3) ONLY TO THE PASSENGER TRAVELING WITH A VALID TICKET INCLUDING TICKETS ISSUED UNDER A FREQUENT FLYER OR OTHER COMMERCIAL PROGRAM WITH CONFIRMED RESERVATIONS AND
    - (A) PRESENTS HIMSELF AT THE APPROPRIATE PLACE AND HAS OBSERVED PUBLISHED MINIMUM CHECK-IN TIMES.
    - (B) HAS COMPLIED WITH SN TICKETING AND RECONFIRMATION PROCEDURES.
    - (C) IS ACCEPTABLE FOR TRANSPORTATION UNDER THE CARRIER'S TARIFF AND THE FLIGHT FOR WHICH THE PASSENGER HOLDS CONFIRMED RESERVATIONS IS UNABLE TO ACCOMMODATE THE PASSENGER AND DEPARTS WITHOUT HIM/HER.
  - (4) WHERE SN IS THE OPERATING CARRIER OF THE FLIGHT EXCEPTIONS:  
THE FOLLOWING PASSENGERS WILL NOT BE ENTITLED TO COMPENSATION:
    - (A) PASSENGERS TRAVELLING TO EU WHO HAVE RECEIVED BENEFITS OR COMPENSATION IN A THIRD COUNTRY.
    - (B) PASSENGERS TRAVELLING BETWEEN TWO AIRPORTS OUTSIDE THE EU UNLESS THE SECTOR IS PART OF A FLIGHT (SAME FLIGHT NUMBER) THAT ORIGINATED IN THE EU.
    - (C) PASSENGERS WITHOUT CONFIRMED RESERVATIONS.
    - (D) PASSENGERS WHO HAVE NOT PRESENTED THEMSELVES FOR CHECK-IN ON TIME.
    - (E) PASSENGER ON FREE OR REDUCED FARES NOT DIRECTLY OR INDIRECTLY AVAILABLE TO THE PUBLIC, E.G. ID/DM AND AD TICKETS.
    - (F) PASSENGERS REFUSED UNDER RULE 25.
  - (5) THE PASSENGER IS ACCOMMODATED ON THE FLIGHT FOR WHICH HE/SHE HOLD'S CONFIRMED RESERVATIONS, BUT IS SEATED IN A COMPARTMENT OF THE AIRCRAFT OTHER THAN THAT RESERVED, PROVIDED THAT WHEN THE PASSENGER IS ACCOMMODATED IN A CLASS OF SERVICE FOR WHICH A LOWER FARE IS CHARGED, THE PASSENGER WILL BE ENTITLED TO THE APPROPRIATE REFUND.
- (B) PASSENGER RIGHTS
- (1) DENIED BOARDING VOLUNTEERS - VOLUNTEERS HAVE THE RIGHT OF MUTUALLY AGREED BENEFITS PLUS THE RIGHT TO CHOOSE BETWEEN REIMBURSEMENT AND REROUTING WITH THE FOLLOWING OPTIONS:
    - (A) REIMBURSEMENT WITHIN 7 DAYS OF UNUSED FLIGHT COUPONS OR
    - (B) REROUTING TO FINAL DESTINATION AT THE EARLIEST OPPORTUNITY UNDER COMPARABLE TRANSPORT CONDITIONS OR
    - (C) REROUTING TO FINAL DESTINATION AT A LATER DATE ACCORDING TO PASSENGER'S CONVENIENCE BUT SUBJECT TO AVAILABILITY OF SPACE. VOLUNTEERS

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- ARE NOT ENTITLED TO CARE, SUCH AS PHONE CALLS, FOOD, ACCOMMODATION ETC.
- (2) INVOLUNTARY DENIED BOARDING - IN CASE OF INVOLUNTARY DENIED BOARDING THE PASSENGERS ARE ENTITLED TO THE FOLLOWING:
- (A) RIGHT TO COMPENSATION ACCORDING TO PARAGRAPH (3)(A) OR (3)(B) BELOW AND
  - (B) RIGHT TO CHOOSE BETWEEN REIMBURSEMENT/REROUTING WITH THE SAME OPTIONS AS MENTIONED UNDER (B)(1) ABOVE AND
  - (C) RIGHT TO CARE INCLUDING
    - MEALS AND REFRESHMENTS REASONABLY RELATED TO THE WAITING TIME.
    - 2 TELEPHONE CALLS OR TELEX, E-MAILS OR FAX MESSAGE
    - HOTEL ACCOMMODATION PLUS TRANSFER BETWEEN AIRPORT AND HOTEL.
- (3) AMOUNT OF COMPENSATION PAYABLE
- (A) THE AMOUNT OF COMPENSATION DEPENDS ON THE DISTANCE OF THE SCHEDULE FLIGHT AND THE DELAY OF ARRIVAL OF THE ALTERNATIVE FLIGHT PROPOSED. COMPENSATION AMOUNTS IN EUR:

FLIGHT KM BETWEEN AND	AMOUNT IN EUR
0-1500	250
1500 - 3500	400
GREATER THAN 3500	600
  - (B) IF AN ALTERNATIVE FLIGHT IS OFFERED AND THE NEW SCHEDULED ARRIVAL TIME DOES NOT EXCEED 2 HOURS VERSUS THE ORIGINALLY PLANNED, THE COMPENSATION AMOUNTS SHOWN UNDER (A) ABOVE CAN BE REDUCED BY 50 PERCENT:

FLIGHT KM BETWEEN AND	AMOUNT IN EUR
0-1500	125
1500 - 3500	200
GREATER THAN 3500	300

NOTE: EUR AMOUNTS WILL BE CONVERTED INTO CAD AT THE APPLICABLE RATE OF EXCHANGE IN EFFECT ON THE DATE OF COMPENSATION (SEE RULE 75 (C)(2))
  - (C) IN LIEU OF CASH PAYMENT OF THE AMOUNT MENTIONED IN (3)(A) AND (3)(B) THE PASSENGER MAY CHOOSE COMPENSATION IN THE FORM OF A VOUCHER VALID FOR FURTHER TRAVEL ON THE SERVICES OF BRUSSELS AIRLINES. FOLLOWING CONDITIONS SHALL APPLY TO SUCH VOUCHERS:
    - VALIDITY IS A 1 YEAR FROM THE DATE OF ISSUE, IF AFTER ONE YEAR THE VOUCHER HAS NOT BEEN USED, IT WILL BE REFUNDED BUT ONLY AT THE CASH VALUES AS APPLICABLE IN (3)(A) AND (3)(B).
    - LOST VOUCHERS WILL NOT BE REPLACED
    - A TICKET MAY ONLY BE ISSUED IN EXCHANGE FOR THE VOUCHER IN THE SAME NAME AS THAT ON THE VOUCHER.
    - IF THE VALUE OF A DESIRED TICKET EXCEEDS THE VALUE OF THE VOUCHER, THE PASSENGER SHALL PAY THE APPLICABLE DIFFERENCE.

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- IF THE VALUE OF THE VOUCHER EXCEEDS THE VALUE OF THE DESIRED TICKET, THE DIFFERENCE WILL NOT BE REFUNDED.

- (4) CANCELLATION OF FLIGHTS
- (A) IN CASE OF CANCELLATION OF A FLIGHT THE PASSENGERS WILL BE ENTITLED TO THE FOLLOWING:
- (I) RIGHT TO COMPENSATION ACCORDING TO PARAGRAPH (4)(B)(I) OR (4)(B)(II) AND
- (II) RIGHT TO CHOOSE BETWEEN REIMBURSEMENT/REROUTING WITH THE SAME OPTIONS AS MENTIONED UNDER (B)(1) ABOVE AND
- (III) RIGHT TO CARE INCLUDING
- MEALS AND REFRESHMENTS REASONABLY RELATED TO THE WAITING TIME.
  - 2 TELEPHONE CALLS OR TELEX, E-MAILS OR FAX
  - IF NECESSARY, HOTEL ACCOMMODATION PLUS TRANSFER BETWEEN AIRPORT AND HOTEL.
- (B) AMOUNT OF COMPENSATION PAYABLE
- (I) THE AMOUNT OF COMPENSATION DEPENDS ON THE DISTANCE OF THE SCHEDULE FLIGHT AND THE DELAYED OF ARRIVAL OF THE ALTERNATIVE FLIGHT PROPOSED. COMPENSATION AMOUNTS IN EUR:
- | FLIGHT KM BETWEEN AND | AMOUNT IN EUR |
|-----------------------|---------------|
| 0-1500                | 250           |
| 1500 - 3500           | 400           |
| GREATER THAN 3500     | 600           |
- (II) IF AN ALTERNATIVE FLIGHT IS OFFERED AND THE NEW SCHEDULED ARRIVAL TIME DOES NOT EXCEED 2 HOURS VERSUS THE ORIGINALLY PLANNED FLIGHT, THE COMPENSATION AMOUNTS SHOWN UNDER (I) ABOVE WILL BE REDUCED BY 50 PERCENT:
- | FLIGHT KM BETWEEN AND | AMOUNT IN EUR |
|-----------------------|---------------|
| 0-1500                | 125           |
| 1500 - 3500           | 200           |
| GREATER THAN 3500     | 300           |
- NOTE: EUR AMOUNTS WILL BE CONVERTED INTO CAD AT THE APPLICABLE RATE OF EXCHANGE IN EFFECT ON THE DATE OF COMPENSATION (SEE RULE 75 SECTION C.2)
- (III) IN LIEU OF CASH PAYMENT OF THE AMOUNT MENTIONED IN (4)(B)(I) AND (4)(B)(II) THE PASSENGER MAY CHOOSE COMPENSATION IN THE FORM OF A VOUCHER VALID FOR FURTHER TRAVEL ON THE SERVICES OF BRUSSELS AIRLINES. FOLLOWING CONDITIONS SHALL APPLY TO SUCH VOUCHERS:
- VALIDITY IS A 1 YEAR FROM THE DATE OF ISSUE, IF AFTER ONE YEAR THE VOUCHER HAS NOT BEEN USED, IT WILL BE REFUNDED BUT ONLY AT THE CASH VALUES AS APPLICABLE IN (4)(B)(I) AND (4)(B)(II).

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- LOST VOUCHERS WILL NOT BE REPLACED
  - A TICKET MAY ONLY BE ISSUED IN EXCHANGE FOR THE VOUCHER IN THE SAME NAME AS THAT ON THE VOUCHER.
  - IF THE VALUE OF A DESIRED TICKET EXCEEDS THE VALUE OF THE VOUCHER, THE PASSENGER SHALL PAY THE APPLICABLE DIFFERENCE.
  - IF THE VALUE OF THE VOUCHER EXCEEDS THE VALUE OF THE DESIRED TICKET, THE DIFFERENCE WILL NOT BE REFUNDED.
- (IV) NO COMPENSATION IS GRANTED IF PASSENGERS HAVE BEEN INFORMED
- (AA) AT LEAST 14 DAYS BEFORE THE SCHEDULED TIME OF DEPARTURE.
  - (BB) BETWEEN 14 AND 7 DAYS BEFORE THE SCHEDULED TIME OF DEPARTURE PROVIDED THAT THE ALTERNATIVE FLIGHT DEPARTS NO MORE THAN 2 HOURS BEFORE THE ORIGINALLY SCHEDULED TIME AND REACHES FINAL DESTINATION LESS THAN 4 HOURS AFTER THE SCHEDULED TIME OF ARRIVAL.
  - (CC) LESS THAN 7 DAYS BEFORE SCHEDULED TIME OF DEPARTURE AND THE ALTERNATE FLIGHT DEPARTS NO MORE THAN 1 HOUR BEFORE THE ORIGINALLY SCHEDULED TIME OF DEPARTURE AND REACHES FINAL DESTINATION LESS THAN 2 HOURS AFTER THE SCHEDULED TIME OF ARRIVAL.
  - (DD) IF THE CANCELLATION IS DUE TO EXTRAORDINARY CIRCUMSTANCES WHICH COULD NOT HAVE BEEN AVOIDED, EVEN IF ALL REASONABLE MEASURES HAD BEEN TAKEN EXAMPLES INCLUDE BAD WEATHER CONDITIONS POLITICAL INSTABILITY, STRIKES, SECURITY RISK, UNEXPECTED FLIGHT SAFETY SHORTCOMINGS.
- (C) LONG DELAY
- THIS RULE IS ONLY APPLICABLE WHEN A FLIGHT IS DELAYED AT DEPARTURE, NOT WHEN A FLIGHT LEAVES ON THE TIME AND IS SUBSEQUENTLY DELAYED. A LONG DELAY IS CONSIDERED A FLIGHT THAT IS DELAYED ACCORDING TO THE FOLLOWING PARAMETERS:
- |                              |                   |
|------------------------------|-------------------|
| TRIPS LESS THAN 1,500 KM     | MORE THAN 2 HOURS |
| TRIPS BETWEEN 1,500-3,500 KM | MORE THAN 3 HOURS |
| TRIPS MORE THAN 3,500 KM     | MORE THAN 4 HOURS |
- IN THIS CASE THE PASSENGERS ARE ENTITLED TO THE FOLLOWING
- (1) RIGHT TO CARE PROVIDED THIS DOES NOT RESULT IN A FURTHER DELAY OF THE FLIGHT INCLUDING
    - MEALS AND REFRESHMENTS REASONABLY RELATED TO THE WAITING TIME.
    - 2 TELEPHONE CALLS OR TELEX, E-MAILS OR FAX

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MESSAGE

-HOTEL ACCOMMODATION PLUS TRANSFER BETWEEN AIRPORT AND HOTEL IN CASE THE FLIGHT IS DELAYED UNTIL THE NEXT DAY.

(2) IF FLIGHT IS DELAYED MORE THAN 5 HOURS RIGHT TO BE REIMBURSED WITHIN 7 DAYS:

(A) OUTBOUND PASSENGER: COST OF TICKET

(B) INBOUND PASSENGER: COST OF UNUSED FLIGHT COUPONS

(C) TRANSIT PASSENGER: COST OF UNUSED FLIGHT COUPONS

IF THE FLIGHT NO LONGER SERVES ITS PURPOSE; AND IF RELEVANT RETURN FLIGHT TO THE FIRST POINT OF DEPARTURE.

(D) FOR PACKAGE TOUR PASSENGERS THE VALUE OF REIMBURSEMENT WILL HAVE TO BE ASSIGNED TO UNUSED FLIGHT COUPON(S)

(D) DOWNGRADING OF PASSENGERS

FOLLOWING APPLIES FOR FLIGHTS OVERBOOKED OR AIRCRAFT CHANGE:

IN CASE OF INVOLUNTARY DOWNGRADING TO A LOWER CLASS OF SERVICE PASSENGERS WILL BE ENTITLED TO THE FOLLOWING IMMEDIATE REIMBURSEMENT IN CASH OR BY MCO:

ALL TRIPS	F TO C CLASS EUR 4000
TRIPS LESS THAN 932 MILES	C TO Y CLASS EUR 200
TRIPS BETWEEN 933-2175 MILES	C TO Y CLASS EUR 300
TRIPS MORE THAN 2176 MILES	C TO Y CLASS EUR 1100

NOTE 1: EUR AMOUNTS WILL BE CONVERTED INTO CAD AT THE APPLICABLE RATE OF EXCHANGE IN EFFECT ON

THE DATE OF COMPENSATION (SEE RULE 75 (C)(2))

NOTE 2: IN CASE OF DOWNGRADING FROM F TO C-CLASS DUE TO AIRCRAFT CHANGE FROM 3 TO 2 CLASS

VERSION NORMAL FARE DIFFERENCE APPLY.

NOTE 3: IN ALL CASES THE RELEVANT DISTANCE IS UNDERSTOOD TO BE THE SECTOR ON WHICH THE

PASSENGER IS DOWNGRADED. THE TICKET PRICE IS UNDERSTOOD TO BE THE ONE WAY FLIGHT COUPON VALUE FOR THE SECTOR ON WHICH THE PASSENGER IS DOWNGRADED.

(E) BOARDING PRIORITY

PASSENGERS HOLDING CONFIRMED RESERVATIONS WILL BE BOARDED BEFORE:

(1) ANY PASSENGERS NOT HOLDING CONFIRMED RESERVATIONS.

(2) ANY WHO ARE NOT ENTITLED TO CONFIRMED RESERVATIONS.

(3) PASSENGERS HOLDING FREE OR REDUCED FARE TICKETS ISSUED BY SN.

(4) PASSENGERS HOLDING FREE OR REDUCED FARE TICKETS ENTITLED TO FIRM BOOKINGS, ISSUED BY OTHER AIRLINES.

PASSENGERS HOLDING CONFIRMED RESERVATIONS AND A VALID TICKET FOR THE FLIGHT IN QUESTION WILL BE BOARDED IN THE SEQUENCE IN WHICH THEY HAVE PRESENTED THEMSELVES FOR CHECK-IN.

EXCEPT:

THE FOLLOWING PASSENGERS CANNOT BE LEFT BEHIND:

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- BRUSSELS AIRLINES HON CIRCLE MEMBERS
- VIP
- SENATOR AND FREQUENT TRAVELLER MEMBERS, STAR GOLD AND SILVER MEMBERS
- COMMERCIALY IMPORTANT PASSENGERS
- UNACCOMPANIED CHILDREN (12 YEARS AND UNDER)
- PASSENGERS WITH DISABILITIES
- FAMILIES WITH SMALL CHILDREN
- ELDERLY PASSENGERS
- INADMISSIBLE/DEPORTEES
- PASSENGERS UNDER 18 YEARS TRAVELLING ALONE
- PASSENGERS COVERED BY A SPECIAL MESSAGE
- STATION BASED SECURITY OFFICERS.
- ANY DM OR ID TICKETS WITH AN OSI REMARK NOT TO BE OFFLOADED
- DEADHEAD CREW
- GROUND STAFF NEEDED FOR EMERGENCY REPAIRS AT OUTSTATIONS.

(F) DEFINITIONS

FOR THE PURPOSE OF THIS RULE, EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED HEREIN:

THE FOLLOWING DEFINITIONS SHALL APPLY:

AIRPORT - MEANS THE AIRPORT AT WHICH THE DIRECT OR CONNECTING FLIGHT, ON WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE, IS PLANNED TO ARRIVE OR SOME OTHER AIRPORT SERVING THE SAME METROPOLITAN AREA, PROVIDED THAT TRANSPORTATION TO THE OTHER AIRPORT IS ACCEPTED (I.E. USED) BY THE PASSENGER.

ALTERNATE TRANSPORTATION - IS AIR TRANSPORTATION PROVIDED BY A CARRIER OR OTHER TRANSPORTATION USED BY THE PASSENGER WHICH, AT THE TIME THE ARRANGEMENTS ARE MADE, WILL BE PROVIDED FOR ARRIVAL AT THE PASSENGER'S DESTINATIONS OR NEXT POINT OF STOPOVER, WITHIN FOUR HOURS OF HIS ORIGINALLY SCHEDULED ARRIVAL TIME.

CARRIER - MEANS CARRIER, EXCEPT A HELICOPTER OPERATOR, HOLDING A COMMERCIAL AIR SERVICE LICENSE AUTHORIZING THE TRANSPORTATION OF PERSONS.

COMPARABLE AIR TRANSPORTATION - IS PROVIDED BY AIR CARRIER TO THE PASSENGER AT NO EXTRA COST.

CONFIRMED SPACE (RESERVATION) - IS THAT WHICH APPLIES TO A SPECIFIC SN FLIGHT, DATE AND FARE TYPE AS REQUESTED BY THE PASSENGER AND WHICH IS VERIFIED IN SN RESERVATIONS SYSTEM AND IS SO NOTED ON THE TICKET.

CANCELLATION - MEANS THE NON-OPERATION OF A FLIGHT WHICH WAS PREVIOUSLY PLANNED AND ON WHICH AT LEAST ONE PLACE WAS RESERVED.

TICKET - MEANS A VALID DOCUMENT GIVING ENTITLEMENT TO TRANSPORT, OR SOMETHING EQUIVALENT IN PAPERLESS FORM, INCLUDING ELECTRONIC FORM, ISSUED OR AUTHORIZED BY THE AIR CARRIER OR ITS AUTHORIZED AGENTS.

STOPOVER - IS A DELIBERATE INTERRUPTION OF A JOURNEY REQUESTED BY THE PASSENGER WHICH IS SCHEDULED TO EXCEED FOUR HOURS AT A PLACE BETWEEN THE POINTS OF ORIGIN AND DESTINATION.

VOLUNTEER - MEANS A PERSON WHO RESPONDS TO CARRIER'S REQUEST FOR VOLUNTEERS AND WHO WILLINGLY ACCEPTS CARRIER'S OFFER OR COMPENSATION, IN ANY AMOUNT, IN EXCHANGE FOR RELINQUISHING HIS CONFIRMED RESERVED

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SPACE. ANY OTHER PASSENGER DENIED BOARDING IS  
CONSIDERED, FOR THE PURPOSES OF THIS RULE, TO HAVE BEEN  
DENIED BOARDING INVOLUNTARILY, EVEN IF HE ACCEPTS  
DENIED BOARDING COMPENSATION.



Rule 90 Refunds

Issued: October 26, 2019

Effective: October 27, 2019

(A) GENERAL

(1) IN CASE OF REFUND, WHETHER DUE TO FAILURE OF CARRIER TO PROVIDE THE ACCOMMODATION CALLED FOR BY THE TICKET, OR TO VOLUNTARY CHANGE OF ARRANGEMENTS BY THE PASSENGER, THE CONDITIONS AND AMOUNT OF REFUND WILL BE GOVERNED BY CARRIER'S TARIFFS.

(2) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (F) OF THIS RULE, REFUND BY CARRIER FOR AN UNUSED TICKET OR PORTION THEREOF OR MISCELLANEOUS CHARGES ORDER WILL BE MADE TO THE PERSON NAMED AS THE PASSENGER IN SUCH TICKET OR MISCELLANEOUS CHARGES ORDER UNLESS AT THE TIME OF PURCHASE THE PURCHASER DESIGNATES ON THE TICKET OR MISCELLANEOUS CHARGES ORDER ANOTHER PERSON TO WHOM REFUND SHALL BE MADE, IN WHICH EVENT REFUND WILL BE MADE TO PERSONS SO DESIGNATED AND ONLY UPON DELIVERY OF THE PASSENGER COUPON AND ALL UNUSED FLIGHT COUPONS OF THE TICKET OR MISCELLANEOUS CHARGES ORDER. A REFUND MADE IN ACCORDANCE WITH THIS PROCEDURE TO A PERSON REPRESENTING HIM AS THE PERSON NAMED OR DESIGNATED IN THE TICKET OR MISCELLANEOUS CHARGES ORDER WILL BE CONSIDERED A VALID REFUND AND CARRIER WILL NOT BE LIABLE TO THE TRUE PASSENGER FOR ANOTHER REFUND.

EXCEPTION 1: REFUND IN ACCORDANCE WITH PARAGRAPH (E) BELOW OF TICKETS FOR TRANSPORTATION WHICH HAVE BEEN ISSUED AGAINST A CREDIT CARD WILL BE MADE ONLY TO THE CREDIT CARD ACCOUNT OF THE PERSON TO WHOM SUCH CREDIT CARD HAS BEEN ISSUED.

EXCEPTION 2: REFUND OF A TICKET WHICH HAS BEEN ISSUED PURSUANT TO A PREPAID TICKET ADVICE (PTA) WILL BE MADE TO THE PERSON WHO PAID CARRIER FOR THE TICKET.

(3) CARRIER WILL REFUSE TO REFUND WHEN APPLICATION THEREFORE IS MADE LATER THAN THIRTY (30) DAYS AFTER THE EXPIRY DATE OF THE TICKET OR MISCELLANEOUS CHARGES ORDER.

(4) CARRIER WILL REFUSE TO REFUND ON A TICKET WHICH HAS BEEN PRESENTED TO GOVERNMENT OFFICIALS OF A COUNTRY OR TO CARRIER AS EVIDENCE OF INTENTION TO DEPART THEREFROM, UNLESS THE PASSENGER ESTABLISHES TO CARRIER'S SATISFACTION THAT HE HAS PERMISSION TO REMAIN IN THE COUNTRY OR THAT HE WILL DEPART THEREFROM BY ANOTHER CARRIER OR CONVEYANCE.

(B) CURRENCY

ALL REFUNDS WILL BE SUBJECT TO GOVERNMENT LAWS, RULES, REGULATIONS OR ORDERS OF THE COUNTRY IN WHICH THE TICKET WAS ORIGINALLY PURCHASED AND OF THE COUNTRY IN WHICH THE REFUND IS BEING MADE. SUBJECT TO THE

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FOREGOING PROVISIONS, REFUNDS WILL BE MADE IN THE CURRENCY IN WHICH THE FARE WAS PAID, OR IN LAWFUL CURRENCY OF THE COUNTRY OF THE CARRIER MAKING THE REFUND OR OF THE COUNTRY WHERE THE REFUND IS MADE, OR IN THE CURRENCY OF THE COUNTRY IN WHICH THE TICKET WAS PURCHASED IN AN AMOUNT EQUIVALENT TO THE AMOUNT DUE IN THE CURRENCY IN WHICH THE FARE OR FARES FOR THE FLIGHT COVERED BY THE TICKET AS ORIGINALLY ISSUED WAS COLLECTED.

- (C) SPECIAL HANDLING BY CARRIER  
CARRIER WILL MAKE ALL OR ANY INDIVIDUAL REFUNDS THROUGH ITS GENERAL ACCOUNTING OFFICES OR REGIONAL SALES OR ACCOUNTING OFFICES, AND WILL REQUIRE PRIOR WRITTEN APPLICATIONS FOR REFUNDS TO BE PREPARED BY PASSENGER ON SPECIAL FORMS FURNISHED BY CARRIER.
- (D) INVOLUNTARY REFUNDS  
SEE ALSO RULE 80 (INVOLUNTARY REVISED ROUTINGS) 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.  
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 RESUME, 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 CARRIER FOR A HIGHER CLASS OF

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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 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.
    - (B) BUSINESS CLASS FARES.
    - (C) ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES.
  - (3) THE SERVICE CHARGE PROVIDED FOR IN RULE 60 HEREIN, WILL NOT BE ASSESSED, AND ANY COMMUNICATION EXPENSES PAID BY THE PASSENGER IN THE 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, EXCEPT AS OTHERWISE PROVIDED IN RULE 25.
- (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 CANCELLATION PENALTY, APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES, 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.
  - (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

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IF SUCH CANCELLATION IS MADE AFTER AN INCREASE IN THE FARE IS MADE APPLICABLE TO THE PASSENGER'S TICKET BETWEEN THE TIME OF THE INITIAL PAYMENT AND THE DATE OF TRAVEL.

- (5) SERVICE CHARGES
- (A) SN WILL INTRODUCE A NEW REFUND SERVICE CHARGE APPLICABLE TO ALL VOLUNTARY REFUND TRANSACTIONS MADE VIA TICKET OFFICE, DIRECT SALES SERVICE CENTERS, ANY TRAVEL AGENT REFUND APPLICATIONS ADDRESSED TO AND PROCESSED BY ANY SN OFFICE AND ANY RETROACTIVE CORRECTIONS OF TRAVEL AGENCY REFUNDS NOTICED BY SN REVENUE ACCOUNTING AUDIT. THE CHARGE WILL BE CAD 25/USD 25/CHF 25/EUR 20 PER TICKET.  
EXCEPTIONS:  
INFANTS TICKETS  
CHILDREN IF WERE TO TRAVEL WITH PARENTS FAMILY OR PARTY MAXIMUM OF 9 PERSONS IF WERE TO TRAVEL ON THE SAME ITINERARY AND USING THE SAME CREDIT CARD AS FORM OF PAYMENT THEN REFUND SERVICE FEE IS APPLIED ONLY ONCE. SN IRREGULARITY AND INVOLUNTARY REFUNDS FOLLOWING EC261
- (B) PASSENGERS REQUESTING ACCEPTANCE/REISSUANCE OF TICKETS/MCOS MUST DO SO NO LATER THAN THE DATE OF EXPIRATION OF THE DOCUMENT. A TICKET IS CONSIDERED AS EXPIRED ONE YEAR AFTER THE DATE OF ISSUE OR ONE YEAR AFTER COMMENCEMENT OF TRAVEL, WHICHEVER IS LATER. AN MCO IS CONSIDERED EXPIRED ONE YEAR AFTER DATE OF ISSUE. IN THE EVENT THAT EXPIRED DOCUMENTS ARE PRESENTED BY THE PASSENGER TO BE USED AS PART OR FULL PAYMENT FOR A NEW TICKET, THEY ARE SUBJECT TO A HANDLING CHARGE. THE HANDLING CHARGE IS 10 PERCENT OF THE REFUNDABLE AMOUNT, MINIMUM EUR 50 OR THE EQUIVALENT PER DOCUMENT, (CONVERSION WITH BSR, FOR OFFICES OUTSIDE SWITZERLAND.) AGAINST EACH EXPIRED DOCUMENT (TICKETS/MCOS) AN MCO MUST ALWAYS BE ISSUED AND THE HANDLING CHARGE MUST BE DEDUCTED FROM IT PRIOR TO APPLYING THE REFUNDABLE AMOUNT TOWARDS A NEW TICKET OR MCO.
- (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 OF, 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

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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 OR ANY OTHER USE WHATSOEVER.

EXCEPTION: REFUND WILL NOT BE MADE IN LESS THAN 6 MONTHS AFTER RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER.

(2) REFUND WILL BE MADE ON ONE OF THE FOLLOWING BASES, WHICHEVER IS APPLICABLE:

(A) IF NO PORTION OF THE TICKET HAS BEEN USED, AND:

(I) THE PASSENGER HAS NOT PURCHASED A REPLACEMENT TICKET, REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID.

(II) THE PASSENGER HAS PURCHASED A REPLACEMENT TICKET, THE CARRIER WHICH ISSUED THE ORIGINAL TICKET WILL REFUND TO THE PASSENGER THE FARE PAID FOR SUCH REPLACEMENT TICKET.

(B) IF A PORTION OF THE TICKET HAS BEEN USED, AND

(I) THE PASSENGER HAS NOT PURCHASED A REPLACEMENT TICKET, 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 ACTUALLY USED:

(II) THE PASSENGER HAS PURCHASED A REPLACEMENT TICKET, THE CARRIER WHICH ISSUED THE ORIGINAL TICKET WILL REFUND THE FARE PAID FOR SUCH REPLACEMENT TICKET.

(3) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST MISCELLANEOUS CHARGES ORDERS, DEPOSIT RECEIPTS AND EXCESS BAGGAGE TICKETS.

(4) A SERVICE CHARGE AS INDICATED BELOW WILL BE IMPOSED PER CASE FOR HANDLING SUCH REQUEST FOR REFUND OR REPLACEMENT OF PASSENGER TICKETS, MISCELLANEOUS CHARGES ORDERS (MCO), EXCESS BAGGAGE TICKETS, STATED IN USD/CAD (OR THE EQUIVALENT LOCAL CURRENCY):

PASSENGER TICKETS/EXCESS BAGGAGE TICKETS/MCO'S  
PER CASE

USD	CAD
100.00	150.00

NOTE: SN WILL ASSESS THIS HANDLING CHARGE FOR REFUNDING OR REPLACING, WHOLLY OR PARTLY, LOST, MISSING, MISLAID, STOLEN PASSENGER TICKETS, MISCELLANEOUS CHARGES ORDERS OR EXCESS BAGGAGE TICKETS ON A PER-CASE BASIS, NOT PER EACH TICKET MCO. A CASE MEANS A REQUEST SUBMITTED:

(A) FOR AN INDIVIDUAL PASSENGER, AND INVOLVING ONE OR MORE TICKET(S) MCO(S), EXCESS BAGGAGE TICKET(S).

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- (B) AT THE SAME TIME (NEEDING ONLY ONE  
TELEX MESSAGE TO THE ISSUING OFFICE),  
FOR A FAMILY OR GROUP OF PASSENGERS  
TRAVELLING TOGETHER AND INVOLVING ONE  
OR MORE TICKET(S), MCO(S), EXCESS  
BAGGAGE TICKET(S) PER PASSENGER. THUS  
A NUMBER OF PASSENGERS TRAVELLING  
TOGETHER WHO REQUEST AT THE SAME TIME,  
REPLACEMENT OF  
THEIR LOST TRAVEL DOCUMENTS, WILL BE  
CHARGED USD 100.00 OR CAD 150.00 IN  
TOTAL, EVEN THROUGH MORE THAN ONE  
DOCUMENT PER PASSENGER MAY BE  
INVOLVED.

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Rule 115 Baggage Regulations (Applicable for Transportation to/from  
Canada/USA)

Issued: October 26, 2019

Effective: October 27, 2019

- (A) IN DETERMINING THE FREE BAGGAGE ALLOWANCE OF A JOURNEY, THE FOLLOWING PIECE CONCEPT (PC) RULES APPLY WORLDWIDE PER CHECKED PORTION. THE FREE BAGGAGE ALLOWANCE SHALL BE HANDLED AS SHOWN ON THE TICKET OR PASSENGER RECEIPT WITH THE WEIGHT PER PIECE ATTACHED TO SN CONDITIONS. MAXIMUM DIMENSIONS 158 CM (62 IN), MAXIMUM HANDLING WEIGHT 32 KG. IF EXCEEDING 32 KG (70 LBS) THE PIECE OF BAGGAGE MUST BE CHECKED AS AIR CARGO AT THE SPECIFIED CARGO RATES.
- FIRST CLASS 3X32KG  
BUSINESS CLASS 2X32KG  
ECONOMY CLASS 1X23KG, EXCEPT
- TO/FROM WEST, EAST, CENTRAL AFRICA 2X23KG
  - STAR-ROUND THE WORLD FARES, 2X23KG
  - TRAVEL ORIGIN BRAZIL FOR TRAVEL IN BOTH DIRECTIONS 2X32KG
  - TRAVEL BETWEEN US/CA/MX AND AFGHANISTAN, BAHRAIN, EGYPT, IRAN, IRAQ, JORDAN, KUWAIT,
  - LEBANON, OMAN, PAKISTAN, QATAR, SAUDI ARABIA, SYRIA, TURKEY, U.A.E. AND YEMEN 2X 23 KG.
  - TRAVEL BETWEEN US/CA AND TURKEY 2X23KG
  - TRAVEL BETWEEN CA AND ALBANIA 2X23KG
  - TRAVEL BETWEEN CA AND BOSNIA AND HERZEGOVINA 2X23 KG
  - TRAVEL BETWEEN CA AND MACEDONIA FYROM 2X23 KG
  - TRAVEL BETWEEN CA AND REPUBLIC OF SERBIA 2X23 KG
  - TRAVEL BETWEEN US AND INDIA 2X23KG
  - TRAVEL BETWEEN CA AND INDIA 2X23KG
  - TRAVEL BETWEEN US/CA/MX AND JAPAN 2X23 KG
  - TRAVEL BETWEEN US/CA/MX AND SOUTH AFRICA 2X23KG
- (1) FREE BAGGAGE ALLOWANCE STATUS PASSENGERS HON, SEN, STAR GOLD CARD MEMBERS PLUS 1 PIECE WITH WEIGHT AS PER TRAVEL COMPARTMENT AND EXCEPT TO/FROM/VIA US/CA PLUS 1 GOLF FTL(FREQUENT TRAVELLER CARDHOLDER) ECONOMY CLASS PLUS 1 PIECE WITH WEIGHT AS PER TRAVEL COMPARTMENT  
SN GOLF CLUB MEMBERS: PLUS 1 GOLF
- (2) FOR TICKETS ISSUED ON/BEFORE MARCH 31, 2015 FREE BAGGAGE SELECTION CRITERIA IATA RESO 302 DETERMINES THE SELECTION OF WHOSE CARRIER'S FREE BAGGAGE ALLOWANCE APPLIES FOR JOURNEY USING ONLINE, INTERLINE AND CODESHARE FLIGHTS BASED ON THE OPERATING CARRIER, EXCEPT TO/FROM US BASED ON MARKETING CARRIER. FOR TICKETS ISSUED ON/AFTER APRIL 1, 2015, REFER TO SECTION D BELOW.
- (B) FREE CARRY ON ITEMS
- (1) IN ADDITION TO THE CHECKED BAGGAGE ALLOWANCE, EACH PASSENGER MAY CARRY WITHOUT ADDITIONAL CHARGES HAND BAGGAGE SUITABLE FOR PLACEMENT IN THE CLOSED

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OVERHEAD RACK OR UNDER THE PASSENGER'S SEAT WITH  
MAXIMUM DIMENSIONS SPECIFIED BY THE CARRIER.

- (A) MAXIMUM DIMENSIONS FOR ONE PIECE 55X40X20 CM  
(22X15X8 INCHES), MAXIMUM WEIGHT 8 KG (18  
LB), E.G. BRIEFCASE, BOARD CASE, TRAVEL BAG,  
ATTACHÉ CASE. THE SIZE OF ONE CARRY-ON ITEM  
SHALL NOT EXCEED THE OVERALL DIMENSIONS OF  
115 CM (45 INCHES) OR ONE FOLDABLE GARMENT  
BAG (MAX DIMENSIONS 57X54X15 CM/22X21X6  
INCHES).
- (B) THE STANDARD ALLOWANCE PER COMPARTMENT IS  
FIRST AND BUSINESS CLASS 2 PIECES AND ECONOMY  
CLASS 1 PIECE OF CARRY ON FOR INTERNATIONAL  
FLIGHTS.

EXCEPTION: SN REGIONAL PARTNERS ON ALL  
FLIGHTS AND IN ALL CLASSES ONLY 1  
PIECE OF CARRY-ON IS ALLOWED.  
EXCEPTIONS ON SN MAY APPLY, IF  
REQUIRED BY GOVERNMENT  
RESTRICTIONS AND ON FULLY BOOKED  
FLIGHTS (DOMESTIC AND  
CONTINENTAL).

- (2) PEOPLE WITH DISABILITIES MAY CARRY FREE OF CHARGE  
ONE WHEELCHAIR AND/OR OTHER ASSERTIVE DEVICES THEY  
ARE DEPENDENT ON.
- (3) COMBINED FIRST, BUSINESS AND ECONOMY CLASS TRAVEL  
FOR THROUGH JOURNEYS WHERE THE PASSENGER TRAVELS  
PARTLY ON FIRST CLASS AND PARTLY ON BUSINESS OR  
ECONOMY CLASS SERVICE THE FREE BAGGAGE ALLOWANCE  
ON EACH PORTION OF TRAVEL SHALL BE THAT APPLICABLE  
TO THE CLASS OF SERVICE FOR WHICH THE FARE IS  
PAID.

- (C) EXCESS BAGGAGE CHARGES  
EXCESS BAGGAGE IS COLLECTED AS FLAT CHARGES. FLAT  
CHARGES ARE THROUGH RATES AS LONG AS THE ONWARD  
CONNECTING FLIGHT IS IN THE SAME TICKET. SUCH A FLAT  
CHARGE APPLIES PER PIECE WITHIN AND/OR OUTSIDE THE FREE  
BAGGAGE ALLOWANCE. FOR EACH OCCURRENCE ONE CHARGE  
APPLIES; MULTIPLE OCCURRENCES HAVE TO BE ADDED.  
EXCESS BAGGAGE CHARGES PIECE CONCEPT PER PIECE  
DEFINITIONS:

STANDARD WEIGHT: 23 KG (50 LB.)

STANDARD SIZE: 158 CM (62 IN) (H PLUS L PLUS W)

HEAVY: 24-32 KG (51-70 LB)

OVERSIZED: OVER 158 CM (62 IN)

SECOND PIECE: MAXIMUM 23 KG (50 LB) AND 158 CM  
(62 IN)

EXTRA PIECE: MAXIMUM 23 KG (50 LB) AND 158 CM  
(62 IN)

EXTRA PIECE HEAVY: 24-32 KG (51-70 LB, MAXIMUM 158 CM  
(62 IN)

EXTRA PIECE

OVERSIZED: MAXIMUM 23 KG (50 LB), OVER 158 CM  
(OVER 62 IN)

ECONOMY CLASS: WITHIN-EUROPE AND WITHIN THIRD  
COUNTRIES:

	CHF	EUR	USD/CAD
FIRST PIECE HEAVY:	60	50	70



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FIRST PIECE			
OVERSIZED:	120	100	150
EXTRA PIECE:	90	75	100
EXTRA PIECE HEAVY:	150	125	170
EXTRA PIECE			
OVERSIZED	210	175	250
EXTRA PIECE HEAVY			
AND OVERSIZED:	270	225	320
ECONOMY CLASS:	BETWEEN CA AND EUROPE (EXCEPT TURKEY, ALBANIA, BOSNIA AND HERZEGOVINA, MACEDONIA, REPUBLIC OF SERBIA), IRAQ, JAPAN AND OMAN BETWEEN MX/US AND EUROPE (EXCEPT TURKEY) EGYPT, ISRAEL, JAPAN AND OMAN		
	CHF	EUR	USD/CAD
FIRST PIECE HEAVY:	120	100	150
FIRST PIECE			
OVERSIZED:	240	200	300
FIRST PIECE HEAVY			
AND OVERSIZED:	360	300	450
SECOND PIECE:	90	75	100
SECOND PIECE HEAVY:	210	175	250
SECOND PIECE			
OVERSIZED:	330	275	400
SECOND PIECE HEAVY			
AND OVERSIZED:	450	375	550
EXTRA PIECE:	225	150	200
EXTRA PIECE HEAVY:	345	250	350
EXTRA PIECE			
OVERSIZED:	465	350	500
EXTRA PIECE HEAVY			
AND OVERSIZED:	585	450	650
EXCEPTION: CA-UK			
SECOND PIECE:		50	70
SECOND PIECE HEAVY:		150	220
SECOND PIECE OVERSIZED:		250	370
SECOND PIECE HEAVY			
AND OVERSIZED:		350	520
ECONOMY CLASS:	BETWEEN CA/MX/US AND IRAN, QATAR, SAUDI ARABIA, SOUTH AFRICA, TURKEY AND UNITED ARAB EMIRATES BETWEEN CA AND ALBANIA, BOSNIA AND HERZEGOVINA, MACEDONIA, REPUBLIC OF SERBIA, EGYPT, IRAQ, LEBANON, SYRIA, JORDAN AND SOUTH ASIA SUBCONTINENT BETWEEN MX/US AND INDIA		
	CHF	EUR	USD/CAD
FIRST PIECE HEAVY:	120	100	150
FIRST PIECE			
OVERSIZED:	240	200	300
FIRST PIECE HEAVY			
AND OVERSIZED:	360	300	450

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SECOND PIECE:	90	75	100
SECOND PIECE HEAVY:	120	100	150
SECOND PIECE OVERSIZED:	240	200	300
SECOND PIECE HEAVY AND OVERSIZED:	360	300	450
EXTRA PIECE:	225	150	200
EXTRA PIECE HEAVY:	345	250	350
EXTRA PIECE OVERSIZED:	465	350	500
EXTRA PIECE HEAVY AND OVERSIZED:	585	450	650
ECONOMY CLASS:	BETWEEN CA/MX/US AND ALL OTHER INTERCONTINENTAL		
	CHF	EUR	USD/CAD
FIRST PIECE HEAVY:	150	100	150
FIRST PIECE OVERSIZED:	240	200	300
FIRST PIECE HEAVY AND OVERSIZED:	360	300	450
EXTRA PIECE:	225	150	200
EXTRA PIECE HEAVY:	345	250	350
EXTRA PIECE OVERSIZED:	465	350	500
EXTRA PIECE HEAVY AND OVERSIZED:	585	450	650

COLLECTION  
 ALL EXCESS BAGGAGE MUST BE ASSESSED AND CHARGED FOR  
 PRIOR TO THE BOARDING OF THE AIRCRAFT BY THE PASSENGER  
 TO THE NEXT POINT OF STOPOVER:

- IN EFFECT ON THE DATE OF ISSUANCE OF THE EXCESS BAGGAGE TICKET
- IN THE DIRECTION OF TRAVEL
- PER CHECKED PORTION: FROM THE POINT FOR WHICH THE CHECKED BAGGAGE ALLOWANCE IS EXCEEDED TO THE FIRST POINT AT WHICH THE BAGGAGE IS COLLECTED (EXCLUDING ANY TRANSFER POINTS)
- THROUGH CHARGES ARE NOT APPLICABLE FOR SPLIT TICKETING.
- LOCAL CURRENCY RATE OTHERS THAN EUR/USD/CAD SHALL BE BASED ON THE EUR CONVERSION AND ROUNDED.

(D) INTERLINING

FOR TRAVEL TO/FROM CANADA/USA FOR TICKETS ISSUED  
 ON/BEFORE MARCH 31, 2015

- (1) WHEN FREE BAGGAGE ALLOWANCE SHOWN IN THE TICKET IS EXCEEDED, EXCESS CHARGES SHALL APPLY AND COLLECTED FOR THE CHECKED PORTION ACCORDING TO THE RULES AND CHARGES OF THE CHECK-IN CARRIER. WHEN OTHER AIRLINES OFFER THE FIRST LEG OF THE JOURNEY, OTHER CARRIER'S CHARGES COULD BE APPLIED.
- (2) IN CASE OF INTERLINING WHEN SN IS THE FIRST TRANSPORTING CARRIER, THE APPLICABLE SN CHARGES SHALL BE APPLIED FOR THE ONE-WAY DIRECTION OF TRAVEL PER CHECKED PORTION. THIS INCLUDES INTERLINE SECTORS AND AS FAR AS BAGGAGE HAS BEEN CHECKED THROUGH ACCORDING TO VALID THROUGH-CHECK AND ACCOUNTING RULES. IN CASE OF INTERLINING AND THE FREE BAGGAGE ALLOWANCE IS NOT IDENTICAL, THE

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APPLICABLE SN EXCESS BAGGAGE CHARGES HAVE TO BE CHARGED ALSO IF ONLY REQUIRED FOR PARTS OF THE JOURNEY AND THE SN SECTORS SHOULD BE COLLECTED FOR THE SN PORTION OF THE TRAVEL ACCORDING TO SN REGULATIONS.

- (3) NOT APPLICABLE FOR CUSTOMER AIRLINES:  
FOR ALL AIRLINES HANDLED BY SN ON BEHALF OF THE CUSTOMER AIRLINES (LOCAL CHECK-IN), EXCESS BAGGAGE IS HANDLED ACCORDING TO THE CONTRACTED RULES.

(D) INTERLINING

- (1) FOR TRAVEL TO/FROM CANADA/USA AS DETERMINED BY THE CTA AND US DOT (EFFECTIVE TO/FROM CANADA FOR TICKETS ISSUED ON/AFTER APRIL 1, 2015

(A) APPLICABILITY

THIS RULE IS APPLICABLE TO ALL INTERLINE ITINERARIES ISSUED ON A SINGLE TICKET WHOSE ORIGIN, ULTIMATE TICKETED DESTINATION OR FURTHEST CHECKED POINT IN THE ITINERARY IS IN THE US OR CANADA. IT ESTABLISHES HOW SN WILL DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO ANY PASSENGER'S ENTIRE INTERLINE ITINERARY.

(B) GENERAL

FOR THE PURPOSE OF INTERLINE BAGGAGE ACCEPTANCE:

- (I) THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S INTERLINE TICKET WILL BE KNOWN AS THE SELECTING CARRIER.

- (II) 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

(I) CHECKED BAGGAGE

THIS SELECTING CARRIER WILL:

- (AA) SELECT AND APPLY ITS OWN BAGGAGE RULES AS SET OUT IN ITS TARIFF TO THE ENTIRE INTERLINE ITINERARY, OR;  
(BB) 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 AA) OR BB) WILL BE KNOWN AS THE SELECTED CARRIER. WHEN SELECTED, SN WILL APPLY

- ITS OWN BAGGAGE RULES  
REGARDLESS OF STOPOVERS TO THE  
ENTIRE INTERLINE ITINERARY AS  
SET OUT IN THIS RULE 0115.
- (II) CARRY-ON BAGGAGE (HAND  
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.
- (III) BAGGAGE RULE APPLICATION BY  
PARTICIPATING CARRIER WHERE SN  
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, THE CARRIER  
WILL APPLY AS ITS OWN THE  
BAGGAGE RULES OF THE SELECTED  
CARRIER THROUGHOUT THE  
INTERLINE ITINERARY.
- (D) DISCLOSURE OF BAGGAGE RULES  
SUMMARY PAGE AT THE END OF A  
PURCHASE AND E-TICKET DISCLOSURE
- (I) FOR BAGGAGE RULE 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 SN SELLS AND ISSUES A  
TICKET FOR AN INTERLINE  
ITINERARY, IT WILL DISCLOSE ON  
THE PASSENGER'S  
ITINERARY/RECEIPT AN E-TICKET  
AT THE TIME OF TICKETING THE  
BAGGAGE INFORMATION RELEVANT  
TO THE PASSENGER ITINERARY AS  
SET OUT IN (II) BELOW. THE  
DISCLOSE INFORMATION WILL  
REFLECT THE BAGGAGE RULES OF  
THE SELECTED CARRIER.
- (II) THE CARRIER WILL DISCLOSE THE  
FOLLOWING INFORMATION:  
(AA) NAME OF THE CARRIER WHOSE  
BAGGAGE RULES APPLY;  
(BB) PASSENGER'S FREE BAGGAGE  
ALLOWANCE AND/OR  
APPLICABLE FEES;  
(CC) SIZE AND WEIGHT LIMITS OF  
THE BAGS, IF APPLICABLE;  
(DD) TERMS AND CONDITIONS THAT

- WOULD ALTER OR IMPACT A PASSENGER'S STANDARD BAGGAGE ALLOWANCES AND CHARGES (E.G. FREQUENT FLYER STATUS, OTHER STATUS, EARLY CHECK-IN AND PRE-PURCHASING BAGGAGE ALLOWANCES)
- (EE) EXISTENCE OF ANY EMBARGOES THAT MAY BE APPLICABLE TO THE PASSENGER'S ITINERARY;
  - (FF) APPLICATION OF BAGGAGE ALLOWANCES AND CHARGES (I.E., WHETHER THEY ARE APPLIED ONCE PER DIRECTION OR IF THEY ARE APPLICABLE AT EACH STOPOVER POINT).
- (III) 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.
- (IV) WEB SITE DISCLOSURE  
THE CARRIER WILL DISCLOSE ON ITS WEB SITE, IN A CONVENIENT AND PROMINENT LOCATION, A COMPLETE AND COMPREHENSIVE SUMMARY OF ALL OF THE CARRIER'S OWN BAGGAGE RULES, INCLUDING INFORMATION CONCERNING:
- (AA) THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
  - (BB) THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
  - (CC) EXCESS AND OVERSIZED BAGGAGE CHARGES;
  - (DD) CHARGES RELATED TO CHECK IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
  - (EE) ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURF BOARDS, PETS, BICYCLES, ETC.;
  - (FF) BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS,

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- (GG) INCLUDING EMBARGOES;  
TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, SPECIAL FARE),
  - (HH) OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES, ETC.
- (2) TRAVEL TO THE REST OF THE WORLD (EXCLUDING US AND CANADA)
- (A) APPLICABILITY  
THIS RULE IS APPLICABLE TO ALL INTERLINE ITINERARIES ISSUED ON A SINGLE TICKET WHOSE ORIGIN, ULTIMATE TICKETED DESTINATION OR FURTHEST CHECKED POINT IN THE ITINERARY IS OUTSIDE THE US OR CANADA. IT ESTABLISHES HOW THE CARRIER WILL DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO ANY PASSENGER'S INTERLINE ITINERARY.
  - (B) GENERAL  
FOR THESE JOURNEYS INTERLINE BAGGAGE RULES ARE DETERMINED 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 TRAVELLERS UNDER THE RESOLUTION 302 SYSTEM, THE BAGGAGE RULES OF THE MOST SIGNIFICANT CARRIER (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.
- (E) SPORTING EQUIPMENT AND SPECIAL BAGGAGE
- (1) SPECIAL BAGGAGE REGULATIONS ARE APPLICABLE ON LH, LH GROUP AND A PLUS PLUS-CARRIERS (LH, LX, OS, SN AND AC, CO, UA). FOR INTERLINING AND THROUGH-CHECK-IN ON ROUTINGS WHERE OTHER CARRIERS ARE INVOLVED, PLEASE CHECK THE RATES AND CONDITIONS APPLICABLE ON THE SECTORS OF THE TRANSPORTING CARRIER. A CONFIRMED "SSR" SPECIAL SERVICE REQUEST-RESERVATION IS MANDATORY. SPORTING EQUIPMENT SHALL NOT CONTAIN NORMAL

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LUGGAGE ITEMS, OTHERWISE IT WILL BE TREATED AS REGULAR EXCESS BAGGAGE AND CHARGED WITH THE APPLICABLE FLAT RATES.

- (A) ALL SPORTING EQUIPMENT IS INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL ONLY BE CHARGED WHEN EXCEEDING EITHER THE WEIGHT PER PIECE OR NUMBER OF PERMITTED PIECES.
- (B) ONE SET OF SKI EQUIPMENT IS PERMITTED FREE OF CHARGE WORLDWIDE.
- (C) WHEN EXCEEDING THE FREE BAGGAGE ALLOWANCE FREQUENTLY CHECKED SPORT EQUIPMENT WILL BE CHARGED ACCORDING TO A TABLE OF FLAT AMOUNTS ASSIGNED TO TWO CATEGORIES, "NORMAL" AND "BIG" AND CHARGED ACCORDINGLY (SEE TABLE (E)(2) BELOW. ITEMS NOT INCLUDED IN THE TABLE WILL BE CHARGED THE NORMAL EXCESS BAGGAGE RATES.
- (D) ITEMS THAT ARE EXPLICITLY MENTIONED IN THE TABLES BELOW WILL ALWAYS BE CHARGED ACCORDING TO THAT CATEGORY, IRRESPECTIVE OF THEIR SIZE AND/OR WEIGHT AND EVEN IF THEY ARE BIGGER OR HEAVIER.

TYPE OF SPORTING EQUIPMENT	(2) SPECIAL BAGGAGE CHARGES		WITHIN EUROPE		INTERCONTINENTAL	
	NORMAL	BIG	EUR	USD/CAD	EUR	USD/CAD
GOLF	X		50	70	100	150
SKI	X		50	70	100	150
SNOWBOARD	X		50	70	100	150
WATERSKI	X		50	70	100	150
BICYCLE	X		50	70	100	150
TANDEM BIKE		X	100	150	200	300
SCUBA	X		50	70	100	150
SURFBOARD	X		50	70	100	150
BOOGIEBOARD/ BODYBOARD	X		50	70	100	150
KIT SURFBOARD/ WAKEBOARD	X		50	70	100	150
WAKEBOARD	X		50	70	100	150
WINDSURF		X	100	150	200	300
ARCHERY	X		50	70	100	150
BOWLING	X		50	70	100	150
FISHING	X		50	70	100	150
SPORTING/ HUNTING PLUS AMMUNITION	X		50	70	100	150
PARACHUTE	X		50	70	100	150
HANG GLIDING		X	100	150	200	300
SKATEBOARD	X		50	70	100	150
LONGBOARD		X	100	150	200	300
TENNIS-/ SQUASH-/ BADMINTON	X		50	70	100	150
ALPINIST	X		50	70	100	150
HOCKEY	X		50	70	100	150
INLINE-SKATES	X		50	70	100	150
HORSE RIDING		X	100	150	200	300
CANOE/KAYAK		X	100	150	200	300

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RUBBER DINGHY		X	100	150	200	300
JAVELIN	X		50	70	100	150
POLE VAULT		X	100	150	200	300

(3) SPORTING EQUIPMENT DEFINITIONS

- (A) GOLFING EQUIPMENT  
ONE GOLF BAG INCLUDING GOLF CLUBS, BALLS AND TEES ONE PAIR OF GOLF SHOES.
- (B) SNOW/WATER SKI EQUIPMENT  
ONE PAIR OF SKIS, ONE PAIR OF SKI POLES, BOOTS, ONE SNOW BOARD, ONE PAIR OF STANDARD WATER SKIS OR ONE SLALOM WATER SKI.
- (C) SNOWBOARD EQUIPMENT  
ONE SNOWBOARD, 1 PAIR OF BOOTS (EVEN IF IN SEPARATE BAG), ONE HELMET.
- (D) WATERSKI EQUIPMENT  
ONE PAIR OF WATER SKIS OR 1 SLALOM WATER SKI.
- (E) BICYCLE  
ONE REGULAR BICYCLE (NO MOTOR/NO E-BIKE).
- (F) TANDEM BIKE  
ONE TANDEM BIKE WITH MAX 2 SEATS (NO MOTOR/NO E-BIKE).
- (G) SCUBA EQUIPMENT  
ONE DIVING MASK, SNORKEL, FINS, WETSUIT, BCD-JACKET, REGULATOR, ONE EMPTY TANK BOTTLE, ONE LAMP (SWITCHED OFF, ENERGY SOURCE SEPARATELY PACKED, REMOVE BATTERY PROTECTED AGAINST SHORT CIRCUIT).
- (H) BOOGIEBOARD/BODYBOARD  
ONE BOARD
- (I) KITE SURFBOARD  
ONE KITE, ONE BOARD
- (J) WAKEBOARD  
ONE BOARD
- (K) WAKEBOARD  
ONE BOARD, ONE SET OF BODY PROTECTION (KNEE, ARMS, ETC.)  
ONE HELMET.
- (L) WINDSURF EQUIPMENT  
ONE BOARD, ONE SAIL, ONE BOOM, ONE MAST, ONE GEAR BAG.
- (M) ARCHERY EQUIPMENT  
ONE SET OF BOW AND ARROW PACKED IN ONE DURABLE PROTECTIVE CONTAINER.
- (N) BOWLING EQUIPMENT  
ONE BOWLING BAG, ONE BOWLING BALL, ONE PAIR OF SHOES
- (O) FISHING EQUIPMENT  
ONE TACKLE BOX OR ONE HAVERSACK OR ONE ANGLER'S BASKET, ONE ROD, ONE BAG OR ONE BOX.
- (P) SPORTING/HUNTING WEAPONS PLUS AMMUNITION  
SPORTING/HUNTINGS GUNS, PISTOLS, RIFLES PLUS AMMUNITION (ACCORDING TO IATA DGR REGULATIONS AND EVEN IF PACKED IN SEPARATE BAG).
- (Q) PARACHUTE EQUIPMENT  
ONE SET OF PARACHUTE EQUIPMENT PACKED IN ONE CONTAINER.
- (R) HANG GLIDING EQUIPMENT  
ONE SET OF HANG GLIDING EQUIPMENT PACKED IN



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- (S) ONE CONTAINER.  
SKATEBOARD  
ONE BOARD, ONE SET OF BODY PROTECTION (KNEE, ARMS ETC.). ONE HELMET.
- (T) LONGBOARD  
ONE BOARD EXCEEDING 200 CM
- (U) TENNIS-/SQUASH-BADMINTON EQUIPMENT  
ONE SET OF RACKETS AND BALLS PACKED IN ONE BAG
- (V) ALPINIST EQUIPMENT  
ONE BACKPACK, ONE ICE PICK, ONE PAIR OF CLIMBING IRONS.
- (W) HOCKEY EQUIPMENT  
ONE HOCKEY BAG, HOCKEY STICKS, ONE PAIR OF ICE SKATES, ONE SET OF BODY PROTECTION (KNEE, ARMS, ETC.) ONE HELMET.
- (X) INLINE-SKATES  
ONE PAIR OF INLINE SKATES, ONE SET OF BODY PROTECTION (KNEE, ARMS, ETC.) ONE HELMET.
- (Y) HORSE RIDING EQUIPMENT  
ONE SADDLE, ONE SET OF HORSE HARNESS, ONE HORSE WHIP, ONE PAIR RIDING BOOTS, ONE BAREBACK PAD.
- (Z) CANOE/KAYAK  
ONE CANOE OR ONE KAYAK (NO MOTOR ATTACHED).
- (AA) RUBBER DINGHY  
ONE RUBBER DINGHY (NO MOTOR ATTACHED).
- (BB) JAVELIN  
ONE SET OF JAVELIN EQUIPMENT PACKED IN ONE CONTAINER.
- (CC) POLE VAULT EQUIPMENT  
ONE SET OF VAULTING POLES PACKED IN 1 CONTAINER.
- (4) UNCHECKED BAGGAGE USING ADDITIONAL SEAT(S)  
"EXST"-(EXTRA SEAT) AND "CBBG" (CABIN BAGGAGE)
  - (A) UPON REQUEST AND ADVANCE ARRANGEMENT, A PASSENGER WILL BE PERMITTED THE EXCLUSIVE USE OF TWO ADJACENT SEATS SUBJECT TO BOOKING CLASS AND SEAT AVAILABILITY. THE MAXIMUM WEIGHT IS 80 KG (175 LB) PER SEAT. THE APPLICATION OF CHILDREN'S OR OTHER REBATED FARES (SUCH AS INFANT, AGENT OR SPOUSE) IS NOT ALLOWED.
  - (B) NO TAXES OR FEES WILL BE COLLECTED FOR THE ADDITIONAL SEAT. TAXES, FEES AND CHARGES, WHERE APPLICABLE, WILL BE COLLECTED FOR SUCH INDIVIDUAL PASSENGER.
  - (C) THE FREE BAGGAGE ALLOWANCE FOR SUCH PASSENGER WILL BE TWICE THE NORMAL ALLOWANCE.
- (5) FIREARMS AND AMMUNITION  
SPORTING AND HUNTING WEAPONS AND AMMUNITION HAVE TO BE DECLARED AND WILL BE HANDLED AS SPORTING EQUIPMENT AND CHARGED, WHEN PACKED IN A SPECIAL LUGGAGE FOR WEAPONS.  
SMALL WEAPONS WHICH ARE PACKED IN THE REGULAR LUGGAGE AND REMAIN WITHIN THE FREE BAGGAGE ALLOWANCE WILL NOT BE CHARGED.  
FIREARMS AND AMMUNITION FOR HUNTING AND SPORTING

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PURPOSES MAY ONLY BE ACCEPTED AS CHECKED BAGGAGE.  
FIREARMS MUST BE UNLOADED AND SUITABLY PACKED.  
EXCEPT: THIS SHALL NOT APPLY TO POLICE OFFICERS  
WHO, IN PERFORMANCE OF THEIR OFFICIAL DUTIES, ARE  
REQUIRED TO CARRY ARMS. DURING THE FLIGHT THEY  
SHALL HAND OVER THEIR ARMS TO THE PILOT IN  
COMMAND. CARRIAGE OF AMMUNITION IS SUBJECT TO  
ICAO AND IATA REGULATIONS. PLEASE CHECK THE  
REQUIREMENTS FOR DANGEROUS GOODS TRANSPORTATION.

EXCEPTION: DUE TO LOCAL SECURITY PROCEDURES,  
AN ADDITIONAL AIRPORT HANDLING FEE  
FOR WEAPONS WILL ALWAYS BE CHARGED  
LOCALLY AT DEPARTURES IN

- JNB AND CPT: 50 EUR
- ITALY: 60 EUR
- TURKEY: 30 EUR
- GREAT BRITAIN: 50 GBP

(6) ANIMALS

(A) "AVIH" (ANIMAL IN HOLD/CARGO COMPARTMENT)  
AVIH IS NOT INCLUDED IN THE FREE BAGGAGE  
ALLOWANCE. THE ANIMAL SHALL BE CARRIED IN A  
CONTAINER WHICH MEETS THE SPECIFICATION OF  
THE "IATA LIVE ANIMALS REGULATIONS".  
SUITABLE CONTAINERS MAY BE PURCHASED FROM SN  
CARGO OFFICES.

CONTAINER	DIMENSIONS	WEIGHT
NO. 1	60X45X40 CM (24X18X16 INS)	4 KG (9 LB)
NO. 2	80X55X55 CM (31X22X22 INS)	6 KG (13 LB)
NO. 3	100X65X70 CM (40X26X27 INS)	13 KG (28 LB)
NO. 4	125X75X85 CM (49X29X33 INS)	22 KG (48 LB)

(B) "PETC" (PET IN CABIN)  
ACCOMPANIED PETS AND CONTAINER SHALL NOT BE  
INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND  
NORMAL EXCESS BAGGAGE RATES APPLY. THE  
MAXIMUM WEIGHT FOR ONE PETC CONTAINER  
INCLUDING A PET IS 8 KG (18 LB); THE MAXIMUM  
DIMENSIONS ARE 115 CM (45 INCHES).  
PER PERSON MAXIMUM OF 1 PET BOX IS PERMITTED.  
ONE DOG FOR BLIND OR DEAF PASSENGER OR  
COMPARABLE SERVICES DOG IS FREE.

(C) ANIMAL CHARGES  
ANIMALS ARE EXCLUDING FREE BAGGAGE ALLOWANCE  
AND ALWAYS TO BE CHARGED.

SMALL: PETC MAX 8 KG

(I) DOMESTIC WITHIN EUROPE, WITHIN  
THIRD COUNTRIES CHF 60/EUR  
50/USD/CAD 70

(II) INTERCONTINENTAL CHF 90/EUR  
75/USD/CAD 100

MEDIUM: AVIH SIZE 1

(I) DOMESTIC WITHIN EUROPE, WITHIN  
THIRD COUNTRIES CHF 120/EUR  
100/USD/CAD 150

(II) INTERCONTINENTAL CHF 180/EUR

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- 150/USD/CAD 200  
LARGE: AVIH SIZES 2 TO 4  
(I) DOMESTIC WITHIN EUROPE, WITHIN  
THIRD COUNTRIES CHF 240/EUR  
200/USD/CAD 300  
(II) INTERCONTINENTAL CHF 360/EUR  
300/USD/CAD 400

(F) GENERAL BAGGAGE CONDITIONS

(1) FREE BAGGAGE ALLOWANCE

A PASSENGER MAY CARRY SOME BAGGAGE FREE OF CHARGE SUBJECT TO OUR CONDITIONS AND LIMITATIONS WHICH ARE MENTIONED IN THE TICKET AND ACCORDING TO THE TERMS OF SN.

THE WEIGHT OF EACH PIECE OF BAGGAGE MAY NOT EXCEED 32 KG (70 LB) PER PASSENGER AND PER FLIGHT.

(2) EXCESS BAGGAGE

IN CASE OF BAGGAGE IN EXCESS OF THE FREE ALLOWANCE A PASSENGER HAS TO PAY THE CHARGES AS PUBLISHED BY SN AND A PRE-RESERVATION IS MANDATORY.

(3) CHECKED BAGGAGE

UPON DELIVERY OF BAGGAGE TO BE CHECKED, SN SHALL TAKE CUSTODY THEREOF. SN WILL THEREUPON MAKE AN APPROPRIATE ENTRY INDICATING THE NUMBER OF PIECES AND THE WEIGHT OF THE CHECKED BAGGAGE ON THE TICKET TO CONSTITUTE THE ISSUE OF THE BAGGAGE CHECK. BAGGAGE (IDENTIFICATION) TAGS MAY BE ISSUED BY SN IN ADDITION TO THE BAGGAGE CHECK. THEY ARE FOR IDENTIFICATION PURPOSES ONLY.

(A) CHECKED BAGGAGE MUST BEAR THE PASSENGER'S NAME OR OTHER PERSONAL IDENTIFICATION AFFIXED TO IT.

(B) CHECKED BAGGAGE WILL BE CARRIED ON THE SAME AIRCRAFT AS THE PASSENGER, UNLESS SN AND/OR A SUBSEQUENT CARRIER DECIDE FOR SAFETY, SECURITY OR OPERATIONAL REASONS TO CARRY IT ON AN ALTERNATIVE FLIGHT. IF CHECKED BAGGAGE IS CARRIED ON A SUBSEQUENT FLIGHT, IT WILL BE DELIVERED TO THE PASSENGER'S SPECIFIED ADDRESS, UNLESS APPLICABLE LAW REQUIRES ANY CUSTOMS CLEARANCE.

(C) ITEMS NOT TO BE INCLUDED IN CHECKED BAGGAGE:

(I) MONEY, JEWELRY, PRECIOUS METALS, COMPUTERS (LAPTOPS, PCS) PERSONAL ELECTRONIC DEVICES, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES, BUSINESS DOCUMENTS, PASSPORTS AND OTHER IDENTIFICATION DOCUMENTS OR SAMPLES.

(II) IF DESPITE BEING PROHIBITED, ANY ITEMS REFERRED TO ABOVE ARE INCLUDED IN A PASSENGER'S UNCHECKED BAGGAGE, SN SHALL NOT BE RESPONSIBLE FOR ANY LOSS OR DAMAGE

OF SUCH ITEMS EXCEPT TO THE EXTENT PROVIDED IN THE CONVENTION.  
(III) FOR THE PURPOSE OF INTERNATIONAL CARRIAGE GOVERNED BY THE CONVENTION, THE LIABILITY RULES SET OUT IN THE CONVENTION ARE FULLY INCORPORATED HEREIN

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AND SHALL SUPERSEDE AND PREVAIL OVER ANY PROVISIONS OF THIS TARIFF WHICH MAY BE INCONSISTENT WITH THOSE RULES.

- (4) UNCHECKED BAGGAGE
- (A) IN ADDITION TO THE CHECKED BAGGAGE ALLOWANCE, EACH PASSENGER MAY CARRY, WITHOUT ADDITIONAL CHARGES, HAND BAGGAGE SUITABLE FOR PLACEMENT IN THE CLOSED OVERHEAD RACK OR UNDER THE PASSENGER'S SEAT. IF BAGGAGE CANNOT BE STORED BY THIS MEANS OR IS OF EXCESSIVE WEIGHT OR IS CONSIDERED UNSAFE FOR ANY REASON, IT MUST BE CHECKED AS CHECKED BAGGAGE IN THE CARGO COMPARTMENT.
- (B) ALL STAR ALLIANCE MEMBERS HAVE AGREED TO USE THE MINIMUM REQUIREMENT OF 2/2/1 PIECES OF CARRY-ON FOR INTERNATIONAL FLIGHTS IN THE RESPECTIVE COMPARTMENT.  
EXCEPTION: ON ALL FLIGHTS AND IN ALL CLASSES OF SN REGIONAL PARTNERS, ONLY 1 PIECE OF CARRY-ON ITEM IS ALLOWED.  
EXCEPTIONS ON SN MAY APPLY IF REQUIRED BY GOVERNMENT RESTRICTIONS AND ON FULLY BOOKED FLIGHTS (DOMESTIC AND CONTINENTAL).
- (C) SN ACCEPTS:
- (I) 2 PIECES OF CABIN BAGGAGE IN FIRST AND BUSINESS CLASS,
- (II) 1 PIECE OF CABIN BAGGAGE IN ECONOMY CLASS, ALSO FOR SEN, FTL OR OTHER STATUS CUSTOMERS,
- (III) MAXIMUM DIMENSIONS FOR ONE PIECE 55X40X20 CM (22X15X8 IN); MAX WEIGHT 8 KG (18 LB); E.G., BRIEFCASE, BOARD CASE, TRAVEL BAG, ATTACHÉ CASE.
- (IV) OR ONE FOLDABLE GARMENT BAG (MAX DIMENSIONS 57X54X15 CM (22X21X6 IN).
- (V) IN ADDITION:
- (AA) 1 SMALL LADIES HANDBAG OR WRIST BAG OR SMALL SHOULDER STRAP BAG,
- (BB) 1 OVERCOAT OR WRAP OR BLANKET,
- (CC) 1 UMBRELLA OR WALKING STICK,
- (DD) 1 SMALL CAMERA,
- (EE) 1 PAIR OF BINOCULARS,
- (FF) A REASONABLE AMOUNT OF READING MATTER FOR THE FLIGHT,
- (GG) 1 INFANT'S CARRYING BASKET AND BABY FOOD FOR CONSUMPTION DURING THE FLIGHT,
- (HH) 1 FULLY COLLAPSIBLE BABY PUSHCHAIR OR STROLLER (WILL BE CARRIED FREE OF CHARGE EVEN IF IT IS CARRIED IN THE CARGO COMPARTMENT DUE TO STOWAGE PROBLEMS),
- (II) 1 CHILD RESTRAINT DEVICE/CAR TYPE INFANT SEAT PROVIDED SEAT MODEL BEARS AN OFFICIAL MARKING OR LABEL THAT IT HAS BEEN APPROVED

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- FOR AVIATION USE AND CHILD FARE TO BE PAID. IN CASE SEAT MODEL IS NOT PERMITTED, NORMAL FREE BAGGAGE REGULATIONS AND EXCESS BAGGAGE CHARGES APPLY.
- (JJ) FOR A HANDICAPPED PASSENGER, IF NEEDED DURING THE JOURNEY (WILL BE CARRIED FREE OF CHARGE EVEN IF IT IS CARRIED IN THE CARGO COMPARTMENT):
- 2 WHEELCHAIRS (ONLY IN THE CARGO COMPARTMENT)
  - 1 PAIR OF CRUTCHES OR BRACES,
  - 1 SMALL DIALYSIS EQUIPMENT.
- FOR SELF-USE OF THE PASSENGER (ONLY IN THE CARGO COMPARTMENT).
- 1 OTHER ORTHOPEDIC DEVICE.
- (D) ITEMS NOT TO BE INCLUDED IN UNCHECKED BAGGAGE:
- (I) GUNS, FIREARMS AND WEAPONS: ANY OBJECTS CAPABLE, OR APPEARING CAPABLE OF DISCHARGING A PROJECTILE OR CAUSING INJURY.
- FOR EXAMPLE:
- ALL FIREARMS AND THEIR COMPONENTS;
  - IMITATIONS OF FIREARMS AND TOY GUNS
  - AIR PISTOLS, RIFLES;
  - SIGNAL FLARE PISTOLS
  - STARTER PISTOLS
  - CROSS BOWS
  - HARPOONS AND SPEAR GUNS
  - LIGHTERS SHAPED LIKE A FIREARM
- (II) POINTED/EDGED WEAPONS AND SHARP OBJECTS: POINTED OR BLADED ARTICLES CAPABLE OF CAUSING INJURY.
- FOR EXAMPLE:
- AXES AND HATCHETS
  - ICE PICKS
  - ICE SKATES
  - LOCKABLE OR FLICK KNIVES
  - MACHETES
  - OPEN RAZORS AND BLADES (EXCLUDING SAFETY OR DISPOSABLE RAZORS WITH BLADES ENCLOSED IN CARTRIDGES)
  - SABERS, SWORDS
  - SCISSORS WITH BLADES MORE THAN 6 CM IN LENGTH
  - SKI AND WALKING/HIKING POLES
  - TRADESMAN'S TOOLS SUCH AS BOX CUTTERS, SAWS, SCREWDRIVERS
- (III) BLUNT INSTRUMENTS: ANY BLUNT INSTRUMENT CAPABLE OF CAUSING INJURY.
- FOR EXAMPLE:
- BASEBALL AND SOFTBALL BATS
  - GOLF CLUBS
  - HOCKEY STICKS

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- SKATEBOARDS
  - FISHING RODS
  - MARTIAL ARTS EQUIPMENT, SUCH AS KNUCKLE DUSTERS, CLUBS CASHES.
- (E) ELECTRONIC DEVICES:
- (I) TO AVOID INTERFERENCE WITH AIRCRAFT ELECTRONIC NAVIGATION AND COMMUNICATION, EQUIPMENT OPERATION ABOARD THE AIRCRAFT, THE USE OF PORTABLE RADIO RECEIVERS, TRANSMITTERS AND TELEVISION RECEIVERS IN POSSESSION OF THE PASSENGER IS PROHIBITED.
  - (II) ALSO PROHIBITED IS THE USE OF MOBILE PHONES, WALKIE-TALKIES, LAPTOPS WITH A PRINTER OR CORDLESS MOUSE, AND REMOTE-CONTROLLED TOYS.
  - (III) THE USE OF PORTABLE TAPE/WIRE RECORDERS, HEARING AIDS, DICTAPHONES AND HEART PACEMAKERS IS PERMITTED.
- (G) RIGHT TO REFUSE CARRIAGE
- (1) SN MAY REFUSE TO CARRY AS BAGGAGE:
- (A) ANY ITEM REASONABLY CONSIDERED TO BE PROHIBITED OR UNSUITABLE FOR CARRIAGE BECAUSE OF ITS SIZE, SHAPE, WEIGHT, CONTENT, CHARACTER, FOR SAFETY OR OPERATIONAL REASONS OR THE COMFORT OF OTHER PASSENGERS OR WHICH ARE FRAGILE OR PERISHABLE HAVING REGARD TO, AMONG OTHER THINGS, THE TYPE OF AIRCRAFT BEING USED.
  - (B) ITEMS OF WHICH THE CARRIAGE IS PROHIBITED BY THE APPLICABLE LAWS, REGULATIONS OR ORDERS OF ANY STATE TO BE FLOWN FROM OR TO.
  - (C) SN MAY REFUSE THE ACCEPTANCE OF BAGGAGE FOR CARRIAGE UNLESS IT IS IN REASONABLE CONDITION PROPERLY AND SECURELY PACKED IN SUITABLE CONTAINERS.
- (2) DANGEROUS GOODS
- (A) DANGEROUS GOODS ARE ARTICLES AND SUBSTANCES WHICH MAY BE A RISK TO HEALTH, SAFETY AND/OR PROPERTY WHEN TRANSPORTED BY AIR.
  - (B) DANGEROUS GOODS MAY BE DIVIDED IN TWO CATEGORIES:
    - (I) DANGEROUS GOODS THAT MAY NOT BE CARRIED AS CABIN OR CHECKED BAGGAGE,
    - (II) DANGEROUS GOODS THAT MAY BE CARRIED UNDER CERTAIN CONDITIONS.
  - (C) ITEMS THAT MAY NOT BE CARRIED AS CABIN OR CHECKED BAGGAGE.
    - (I) NOT TO BE INCLUDED IN THE BAGGAGE: ITEMS WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT OR PERSONS OR PROPERTY ON BOARD THE AIRCRAFT, SUCH AS THOSE SPECIFIED IN THE ICAO OR IATA DANGEROUS GOODS REGULATIONS WHICH ARE AVAILABLE FROM SN ON REQUEST.
    - (II) ESPECIALLY THE FOLLOWING ITEMS CANNOT BE ACCEPTED:
      - (AA) BRIEFCASES AND SECURITY TYPE

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- ATTACHÉ CASES WITH INSTALLED ALARM DEVICES; OR INCORPORATIVE LITHIUM BATTERIES AND/OR PYROTECHNIC MATERIAL,
- (BB) EXPLOSIVE MUNITIONS, FIREWORKS AND FLARES,
  - (CC) GASES, SUCH AS CAMPING GAS AND AEROSOLS,
  - (DD) FLAMMABLE LIQUIDS, SUCH AS LIGHTER FUELS, PAINTS AND THINNERS,
  - (EE) FLAMMABLE SOLIDS, SUCH AS MATCHES AND ARTICLES WHICH ARE EASILY IGNITED, SUBSTANCES LIABLE TO SPONTANEOUS COMBUSTION, SUBSTANCES WHICH ON CONTACT WITH WATER EMIT FLAMMABLE GASES,
  - (FF) OXIDIZING SUBSTANCES,
  - (GG) POISONOUS (TOXIC) AND INFECTIOUS SUBSTANCES,
  - (HH) RADIOACTIVE MATERIALS,
  - (II) CORROSIVES (THERMOMETERS; ACIDS; ALKALIS AND WET CELL BATTERIES),
  - (JJ) MAGNETIZED MATERIALS AND MISCELLANEOUS DANGEROUS GOODS AS LISTED IN THE "IATA DANGEROUS GOODS REGULATIONS",
  - (KK) WET CELL OR SPILLABLE BATTERIES, ALSO NOT ACCEPTABLE FOR INTERLINING AS CHECKED BAGGAGE. DRY CELL OR NON-SPILLABLE BATTERIES CAN BE INTERLINED ON ALL START ALLIANCE PARTNERS EXCEPT AC, NZ.
- (D) ITEMS THAT MAY BE CARRIED UNDER CERTAIN CONDITIONS
- (I) MEDICINAL OR TOILET ARTICLES (NOT MORE THAN 2 KG),
  - (II) ALCOHOLIC BEVERAGES, PERFUMES (NOT MORE THAN 5 LITRES),
  - (III) RADIO ISOTOPIC CARDIAC PACEMAKERS OR OTHER DEVICES, INCLUDING THOSE POWERED BY LITHIUM BATTERIES IMPLANTED INTO A PERSON OR RADIO-PHARMACEUTICALS CONTAINED WITHIN THE BODY OF A PERSON AS THE RESULT OF MEDICAL TREATMENT,
  - (IV) PERSONAL SMOKING MATERIALS.
- (E) ALLOWED WITH THE APPROVAL OF THE CARRIER ONLY
- (I) AMMUNITION (5 KG/11 LB) PER PERSON, ONLY AS CHECKED BAGGAGE AND IF FOR SPORTING PURPOSES.  
EXCEPTION: SPECIAL RULES EXIST FOR ARMED BODYGUARDS, ESCORTS AND LAW ENFORCEMENT OFFICERS FOR WHICH THE CARRIER MUST BE CONTACTED DIRECTLY.
  - (II) AVALANCHE RESCUE BACKPACK: ONLY ONE PER PASSENGER.
  - (III) BATTERIES, NON-SPILLABLE: ONLY AS CHECKED BAGGAGE.

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- (IV) BAROMETER OR THERMOMETER CONTAINING MERCURY: ONLY AS CABIN BAGGAGE IF SECURELY PACKED AND LEAK-PROOFED.
- (V) CAMPING STOVES: ONLY AS CHECKED BAGGAGE, IF COMPLETELY DRAINED OF ANY LIQUID AND FUEL.
- (VI) CARBON DIOXIDE CYLINDER (TWO), FITTED INTO A SELF-INFLATING LIFE JACKET, PLUS TWO SPARE CARTRIDGES.
- (VII) DRY ICE (NOT MORE THAN 2.5 KG/5.5 LB).
- (VIII) HEAT PRODUCING ARTICLES; E.G., DIVING LAMPS, UNDERWATER TORCHES IF SWITCHED OFF AND BATTERY IS REMOVED.
- (IX) REFRIGERATED LIQUID NITROGEN (DRY SHIPPER), IF FULLY ABSORBED.
- (X) SMALL GASEOUS OXYGEN CYLINDERS (2 LITRES VOLUME PER CYLINDER), OR AIR CYLINDERS FOR MEDICAL USE.  
EXCEPTION: TO/FROM/VIA U.S.A. FORBIDDEN.
- (F) PETS AND SEEING-EYE/HEARING AND OTHER SERVICE ANIMALS  
APPLICABLE FOR FLIGHTS TO/FROM CANADA.
  - (I) FOR LIVE ANIMALS (PETC) SPECIAL ARRANGEMENTS WITH CARRIER AND TRANSPORTATION IN A CONTAINER ARE REQUIRED. EXCESS BAGGAGE RATES ARE CHARGED, WHEREBY THE TOTAL WEIGHT OF THE ANIMAL AND CONTAINER IS COUNTED AND ANY UNUSED PART OF THE PASSENGER'S OWN FREE ALLOWANCE MAY NOT BE TAKEN INTO CONSIDERATION.
  - (II) TRANSPORTATION OF PETC (DOGS OR CATS) IN THE PASSENGER CABIN IS PERMITTED BY SN PROVIDED THE CONTAINER CAN FIT UNDER THE PASSENGER SEAT. THE TOTAL WEIGHT OF THE ANIMAL AND CONTAINER MAY NOT EXCEED 8 KG (18 LB).
  - (III) ALL OTHER KINDS OF ANIMALS MUST BE CARRIED AS AVIH OR CARGO IN ACCORDANCE WITH THE IATA LIVE ANIMALS REGULATIONS. FOR DETAILS PLEASE ASK THE RESPECTIVE CARRIER.
  - (IV) SEEING EYE DOGS ACCOMPANYING BLIND PASSENGERS, DOGS TRAINED TO ASSIST DEAF PASSENGERS OR COMPARABLE SERVICE DOGS ARE CARRIED FREE OF CHARGE AND MAY BE ACCEPTED IN THE CABIN, PRIOR TO ARRANGEMENTS MADE WITH THE CARRIER.
  - (V) CARRIAGE OF DOGS, CATS AND OTHER PETS IS SUBJECT TO CARRIER'S APPROVAL. IT IS CONTINGENT ON THE FACT THAT THE ANIMALS ARE PROPERLY CRATED AND ACCOMPANIED BY VALID HEALTH AND VACCINATION CERTIFICATES, ENTRY PERMITS, AND OTHER DOCUMENTS  
REQUIRED BY COUNTRIES OF ENTRY OR TRANSIT. SN RESERVES THE RIGHT TO



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- DETERMINE THE MANNER OF CARRIAGE AND TO LIMIT THE NUMBER OF ANIMALS WHICH MAY BE CARRIED ON A FLIGHT.
- (VI) "SEEING-EYE" AND SERVICE DOGS, TOGETHER WITH CONTAINERS AND FOOD WILL BE CARRIED FREE OF CHARGE IN ADDITION TO THE NORMAL FREE BAGGAGE ALLOWANCE.
  - (VII) ACCEPTANCE FOR CARRIAGE OF PETS OR "SEEING-EYE" DOGS OR OTHER SERVICE DOGS IS SUBJECT TO THE CONDITION THAT PASSENGER ASSUMES FULL RESPONSIBILITY FOR SUCH PET WHERE CARRIAGE IS NOT SUBJECT TO THE LIABILITY RULES OF THE CONVENTION.
  - (VIII) SN WILL HAVE NO LIABILITY IN RESPECT OF ANY SUCH ANIMAL NOT HAVING ALL THE NECESSARY DOCUMENTS FOR ENTRY INTO OR PASSAGE THROUGH ANY COUNTRY UNLESS SUCH DAMAGE HAS BEEN CAUSED BY CARRIER'S GROSS NEGLIGENCE OR WILLFUL MISCONDUCT. THE PASSENGER IS LIABLE FOR ALL DAMAGES WHICH A PET MIGHT CAUSE TO OTHERS.

Rule 130 Fares

Issued: October 26, 2019

Effective: October 27, 2019

- (A) GENERAL  
 FARES/RULES APPLY 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 AIRPORT OR BETWEEN AIRPORTS AND CITY CENTRES EXCEPT WHERE RULE 35 SPECIFICALLY PROVIDES THAT SUCH GROUND TRANSFER SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.
- (B) ACRONYMS, SEQUENCE OF CHECKS, INTERNATIONAL SALES INDICATORS (ISI).  
 LIST OF COMMON ACRONYMS USED FOR FARE CONSTRUCTIONS.  
 (1) LIST OF COMMON ACRONYMS USED FOR FARE CONSTRUCTION:
- |     |                                                                       |
|-----|-----------------------------------------------------------------------|
| BHC | ONE WAY BACK HAUL CHECK                                               |
| COM | COUNTRY OF UNIT ORIGIN MINIMUM                                        |
| COP | COUNTRY OF PAYMENT CHECK                                              |
| CPM | COMMON POINT MINIMUM                                                  |
| CTM | CIRCLE TRIP MINIMUM                                                   |
| DMC | DIRECTIONAL MINIMUM CHECK                                             |
| EMA | TICKETED POINT MILEAGE DEDUCTION (PREVIOUSLY EXTRA MILEAGE ALLOWANCE) |
| EMS | EXTRA MILEAGE SURCHARGE                                               |
| HIP | HIGHER INTERMEDIATE FARE CHECK                                        |
| MPM | MAXIMUM PERMITTED MILEAGE                                             |
| OSC | ONE WAY SUBJOURNEY CHECK                                              |
| RSC | RETURN SUBJOURNEY CHECK                                               |
| RWM | ROUND THE WORLD MINIMUM                                               |
| TPM | TICKETED POINT MILEAGE                                                |
- (2) SEQUENCE OF CHECKS  
 (A) ALL FARE CONSTRUCTIONS SHALL BE ACCOMPLISHED IN NUCS.  
 (B) IN APPLYING FARE CONSTRUCTION CHECKS, THE FOLLOWING SEQUENCE SHALL APPLY TO SUCH CHECKS.

NAME	ACRONYM	APPLICABLE FARES
MILEAGE CHECKS	TPM/MPM/ EMS/EMA	ALL
HIGHER INTERMEDIATE POINT	HIP	ALL
ONE WAY BACKHAUL CHECK	BHC	OW
ONE WAY SUBJOURNEY CHECK	OSC	NORMAL OW
COUNTRY OF UNIT ORIGIN MINIMUM	COM	OW
DIRECTIONAL MINIMUM	DMC	OW, NORMAL OJ
CIRCLE TRIP/ROUND THE WORLD MINIMUM	CTW/RWM	CT/RTW
COMMON POINT MINIMUM	CPM	NORMAL OJ
RETURN SUBJOURNEY CHECK	RSC	NORMAL CT, OJ, RT
LOCAL CURRENCY FARE CHECK	COP	NORMAL CT, RT

- (C) APPLICATION  
 (1) FARES SPECIFIED IN THIS TARIFF BETWEEN ANY TWO

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POINTS ARE SUBJECT TO:

- (A) THE MAXIMUM PERMITTED MILEAGE, REFERRED TO HEREIN AS MILEAGE FARES, PROVIDED THAT WHEN A JOURNEY EXCEEDS THE MPM, THE FARE MUST BE SURCHARGED IN ACCORDANCE WITH THE PROCEDURES FOR EXCESS MILEAGE SURCHARGES, OR;
  - (B) A SPECIFIED DIAGRAMMATIC OR LINEAR ROUTING, REFERRED TO HEREIN AS ROUTING FARES.
- (2) APPLICABLE FARES  
FARES TO BE ASSESSED FOR THE TOTAL JOURNEY SHALL BE THE APPLICABLE FARES EFFECTIVE ON THE DATE OF DEPARTURE ON THE FIRST INTERNATIONAL SECTOR, PROVIDED CANADA AND THE USA ARE CONSIDERED AS ONE COUNTRY.
- (3) ARBITRARY CONSTRUCTION  
FARES PUBLISHED BY USE OF A PUBLISHED ARBITRARY AND A PUBLISHED INTERNATIONAL GATEWAY FARE. THESE FARES ARE REFERRED TO AS CONSTRUCTED FARES. WHEN CONSTRUCTION WITH ARBITRARIES IS USED, TRAVEL NEED NOT BE VIA THE POINT OF COMBINATION.
- (4) NON-ADHERENCE TO PRECEDENCE OF THROUGH PUBLISHED FARES  
EXCEPT FOR THE PROVISIONS IN PARAGRAPHS (8) BELOW THE COMBINATION OF TWO OR MORE FARES MAY BE APPLIED BETWEEN ANY TWO POINTS EVEN IF THE AMOUNT RESULTS IN LESS THAN THE THROUGH PUBLISHED FARE IN THIS TARIFF. ALL RULES OF SUCH FARES COMBINED MUST BE OBSERVED.
- (5) LOWEST COMBINATION PRINCIPLE (LCP)  
WHEN NO THROUGH FARE IS PUBLISHED BETWEEN ANY TWO TICKETED POINTS, A FARE MUST BE CONSTRUCTED FOR THE PURPOSE OF APPLYING FARE CONSTRUCTION CHECKS. THE APPLICABLE FARE MUST BE CONSTRUCTED USING SECTOR FARES OVER AN INTERMEDIATE TICKETED POINT FOR THE CLASS OF SERVICE USED.
- (A) THE FARE MUST BE CONSTRUCTED IN THE DIRECTION OF TRAVEL EXCEPT THAT FOR ANY FARE COMPONENT INTO THE COUNTRY OF PRICING UNIT ORIGIN, THE FARE APPLICABLE FROM THE COUNTRY OF PRICING UNIT ORIGIN SHALL BE USED.
  - (B) WHEN THE SAME FARE CONSTRUCTION POINT IS USED BOTH FOR THE OUTBOUND AND INBOUND FARE, THE PROVISIONS OF END-ON COMBINATIONS APPLY.
  - (C) WHEN USED FOR FARE CHECKS, THE CONSTRUCTED FARE MUST BE SHOWN ON THE TICKET AS "C"/. WHEN USED FOR OTHER PURPOSES, THE FARES MUST BE SHOWN SEPARATELY ON THE TICKET.
- (6) DIRECTION OF FARES
- (A) FARES SHALL BE ASSESSED IN THE DIRECTION OF TRAVEL, EXCEPT THAT THE FARE COMPONENT INTO THE COUNTRY OF PRICING UNIT ORIGIN SHALL BE ASSESSED IN THE DIRECTION FROM SUCH COUNTRY, I.E. NOT IN THE DIRECTION OF TRAVEL.
- NOTE: CANADA AND THE U.S.A. SHALL BE CONSIDERED THE SAME COUNTRY. DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED THE SAME COUNTRY.  
EXAMPLE: TRAVEL: TRA-MAD-JNB-MAD-FRA

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CONSTRUCTION COULD BE:  
FRA-JNB RT 1 PRICING UNIT  
OR  
FRA-MAD RT 1 PRICING UNIT  
MAD-JNB RT 1 PRICING UNIT  
TOTAL OF 2 PRICING UNITS

COMPONENT JNB-MAD MUST BE IN THE  
DIRECTION FROM MAD TO JNB.

EXCEPTION 1: EXCEPT FOR RT PRICING  
UNITS, FARE COMPONENTS  
BETWEEN CANADA AND THE  
U.S.A. AND BETWEEN  
DENMARK, NORWAY AND  
SWEDEN SHALL BE ASSESSED  
IN THE DIRECTION OF  
TRAVEL.

EXCEPTION 2: (APPLICABLE TO OPEN JAW  
SPECIAL FARES ONLY) FOR  
TRAVEL ORIGINATING AND  
TERMINATING IN EUROPE  
(WHERE AN OPEN JAW  
APPLIES BETWEEN  
COUNTRIES IN EUROPE) FOR  
THE LAST FARE COMPONENT  
INTO THE COUNTRY OF UNIT  
DESTINATION THE FARE  
APPLICABLE FROM THE  
COUNTRY OF UNIT  
DESTINATION SHALL BE  
USED.

(B) FARES SHALL BE ASSESSED IN THE DIRECTION OF  
TRAVEL, EXCEPT THAT WHEN A PRICING UNIT FOR A  
ONE WAY SUBJOURNEY TERMINATES IN A COUNTRY  
FROM WHICH A PREVIOUS PRICING UNIT HAS BEEN  
ASSESSED, THE PRICING UNIT FOR THE ONE WAY  
SUBJOURNEY INTO SUCH COUNTRY SHALL BE  
ASSESSED FROM SUCH COUNTRY, I.E. NOT IN THE  
DIRECTION OF TRAVEL.

EXAMPLE: TRAVEL ATL-LON-STO-LIS-GLA  
CONSTRUCTION: ATL-LON OW 1 PRICING UNIT  
LON-STO OW 1 PRICING UNIT  
STO-LIS OW 1 PRICING UNIT  
GLA-LIS OW 1 PRICING UNIT  
TOTAL OF 4 PRICING UNITS  
FARE COMPONENT LIS-GLA MUST BE IN THE  
DIRECTION OF GLA-LIS BECAUSE THE TERMINATION  
POINT (GLA) IS IN THE SAME COUNTRY FROM WHICH  
A PREVIOUS PRICING UNIT (LON-STO) WAS  
ASSESSED.

(C) APPLICATION

(7) END ON COMBINATIONS

WHEN TWO OR MORE FARES ARE COMBINED END-ON, THE  
PROVISIONS OF ROUND TRIP, CIRCLE TRIP, ONE  
WAY OR OPEN JAW JOURNEYS, AS APPLICABLE, SHALL  
APPLY SEPARATELY TO EACH.

(8) COMBINATION OF FARES - U.S.A.

(A) COMBINATION OF U.S. DOMESTIC NORMAL/SPECIAL  
FARES WITH INTERNATIONAL FARES TO CONSTRUCT A

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THROUGH FARE WHICH IS LESS THAN THE PUBLISHED FARE FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION IS PERMITTED; PROVIDED THE PASSENGER COMPLIES WITH ALL CONDITIONS OF THE FARES.

EXCEPTION 1: THE MINIMUM TOUR PRICE, IF ANY, REQUIRED BY THE U.S. DOMESTIC FARE WILL NOT BE APPLICABLE WHEN THE MINIMUM TOUR PRICE OF THE INTERNATIONAL FARE IS HIGHER.

EXCEPTION 2: THE ADVANCE PURCHASE, IF ANY, REQUIRED BY THE U.S. DOMESTIC FARE WILL NOT BE APPLICABLE WHEN COMBINING WITH AN INTERNATIONAL FARE WHICH HAS A GREATER ADVANCE PURCHASE FOR TRANSPORTATION TO/FROM POINTS OUTSIDE THE U.S.A./CANADA/MEXICO/BERMUDA/BAHAMAS/WEST INDIES.

EXCEPTION 3: THE REQUIREMENT OF TICKETING WITHIN A SPECIFIED TIME AFTER RESERVATIONS ARE MADE, IF ANY, REQUIRED BY THE U.S. DOMESTIC FARE WILL NOT BE APPLICABLE WHEN COMBINING WITH INTERNATIONAL FARES FOR TRANSPORTATION TO/FROM POINTS OUTSIDE THE U.S.A./CANADA/MEXICO/BERMUDA/BAHAMAS/WEST INDIES.

(B) THE MAXIMUM PERMITTED MILEAGE SHALL APPLY FROM THE GATEWAY USED FOR FARE CONSTRUCTION/COMBINATION.

(C) TRAVEL MUST BE VIA THE FARE COMBINATION POINT(S).

(9) WHEN FARES ARE EXPRESSED AS A PERCENTAGE OF ANOTHER FARE AND DIFFERENT PERCENTAGES APPLY ON A JOURNEY, THE FOLLOWING RULE APPLIES.

(A) APPLY THE PERCENTAGE TO THE BASE FARE TO ESTABLISH THE FARE LEVEL AS AN AMOUNT

(B) USE SUCH FARE FOR THE APPLICABLE OF ALL FARE CONSTRUCTION RULES

EXAMPLE: JOURNEY A-B-C-D-A

CHILDREN'S FARES

A-B 75 PERCENT OF ADULT FARE

A-C 50 PERCENT OF ADULT FARE

B-C 67 PERCENT OF ADULT FARE

A-D 50 PERCENT OF ADULT FARE

(I) CALCULATE AMOUNTS RESULTING FROM APPLICATION OF ABOVE PERCENTAGES.

(II) APPLY HIP/CTM ETC. RULES USING THE RESULTANT LEVELS.

(10) FARE CONSTRUCTION MUST BE VIA THE ITINERARY OF THE PASSENGER. THE ADDITION OF POINTS NOT ON THE PASSENGER'S ITINERARY IS NOT PERMITTED.

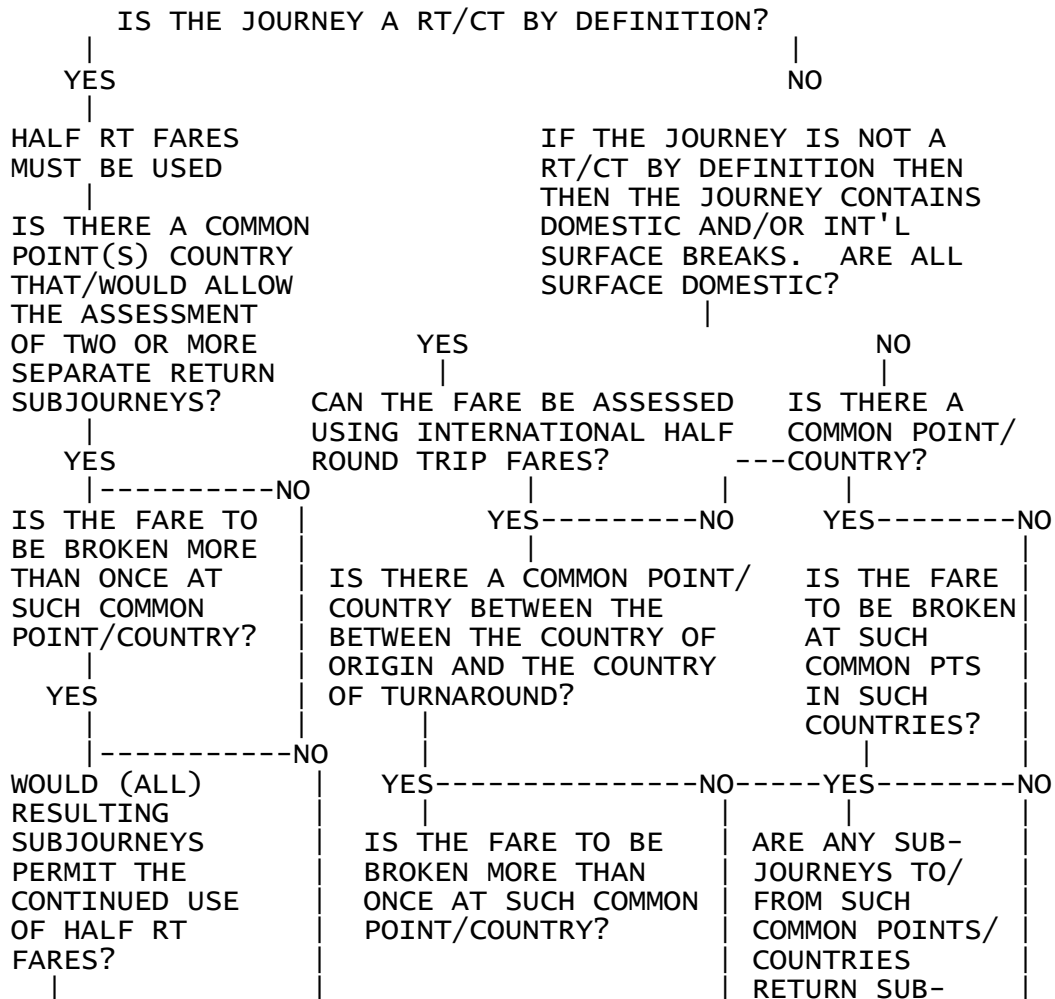
EXCEPTION: CONSTRUCTIONS USING ADD-ON AMOUNTS.

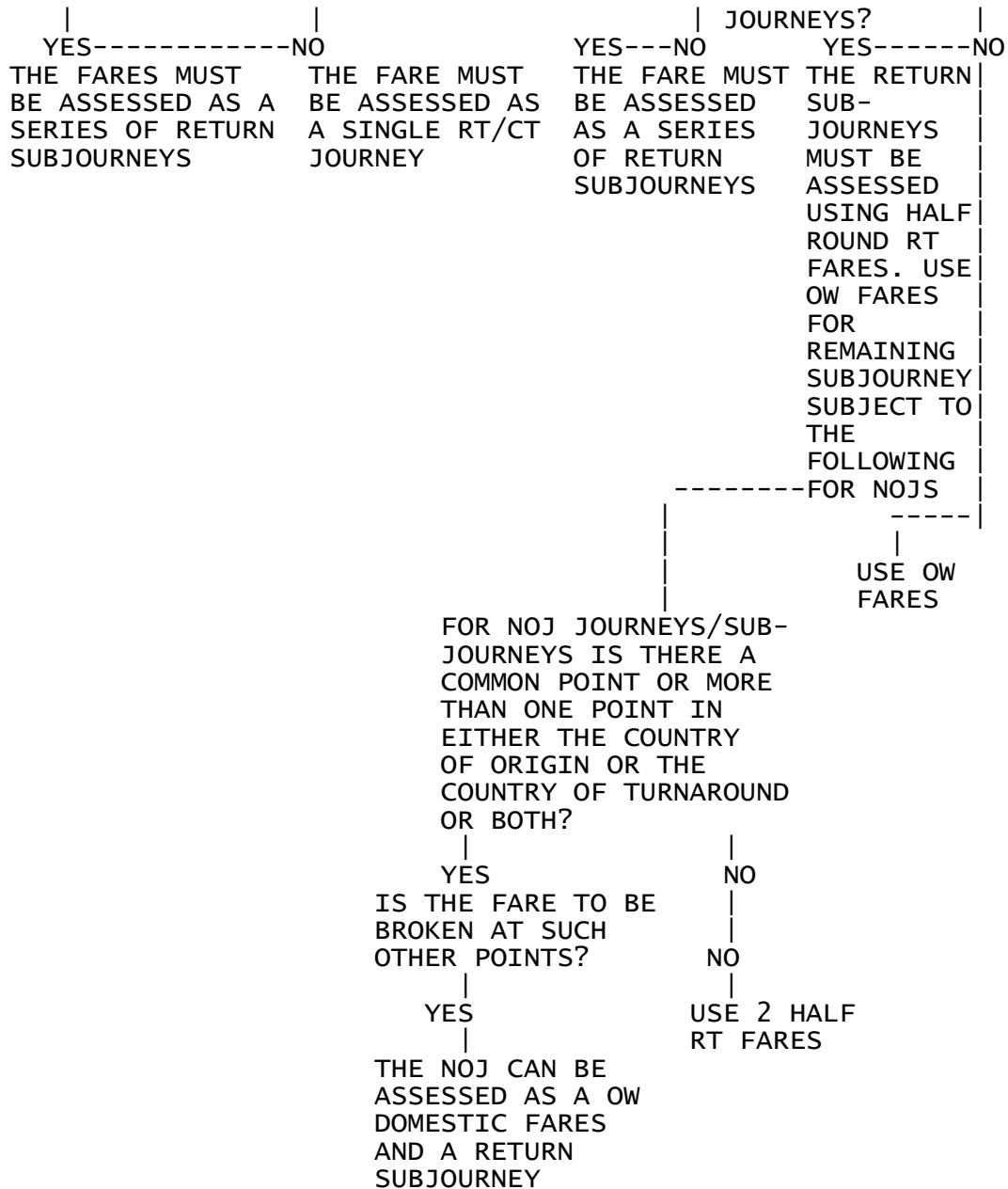
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(11) ALL PUBLISHED FARES GOVERNED BY THIS TARIFF AND ADD FARES CONSTRUCTED IN ACCORDANCE WITH THE TARIFF ARE APPLICABLE ONLY WHEN COMPLIANCE WITH THE PROVISIONS GOVERNING TRAVEL VIA A HIGHER CREATED INTERMEDIATE POINT (PARAGRAPH F3). MILEAGE ROUTINGS (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 FARES; HOWEVER, IF A DIAGRAM ON LINEAR ROUTING IS SPECIFIED IN CONNECTION WITH A FARE, SUCH ROUTING MUST BE OBSERVED TO THAT PORTION OF THE TRANSPORTATION COVERED BY THAT FARE.

- (D) DEFINING JOURNEY OR PRICING UNIT CONCEPT
- (1) THE FARE FOR A JOURNEY (EXCLUDING SIDE TRIPS ASSESSED SEPARATELY) SHALL BE THE LOWEST OF:
    - (A) A SINGLE PRICING UNIT FOR THE JOURNEY, OR
    - (B) ANY SERIES OF END-ON COMBINED PRICING UNITS, WHICH COLLECTIVELY COMPRISE THE JOURNEY BEING TRAVELED.
  - (2) TO DETERMINE THE FARES FOR 1) ABOVE USING NORMAL FARES REFER TO THE FLOW CHART BELOW:

NORMAL FARE FLOW CHART





GENERAL NOTES:

1. IF FOR PRICING PURPOSES THE JOURNEY IS CHANGED (E.G. CLOSING SURFACE GAP OR ADDING A SECTOR THAT CREATES A SURFACE GAP) THEN THE NEW JOURNEY WILL DETERMINE WHICH PATH OF THE FLOW CHART SHOULD BE TAKEN.
2. FOR END-ON COMBINATION OF NORMAL AND SPECIAL FARES, COMPLETELY SEPARATE THE SPECIAL AND NORMAL FARE AND ASSESS THE NORMAL FARE SUBJOURNEY ACCORDING TO THE FLOW CHART.
3. THE FLOW CHART DOES NOT APPLY FOR LOCAL COMBINATION OF NORMAL AND SPECIAL FARES - REFER TO THE SPECIAL FARES RULE.

(3) (A) IF THE JOURNEY FULFILLS THE DEFINITION OF A ROUND TRIP OR CIRCLE TRIP OR NORMAL/SPECIAL

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FARE OPEN JAW TRIP, THE PRICING UNIT MUST BE ASSESSED AS A ROUND TRIP, OR CIRCLE TRIP OR NORMAL/SPECIAL FARE OPEN JAW TRIP AS APPLICABLE AND MUST USE HALF ROUND TRIP FARES. THE USE OF ONE WAY FARES IS NOT PERMITTED. FOR END-ON COMBINATION OF NORMAL AND SPECIAL FARES, COMPLETELY SEPARATE THE SPECIAL AND NORMAL FARE AND ASSESS THE NORMAL FARE SUBJOURNEY ACCORDING TO THE FLOW CHART.

EXAMPLE: TRAVEL: LON-MIL-STO-LON

CONSTRUCTION:

LON-MIL 1/2 RT  
MIL-STO 1/2 RT 1 PRICING UNIT  
LON-STO 1/2 RT

- OW FARES ARE NOT PERMITTED AS TRAVEL IS CONTINUOUS, CIRCUITOUS AND RETURNS TO THE SAME POINT
- CTM CHECK LON-MIL RT AND LON-STO RT
- LAST FARE COMPONENT FROM COUNTRY OF ORIGIN

- (B) IF THERE IS A COMMON POINT/COUNTRY ON THE ROUTING, THE JOURNEY MAY BE BROKEN INTO MORE THAN ONE PRICING UNIT PROVIDED THESE MUST BE FOR RETURN SUBJOURNEYS USING HALF ROUND TRIP FARES.

EXAMPLE: TRAVEL: HEL-BKK-TYO-SEL-TYO-BKK-HEL  
CONSTRUCTION COULD BE:

HEL-BKK RT 1 PRICING UNIT  
BKK-TYO RT 1 PRICING UNIT  
TYO-SEL RT 1 PRICING UNIT

OR

HEL-TYO RT 1 PRICING UNIT  
TYO-SEL RT 1 PRICING UNIT

OR

HEL-BKK RT 1 PRICING UNIT  
BKK-SEL RT 1 PRICING UNIT

- (C) A RETURN SUBJOURNEY ONLY OCCURS IF THE FARE IS BROKEN MORE THAN ONCE AT THE COMMON POINT/COUNTRY. THE FARE FOR TRAVEL BETWEEN SUCH FARE BREAK POINTS MUST BE PRICED AS A ROUND TRIP; CIRCLE TRIP OR NORMAL/SPECIAL FARE OPEN JAW, AS APPLICABLE, AND MUST USE HALF ROUND TRIP FARES.

EXAMPLE: TRAVEL: NYC-LON-JNB-MAN-NYC

CONSTRUCTION COULD BE:

NYC-LON 1/2 RT  
NYC-MAN 1/2 RT 1 PRICING UNIT

LON-JNB 1/2 RT  
MAN-JNB 1/2 RT 1 PRICING UNIT

- BOTH SUBJOURNEYS FALL WITHIN THE DEFINITION OF OJ

- (NOTE THAT ABOVE JOURNEY COULD ALSO BE CONSTRUCTED AS NYC-JNB RT)

- (D) IF TRAVEL BETWEEN SUCH FARE BREAK POINTS WOULD REQUIRE THE USE OF ONE WAY FARES, THIS IS NOT PERMITTED.

EXAMPLE: TRAVEL: NYC-LON-RIO-JNB-MAN-NYC



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CONSTRUCTION COULD NOT BE:

NYC-LON 1/2 RT  
NYC-MAN 1/2 RT

LON-RIO OW  
RIO-JNB OW - NOT POSSIBLE  
MAN-JNB OW

- TRAVEL LON-RIO-JNB-MAN IS NOT  
WITHIN THE DEFINITION OF AN OJ  
- USE OF OW FARES IS NOT PERMITTED.  
- TOTAL JOURNEY FALLS WITHIN  
DEFINITION OF CT AND MAY ONLY BE  
CONSTRUCTED AS

A SINGLE PRICING UNIT.

- (4) IF THE ROUTING OF THE JOURNEY FULFILLS THE  
DEFINITION OF A NORMAL/SPECIAL FARE OPEN JAW TRIP,  
THE PRICING UNIT SHALL BE ASSESSED AS TWO HALF  
ROUND TRIP FARES, PROVIDED THAT, IF THERE IS A  
COMMON POINT(S) OR OTHER POINTS IN EITHER THE  
COUNTRY OF ORIGIN OR THE COUNTRY OF TURNAROUND OR  
BOTH, THE FARE MAY ALTERNATIVELY BE ASSESSED AS A  
RETURN SUBJOURNEY FROM/TO THE COMMON POINT(S) OR  
OTHER POINTS AND A ONE WAY SUBJOURNEY(S) FOR THE  
DOMESTIC SECTOR(S). IF THIS TYPE OF PRICING  
OPTION IS USED THEN ONE WAY PRICING UNITS MUST BE  
ASSESSED USING ONE WAY FARES AND THE RETURN  
SUBJOURNEY MUST BE ASSESSED USING HALF ROUND TRIP  
FARES.

EXAMPLE: TRAVEL: KHH-TPE-SIN-TPE  
CONSTRUCTION COULD BE:  
KHH-SIN 1/2 RT  
TPE-SIN 1/2 RT 1 PRICING UNIT  
OR  
KHH-TPE OW 1 PRICING UNIT  
TPE-SIN RT 1 PRICING UNIT  
WHICHEVER IS THE LOWER.

EXAMPLE 2: TRAVEL KHH-TPE-JKT-DPS SURFACE JKT-TPE

CONSTRUCTION COULD BE:  
KHH-DPS 1/2 RT)  
TPE-JKT 1/2 RT) 1 PRICING UNIT  
OR  
KHH-TPE OW 1 PRICING UNIT  
TPE-JKT RT 1 PRICING UNIT  
JKT-DPS OW 1 PRICING UNIT  
OR  
KHH-TPE OW 1 PRICING UNIT  
TPE-DPS 1/2 RT)  
TPE-JKT 1/2 RT) 1 PRICING UNIT  
OR  
KHH-TPE 1/2 RT)  
TPE-JKT 1/2 RT) 1 PRICING UNIT  
JKT-DPS OW 1 PRICING UNIT  
WHICHEVER IS THE LOWER

EXAMPLE 3: TRAVEL GLA-MAN-ROM-LON

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CONSTRUCTION COULD BE:

	GLA-ROM	1/2 RT)	
	LON-ROM	1/2 RT)	1 PRICING UNIT
OR	GLA-MAN	OW	1 PRICING UNIT
	MAN-ROM	1/2 RT)	
	LON-ROM	1/2 RT)	1 PRICING UNIT

- (5) A) IF THE ROUTING OF A JOURNEY DOES NOT FULFILL THE DEFINITION OF ROUND TRIP, CIRCLE TRIP OR NORMAL/SPECIAL FARE OPEN JAW TRIP, IT SHALL BE ASSESSED AS FOLLOWS, SUBJECT TO THE ROUTING
- I) AS A ONE WAY JOURNEY
  - II) AS A SERIES OF ONE WAY SUBJOURNEYS
  - III) AS A ROUND TRIP OR CIRCLE TRIP JOURNEY WITH THE SURFACE SECTOR ASSUMED FLOWN
  - IV) AS THERE IS A COMMON POINT/COUNTRY - AS A MIX OF A ONE WAY SUBJOURNEY AND A RETURN SUBJOURNEY (AS SHOWN IN PARAGRAPH 3.C. ABOVE).

EXAMPLE 1: TRAVEL PAR-ATH

CONSTRUCTION: PAR-ATH OW 1 PRICING UNIT  
 DOES NOT QUALIFY FOR RT, CT, OR NORMAL FARES  
 OJ

EXAMPLE 2: TRAVEL PAR-BKK-VIE-ROM

CONSTRUCTION COULD BE:

	PAR-BKK	OW	1 PRICING UNIT
	BKK-VIE	OW	1 PRICING UNIT
	VIE-ROM	OW	1 PRICING UNIT
OR	PAR-BKK	OW	1 PRICING UNIT
	BKK-ROM	OW	1 PRICING UNIT

NO RETURN TO COUNTRY OF ORIGIN, FARES IN DIRECTION OF TRAVEL

EXAMPLE 3: TRAVEL STO-NBO SURFACE SEZ-NBO-STO

CONSTRUCTION COULD BE:

	STO-NBO	OW	1 PRICING UNIT
	STO-SEZ	OW	1 PRICING UNIT
OR	STO-NBO	RT	1 PRICING UNIT
	SEZ-NBO	OW	1 PRICING UNIT
OR	STO-SEZ	RT	1 PRICING UNIT

- B) THE ONE WAY JOURNEY/SUBJOURNEY(S) ABOVE MUST BE ASSESSED USING ONE WAY FARES. THE USE OF HALF ROUND TRIP FARES IS NOT PERMITTED. THE ROUND TRIP JOURNEY/SUBJOURNEY(S) ABOVE MUST BE ASSESSED USING HALF ROUND TRIP FARES.

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- (E) LIMITATIONS ON INDIRECT TRAVEL/INCLUSION OF SURFACE SECTORS ON A THROUGH MILEAGE CALCULATOR
- (1) LIMITATION ON INDIRECT TRAVEL
- A) GENERAL LIMITATIONS: A FARE COMPONENT MUST NOT INCLUDE MORE THAN:
- I) ONE DEPARTURE FROM FARE COMPONENT ORIGIN OR
  - II) ONE ARRIVAL AT FARE COMPONENT DESTINATION OR
  - III) MORE THAN ONE STOPOVER AT ANY ONE INTERMEDIATE TICKETED POINT
- B) ADDITIONAL LIMITATIONS
- I) FOR A JOURNEY ORIGINATING IN EUROPE (NOT APPLICABLE FOR TRAVEL WHOLLY WITHIN EUROPE) A FARE COMPONENT MUST NOT INCLUDE MORE THAN ONE INTERNATIONAL DEPARTURE AND ONE INTERNATIONAL ARRIVAL AT ANY TICKETED POINT IN THE COUNTRY WHERE TRAVEL ORIGINATES; PROVIDED THAT WHEN THE COUNTRY OF ORIGIN IS TRANSITED, TO/FROM ANOTHER POINT IN EUROPE; STOPOVERS WILL NOT BE PERMITTED IN SUCH COUNTRY.
- EXAMPLE 1: AMS-TYO-AMS-LON-RTM WITH A STOPOVER IN AMS BETWEEN TYO AND LON AT A THROUGH TYO-LON FARE IS NOT PERMITTED (COUNTRY OF ORIGIN IS TRANSITED TO ANOTHER POINT IN EUROPE)
- EXAMPLE 2: LON-NYC-LON-TYO WITH A STOPOVER IN LON BETWEEN NYC AND TYO AT A THROUGH NYC-TYO FARE IS PERMITTED (COUNTRY OF ORIGIN IS NOT TRANSITED TO/FROM ANOTHER POINT IN EUROPE)
- II) THE RESTRICTION IN (I) ABOVE SHALL ALSO APPLY FOR THE COUNTRY OF PAYMENT IN EUROPE IF NOT IDENTICAL TO THE EUROPEAN COUNTRY WHERE TRAVEL ORIGINATES.
- EXAMPLE 1: ZRH-MIL-TYO SOLD IN MIL WITH A STOPOVER IN MIL AT A THROUGH FARE ZRH-TYO IS NOT PERMITTED. (COUNTRY OF SALE IS TRANSITED FROM ANOTHER POINT IN EUROPE)
- EXAMPLE 2: LON-NYC-X/LON-AMS-TYO SOLD IN FRA WITH A STOPOVER IS AMS AT A THROUGH FARE NYC-TYO IS PERMITTED. (COUNTRY OF ORIGIN IS TRANSITED TO ANOTHER POINT IN EUROPE BUT NO STOPOVER IS MADE)

- III) A FARE COMPONENT WITHIN AREA 1 OR BETWEEN AREA 1 AND AREA 3 (VIA THE PACIFIC) MUST NOT INCLUDE MORE THAN ONE ARRIVAL AND ONE DEPARTURE AT ANY TICKETED POINT.
- IV) FOR A JOURNEY ORIGINATING IN AREA 1, NO FARE COMPONENT WITHIN AREA 1 MAY INCLUDE MORE THAN ONE INTERNATIONAL DEPARTURE AND ONE INTERNATIONAL ARRIVAL AT ANY TICKETED POINT IN THE COUNTRY WHERE TRAVEL ORIGINATES.
- EXAMPLE 1: POA-BUE-SAO-NYC-THROUGH FARE NOT PERMITTED BECAUSE OF TWO INTERNATIONAL DEPARTURES FROM BRAZIL. ADDITIONALLY, THIS RESTRICTION APPLIES FOR THE COUNTRY OF PAYMENT IF NOT IDENTICAL TO THE COUNTRY WHERE TRAVEL ORIGINATES.
- EXAMPLE 2: NYC-SAO-BUE-POA SOLD IN BRAZIL - THROUGH FARE NOT PERMITTED BECAUSE OF TWO INTERNATIONAL ARRIVALS IN BRAZIL WHICH IS THE COUNTRY OF SALE.
- V) APPLICABLE FOR TRAVEL COMMENCING IN BRAZIL (EXCEPT FOR JOURNEYS WHOLLY WITHIN SOUTH AMERICA) IRRESPECTIVE OF WHERE THE FARE IS PAID, THE FIRST INTERNATIONAL FARE COMPONENT MUST NOT INCLUDE MORE THAN ONE BRAZILIAN DOMESTIC FLIGHT COUPON. WHERE MORE THAN ONE BRAZILIAN DOMESTIC FLIGHT COUPON IS ISSUED, THE FIRST INTERNATIONAL FARE COMPONENT MUST BE ASSESSED FROM THE POINT IMMEDIATELY PRIOR TO THE POINT OF COMMENCEMENT OF THE INTERNATIONAL SECTOR.
- EXAMPLE 1: BSB-RIO-NYC AT A THROUGH FARE BSB-NYC IS PERMITTED.
- EXAMPLE 2: POA-RIO-SSA-LIS AT A THROUGH FARE POA-LIS IS NOT PERMITTED. THE INTERNATIONAL FARE COMPONENT MUST BE ASSESSED FROM RIO AND POA-RIO CHARGED SEPARATELY.
- EXAMPLE 3: FLN-X/CWB-/CWB-IGU-XSAO-LON AT A THROUGH FARE FLN-LON IS NOT PERMITTED. THIS FIRST INTERNATIONAL FARE COMPONENT MUST BE ASSESSED FROM IGU AND FLN-CWB-IGU CHARGED SEPARATELY.

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- VI) FOR A PRICING UNIT ORIGINATING IN GERMANY, A FARE COMPONENT FROM/TO A POINT IN GERMANY MUST NOT INCLUDE MORE THAN TWO DOMESTIC SECTORS IN GERMANY.
- VII) JOURNEY APPLICATION  
A JOURNEY ON A TICKET OR CONJUNCTION TICKET, AT THE TIME OF ORIGINAL ISSUE OR WHEN REISSUED, MUST NOT INCLUDE MORE THAN FOUR INTERNATIONAL ARRIVALS AND FOUR INTERNATIONAL DEPARTURES IN ANY ONE COUNTRY; EXCEPT IN EUROPE, NOT MORE THAN THREE INTERNATIONAL ARRIVALS AND THREE INTERNATIONAL DEPARTURES IN ONE COUNTRY IN EUROPE; PROVIDED FOR THE COUNTING OF ARRIVALS AND DEPARTURES SURFACE SECTORS ARE CONSIDERED TO BE FLOWN
- (2) INCLUSION OF A SURFACE SECTOR ON A THROUGH MILEAGE CALCULATION  
SURFACE OF A TRANSPORTATION BETWEEN TWO INTERMEDIATE TICKETED POINTS MUST BE INCLUDED IN THE TICKETED POINT MILEAGE COMPUTATION. IN THE ABSENCE OF A SINGLE TICKETED POINT MILEAGE, THE LOWEST COMBINATION OF TICKETED POINT SECTOR MILEAGE WILL APPLY.  
EXCEPTION: WHEN TRAVEL BETWEEN THE FOLLOWING TICKETED POINTS ARE BY SURFACE TRANSPORTATION, AND NEITHER POINT IS THE POINT OF ORIGIN OR DESTINATION OF THE FARE SECTOR, THE MILEAGE BETWEEN SUCH POINTS WILL BE DISREGARDED.

BETWEEN  
ALICANTE, SPAIN  
ALICANTE, SPAIN  
ALMERIA, SPAIN  
AMMAN, JORDAN  
AMRISTAR, INDIA  
AMSTERDAM, NETHERLANDS

ANTWERP, BELGIUM  
ARICA, CHILE  
BARCELONA, SPAIN  
BARCELONA, SPAIN  
BASLE, SWITZERLAND  
BERLIN, GERMANY  
BERLIN, GERMANY  
BERNE, SWITZERLAND

BERNE, SWITZERLAND

BILBOA, SPAIN

BILBOA, SPAIN  
BILBOA, SPAIN  
BOLOGNA, ITALY

AND  
MURCIA, SPAIN  
VALENCIA, SPAIN  
MALAGA, SPAIN  
JERUSALEM  
LAHORE, PAKISTAN  
ROTTERDAM,  
NETHERLANDS  
BRUSSELS, BELGIUM  
TACNA, PERU  
GERONA, SPAIN  
REUS, SPAIN  
MULHOUSE, FRANCE  
DRESDEN, GERMANY  
LEIPZIG, GERMANY  
GENEVA,  
SWITZERLAND  
ZURICH,  
SWITZERLAND  
SAN SEBASTIAN,  
SPAIN  
SANTANDER, SPAIN  
VITORIA, SPAIN  
FLORENCE/PISA,  
ITALY

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BRAZZAVILLE, CONGO REP.  
BREMEN, GERMANY  
BREMEN, GERMANY  
BROWNSVILLE, U.S.A.  
CATANIA, ITALY  
CIUDAD JUAREZ, MEXICO  
COLOGNE, GERMANY

COLOGNE, GERMANY  
CURITABA, BRAZIL  
CUZCO, PERU  
DETROIT, U.S.A.  
DRESDEN, GERMANY  
DUBAI, UNITED ARAB EMIRATES

DUSSELDORF, GERMANY  
GRENADA, SPAIN  
GUATAMALA, GUATAMALA  
GUAYARAMERIN, BOLIVIA

HAMBURG, GERMANY  
HAMBURG, GERMANY  
HILO, HAWAII, U.S.A.

HONG KONG SAR, HONG KONG  
IGUASSU FALLS, ARGENTINA

JEREZ DE LA FRONTARA, SPAIN  
KABUL, AFGHANISTAN

LA CORUNA, SPAIN

LAREDO, TEXAS, U.S.A.

LARNACA, CYPRUS  
LETICIA, COLUMBIA  
LIVINGSTONE, ZIMBABWE

LIVRAMENTO, BRAZIL  
LJUBIJANA, YUGOSLAVIA

MCALLEN, TEXAS, U.S.A  
MILAN, ITALY  
MUNICH, GERMANY

NAGOYA, JAPAN  
PASO DE LOS LIBRES, ARGENTINA

PODGRORICA, YUGOSLAVIA  
PUERTO MONTT, CHILE

SAN DIEGO, U.S.A.  
SANTIAGO DE COMPOSATALA, SPAIN  
SPLIT, YUGOSLAVIA  
STOCKHOLM, SWEDEN  
SWAKOPMUND, NAMIBIA

KINSHASA, ZAIRE  
HAMBURG, GERMANY  
MUNSTER, GERMANY  
MATAMORES, MEXICO  
PALERMO, ITALY  
EL PASO, U.S.A.  
DUSSELDORF,  
GERMANY  
MUNSTER, GERMANY  
JOINVILLE, BRAZIL  
LA PAZ, BOLIVIA  
WINDSOR, CANADA  
LEIPZIG, GERMANY  
SHARJAH, UNITED  
ARAB EMIRATES  
MUNSTER, GERMANY  
MALAGA, SPAIN  
TAPACHULA, MEXICO  
PORTO VELHO,  
BRAZIL  
HANOVER, GERMANY  
MUNSTER, GERMANY  
KONA, HAWAII,  
U.S.A.  
MACAU, MACAU  
IGUASSU FALLS,  
BRAZIL  
SEVILLE, SPAIN  
PESHAWAR,  
PAKISTAN  
SANTIAGO DE  
COMPOSTELA, SPAIN  
NUEVO LAREDO,  
MEXICO  
PAPHOS, CYPRUS  
TABATINGA, BRAZIL  
VICTORIA FALL,  
ZIMBABWE  
RIVERA, URUGUAY  
ZAGREB,  
YUGOSLAVIA  
REYNOSA, MEXICO  
TURIN, ITALY  
NUREMBERG,  
GERMANY  
OSAKA, JAPAN  
URUGUAIANA,  
BRAZIL  
TIVAT, YUGOSLAVIA  
SAN CARLOS DE  
BARILOCHE,  
ARGENTINA  
TIJUANA, MEXICO  
VIGO, SPAIN  
ZADAR, YUGOSLAVIA  
VASTERAS, SWEDEN  
WALVIS BAY,  
NAMIBIA

(F) CONSTRUCTION RULES FOR FARE COMPONENTS

(1) MIXED CLASS TRAVEL (TRAVEL VIA DIFFERENT CLASS OF SERVICE)

(APPLICABLE TO NORMAL FARES ONLY).

- (A) MIXED CLASS TRAVEL IS WHEN TRAVEL INVOLVES TWO OR MORE CLASSES OF SERVICE:
  - (I) ON A SECTOR(S) WITHIN A FARE COMPONENT OR,
  - (II) IN AN ENTIRE FARE COMPONENT OF A JOURNEY/SUBJOURNEY WITH MORE THAN ONE FARE COMPONENT
- (B) THE FARE FOR ENTIRE FARE COMPONENT TRAVELED IN A HIGHER CLASS OF SERVICE SHALL BE THE APPLICABLE FARE FOR THE CLASS USED.
- (C) ALL FARES USED IN DIFFERENTIAL CALCULATIONS WILL BE BASED ON QUALIFYING FARES.
- (D) THE FARE FOR MIXED CLASS TRAVEL WITHIN A FARE COMPONENT IS ASSESSED AS THE SUM OF THE THROUGH FARE IN THE LOWEST CLASS OF SERVICE USED TO ASSESS THE FARE AND, FOR EACH SECTOR TRAVELED IN A HIGHER CLASS OF SERVICE; THE DIFFERENCE BETWEEN THE LOWEST APPLICABLE FARE FOR THE LOWEST CLASS USED FOR THE SECTOR CONCERNED AND THE LOWEST APPLICABLE FARE FOR THE HIGHER CLASS USED FOR THE SAME SECTOR. THIS PROCESS WILL BE REFERRED TO AS 'DIFFERENTIAL'.
- (E) IF CONSECUTIVE SECTORS WITHIN THE FARE COMPONENT ARE FLOWN IN THE HIGHER CLASS OF SERVICE, THE DIFFERENTIAL MAY BE ASSESSED AS THE DIFFERENCE BETWEEN THE APPLICABLE THROUGH FARE FOR THE LOWEST CLASS OF SERVICE USED AND THE APPLICABLE THROUGH FARE FOR THE HIGHER CLASS OF SERVICE FOR THE SECTORS CONCERNED.
- (F) HIPS MUST BE CHECKED WHEN CALCULATING DIFFERENTIALS, HOWEVER THE BHC DOES NOT APPLY.  
NOTE: MINIMUM CHECKS ARE NOT APPLICABLE WHEN CALCULATING A DIFFERENTIAL.
- (G) THE DIFFERENTIAL IS ASSESSED IN THE SAME DIRECTION AS THE FARE USED FOR THE LOWEST CLASS OF SERVICE.
- (H) WHEN HALF ROUND TRIP FARES ARE USED, THE DIFFERENTIAL IS ASSESSED USING HALF ROUND TRIP FARES. WHEN ONE WAY FARES ARE USED, THE DIFFERENTIAL IS ASSESSED USING ONE WAY FARES.
- (I) SPECIAL FARES MAY NOT BE USED IN MIXED CLASS DIFFERENTIAL CALCULATIONS.
- (J) THE ABOVE RULES MAY NOT BE USED TO CIRCUMVENT ANY STOPOVER OR TRANSFER RESTRICTIONS APPLICABLE TO THE THROUGH FARE FOR THE LOWEST CLASS OF SERVICE USED.
- (K) THE TOTAL FARE FOR A FARE COMPONENT ASSESSED WITH A CLASS DIFFERENTIAL NEED NOT BE HIGHER THAN:
  - (I) THE THROUGH FARE FOR THE HIGHEST CLASS OF TRAVEL, OR
  - (II) THE SUM OF FARES FOR SECTORS FLOWN IN

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- DIFFERENT CLASSES OF SERVICE
- (L) FARE COMPONENT CHECKS (DMC, COM) WILL BE APPLIED:
    - (I) IN THE LOWEST CLASS USED OF A MIXED CLASS COMPONENT WHERE A DIFFERENTIAL HAS BEEN APPLIED
    - (II) IN THE APPLICABLE CLASS USED FOR AN ENTIRE COMPONENT FLOWN IN A HIGHER CLASS
  - (M) JOURNEY SUBJOURNEY CHECKS WHICH APPLY TO MORE THAN ONE FARE COMPONENT (CTM, COP, CPM, OSC, RSC) WILL BE APPLIED IN THE LOWEST CLASS OF SERVICE USED AND THE CLASS DIFFERENTIAL(S) AMOUNT(S) ADDED TO THE RESULTANT FARE FOR THE LOWEST CLASS OF SERVICE USED
  - (N) WHERE TWO APPLICABLE SAME CLASS FARES EXIST IN A MARKET, THE APPLICABLE FARE USED FOR THE THROUGH FARE COMPONENT AND ANY INTERMEDIATE FARES USED FOR HIP CHECK PURPOSES TO THE BREAKPOINT, IS ALSO THE SAME FARE USED IN CALCULATING THE DIFFERENTIAL, I.E. Y AND Y2 FARES EXIST IN A MARKET. IF THE LOWER LEVEL Y2 FARE IS USED AS THE HIP CHECK FARE, IT MUST ALSO BE USED WHEN CALCULATING THE DIFFERENTIAL.
  - (O) CLASS DIFFERENTIALS MAY NOT BE ASSESSED OVER A FARE BREAK POINT.
  - (P) (APPLICABLE BETWEEN AREA 1 AND AREA 2) WHEN THE TRANSATLANTIC SECTOR IS FLOWN IN INTERMEDIATE CLASS AND OTHER SECTORS ARE IN THE SAME CLASS OR A LOWER CLASS, THE APPLICABLE THROUGH INTERMEDIATE CLASS FARE SHALL BE APPLIED. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.
  - (Q) (APPLICABLE BETWEEN AREA 1 AND AREA 3 VIA THE ATLANTIC) WHEN THE AREA 2-3 AND TRANSATLANTIC SECTORS ARE FLOWN IN INTERMEDIATE CLASS, THE APPLICABLE THROUGH INTERMEDIATE CLASS FARE SHALL BE APPLIED.
  - (R) (APPLICABLE FOR TRAVEL BETWEEN AREA 1 AND EUROPE ONLY) WHEN TRANSATLANTIC TRAVEL IS FLOWN IN ECONOMY CLASS AND THE INTRA EUROPEAN SECTOR IS FLOWN IN INTERMEDIATE CLASS, THE THROUGH APPLICABLE INTERMEDIATE CLASS FARE APPLIES, UNLESS CHARGING SECTOR FARES FOR THE MIXED CLASS POINT(S) RESULTS IN A LOWER FARE. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.
  - (S) (APPLICABLE VIA THE ATLANTIC-PACIFIC OCEANS FOR TRAVEL BETWEEN EUROPE AND SOUTH WEST PACIFIC) WHEN THE SECTOR BETWEEN EUROPE AND AREA 1 AND THE SECTOR BETWEEN AREA 1 AND THE SOUTH WEST PACIFIC ARE FLOWN IN INTERMEDIATE CLASS, THE APPLICABLE THROUGH INTERMEDIATE CLASS FARE APPLIES. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.
  - (T) (APPLICABLE TO ATLANTIC-PACIFIC TRAVEL



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BETWEEN EUROPE AND JAPAN/KOREA) WHEN THE SECTOR BETWEEN EUROPE AND AREA 1 IS IN ECONOMY CLASS AND THE SECTOR BETWEEN AREA 1 AND JAPAN/KOREA IS IN INTERMEDIATE CLASS, THE APPLICABLE THROUGH INTERMEDIATE CLASS FARE APPLIES. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.

- (U) (APPLICABLE TO ATLANTIC-PACIFIC TRAVEL BETWEEN EUROPE AND SOUTH EAST ASIA) WHEN THE SECTOR BETWEEN THE LAST POINT OF DEPARTURE IN EUROPE AND THE FIRST POINT IN ARRIVAL IN AREA 3 ARE FLOWN IN INTERMEDIATE CLASS, THE APPLICABLE INTERMEDIATE CLASS FARE APPLIES. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.

(2) SURFACE SECTORS

- (A) APPLY THE THROUGH FARE OR THE SUM OF FARES OVER THE SECTORS ACTUALLY FLOWN, WHICHEVER IS LOWER.
- (B) IN THE CASE OF NORMAL FARE TRAVEL, WHERE THE MILEAGE FOR AN INTERNATIONAL SURFACE BREAK IS GREATER THAN THE TICKETED POINT MILEAGE OVER THE ROUTING TRAVELED FROM ORIGIN OF THE JOURNEY UP TO THE POINT OF COMMENCEMENT OF THE SURFACE BREAK WHEN NORMAL FARES ARE ON BOTH SIDES OF THE SURFACE BREAK AND JOURNEY UP TO THE SURFACE BREAK MUST BE TICKETED SEPARATELY.

EXAMPLE: TRAVEL: NYC-LON SURFACE BKK-PAR-LON-NYC  
TPMS 3458 5919 5860 220 3458

CONSTRUCTION COULD BE:

NYC-LON	RT	1	PRICING UNIT
BKK-PAR	OW	1	PRICING UNIT
PAR-LON	OW	1	PRICING UNIT

\* NOTWITHSTANDING SEPARATE PUS, THE TPM IS UNDERTAKEN FROM NYC

- (C) THE SURFACE BREAK IS MEASURED USING TPMS. IF NO TPM EXISTS FOR THE POINTS CONCERNED, THE SHORTEST OPERATED MILEAGE SHALL BE USED (I.E. MPM DIVIDED BY 1.20); PROVIDED THAT IN THE EVENT THERE IS NO SHORTEST OPERATED MILEAGE, THE TICKETED POINT MILEAGE SHALL BE ESTABLISHED BY A COMBINATION OF TPMS.
- (D) SURFACE BREAKS IN SECTION E.7. AND BETWEEN CANADA AND THE USA MAY BE IGNORED.
- (3) HIGHER INTERMEDIATE POINT
- (A) NORMAL FARES
- (I) IF IN ANY ROUTING OTHERWISE PERMISSIBLE AT THE DIRECT ROUTE NORMAL FARE, THERE IS A DIRECT ROUTE NORMAL FARE(S) OF THE SAME CLASS OF SERVICE BETWEEN ANY TWO TICKETED POINTS WHICH IS HIGHER THAN THE DIRECT ROUTE NORMAL FARE BETWEEN THE FARE CONSTRUCTION POINTS, THE FARE SHALL NOT BE LESS THAN THE HIGHEST FARE REFERRED TO ABOVE (HIGHER INTERMEDIATE FARE). IN THE CASE OF FARES WHICH ARE ESTABLISHED BY SEASONALITY (INCLUDING

- BLACKOUT DATES), OR DAY OF WEEK OR FLIGHT APPLICATION, THE CHECK WILL BE BASED ON THE APPLICABLE FARE (BY SEASONALITY INCLUDING BLACKOUTS, OR BY DATES, OR BY DAY OF WEEK OR BY FLIGHT APPLICATION).
- (II) IF IN ANY INDIRECT ROUTING OTHERWISE PERMISSIBLE AT THE DIRECT ROUTE NORMAL FARE PLUS A PERCENTAGE, THERE IS A DIRECT ROUTE NORMAL FARE(S) OF THE SAME CLASS OF SERVICE BETWEEN THE FARE CONSTRUCTION POINTS, THE FARE FOR THE INDIRECT ROUTE SHALL NOT BE LESS THAN THE HIGHEST FARE REFERRED TO ABOVE (HIGHER INTERMEDIATE FARE), AND THE SURCHARGE PERCENTAGE APPLICABLE TO THE THROUGH FARE SHALL BE APPLIED TO SUCH HIGHER INTERMEDIATE FARE.
- (III) WHEN THERE IS NO DIRECT ROUTE FARE BETWEEN TWO TICKETED POINTS, A FARE MUST BE CONSTRUCTED OVER AN INTERMEDIATE TICKETED POINT IN ORDER TO APPLY THE PROVISIONS OF (I) AND (II) ABOVE.  
NOTE: THE CONSTRUCTED FARE IS CONSIDERED A 'DIRECT ROUTE FARE' AND MUST BE SHOWN ON THE TICKET AS 'C/'.
- (IV) WHEN COMPARING NORMAL FARES OF THE 'SAME CLASS OF SERVICE' IN ORDER TO DETERMINE IF THERE IS A HIGHER FARE, THE FOLLOWING SEQUENCE SHALL BE FOLLOWED:
- (AA) SLEEPER SEAT FARE IS COMPARED WITH SLEEPER SEAT; IF NO SLEEPER SEAT FARE, COMPARE WITH FIRST CLASS FARE
- (BB) FIRST CLASS FARE IS COMPARED WITH FIRST CLASS; IF NO FIRST CLASS FARE, COMPARE WITH INTERMEDIATE CLASS FARE (OR NEXT LOWER CLASS FARE)
- (CC) INTERMEDIATE CLASS FARE IS COMPARED WITH INTERMEDIATE CLASS FARE; IF NO INTERMEDIATE CLASS FARE, COMPARE WITH ECONOMY CLASS FARE; PROVIDED THAT WHERE MORE THAN ONE ECONOMY CLASS FARE IS PUBLISHED, COMPARE WITH THE HIGHEST ECONOMY CLASS FARE.
- (DD) ECONOMY CLASS FARE IS COMPARED WITH ECONOMY CLASS FARE
- (V) WHEN COMPARING NORMAL FARES, THE COMPARISON SHALL BE MADE IN THE SAME DIRECTION AS THE FARE COMPONENT. WHEN USING HALF ROUND TRIP FARES THE COMPARISON SHALL BE MADE USING HALF ROUND TRIP FARES. WHEN USING ONE WAY FARES THE COMPARISON SHALL BE MADE USING ONE WAY FARES.
- (VI) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS

- OF SERVICE USED, THE LOWER/LOWEST LEVEL MAY BE USED SUBJECT TO ANY STOPOVER, TRANSFER, SEASONALITY, DAY OF WEEK LIMITATIONS, OR FLIGHT RESTRICTIONS OF THE LOWER/LOWEST FARE (EXCLUDING APPLICATION OF THE STOPOVER CHARGES.)
- (VII) IN ESTABLISHING THE DAY OF WEEK FARE LEVEL TO BE USED FOR THE HIP CHECK, THE APPLICATION OF THE DAY OF WEEK FARES SHALL BE APPLIED SOLELY TO THE SECTOR(S) FOR WHICH THE CHECK IS BEING MADE. THE DAY OF TRAVEL ON SUCH SECTOR(S) SHALL BE USED TO DETERMINE THE DAY OF WEEK FARE LEVEL FOR THE HIP CHECK.
- (VIII) IN ESTABLISHING THE SEASONAL FARE LEVEL TO BE USED FOR THE HIP CHECK, THE RULE FOR THE APPLICATION OF THE SEASONAL FARE SHALL BE APPLIED SOLELY TO THE SECTOR(S) FOR WHICH THE CHECK IS BEING MADE. THE SEASONAL RULE FOR SUCH SECTOR SHALL BE USED TO DETERMINE THE SEASONAL FARE LEVEL TO BE USED FOR THE HIP CHECK. WHERE REFERENCE IN A SEASONAL RULE IS TO A SPECIFIC SEGMENT OF TRAVEL E.G. FIRST INTERNATIONAL SECTOR, THE SPECIFIC SEGMENT SHALL BE ASSESSED WITHIN THE SECTOR(S) FOR WHICH THE HIP LEVEL IS BEING ESTABLISHED.
- EXAMPLE: ROUTING A-B-C-B-A  
1ST FARE COMPONENT (A TO C)  
- FARE A-C IS A NON-SEASONAL FARE  
- FARE A-B IS A NON-SEASONAL FARE  
- THERE ARE SEASONAL FARES B-C WITH THE RULE THAT THE FIRST INTERNATIONAL SECTOR DETERMINES THE SEASONAL FARE TO BE CHARGED.  
- TO ESTABLISH THE SEASONAL FARE LEVEL TO BE USED FOR THE HIP CHECK ON  
THE SECTOR B-C THE DATE OF TRAVEL B TO C WILL BE USED  
2ND FARE COMPONENT (FARE IN THE DIRECTION FROM A TO C)  
- FARE A-C IS A NON-SEASONAL FARE  
- FARE A-B IS A NON-SEASONAL FARE  
- THERE ARE SEASONAL FARES B-C WITH THE RULE THAT THE FIRST INTERNATIONAL SECTOR DETERMINES THE SEASONAL FARE TO BE CHARGED.  
- TO ESTABLISH THE SEASONAL FARE LEVEL TO BE USED FOR THE HIP CHECK ON

- THE SECTOR C-B THE DATE OF  
TRAVEL C TO B WILL BE USED
- (IX) FOR THE PURPOSE OF THE HIGHER INTERMEDIATE FARE CHECK, WHEN THE TICKET SHOWS NO STOPOVER AT BOTH THE UNIT ORIGIN AND THE UNIT DESTINATION POINT OF A SIDE TRIP WHICH HAS BEEN CHARGED FOR SEPARATELY (DUE TO TRANSFER CONNECTIONS ON BOTH OCCASIONS) A STOPOVER SHALL BE CONSIDERED TO BE TAKEN AT SUCH POINT UNLESS THE TIME INTERVAL BETWEEN THE ARRIVAL IMMEDIATELY PRECEDING THE SIDE TRIP AND THE DEPARTURE IMMEDIATELY FOLLOWING THE SIDE TRIP DOES NOT CONSTITUTE A STOPOVER AS DEFINED IN RULE 1.
- (X) WHEN AN ITINERARY REQUIRED CHECKING FARES IN THE NEXT HIGHER CLASS OF SERVICE DUE TO RULE/STOPOVER RESTRICTIONS, HIPS MUST BE CHECKED IN THE NEXT HIGHER CLASS OF SERVICE FOR ALL POINTS ON THAT FARE COMPONENT.
- (XI) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL, A HIGHER INTERMEDIATE POINT CHECK SHALL BE APPLICABLE ONLY AT INTERMEDIATE TICKETED STOPOVER POINT(S).  
THE POINTS CHECKED ARE:  
(AA) THE POINT OF ORIGIN TO ANY INTERMEDIATE STOPOVER POINT; OR  
(BB) ANY INTERMEDIATE STOPOVER POINT TO THE DESTINATION; OR  
(CC) ANY INTERMEDIATE STOPOVER POINTS TO ANY OTHER INTERMEDIATE STOPOVER POINT.
- EXCEPTION 1: FOR THE PURPOSE OF THIS RULE, EC MEMBER STATES SHALL BE CONSIDERED AS ONE COUNTRY, PROVIDED THAT:  
(I) THE JOURNEY IS WHOLLY WITHIN THE EUROPE SUB-AREA AND ALL FARE CONSTRUCTION POINTS ARE IN EC MEMBER STATES.  
(II) THE JOURNEY MUST COMMENCE IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET.
- EXCEPTION 2: NOT USED  
EXCEPTION 3: FOR JOURNEYS

ORIGINATING WESTERN AFRICA, HIGHER INTERMEDIATE POINTS CHECK IN EACH FARE COMPONENT SHALL BE APPLIED AT ALL TICKETED POINTS IN WESTERN AFRICA.

EXCEPTION 4: APPLICABLE FOR TRAVEL ORIGINATING IN ISRAEL, HIP'S WILL BE CHECKED ON FARE COMPONENTS FROM ISRAEL TO ALL TICKETED POINTS IN THE FARE COMPONENT WHETHER THERE IS A STOPOVER OR NOT. THIS DOES NOT APPLY TO THE HIP CHECK FROM AN INTERMEDIATE POINT OR AN INTERMEDIATE POINT TO THE FARE CONSTRUCTION POINT.

EXAMPLE: TLV-FRA-X/  
LON-NYC/TLV  
THE HIP CHECK IS TLV-FRA; TLV-LON AND FRA-NYC AND THOUGH LON IS A TRANSFER POINT, TLV-LON IS CHECKED BUT LON-NYC IS NOT.

EXCEPTION 6: WHEN TRAVEL ORIGINATES IN INDIA AND DESTINED TO CANADA/USA, WHEN STOPOVERS TAKEN IN EUROPE OR UK HIGHER FARES SHALL NOT BE APPLICABLE FROM POINTS IN EUROPE/UK TO CANADA/USA.

(XII) FOR THE PURPOSE OF THIS RULE, WHEN THERE IS A SURFACE BREAK, THE HIGHER INTERMEDIATE FARE CHECK APPLIES TO THE POINT OF ARRIVAL BY AIR IMMEDIATELY PRECEDING THE SURFACE SECTOR AND TO THE POINT OF DEPARTURE IMMEDIATELY FOLLOWING

THE SURFACE SECTOR, UNLESS THE TIME INTERVAL BETWEEN THE ARRIVAL AND DEPARTURE DOES NOT CONSTITUTE A STOPOVER AS DEFINED IN RULE 1.

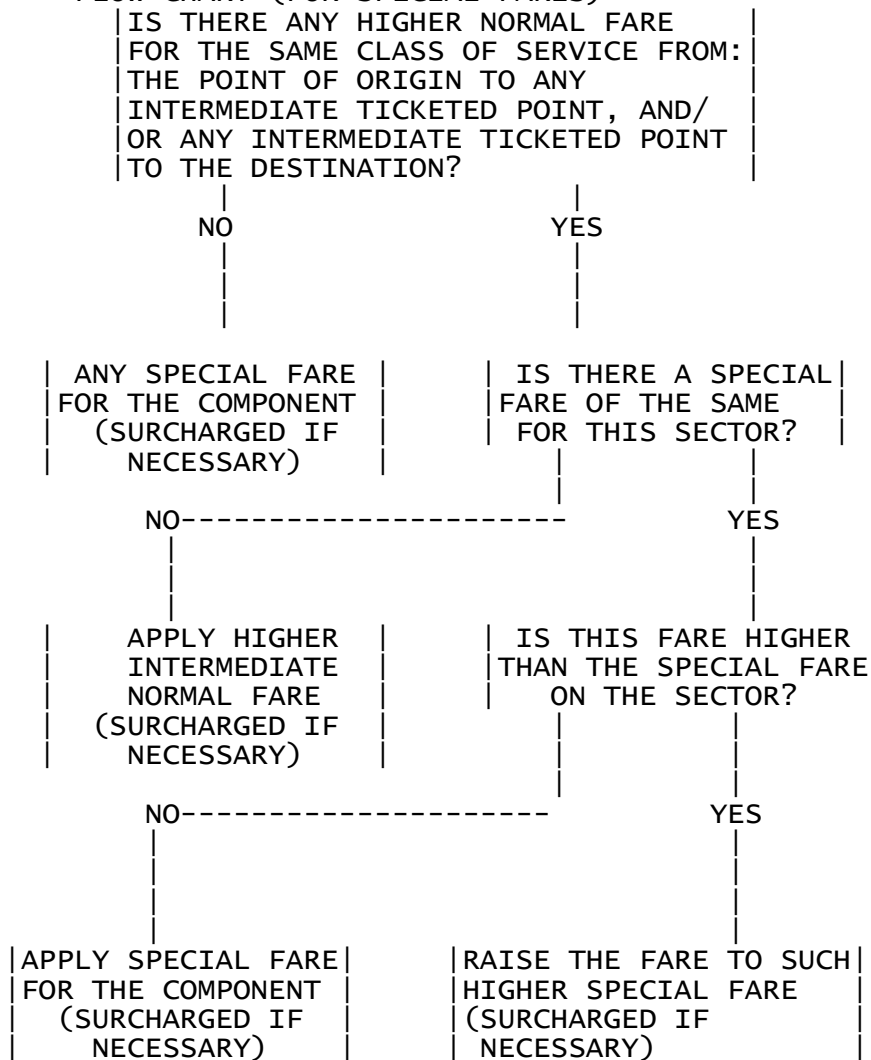
- (XIII) WHEN TICKETS ARE ISSUED OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRAVEL, A HIGHER INTERMEDIATE FARE SHALL BE APPLICABLE AT ALL INTERMEDIATE TICKETED POINT(S).
- (B) SPECIAL FARES
  - (I) A SPECIAL FARE MAY BE APPLIED IF BETWEEN EITHER FARE CONSTRUCTION POINT AND ANY INTERMEDIATE TICKETED POINT THERE IS NOT HIGHER NORMAL FARE FOR THE SAME CLASS OF SERVICE THAN THE NORMAL FARE BETWEEN THE FARE CONSTRUCTION POINTS AS DETERMINED IN ACCORDANCE WITH THE NORMAL FARES SECTION (A) ABOVE.
  - (II) IF THERE IS A HIGHER NORMAL FARE, AS DETERMINED IN ACCORDANCE WITH PARAGRAPH A, ABOVE, THE SPECIAL FARE FOR THE COMPONENT SHALL NOT BE LESS THAN SUCH HIGHER NORMAL ARE, EXCEPT:
    - (AA) IF THERE IS A SPECIAL FARE OF THE SAME TYPE AT THE SAME LEVEL OR A LOWER LEVEL ON THE SECTOR FOR WHICH THE NORMAL FARE APPLIES, THE SPECIAL FARE FROM THE ORIGIN TO THE DESTINATION (SURCHARGED IF NECESSARY) SHALL APPLY, OR
    - (BB) IF THERE IS A SPECIAL FARE OF THE SAME TYPE AT A HIGHER LEVEL ON THE SECTOR FOR WHICH THE HIGHER NORMAL FARE APPLIES, THE SPECIAL FARE FOR THE COMPONENT SHALL NOT BE LESS THAN SUCH HIGHER SPECIAL FARE (SURCHARGED IF NECESSARY).
    - (CC) IF THERE IS NO SPECIAL FARE OF THE SAME TYPE ON THE SECTOR FOR WHICH THE HIGHER NORMAL FARE APPLIES, THE FARE SHALL NOT BE LESS THAN THE LOWEST OF ANY HIGHER TYPE OF SPECIAL FARE WITHIN THE SAME COLUMN AS SHOWN BELOW:
    - (DD) IN DEFINING A 'FARE OF THE SAME TYPE', THE COMPARISON OF SPECIAL FARES SHALL BE LIMITED TO THE CLASS OF SERVICE AND
 

COLUMN 1	COLUMN 2	COLUMN 3
LATE BOOKING FARE OR	GIT FARE OR	GROUP FARE OR
APEX FARE OR	INDIVIDUAL IT OR	EXCURSION FARE
PEX FARE OR	EXCURSION FARE	
EXCURSION FARE		
    - (EE) IF THERE IS MORE THAN ONE SPECIAL FARE OF THE SAME TYPE ON THE SECTOR FOR WHICH THE HIGHER NORMAL FARE APPLIES, THE FARE WITH CONDITIONS MOST SIMILAR TO THOSE

OF THE SPECIAL FARES FOR THE COMPONENT SHALL BE USED FOR THE COMPARISON.

(FF) ALL CONDITIONS ATTACHED TO THE SPECIAL FARE FOR THE COMPONENT APPLY.

FLOW CHART (FOR SPECIAL FARES)



- (4) ONE WAY BACKHAUL MINIMUM
- (A) THIS PARAGRAPH DOES NOT APPLY:
    - (I) FOR JOURNEYS WHOLLY WITHIN AREA 1
    - (II) FOR JOURNEYS WHOLLY BETWEEN ARGENTINA, BRAZIL, CHILE, PARAGUAY, URUGUAY AND AREA 2
    - (III) FOR PRICING UNITS WHOLLY WITHIN EUROPE
  - (B) THIS PARAGRAPH APPLIES ONLY WHEN USING NORMAL OR SPECIAL ONE WAY FARES.
  - (C) IF IN ANY FARE COMPONENT TRAVEL IS VIA A HIGHER RATED INTERMEDIATE STOPOVER POINT, THE FARE FOR SUCH FARE COMPONENT SHALL BE THE HIGHER OF:

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- (I) THE APPLICABLE FARE BETWEEN THE FARE CONSTRUCTION POINTS, OR
- (II) THE FARE FROM FARE COMPONENT ORIGIN TO THE HIGHEST RATED INTERMEDIATE STOPOVER POINT PLUS THE DIFFERENCE BETWEEN SUCH FARE AND THE DIRECT ROUTE FARE BETWEEN THE FARE CONSTRUCTION POINTS.

EXAMPLE: A-B-C-D

FARES:	A TO B	NUC	50
	A TO C		150
	A TO D		140
	B TO C		175
	B TO D		160

FARE TO BE CHARGED IS:

B TO C	NUC	175
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OR

A TO C	NUC	150	
PLUS THE DIFFERENCE BETWEEN			
A TO C AND A TO D		10	
		TOTAL NUC	160

WHICHEVER IS HIGHER

- (D) THE ONE WAY BACKHAUL CHECK NEED NOT BE APPLIED FOR POINTS WHICH HAVE BEEN EXCLUDED AS STATED IN SECTION (3) (HIPS) ABOVE.
- (5) DIRECTIONAL MINIMUM FARE CHECK (DMC)  
THE FOLLOWING ADDITIONAL RULES WILL APPLY.
  - (A) NORMAL FARES
    - (I) ONE WAY FARES: THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE DIRECT ROUTE ONE WAY FARE FOR THE HIGHEST RATED PAIR OF POINTS APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT.
    - (II) NORMAL OPEN JAW FARES: THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE DIRECT ROUTE HALF ROUND TRIP FARE FOR THE HIGHEST RATED PAIR OF POINTS APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE COMPONENT.
    - (III) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED, THE LOWER/LOWEST LEVEL MAY BE USED.
  - (B) SPECIAL ONE WAY FARES
    - (I) ONLY ONE FARE COMPONENT: THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST ONE WAY DIRECT ROUTE FARE OF THE SAME TYPE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT. IN THE ABSENCE OF A FARE OF THE SAME TYPE, THE NEXT HIGHER ONE WAY FARE SHALL BE USED.
    - (II) MORE THAN ONE FARE COMPONENT: THE RULE IN (B)(I) ABOVE SHALL APPLY TO EACH FARE COMPONENT.



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- (III) FARE OF THE SAME TYPE WILL BE AS DEFINED IN SECTION (3)(B)(II)(DD).
- (C) APPLICABLE FARES  
THE FARES TO BE USED SHALL BE THOSE APPLICABLE ON THE DATE OF COMMENCEMENT OF THE OUTBOUND TRANSPORTATION OR IN THE CASE OF SEASONAL FARES, THOSE APPLICABLE ON THE DATE WHICH DETERMINES THE SEASONAL LEVEL TO BE USED. THIS WILL APPLY IN EACH COMPONENT.
- (D) EXCEPTIONS  
THE PROVISIONS IN SUBPARAGRAPHS (A)(B)AND (C) ABOVE WILL NOT APPLY:
  - (I) FOR TRANSPORTATION WHOLLY WITHIN AREA 1
  - (II) FOR SALES MADE IN AREA 1 FOR TRANSPORTATION COMMENCING IN AREA 1
  - (III) FOR SALES MADE IN CANADA, USA/US TERRITORIES FOR TRANSPORTATION TO CANADA, USA/US TERRITORIES.
  - (IV) WHEN TRAVEL ORIGINATES IN BENIN, BURKINA FASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO (BRAZZAVILLE), EQUATORIAL GUINEA, GABON, IVORY COAST, MALI, NIGER, SENEGAL OR TOGO AND IS SOLD IN THESE COUNTRIES.
  - (V) FOR SALES MADE IN EC MEMBER STATES FOR TRAVEL WHOLLY WITHIN THE EUROPE SUB-AREA WHEN ALL FARE CONSTRUCTION POINTS ARE IN EC MEMBER STATES.
- (G) CONSTRUCTION RULES FOR PRICING UNITS
  - (1) ROUND TRIP FARES
    - (A) UNLESS OTHERWISE SPECIFIED, THE FARE FOR A ROUND TRIP WILL BE TWICE THE OUTBOUND ONE WAY FARE.
    - (B) THE REFERENCE TO TWO FARE COMPONENTS ONLY, FOUND IN DEFINITIONS, DOES NOT PROHIBIT FARES FOR END-ON COMBINATION OR SIDE TRIPS PAID FOR SEPARATELY, BEING SHOWN ON THE SAME TICKET.
    - (C) ROUND TRIP FARES ARE COMBINABLE WITH OTHER ROUND TRIP FARES.
  - (2) CIRCLE TRIP FARES
    - (A) THE FARE FOR A CIRCLE TRIP SHALL BE THE LOWEST COMBINATION OF HALF ROUND TRIPS IN THE DIRECTION OF TRAVEL, BEGINNING THE CALCULATION FROM THE POINT OF UNIT ORIGIN OF THE TRIP; PROVIDED THAT FOR ANY FARE COMPONENT WHICH TERMINATES IN THE COUNTRY OF UNIT ORIGIN, THE FARE APPLICABLE TO SUCH FARE COMPONENT FROM THE COUNTRY OF UNIT ORIGIN SHALL BE USED.
    - (B) CIRCLE TRIP MINIMUM (CTM)
      - (I) (NOT APPLICABLE FOR TRAVEL COMMENCING IN AUSTRALIA/NEW ZEALAND OTHER THAN WITHIN AREA 3: THE FARE FOR A CIRCLE TRIP (EXCLUDING ANY SIDE TRIP WHICH HAS BEEN CHARGED AS A SEPARATE PRICING UNIT) SHALL NOT BE LESS THAN THE DIRECT ROUTE NORMAL OR SPECIAL ROUND TRIP FARE, THE HIGHEST RATED PAIR OF POINTS APPLICABLE

- TO THE CLASS OF SERVICE USED FROM THE POINT OF UNIT ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL.
- (II) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED, THE LOWER/LOWEST LEVEL MAY BE USED.
  - (III) WHEN THERE ARE ROUND TRIP FARES FROM THE POINT OF UNIT ORIGIN TO ANY STOPOVER POINT, WHICH DIFFER ACCORDING TO CARRIER(S) USED OUTBOUND AND INBOUND THE FARE TO BE USED FOR THE CHECK SHALL BE THE LOWER OF SUCH ROUND TRIP FARES.
  - (IV) WHEN CHECKING THE CIRCLE TRIP MINIMUM FARE WHEN SPECIAL FARES ARE USED, THE COMPARISON IS THE SAME AS PROVIDED IN (3)(B)(II)(DD); PROVIDED THAT WHEN NO SPECIAL DIRECT ROUND TRIP FARE IS AVAILABLE FROM THE POINT OF UNIT ORIGIN TO ANY HIGHER RATED NORMAL FARE STOPOVER POINT, THE TOTAL FARE SHALL NOT BE LESS THAN THE DIRECT ROUND TRIP NORMAL ECONOMY CLASS FARE FROM THE POINT OF UNIT ORIGIN TO SUCH POINT.
  - (V) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT, WHICH CONTAINS A MIXTURE OF NORMAL AND SPECIAL FARES COMBINED ON THE OUTBOUND AND INBOUND PORTIONS.
  - (VI) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT CONSISTING OF GOVERNMENT AND/OR MILITARY FARES.
  - (VII) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT CONSISTING OF A COMBINATION OF GOVERNMENT AND/OR MILITARY FARES AND NORMAL FARES.
  - (VIII) THE CTM CHECK NEED NOT BE APPLIED TO POINTS, WHICH HAVE BEEN DISREGARDED UNDER PROVISIONS OF THE HIGHER INTERMEDIATE POINT RULE.
- (C) ROUND THE WORLD MINIMUM (RWM)  
THE RULE DOES NOT APPLY TO ANY JOINT ROUND THE WORLD FARES PUBLISHED BY RULE SEPARATELY IN THIS OR ANY OTHER TARIFF.
- (I) ROUND THE WORLD FARES CONSIST OF CONTINUOUS EB OR WB TRAVEL COMMENCING FROM AND RETURNING TO THE SAME POINT WHICH INVOLVES ONLY ONE CROSSING OF THE ATLANTIC OCEAN AND ONLY ONE CROSSING OF THE PACIFIC OCEAN.
  - (II) UNLESS OTHERWISE INDICATED, ONLY NORMAL FARES MAY BE USED TO CONSTRUCT A ROUND THE WORLD ITINERARY. ONE WAY SPECIAL FARES MUST NOT BE USED TO CALCULATE FARES FOR ROUND-THE- WORLD TRAVEL.
  - (III) FOR ROUND THE WORLD TRAVEL ORIGINATING IN AUSTRALIA/NEW ZEALAND, THE PROVISIONS OF SUBPARAGRAPH IV) BELOW SHALL NOT APPLY.

- (IV) THE TOTAL FARE FOR AROUND THE WORLD JOURNEY (EXCLUDING ANY SIDE TRIP CHARGED SEPARATELY) SHALL NOT BE LESS THAN THE LOWER OF THE TWO DIRECT ROUTE NORMAL ROUND TRIP FARES APPLICABLE TO THE CLASS OF SERVICE USED FROM THE POINT OF UNIT ORIGIN TO ALL STOPOVER POINT(S) IN BOTH GLOBAL DIRECTIONS. IF MORE THAN ONE SUCH LOWER FARE EXISTS, THE HIGHEST OF THESE LOWER FARES IS USED FOR THE RWM.
- (V) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED THE LOWER/LOWEST LEVEL MAY BE USED FOR THE MINIMUM CHECK.
- (VI) WHEN THERE ARE ROUND TRIP FARES WITH DIFFERENT GLOBAL INDICATORS FROM THE POINT OF UNIT ORIGIN TO ANY STOPOVER POINT, THE FARE TO BE USED FOR THE CHECK MUST BE THAT APPLICABLE TO THE FLOWN ITINERARY.
- (VII) WHEN THE FLOWN ITINERARY INCORPORATES SUCH DIFFERENT GLOBAL INDICATORS, THE FARE MUST NOT BE LESS THAN THE LOWER OF SUCH ROUND TRIP FARES FROM THE POINT OF UNIT ORIGIN.

EXAMPLE: TRAVEL

CHI-ZRH-BOM-CMB-HKG-YVR-CHI  
 CALCULATION BASED ON: CHI-BOM AT  
 FARE AND CHI-BOM PA FARE

	AT	NUC	PA
CHI-ZRH	1800		NONE
CHI-BOM	3100		3300
CHI-CMB	3830		3200
CHI-HKG	4600		2300
CHI-YVR	NONE		285 (WH)

- . THE MISSING CHI-ZRH PA AND CHI-YVR AT FARES NEED TO BE CONSTRUCTED BY LOWEST COMBINATION. HOWEVER, AS THE RESULTING FARES WOULD MOST LIKELY BE HIGHER THAN EXISTING FARES IN THE OPPOSITE GLOBAL DIRECTION, THEY ARE IGNORED.
- . THE HIGHEST RT FARE BETWEEN EACH CITY PAIR IS DISREGARDED.
- . OF THE REMAINING LOWER RT FARES, THE HIGHEST RT FARE CHI-CMB PA CONSTITUTES THE RWM.
- . IF THE CALCULATION IS NOT HIGHER THAN THIS AMOUNT, THE ITINERARY MUST BE RAISED TO THE HIGHEST RT FARE (CHI-CMB).

(3) OPEN JAW FARES

- (A) NORMAL FARE OPEN JAW  
 COMMON POINT MINIMUM CHECK (CPM)

- (I) THE FARE FOR A NORMAL FARE OPEN JAW PRICING UNIT SHALL BE THE SUM OF THE

APPLICABLE ROUND TRIP FARES FOR BOTH INTERNATIONAL LEGS OF THE OPEN JAW, ASSESSED FROM THE COUNTRY OF UNIT ORIGIN.

- (II) (AA) IF THERE IS A SURFACE SECTOR IN THE COUNTRY OF UNIT ORIGIN AND THERE IS A COMMON TICKETED POINT(S) IN THE COUNTRY OF UNIT ORIGIN, THE FARE SHALL NOT BE LESS THAN THE HIGHEST APPLICABLE FARE FROM THE COMMON POINT(S).
- (BB) IF THERE IS A SURFACE SECTOR IN THE COUNTRY OF UNIT TURNAROUND AND THERE IS A COMMON TICKETED POINT(S) IN THE COUNTRY OF UNIT TURNAROUND, THE FARE SHALL NOT BE LESS THAN THE HIGHEST APPLICABLE FARE TO THE COMMON POINT(S).
- (CC) IF THERE IS A COMMON TICKETED POINT(S) IN BOTH THE COUNTRY OF UNIT ORIGIN AND THE COUNTRY OF UNIT TURNAROUND, THE FARE SHALL NOT BE LESS THAN THE HIGHEST APPLICABLE ROUND OR CIRCLE TRIP FARE FROM THE COMMON TICKETED POINT(S) IN THE COUNTRY OF UNIT ORIGIN TO THE COMMON TICKETED POINT(S) IN THE COUNTRY OF UNIT TURNAROUND.
- (DD) IN APPLYING THE ABOVE, FOR TRAVEL ORIGINATION IN CANADA OR USA, THE SURFACE BREAK MAY BE PERMITTED BETWEEN COUNTRIES IN THE EUROPE SUB-AREA PROVIDED:
- (I) TRAVEL IN BOTH DIRECTIONS IS VIA THE ATLANTIC
- (II) THE APPLICATION OF (A)(I) AND (II) ABOVE, THE CPM CHECK SHALL ONLY APPLY TO A COMMON POINT(S) IN THE COUNTRY OF ORIGIN AND/OR THE COUNTRY OF THE TERMINAL POINT OF A FARE COMPONENT. IT SHALL NOT APPLY TO INTERMEDIATE COMMON POINT IN OTHER COUNTRIES
- EXAMPLE: YMQ-LON-ZRH XXX  
ROM-ZRH-LON-YMQ  
THE CPM CHECK IS TO BE APPLIED YMQ-ZRH BUT NOT APPLIED TO YMQ-LON AS LON IS NOT IN THE COUNTRY OF A TERMINAL POINT OF A FARE COMPONENT.
- (EE) THE REFERENCE IN THE NORMAL FARE OPEN JAW DEFINITION REFERENCING TWO INTERNATIONAL FARE COMPONENTS DOES NOT PRECLUDE FARES FOR END-ON COMBINATIONS OR SIDE TRIPS PAID FOR SEPARATELY BEING SHOWN ON THE SAME TICKET.

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- (B) SPECIAL FARES OPEN JAW  
EXCEPT AS SPECIFIED IN A FARE RULE, THE FARE FOR AN OPEN JAW SHALL BE THE SUM OF HALF THE APPLICABLE ROUND TRIP FARES FOR BOTH LEGS OF THE OPEN JAW; PROVIDED THAT WHEN A FARE COMPONENT TERMINATES IN THE COUNTRY OF UNIT ORIGIN, THE FARE APPLICABLE FROM THE COUNTRY OF UNIT ORIGIN SHALL BE USED.

EXCEPTION: FOR TRAVEL ORIGINATING AND TERMINATING IN EUROPE (EXCEPT FOR TRAVEL WHOLLY WITHIN EUROPE): WHERE AN OPEN JAW APPLIES BETWEEN COUNTRIES IN EUROPE, WHERE A FARE COMPONENT TERMINATED IN THE COUNTRY OF UNIT DESTINATION THE FARE APPLICABLE FROM THE COUNTRY OF UNIT DESTINATION SHALL BE USED.

EXAMPLE: AMS-WAS-MAD

FARE CONSTRUCTION: AMS - WAS  
1/2 RT PEX  
FARE  
MAD - WAS  
1/2 RT PEX  
FARE

(4) ONE WAY FARES

- (A) FOR ONE WAY JOURNEYS, ONE WAY FARES MUST BE USED
- (B) COUNTRY OF UNIT ORIGIN CHECK (COM): WHEN ONE WAY PRICING UNITS ARE USED AND TRAVEL ON THE SECOND OR SUBSEQUENT INTERNATIONAL PRICING UNIT IS VIA A COUNTRY FROM WHICH A PREVIOUS PRICING UNIT HAS ALREADY BEEN ASSESSED, THE FARE FOR SUCH PRICING UNIT SHALL NOT BE LESS THAN THE HIGHEST INTERNATIONAL FARE FROM ANY TICKETED POINT IN THE COUNTRY WHERE THE PREVIOUS PRICING UNIT COMMENCED TO ANY OTHER TICKETED POINT IN SUCH UNIT. THIS RULE APPLIES WHETHER OR NOT A STOPOVER IS MADE AT THE POINT(S) IN THE COUNTRY WHERE THE PREVIOUS PRICING UNIT COMMENCED.

- (C) FOR ONE WAY SUBJOURNEYS, WHEN THE RESPECTIVE COUNTRIES OF BOTH ORIGIN AND DESTINATION POINTS OF A PRICING UNIT HAVE BEEN USED FOR THE ASSESSMENT OF A PREVIOUS PRICING UNIT, THE DIRECTION OF THE LAST PRICING UNIT WILL BE ASSESSED IN THE REVERSE DIRECTION OF TRAVEL.

EXAMPLE: GVA-LON-ATL-X/ZRH-LON USING OW  
FARES FOR EACH SECTOR

BOTH ZRH AND LON HAVE BEEN USED TO ASSESS A PREVIOUS PRICING UNIT SO THE DIRECTION OF THE PRICING UNIT FOR THE SECTOR ZRH-LON SHALL BE FROM LON TO ZRH.

- (H) MINIMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING UNITS  
(1) RETURN SUBJOURNEYS CHECK (RSC) NOT APPLICABLE FOR TRAVEL TO/FROM CANADA  
(A) THE RSC WILL NOT APPLY BETWEEN CONSECUTIVE

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- (B) PRICING UNITS FOR RETURN SUBJOURNEYS.  
IF THE TOTAL FOR THE JOURNEY CONTAINS ANY CONSECUTIVE NORMAL FARE PRICING UNITS FOR RETURN SUBJOURNEYS A MINIMUM CHECK WILL BE APPLIED. THE TOTAL FARE ASSESSED FOR THE CONSECUTIVE PRICING UNITS (EXCLUDING ANY SIDE TRIPS CHARGED SEPARATELY) MUST NOT BE LESS THAN THE DIRECT ROUTE NORMAL ROUND TRIP FARE, APPLICABLE TO THE CLASS OF SERVICE USED FROM THE UNIT ORIGIN OF THE FIRST CONSECUTIVE PRICING UNITS, TO THE HIGHEST RATED STOPOVER POINT IN ANY SUBSEQUENT CONSECUTIVE PRICING UNITS.

EXAMPLE: TRAVEL

MAD-ROM-ATH-TYO-SYD-ATH-ROM-MAD

CONSTRUCTION COULD BE:

MAD-ROM	RT	1 PRICING UNIT
ROM-ATH	RT	1 PRICING UNIT
ATH-TYO	1/2 RT	
TYO-SYD	1/2 RT	1 PRICING UNIT
ATH-SYD	1/2 RT	

- . 3 CONSECUTIVE PRICING UNITS (RT > RT > CT)
- . ALL ARE STOPOVER POINTS
- . FROM UNIT ORIGIN OF THE FIRST CONSECUTIVE PRICING UNIT TO ANY STOPOVER POINT IN ANY SUBSEQUENT CONSECUTIVE PRICING UNIT, MAD-SYD BEING THE HIGHEST DIRECT ROUTE ROUND TRIP FARE FROM MAD
- . MINIMUM CHECK - THE TOTAL FARE OF THESE CONSECUTIVE PRICING UNITS MUST NOT BE LESS THAN MAD-SYD RT FARE (WHICH IS THE HIGHEST RT FARE)

EXCEPTIONS:

- (I) (AA) IF THE FIRST PRICING UNIT IS FOR AN ORIGIN OPEN JAW THE DIRECT ROUTE ROUND TRIP FARE SHALL BE ASSESSED AS THE SUM OF HALF THE DIRECT ROUTE ROUND TRIP FARE FROM THE UNIT ORIGIN OF SUCH OPEN JAW PRICING UNIT AND HALF THE DIRECT ROUTE ROUND TRIP FARE FROM THE UNIT DESTINATION OF SUCH OPEN JAW PRICING UNIT TO EACH STOPOVER POINT IN ANY SUBSEQUENT CONSECUTIVE PRICING UNITS.

EXAMPLE: TRAVEL:

NCE-BRU-NBO-JNB-NBO-BRU-LYS

- . MINIMUM CHECK - TOTAL FARE FOR PRICING UNITS MUST NOT BE LESS THAN THE SUM OF 1/2 RTS NCE-BRU > LYS-JNB, WHICHEVER IS THE HIGHEST.
- (BB) IF ANY SUBSEQUENT PRICING UNIT IS FOR AN ORIGIN OPEN JAW THE PRICING UNIT WILL BE CONSIDERED

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AS A ROUND TRIP PRICING UNIT AND  
1.B ABOVE WILL APPLY (I.E. CLOSE  
THE SURFACE SECTOR)

- (II) IF THE LAST PRICING UNIT IS FOR A  
TURNAROUND OPEN JAW TRIP THE DIRECT  
ROUTE ROUND TRIP FARE TO  
STOPOVER/TERMINAL POINTS IN THE OPEN  
JAW PRICING UNIT WILL BE HALF THE  
DIRECT ROUTE ROUND TRIP FARE FROM THE  
UNIT ORIGIN OF THE FIRST CONSECUTIVE  
PRICING UNIT TO THE HIGHEST RATE  
STOPOVER/TERMINAL POINT IN THE OPEN  
JAW PRICING UNIT ON THE OUTBOUND  
COMPONENT AND HALF THE DIRECT ROUTE  
ROUND TRIP FARE FROM THE UNIT ORIGIN  
OF THE FIRST CONSECUTIVE PRICING UNIT  
TO THE HIGHEST RATED STOPOVER/TERMINAL  
POINT IN THE OPEN JAW PRICING UNIT ON  
THE INBOUND COMPONENT.

EXAMPLE:

TRAVEL: BRU-NBO-LUN-DKR SURF  
CPT-JNB-LUN-NBO-BRU

CONSTRUCTION COULD BE:

BRU-NBO	RT	1 PRICING UNIT
NBO-LUN	RT	1 PRICING UNIT
LUN-DUR	1/2 RT	
LUN-CPT	1/2 RT	1 PRICING UNIT

. MINIMUM CHECK - TOTAL FARE FOR  
THE PRICING UNITS MUST NOT BE  
LESS THAN THE BRU-LUN RT OR  
THE SUM OF 1/2 RTS BRU-CPT >  
BRU-CPT, WHICHEVER IS THE  
HIGHEST

- (III) IF BOTH THE FIRST AND ANY SUBSEQUENT  
CONSECUTIVE PRICING UNITS ARE FOR  
ORIGIN/TURNAROUND OPEN JAW TRIPS  
RESPECTIVELY THEN BOTH I AND II ABOVE  
APPLY.
- (C) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED  
FOR THE CARRIER AND THE CLASS OF SERVICE USED  
THE LOWER/LOWEST LEVEL MAY BE USED.
- (D) (I) WHEN THERE ARE ROUND TRIP FARES WITH  
DIFFERENT GLOBAL INDICATORS FROM THE  
POINT OF ORIGIN TO ANY STOPOVER POINT,  
THE FARE TO BE USED FOR THE CHECK MUST  
BE THE APPLICABLE FARE TO THE FLOWN  
ITINERARY.
- (II) WHEN THE FLOWN ITINERARY INCORPORATES  
SUCH DIFFERENT GLOBAL INDICATORS  
(INCLUDING ROUND THE WORLD JOURNEYS),  
THE FARE MUST NOT BE LESS THAN THE LOWER  
ROUND TRIP FARES FROM THE POINT OF  
ORIGIN.
- (E) WHEN THERE ARE ROUND TRIP FARES FROM THE  
POINT OF ORIGIN TO ANY STOPOVER POINT WHICH  
DIFFER ACCORDING TO CARRIER(S) USED ON THE  
OUTBOUND AND THE INBOUND JOURNEYS, THE FARE

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TO BE USED FOR THE CHECKS SHALL BE THE LOWER OF SUCH ROUND TRIP FARES.

- (2) ONE WAY SUBJOURNEYS CHECK (OSC) NOT APPLICABLE FOR TRAVEL TO/FROM CANADA
- (F) IF THERE IS A SURFACE BREAK BETWEEN TWO RETURN SUBJOURNEYS, THE MINIMUM CHECK IS NOT APPLIED.
- (G) MULTIPLE PRICING UNITS ASSESSED FROM A COMMON PRICING UNIT ARE NOT CONSIDERED CONSECUTIVE TO EACH OTHER AND THE MINIMUM CHECK IS NOT APPLIED TO THESE PRICING UNITS.
- (H) EXAMPLE: TRAVEL:

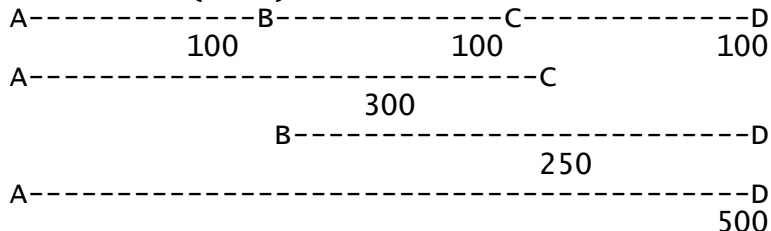
TYO-SFO-LON-SFO-TYO-HKG-BOM-HKG-TYO  
 CONSTRUCTION COULD BE:  
 TYO-SFO RT 1 PRICING UNIT  
 SFO-LON RT 1 PRICING UNIT  
 TYO-HKG RT 1 PRICING UNIT  
 HKG-BOM RT 1 PRICING UNIT  
 . MINIMUM CHECK IS APPLIED  
 TWICE: TYO-SFO > SFO-LON  
 AND TYO-HKG > HKG-BOM  
 . THERE IS NO MINIMUM CHECK  
 OTHER THAN ABOVE.

(NOT APPLICABLE TO JOURNEYS TO/FROM VIA THE US/US TERRITORIES)

(A) A SPECIFIED THROUGH FARE MUST NOT BE UNDERCUT BY A COMBINATION OF FARES

(B) THE OSC WILL APPLY BETWEEN CONSECUTIVE PRICING UNITS FOR ONE WAY SUBJOURNEYS.

EXAMPLE 1 (SITI):



P	A	
P	B	100
	C	100
	D	100
	H	A-C 100
	H	A-D 100
	TOTAL	500
	*****	

EXAMPLE 2: CPH-DEL-JED-BKK

OW(PU1)		OW(PU2)		OW(PU3)
CPH-----DEL		-----JED		JED-----BKK
CPH-DEL	OW	1 PRICING UNIT		900 NUC
DEL-JED	OW	1 PRICING UNIT		600 NUC
JED-BKK	OW	1 PRICING UNIT		475 NUC
CPH-JED				1600 NUC
CPH-BKK				2200 NUC

. CPH-DEL PLUS DEL-JED < 1500 NUC. COMPARED TO



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- . CPH-JED RESULTS IN A PLUS OF 100 NUC.
  - . CPH-JED PLUS JED-BKK < 2075 NUC. COMPARED TO CPH-BKK RESULTS IN A PLUS OF 125 NUC.
  - . THE ITINERARY MUST BE RAISED 225 NUC SHOWN SEPARATELY IN THE FARE CALCULATION.
- |   |       |      |
|---|-------|------|
| P | CPH   |      |
| P | DEL   | 900  |
|   | JED   | 600  |
|   | BKK   | 475  |
|   | H     | 100  |
|   | H     | 125  |
|   | TOTAL | 2200 |
- (C) WHERE MORE THAN ONE NORMAL FARE PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED THE LOWER/LOWEST LEVEL MAY BE USED.
- (D) IF THE OSC IS APPLIED AND TWO OR MORE PRICING UNITS ARE MERGED, THE NEW SINGLE PRICING UNIT IS USED FOR ANY FURTHER FARE CHECKS.
- (E) IF IN A SERIES OF PRICING UNITS FOR ONE WAY SUBJOURNEYS THERE IS A SURFACE BREAK BETWEEN FARE CONSTRUCTION POINTS THE OSC IS APPLIED TO THE PRICING UNITS FOR ONE WAY SUBJOURNEYS UP TO THE START OF THE SURFACE BREAK AND THEN APPLIED SEPARATELY FROM THE POINT AT WHICH AIR TRANSPORTATION RECOMMENCES (EVEN IF THIS POINT IS A PREVIOUS FARE CONSTRUCTION POINT)  
EXAMPLE: TRAVEL: MAD-NBO-DAR SURFACE  
NBO-LUN-JNB
- . ONE WAY FARE COMPONENTS MAD-NBO, NBO-DAR, NBO-LUN, LUN-JNB
  - . THE OSC IS PERFORMED ON MAD-DAR AND NBO-JNB
- (3) MIXTURE OF RETURN SUBJOURNEYS AND ONE WAY SUBJOURNEYS
- (A) WHEN A JOURNEY COMPRISES PRICING UNITS THAT ARE A MIXTURE OF PRICING UNITS FOR RETURN SUBJOURNEYS AND ONE WAY SUBJOURNEYS NO OVERALL CHECKS WILL BE APPLIED. HOWEVER, IF THERE ARE TWO OR MORE CONSECUTIVE PRICING UNITS USING THE SAME FARE TYPES, (HALF ROUND TRIP OR ONE WAY) THEN THE APPLICABLE CHECKS WILL BE APPLIED FOR THOSE PRICING UNITS. I.E. IF THERE ARE TWO OR MORE CONSECUTIVE PRICING UNITS FOR ONE WAY SUBJOURNEYS THE OSC WILL BE APPLIED BETWEEN THOSE PRICING UNITS. IF THERE ARE TWO OR MORE CONSECUTIVE PRICING UNITS FOR RETURN SUBJOURNEYS THE RSC WILL BE APPLIED FROM THE UNIT ORIGIN OF THE FIRST OF SUCH PRICING UNITS TO ALL STOPOVER POINTS WITHIN THE CONSECUTIVE PRICING UNIT(S) AND THE OSC WILL NOT BE APPLIED.
- EXAMPLE: TRAVEL:  
LON-PAR-AMS-HKG-TYO-HKG-AMS
- CONSTRUCTION COULD BE:
- |         |    |                |
|---------|----|----------------|
| LON-PAR | OW | 1 PRICING UNIT |
| PAR-AMS | OW | 1 PRICING UNIT |
| AMS-HKG | RT | 1 PRICING UNIT |

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HKG-TYO RT 1 PRICING UNIT

- . OSC APPLIES ON THE CONSECUTIVE OWS LON-PAR AND PAR-AMS; RSC APPLIES ON THE CONSECUTIVE RTS AMS-HKG AND HKG-TYO  
EXAMPLE: TRAVEL: LON-PAR-HKG-TYO-HKG  
SURF PAR-LON

CONSTRUCTION COULD BE:

LON-PAR RT 1 PRICING UNIT  
PAR-HKG OW 1 PRICING UNIT  
HKG-TYO RT 1 PRICING UNIT

- . NO CHECKS ACROSS THE PRICING UNITS ARE REQUIRED SINCE THERE ARE NO CONSECUTIVE RT PRICING UNITS OR CONSECUTIVE OW PRICING UNITS.

- (I) IF TWO OR MORE PRICING UNITS FOR RETURN SUBJOURNEYS HAVE A COMMON FARE CONSTRUCTION POINT BUT ARE SEPARATED BY A PRICING UNIT FOR A ONE WAY SUBJOURNEY, THE MINIMUM CHECK SHALL APPLY FROM THE UNIT ORIGIN OF THE FIRST OF THESE PRICING UNITS TO ALL STOPOVER POINTS IN THE ORDER CONTIGUOUS/CONSECUTIVE PRICING UNITS(S).  
EXAMPLE: TRAVEL: JNB-ATH-IST SURF  
ATH-STO-ATH-JNB

CONSTRUCTION COULD BE:

JNB-ATH RT 1 PRICING UNIT  
ATH-IST OW 1 PRICING UNIT  
ATH-STO RT 1 PRICING UNIT

- . AS ATH IS A COMMON POINT ON 2 CONTIGUOUS RT PRICING UNITS, THE RSC IS APPLIED ON THE CONTIGUOUS RT PRICING UNITS JNB-ATH AND ATH-STO.

- (II) IF TWO OR MORE PRICING UNITS FOR OW SUBJOURNEYS HAVE A COMMON FARE CONSTRUCTION POINT BUT ARE SEPARATED BY A RT PRICING UNIT, THE OSC IS APPLIED TO ALL FARE CONSTRUCTION POINTS IN THE CONTIGUOUS/CONSECUTIVE PRICING UNIT(S).  
EXAMPLE: TRAVEL:  
NRK-X/CPH-GLA-CPH-FRA-X/M  
AD-PMI

CONSTRUCTION COULD BE:

NRK-CPH OW 1 PRICING UNIT  
CPH-GLA RT 1 PRICING UNIT  
CPH-PMI OW 1 PRICING UNIT

- . AS CPH IS A COMMON POINT ON 2 CONTIGUOUS OW PRICING UNITS, THE OSC IS APPLIED NRK-CPH-CPH-PMI

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(B) WHERE A JOURNEY INVOLVES TRAVEL TO/FROM/VIA THE US/US TERRITORIES, THE OSC WILL NOT BE APPLIED.

(4) THE PLUS SYMBOL WHEN SHOWN ON THE TICKET IS -H-.

(I) SPECIAL FARE ARRANGEMENTS  
 PASSENGERS OCCUPYING TWO SEAT.  
 IF FOR REASON OF PERSONAL COMFORT OR PRIVACY, A PASSENGER CHOOSE TO MAKE ADVANCE ARRANGEMENTS FOR TWO SEATS THE CHARGE PER THE ADDITIONAL SEAT SHALL BE THE SAME AS THE CHARGE FOR THE FIRST SEAT.

(J) EXTRA MILEAGE ALLOWANCE

BETWEEN	AND	EMA	VIA
ABJ	AGP	1600	BRU
ACC	AGP	1550	BRU
BJL	AGP	1800	BRU
CKY	AGP	1750	BRU
COO	AGP	1450	BRU
DKR	AGP	1850	BRU
DLA	AGP	1250	BRU
FIH	AGP	1000	BRU
FNA	AGP	1750	BRU
LFW	AGP	1500	BRU
MLW	AGP	1550	BRU
OUA	AGP	1650	BRU
YAO	AGP	1200	BRU
ABJ	ALC	1150	BRU
ACC	ALC	1150	BRU
BJL	ALC	1250	BRU
CKY	ALC	1200	BRU
COO	ALC	1100	BRU
DKR	ALC	1250	BRU
FNA	ALC	1200	BRU
LFW	ALC	1200	BRU
MLW	ALC	1000	BRU
OUA	ALC	1300	BRU
ABJ	BCN	850	BRU
BJL	BCN	850	BRU
CKY	BCN	800	BRU
DKR	BCN	850	BRU
LFW	BCN	850	BRU
OUA	BCN	950	BRU
BJL	BIO	850	BRU
CKY	BIO	800	BRU
DKR	BIO	850	BRU
ABJ	MAD	1050	BRU
ACC	MAD	950	BRU
BJL	MAD	1250	BRU
CKY	MAD	1200	BRU
COO	MAD	900	BRU
DKR	MAD	1250	BRU
FNA	MAD	1200	BRU
LFW	MAD	950	BRU
MLW	MAD	1000	BRU
OUA	MAD	1100	BRU
ABJ	PMI	1100	BRU
ACC	PMI	1050	BRU
BJL	PMI	1000	BRU

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CKY	PMI	950	BRU
COO	PMI	1050	BRU
DKR	PMI	1000	BRU
FNA	PMI	950	BRU
LFW	PMI	1150	BRU
OUA	PMI	1200	BRU
ABJ	SVQ	1250	BRU
ACC	SVQ	1150	BRU
BJL	SVQ	1700	BRU
CKY	SVQ	1450	BRU
COO	SVQ	1100	BRU
DKR	SVQ	1750	BRU
FNA	SVQ	1450	BRU
LFW	SVQ	1150	BRU
MLW	SVQ	1250	BRU
OUA	SVQ	1250	BRU
ABJ	LIS	1500	BRU
ACC	LIS	1400	BRU
BJL	LIS	1750	BRU
CKY	LIS	1650	BRU
COO	LIS	1350	BRU
DKR	LIS	1800	BRU
FNA	LIS	1650	BRU
LFW	LIS	1400	BRU
MLW	LIS	1450	BRU
OUA	LIS	1500	BRU
ABJ	OPO	1150	BRU
ACC	OPO	1050	BRU
BJL	OPO	1400	BRU
CKY	OPO	1300	BRU
COO	OPO	1000	BRU
DKR	OPO	1450	BRU
FNA	OPO	1300	BRU
LFW	OPO	1050	BRU
MLW	OPO	1100	BRU
OUA	OPO	1150	BRU
ABJ	FAO	1400	BRU
ACC	FAO	1300	BRU
BJL	FAO	1650	BRU
CKY	FAO	1550	BRU
COO	FAO	1250	BRU
DKR	FAO	1700	BRU
FNA	FAO	1550	BRU
LFW	FAO	1300	BRU
MLW	FAO	1350	BRU
OUA	FAO	1400	BRU

Tariff: SN1 - CTA No. 543 DOT No. 870  
Carrier: Brussels Airlines - SN

### Rule 135 Stopovers

Issued: October 26, 2019

Effective: October 27, 2019

- (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) STOPOVER PROVISIONS FOR SPECIAL FARES (APPLICABLE TO ALL FARES FOR WHICH STOPOVERS OTHER THAN AT POINT OF TURNAROUND ARE PROHIBITED OR RESTRICTED IN NUMBER.) WHEN TRAVEL AT A THROUGH FARE IS INTERRUPTED BY SURFACE TRAVEL, EITHER AT INTERMEDIATE POINTS OR AT THE POINT OF TURNAROUND, THE POINTS OF DISEMBARKATION AND REEMBARKATION OF THE INTERRUPTED PORTION OF TRAVEL WILL BE CONSIDERED TOGETHER AS ONE STOPOVER OR THE ONE POINT OF TURNAROUND.
- (D) ONLY ONE STOPOVER IS PERMITTED AT ANY SINGLE POINT ON THE ITINERARY OF A JOURNEY TRAVELED AT A ONE WAY OF HALF ROUND TRIP FARE. THE ORIGIN AND DESTINATION OR POINT OF TURNAROUND, AS THE CASE MAY BE, MAY NOT BE INCLUDED IN SUCH ITINERARY MORE THAN ONCE, REGARDLESS AS TO WHETHER OR NOT A STOPOVER IS MADE AT SUCH POINT.

Tariff: SN1 - CTA No. 543 DOT No. 870  
Carrier: Brussels Airlines - SN

### Rule 145 Currency Applications

Issued: October 26, 2019

Effective: October 27, 2019

#### 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	MONTSERRAT
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

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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.

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- 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



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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:1.800000 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

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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

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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

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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

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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

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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 -

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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

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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  
MONTSERRAT  
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



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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

Tariff: SN1 - CTA No. 543 DOT No. 870  
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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

Tariff: SN1 - CTA No. 543 DOT No. 870  
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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  
TAJKISTAN  
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

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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 Children's and Infants' Fares

Issued: October 26, 2019

Effective: October 27, 2019

NOTE 1: AS USED HEREIN, "ADULT" SHALL MEAN SOMEONE AT LEAST 12 YEARS OF AGE.

NOTE 2: THE PROVISIONS/PERCENTAGES IN PARAGRAPHS (A), (B), (C) AND (D) OF THIS RULE APPLY ONLY TO THE EXTENT PROVIDED/SPECIFIED IN THE APPLICABLE FARE RULE MAKING REFERENCE TO THIS RULE.

(A) ACCOMPANIED CHILDREN (INFANT(S)) UNDER TWO YEAR OF AGE

(1) WHEN ACCOMPANIED BY AN ADULT PASSENGER, CHILDREN WHO ARE LESS THAN TWO YEARS OF AGE AND NOT OCCUPYING AN INDIVIDUAL SEAT WILL BE ASSESSED 10 PERCENT OF THE APPLICABLE ADULT FARE.

AGE LIMITS

AGE LIMITS REFERRED TO IN THIS RULE SHALL BE THOSE IN EFFECT ON THE DATE OF COMMENCEMENT OF TRAVEL. HOWEVER, INFANTS WHO WILL REACH THEIR SECOND BIRTHDAY DURING THE JOURNEY WILL, IN ACCORDANCE WITH SAFETY REGULATIONS, BE REQUIRED TO OCCUPY A SEAT, PAYING THE CHILD'S OR LOWEST APPLICABLE FARE IN ACCORDANCE WITH PARAGRAPH (E) BELOW, FOR THOSE SECTORS TO BE TRAVELED AFTER REACHING TWO YEARS OF AGE. WHEN A SEPARATE SEAT IS REQUESTED OR REQUIRED ON A PORTION OF THE ITINERARY, COMBINATION OF AN INFANT NO-SEAT FARE(S) AND AN INFANT BOOKED SEAT FARE(S) OR CHILD'S FARE(S) IS PERMITTED WITHIN AN ITINERARY BUT NOT WITHIN A FARE COMPONENT.

(2) 75 PERCENT OF THE APPLICABLE ADULT FARE FOR CHILDREN UNDER TWO YEARS OF AGE OCCUPYING INDIVIDUAL SEATS OR CHILDREN IN EXCESS OF ONE ACCOMPANYING AN ADULT PASSENGER UNLESS OTHERWISE SPECIFIED IN THE FARE RULE.

(B) ACCOMPANIED CHILDREN TWO YEARS OF AGE OR OVER, BUT UNDER 12

WHEN ACCOMPANIED BY AN ADULT PASSENGER THE FARE FOR CHILDREN WHO HAVE REACHED THEIR SECOND BIRTHDAY BUT HAVE NOT REACHED THEIR TWELFTH BIRTHDAY ON THE DATE OF COMMENCEMENT OF THEIR

OUTWARD JOURNEY, WILL BE 75 PERCENT OF THE APPLICABLE ADULT FARE UNLESS OTHERWISE SPECIFIED IN THE FARE RULE.

(C) UNACCOMPANIED CHILDREN UNDER TWELVE YEARS OF AGE (SEE ALSO RULE 24(C))

CHILDREN WHO MEET THE REQUIREMENTS FOR TRAVELLING UNACCOMPANIED, AS OUTLINED IN RULE 24 (C)

CARRIAGE OF UNACCOMPANIED MINORS, WILL BE ASSESSED 75 PERCENT OF THE ADULT FARE FOR WHICH

THEIR ITINERARY QUALIFIES UNLESS OTHERWISE SPECIFIED IN THE FARE RULE.

NOTE: IF A CHILD IS UNACCOMPANIED ON ONLY A PORTION OF THE JOURNEY, THE APPLICABLE CHILDREN'S DISCOUNT SHALL BE ASSESSED ON FARE COMPONENTS WHERE THE CHILD IS ACCOMPANIED, AND 100 PERCENT OF THE ADULT FARE SHALL BE ASSESSED ON FARE COMPONENTS

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WHERE THE CHILD IS UNACCOMPANIED. ANY FARE COMPONENT THAT IS COMPRISED OF PARTIALLY ACCOMPANIED AND PARTIALLY UNACCOMPANIED TRAVEL WILL BE CONSIDERED TO BE UNACCOMPANIED AND 100 PERCENT OF THE FULL ADULT FARE SHALL BE ASSESSED.

EXCEPTION: UNACCOMPANIED CHILDREN UNDER FIVE YEARS OF AGE ON THE DATE OF COMMENCEMENT OF THEIR OUTWARD JOURNEY WILL NOT BE ACCEPTED FOR CARRIAGE VIA SN.

(D) OTHER CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED CHILDREN

(1) UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE FARE RULE, CHILDREN'S AND INFANTS' DISCOUNTS APPLY TO ANY CHARGE OR SURCHARGE AND ANY CANCELLATION OR REFUND FEE.

EXCEPTION: CHILDREN'S AND INFANTS' DISCOUNTS WILL NOT APPLY TO SECURITY SURCHARGES, IF ANY.

(2) "ADULT PASSENGER" AS USED HEREIN, SHALL MEAN A PASSENGER 12 YEARS OF AGE AND OLDER.

(3) WHEN RULE 200 IS NOT APPLICABLE TO A FARE, AS INDICATED IN PARAGRAPH (G) OF A FARE-RULE, THE FULL ADULT FARE WILL APPLY INSTEAD OF THE DISCOUNTED FARES STATED IN THIS RULE; PROVIDED THAT THE PASSENGER QUALIFIES FOR SUCH AIRFARE IN ACCORDANCE WITH THE OTHER PROVISIONS OF THE FARE-RULE. WHEN THE APPLICATION OF RULE 200 IS MODIFIED BY THE APPLICABLE FARE-RULE IN PARAGRAPH (G), THAT MODIFICATION WILL BE APPLICABLE TO UNACCOMPANIED AS WELL AS ACCOMPANIED CHILDREN IN RULE 200; FOR EXAMPLE, WHEN THE EXCEPTION FOR CHILDREN (2 THROUGH 11 YEARS OLD) IS GIVEN AS 67 PERCENT, THE "PERCENT OF THE APPLICABLE ADULT FARE" IN RULE 200 PARAGRAPHS (B)(C) AND (D) WILL BE 67 PERCENT INSTEAD OF THE 50 PERCENT SHOWN IN RULE 200, AND INFANTS (UNDER 2 YEARS OLD) PAYING THE CHILDREN'S FARE AS IN PARAGRAPH (A)(2) OF RULE 200 WILL PAY 67 PERCENT, NOT 50 PERCENT, OF THE APPLICABLE ADULT FARE.

(4) FOR EACH UNACCOMPANIED CHILD BETWEEN THE AGES OF 5 THROUGH 11 YEARS OF AGE INCLUSIVE THERE WILL BE A SERVICE CHARGE FOR EXTRA HANDLING SERVICES. THIS CHARGE IS PER FLIGHT/SECTOR AS FOLLOWS:

SECTOR/FLIGHT	CHF	EUR	CAD/USD
EUROPEAN/DOMESTIC SECTORS	50	40	60
INTERNATIONAL SECTORS	100	80	120

FOR EXAMPLE A YUL-BRU-ROM WILL BE CHARGED AT A TOTAL OF CAD 180 I.E. YUL-BRU CAD 120 PLUS BRU-ROM CAD 60. A YUL-BRU-TLV WILL BE CHARGED AT A TOTAL OF CAD 240 I.E. YUL-BRU CAD 120 PLUS BRU-TLV CAD 120.

THE FEE IS CHARGED PER UNACCOMPANIED CHILD SEPARATELY AND NOT PER PARTY OF UNACCOMPANIED CHILDREN TRAVELLING TOGETHER.

THE CHARGE WILL BE COLLECTED BY MEANS OF A MISCELLANEOUS CHARGE ORDER MADE PAYABLE TO SN.

(5) WHEN REQUESTED, EXTRA HANDLING SERVICES WILL BE PROVIDED FOR UNACCOMPANIED CHILDREN BETWEEN THE

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AGES OF 12 THROUGH 18 INCLUSIVE AS OUTLINED IN (4)  
ABOVE.

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