

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. CX1

Containing
Local Rules, Fares & Charges
on Behalf of

Cathay Pacific Airways Ltd.

Applicable to the
Transportation of Passengers and Baggage
Between Points in

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

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

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Issued by:

Alex Zoghlin, President

Airline Tariff Publishing Company, Agent

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Rule 1 Definitions

Africa means the area comprised of all the countries on the Continent of Africa, other than Algeria, Morocco, Sudan, Tunisia, And Egypt, but including the following islands: Cape Verde, Comoros, Fernando Poo, Madagascar, Mauritius, Reunion, Sao Tome and principe and Seychelles.

Agreed Stopping Places means those places, except the place of departure and the place of destination, set forth in the ticket or shown in CX's timetables as scheduled stopping places on passenger's route.

Airline Designator Code means two-characters or three letters which identify particular air carriers.

Area No. 1 means all of the North and South American Continents; Greenland, Bermuda; Cuba; Haiti; Dominican Republic; Puerto Rico; Jamaica; Netherlands Antilles; Trinidad And Tobago; Bahamas, Leeward Virgin and Windward Islands; the State of Hawaii; Midway and Palmyra Islands.

Area No. 2 means all of Albania, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czech Republic, Denmark, Finland, France, Germany, Gibraltar, Greece, Hungary, Iceland, Italy, Liechtenstein, Luxembourg, Madeira, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Romania, San Marino, Slovakia, Spain, Sweden, Switzerland, Tangier, Turkey (in Europe and Asia), the Russian Federation (west of the Urals), the United Kingdom and Yugoslavia; all of Africa, Madagascar, Ascension Island; that part of Asia lying west of and including Iran, Islamic Republic of.

Area No. 3 means all of Asia except that portion included in Area No. 2 above; all of the East Indies; Australia; New Zealand; all Islands of Indonesia, Malaysia, Micronesia and Polynesia (except Midway and Palmyra Islands); Guam; Wake Island; New Caledonia, Norfolk Island; and Tasmania.

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Authorized Agent means a passenger sales agent who has been appointed by CX to represent CX in the sale of air transportation over CX services and, when authorized, over the services of other air carriers.

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.

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 (BBR) means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transactions in bank notes, travellers cheques and similar banking instruments), a bank will purchase a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.

Bankers Selling Rate (BSR) means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transactions in bank notes, travellers cheques and similar banking instrument(s)), a bank will sell a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.

Caribbean area means the area comprising Anguilla, Antigua and Barbuda, Aruba, Barbados, Bonaire, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti,

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Jamaica, Martinique, Saint Kitts and Nevis, Saint Lucia, Saint Martin, Saint Vincent and The Grenadines, 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.

Checked Baggage, which is equivalent to registered luggage, means baggage of which carrier takes sole custody and for which carrier has issued a baggage check and baggage (claim) tag(s).

Circle trip means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service 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.

Conditions of Contract means those statements contained in passenger's ticket or transaction record or itinerary/receipt which include a summary of those conditions of carriage, and important notice(s).

Conjunction Ticket means a ticket issued to a passenger in conjunction with another ticket which together constitute a single contract of carriage.

Consequential Damages means damages which are reasonable out of pocket expenses and other provable damages incurred by passenger as the consequence of the loss, damage, or delay

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in the delivery of such personal property.

Continental U.S.A. means the 48 Contiguous Federated States and the District of Columbia of the United States of America.

Country of Commencement of Transportation means the country from which travel on the first international sector takes place. if the first international sector is a surface sector, priced as an embedded surface sector, such sector shall constitute "travel" for the purpose of establishing the country of commencement of transportation.

Country of Payment means the country where payment is made by the purchase to the carrier or its agent. payment by check, credit card or other banking instruments are deemed to have been made at the place where such instrument is accepted by the carrier or its agent.

Convention means whichever of the following instruments is applicable to the contract of carriage.
The convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, 12 October 1929; or
the Warsaw Convention as amended at the Hague on 28 September 1955; or
the convention for the unification of certain rules for international carriage by air, signed at Montreal, May 28, 1999 (herein after the "Montreal Convention").

CX's Regulations means rules, other than these conditions, published by CX and in effect on date of ticket issue, governing carriage of passengers and/or baggage and shall include any applicable tariffs in force.

Damage includes death, injury, delay, loss, partial loss or other damage of any nature arising out of or in connection with carriage or other services incidental thereto performed by CX.

Date of transaction means the date of issuance of the

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ticket, MCO or PTA.

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.

Deadline means:

Reservations: the minimum/maximum number of days/months before the day of departure by which reservations must be confirmed.

Ticketing: the minimum/maximum number of days/months before the day of departure or the minimum/maximum number of hours/days after reservation by which payment and ticketing must be completed; issue date of a PTA constitutes the ticketing date.

Notes:

- (1) before departure: the definition refers to the first flight of the pricing unit.
- (2) after departure: the definition refers to subsequent flights of the pricing unit.
- (3) for the purpose of determining a deadline expressed in months it shall mean a period of time before a given date in one month to the corresponding date in a previous month.

Exceptions

where the corresponding date does not exist in a shorter, earlier month, then the month(s) shall mean from a given date in one month to the last day of such shorter earlier month.

for example:

departure date: 30 March

one month before departure: 28/29 February

when the 'given date' is the last day in one month, then the corresponding date in an earlier month must be the same date, with the exception of earlier months that do not have that same date.

for example:

departure date: 31 March

one month before departure: 28/29 February

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departure date:	28/29 February
one month before departure:	28/29 January
departure date:	30 April
three months before departure:	30 January
departure date:	31 July
one month before departure:	30 June

Destination means the ultimate destination of the passenger's journey as shown on the ticket.

Electronic Coupon means an electronic flight coupon or other value document held in CX's database.

Electronic ticket means the transaction record or itinerary/receipt issued by CX or on CX's behalf, the electronic coupons and, if applicable, a boarding document.

Europe means that area comprised of Albania; Algeria; Andorra; Austria; Azores; Belgium; Bulgaria; Canary Islands; Croatia; Czech Republic; Denmark; Finland; France; Germany; Gibraltar; Greece; Hungary; Iceland; Ireland; Italy; Liechtenstein; Luxembourg; Madeira; Malta; Monaco; Morocco; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation (west of Urals); San Marino; Serbia; Slovakia; Slovenia; Spain; Sweden; Switzerland; Tunisia; Turkey (in Europe and Asia); and United Kingdom.

Excess Baggage Charge means charges applied to baggage checked in excess of free or paid baggage allowance.

Exchange means the issuance of a new ticket for a totally unused ticket necessitated by a change to the carrier, flight, date, class of service or sector of the first flight coupon of the ticket.

Flight means a journey by aircraft or by other means of transportation including surface transportation.

Flight Coupon means that portion of the ticket that bears the notation "good for passage" or in the case of an electronic ticket, the electronic coupon, and indicates the particular places between which passengers are entitled to

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be carried.

Foreign Air Transportation means transportation between a point in the United States and a point outside thereof.

French Gold Francs means francs consisting of 65 1/2 milligrams of gold with a fineness of nine hundred thousandths.

Iberian Peninsula means the area comprised of Spain, Portugal, Gibraltar and the Balearic Islands.

Immediate Family except as otherwise indicated shall mean spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brother-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.

Intermediate Fare means the full fare established for 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 intermediate fares shall be considered to include all year one way/round trip/circle trip/open jaw, basic season/peak season for business/AF Le Club/executive cabin/medallion/preference class travel.

International Carriage means (except when the convention is applicable) carriage in which according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in this definition, the term "state" includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof. International carriage as defined by the 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

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within a territory subject to the sovereignty, suzerainty, mandate or authority of another state, even though that state is not a party to the convention.

Interstate Transportation means transportation between a point in any state of the United States or the District of Columbia and a point in any other state of the United States or the District of Columbia.

Itinerary/Receipt means a document or documents CX issues passengers traveling on electronic tickets that contains information and notices required under the convention.

Local Currency Fares means fares and related charges expressed in the currency of the country of commencement of travel; with the exceptions shown in table in rule 145 for those countries where the US Dollar or Euro is used for local currency.

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-El-Khaimah, Sharjah, Umm Al Quwain) and Yemen, Republic of.

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 provisions of services to the person named in such document.

Normal Fare means the full fare established for a normal, regular or usual 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 provisions of this tariff, normal fares shall be considered to include all year one-way, round, circle and open jaw trip fares, first class, tourist/coach class, thrift class, economy class, executive full facilities, one class and standard class service fares, on-season (peak) and off-season(basic) fares, business class fares and Ronda executive class fares. Children's fares and

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infants' fares which are established as a percentage of the fares referred to above are also considered to be normal fares.

North America means the area comprising Alaska, Canada, Continental U.S.A. and Mexico.

NUC means the neutral unit of construction.

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.

Open-Jaw Trip means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of arrival and inward point of departure are not the same.

Other Charges means charges such as taxes/fees/charges, flight related services, merchandising related service, ticket related services etc., excluding excess baggage charges.

Overseas Transportation means transportation between a point in any State of the United States or the District of Columbia and a point in a territory or possession of the United States.

Passenger means any person, except members of the crew, carried or to be carried in an aircraft with the consent of carrier.

Passenger Coupon or Passenger Receipt means that portion of

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the ticket issued by CX or on CX's behalf, which is so marked and which ultimately is to be retained by passenger.

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 to the reservations data without a change of ticketed points.

Reissue means the issuance of a revised ticket necessitated by a change to other than first flight coupon of the ticket or a change to other than the carrier, flight, date or sector of the first flight coupon of a ticket.

Related Charges means fare related charges such as cancellation penalties, non-refundable amounts, rebooking and rerouting charges, refund/reissue overrides, stopover charges, weekend surcharges etc., and excess baggage charges.

Rerouting means any change to ticketed points.

ROE means rate of exchange.

Round Trip which is equivalent to return journey, means:

1. Travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or
2. Travel from one point to another and return by an air route different from that used outbound, for which the same normal, through, one way fare is established.

Scandinavia means the area comprising Denmark, Norway and Sweden.

South America means the area comprising Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela.

South Asian Subcontinent means the area comprised of

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Afghanistan, Bangladesh, Bhutan, India, Maldives Nepal, Pakistan and Sri Lanka.

South East Asia means the area comprised of Brunei Darussalam, Cambodia, China, Guam, Hong Kong Sar, Indonesia, People's Democratic Republic of Laos, Malaysia, Mongolia, Myanmar, Philippines, Singapore, Taiwan, Province of, Thailand, Russian Federation (east of the Urals) and Vietnam.

South West Pacific means that area comprised of Australia, Cook Islands, Fiji, Kiribati, New Caledonia, New Zealand, Papua New Guinea, Samoa, Society Islands, Solomon Islands, Tonga, Tuvalu, Vanuatu and Intermediate Islands.

Special Fare means a fare other than a normal fare.

Special Drawing Rights are an international unit of account based upon the values of several leading currencies. The currency values of the special drawing right fluctuate and are re-calculated each banking day. these values are known to most commercial banks and are reported regularly in leading financial journals.

Status Fares means fares that are only available to designated categories of passengers after meeting eligibility requirements accompanied by passenger type description.

Stopover means a planned interruption of passenger's journey, at a point between the place of departure and the place of destination, to which CX have previously agreed.

Ticket means either the document entitled "passenger ticket and baggage check" or the electronic ticket, in each case issued by CX or on CX'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" of the ticket.

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To Validate means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by carrier.

Transaction Record means a document or documents issued to Passengers purchasing an electronic ticket by means of an Auto Teller Machine (ATM).

Unchecked Baggage means any baggage other than checked baggage including all items brought by passenger into the aircraft cabin in accordance with CX's regulations.

United Inches means the total sum arrived at by adding the height, length and width.

United Kingdom or U.K. means England, Scotland, Wales and Northern Ireland.

"United States of America" or "The United States" Or "The U.S.A." each means, unless otherwise specified, the area comprising of forty-eight (48) Contiguous Federated States; the District of Columbia; Alaska; Hawaii; Puerto Rico; St. Croix and St. Thomas of the Virgin Islands; American Samoa; the Canal Zone; Guam, Midway and Wake Islands.

Via used in conjunction with Carrier Two-Letter Abbreviation(S), means "applicable to" the carrier(s) specified when carriage is performed by such carrier(s).

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Rule 2 Standard Format of Electronic Rules

Rule Title/Application (Category 50)

This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, general rules which are not applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title.

Eligibility (Category 1)

Intentionally left blank

Day/Time (Category 2)

Midweek/Weekend Fare Application - fares designated as Midweek apply for travel on transoceanic flights operating on Mondays, Tuesdays, Wednesdays, and Thursdays. Fares designated as weekend apply for travel on transoceanic flights operating on Fridays, Saturdays and Sundays. The statement "normal provisions apply" will appear in this category unless an exception exists, in which case, the appropriate midweek/weekend periods will be specified in the applicable fare rule.

Seasonality (Category 3)

Intentionally left blank

Flight Application (Category 4)

Intentionally left blank

Advance Reservations/Ticketing (Category 5)

(1) Advance Purchase Fares

Requires that reservations be made, and payment and

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ticketing be completed prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each advance purchase fare rule. any voluntary changes in reservation(s)/ticket(s) after a ticket(s) has been issued will result in the imposition of a charge or penalty by the carrier concerned, as indicated in category 16 of the applicable fare rule.

(2) Group Fares (including Group Inclusive Tour Fares)

(a) Requires that reservations be made, and tickets for all members of the group be issued and paid for prior to commencement of outbound travel. The number of days in advance of the departure date required to fulfill these conditions will be specified as follows:

- (i) non-affinity group fares: 10 days.
- (ii) own use group fares: 21 days.
- (iii) group inclusive tour fares: prior to departure.

(b) Where applicable, this category will also indicate any payment and ticketing deadline for added/substitute passengers in the group.

- (i) non-affinity group fares: 10 days.
- (ii) own use group fares:
 - (aa) ticketing: 21 days.
 - (bb) payment: deposit of 10 percent of the applicable total group shall be paid not less than 30 days prior to departure.

(iii) group inclusive tour fares: prior to departure.

(c) Each ticket shall indicate by means of the appropriate ticketing code that the passenger is a member of a travel group, and show the applicable inclusive tour code or group code assigned by the carrier, as the case may be.

Minimum Stay (Category 6)

(1) Stated in Days:

as used herein, the minimum stay period means the number of days, counting from the day after

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commencement of outbound travel for the Transpacific sector (in the case of transpacific fares) or between Canada and Mexico (in the case of western hemisphere fares), to the earliest day return travel for the transpacific sector (in the case of transpacific fares) or between Canada and Mexico (in the case of western hemisphere fares), may commence.

(2) Stated in Months:

as used herein, the minimum stay period means the number of months, counting from the day of commencement of outbound travel for the transpacific sector (in the case of transpacific fares) or between Canada and Mexico (in the case of Western Hemisphere fares), to the earliest day return travel for the transpacific sector (in the case of transpacific fares) or between Canada and Mexico (in the case of western hemisphere fares), may commence.

Maximum Stay (Category 7)

Intentionally left blank

Stopovers (Category 8)

Intentionally left blank

Transfers (Category 9)

Intentionally left blank

Permitted Combinations (Category 10)

Intentionally left blank.

Blackout Dates (Category 11)

Intentionally left blank

Surcharges (Category 12)

Intentionally left blank

Accompanied Travel (Category 13)

Intentionally left blank

Travel Restrictions (Category 14)

Intentionally left blank

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Sales Restrictions (Category 15)

Intentionally left blank

Penalties (Category 16)

- (1) Rerouting of advance purchase and group fare passengers unless otherwise specified, voluntary reroutings are not permitted but will be subject to the provisions specified in the category of the fare rule.
- (2) Advance Purchase Fares
 - (A) Prior to Departure
 - (i) in the event of cancellation by the passenger or failure to use confirmed space as ticketed prior to or at departure time for any reason, except as provided in (ii) and (iii) below, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each advance purchase/advance purchase excursion rule.
 - (ii) full refund will be made in the event of:
 - (aa) death or illness of the prospective passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);
 - (bb) an increase in the advance purchase fare after a ticket has been issued, and the passenger desires to cancel.
 - (iii) 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 accordance with applicable tariffs, without incurring a penalty.
 - (b) After Departure
 - (i) in the event of cancellation by the passenger or failure to use confirmed space as ticketed after travel has commenced, except as provided in (ii) below, refund will be the difference between the fare paid and the applicable fare for the transportation used less the non-refundable amount specified in

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the applicable rule.

- (ii) in the case of death en route of a member of a family traveling together, the surviving member(s) will be permitted a rerouting of the balance of the journey without penalty.

- (c) After the Ticket has been Issued, the non-refundable portion of the fare shall not be used as credit towards payment of any other fares. however, an advance purchase fare ticket may be upgraded to another fare type, only as specified in the applicable rule, subject to all conditions of the new fare, in which case the original non-refundable amount shall still not be refundable. The "NONREF/APEX" entry shall continue to be carried in the "form of payment" box of the new ticket and any subsequent reissues.

(3) Group Fares (including Group Inclusive Tour 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 of a member of the passenger's immediate family (attested to by an appropriate certificate);
 - (bb) replaced passenger, if substitutions are permitted in the rule being detailed;
 - (cc) cancellation of /non-affinity//own use group transportation by the carrier.

(b) After Departure

- (i) normal cancellation and refund procedures

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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 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 passenger;
 - (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 the 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

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the point of cancellation, less the percentage/penalty specified in the applicable rule.

(iii) in the event a passenger discontinues his/her journey en route for any reason, the amount of the fare paid will be applied as a credit toward the purchase of transportation at the applicable fare calculated from the point of origin.

(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)

Intentionally left blank

Ticket Endorsements (Category 18)

Intentionally left blank

Children's Discounts (Category 19)

Intentionally left blank

Tour Conductor Discounts (Category 20)

Intentionally left blank

Agent Discounts (Category 21)

Intentionally left blank

All Other Discounts (Category 22)

Intentionally left blank

Miscellaneous Provisions (Category 23)

Intentionally left blank

(Category 24)

Currently not available

(Category 25)

Currently not available

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Groups (Category 26)

(1) Group Size

A minimum group size refers to the minimum number of passengers required to form a group, which will permit the use of a particular fare.

(2) Group Travel Requirements

(Applicable to group inclusive tour fares) unless otherwise specified in the governing fare rule, all members of the travel group must travel together as a single group on the same flight(s) for the entire itinerary. Should lack of seating accommodation or other operating conditions prevent the group from traveling together, the carrier may transport some members of the group on the next preceding or succeeding flight on which space is available.

(3) Eligibility

(A) Affinity Group

(B) Own Use Groups

The travel group shall be formed only for own use of one person (which expression shall include an individual person or a legal entity such as an association, partnership, company or corporation) (hereinafter referred to as "the purchaser"); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions; provided that:

- (i) the voluntary contributions are not solicited nor obtained solely from the passengers to be carried;
- (ii) participation in the travel group is not limited to those actually contributing;
- (iii) the minimum amount of each person's contribution has not been prescribed by the purchaser, and
- (iv) each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that

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he be included in the travel group.

(c) Incentive Groups

(4) Documentation

(a) General Requirements for All Individual and Group Inclusive Tours

There must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such voucher, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound transpacific travel.

(b) Own Use Group Requirements

(i) Written Application, in the form required by CX shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).

(ii) the application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.

(iii) except as otherwise noted, only those passengers listed in the written application may be transported.

(iv) Passenger Substitution/Additions - if name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this sub-paragraph giving the number of changes and/or additions permitted and the deadline, if any is involved.

(v) each travel group shall be identified by a definite number (group code) assigned by CX.

(c) Group Inclusive Tour Requirement

(I) Written Application, in the form required by CX shall provide the names and total number

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of passengers and the inclusive tour code number, and be signed by the tour operator or a passenger sales agent (also referred to as the "travel organizer").

- (ii) the application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.
- (iii) except as otherwise noted, only those passengers listed in the written application may be transported.
- (iv) Passenger Substitution/Additions - if name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this sub-paragraph giving the number of changes and/or additions permitted and the deadline, if any is involved.

Tours (Category 27)

Tour Features

Unless otherwise indicated in a particular rule, the fares shall apply only as a part of an inclusive tour. In addition to air transportation, the inclusive tour must include in the published price and appropriate tour literature, features or options as specified below which must be paid for prior to commencement of the tour.

- (1) Sleeping accommodations for the total duration of the round, circle, single or open jaw trip, in hotels, motels (including commercially operated mobile/immobile caravan/ trailers), in commercially operated pensions or tents. Sleeping accommodations may be provided on means of public transportation, provided that such transportation and sleeping accommodations are featured in approved tour literature.
- (2) a program of one or more, of the following for at least half of the number of days in the total trip.
 - (a) sightseeing,
 - (b) entertainment feature

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- (c) motor coach trips,
 - (d) rail trips, or
 - (e) car rentals (not to include the purchase of cars)
- (3) Any modifications to approved air itineraries shall be subject to one of the following provisions.
- (a) (Applicable to Group Inclusive Tour and Advance Purchase Excursion Fares) modification to approved air itineraries shall be permitted only when and to the extent modification of the itinerary of the entire travel group is necessitated by circumstances beyond the control of the tour operator. Other revisions to the approved air itineraries will be considered as cancellation of previously confirmed space and the provisions outlined in rule 90 (refunds) and in the applicable fare rule shall apply.
 - (b) (applicable to Non-Affinity Fares and , or own use group fares) modification to approved air itineraries shall not be permitted and shall be considered as cancellation of previously confirmed space. In such instance(s), the provisions outlined in Rule 90 (Refunds) and in the applicable fare rule shall apply, provided that, the entire travel group may return to the point of departure at an earlier date than indicated on the application on services of the same carrier(s) specified in the application.

Visit Another Country (Category 28)

Intentionally left blank

Deposits (Category 29)

Intentionally left blank

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Rule 5 Application of Tariff

(A) General

- (1) This tariff shall apply locally via the services of CX or jointly via the services of CX with other participating carriers in this tariff.
- (2) Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in Rule 55 with respect to tariff C.A.B. No. 528, NTA(A) No. 322 published by Airline Tariff Publishing Co., Agent. any such limitation or condition in any rule herein except to the extent provided in Rule 55 is not a part of Tariff C.A.B. No. 528, NTA(A) No. 322 filed with the department of transportation. nothing in this tariff modifies or waives any provision of the Warsaw Convention.
- (3) This tariff shall apply to carriage of passengers and baggage including all services incidental thereto performed by carrier under local and joint rates and charges of carrier contained in tariffs which make specific 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

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or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.

- (6) The rates, fares, charges, classifications, rules, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty, convention or agreement entered into between that country and Canada, in accordance with the provisions of the applicable treaty, convention or agreement.
- (7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries contained in the on-line tariff database maintained by airline tariff publishing company, agent on behalf of CX are considered to be part of this tariff.
- (8) (to/from/via Canada) 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.

Exception: For fares published by rule, see page no. CX-177 OF C.A.B. No. 528, NTA(A) No. 322.

- (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

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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 of 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 carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not applicable fares or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.

Exception: (Applicable only to sales and tickets issued in the U.S.A./Canada/Mexico, for CX local or joint transportation originating in the U.S.A./Canada/Mexico) no increase will be collected in cases where the ticket has been issued 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, provided:

- (1) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket);
- (2) the originating flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.

Note: the provisions of sub-paragraph (1) and (2) above will not apply to tickets issued at published standby fares.

- (3) this provision shall apply only to the

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passenger to whom the ticket was originally issued. Furthermore, this provision will not apply to sales made outside of the area comprised of the U.S.A./Canada/Mexico for tickets to be issued in the U.S.A./Canada.

- (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 of 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 carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not applicable fares or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.

Exception: (Applicable only to sales and tickets issued in the U.S.A./Canada/Mexico, for CX local or joint transportation originating in the U.S.A./Canada/Mexico) no increase will be collected in cases where the ticket has been issued 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

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fare itself, provided:

- (1) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket);
- (2) The originating flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.

Note: the provisions of sub-paragraph (1) and (2) above will not apply to tickets issued at published standby fares.

- (3) This provision shall apply only to the passenger to whom the ticket was originally issued. Furthermore, this provision will not apply to sales made outside of the area comprised of the U.S.A./Canada/Mexico for tickets to be issued in the U.S.A./Canada/Mexico.

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Rule 6 Classes of Service

On the Fare Pages the Fares are designated "First Class" or "Economy Class" or "Business Class" or "Super Economy Class" or "Executive Class".

- (A) "First Class" fares apply when travel is:
 - (1) On flights operated with jet or propeller aircraft and designated as first class flights in the carrier's schedule, or
 - (2) In the first class compartment of combination compartments on jet or propeller aircraft on flights designated as first class and economy class flights in the carrier's schedule.
- (B) "Economy Class" fares apply when travel is:
 - (1) On flights operated with jet or propeller aircraft and designated as economy class flights in the carrier's schedule, or
 - (2) in the economy class compartment of combination compartments on jet or on propeller aircraft on flights designated as first class and economy class flights in the carrier's schedule.
- (C) "Business Class" fares apply when travel is:
in the business class compartment of combination compartments on jet flights designated as first class, business class and economy class flights on the carrier's schedule.
- (D) "Premium Economy Class" fares apply when travel is:
 - (1) On flights operated with jet or propeller aircraft and designated as premium economy class flights in the carrier's schedule, or
 - (2) in the premium economy class compartment of combination compartments on jet or on propeller aircraft on flights designated as first class and economy class flights in the carrier's schedule.
- (E)

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Rule 15 Electronic Surveillance of Passengers and Baggage

Passengers and their baggage are subject to inspection with an electronic detector with or without the passenger's consent or knowledge.

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Rule 18 Surcharges

(1) Security Charge

- (A) A security service charge of HKD 33 will be collected from each passenger of any age group during ticket issuance worldwide for each departure out of Hong Kong.
- (b) The amount to be charged will be incorporated in fare calculation as in "Q" surcharge, by converting HKD 33 into NUC using the applicable IATA Rate of Exchange (IROE).
- (c) The security service charge will apply to passengers departing Hong Kong including through passengers with stopover(s) in Hong Kong.
- (d) The security service charge HKD 33 shall apply to all types of passengers transferring or transiting HK SAR regardless of class of travel and the type of fare used including CH/IN/AD/ID/FOC ticket etc. this charge is not subject to any exemption.
- (e) The HK security service charge is interlineable and applicable to interline service charge.
- (f) The security service charge was implemented for tickets issued since April 1, 1993.

(2)

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Rule 20 Transport of Persons With Disabilities

(A) Definitions

Passengers shall be considered 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 passengers. This requirement will become apparent from special requests made by the passengers and/or their family or by a medical authority, or from obvious abnormal physical or mental conditions observed and reported by airline personnel or industry-associated persons (travel agents, etc.)

(1) Ambulatory/Non-Medical Case - a person who is able to move about within the aircraft unassisted. passengers who are able to reach the aircraft exit in case of an emergency. Passengers with 'minor' physical handicaps, e.g. blind (blind) or deaf (deaf). Expectant mothers in normal health if confinement is not expected for at least 4 weeks.

(2) Non-Ambulatory/Medical Case - a person who is incapable of self-care during a flight. passengers whose conduct, mental status or physical condition may render them incapable of caring for themselves without assistance. STCR cases, i.e. passengers who cannot use the standard airline seat in an upright position, and thus require a stretcher. Passengers whose carriage might cause unusual hazard or risk to themselves, to other persons or to the safety of the flight. expectant mothers, if confinement is expected within 4 weeks. Premature babies. Even for healthy newborn babies, air travel is not recommended within the first 7 days after birth. passengers addicted to drugs being flown back to their place of origin.

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- (3) Self-Reliant - a person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on-board attention beyond that afforded to the general public. Except that assistance in boarding and deplaning may be required.
- (4) Non-Self-Reliant - a person who is incapable of self-care during a flight.
- (5) Determination of Self-Reliance - CX will accept the determination of a person with a disability as to self-reliance, applicable to/from Canada when the passenger's journey originates in Canada.
- (6) Assistant (Personal Attendant) - an able-bodied person 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.
- (8) Random Seating - the assignment of any passenger seat on the main deck of an aircraft except a seat in a row of seats at an emergency exit.
- (9) Planned Seating - the assignment of passenger seats at or near the end of an evacuation line to an exit which, in general, will be floor level exit.
- (B) Acceptance of Disabled Passenger
 - (1) CX will accept the disabled person's determination as to self-reliance.
 - (2) CX will accept for carriage any passenger whose mental or physical condition is such as to render him/her incapable of caring for him/herself without assistance, provided:
 - (a) He/she is accompanied by an assistant who will be responsible for caring for the passenger en-route, and
 - (b) With the care of such assistant, he/she will

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not require attention or assistance beyond that usually provided by carrier's employees, or

(c) Any assistance required by the passenger is outlined in paragraph (i) below.

(3) Disabled Passengers will be accepted for transportation as outlined in the following:

Disability	Assistant Required
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Blind	No
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Deaf	No
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Blind And Deaf	Yes
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Mentally Handicapped/Self-Reliant	No
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Mentally Handicapped/Non-Self-Reliant	Yes
---------------------------------------	-----

Ambulatory/Self-Reliant	No
-------------------------	----

Ambulatory/Non-Self-Reliant	Yes
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Note: (Applicable to the above disability)
the maximum no. Per flight: no limit
(however, if the number of such passenger to be carried in our flight impose additional requirement on number of cabin crew, CX reserves the right to restrict the acceptance of such passengers.)

Disability	Assistant Required
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Non-Ambulatory/Non-Self-Reliant	Yes
---------------------------------	-----

Non-Ambulatory/Self-Reliant	Yes
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(4) Medical Clearance

CX reserves the right to require a medical clearance from the company medical authorities if travel involves any unusual risk or hazard to the passenger or to other persons (including, in cases of pregnant passengers, unborn children).

(C) Seating Restrictions

Disabled Passengers will not be permitted to occupy seats in designated emergency exit rows, over-wing emergency exit rows or where the ventral stair may have to be used as an emergency exit or the upper deck of an aircraft.

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(D) Reservation/Check-In Requirements

Reservations and request for additional services per paragraph (i) of this rule should be made at least 48 hours in advance of departure, advising the carrier as to the nature of the disability and assistance required, so that arrangements can be made. CX will make every effort to accommodate passengers who fail to make reservation 48 hours in advance.

example of Specifying Limit of Passenger with a Disability by Aircraft Type (CX)

- (a) persons with disabilities will be accepted for transportation as outlined in the following:

Non-Ambulatory/Non-Self-Reliant (WCHC)
Non-Ambulatory/Self-Reliant (WCHP)

Seating Type	Aircraft 747	Type B777-300
Random WCHP/WCHC without Attendant	6	6
Random WCHP/WCHC extra With Attendant	6	4
Planned WCHP/WCHC Without Attendant	6	5
Planned WCHP/WCHC extra With Attendant	6	5
Total Random/Planned Seating	24	20
Maximum of WCHC With Attendant	5	3
Additional No. Of WCHP Athletes	12	10

- (B) CX shall impose numerical limits on the number of non-ambulatory passengers per aircraft as shown below:

Non-Ambulatory/Non-Self-Reliant (WCHC)
Non-Ambulatory/Self-Reliant (WCHP)

Seating Type	Aircraft 737	Type 737C
Random WCHP/WCHC Without Attendant	3	1
Random WCHP/WCHC extra With Attendant	2	2
Planned WCHP/WCHC Without Attendant	2	1

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Planned WHP/WHC extra With Attendant	2	1
Total Random/Planned Seating	9	5
Maximum of WHC With Attendant	2	1
Additional No. of WHP Athletes	5	3

Non-Ambulatory/Non-Self-Reliant (WHC)

Non-Ambulatory/Self-Reliant (WHP)

Seating Type	Aircraft 777-200/ A340-A330	Type A320
Random WHP/WHC Without Attendant	4	3
Random WHP/WHC extra With Attendant	3	2
Planned WHP/WHC Without Attendant	4	3
Planned WHP/WHC extra With Attendant	3	2
Total Random/Planned Seating	14	9
Maximum of WHC With Attendant	2	2
Additional No. of WHP Athletes	7	5

Note 1: The maximum number of non-ambulatory passengers shown in the tables refers to accompanied and unaccompanied passengers.

Note 2: WHC passengers must be attended and must be included in computing the total allowable in planned and random seating.

Note 3: Planned seating will be in accordance with transport Canada guidelines and published in the airline's tariffs.

Note 4: CX reserves the rights to limit the number of non-ambulatory passengers per aircraft.

(E) Fares for Persons with Disabilities

Passengers with disabilities may travel via any fare type offered subject to the governing rules for the fare type being used.

(F) Acceptance of Mobility Aids

In addition to the regular free baggage allowance provided in Rule 115 Baggage. CX will accept the following items which must be stowed in the baggage

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compartment:

- (1) Manually operated wheelchairs and walkers
- (2) Wheelchairs with non-spillable batteries with terminals disconnected and taped.
- (3) Wheelchairs with spillable wet cell batteries on certain types of aircraft with terminals disconnected and taped providing they can be securely fastened in an upright position and protected against contact with other articles. CX requires 48-hour notice for carriage of spillable wet cell battery operated wheelchair.
- (4) Wheelchairs with spillable wet cell batteries
 - (a) on containerized aircraft such as B747/B767/A320 when loaded in a LD3 baggage container in an upright position (at no cost to the passenger). Batteries must be disconnected at both terminals, capped to prevent short circuits and must be secured to the wheelchair with non-conductive material;
 - (b) wheelchair in a non-upright position: on narrow-body aircraft such as DC9/B727 the battery must be removed and stored in a Kimpack battery kit which is available from the carrier at no cost to the passenger.
 - (c) Passengers are requested to check in at least 1 (one) hour prior to flight departure.
- (5) Crutches and Canes may be retained in the passenger's custody provided they are stowed in accordance with carrier's safety regulations.
- (6) If an aircraft's design does not permit the carriage of these aids, CX will inform the passenger about alternative transportation arrangements available for these aids.
- (7) In addition to the above, where space permits, CX will provide one manually operated folding wheelchair per flight to be stored in the passenger cabin without charge.
- (8) Where a mobility aid cannot be carried in the passenger cabin, CX will provide assistance in disassembling and packaging the aid, unpacking and reassembling the aid, and returning the aid promptly on arrival at the person's destination,

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all without charge.

- (9) If a mobility aid is damaged or lost, CX will immediately provide a suitable temporary replacement without charge. If a damaged aid can be repaired, CX will arrange, at its expense, for the prompt and adequate repair of the aid and return it to the passenger as soon as possible. If a damaged aid cannot be repaired promptly and adequately, or is lost and cannot be located within 96 hours after the passenger's arrival, CX will, at its discretion, replace it with an identical one to the passenger, or reimburse the passenger for the full replacement cost of the aid.
- (10) If a temporary replacement aid has been provided, a passenger shall continue to have the use of that aid:
- (a) Until the time the passenger's (repaired) aid is returned, or
 - (b) Until a reasonable period for the replacement of the aid has elapsed, where CX has taken steps to, at its discretion, replace the aid or reimburse the passenger.

- (G) Refusal to Transport and Subsequent Refund
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 - (D) Involuntary Refunds.

- (H) Services to be Provided to Persons with Disabilities
Assistance will be provided to persons with disabilities as shown below when requested at least 48 hours prior to departure. A reasonable effort will be made to accommodate requests not made within this time limit.
- (a) Registration at the check-in counter;
 - (b) Proceeding to the boarding area, boarding, deplaning, stowing and retrieving of checked and carry-on baggage;
 - (c) Other than by carrying, in moving to/from an aircraft washroom, including assisting a passenger

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in using an onboard wheelchair where one is available;

- (d) Serving regular and special meals where available and providing limited assistance with such meals, including cutting of large food portions, opening of packaging, identifying objects;
- (e) Inquiring periodically during flight about a passenger's needs;
- (f) Transferring a person with a disability between mobility aids, or between a mobility aid and an aircraft seat;
- (g) In proceeding to the general public area or, where a person with a disability is changing to a flight of another carrier within the same terminal, to a representative of the receiving carrier.

(I) Applicable Rules

The following rules are applicable:

- 55 (Liability of Carriers)
- 80 (Revised Routings, Failure to Carry and Missed Connections)
- 85 (Schedules, Delays and Cancellation of Flights)
- 87 (Denied Boarding Compensation)
- 90 (Refunds - Involuntary)

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Rule 25 Refusal to Transport - Limitations of Carriage

(A) Refusal, Cancellation or Removal

- (1) Carrier will refuse to carry, cancel the reserved space of, or remove en route any passenger:
 - (a) when such action is necessary for reasons of safety;
 - (b) 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;
 - (c) when the conduct, age, status or mental or physical condition of the passenger is such as to:
 - (i) require special assistance of carrier; or
 - (ii) cause discomfort or make himself objectionable to other passengers; or
 - (iii) involve any hazard or risk to himself or to other persons or to property;
 - (d) when the passenger refuses on request to produce positive identification;
Note: carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft.
 - (e) when the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article;
 - (f) when the passenger fails to observe instructions of the carrier, carrier's authorized officer, or representative.
- (2) If question arises of any aircraft being overloaded, carrier shall decide which passengers or articles will be carried.
- (3) Subject to the provisions of Rule 87 (Denied

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Boarding Compensation) herein, the sole recourse of any person so refused carriage or removed en route for any reason specified in the foregoing paragraphs shall be recovery of the refund value of the unused portion of his/her ticket as hereinafter provided in rule 90 (refunds) herein.

(4) Determination of Self-Reliance

CX will accept the determination of a person with a disability as to self-reliance.

(B) Conditional Acceptance for Carriage

If a passenger, whose status, age, or mental or physical condition is such as to involve any hazard or risk to himself is carried, it is on the express condition that carrier shall not be liable for any injury, illness or disability, or any aggravation or consequence thereof, including death caused by such status, age, or mental or physical condition. (see note)

Note: except to the extent provided in Rule 55 (Liability Of Carriers) with respect to Tariff C.A.B. No. 528, 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 rule 25 (refusal to transport-limitations of carriage) 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. 528 issued by airline tariff publishing company, agent, filed with the department of transportation of the United States.

(C) Carriage of Unaccompanied Children

(1) Children under 12 years of age will be accepted for carriage unaccompanied only under the following conditions:

(a) They are accompanied to the airport at the time of departure by a parent, guardian or responsible adult who shall remain with the child until enplaned and evidence is presented by such parent, guardian or

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responsible adult that the child will be met at the airport of stopover or destination by another parent, guardian or responsible adult upon deplaning;

- (b) The flight on which space is held is not expected to terminate short of or by-pass the destination due to weather conditions.
- (c) Advance arrangements have been made with the carrier.

- (2) Children will not be accepted for unaccompanied transport if the child has not reached his/her 6th birthday.

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Rule 30 Ground Transfer Service

(A) General

- (1) Except as otherwise provided below, carrier does not maintain, operate or provide ground transfer service between airports or between airports and town centers. Except where ground transfer service is directly operated by carrier, it is agreed that any such service is performed by independent operators who are not and shall not be deemed to be agents or servants of carrier. anything done by an employee, agent or representative of carrier in assisting the passenger to make arrangements for such ground transfer service shall in no way make carrier liable for the acts or omissions of such an independent operator. In cases where a carrier maintains and operates for its passengers local transfer services, the terms, conditions, rules and regulations of the carrier, including (but without limitation) those stated or referred to in their tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used.
- (2) In the case of scheduled overnight stops on through service via the same or a combination of carriers named, ground transfer charges may be borne by the carrier.

(B) At Points in Area No. 1

Ground transfer service between airports and the town centers served is not included in the fare.

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Rule 35 Passenger Expenses En Route

(A) Inflight Services

Meals

Meals, if served, will be free of charge, unless otherwise specified in the published tariffs or carrier.

(B) En Route Ground Services

Hotel Accommodations And Other Services

- (1) 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.
- (2) Hotel Expenses are not included in passenger fares, except that carrier may absorb such expense under the following conditions:
 - (a) At any scheduled stopping point on a single carrier through flight, provided that:
 - (i) The passenger, before arrival at a stopping point of a through flight is ticketed or holds confirmed space onwards on such flight; and
 - (ii) Such expenses will not be absorbed beyond 24 hours after arrival at the stopping point, unless required for operational reasons.
 - (b) At any points where carrier's flight connects with another of its flights, or with the flight of another carrier, provided that:
 - (i) The passenger, before arrival at a connecting point between flights of the same or another carrier is ticketed

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onward from such point, whether on a confirmed space or requested basis or holds confirmed space onward from such points;

- (ii) Such expenses shall not be absorbed beyond the departure of the next scheduled flight of the carrier on which the passenger is ticketed and holds confirmed space or beyond 24 hours after arrival at the connecting point, whichever is earlier,
- (iii) Such expense will not be absorbed where there are onward connecting services of any carrier, within 24 hours, to the passenger's destination or next connecting or stopover point as shown on the passenger's ticket but the passenger does not depart from the connecting point within 24 hours; and
- (vi) where there are no such connecting services of any carrier within 24 hours, such expenses will only be absorbed up to a maximum period of 24 hours irrespective of the carrier on whose service the passenger is booked for onward transportation from the connecting point provided the passenger departs on the first connecting service of the onward carrier shown on the ticket.

Exception 1: Carrier will not absorb expenses at connecting points in the U.S.A./ Mexico or Canada for passengers originating in, destined to, or having a turnaround point in that area.

Exception 2: Carrier will not absorb expenses at connecting point in area 1 for passengers traveling across the Atlantic Ocean to/from a point in Area 2 or to/from a point in Area 1 outside

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the U.S.A./Mexico and/or
Canada.

Exception 3: Carrier will not absorb expenses at connecting points within Europe for passengers whose travel is wholly performed within that area.

Exception 4: Carrier will not absorb expenses at connecting points in Australia, New Zealand or Fiji for passengers originating in, destined to, or having a turnaround point in Australia, New Zealand or Fiji respectively.

Exception 5: When travel is wholly within Area 3, carrier will not absorb expenses at connecting points in the Southwest Pacific for passenger originating in, destined to, or having a turnaround point in the Southwest Pacific.

Exception 6: When travel is wholly within Area 3, carrier will not absorb expenses at connecting points for passengers traveling on an inclusive tour based on a fare other than a normal fare.

Exception 7: When travel is wholly within Area 1, carrier will not absorb expenses at connecting points.

Note: for the purpose of this rule, the connecting point to which a passenger holds, or held, confirmed space on a flight of one carrier and out of which the passenger holds, or held, confirmed space on a flight of the same carrier or another carrier shall be deemed to be a single connecting point when the receiving carrier has confirmed reservations to the delivering carrier.

- (c) Expenses may not be absorbed if the passenger is ticketed to stopovers at the stopping or connecting point.

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(C) Arrangements Made by Carrier

In making arrangements for hotel or other housing and board accommodation for passenger, or for other services requested by passengers, whether or not the cost of such arrangements are for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense incurred by the passenger as a result of, or in connection with, the use by the passenger of such accommodation or other service, or the denial of the use thereof to the passenger by any other person, company or agency.

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Rule 40 Taxes

Any tax or other charge imposed by government authority and collectable 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 41 Insurance Surcharge

1. HKD 10/ CAD 1.70/ USD 1.20 or equivalent per passenger per CX flight coupon for ticket issued/reissued on/after 04JAN04.
2. Surcharge should be collected at the time of ticket issuance or reissue for worldwide travel.
3. Surcharge should be applied to all CX and interline ticket stocks.
4. Surcharge should be applied to all passengers regardless of class of travel, type of fares and type of passenger including FFP.
5. Exemption: (a) Infant fare.
(b) Concessional travel for industry and agency employee paying less than 25 of applicable fare.
6. Surcharge should be reflected in the tax/fee/charge box of tickets under code - YR-.
7. Surcharge must be collected whenever CX is the transporting carrier on the sector.
8. This surcharge is applicable for ticket issued or reissued on/before 31MAR04.

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Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

(A) Compliance with Regulations

The passenger shall comply with all laws, regulations, orders, demands or travel requirements of countries to be flown from, into or over, and with all rules, regulations and instructions of carrier. Carrier shall not be liable for any aid or information given by any agent or employee of carrier to any passenger in connection with obtaining necessary documents or complying with such laws, regulations, orders, demands, requirements or instructions, whether given orally or in writing; or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements or instructions.

(B) Passports and Visas

- (1) The passenger must present all exit, entry and other documents required by laws, regulations, orders, demands or requirements of the countries concerned. Carrier will refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands or requirements or whose documents are not complete. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision.
- (2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier, on government order, is required to return a passenger at his point of origin or elsewhere due to the passenger's inadmissibility into a country, whether of transit or of destination. Carrier will apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the

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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 therefore.

(D) Government Regulations

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 refused and it does refuse to carry a passenger.

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Rule 55 Liability of Carriers

(A) Successive Carriers

Carriage to be performed under one ticket or under a ticket and any conjunction tickets 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 limitation relating to liability established by the convention (Rule 1 Definitions herein) unless such carriage is not "international carriage" as defined by the convention (Rule 1 Definitions). 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.

(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 carriage 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

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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 carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name, and its abbreviation of each carrier concurring in this tariff.

(C) Limitation of Liability

(1) (Applicable on CX only)

- (a) In accordance with article 22(1) of the convention for the unification of certain rules relating to international transportation by air signed at Warsaw, 12 October 1929 ("the Warsaw Convention") or the convention as amended by the protocol signed at the Hague on 28 September 1955 (the "Hague Protocol"), CX agrees that, as to all international transportation as defined in the Warsaw Convention or the Hague Protocol, which, according to the contract of carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place, CX shall not invoke the limitation of liability in article 22(1) of the Warsaw Convention or the Hague Protocol as to any claim for recoverable compensatory damages arising under Article 17 of the Warsaw Convention or the Hague Protocol.
- (b) CX shall not avail itself of any defense under Article 20(1) of the Warsaw Convention or Article 20 of the Hague Protocol with respect to that portion of such

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claim which does not exceed 100,000
special drawing rights.

- (c) Except as otherwise provided in paragraphs (a) and (b) hereof, CX reserves all defenses available under the Warsaw Convention and the Hague Protocol to any such claim. With respect to third parties, CX 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 bodies of the United States), however asserted. Such claims shall be subject to the limit in Article 22(1) and to the defense under Article 20(1) of the Warsaw Convention and Article 20 of the Hague Protocol.

Note: in the United States, paragraph (C) of Rule 55 shall expire upon any final action of the department of transportation which does not make provision for tariffs identical to the above paragraph (C), or in accordance with any order of the department.

- (2) CX agrees in accordance with the relevant applicable law that as to all carriage to which the convention does not apply (including carriage which is not international carriage within the convention and domestic carriage).
 - (a) CX shall not invoke any applicable limit of liability in defense of any claim for recoverable compensatory damages arising out of death, wounding or other bodily injury of a passenger who has entered into a contract of carriage with CX;
 - (b) CX shall not, with respect to any claim arising out of death, wounding or other bodily injury of a passenger who has entered

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into a contract of carriage with CX, avail itself of any defense based on the incorporation of Article 20(1) of the Warsaw Convention or Article 20 of the Hague Protocol into such applicable law provided such claim does not exceed the sum of 100,000 special drawing rights exclusive of reasonable legal costs.

- (c) Except as otherwise provided in paragraphs (C)(1) and (C)(2) hereof, CX does not waive any defense to such claims as is available under article 20(1) of the Warsaw Convention and reserves all defenses available under the convention and the Hague Protocol under the relevant applicable law. CX also reserve all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.

- (3) To the extent not in conflict with the foregoing and:

- (a) CX shall be liable only for loss or damage or damages arising out of the death, wounding or other bodily injury of a passenger or loss of or damage to baggage occurring during transportation ticketed under CX's airline designator code. If CX issues a ticket or checks baggage for transportation under another carrier's designator code, it does so only as agent for the other carrier. nevertheless, with respect to checked baggage the passenger shall have a right of action against the first or last carrier. the liability of each carrier involved in the passenger's journey must be determined only by its own conditions of carriage.
- (b) CX shall not be liable for any loss of or damage to unchecked baggage unless such loss or damage is caused by CX's negligence. If there has been contributory negligence on the passenger's part, CX's liability shall be subject to the applicable law relating to contributory negligence.

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- (c) CX shall not be liable for any loss or damage arising from its compliance with any laws or government regulations, orders or requirements or from the passenger's failure to comply with the same.
- (d) Except in the case of acts or omissions done with intent to cause damage or recklessly and with knowledge that damage would probably result, CX's liability in the case of loss of or damage to checked and baggage shall be limited to 17 special drawing rights per kilogram and in the case of loss of or damage to unchecked baggage shall be limited to 332 special drawing rights per passenger, provided that if in accordance with applicable law different limits of liability are applicable such different limits shall apply.
if in the case of checked baggage, a higher value is declared at the time the baggage was handed over to CX and additional charges are paid as required, CX's liability shall be limited to such higher declared value, unless the value declared is greater than the actual value to the passenger at delivery.
- (e) CX's liability shall not exceed the amount of proven damages and CX shall furthermore not be liable for indirect or inconsequential damages.
- (f) CX shall not be liable for injury to the passenger or for loss of or damage to the passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property causes injury to another person or damage to another person's property or to CX's property shall indemnify CX for all losses and expenses incurred by CX as a result thereof.
- (g) If the passenger's age or mental or physical condition is such as to involve any hazard or risk to himself/herself, CX shall not be liable for any illness, injury or disability,

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including death, attributable to such condition or for the aggravation of such condition.

(h) Any exclusion or limitation of CX's liability shall apply to and be for the benefit of CX's agents, employees and representatives and any person whose aircraft is used by CX and such person's agents, employees and representatives. The total amount recoverable from CX and from such agents, employees, representatives and persons shall not exceed the amount of CX's limit of liability.

(4) Unless so expressly provided nothing herein contained shall waive any exclusion or limitation of CX's liability under the convention or applicable laws.

(D) 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 (D)(1) above,

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carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rules 55 (C) 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, his 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 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 (D)(1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of rules 55 (C) 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, his 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 with respect to Tariff C.A.B. No. 528, 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 rule 55 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. 528, issued by

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Airline Tariff Publishing Co., Agent, filed
with the department of transportation.

(E) Time Limitations on Claims and Actions

(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to an office of carrier forthwith after the discovery of the damage, and, at the latest, within 7 days from the date of receipt; and in the case of delay or loss, unless the complaint is made at the latest within 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:

- (a) it was not reasonably possible for him to give such notice, or
- (b) that notice was not given due to fraud on the part of carrier, or
- (c) the management of carrier had knowledge of damage to passenger's baggage.

(2) Any right to damages against carrier shall be extinguished unless an action is brought within 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) Overriding Law Modification and Waiver

(1) Overriding Law

Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to the convention, mandatory law, government regulations, orders, or requirements, such provision shall remain applicable to the extent that it is not over-ridden thereby. The invalidity of any provision shall not affect any other part.

(2) Modification And Waiver

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No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.

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Rule 56 Service Animals

The provisions of this rule for the carriage of service animals trained to detect explosives or to search and rescue do not apply to/from Japan.

- (A) CX will accept for transportation, without charge in the passenger cabin especially trained, certified, accompanied service animals in the following categories:
- (1) Search and Rescue Dogs;
 - (2) Dogs used to detect explosives;
 - (3) A service animal required to assist a person with a disability provided the animal is properly harnessed and certified as having been trained by a professional service animal institution; such an animal will be permitted to accompany the person with a disability into the cabin and to remain on the aircraft floor at the person's seat.
- (B) Service Animals, will not be carried unless proper permits are obtained for entry into the country or territory of destination and countries or territories of transit where such permits are required and only if the evidence of possession of such permits is presented prior to reservations being made. If any country or territory on the route prohibits the entry of service animals, carriage will be refused.
- (C) CX will not be responsible in the event a service animal is refused entry into passage through any country or territory. Should injury or death of a service animal result from the fault or negligence of the carrier, the carrier will undertake to provide expeditiously, and at its own expense, medical care for or replacement of the service animal.
- (D) CX will determine where passengers and service animals accepted under this rule will be seated for the safety of all passengers. For reasons other than safety, such

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determination is to be made in consultation with the person with a disability.

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Rule 58 Fuel Surcharge (Applicable to/from USA only)^Δ

(A)

HKD 1127/CAD 195.30/USD 144.50 or equivalent per CX flight coupon for tickets issued/reissued on/before 31Dec2023.

HKD 923/CAD 160.50/USD 118.30 or equivalent per CX flight coupon for tickets issued/reissued on/after 01Jan2024.

(B) Surcharge should be collected at the time of ticket issuance or reissue for worldwide travel.

(C) Surcharge should be applied to all CX and interline ticket stocks.

(D) Surcharge should be applied to all passengers regardless of class of travel, type of fares and type of passenger including FFP.

(E) Surcharge should be reflected in the tax/fee/charge box of tickets under code - YR-.

(F) Surcharge must be collected whenever CX is the transporting carrier on the sector.

^Δ Tracked changes applicable to/from the United States annotated throughout the entirety of Rule 58 are effective December 18, 2023. pursuant to Docket OST-1997-2050.

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Rule 59 Fuel Surcharge (Applicable to/from Canada Only)[†]

(A)

HKD 1127/CAD 195.30/USD 144.50 or equivalent per CX flight coupon for tickets issued/reissued on/before 31Dec2023.

HKD 923/CAD 160.50/USD 118.30 or equivalent per CX flight coupon for tickets issued/reissued on/after 01Jan2024.

- (B) Surcharge should be collected at the time of ticket issuance or reissue for worldwide travel.
- (C) Surcharge should be applied to all CX and interline ticket stocks.
- (D) Surcharge should be applied to all passengers regardless of class of travel, type of fares and type of passenger including FFP.
- (E) Surcharge should be reflected in the tax/fee/charge box of tickets under code - YR-.
- (F) Surcharge must be collected whenever CX is the transporting carrier on the sector.

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 59 are effective December 18, 2023, pursuant to Order 2021-A-3 of the CTA.

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Rule 60 Reservations

(A) General

A ticket will be valid only for the flight(s) for which reservation(s) shall have been made, and only between the points named on the ticket or applicable flight coupons. A passenger holding an unused open date ticket or portion thereof or miscellaneous charges order for onward travel, or who wishes to change his ticketed reservation to another date, shall not be entitled to any preferential right with respect to the obtaining of a reservation.

(B) Conditions of Reservations

Reservations shall be tentative unless and until carrier has issued a validated ticket or miscellaneous charges order for the carriage for which space is reserved. Carrier will cancel a reservation at any time without notice on the failure of the passenger to purchase a ticket for the space reserved. A reservation for space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent of the carrier and entered into the carrier's computer. In the event that the number of persons presenting confirmed reservations for carriage on a flight exceeds the number of seats available these passengers with confirmed reservations who are not accommodated will be subject to Rule 87 herein.

(C) Communication Charges

The passenger will be charged for any communication expense paid or incurred by carrier for telephone, telegraph, radio or cable arising from a special request of the passenger concerning a reservation.

(D) Allocation of Accommodations

Carrier does not guarantee allocation of any particular space in the aircraft.

(E) Arrival of Passengers at Airports

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The passenger must present himself at the airport of departure for check-in at least 90 minutes prior to the scheduled departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, carrier(s) will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Carrier(s) is not liable to the passenger for loss or expense due to passenger's failure to comply with this provision.

Exception: <Cancelled

(F) Communications Costs Upon Cancellation

Except as otherwise provided in this tariff, whenever a 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) Reconfirmation of Reservation

Carrier will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it:

- (1) From any stopover point; or
- (2) From the point of origin of the continuing or return trip, unless the passenger advises the carrier of his/her intention to use his/her reservation by communicating with a reservations or ticket office of the carrier at least 72 hours before scheduled departure of the flight.
however, reconfirmation of reservations is not required if the passenger remains at any point less than 72 hours.

(H) Cancellation of Continuing Space

If a passenger fails to occupy space which has been reserved for him/her, carrier will cancel all other reservations held by such passenger for continuing or return space. Carrier is not liable for such cancellation but carrier will refund in accordance with

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voluntary refunds provisions published herein.

(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. Carrier will cancel a reservation at any Time without notice on the failure of the passenger to Purchase a ticket for the space reserved. A Reservation for space on a given flight is valid when The availability and allocation of such space is Confirmed by a reservation agent of the carrier and Entered into the carrier's computer. In the event That the number of persons presenting confirmed Reservations for carriage on a flight exceeds the Number of seats available these passengers with Confirmed reservations who are not accommodated will be Subject to Rule 87 herein.

(C) Communication Charges

The passenger will be charged for any communication expense paid or incurred by carrier for telephone, telegraph, radio or cable arising from a special request of the passenger concerning a reservation.

(D) Allocation Of Accommodations

The charge will be levied on:

- (1) CX/KA designated economy saver* and economy supersaver fares for seat reservation request within the specific zone.
- (2) A system-wide basis irrespective of point of sale.
- (3) Per flight per seat basis on top of current applicable fare.
- (4) All CX/KA designated flight as follows:
 - long haul flights
between HK and South West Pacific, N. America, Europe, Middle East, Africa, South Asia Sub Continent - HKD 300/USD 39/CAD 48
 - short-haul flights
between the destinations not listed in the above - HKD 150/USD 20
- (5) Regular seat can only be reserved with confirmed booking after ticket and by immediate payment through reservation, ticketing, airport office, travel agent or web applicable. Change of regular

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seat is allowed for the same destination without charge provided another regular seat within the designated zone is available on the same flight or on a different flight/date.

- (6) If no regular seat within the effective zone is available on the new flight for the same destination, the regular seat charge will be fully refunded to passenger.
- (7) Refund of regular seat charge is allowed if passenger holding economy save* or supersaver fares upsell to higher economy fares or higher cabin classes (premium economy, business or first class).
- (8) Refund of regular seat charge is allowed if passenger is being transferred to a Non-CX/KA operated flight.
- (9) In principle, refund of regular seat charge is only allowed if CX/KA cannot provide the same regular seat when passengers move to a new flight for the same destination. Hence, refund will not be provided to passengers who choose to cancel their flights, or give up the regular seat on a voluntary basis.
- (10) If passenger being involuntary upgraded to higher cabin, the regular seat charge is non-refundable.
- (11) Change of different destination would need to apply the charge for the new regular seat request.
- (12) Marco Polo Club Silver/Gold/Diamond members are exempted from the charges.

* fares with reservation booking designators (RBD) on S, N, Q

fares with reservation booking designators (RBD) on O

(E) Arrival of Passengers at Airports

The passenger must present himself at the airport of departure for check-in at least 90 minutes prior to the scheduled departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, carrier(s) will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such

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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.

Exception: Cancelled

(F) Communications Costs Upon Cancellation

Except as otherwise provided in this tariff, whenever a 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) Reconfirmation of Reservation

Carrier will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it:

- (1) From any stopover point; or
- (2) From the point of origin of the continuing or return trip, unless the passenger advises the carrier of his/her intention to use his/her reservation by communicating with a reservations or ticket office of the carrier at least 72 hours before scheduled departure of the flight.
however, reconfirmation of reservations is not required if the passenger remains at any point less than 72 hours.

(H) Cancellation of Continuing Space

If a passenger fails to occupy space which has been reserved for him/her, carrier will cancel all other reservations held by such passenger for continuing or return space. Carrier is not liable for such cancellation but carrier will refund in accordance with voluntary refunds provisions published herein.

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Rule 65 Tickets

(A) General

- (1) A ticket will not be issued and in any case carrier will not be obliged to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by carrier.
- (2) A ticket which has not been validated or which has been altered, mutilated or improperly issued, shall not be valid.
- (3) No person shall be entitled to transportation except upon presentation of a valid ticket. Such ticket shall entitle the passenger to transportation only between points of origin and destination and via the routing designated thereon.
- (4) Airline tickets issued outside Philippines for international transportation of passengers originating in Philippines shall not be valid for such transportation. (see Notes 1 and 2 below)

Note 1: for the purpose of this rule, a passenger traveling abroad from Philippines shall be deemed originating in Philippines if:

- (a) he is a resident of Philippines; or
- (b) his travel abroad from Philippines is subject to the payment of the travel tax imposed under pd1183, as amended; or
- (c) the first leg of his actual trip starts in Philippines as verified by the absence of the corresponding immigration entry on his 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

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it has been issued outside the
Philippines.

- (5) Flight coupons will be honored only in the order in which they are issued, and only if all unused flight coupons and passenger coupons are presented together. The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket, that is, if international travel actually commences in a different country, the fare must be reassessed from such country. For example, if the ticket was issued at the Hong Kong Dollar fare for travel Hong Kong-Tokyo-Los Angeles and the passenger actually commences travel in Tokyo instead of Hong Kong, the fare must be reassessed at the Tokyo-Los Angeles Japanese Yen fare level.
- (6) An electronic ticket (e-ticket/et) is the record of agreement maintained and processed within the carrier's electronic reservation system. A written receipt is provided to the purchaser of the electronic ticket which contains a reference for retrieving the record within the carrier's reservation system and summary of the ticket information.
- (7) The carrier may mandate the issuance of an electronic ticket (et), regardless of market, carrier, form of payment, and customer type (including frequent flyer members).
- (8) CX or its authorized agent will assess a HKD 250.00 non-refundable service charge for ticket sales in HK and paper ticket request also in HK. this applies when a passenger voluntarily requests a paper ticket for all e-ticket eligible itineraries. The non-refundable service charge applies for initial ticketing and exchange transactions as well as when a passenger voluntarily requests the conversion of an e-ticket to paper.

Exception: ID/AD/FOC ticket.

(B) Validity

(1) General

When validated, the ticket is good for carriage

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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 of 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 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) Period 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

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passenger is omitted; carrier substitutes a different class of service, or causes a passenger to miss a connection, or fails to operate a flight reasonably according to schedule.

- (c) Until the date when the passenger who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point. provided that when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger.
 - (d) For no longer than 45 days after the date of death of a passenger for tickets of the persons accompanying the deceased passenger.
 - (e) A miscellaneous charges order issued without definite date of passage must be presented for a ticket within one year from the date of issue; otherwise it will not be honored for a ticket.
- (C) Coupon sequence and production of the ticket flight coupons will be honored in sequence from the place of departure as shown on the passenger coupon. The passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to carrier. He must, when required, produce the ticket or surrender any applicable portion to carrier.
- (D) Absence, loss or irregularities of ticket carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or non-presentation of

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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

- (1) A ticket is not transferable, but carrier shall not be liable to the person entitled to be transported or to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith.
- (2) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued. Carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property arising from or in connection with such unauthorized use.
- (3) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unauthorized use (see note).

Note: except to the extent provided in rule 55
with respect to Tariff C.A.B. No. 528

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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 528 issued by Airline Tariff Publishing, Co. Agent, filed with the department of transportation.

(F) Prepaid Ticket Advice

(1) General

Tickets may be purchased by means of a Prepaid Ticket Advice (PTA), however unless otherwise provided, payment for a PTA will not constitute ticket issuance, the ticketing time limit requirement, when specified in the rule governing the applicable fare will be met only when the ticket itself is issued.

(2) Service Charge

The carrier will impose a service charge of USD 75.00 (U.S.A.)/CAD 54.00 (Canada) for each prepaid ticket advice (PTA) issued. This service charge is not subject to any discount and cannot be refunded. The charge shall accrue to the carrier issuing the PTA.

(G) Waiver of Minimum/Maximum Stay Requirements

(1) When a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived on presentation of a death certificate or copy thereof for passengers who are:

- (a) Members of the immediate family of a passenger who dies en route, or
- (b) Other persons actually accompanying a passenger who dies en route.

(2) If a passenger holding a special fare ticket with a minimum stay requirement desires to commence the return before the expiry of the minimum stay period owing to the death of an immediate family member not accompanying the passenger, and a death

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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) (Applicable between points in Area 1 and Area 3 other than Southwest Pacific via the Pacific Ocean) when a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived when the passenger by reason of illness, substantiated by a medical certificate attesting to the illness of such passenger after passenger's commencement of travel, desires, to commence return travel prior to the minimum stay period. The passenger will be permitted to return at the special fare originally purchased at the commencement of travel from the point of origin. The ticket must be endorsed "early return account illness of (name of passenger)". A copy of the medical certificate must be retained in the carrier's files for a minimum period of two years.

Note: the same provisions will apply to immediate family member(s) accompanying the passenger.

(H) Acceptance of Tickets

- (1) All airlines operating to/from or through Philippines, including off-line carriers with sales offices and/or general sales agents in Philippines, are hereby prohibited from importing into Philippines airline tickets issued outside Philippines for international air transportation of passengers originating in Philippines.
- (2) All airlines operating to, from and/or through Philippines shall ascertain whether or not the tickets for international air transportation of passengers originating in Philippines, presented by such passengers at the airline check-in counters at the manila international airport, have been issued outside Philippines. If so, said

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airlines shall not honor such tickets.

(I) Handling and Acceptance of FCU Tickets with The Implementation of New Currency System

(1) Issuance of Tickets

The fare calculation using NUC of the new currency system shall be used.

(2) Validity and Acceptance of FCU Tickets

- (A) FCU tickets issued on/before June 30, 1989, shall continue to be accepted if passenger presents for travel after June 30, 1989.
- (b) Totally unused FCU tickets presented after June 30, 1989 for rewriting are requested to be refunded and new ticket shall be issued under the new currency system calculation.
- (c) Partially used FCU tickets presented after June 30, 1989 for rewriting would bear a maximum one-year validity from date of original issue for normal first/business/economy class fares or upon the expiry of the validity of the promotional or special fares whichever comes first. The last date for acceptance of normal FCU tickets for rewriting shall be June 30, 1990.
- (d) Refund for totally unused or partially used FCU tickets issued on/before June 30, 1989 shall be based on FCU calculation.
- (e) If the ticket validity has expired, reissuance or rerouting is not permitted. the FCU ticket can be refunded if any, according to the applicable fare conditions of the carrier's tariff publications, based on the FCU calculation of the original ticket. The refunded amount can be accepted as partial payment for a new ticket assessed under the new currency system.

(J) Acceptance of MCO

- (1) MCOs shall be accepted as payment of a ticket.
- (2) When MCO(s) is presented for payment of a ticket and the MCO is issued outside the country of commencement of journey of the ticket, the transaction of the ticket shall be considered as being sold outside the country of origin, i.e. the

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country of the original issue of the MCO shall be considered as the country of payment of a new ticket.

- (3) In the case of MCO paying for additional collection due to rerouting, MCO issued in the same country of commencement of transportation in the same currency of country of commencement shall be honored as payment in country of commencement. the additional amount shall be deducted from the said MCO and any additional amount shall be collected in the currency of country of payment at local banker's selling rate.

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Rule 75 Currency of Payment

Except as otherwise provided below, fares and charges are payable in any currency acceptable to carrier. When payment is made in currency other than the currency in which the fare is published such payment will be made at the rate of exchange established for such purpose by carrier, the current statement of which is available for inspection by the passenger at carrier's office where the ticket is purchased. The provisions of this paragraph are subject to Applicable exchange laws and government regulations.

- (A) Payment of fares in the country of commencement of travel, shall be made in the currency of the country of commencement of travel.
- (B) Payment of fares outside the country of commencement of travel, shall be made by converting the total amount of fares expressed in the country of commencement of travel, into the currency of the country of payment at the applicable banker's selling rate in effect on the date of transaction.
- (C) (1) When a transportation document is presented for either rerouting or refund at:
 - (a) points in the U.S.A.; or
 - (b) points outside the U.S.A. covering travel originating and paid for in the U.S.A.; and(2) The difference between the value of the revised journey and the value of the original transportation document shall be calculated in the currency of the country in which travel commenced; and
 - (a) If the value of the revised journey exceeds the value of the original transportation document, the difference in value shall constitute an additional collection and it shall be converted from the currency in which calculated into the currency being collected

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- from the passenger or purchaser at the local banker's selling rate of exchange in effect at the time of such transaction; or
- (b) If the value of the original transportation document exceeds the value of the revised journey, the difference in value shall constitute a refund and it shall be converted from the currency in which calculated into the currency being refunded to the passenger or purchaser at the local banker's rate of exchange in effect at the time of such transaction.

Note: carrier will pay the refund in the same form (i.e., cash, check, credit card, etc.) That was used in purchasing the original transportation document. Carrier, in making the refund, will observe any refund restriction that may be published in the applicable rules governing the original transportation document. further, carrier will observe a government or carrier restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.

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Rule 80 Revised Routings, Failure to Carry and Missed Connections

(A) General

- (1) All applicable fare construction rules shall apply to the recalculation of the fare for the new routing.
- (2) Additional transportation at the through fare shall not be permitted unless the request has been made prior to arrival at the unit destination named on the ticket submitted for rerouting.
- (3) When the only coupons in the ticket or remaining in the ticket are for domestic transportation, such ticket shall not be rerouted for further international carriage.

(B) Voluntary Changes for Partly Used Pricing Units (Reissue)

- (1) Fares and charges shall be recalculated from the last fare construction point preceding the point from which the flight coupon(s) will be uplifted (unless flight coupons are being uplifted at a fare break point when the recalculation shall be reassessed from such fare break point) to the destination or to the next fare construction point beyond which the original fare calculation remains applicable. Except when a one way journey/subjourney is to be converted into a return journey/subjourney or a return journey/subjourney is to be converted into a one way journey/subjourney, the fares and related charges shall be recalculated from the point of origin/unit origin for the journey/subjourney to be travelled.
- (2)
 - (a) Once travel on a fare component has been completed, such fare calculation point shall not be changed in assessing the new fare.
 - (b) The fares to be used shall be those applicable to the revised journey/subjourney.
 - (c) For the application of the above, all

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applicable fare construction rules shall
apply to the recalculation of the fare.

- (3) When establishing the difference between the fare for the original journey and the fare for the revised journey:
- (a) The fare for the revised journey will be assessed in the currency of the country of commencement of transportation.
 - (b) The fares to be used will be those applicable at the time of commencement of transportation using the IATA Rate of Exchange at the time of the original transaction.
 - (c) When collection is in a country other than the country of commencement of transportation, the amount to be collected will be the amount in the currency of the country of commencement of transportation, converted to the currency of the country of the country of collection at the bankers selling rate in effect at the time of rerouting.
 - (d) Nothing herein shall be deemed to permit a passenger travelling on an inclusive tour to voluntary change his routing to a carrier not participating in the tour and still retain the inclusive tour benefits.

(C) Totally Unused Tickets

- (1) Voluntary Changes to The First Flight Coupon (Exchange)
- (a) When a passenger requests a change to the carrier, flight, date, class of service or sector of the first flight coupon, a new ticket must be used.
 - (b) The new fare shall be calculated from origin to destination of the new journey based on the fares applicable at the time of commencement of the new transportation and the IATA Rate of Exchange applicable at the time of reassessment (current fares and IROE).
 - (c) All other changes to the first flight coupon are reissues and the provisions of paragraph

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(2) below apply.

(2) Other Voluntary Changes (Reissue)

(A) When a passenger requests a change other than as in (1) above, the fare for the revised journey shall be assessed based on the fares in effect on the date of original issue and applicable at the time of commencement of transportation. The IATA Rate of Exchange in effect on the date of original issue shall apply.

(b) The fares and related charges shall be recalculated from origin/unit origin for the journey/subjourney to be travelled.

(D) Service Charges

Except as otherwise provided, for specific fare types or except as indicated below at any time after commencement of travel from the point of origin indicated on the ticket, a service charge of USD 25.00 will be assessed in any case where the passenger requests:

(1) A change of routing, a change in reservations already shown as confirmed on the ticket, or a change in the class of service, which requires reissuance of the ticket.

(2) In the event these changes are performed by a passenger sales agent, this service charge will accrue to such agent.

exception: this service charge will not apply:

(a) in connection with first class or normal economy class fares/Y1.

(b) when a passenger upgrades from a lower fare to first class or normal economy class fare.

(E) Involuntary Revised Routings (see also Rule 87 Denied Boarding Compensation)

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

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- (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 charges for the revised routing is higher than the refund value of the ticket or applicable portions as determined from rule 90 (refunds) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower; or:
- (4) Make involuntary refund in accordance with the provisions of rule 90 (refunds) herein.

(F) Missed Connections

In the event a passenger misses an onward connecting flight on which space has been reserved for him/her because the delivering carrier did not operate its flight according to schedules, or changed the schedule of such flight, the delivering carrier will arrange for the carriage of the passenger or make involuntary refund in accordance with Rule 90 (Refunds) herein.

(G) 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 an economy/tourist/coach/thrift class flight and is entitled to a fare refund.

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Rule 85 Schedules, Delays and Cancellations

(A) Schedules

The times shown in timetables or elsewhere are approximate and not guaranteed, and form no part of the contract of carriage. Schedules are subject to change without notice and carrier assumes no responsibility for making connections. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules. No employee, 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 be foreseen, anticipated or predicted; or
 - (c) because of any government regulation, demand

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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 the charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefore, except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.

(C) Change in Schedule

In the event a passenger will be delayed because of a change in Cathay Pacific schedule, Cathay Pacific will arrange to:

- (1) Transport the passenger over its own lines to the destination, next stopover point or transfer point shown on its portion of the ticket, without stopover at no additional cost to the passenger.
- (2) When a schedule change results in the cancellation of carrier service at a city, carrier will reroute passengers holding confirmed reservations on the carrier to/from such city, over the lines of one or more other carriers at no additional cost to the passenger.
- (3) The cancellation of the carriers' single-plane and connecting service between two cities, and no alternative service acceptable to the passengers available over the lines of the carrier, the carrier will reroute passengers holding confirmed reservations and tickets on the carrier between such cities over the lines of one or more other carriers at no additional cost to the passenger, provided that such new routing is applicable via published local or joint fares.
- (4) Endorse the unused ticket, for the purpose of reroute, over to another carrier.
- (5) Refund in accordance with Rule 90 (Refunds).

Exception: carrier shall have no obligation to accept

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another carrier's ticket which does not reflect a confirmed reservation on the carrier, unless the issuing carrier reissues the ticket for any changes in routing. In the event such carrier is not available to do so, the carrier reserves the right to reroute passengers only over its own lines between the points named on the original ticket.

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Rule 87 Denied Boarding Compensation

When the carrier is unable to provide previously confirmed Space due to more passengers holding confirmed reservations And tickets on a flight than there are available seats on That flight, the carrier will take the actions specified in The provisions of this rule.

(A) Definitions

For the purpose of this rule, definitions, of the following terms are as indicated.

- (1) 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.
- (2) Alternative Transportation means 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 final destination no later than 4 hours after the passenger's originally schedule arrival time.
- (3) Carrier means (a) a direct air carrier, except a helicopter operator, holding a certificate issued by the department of transportation pursuant to 49 U.S.C. 41738, or an exemption from 49 U.S.C. 41102, authorizing the scheduled transportation of persons; or (b) a foreign air carrier holding a permit issued by the department pursuant to 49 U.S.C. 41302, or an exemption from that provision, authorizing the schedule foreign air transportation of persons.
- (4) Comparable Air Transportation means transportation provided to passenger at no extra cost by a

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carrier as defined above.

- (5) 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 its 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.
 - (6) 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.
 - (7) 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.
 - (8) Ticketing Lifting Point/Boarding Area means the point where the passenger's flight coupon is lifted and retained by the carrier.
- (B) Request for Volunteers (for flight departure from USA) when the carrier judges that all passengers holding previously confirmed space and tickets on a flight cannot be accommodated on a given flight, the following procedure shall apply:
- a notice (as shown below) will be displayed at all airport ticket/check-in counters and boarding locations for that flight, soliciting passengers to volunteer for denied boarding.

Overbook of Flights

Airline flights may be overbooked and there is a slight chance that a seat will not be available on a flight for which a person has a confirmed reservation. If the flight is overbooked, no one will be denied a seat until airline personnel, first ask for volunteers willing to give up their reservation in exchange for compensation of the airline's choosing. If there are not enough volunteers, the airline will deny boarding to other persons in accordance with its particular boarding priority. With few exceptions, persons denied boarding involuntarily are entitled to compensations.

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the complete rules for the payment of compensation and boarding priority are available at all Cathay Pacific airport ticket counters and boarding locations. Please contact our staff for assistance.

(C) Involuntary Denied Boarding Procedure (For Flight Departure from USA)

(1) Compensation for Denied Boarding

If you have been denied a reserved seat on Cathay Pacific Airways, you are probably entitled to monetary compensation. This notice explains the airline's obligation and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Civil Aeronautics Board.

(2) 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 or her will until airline personnel first ask for volunteers who will give up their reservation willingly, in exchange for a volunteer payment of USD \$200 or USD \$400 if "alternative transportation" cannot be arranged within or beyond 4 hours respectively. If there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the following boarding priority of Cathay Pacific Airways:

- (a) Local Boarding Passengers, holding confirmed space solely on the oversold sector of the flight, who arrive at the check-in location where boarding passes are distributed after all boarding passes have been assigned.
- (b) Other Local Boarding Passengers, holding confirmed reserved space to a point beyond the oversold sector, who arrive at the check-in location where boarding passes are distributed after all boarding passes have been assigned.
- (c) Local Boarding Diplomatic Couriers.
- (d) Transit Reserved Passengers.
- (e) Transit Diplomatic Couriers.
- (f) Cathay Pacific crew members travelling on a

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firm basis for operational reasons.

- (3) Compensation If Involuntary Denied Boarding
If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airline unless
- (a) You have not presented yourself for check-in at the airport before the specified check-in closing time; or
 - (b) 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 usual rules and practices; or
 - (c) You are denied boarding because the flight is cancelled; or
 - (d) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or
 - (e) You are offered accommodations in a section of the aircraft other than specified on your ticket, at no extra charge, (a passenger seated in a sector for which a lower fare is charged must be given an appropriate refund); or
 - (f) The airline is able to place you on another flight or flights that are planned to reach your final destination within one hour of the scheduled arrival of your original flight.
- the information of check-in closing time is available from the Cathay Pacific ticket office, airport office, travel publications such as passenger itinerary receipts, system timetable and www.cathayPacific.com
- (4) Amount Of Denied Boarding Compensation
Passengers who are eligible for denied boarding compensation must be offered a payment equal to 200 percent of the sum of the face value of their ticket coupons, with a USD \$650 maximum. However, if the airline cannot arrange 'alternative transportation' (see below) for the passenger, the compensation is doubled (USD \$1300 maximum). The 'value' of a

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ticket coupon is the one-way fare for the flight shown on the coupon, including any surcharge and air transportation tax, minus any applicable discount. All flight coupons, including connecting flights, to the passenger's final destination or first 4-hour stopover are used to compute the compensation. "alternative transportation" is air transportation (by an airline licensed by the D.O.T. 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 final destination no later than 2 hours (for flights within U.S. points, including territories and possession) or 4 hours (for international flights) after the passenger's originally scheduled arrival time.

(5) Method of Payment

The airline must give each passenger who qualifies for denied boarding compensation a payment by cash or check for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternative 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 may offer free tickets in place of the cash payment. The passenger may, however, insist on the cash payment, or refuse all compensation and bring private legal action.

(6) Passenger's Options

Acceptance of the compensation may relieve Cathay Pacific Airways from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline the payment and seek to recover damages in a court of law or in some other manner.

(D) Request for Volunteers (For Flight Departure from Canada)

When the carrier judges that all passengers holding previously confirmed space and tickets on a flight

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cannot be accommodated on a given flight, the following procedure shall apply:

- (1) In principle, passenger may not be denied to board against his/her will, unless Cathay Pacific Airways personnel first ask for volunteers who will give up their reservation willingly. passenger will be approached to give up their seat as soon as check-in starts.
- (2) A volunteer letter (as shown below) will be given to volunteer. Dear valued customer, we wish to advise that flight (number) departing for (airport) is overbooked today, and as a result we may not be able to accommodate all passengers. If your plans allow, we would ask that you consider giving up your seat and travelling on an alternative flight. In the event that you choose to volunteer, we ask that you return to check-in counter (number) at (time), at which time our staff will be able to advise you of the situation. if we are able to accept you on the originally booked flight, we will offer you, as a token of our appreciation, a services voucher for (amount), which may be used to make an inflight purchase. in the event that we have to ask you to travel on an alternative flight, you will be eligible to receive a denied boarding compensation amounting to (amount) in cash. Alternatively, you may select a goodwill voucher for (amount), which is good for Cathay Pacific Travel Related Services. should you require further assistance or if you have any questions or concerns, please do not hesitate to contact a member of our airport services team, who will be more than happy to help you in any way they can. We appreciate your understanding and would like to thank you for your kind assistance.

(E) Involuntary Denied Boarding Procedure (For Flight Departure from Canada)

- (1) 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

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his or her will until airline personnel first ask for volunteers who will give up their reservation willingly, if there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the following boarding priority of Cathay Pacific Airways:

- (a) Local Boarding Passengers holding confirmed space solely on the oversold sector of the flight, who arrive at the check-in location where boarding passes are distributed after all boarding passes have been assigned.
 - (b) Other Local Boarding Passengers, holding confirmed reserved space to a point beyond the oversold sector, who arrive at the check-in location where boarding passes are distributed after all boarding passes have been assigned.
 - (c) Local Boarding Diplomatic Couriers.
 - (d) Transit Reserved Passengers.
 - (e) Transit Diplomatic Couriers.
 - (f) Cathay Pacific crew members travelling on a firm basis for operational reasons.
- (2) Compensation If Involuntary Denied Boarding
- If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airline unless
- (a) You have not presented yourself for check-in at the airport before the specified check-in closing time; or
 - (b) 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 usual rules and practices; or
 - (c) You are denied boarding because the flight is cancelled; or
 - (d) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or
 - (e) You are offered accommodations in a section of the aircraft other than specified on your ticket, at no extra charge, (a passenger

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seated in a sector for which a lower fare is charged must be given an appropriate refund);
or

(f) The airline is able to place you on another flight or flights that are planned to reach your final destination within one hour of the scheduled arrival of your original flight.

the information of check-in closing time is available from the Cathay Pacific ticket office, airport office, travel publications such as passenger itinerary receipts, system timetable and www.cathayPacific.com

(3) Amount Of Denied Boarding Compensation

Adult passengers who are eligible for denied boarding compensation must be offered a payment equal to HKD 600/HKD 800/HKD 1500 (CAD 77/CAD 103/CAD 192) for first/business/economy class respectively. However, if the airline cannot arrange the alternative transportation for the passenger, the compensation is HKD 1500/HKD 4000 (CAD 192/CAD 256/CAD 385) for first/business/economy class respectively. All flight coupons, including connecting flights, to the passenger's final destination or first 4-hour stopover are used to compute the compensation. child and infant would receive 50 and 10 from the adult compensation respectively. For volunteer who finally accept on the flight, service voucher at USD 100 (CAD 100) will be offered as a token of appreciation.

(4) Method Of Payment

The airline must give each passenger who qualifies for denied boarding compensation a payment by cash or check, or service voucher in case of volunteer who finally accepts on the flight, on the day and place the involuntary denied boarding occurs. however, if the airline arranges alternative 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 may offer free tickets in place of the cash payment. The passenger may,

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however, insist on the cash payment, or refuse all compensation and bring private legal action.

(5) Passenger's Options

Acceptance of the compensation may relieve Cathay Pacific Airways from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline the payment and seek to recover damages in a court of law or in some other manner.

(F) Transportation for Passenger Denied Boarding

When the carrier is unable to provide previously confirmed space the carrier causing the passenger to be delayed will provide transportation to persons who have been denied boarding, whether voluntarily or involuntarily, in accordance with provisions below.

- (1) Carrier will transport the passenger without stopover on its next flight on which space is available at no additional cost to the passenger.
- (2) If the carrier causing such delay is unable to provide onward transportation acceptable to the passenger, any other carrier or combination of carriers at the request of the passenger, will transport the passenger without stopover on its (their) next flight(s) in the same class of service as the passenger's original outbound flight, or if space is available on a flight(s) of a different class of service acceptable to the passenger, such flight(s) will be used without stopover at no additional cost to the passenger only if it (they) will provide an earlier arrival at the passenger's destination, next stopover point, or transfer point.

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Rule 90 Refunds

(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 except as listed below:
 - (a) ticket refund will be made for tickets issued as described in Column a and only to the purchaser described in column b below:

Column a	Column b
in exchange for	the purchaser of
a prepaid	the prepaid
ticket advice	ticket advice
under a	the subscriber
universal	against whose
air travel	account the
plan	ticket was charged
against a	the government

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transportation request issued by a government agency, other than a U.S. Government Agency against a U.S. Government Transportation Request	agency that issued the transportation request the U.S. Government Agency that issued the U.S. Government Transportation Request with a check payable to the "Treasurer of the United States". the account of the person to whom such credit card has been issued
tickets for transportation issued against a credit card	

- (b) If, at the time of application for refund, evidence is submitted that a company purchased the ticket on behalf of its employee or the travel agent has been refunded to its client, such refund will be made directly to the employee's company or the travel agent.
- (3) Carrier will refuse to refund when application therefore, is made later than 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 established 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,

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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 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, paragraph

(A). 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

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the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is to be resumed, via:

- (i) The routing specified on the ticket, if the point of termination was on such routing; or
 - (ii) The routing of any carrier operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on the lowest fare applicable between such points; or
- (b) The difference between the fare paid and the fare for the transportation used, whichever is higher.

Exception: when a passenger holding a ticket for carriage for a higher class of service between an origin and a destination is required by carrier to use a lower class of service for any portion of such carriage, the amount of refund will be as follows:

- (1) for one-way tickets: the difference between the fare for the higher class of service and the fare for the lower class of service between the points where the lower-class service is used;
- (2) For round trip, circle trip or open jaw tickets: the difference between 50 percent of the round trip fare for the higher class of service and 50 percent of the round-trip fare for the lower class of service between the points where

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the lower class of service
is used.

for the purpose of this
exception fares are
published in the following
descending order of classes
of service:

- (a) First class fares
applicable on jet
aircraft.
- (b) First class fares
applicable on
propeller aircraft.
- (c) One class standard
service fares.
- (d) Economy class,
tourist class, or
coach class fares
applicable on jet
aircraft.
- (e) Economy class,
tourist class, or
coach class fares
applicable on
propeller aircraft.
- (f) Thrift class fares
applicable on jet
aircraft.
- (g) Thrift class fares
applicable on
propeller aircraft.

the term "jet aircraft" as
used above means A-300,
BAC-111, B-707, B-720,
B-720B, B-727, B-737,
B-747, Caravelle, Convair
600, Convair 880, Convair
990, Comet 4, Comet 4-C,
DC-8, DC-9, DC-10,
Ilyushin Il-62, L-1011,
Tupolev TU-114 AND VC-10.

- (3) The service charge provided for in Rule 60

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(Reservations) herein, will not be assessed, and any communication expenses paid by the passenger in accordance with Rule 60 will be refunded, or if such expense at the time has not been collected by carrier, its collection will be waived.

(E) Voluntary Refunds

For the purpose of this paragraph, the term "voluntary refund" shall mean any refund of a ticket or portion thereof other than an involuntary refund, as described in paragraph (D) of this rule. Voluntary refunds shall be computed as follows:

- (1) If no portion of the ticket has been used, refund will be the full amount of the fare paid, less any applicable service charge and communication expenses, (see Rules 60 (Reservations) And 65 (Tickets); or
- (2) If a portion of a ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has been used, less any applicable service charge and communication expenses. (see Rules 60 (Reservations) And 65 (Tickets)).

Exception: CX assumes no obligation to issue voluntary refunds in accordance with 1 and 2 above unless such ticket was issued on CX ticket stock. The term "ticket stock" means tickets printed with CX carrier code (160) as part of the ticket serial number.

- (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) The refund amount shall be assessed in the

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currency of the country of commencement of transportation. But when refunded in another currency, the bank rate applicable on the date of the refund transaction is used to convert the refunded amount to the currency of refund. If the original payment was made in a currency other than the local currency, any refund in the same currency as originally tendered shall be at the same rate of exchange used for the original payment.

- (5) A penalty for voluntary cancellation shall not apply and the total amount paid shall be refunded if such cancellation is made after an increase in the fare is made applicable between the time of the initial payment and the date of travel.
- (6) Service Charges
(Applicable only to ticket refund transactions effective in the U.S.A./Mexico and not applicable when such transactions are performed in Canada.)
except as otherwise provided for specific fare types, at any time after commencement of travel from the point of origin indicated on the ticket, a service charge of USD 25.00 will be assessed in any case where the passenger requests a refund of any unused portions of a ticket. In the event the refund is affected by a passenger sales agent, this service charge will accrue to such agent.
Exception: this service charge applies in connection with special economy class (Y2) fares governed by Rule 5200 (special economy class fares) published in NTA(A) No. 322, C.A.B. No. 528 Published By Airline Tariff Publishing Co., Agent.
- (7) Refund Charges
(Applicable only to refund transactions effective in Hong Kong for totally unused tickets issued in Hong Kong)
 - (a) A refund charge of HKD 125 will be assessed in any case where the passenger requests a refund of any totally unused ticket purchased and refunded directly with the airline.

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- (b) A refund charge of HKD 250 will be assessed in any case where the passenger requests a refund of any totally unused ticket purchased and refunded directly with the agent. This amount (HKD 250) will be split between airline and agent.

(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 carrier harmless against any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which carrier may suffer or incur by reason of the making of such refund and/or the subsequent presentation of said ticket(s) for transportation or refund of any other use whatsoever.

Note 1: carrier will not refund lost tickets less than 90 days after written notice has been received.

Note 2: written request for refund of lost ticket must be made not later than one month after expiration date of the lost ticket.

- (2) The foregoing provisions shall also apply to lost miscellaneous charges order, deposit receipts, excess baggage tickets and discovery tour exchange order.
- (3) A service charge of USD 50.00/HKD 400 (or equivalent) will be imposed per passenger/document for handling such request for refund or replacement of a lost ticket.

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Rule 100 Interline Baggage Acceptance

(A) Definitions

"Airline Designator Code"

An identification code comprised of two-characters which is used for commercial and traffic purposes such as reservations, schedules, timetables, ticketing, tariffs and airport display systems. Airline designators are assigned by IATA. When this code appears on a ticket, it reflects the carrier that is marketing the flight, which might be different from the carrier operating the flight.

"Baggage Rules"

The conditions associated with the acceptance of baggage, services incidental to the transportation of baggage, allowances and all related charges. For example, baggage rules may address the following topics:

- (1) The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
- (2) The number of checked and unchecked passenger bags that can be transported and the applicable charges;
- (3) Excess and oversized baggage charges;
- (4) Charges related to check-in, collection and delivery of checked baggage;
- (5) Acceptance and charges related to special items, e.g. surf boards, pets, bicycles, etc;
- (6) Baggage provisions related to prohibited or unacceptable items, including embargoes;
- (7) Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card); and,
- (8) Other rules governing treatment of baggage at stopover points, including passengers subject to

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special baggage allowances or charges, etc.

"Interline Agreement":

An agreement between two or more carriers to co-ordinate the transportation of passengers and their baggage from the flight of one air carrier to the flight of another air carrier (through to the next point of stopover).

"Interline Itinerary":

All flights reflected on a single ticket involving multiple air carriers. Only travel on a single ticket is subject to the CTA/US DOT's approach provided the origin or the ultimate ticketed destination is a point in Canada/USA.

"Interline Travel":

Travel involving multiple air carriers listed on a single ticket that is purchased via a single transaction.

"Single Ticket":

A document that permits travel from origin to destination. It may include interline/codeshare and intra-line segments. It may also include end-to-end combinations (i.e., stand-alone fares that can be bought separately but combined together to form one price).

"Summary Page at The End of An Online Purchase":

A page on a carrier's web site which summarizes the details of a ticket purchase transaction just after the passenger has agreed to purchase the ticket from the carrier and has provided a form of payment.

"ultimate ticketed destination":

In situations where a passenger's origin is a Non-Canadian/us point and the itinerary includes at least one stop in Canada/USA, as well as at least one stop outside of Canada/USA. If the stop in Canada/USA is the farthest checked point and the stop is more than 24 hours, the CTA/USDOT would consider the ultimate ticketed destination to be Canada/USA.

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Carrier Definitions

"Down Line Carrier":

Any carrier, other than the selecting carrier, who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket.

"Marketing Carrier":

The carrier that sells flights under its code.

"Most Significant Carrier (MSC)":

is determined by a methodology, established by IATA (Resolution 302), which establishes, for each portion of a passenger's itinerary where baggage is checked through to a new stopover point, which carrier will be performing the most significant part of the service. for travellers under the Resolution 302 system, the baggage rule 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 CTA/USDOT

In this instance, the MSC is determined by applying IATA Resolution 302 methodology as conditioned by the CTA/US DOT. The CTA/US DOT's reservation have stipulated that only a single set of baggage rules may apply to any given interline itinerary. The aim of the CTA/US DOT'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/USA, while reinforcing the role of tariffs in the determination of which carrier's rules apply.

"Operating Carrier":

The carrier that operates the actual flight.

"Participating Carrier(S)":

Includes both the selecting carrier and down line

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carriers who have been identified as providing interline transportation to the passenger by virtue of the passenger's ticket.

"Selected Carrier":

The carrier whose baggage rules apply to the entire interline itinerary.

"Selecting Carrier":

The carrier whose designator code is identified on the first flight segment of the passenger's ticket at the beginning of an interline itinerary issued on a single ticket whose origin or ultimate destination is in Canada/USA.

(B) Applicability

This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada/USA. It establishes how the carrier will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.

(C) General

For the purposes of interline baggage acceptance:

- (1) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.
- (2) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.

(D) Baggage Rule Determination By Selecting Carriers

(1) Checked Baggage

The selecting carrier will:

- (a) select and apply its own baggage rules as set out in rule 110 to the entire interline itinerary. Or
- (b) select the most significant carrier, as determined by IATA Resolution 302 and conditioned by the CTA/US DOT, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary.

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the carrier identified by means of a) or b) will be known as the selected carrier.

(2) Carry-On Baggage

Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.

(E) Baggage Rule Application By Participating Carrier

Where the carrier 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.

(F) Disclosure Of Baggage Rules

Summary page at the end of an online purchase and e-ticket disclosure

(1) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e., the passenger's "standard" baggage allowance), when the carrier sells and issues a ticket for an interline itinerary, it will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in (2) below. The disclosed information will reflect the baggage rules of the selected carrier.

(2) The carrier will disclose the following information:

- (a) name of the carrier whose baggage rules apply;
- (b) passenger's free baggage allowance and/or applicable fees;
- (c) size and weight limits of the bags, if applicable;
- (d) terms or conditions that would alter or impact a passenger's standard baggage

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allowances and charges (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card);

- (e) existence of any embargoes that may be applicable to the passenger's itinerary; and,
- (f) application of baggage allowances and charges (i.e., whether they are applied once per direction or if they are applicable at each stopover point).

- (3) The carrier will provide this information in text format on the passenger's e-ticket confirmation. any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific charges (i.e., not a range).

Web Site Disclosure

The carrier will disclose on its web site, in a convenient and prominent location, a complete and comprehensive summary of all of the carrier's own baggage rules, including information concerning:

- (a) The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
- (b) The number of checked and unchecked passenger bags that can be transported and the applicable charges;
- (c) Excess and oversized baggage charges;
- (d) Charges related to check-in, collection and delivery of checked baggage;
- (e) Acceptance and charges related to special items, e.g. surf boards, pets, bicycles, etc;
- (f) Baggage provisions related to prohibited or unacceptable items, including embargoes;
- (g) Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card); and
- (h) Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges, etc.

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Rule 105 Acceptance of Pets and Animals

(A) General Conditions of Acceptance

- (1) The carrier will accept certain live animals for transportation subject to the conditions of paragraphs (A)(2), (3), (4) and (5) below.
- (2) Advance arrangements must be made.
- (3) The animal must be harmless, inoffensive, odorless and require no attention during transit.
- (4) The animal must be confined in a cage or container subject to inspection and approved by the carrier prior to acceptance.
- (5) The passenger must make all arrangements and assume full responsibility for complying with any applicable laws, customs and/or other governmental regulations, requirements or restrictions of the country, state or territory to which the animal is being transported.

(B) Containers

The maximum outside linear dimensions of the container may not exceed 115 inches and the combined weight of the container and the animal(s) may not exceed 100 lbs.

(C) Refer to Rule 110 Baggage Acceptance (e) excess charges. (effective April 1, 2015)

(D) (Effective April 1, 2015)

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Rule 110 Baggage Acceptance

(A) Applicability

This rule applies to intraline (online) transportation of baggage and interline transportation of baggage where CX is selected to apply the baggage rules to an entire interline itinerary.

(B) General Conditions of Acceptance of Checked and Unchecked Baggage

The carrier will accept for transportation as baggage, any good that is necessary or appropriate for the wear, use, comfort, or convenience of the passenger for the purpose of the trip, subject to the following:

(1) Checked Baggage

- (a) Once the carrier takes possession of the passenger's checked baggage, the carrier will issue a baggage identification tag for each piece of checked baggage. a portion of this tag will be provided to the passenger and each bag will be affixed with the corresponding remaining portion of the tag.
- (b) Checked baggage will be carried on the same aircraft as the passenger unless the baggage is delayed or the carrier decides that it is impractical to carry the baggage on the same aircraft. in case of delay, the carrier will take necessary steps to inform the passenger on the status of the baggage, ensure the passenger has their incidentals covered or an overnight kit is provided as practicable and arrange to deliver the baggage to the passenger as soon as possible unless applicable laws require the presence of the passenger for customs clearance.
- (c) The weight of any single piece of checked baggage should not be over 32 kg (70 lb). acceptance of any bag weighing more than 32 kg (70 lb) is subject to prior approval.

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overweight items (exception: mobility aids, medical equipment, sporting equipment, musical instruments, camera equipment, household effects, pets as baggage and diplomatic baggage) will be repacked or split into lighter units during check-in otherwise will not be accepted for carriage. any bag exceeding the total dimensions of 203 cm (80 in)(width plus height plus length) will not be carried as accompanied baggage unless prior notification is made with CX and approval is granted by CX.

(2) Unchecked Baggage (Carry-On Baggage)

- (a) Unchecked baggage must be within the carrier's size and weight limits to be taken onboard the aircraft.
- (b) Unchecked baggage must fit under the seat located in front of the passenger or in the enclosed storage compartment in the passenger cabin of the aircraft.
- (c) Objects (maximum of 75 kg) which are not suitable for carriage as checked baggage (e.g. delicate musical instruments) will only be accepted for transportation in the passenger cabin of the aircraft if advance notice is given to the carrier and the carrier agrees to carry the object. the passenger will pay an additional seat for the transportation of each objects. passengers should contact the carrier or review its web site for more information about which objects are not suitable for carriage as checked baggage and will only be accepted for transportation in the passenger cabin of the aircraft upon prior agreement with the carrier.
- (d) Each operating carrier's carry-on baggage allowances will apply per flight segment.

(C) Free Baggage Allowance

- (1) The passenger is entitled to carry free of charge checked and unchecked baggage as specified and subject to the conditions and limitations set out

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below.

Type Of Service	Checked Baggage		
	Maximum Number of Bags Permitted	Weight per Bag	Dimension per Bag
First class	3	32 kg	158 cm
Business class	2	32 kg	158 cm
Premium economy class	2	23 kg	158 cm
Economy Class*	2	23 kg	158 cm
Infant not Occupy seat	1	Depends on the type of service of the accompanied adult	115 cm

* When the third and the fourth digits of the “fare basis” shows ‘21’ (‘Light’ fare), ‘31’ (‘Essential’ fare), ‘41’ (‘Flex’ fare), the free checked baggage allowance would be:

Type Of Service	Maximum Number of Bags	Weight per Bag	Dimension per Bag
Economy class ‘Essential’ fare/ ‘Flex’ fare	2	23 kg	158 cm
Economy class ‘Light’ fare	1	23 kg	158 cm

Marco Polo Club Diamond and Gold members are entitled to one additional free piece of checked baggage with the same weight/dimension entitlement of the class of travel.

Note in the case of codeshare, passengers are advised that the baggage rules applicable to their transportation are those of the carrier identified on your ticket and not of the carrier operating the flight.

Free Unchecked Baggage (Carry-On Baggage)

Type of Service	Maximum Number of Bags	Weight per Total	Dimension per Bag
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	Permitted		
First class	2	15 kg	115 cm
Business class	2	10 kg	115 cm
Premium economy/ Economy class	1	7 kg	115 cm
Infant not Occupy seat	No	No	No
Marco polo club Diamond card	depends on the type of service	15 kg	115 cm
Member Marco Polo Club	depends on the	10 kg	115 cm
Gold and Silver Card member	type of service		

- (2) Duty-Free items and small items are included in the cabin baggage allowance
- (3) The following articles, irrespective of their actual dimensions, may be considered as a bag of 158 cm (62 in) in size:
- . One sleeping bag or bedroll
 - . One rucksack/knapsack/backpack
 - . One pair of snow skis with one pair of ski poles and one pair of ski boots, or one snow board and boots
 - . One golf bag containing golf clubs and one pair of golf shoes
 - . One duffle-type bag or type 22 bag (soft sized zippered bags with side panel that can be opened with zipper)
 - . One suitably packed bicycle (single seat touring or racing bicycle, non-motorized) provided that the handlebars are fixed sideways and the pedals are removed.
 - . One pair of standard water skis or one slalom water skis
 - . Suitably packed fishing equipment consisting of two rods, one reel, one landing net, one pair of fishing boots and one fishing tackle box
 - . Sporting firearms consisting of no more than:
 - . One rifle case containing not more than two rifles, 5kg (10 lb) of ammunition, one shooting mat, noise suppressor and small rifle tools; or
 - . Two shotguns and two shotgun cases; or

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- . One pistol case containing not more than five pistols, 5 kg (10 lb) of ammunition, noise suppressors, one pistol telescope and small pistol tools. Acceptance of such firearms shall be subject to conditions and regulations.
- . any water surfing boards with maximum length of 158 cm (62 in)

(4) Additional Free Items

- (a) Passenger may also have carry-on baggage onboard with the following small item(s) free:
 - (i) A small handbag or backpack or briefcase or
 - (ii) A laptop bag/camera bag of maximum dimension of 16 cm x 31 cm x 41 cm (6 in x 24 in x 16 in) and fit under the seat in front.
- (b) If travel with a child or infant, passenger may have carry-on/check baggage with following item(s) free:
 - (i) An airline industry approved car safety seat
 - (ii) A Small bag of food and nappies (for consumption on the flight)
 - (iii) An umbrella type collapsible stroller (if stowage is available)
- (c) For passenger with disability addition free checked/carry-on baggage allowance for passenger with disability
 - to/from/via us no limit
 - other routes one medical equipment and two mobility aids/assistive devices

- Note:
- . Baby buggies and adult wheelchairs must be checked-in as hold baggage.
 - . When for operational reasons there is no space in the cabin to accommodate carry-on items, such items may be carried in the hold of the aircraft, provided such items will be considered

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to be free/checked baggage and no
excess baggage charge will apply.

. The above allowances are subject to
the discretion of Cathay Pacific

- (5) If a passenger exceeds the maximum number of bags permitted and/or the maximum weight allowed for each bag or the maximum dimensions permitted for each checked or carried on bag, the passenger will be subject to the excess baggage charges set out in the chart in paragraph (e).
- (6) The passenger's name and point of contact must appear on the baggage. It is recommended that the name and point of contact also be included inside the baggage.

(D) Collection and Delivery of Baggage

- (1) The passenger has the right to retrieve his or her baggage without delay.
- (2) Only the passenger who was given a baggage identification tag when the carrier took possession of the baggage is entitled to accept delivery of the baggage.
- (3) If the passenger claiming the checked baggage is unable to produce his/her portion of the baggage identification tag and identify the baggage by means of its baggage identification tag, the carrier must receive satisfactory proof that the baggage belongs to the passenger in question before delivering the baggage to the passenger.
- (4) Acceptance of the baggage without complaint at the time of delivery by the passenger in possession of the baggage identification tag is evidence that the carrier delivered the baggage in good condition and in accordance with this tariff.

(E) Excess Baggage

Baggage in excess of the free baggage allowance will be accepted by the carrier upon payment of the applicable charge. The charge for excess baggage is payable prior to departure at the point of check-in.

(1) FIRST AND BUSINESS CLASS

FOR BAGGAGE WEIGHT UP TO 32KG (70LB) AND SIZE UP TO 158CM (62IN)

(2) PREMIUM ECONOMY AND ECONOMY CLASS

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FOR BAGGAGE WEIGHT UP TO 23KG (50LB) AND SIZE UP TO 158CM (62IN)

per piece USD	HKG	ZONE 1	ZONE 2/3	ZONE 4	ZONE 5/6
Zone 5/6	200	210	230	250	260

per piece (CAD)					
Zone 5/6	253	266	291	317	330

Zone Definition

Zone 1	South East Asia Excluding HKG, Japan, Korea, Russia (in Asia)
Zone 2	South Asian Sub-Continents
Zone 3	Middle East
Zone 4	Europe, Africa, South West Pacific
Zone 5	North America
Zone 6	Central and South America

Overweight/Oversize Charge (per piece)

Overweight (max 32 kg)	USD 150
Oversize (max 203)	USD 200
Overweight (32kg above) or Oversize (203 cm above)	4 times of excess piece baggage charge

Accompanied pets in a container in cargo compartments only (not include in free/checked baggage allowance)
up to 23 kg and 158 cm 2 times of applicable excess piece baggage charge

Over Weight up to 32 kg but below 158 cm	2 times of applicable excess piece baggage charge plus over-weight charge
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Over Size up to 203 cm but below 23 kg	2 times of applicable excess piece baggage charge plus over-size charge
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Up to 32 kg and 203 cm 2 times of applicable excess
Piece baggage charge plus both
over-weight and over-size
charge

over 32 kg and/or 203 cm 4 time of excess piece baggage charge

- (1) Sporting Equipment will be assessed the charges as below:

All sporting equipment can be included into free/checked baggage allowance, if in excess of the free/checked baggage allowance, the excess baggage charge would apply except over-weight and over-size charge

- (2) Payment Of Charges

Carrier will not be obligated to carry baggage until the passenger has paid all applicable charges or has complied with credit arrangements established by carrier.

- (3) Stopover

The excess baggage charges apply at each checked point

- (4) Excess weight/oversize and/or additional piece and value charges on reroutings or cancellations.

when a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fares or the refunding of fares shall likewise govern the payment or the refunding of excess weight charges and the payment of excess value charges, but no refund of value charges will be made when a portion of the carriage has been completed.

- (5) Free Baggage Allowance for Involuntary Rerouted
Involuntarily rerouted passengers will receive that free baggage allowance applicable to the class of service for which tickets were originally issued, regardless of whether such passengers are subsequently transferred to a different class of service.

Note: in the case of codeshare, passengers are advised that the baggage rules applicable to their

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transportation are those of the carrier identified on your ticket and not of the carrier operating the flight.

- (F) Prepaid Extra Baggage on CX marketing and operating flights
The prepaid extra baggage to be purchased by piece with charges as follow.

(1) FIRST AND BUSINESS CLASS

FOR BAGGAGE WEIGHT UP TO 32KG (70LB) AND SIZE UP TO 158CM (62IN)

(2) PREMIUM ECONOMY AND ECONOMY CLASS

FOR BAGGAGE WEIGHT UP TO 23KG (50LB) AND SIZE UP TO 158CM (62IN)

per piece USD	HKG	Zone 1	Zone 2/3	Zone 4	Zone 5/6
Zone 5/6	180	189	207	225	234

per piece (CAD)					
Zone 5/6	228	239	262	285	296

Zone Definition

Zone 1	South East Asia Excluding HKG, Japan, Korea, Russia (in Asia)
Zone 2	South Asian Sub-Continents
Zone 3	Middle East
Zone 4	Europe, Africa, South West Pacific
Zone 5	North America
Zone 6	Central and South America

- (G) Excess Value Declaration Charge

(1) Excess Value Charges

Cathay Pacific's liability to passengers for loss of or damage to checked baggage is limited by the international conventions to approximately USD 1,700 per passenger for Montreal Convention itineraries and to approximately USD 25/kg where the Warsaw Convention applies. CX offers an Excess Value Declaration (EVD) facility for checked baggage. This increases our limit of liability in the case of loss or damage up to a maximum of USD 3,000 (CAD 3,000).

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(2) Charges

The passenger can select the excess value declared which he wishes to purchase in increments of USD 100 (CAD 100) from USD 1,800 (CAD 1,800) to USD 3,000 (CAD 3,000). The charges are as follows:

excess value declared (USD)	charge
From 1800 (CAD 1800)	USD 1 (CAD 1)
From 1900 (CAD 1900)	USD 2 (CAD 2)
From 2000 (CAD 2000)	USD 3 (CAD 3)
From 2100 (CAD 2100)	USD 4 (CAD 4)
From 2200 (CAD 2200)	USD 5 (CAD 5)
From 2300 (CAD 2300)	USD 6 (CAD 6)
From 2400 (CAD 2400)	USD 7 (CAD 7)
From 2500 (CAD 2500)	USD 8 (CAD 8)
From 2600 (CAD 2600)	USD 9 (CAD 9)
From 2700 (CAD 2700)	USD 10 (CAD 10)
From 2800 (CAD 2800)	USD 11 (CAD 11)
From 2900 (CAD 2900)	USD 12 (CAD 12)
From 3000 (CAD 3000)	USD 13 (CAD 13)

(3) Collection of Excess Value Charges

Except as otherwise provided in carrier's regulations, excess value charges will be payable at the point of origin for the entire journey to final destination; provided that, if at a stopover en route, a passenger declares a higher excess value than that originally declared, additional value charges for the increased value from the stopover at which the higher excess value was declared to final destination will be payable.

Exception: excess value charges will be payable only to the point to which the baggage is checked or to the point of transfer to another carrier if such point precedes of the point to which baggage is checked.

(4) Cathay Pacific will not collect an excess value charge on another carrier. For any carrier which act as traffic handling agent for Cathay Pacific, that carrier be consulted before a declaration of excess is accepted.

(H) Items Unacceptable As Baggage

The following items are unacceptable as baggage

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(checked or unchecked) and will not be transported by the carrier:

- (1) Items which are forbidden to be carried by the applicable laws, regulations, or orders of any country to be flown from, to, or over.
- (2) Dangerous Goods as defined in the IATA Dangerous Goods Regulations, such as those listed below, shall not be carried as, within or as part of passengers' baggage unless packed, marked, labeled, documented and handled in accordance with IATA Dangerous Goods Regulations and carried with consent of and prior arrangement with carrier, except that medicinal and toilet articles in small quantities which are necessary or appropriate for the passenger during the journey, such as hair sprays, perfumes and medicines containing alcohol, alcoholic beverages, dry ice not exceeding 2 kg (4.4lb) per passenger as carry-on baggage may be carried without prior approval.
- (3) Items, which in the carrier's opinion, are unsuitable for carriage because of their weight, size or character, for example, fragile or perishable items.
- (4) Live Animals except as provided in rule 56 - service animal and rule 105- acceptance of pets and animals.
- (5) Briefcases and security type attached cases with installed alarm devices; or incorporate lithium batteries
- (6) And/or pyrotechnic material;
- (7) Explosives, munitions, fireworks, toy fireworks and flares;
- (8) Compressed Gases, (flammable, non-flammable or poisonous) such as butane, propane, aqualung cylinders, lighter fuels or refills, aerosols, chemical irritant aerosols;
- (9) Electric Stunning Device;
- (10) Flammable Liquids such as paints, thinner, adhesives;
- (11) Flammable Solids such as "strike anywhere matches, charcoal, phosphorus and articles which are easily ignited;

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- (12) Oxidizing Substances such as bleaching powder and peroxides;
- (13) Toxic Substances, poisons such as arsenic, cyanides, insecticides, weed killers;
- (14) Infectious Substances such as biological products;
- (15) Radioactive Materials
- (16) Corrosive Materials such as mercury (which may be contained in thermometers or blood pressure gauges), acids, alkalis and wet cell batteries;
- (17) Any other substances which, during a flight, present a danger not covered above, such as magnetized, offensive or irritating materials.
- (18) Inflated Objects, including inflated balls for sporting purposes such as basketballs, are restricted to be carried on board unless those objects have been fully deflated before boarding
- (19) Firearms and Ammunition
 - . Provided the carriage is not contrary to the laws, regulations, orders, demands, or travel requirements of countries to be flown from, into or over and provided such firearms have been proved to be unloaded and are well packed in a cover or case and provided the passenger is in possession of the necessary export, transit and import permits for carrying firearms and/or ammunition, firearms and/or a small quantity of ammunition, will be accepted for carriage in the cargo compartments as "not available baggage".
 - . Arms must be packed and labeled as prescribed by IATA Dangerous Goods Regulations and accompanied by shipper's certification.
 - . Ammunition for small firearms only will be carried and only as "not available baggage" in the cargo compartment.

(I) Right to Refuse Carriage of Baggage

- (1) The carrier will refuse to carry as checked baggage any bag that the carrier has discovered to contain any unacceptable item mentioned in (G) above and when the passenger fails to provide the carrier with prior notice that they wish to carry such an item in their baggage.

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- (2) The carrier will, at its sole discretion, refuse to carry any baggage because of its size, shape, weight or character.
- (3) The carrier will, at its sole discretion, refuse to carry any baggage due to security, safety or operational reasons, including baggage which does not belong to the passenger and which have pooled with that passenger's baggage. We do not accept liability for such baggage and reserve the right to seek indemnity from passenger in respect of claims or losses incurred as a result of damage caused to it.
- (4) Unless advance arrangements have been made with the carrier, the carrier may carry on later flights baggage which is in excess of the free baggage allowance, subject to the payment of the charge specified in (e).
- (5) The carrier will refuse to carry checked baggage if it determines that the baggage has not been properly and securely packed in suitable suitcases or containers.
- (6) The carrier will not check through baggage for other carriers where the carriers do not have an interline agreement.

(J) Right of Search

The carrier may request the passenger to permit a search, scan, or x-ray to be conducted of his/her person and baggage. The carrier may search baggage in the passenger's absence. The purpose of any search is to ensure aircraft and passenger safety, security and to determine whether the passenger is in possession of or the baggage contains items mentioned in (G) above or any arms or ammunition which have not been presented to the carrier. If the passenger refuses to comply with the request for search, the carrier may refuse to carry the passenger and/or his/her baggage.

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Rule 130 Fare Construction

(A) General

Except as provided in paragraph (J) published fares apply only for carriage from the airport at the point of origin to the airport at the point of destination. all fares are established in the currency of the country of commencement of travel. For assistance in fare computation and fare construction, neutral unit of construction (NUC) is established against all local selling fares and published arbitraries. Where CX ticket stock or a CX fare has been used, all relevant governing rules or fare rules under this tariff must be used.

(B) Precedence Of Fares

Unless otherwise provided in carrier's tariffs, a published fare takes precedence over the combination of intermediate fares applicable to the same class between the same points via the same routing.

(1) Mileage Principle

- (a) General - total ticketed point mileage (TPM) shall be compared with the maximum permitted mileage (MPM) for the component.
- (b) "Maximum Permitted Mileage (MPM)" is the maximum distance a passenger may travel at a one way or half round trip fare between the terminal points of a fare component.
- (c) "Ticketed Point Mileage (TPM)" shows mileage between two consecutive ticketed points of the passenger's routing.
- (d) Routing within MPM - where the sum of the TPMS does not exceed the comparable MPM, apply the applicable direct route fare.
- (e) Routings exceeding MPM - where the sum of the TPMS is in excess of the MPM by:

The fare shall
be not

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Over	Up to and including	less than the direct route fare plus
	5	5
5	10	10
10	15	15
15	20	20
20	25	25
over 25	lowest combination	

MPMS shall be rounded down to the next lower whole mile. Example: routing Hong Kong SAR - Bangkok - Singapore - Kuala Lumpur has cumulative TPMS of 2143, MPM for direct fare Hong Kong SAR to Kuala Lumpur is 1887. according to above table, the routing falls into the range of 10 -15 surcharge. The MPM with 15 is hence multiplied by 115 rounded down to the next lower whole mile 2170. there are 27 additional miles (2170-2143) to travel within the 15 surcharged MPM.

- (f) MPM Deductions or Extra Mileage Surcharge (EMS) - mileages must be deducted from the MPM before the comparison with the sum of TPMS is made. These MPM reductions only apply when the fare component and the global indicator coincide with the specific provisions.
- (g) TPM Exceptions
- (1) TPM Deductions or Extra Mileage Allowance (EMA) - mileages must be deducted from the total TPM before comparison with the MPM is made
- TPM deductions only apply when the fare component includes intermediate ticketed points shown in the routing specified; provided additional intermediate ticketed points may be added to the routing.
 - Only one TPM deduction per fare component is permitted
 - See table below

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Between	And	Miles	applicable routing
TC3 except when travel	TC3	700	via both Mumbai and Delhi; or
Is wholly within			to/from Mumbai via Delhi; or
Afghanistan, Bangladesh,			to/from Delhi via Mumbai; or
Bhutan, Maldives,			via both Islamabad and
Pakistan, India, Nepal			Karachi; or to/from Karachi via Islamabad;
And Sri Lanka			or to/from Islamabad via Karachi
Osaka/Tokyo	Denpasar Bali	70	via Jakarta with no stopover no additional intermedia TE points between Jakarta and Denpasar Bali
TC23			
Between	and	Miles	applicable routing
Europe		700	via both Mumbai and Delhi; or

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	South Asian		to/from Mumbai via Delhi; or
	Subcontinent		to/from Delhi via Mumbai;
Middle East	TC3 (except	700	via both Mumbai and Delhi; or
	Southwest		to/from Mumbai via Delhi; or
	Pacific)		to/from Delhi via Mumbai; or via both Islamabad and Karachi; or to/from Karachi via Islamabad; or to/from Islamabad via Karachi

- (2) Surface Sector TPMS - any intermediate sector(s) traveled by surface within a fare component must be included in the sum of TPMS, except for intermediate sectors stated in the carriers' tariff in the absence of TPM for an intermediate sector (surface transportation), a TPM shall be established by a combination of TPMS. in assessing total TPMS of a fare component, following sectors may be ignored:

Between	And
Hong Kong SAR	Macau SAR (MFM)
Hong Kong SAR	Zhuhai (ZUH)

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Hong Kong SAR Shenzhen (SZX)

(3) South Atlantic TPMS

(A) TC12 - for transportation between Argentina, Brazil, Chile, Paraguay, Uruguay and Europe, Middle East where a passenger travels on a direct service from a point in Argentina, Brazil, Chile, Paraguay, Uruguay to Miami or Montreal or New York or Toronto and on A Direct Service from Miami or Montreal or New York or Toronto to a Point in Europe, Middle East or vice versa, the mileage for these two sectors shall be deemed to be equal to the ticketed point mileage between the last point of departure in Argentina, Brazil, Chile, Paraguay, Uruguay to the first point of arrival in Europe, Middle East or vice versa

(b) TC123 - for transportation between Argentina, Brazil, Chile, Paraguay, Uruguay and TC3 where a passenger travels on a direct service from a point in Argentina, Brazil, Chile, Paraguay, Uruguay to Atlanta or Miami or Montreal or New York or Toronto or Washington and on a direct service from Atlanta or Miami or Montreal or New York or Toronto or Washington to a point in tc3 vice versa, the mileage for these two sectors shall be deemed to be equal to the ticketed point mileage between the last point of departure in Argentina, Brazil, Chile, Paraguay, Uruguay to the first point of arrival in TC3 or vice versa

Note: if a ticketed point mileage
is not published for these

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sectors, calculate the mileage by dividing the maximum permitted mileage by 1.20. The following examples are shown to illustrate the application of the above

Example: RIO-NYC-KHI-BKK
maximum permitted mileage
RIO-BKK is 14077; ticketed
point mileages are

TPM

(RIO-NYC
NYC-KHI) 9013
KHI-BKK 2980
total 11993

- RIO-KHI MPM of 10816 by 1.20
- No mileage surcharge applicable

- (2) Specified routings when the fare component coincides with the published specified routings, the direct route fare applies disregarding the sum of the TPMS may exceed the comparable MPM for such specified routings. Furthermore, higher intermediate point check and one way backhaul check may be ignored, provided that an intermediate point(s) may be omitted if a more direct routing is used and no additional point(s) is added.

key to symbols

" - " means "and/or"

" / " means "or"

with TC3

between	and	via
Kolkata	Hong Kong SAR/Taipei	Bangkok
Hong Kong SAR	Karachi	Manila
Hong Kong SAR	Kathmandu	Bangkok
Hong Kong SAR	Kuala Lumpur	Kota
		Kinabalu/Manila
Hong Kong SAR	Singapore	Manila
Kota Kinabalu	Taipei	Hong Kong SAR

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Note-1 the fare shall be the Karachi to Manila or Manila to Karachi fare, as applicable

- (3) Lowest combination principle the lowest combination of fares over a ticketed point on the itinerary apply except as provided in rules for the combination of fares USA below:

"Combination of Fares USA: nothing precludes the combination of international fares and normal/special fares within USA provided that any condition attached to such fares are complied with; stand-by fares must not be so combined."

(C) Limitation of Indirect Travel

A fare component must not include more than one departure from fare component origin or more than one arrival at fare component destination or more than one stopover at any one intermediate ticketed point.

- (1) A fare component within area 1 or via the Pacific ocean between area 1 and area 3, must not include more than one arrival and one departure at any ticketed point.
- (2) 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.
- (3) Except for journeys wholly within South America for a pricing unit originating in Brazil, a fare component from a point in Brazil must not include more than two domestic sectors in Brazil.
- (4) 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.
- (5) A fare component from/to/via a point in Japan must not include more than three domestic sectors in Japan.

(D) Combining Domestic U.S. Special Fares With International Fares

- (1) A special fare application within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from the point of origin to the

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point of destination, provided that the passenger complies with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) Of the special fare;

Exception: any minimum tour price required by the special fare within the U.S.A. will not be applicable when the fare is combined with an international inclusive tour fare having a minimum tour price of the same or a higher amount.

- (2) Mileage routings set forth in the MPM tariff may be applied to a fare constructed under paragraph (a) above, either for the entire journey between the point in the U.S.A. and the point in area 2 or 3/or between the gateway point and the point in area 2 or when the international fare used is published with a mileage routing.
- (3) When travel is via a higher rated intermediate point, the applicable fare for the itinerary will be the highest of the fares applicable between such intermediate point and:
 - (a) the point of origin of the itinerary
 - (b) the point of destination of the itinerary, or
 - (c) another intermediate point of the itinerary.
- (4) Notwithstanding paragraph (B) above, when a passenger purchases a one-way ticket for transportation via a higher rated intermediate point, the fare for such transportation will be constructed by calculating the round-trip fare for transportation via the higher rated intermediate point and subtracting therefrom the one-way fare for direct (not involving a higher rated intermediate point) transportation between the points involved.

(E) Construction Rules For Journeys

- (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-end combined pricing units which collectively comprise the journey being traveled.

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- (2) (a) If the routing of the journey is determined as fulfilling the definition of a round trip or circle trip the pricing unit(s) must be assessed as a round trip or circle 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.

Note: in the absence of a published RT fare, a published one-way fare will be considered as 1/2 RT.

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 not permitted as travel is continuous, circuitous and returns to same point
- Last fare component is assessed 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

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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) (i) 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 open jaw
- Note: the above journey could also be constructed as NYC-JNB RT

- (ii) If travel between such fare break points would require the use of one-way fares, the construction is not permitted.

Example: Travel NYC-LON-RIO-JNB-MAN-NYC

Construction could not be

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NYC-LON 1/2 RT)
NYC-MAN 1/2 RT)
LON-RIO OW)not
permitted
RIO-JNB OW)
MAN-JNB OW)

- Travel LON-RIO-JNB-MAN does not meet the definition of normal fare open jaw as there are more than two international fare components.
- Use of OW fares is not permitted as the journey is a circle trip
- The total journey falls with the definition of CT and the only permissible construction based on the itinerary is as a single pricing unit.

- (d) 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.

Exception: Fare components between Canada and USA and between Denmark, Norway, Sweden shall be assessed in the direction of travel except for round trip pricing units.

(3)

- (4) (a) If the routing of a journey does not fulfill the definition of a round trip or circle 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 an open jaw using two half round trip fares (subject to paragraph (2)(d) above).
 - (v) If there is a common point/country, the journey may be assessed as a mix of one way subjourney and a return subjourney (subject to paragraphs (2) (c) and (2)

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(d) Above)

- (vi) If there is a common point/country, the journey may be assessed as a mix of side trip and a return subjourney (subject to paragraphs (2)(c) and (2)(d) above.

Example: Travel MAN-LON (-PAR-LON)
NCE-MAN

Construction could be:

MAN-NCE	RT 1
	pricing
	unit
PAR-LON	OW 1
	pricing
	unit

does not qualify for round trip, circle trip or normal fare open jaw. PAR-LON must be in the direction PAR to LON as the side trip is considered separate.

- (b) In the case of (i), (ii) and the one way subjourney in (iv) above, the journey/subjourney must be assessed using one way fares; the use of half round trip fares is not permitted.
- (c) 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-SEL-SYD-BJS-PUS

Construction:

ATL-SEL	OW	1 pricing
		unit
SEL-SYD	OW	1 pricing
		unit
SYD-BJS	OW	1 pricing
		unit
PUS-BJS	OW	1 pricing
		unit
total 4 pricing units		

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- Fare component BJS-PUS must be in the direction of PUS-BJS because the termination point (PUS) is in the same country from which a previous pricing unit (SEL-SYD) is assessed.

(F) Routing

Unless otherwise provided in carrier(s) tariffs, fares apply in either direction and only to the service and routings of carrier(s) published in connection therewith; provided that routings via a point for which a higher fare is applicable will not be permitted unless such higher fare is assessed. If there is more than one routing at the same fare, the passenger, prior to issuance of the ticket, may specify the routing, and in respect to any open date portion of such ticket, may specify optional routings. If no routing is specified, carrier may determine the routing.

Exception 1: (For transportation wholly between points in Area 1 (except Canada) and points in Area 3: applicable locally or jointly). the higher fare shall only be assessed if the passenger makes a stopover at the intermediate point for which a higher fare is published.

Exception 2: (Applicable for transportation wholly between points in Canada and points in area 3). Routings are published in one direction only, but apply for carriage in either direction, unless otherwise specified; and only to the fares published in connection therewith. An intermediate point(s) specified along the routing may be omitted provided that successive segments are flown non-stop on a single carrier named in the respective segments along the published routing. the higher fare shall only be assessed if the passenger makes a stopover at the intermediate point for which a higher fare is published.

(G) One-Way Fares

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(1) General

When a one-way trip ticket is purchased prior to commencement of carriage, the fares for the one-way trip shall be applied in the direction of travel.

(2) Fare Calculation

The one-way fare shall not be less than the fare calculations as follows:

- (a) Precedence of published fare check as provided in paragraph (B) above,
- (b) One way backhaul fare check as provided in paragraph (N) below,
- (c) Directional minimum check 1 for each fare component as provided in paragraph (O) below, and
- (d) Directional minimum check 2 where the highest applicable fare between any two ticketed points of the whole itinerary as provided in paragraph (O) below.

(H) Round Trip Fares

(1) General

When a round trip ticket is purchased prior to commencement of carriage, the fare for a round trip will be the round-trip fare published in the applicable tariff(s) of carrier via the desired routing and for the class of service used.

(2) Application of Combined Services and/or Special Short Limit Validity

When round trip, first class, business class, tourist/coach, economy, thrift or special short limit fares are applicable between the same points, round trip passengers will be charged the sum of 50 percent of the round-trip fares applicable to the classes of service used, provided that:

- (a) Such fares, which by their terms are combinable with other fares, shall not be used in construction of round-trip fares; and
- (b) The shortest validity period applicable to any such fare used shall apply to the entire round trip.

(3) Fare Calculation

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- (a) For the outbound component, use the one way fare or 50 percent of the round-trip fare as applicable in the direction of travel. For the last fare component into the country of origin, one-way fare or 50 percent of the round trip fare as applicable shall be applied from the country of origin towards the turnaround point.
- (b) The round-trip fare is subject to the precedence of published fare check as provided in paragraph (B) above.

(I) Circle Trip Fares

When a circle trip ticket is purchased prior to commencement of carriage, the fare for such circle trip shall be the sum of 50 percent of the applicable round trip fares for the class of service to be used for the respective sections of carriage, constructed from point of origin via the desired routing, that produces the lowest fare for the circle trip; provided that:

- (1) Fares which by their terms are not combinable with other fares, shall not be used in the construction of circle trip fares; and
- (2) The fare constructed with combinations of sector fares should not undercut the direct published fare or add-on constructed fare as provided in paragraph (b) above.
- (3) If the fare for a circle trip travelled in one class of service constructed as specified above is less than the highest direct route round trip fare applicable to the same class of service between any two points on the circle trip route, including points within the side trip, such highest direct route round trip fare shall apply; and

Exception: this provision shall not apply to circle trip fares constructed for carriage completely around the world in the same general direction.

- (4) The fare for a circle trip travelled partly in one class of service and partly in another class of service shall be constructed in accordance with the provisions shown herein.

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- (5) The shortest validity period applicable to any fare used shall apply to the entire circle trip.
- (6) The last fare component used inbound to the country of origin must be the fare applicable to such component from the country of origin.

(J) Open-Jaw Fares

(1) Normal Fare Open Jaw

- (a) General - the following conditions apply to the assessment of a normal fare open jaw:
 - (i) The fare for a normal fare open jaw pricing unit shall be the sum of half the applicable round-trip fares for both international legs of the open jaw, assessed from the country of unit origin
 - (ii) Canada, USA shall be considered as one country
 - (iii) Except for pricing units wholly within Scandinavia, Scandinavia shall be considered as one country
 - (iv) Aruba, Bonaire, Saint Eustatius, Saba, Curacao, St. Maarten shall be considered as one country
 - (v) Except for pricing units wholly within Europe, Europe shall be considered as one country
- (b) Origin Open Jaw
Only domestic surface sectors are permitted.
- (c) Turnaround Open Jaw
 - (i) Both domestic and international surface breaks are permitted
 - (ii) When the surface sector is an international sector the distance of such surface sector must not be greater than the flown distance of the shorter of the two fare components.
- (d) Double Open Jaw
 - (i) Combination of an origin open jaw and a turnaround open jaw with a domestic surface sector
 - (ii) Combination of an origin open jaw and a turnaround open jaw with an international surface sector

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(2) Special Fare Open Jaw

Except as otherwise specified, the fare for an open jaw shall be the sum of half the applicable round trip fares or 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, the fare component which terminates in Europe shall be assessed in direction from Europe.

(K) Round and Circle Trip Fares Partly via Carrier

(1) Entirely via air

When a ticket is purchased prior to commencement of carriage for a round or circle trip which is partly via the services of carrier and partly via the services of other scheduled air carrier(s), the fare for each section of carriage via carrier will be 50 percent of the applicable round trip fare for such section of the round or circle trip, as the case may be.

(2) Partly via Air and Partly via Sea

(a) When tickets are purchased prior to commencement of carriage for a round trip or circle trip for combined air and sea travel, the air fare for each one-way section of the air journey will be 50 percent of all-year round trip fare published in tariffs governed by this tariff and applicable between the points and via the class of service used. A break in the round trip or circle trip is permitted to allow passengers to make their own way by any means of transportation between airports and adjacent seaports.

(b) The fares specified above will apply only via the routings published in connection with the all-year fares in tariffs making reference to this tariff for governing provisions, except that when an excursion fare is used as provided in the exception above, the routing

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published in connection with such excursion fare will apply.

(L) Side Trip

When a fare for a side trip is charged separately, all provisions of this rule, as applicable, shall apply from the point of origin of such fare component(s).
Exception: combination of one-way normal pricing units with international side trip one-way pricing units to or via the country of commencement of

(M) Higher Intermediate Point Check (HIP)

(1) Normal Fare HIP

(a) 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 involving stopover points from

- (i) Fare component origin to each intermediate stopover point;
- (ii) Each intermediate stopover point to each subsequent intermediate stopover point;
- (iii) Each intermediate stopover point to the subsequent fare break point which is higher than the direct route normal fare between the fare construction points, the fare shall be not less than the highest fare referred to above (hip).
in the case of fares that 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 blackout dates), or by day of week or by flight application).

(b) If in any indirect routing otherwise permissible at the direct route normal fare plus, a percentage (EMS), there is a direct route normal fare(s) of the same class of service involving stopover points as specified in (a) (i),(ii), (iii) above which is higher than the direct route normal fare between the fare construction points, the fare for the indirect route shall be not less than the highest fare referred to above

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- (hip), and the surcharge percentage (ems) applicable to the through fare shall be applied to such higher intermediate fare.
- (c) When comparing normal fare of the 'same class of service' in order to determine if there is a higher intermediate fare, the following sequence shall be followed. Sleeper seat is compared with sleeper seat fare; if no sleeper seat fare, compares with the highest first class fare, ignoring any fare rule provisions first class fare is compared with first class fare; if no first-class fare, compare with the highest intermediate/business class fare (or next lower class fare), ignoring any fare rule provisions intermediate/business class fare is compared with intermediate/business class fare; if no intermediate/business class seat fare, compare with the highest economy class fare, ignoring any fare rule provisions economy class is compared with economy class fare; if no economy class fare to compare, no check is required.
- (d) When comparing normal fares in accordance with the foregoing, 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.
- (e) 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 (including blackout dates), flight application, routing validation, day of week limitations of the lower/lowest fare (excluding application of stopover charges).
- (f) When the ticket shows no stopover at both the unit origin and the unit destination point of a side trip which has been charged separately

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- (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.
- (g) When there is an imbedded surface sector the hip 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 the departure does not constitute a stopover, however, such check shall not apply between the terminal points of the unflown sector.
 - (h) When there is a fare construction surface sector, the hip check applies to the point of such surface sector that is not the fare construction point unless the time interval between the arrival and departure at such point does not constitute a stopover; however, such check shall not apply between the terminal points of the unflown sector.
 - (i) Notwithstanding the Above,
 - (i) For journeys originating in western Africa, the hip check in each fare component shall be applied on all ticketed points in Western Africa.
 - (ii) For journeys origination in Malawi, the HIP checks in each fare component shall be applied on all ticketed points in Malawi.
 - (j) Day-Of-Week Application: in establishing the day-of-week fare level to be used for the hip check the rule for 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 to be used for the hip check.
 - (k) In establishing the seasonal fare level to be

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used for the hip check the rule for the application of the seasonal fares 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.

(2) Special Fare HIP

- (a) If in any routing otherwise permissible at the direct route special fare there is a direct route special fare(s) of the same class of service from,
 - (i) Fare component origin to each intermediate stopover point.
 - (ii) Each intermediate stopover point to fare component destination which is higher than the direct route special fare between the fare construction points, the fare shall be not less than the highest applicable special fare referred to above (hip).
- (b) If in any indirect routing otherwise permissible at the direct route special fare plus, a percentage (EMS), there is a direct route special fare(s) of the same class of service involving points as specified in (a) (i) and (ii) above, which is higher than the direct route special fare between the fare construction points, the fare for the indirect route shall be not less than the highest applicable special fare referred to above (hip), and the surcharge percentage (ems) applicable to the through fare shall be applied to such higher intermediate fare.
- (c) The sequence described below shall be followed for each sector indicated in (a)(i) and (ii) above.
 - (i) The special fare of the fare component

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shall not be less than the lower/lowest applicable special fare of the same fare type.

- (ii) If there is no matching applicable special fare of the same type, the special fare of the fare component shall not be less than the lower/lowest applicable special fare within the same fare type group.
- (iii) If there is no applicable special fare within the same fare type group, the special fare of the fare component shall not be less than the lower/lowest applicable special fare within the next higher fare type group. Continue to the next group only if there is no applicable special fare found.
- (iv) If there is no applicable special fare within any higher fare type group, the direct route special fare, surcharged if necessary, should be used.

Note: Any stopover/transfer charges which apply to an intermediate stopover point are excluded.

- (d) In defining a 'special fare' of the same fare type group, the comparison shall be from the lowest to the highest of the following fare type groups:

Fare Type Groups

Column 1	Column 2	Column 3	Column 4
APEX fare, or	GIT fare, or	Public group fare note: HIP check not applicable	Status fares
Instant purchase/ PEX fare, or	Individual IT fare		Note: if no status fare of the same fare type is found, no

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HIP will
apply.

excursion
fare, or
all other
individual
special
fares
(except
status, it
fares)

(e) All conditions attached to the special fare
for the component apply

flow chart (for special fares)

(When no matching applicable special fare type is
found)

is an applicable special fare(s) found for
The same class of service within the same
fare type group from fare component origin
to intermediate stopover point(s) and from
an intermediate stopover point(s) to fare
component destination?

|
No

|
Yes

Is an applicable	Is the lowest
special fare(s)	applicable fare
found in a higher	within this group
fare type	higher than the
group(s)?	special fare for
	the component?

No	Yes	No	Yes
Apply the	Is the	Apply the special	
special fare	lowest	fare for the	
for the com-	applicble	component	
ponent (sur-	fare with-	(surcharge	
charge if	in this	if	
necessary)	group	necessary)	
	higher		
	than the		

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special	
fare for	
the compo-	
nent?	
No	Yes
Apply the special	Raise the
fare for the	fare to such
component	higher
(surcharge if	special fare
necessary).	(surcharge
	if necessary

- (f) When comparing special fares in accordance with the foregoing, comparison shall be made with the following provisions:
- (i) in the same direction as the fare component.
 - (ii) Half round trip fare compared to half round trip fare; one way fares compared to one way fares.
 - (iii) Limited to the same class of service;
 - . First class fare is compared with first class fare;
 - . Intermediate/business class fare is compared with intermediate/business class fare;
 - . Economy class fare is compared with economy class fare
- (g) When the ticket shows no stopover at both the unit origin and the unit destination point of a side trip which has been charged 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.
- (h) When there is an imbedded surface sector the hip check applies to the point of arrival by

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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 the departure does not constitute a stopover, however, such check shall not apply between the terminal points of the unflown sector.

- (i) When there is a fare construction surface sector, the hip check applies to the point of such surface sector that is not the fare construction point unless the time interval between the arrival and departure at such point does not constitute a stopover; however, such check shall not apply between the terminal points of the unflown sector.
- (j) Notwithstanding the Above,
 - (i) For journeys origination in western Africa HIP check in each fare component shall be applied on all ticketed points in West Africa.
 - (ii) For journeys between Kilimanjaro and Nairobi, the hip check in each fare component shall be applied on all ticketed points.
 - (iii) for journeys origination in Malawi, the hip check for each fare component shall be applied on all ticketed points in Malawi.
- (k) Day-of-Week Application: in establishing the day-of-week fare level to be used for the hip check the rule for 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 to be used for the hip check.
- (l) Seasonality Application: in establishing the seasonal fare level to be used for the hip check the rule for the application of the seasonal fares shall be applied solely to the sector(s) for which the check is being made. the seasonal rule for such sector shall be

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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.

(N) One Way Backhaul Check

- (1) This paragraph does not apply
 - (a) For pricing units wholly within TC1
 - (b) For pricing units wholly between Argentina, Brazil, Chile, Paraguay, Uruguay and TC2
 - (c) For pricing units wholly within Europe
 - (d) For pricing units between Europe and the Middle East/Africa
 - (e) For pricing units wholly within Africa
- (2) This paragraph applies only when using normal one way fares pricing units.
- (3) 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:
 - (a) The applicable fare between the fare construction points, or
 - (b) 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. The one way backhaul rule check need not be applied for points which have been excluded from the provisions of this resolution, subject to the same conditions contained in the exclusion.

(O) Circle Trip Minimum (CTM) Check

- (1) The applicable fare for a circle trip - normal fare (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal round trip fare for 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.
- (2) When there are round trip fares with different

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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.

- (3) when the flown itinerary incorporates such different global indicators (including round the world travel), the fare must not be less than the lower of such round-trip fares from the point of unit origin provided that, only direct route fares between two points with the appropriate global indicators shall be used; if there is no direct route fares with the appropriate global indicator for the routing, it is not necessary to construct such fares.
- (4) 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 fares to be used for the check shall be the lower of such round-trip fares.
- (5) When more than one normal fare is published for the carrier(s) and the class of service used, the lower, lowest level may be used subject to seasonality (including blackout dates) and day of week application.
- (6) For round the world travel originating in Australia/New Zealand the provisions of subparagraphs (1) and (2) shall not apply.
- (7) The foregoing provisions need not be applied for points which have been excluded from the higher intermediate point rule, subject to the same conditions contained in the exclusion.

(P) Not Used

(Q) Not Used

(R) NOT Used

(S) Class Differentials Calculation

- (1) The fare shall be determined in the lower class of the entire journey and plus the class differential for the sectors travelled in the higher class of service.
- (2) The class differential is subject to the normal mileage provisions and must be increased accordingly when the distance

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travelled in the higher class of service
exceeds the maximum permitted mileage (MPM)
for the sectors concerned.

- (3) The class differentials shall be assessed:
- (a) In the same direction as the fare component used;
 - (b) Within each fare component.
- (4) Class differential calculation is only subject to the hip check, no further minimum check applies.

(T) Ground Transfers

Published fares do not include ground transfer service between airports and between airport and town centers unless carrier's tariffs specifically provide that such ground transfer service will be furnished without additional charge. (see Rule 30 herein)

(U) Between Areas 1 and 3 via the Pacific - Extra Mileage Allowance Carrier Exceptions

Between	and	Via	TPM deduction
YVR	SIA/HGH/NGB	HKG	300 (Note 1)
YVR	NKG	HKG	400 (Note 1)
YVR	SHA	HKG	500 (Note 1)
YVR	TSN/TAO	HKG	900 (Note 1)
YVR	DLC	HKG	1200 (Note 1)
YVR	BJS	HKG	1300 (Note 1)
YVR	SHE	HKG	1400 (Note 1)
Canada (except YVR/ YTO)	SIA/HGH/NGB	HKG and YVR	300 (Note 1)
Canada (except YVR/ YTO)	NKG	HKG and YVR	400 (Note 1)
Canada (except YVR/ YTO)	SHA	HKG and YVR	500 (Note 1)
Canada (except YVR/ YTO)	TSN/TAO	HKG and YVR	900 (Note 1)
Canada (except YVR/ YTO)	DLC	HKG and YVR	1200 (Note 1)
Canada (except YVR/ YTO)	BJS	HKG and YVR	1300 (Note 1)
Canada (except YVR/ YTO)	SHE	HKG and YVR	1400 (Note 1)
YTO	SHA	HKG	100 (Note 2)

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YTO	TSN/TAO	HKG	500	(Note 2)
YTO	BJS	HKG	700	(Note 2)
Between	and	via	TPM deduction	
YTO	DLC	HKG	800	(Note 2)
YTO	SHE	HKG	1000	(Note 2)
Canada (except YVR/ YTO)	SHA	HKG and YTO	100	(Note 2)
Canada (except YVR/ YTO)	TSN/TAO	HKG and YTO	500	(Note 2)
Canada (except YVR/ YTO)	BJS	HKG and YTO	700	(Note 2)
Canada (except YVR/ YTO)	DLC	HKG and YTO	800	(Note 2)
Canada (except YVR/ YTO)	SHE	HKG and YTO	1000	(Note 2)
YVR	SEL	HKG	390	(Note 1)
LAX	HGH/NGB	HKG	100	(Note 3)
LAX	NKG	HKG	200	(Note 3)
LAX	SHA	HKG	300	(Note 3)
LAX	TSN/TAO	HKG	700	(Note 3)
LAX	DLC	HKG	1000	(Note 3)
LAX	BJS	HKG	1100	(Note 3)
LAX	SHE	HKG	1200	(Note 3)
USA (except LAX/SFO/ NYC)	HGH/NGB	HKG and LAX	100	(Note 3)
USA (except LAX/SFO/ NYC)	NKG	HKG and LAX	200	(Note 3)
USA (except LAX/SFO NYC)	SHA	HKG and LAX	300	(Note 3)
USA (except LAX/SFO NYC)	TSN/TAO	HKG and LAX	700	(Note 3)
USA (except LAX/SFO NYC)	DLC	HKG and LAX	1000	(Note 3)
USA (except LAX/SFO NYC)	BJS	HKG and LAX	1100	(Note 3)
USA (except LAX/SFO NYC)	SHE	HKG and LAX	1200	(Note 3)
SFO	SIA/HGH	HKG	100	(Note 4)
SFO	NKG/NGB	HKG	200	(Note 4)
SFO	SHA	HKG	400	(Note 4)
SFO	TSN/TAO	HKG	800	(Note 4)
SFO	DLC/BJS	HKG	1100	(Note 4)

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SFO	SHE	HKG	1200 (Note 4)
BETWEEN	AND	VIA	TPM deduction
USA (except LAX/SFO/ NYC)	SIA/HGH	HKG and SFO	100 (Note 4)
USA (except LAX/SFO/ NYC)	NKG/NGB	HKG and SFO	200 (Note 4)
USA (except LAX/SFO/ NYC)	SHA	HKG and SFO	400 (Note 4)
USA (except LAX/SFO/ NYC)	TSN/TAO	HKG and SFO	800 (Note 4)
USA (except LAX/SFO/ NYC)	DLC/BJS	HKG and SFO	1100 (Note 4)
USA (except LAX/SFO/ NYC)	SHE	HKG and SFO	1200 (note 4)
NYC	SIA	HKG	100 (Note 5)
NYC	SHA/TSN	HKG	500 (Note 5)
NYC	DLC	HKG	800 (Note 5)
NYC	SHE	HKG	900 (Note 5)
NYC	BJS	HKG	1200 (Note 5)
USA (except LAX/SFO/ NYC)	SIA	HKG and NYC	100 (Note 5)
USA (except LAX/SFO/ NYC)	SHA/TSN	HKG and NYC	500 (Note 5)
USA (except LAX/SFO/ NYC)	DLC	HKG and NYC	800 (Note 5)
USA (except LAX/SFO/ NYC)	SHE	HKG and NYC	900 (Note 5)
USA (except LAX/SFO/ NYC)	BJS	HKG and NYC	1200 (Note 5)
YVR	TYO	HKG	1300 (Note 1)
YVR	NGO/SPK	HKG	800 (Note 1)
YVR	OSA/TKS	HKG	600 (Note 1)
Canada (except YVR/YTO)	TYO	HKG and YVR	1300 (Note 1)
Canada (except YVR/YTO)	NGO/SPK	HKG and YVR	800 (Note 1)
Canada (except YVR/YTO)	OSA/TKS	HKG and YVR	600 (Note 1)
YTO	TYO	HKG	200 (Note 2)
CA (EXC YVR/YTO)	TYO	HKG and YTO	200 (Note 2)
LAX	TYO	HKG	1000 (Note 3)
LAX	OSA/TKS	HKG	300 (Note 3)

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LAX	NGO/SPK	HKG	500 (Note 3)
USA (except LAX/ SFO/NYC)	TYO	HKG and LAX	1000 (Note 3)
USA (except LAX/ SFO/NYC)	OSA/TKS	HKG and LAX	300 (Note 3)
USA (except LAX/ SFO/NYC)	NGO/SPK	HKG and LAX	500 (Note 3)
SFO	TYO	HKG	1100 (Note 4)
SFO	NGO	HKG	600 (Note 4)
SFO	OSA/TKS	HKG	400 (Note 4)
SFO	SPK	HKG	700 (Note 4)
USA (except LAX/ SFO/NYC)	TYO	HKG and SFO	1100 (Note 4)
USA (except LAX/ SFO/NYC)	NGO	HKG and SFO	600 (Note 4)
USA (except LAX/ SFO/NYC)	OSA/TKS	HKG and SFO	400 (Note 4)
USA (except LAX/ SFO/NYC)	SPK	HKG and SFO	700 (Note 4)
CHI	TYO	HKG	300 (Note 6)
USA (EXC LAX/ SFO/NYC/CHI/SEA)	TYO	HKG and CHI	300 (Note 6)
SEA	TYO	HKG	1200 (Note 7)
SEA	NGO	HKG	700 (Note 7)
SEA	OSA/TKS	HKG	500 (Note 7)
SEA	SPK	HKG	800 (Note 7)
USA (EXC LAX/ SFO/NYC/CHI/SEA)	TYO	HKG and SEA	1200 (Note 7)
USA (EXC LAX/ SFO/NYC/CHI/SEA)	NGO	HKG and SEA	700 (Note 7)
USA (EXC LAX/ SFO/NYC/CHI/SEA)	OSA/TKS	HKG and SEA	500 (Note 7)
USA (EXC LAX/ SFO/NYC/CHI/SEA)	SPK	HKG and SEA	800 (Note 7)
Mexico	TYO	HKG and LAX	200 (Note 3)
Mexico	TYO	HKG and SFO	200 (Note 4)
Mexico	TYO	HKG and YVR	200 (Note 1)

Notes:

1. Applicable only when travel is via North/Central Pacific and CX is the transpacific carrier between HKG and YVR
2. Applicable only when travel is via North/Central Pacific and CX is the transpacific carrier between HKG and YTO

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3. Applicable only when travel is via North/Central Pacific and CX is the transpacific carrier between HKG and LAX
4. Applicable only when travel is via North/Central Pacific and CX is the transpacific carrier between HKG and SFO
5. Applicable only when travel is via North/Central Pacific and CX is the transpacific carrier between HKG and NYC
6. Applicable only when travel is via North/Central Pacific and CX is the transpacific carrier between HKG and CHI.
7. Applicable only when travel is via north/central Pacific and CX is the transpacific carrier between HKG and SEA.

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Rule 135 Stopovers

- (A) Except as otherwise provided in this rule, stopovers within the validity period of the ticket will be permitted at any scheduled stop unless carrier's tariffs or government regulations do not permit a stopover at any such stop.
- (B) Stopovers must be arranged with carrier in advance and specified on the ticket.

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Rule 145 Currency Applications

Local currency fares and charges

- (1) Fares and related charges are expressed in the local currency of the country of commencement of transportation (COC), except those countries listed below which are expressed (A) in US dollars or (B) in Euro:

(A)

Afghanistan	Lebanon
Angola	Liberia
Anguilla	Madagascar
Antigua and Barbuda	Malawi
Argentina	Maldives
Bahamas	Mexico
Bangladesh	Mongolia
Barbados	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

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Guatemala	Timor Leste
Guinea	Trinidad and
Guyana	Tobago
Haiti	Uganda
Honduras	Ukraine
Indonesia	United States
Iraq	and U.S. Territories
Israel	Uruguay
Jamaica	Venezuela
Kenya	Viet Nam
Laos	Zambia
	Zimbabwe

(B)

Albania
Armenia
Austria
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Cape Verde
Croatia
Cyprus
Estonia
Finland
France except French Polynesia
(including Wallis and Futuna)
New Caledonia (including Loyalty Islands)
Georgia
Germany
Greece
Ireland
Italy
Kyrgyzstan
Latvia
Lithuania
Luxembourg
Macedonia (FYROM)
Malta
Moldova, Republic of Monaco
Montenegro

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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 decimal places, ignoring any further decimal places.

Step 2: Add the resultant NUC amounts for the sectors involved.

Step 3: (a) Established the through local currency fare by multiplying the total NUC amounts (derived from Steps 1, 2, and 3 above) by the IATA Rate of Exchange (ROE) shown in the currency conversion table below for the country of commencement of travel.

(b) Calculate the resultant amount of one decimal place beyond the number of decimal places shown next to the local currency in the conversion table below,

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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
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Round Up: Local Currency - 1	Other Charges - 0.1
Anguilla	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Antigua and Barbuda	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Argentina	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Armenia	
Euro EUR ROE:.908104	Note E
Round Up: Local Currency - 1	Other Charges - 0.1
Aruba	
Aruban Guilder AWG ROE:1.8000000	Note -
Round Up: Local Currency - 1	Other Charges - 1
Australia	
Australian Dollar AUD ROE:1.468910	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Austria	
Euro EUR ROE:.908104	Note -
Round Up: Local Currency - 1	Other Charges - 0.01
Azerbaijan	
Euro EUR ROE:.908104	Note E
Round Up: Local Currency - 1	Other Charges - 0.1
Bahamas	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Bahrain	
Bahraini Dinar BHD ROE: .376100	Note -
Round Up: Local Currency - 1	Other Charges - 1
Bangladesh	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Barbados	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Belarus	
Euro EUR ROE:.908104	Note E
Round Up: Local Currency - 1	Other Charges - 0.1

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Belgium

Euro EUR ROE:.908104 Note -
Round Up: Local Currency - 1 Other Charges - 0.01

Belize

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Benin, Rep. Of

CFA Franc XOF ROE:595.677380 Note -
Round Up: Local Currency - 100 Other Charges - 100

Bermuda

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Bhutan

NGULTRUM BTN ROE:71.969032 Note -
Round Up: Local Currency - 1 Other Charges - 1

Bolivia

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Bonaire

US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Bosnia and
Herzegovina

Euro EUR ROE:.908104 Note E
Round Up: Local Currency - 1 Other Charges - 0.01

Botswana

PULA BWP ROE:11.113232 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Brazil

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

British Virgin
Islands

US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Brunei

Darussalam

Brunei Dollar BND ROE:1.385105 Note -
Round Up: Local Currency - 1 Other Charges - 1

Bulgaria

Euro EUR ROE:.908104 Note E
Round Up: Local Currency - 1 Other Charges - 0.01

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Burkina Faso

CFA Franc XOF ROE:595.677380 Note -

Round Up: Local Currency - 100 Other Charges - 100

Burundi

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

Cambodia

US Dollar USD ROE:1.0 Note -

Round Up: Local Currency - 1 Other Charges - 1.0

Cameroon

CFA Franc XAF ROE:595.677380 Note -

Round Up: Local Currency - 100 Other Charges - 100

Canada

Canadian dollar CAD ROE:1.323867 Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Cape Verde

Euro EUR ROE:.908104 Note E

Round Up: Local Currency - 1 Other Charges - 0.1

Cayman Islands

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

Central African

Republic

CFA Franc XAF ROE:595.677380 Note -

Round Up: Local Currency - 100 Other Charges - 100

Chad

CFA Franc XAF ROE:595.677380 Note -

Round Up: Local Currency - 100 Other Charges - 100

Chile

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

China

Yuan Renminbi CNY ROE:7.145291 Note -

Round Up: Local Currency - 10 Other Charges - 1

Chinese Taipei

Dollar TWD ROE:31.279394 Note -

Round Up: Local Currency - 1 Other Charges - 0.5

Colombia

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

Comoros

Comoro

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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

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Dominica

US Dollar USD ROE:1.0

Note D

Round Up: Local Currency - 1

Other Charges - 0.1

Dominican

Republic

US Dollar USD ROE:1.0

Note D

Round Up: Local Currency - 1

Other Charges - 0.1

Ecuador

US Dollar USD ROE:1.0

Note -

Round Up: Local Currency - 1

Other Charges - 0.1

Egypt

EGYPTIAN Pound EGP ROE:16.560000 Note -

Round Up: Local Currency - 1

Other Charges - 1

El Salvador

US Dollar USD ROE:1.0

Note -

Round Up: Local Currency - 1

Other Charges - 0.1

Equatorial Guinea

CFA franc XAF ROE:595.677380 Note -

Round Up: Local Currency - 100

Other Charges - 100

Eritrea

US Dollar USD ROE:1.0

Note D

Round Up: Local Currency - 1

Other Charges - 0.1

Estonia

euro EUR ROE:.908104

Note -

Round Up: Local Currency - 5

Other Charges - 0.1

Ethiopia

US Dollar USD ROE:1.0

Note D

Round Up: Local Currency - .

Other Charges - 0.1

Eswatini

Lilangeni SZL ROE:15.071386 Note -

Round Up: Local Currency - 10

Other Charges - 1

European M. Union

Euro EUR ROE:.908104

Note -

Round Up: Local Currency - 1

Other Charges - 0.5

Falkland Islands

Falkland Islands Pound FKP ROE:.818146 Note -

Round Up: Local Currency - 1

Other Charges - 0.1

Faroe Islands

Danish Krone DKK ROE:6.773884 Note -

Round Up: Local Currency - 5

Other Charges - 0.1

Fiji

Fiji Dollar FJD ROE:2.204261 Note -

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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	
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	

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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

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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 -

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

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Round Up: Local Currency - 1 Other Charges - 0.1

Malaysia

Malaysian

Ringgit MYR ROE:4.194384 Note -

Round Up: Local Currency - 1 Other Charges - 1

Maldives

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

Mali

CFA Franc XOF ROE:595.677380 Note -

Round Up: Local Currency - 100 Other Charges - 100

Malta

Euro EUR ROE:.908104 Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Marshall Islands

US Dollar USD ROE:1.0 Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Martinique

Euro EUR ROE:.908104 Note -

Round Up: Local Currency - 1 Other Charges - 0.01

Mauritania

Ouguiya MRO ROE:37.391920 Note -

Round Up: Local Currency - 20 Other Charges - 10

Mauritius

Mauritius Rupee MUR ROE:37.445118 Note -

Round Up: Local Currency - 5 Other Charges - 1

Mayotte

Euro EUR ROE:.908104 Note -

Round Up: Local Currency - 1 Other Charges - 0.01

Mexico

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

Micronesia

US Dollar USD ROE:1.00 Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Moldova,

Republic of

Euro EUR ROE:.908104 Note E

Round Up: Local Currency - 1 Other Charges - 0.1

Monaco

Euro EUR ROE:.908104 Note -

Round Up: Local Currency - 1 Other Charges - 0.01

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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

Nepalese 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

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New Zealand

Dollar NZD ROE:1.568442 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Nicaragua

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Niger

CFA Franc XOF ROE:595.677380 Note -
Round Up: Local Currency - 100 Other Charges - 100

Nigeria

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Niue

New Zealand Dollar NZD ROE:1.568442 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Norfolk Island

Australian Dollar AUD ROE:1.468910 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Northern

Mariana Islands

US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Norway

Norwegian Krone NOK ROE:9.026063 Note -
Round Up: Local Currency - 5 Other Charges - 1

Occupied Palestinian Territory

US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Oman

Rial Omani OMR ROE: .384500 Note -
Round Up: Local Currency - 1 Other Charges - 1

Pakistan

Pakistan Rupee PKR ROE:156.955904 Note -
Round Up: Local Currency - 10 Other Charges - 1

Palau

US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Panama

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Papua New Guinea

KINA PGK ROE:3.487872 Note -

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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 PLN ROE:3.948006	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Portugal	
Portuguese	
Euro EUR ROE:.908104	Note -
Round Up: Local Currency - 1	Other Charges - 0.01
Puerto Rico	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Qatar	
Qatari Rial QAR ROE:3.640000	Note -
Round Up: Local Currency - 10	Other Charges - 10
Reunion	
Euro EUR ROE:.908104	Note -
Round Up: Local Currency - 1	Other Charges - 0.01
Romania	
Euro EUR ROE:.908104	Note E
Round Up: Local Currency - 1	Other Charges - 0.01
Russian Federation	
Euro EUR ROE:.908104	Note E
Round Up: Local Currency - 1	Other Charges - 0.01
Rwanda	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Saba	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Saint Helena	
Saint Helena	
Pound SHP ROE: 0.818146	Note -

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Round Up: Local Currency - 1 Other Charges - 0.1

Saint Kitts and
Nevis

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

Saint Lucia

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

Saint Maarten

Guilder Netherlands ANG ROE:1.790000 Note -

Antilles

Round Up: Local Currency - 1 Other Charges - 0.1

Saint Pierre and

Miquelon

Euro EUR ROE:.908104 Note -

Round Up: Local Currency - 0.01 Other Charges - 0.01

Saint Vincent and

The Grenadines

US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1

Samoa

Tala WST ROE:2.758274 Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Sao Tome and

Principe

US Dollar USD ROE:1.0 Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Saudi Arabia

Saudi Riyal SAR ROE:3.750000 Note -

Round Up: Local Currency - 1 Other Charges - 1

Senegal

CFA Franc XOF ROE:595.677380 Note -

Round Up: Local Currency - 100 Other Charges - 100

Serbia

Euro EUR ROE:.908104 Note E

Round Up: Local Currency - 1 Other Charges - 0.1

Seychelles

Seychelles

Rupee SCR ROE:14.552957 Note -

Round Up: Local Currency - 1 Other Charges - 1

Sierra Leone

US Dollar USD ROE:1.0 Note -

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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

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Syrian Arab

Republic

Syrian Pound SYP ROE:436.000000 Note G

Round Up: Local Currency - 1 Other Charges - 1

Tajikistan

Euro EUR ROE:.908104 Note E

Round Up: Local Currency - 1 Other Charges - 0.1

Tanzania, United

Republic of

US Dollar USD ROE:1.0 Note D

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

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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 Quwain)

UAE Dirham AED ROE:3.672750 Note -
Round Up: Local Currency - 10 Other Charges - 10

United Kingdom

Pound Sterling GBP ROE:0.818146 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

United States

US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Uruguay

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Uzbekistan

Euro EUR ROE:.908104 Note E
Round Up: Local Currency - 1 Other Charges - 0.1

Vanuatu

Vatu VUV ROE:114.140000 Note -
Round Up: Local Currency - 100 Other Charges - 10

Venezuela

US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Vietnam

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 -

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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 -

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Round up: Local Currency - 1000000	Other Charges - 0.1
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	
Azerbaijani	
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

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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

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

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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 -
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 -

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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 -

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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	
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	
Rufiyaa 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 - -
Montserrat	
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	

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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		
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 -

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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 Lira 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	
Uruguayan Peso UYU	Note -1,3
Round Up: Local Currency - 100	Other Charges - 100
Uzbekistan Uzbekistan Sum UZS	Note -
Round Up: Local Currency - 100	Other Charges - 10
Venezuela	

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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.

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Rule 200 Children's and Infants' Fares

(A) Accompanied and Unaccompanied Infants Under Two Years of Age

(1) Accompanied: When accompanied by an adult passenger (see Note), children who are less than two years of age on the date of commencement of outward travel will be assessed fares as follows:

Note: "Adult Passenger", as used herein shall mean a passenger 12 years of age or older.

Exception: person(s) under 15 years of age will not be accepted as escorts and person(s) over 15 and under 18 years of age will only be accepted as escorts subject to CX approval.

(a) Infant does not Occupy a Seat: the charge is 10 percent of the applicable adult fare unless otherwise specified in applicable fare rule. If no infant discount on the applicable adult fares, the infant discount should be the next higher infant discount applicable fares subject to the rule condition and discount offered.

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Exception: infants who will reach their second birthday during journey will in accordance with safety regulations, be required to occupy a seat, paying the child's or lowest applicable fare, 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, the ticket may be processed as:

- (1) Reassess the affected CX operated flight (including codeshare and joint venture) or
- (2) One-way sector difference on the affected CX operated flight (including codeshare and joint venture) by actual travel direction and applicable tax/fee/charges. The fare level should be based on action date or
- (3) Purchase new ticket on affected CX operated flight (including codeshare and joint venture) and refund the original ticket if applicable.

- (b) Infant Occupies Seat or More Than One Infant Travels With One Adult:
the charge shall be the same as accompanied child as listed in (b) (1).

- (2) Unaccompanied: infants under 2 years of age must provide their own escort and

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therefore, will pay the infant fare according to (a)(1) above.

(B) Accompanied and Unaccompanied Children Two Years of Age or over, but under 12 years of age

(1) Accompanied: the fare for children who have reached their 2nd birthday but have not reached their 12th birthday on the date of commencement of the outbound travel will be charged 75 percent of the applicable adult fare unless otherwise specified in applicable fare rule.

(2) Unaccompanied:

- (a) Children under 6 years of age must provide their own escort and therefore will pay the child fare according to (b) (1) above.
- (b) Children who have reached their 6th birthday, but have not reached their 12th birthday on the date of commencement of their outbound travel will be charged 100 percent of the applicable adult fare unless otherwise specified in applicable rule.
- (c) In addition to (B)(2)(b) above, there will be a service fee applicable to the unaccompanied children for the extra handling service for each sector. Service fee applies to all CX designated flights as follows,
 - between HKG and South West Pacific/North America/Europe/Middle East/Africa/South Asian Sub-Continent, between BKK and DXB, HKD 800/CAD 137/USD 100 or equivalent) WEF 01JUN17.
 - between destinations not listed in the above, HKD 400/CAD 68/USD 50 (or equivalent) WEF 01JUN17.

(C) Unaccompanied young traveler twelve (12) years of age or over. When requested, extra handling service (same as unaccompanied service) will be provided at a service fee listed in (B)(2)(c).

(D) Other conditions for accompanied/unaccompanied children unless otherwise specified in an applicable fare rule,

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and children's and infants' discount apply to any charge or surcharge and any cancellation or refund fee.

- (E) The service fee mentioned in (B)(2)(c) would be non-refundable if no show the service.

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Rule 205 Free Reduced and Reduced Rate Transportation for Agents

(A) General Agents and General Sales Agents

A general agent, or a general sales agent, duly appointed by any one of the participating carriers, and officials and employees (including members of their immediate families) of such a general agency, will be allowed free or reduced fare transportation over the lines of one or more of the carriers so represented by the agent, under the following conditions:

- (1) When transportation is for the purpose of carrier's business: transportation will be issued free of charge to the general agent, general agency officials and employees when such transportation is on the carrier's business;
- (2) When transportation is for the purpose of vacation: transportation will be issued free of charge to the general agent or to general agency officials or employees (including members of their immediate families) by the carriers when transportation is for the purpose of personal vacation of the general agent or an official or employee of a general agency, but not to exceed one trip per person per calendar year:

Exception: reduced fare transportation at 25 percent on a confirmed basis may be granted on the applicable air fare for the class of service used (unless precluded by the fare rule). discounts shall not apply to special IATA inclusive tour basing fares, or to a discounted air/sea fare. Where the charge for transportation consists of a fare and a "weekend", "stopover" or "peak" surcharge, the discount shall be based on the fare and on such surcharge. The discount shall not apply to any other charge, such as an

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excess baggage charge or sleeper surcharge.

- (3) Eligibility: to be eligible for the reductions specified above, the general agent, the official or employee of the general agency must devote all, or substantially all, of his time to the business of the carrier; and with respect to sub-paragraph (2) above, the appointment of the general agency must have been in effect continuously for at least 12 months prior to the commencement of the reduced fare transportation.
- (4) Application for Fare Reductions: in order to obtain the above fare reductions, application must be made in writing by the general agent or a senior official of the general agency to the carrier which is to furnish the transportation. transportation will not be issued until approval has been given by an authorized official of the carrier which is furnishing the transportation.

(B) Passenger Sales Agents Located Outside the United States

- (1) Application: owners, officers, directors and employees of an authorized passenger sales agency of the carrier, will be allowed transportation over the lines of each such carrier on the following basis:
 - (a) Reduced fare transportation at 25 percent of the applicable fare; normal free baggage allowance and excess baggage charges will apply.
 - (b) Not more than two trips per calendar year per authorized agency office location;
 - (c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within 3 months from date of issuance;
 - (d) Owners, officers, directors or employees of the passenger sales agency may pool the total number of tickets which carrier will grant pursuant to subparagraphs (a) and (b) above within each country.

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- (e) A qualified joint passenger and cargo agent may be granted both applicable discounts up to a maximum of four tickets per approved location per calendar year.
- (2) Spouses: the spouse of a person eligible under paragraph (1) will be allowed:
 - (a) Reduced fare transportation at 50 percent of the applicable fare;
 - (b) Not more than one trip per calendar year for each spouse via each carrier;
 - (c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.
- (3) Eligibility
 - (a) Reduced fare transportation will be granted provided that the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the issuance of the transportation.
 - (b) The reduced fare transportation will be granted whether or not there is a standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a standard IATA Sales Agency Agreement exists between the Carrier issuing the ticket and the agent.
- (4) Application for Transportation: in order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the passenger sales agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.
- (C) Passenger Sales Agents Located in the United States
 - (1) Application: owners, officers, directors and employees of an authorized passenger sales agency of the carriers will be allowed transportation over the lines of such carriers on the following basis:

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- (a) Reduced fare transportation at 25 percent of the applicable fare; normal free baggage allowance and excess baggage charges will apply.
 - (b) Not more than two trips per calendar year for each qualified person at each approved location will be permitted provided that no carrier will honor more than two such reduced fare tickets per approved location per calendar year; provided further that the carrier may pool among the qualified personnel of the agent the total number of tickets which the carrier is entitled to grant within the United States;
 - (c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel shall be completed within three months from the date of issuance of ticket;
 - (d) Owners, officers, directors or employees of the passenger sales agency may pool the total number of tickets which carrier(s) will grant pursuant to subparagraphs (a) and (b) above, within the United States.
- (2) Spouses: the spouse of a person eligible under paragraph (1) above will be allowed:
 - (a) Reduced fare transportation at 50 percent of the applicable fare;
 - (b) Not more than one trip per calendar year for each spouse via each carrier; and
 - (c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.
- (3) Eligibility
 - (a) Reduced fare transportation will be granted by the carrier(s) as indicated above provided the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation and provided the passenger has been in the service of the agent continuously

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and without interruption for a period of not less than one year immediately prior to the date of application for such reduced fare transportation.

Exception: a person previously eligible for reduced rate transportation in the employ of another approved location or agent, may be granted such transportation after three months service with another approved location or agent provided the new employment is taken up immediately on termination of the old.

- (b) The reduced fare transportation will be granted whether or not there is a standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the agent.

(4) Application for Transportation

- (a) On or before December 1 of each year, passenger sales agents desiring to establish eligibility for the foregoing transportation for the next calendar year shall submit the names of agency personnel eligible or to become eligible during the subsequent calendar year for reduced fare transportation to the secretary, traffic conference 1 of the international air transport association.
- (b) The secretary of traffic conference 1 shall furnish each agent with one educational travel development trip authorization for each permissible trip.
- (c) In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the passenger sales agency, and countersigned by the person(s) who will make the trip(s). such application shall be accompanied by the

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trip authorization as received in (3)(b) above and must be received by the carrier at least 14 days prior to commencement of travel.

(D) Cargo Sales Agents Located Outside The United States And Canada:

(1) Application: sole proprietors, partners, officers, directors and employees of an authorized cargo sales agency of the carrier will be allowed international transportation over the lines of each such carrier on the following basis:

(a) Reduced fare transportation at 25 percent of the applicable fare. Not more than 2 tickets per calendar year for each agent registered for a specific country; provided that a maximum of 40 additional tickets may be issued per calendar year for each registered agent for a specific country as follows: two tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average for the specific country in which the agent is registered.

Exception: reduced fare transportation at 25 percent on a confirmed basis may be granted on the applicable air fare for the class of service used (unless precluded by the fare rule). Discounts shall not apply to special IATA inclusive tour basing fares, or to a discounted air/sea fare. Where the charge for transportation consists of a fare and a "weekend", "stopover" or "peak" surcharge, discount shall not apply to any other charge, such as an excess baggage charge or sleeper surcharge.

(b) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within 3 months from date of

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issuance.

- (c) Sole proprietors, partners, officers, directors and employees of the cargo sales agency may pool the total number of tickets which carrier will grant pursuant to subparagraph (a) and (b) above within each country.
- (d) A qualified joint passenger and cargo agent may be granted both applicable discounts up to a maximum of four tickets per approved location per calendar year.

(2) Eligibility:

- (a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved list of agents - continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by IATA and/or carrier appointed cargo agent making the application.
- (b) Reduced fare transportation may also be granted to the spouse of such eligible agent traveling provided that:
 - (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the cases of one-way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).
 - (ii) The discount granted is no greater than 50 percent of the applicable fare, and in no event shall such spouse receive more than one ticket per year.
- (c) The reduced fare transportation will be

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granted whether or not there is a standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a standard IATA Cargo Agency Agreement exists between the carrier issuing the ticket and the agent.

- (3) Application for Transportation: in order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the cargo sales agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation, and dates of travel. Where the agent is IATA approved the standard IATA application form shall be used.

(E) Cargo Sales Agents Located in the United States or Canada:

- (1) Application: sole proprietors, partners, officers, directors and sales/traffic management employees of an authorized cargo sales agency of the carriers will be allowed international reduced fare transportation at 25 percent of the applicable fare over the lines of such carriers on the following basis:

- (a) Not more than two trips per calendar year for each registered agent; provided that a maximum of 40 additional tickets may be issued per calendar year for each registered agent as follows: 6 tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average.
- (b) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within three months from date of issuance;
- (c) Sole proprietors, partners, officers, directors and sales/traffic management employees of the cargo sales agency may pool the total number of tickets which carrier(s)

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will grant pursuant to subparagraphs (a) and (b) above, within each country.

(2) Eligibility

- (a) Reduced-fare transportation will be granted provided that the agent has been on the IATA approved list of agents; continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than 3 months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or carrier appointed cargo agent making the application.
- (b) Reduced fare transportation may also be granted to the spouse of such eligible agent traveling provided that:
 - (i) The spouse travels together with the eligible person from the point of origin, to the point of destination (in the case of one-way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).
 - (ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.
 - (iii) The transportation shall not be charged against the agency's annual allotment noted under (1)(c) above.
- (c) The reduced fare transportation will be granted whether or not there is a standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a standard IATA Cargo Agency Agreement exists between the carrier issuing the ticket and the agent.

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(3) Application for Transportation:

- (A) The secretary of traffic conference 1 shall furnish each cargo sales agent with two educational and market development trip authorizations for each approved location.
- (b) In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the cargo sales agency. Such application, together with an educational and market development trip authorization, must be received by the carrier at least 14 days prior to commencement of travel.

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Rule 210 Free and Reduced Fare Transportation for Tour Conductors

(A) General

Subject to the provisions and conditions of this rule, an individual (hereinafter called "Tour Conductor") will be carried by the participating air carriers at the appropriate fare reduction from the applicable adult air fare effective between the points and via the routing to be used by the Tour Conductor.

(B) Definitions: as used herein

- (1) The term "Initial Carrier" means the carrier performing the initial transportation under the tour itinerary or the carrier selling and issuing the transportation on behalf of the carrier(s) participating in the tour itinerary. The initial carrier shall determine whether the group traveling hereunder qualifies in accordance with this rule and whether tour conductor's transportation at free or reduced fares may be issued in accordance herewith.
- (2) The term "Travel Agent" means an agent duly appointed by the carrier to sell air passenger transportation over its lines.
- (3) The term "Travel Organizer" means a person who, with the approval and consent of the carrier, organizes and arranges an advertised group tour for a group of passengers.
- (4) The term "Advertised Group Tour" means a tour involving a round or circle trip, in whole or in part on the lines of one or more carriers which is advertised and described, including descriptive copy covering hotel accommodations and other facilities and attractions available at stopover point included in the tour in literature circulated for the purpose of promoting the sale of the tour. The cost of the advertised group tour must be paid in full, prior to commencement of travel. However, special groups such as

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amateur or professional groups whose principal purpose of travel is to appear in specific engagements before the public do not qualify for the "advertised group tour" as defined herein.

- (5) The term "Tour Conductor" means an individual who is in charge of or guides the advertised group tour in person, and accompanies a group of passengers traveling together on an advertised group tour over all or a portion of their itinerary for the purpose of supervising the travel arrangements of and guiding the group.
- (6) The term "Passenger" means a passenger paying the adult fare or the equivalent of one adult fare, such as two half fares.
- (7) The term "Free or Reduced Fare Transportation" means transportation issued to a tour conductor free or at the reduced fare according to this rule.
- (8) The term "Round Trip" and "Circle Trip" shall include transportation partly by air and partly by surface means.

(C) Number of Booked Passengers Required for Tour Conductor Transportation

Where the group of passengers on the advertised tour, whose passage has been booked and fully paid for consists of:

- (1) Fifteen (15) or more passengers, one free passage for a tour conductor will be issued for each 15 passengers in the group.
- (2) Not less than 10 nor more than 14 passengers, a reduction of 50 percent of the fare will be granted for the tour conductor.

(D) Application for And Issuance of Transportation

- (1) Transportation will not be issued to tour conductor unless application is made in writing by the travel agent or the travel organizer to the initial carrier accompanied by the sample or facsimile of all matter advertising the tour, such written application shall designate the name of the tour conductor. Written application must be directed to the office of the initial carrier which will arrange the transportation and must

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also include a description of the purpose itinerary of the group with all pertinent information describing the group if not fully set forth in the advertising matter submitted.

- (2) The passengers included in the tour must travel as an organized touring group, and for that purpose the initial carrier must approve the itinerary of the various passengers forming the group and coordinate their transportation under the advertised group tour. All members of the group shall with respect to the air portion of the tour, commence transportation on the same airplane and shall,
- (a) if round trip passengers, travel together to the point of turnaround.
 - (b) if circle trip passengers, travel together to the first point of stopover.

provided that where lack of seating accommodation or where other operating conditions prevent passengers from commencing transportation on the flight scheduled; the carrier will transport some members of the group on the next preceding or succeeding flight on which space is available or on such flight of another carrier.

Exception: where the passengers are transported over the lines of one or more carriers from more than one departure point within a country to an assembly point for the purpose of an advertised group tour, the passengers will be considered to be traveling together and the tour conductor will be accorded free or reduced fare transportation between his departure point and the assembly point, subject to the following conditions.

- (1) the tour conductor and all passengers travel together from the assembly point to the point of turnaround, if a round trip, or to the first point of stopover if a circle trip;

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- (2) all such passengers and the tour conductor travel between the departure points and the assembly point within a period of seven days prior to the scheduled departure of the entire group from the assembly point;
- (3) at least one passenger of the group travels from the same departure point as the tour conductor to the assembly point on the services of the carrier transporting the tour conductor.
- (4) where the total number of passengers traveling between one or more departure points and the assembly point is 10 or more, but less than 15, the tour conductor will receive a reduction of 50 percent of the applicable fare, and where the total number of passengers traveling between one or more departure points and the assembly point is 15 or more, one free transportation passage for a tour conductor will be issued for each 15 passengers; provided that:
 - (a) if the tour conductor travels from a departure point to the assembly point on the services of the carrier transporting the group from the assembly point onwards, the qualifying number of passengers referred to above may travel from the departure points to the assembly point on the services of any carrier, subject to the provision of

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(C) above.

- (b) if the tour conductor travels from a departure point to the assembly point on the services of a carrier who does not transport the group from the assembly point onwards, the qualifying number of passengers referred to above shall all travel from the departure points to the assembly point on the services of such carrier, subject to the provision of (c) above.

- (3) Upon determination that the application meets the requirements of this rule, the initial carrier will advise the agent or organizer that the tour conductor's transportation - either free or at the reduced fare, as the case may be - will be issued by each carrier in the itinerary, and the initial carrier will notify each carrier which has indicated that it will participate. In cases where two or more carriers may have arrangements between them for the issuance of tour conductors' transportation, the initial carrier will issue such transportation on all such carriers.

- (4) In obtaining approval to accept free or reduced fare transportation of a tour conductor as provided herein, written authorization must be given by one of the authorized officials of the carrier(s) furnishing the transportation.

(E) Baggage, Meals and Transfers:

Free baggage allowance for a tour conductor will be the same as if he were traveling at the normal adult fare. the reduction for a tour conductor is applicable only to air transportation and will include meals, hotel accommodations, and ground transfers only where included in the normal air fare. In no case will the reduction apply to any other charges of services such as charges for excess baggage.

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Rule 300 Hong Kong SAR/Macau SAR Senior Discount (from HKG to Canada)

(A) Application:

(1) Application:

For travel purely on Cathay Pacific, from Hong Kong SAR to Vancouver and Toronto served by Cathay Pacific operated flight only:

(2) Fares

(a) Senior Citizen -

20 percent discount on applicable business class, premium economy class and economy class fare.

Companion -

10 percent discount on applicable business class, premium economy class and economy class fares.

for senior citizen paying business class fare, companion (adult) ticket can be either one ticket on business class fare or three tickets on Premium Economy Fares. economy class fares.

For Senior Citizen paying Economy class fare, companion (adult) ticket can be three tickets on Economy fares.

All companion must be travelled together with the senior citizen on the same flight either outbound or inbound and all tickets must be issued at the same time.

Note: discount is not applicable to group, hotel package, joint fares and fanfares.

(b) Fares only apply if purchased before departure.

(3) Passenger Expenses: not permitted

(4) Type of Trip: any types of trip permitted by the base fare.

(B) Eligibility

(1) Eligibility: for Hong Kong/Macau residents who have reached the age of 65.

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

(2) Documentation:

the senior passengers are required to provide proof of identity and age at time of ticketing/ check-in by means of:

- (a) Hong Kong identity card or
- (b) Senior Citizen Card issued by Hong Kong Social Welfare Department, or
- (c) Passport issued by Hong Kong special administrative region of the people's republic of china, or
- (d) Macau identity card (Macau BI card) or
- (e) Passport issued by Macau special administrative region of the people's republic of china.

(C) Day/Time

Day/Time conditions of base fare apply, if any

(D) Seasonality

Outbound travel valid between 19DEC19 and 31MAR20.

(E) Flight Application

Flight Application of base fare apply (if any) and valid on CX operating flight only.

(F) Reservations and Ticketing

(1) Reservation and Ticketing conditions of base fare apply, if any.

(2) In addition, tickets must be issued in Hong Kong: between 19DEC19-19DEC19.

(3) Fare Basis: '/CD20' or '/CP10' must be entered after applicable fare basis code.

example: senior citizen - BEE2M/CD20

companion - BEE2M/CP10

(4) Reservation: senior message must be input in the PNR under OSI.

example: senior citizen - OSI: CX senior discounts age 65/valid on CX/KA operating flight only.

companion - OSI: CX companion must travel with senior citizen on CX/KA operating flight only.

(G) Minimum Stay

Minimum Stay requirement of base fare apply, if any

(H) Maximum Stay

Maximum Stay requirement of the base fare apply, if any

(I) Stopovers

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Stopover conditions of base fare apply, if any

(J) Transfers

Transfer limitation of base apply, if any

(K) Constructions and Combinations

Constructions and/or Combination of base fare apply, if any

(L) Blackout Dates

Blackout Dates restrictions of base fare are also apply, if any

(M) Surcharges

Surcharges conditions of base fare apply, if any

(N) Accompanied Travel

Accompanied Travel conditions of base fare apply, if any

(O) Travel Restrictions

Travel Restrictions of base fare apply, if any

(P) Sales Restrictions

(1) Advertising and sales restriction of base fare apply, if any

(2) In addition, sales must be made in Hong Kong from 19DEC19-19DEC19.

(Q) Penalties

Penalties on cancellation, no-show, upgrading (for rebooking and rerouting) of base fare apply, if any.

(R) Higher Intermediate Point and Mileage Exceptions

Higher Intermediate Point and Mileage Exceptions
Conditions of base fare apply, if any

(S) Ticket Endorsements

(1) Requirement on ticket endorsements of base fare apply, if any.

(2) In addition, senior discounts/valid on CX/KA operating flight only.

(T) Children and Infant Discounts

Children and Infant Discount: not applicable

(U) Tour Conductor Discounts

Not permitted

(V) Agent Discounts

Not permitted

(W) Other Discounts/Secondary Fare Applications

No Other Discount/Secondary Fare Applications shall be permitted in addition to senior discount.

(X) Groups

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Not permitted

(Y) Tours

Not permitted

(Z) Deposits

Not permitted

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Rule 350 Hong Kong SAR/Macau SAR Senior Discount (from HKG to USA)

(A) Application:

(1) Application:

FOR travel purely on Cathay Pacific, from Hong Kong SAR to Chicago, Los Angeles, San Francisco, New York, Boston, Seattle served by Cathay Pacific operated flight only.

(2) Fares

(a) Senior Citizen -

25 percent discount on applicable business class, premium economy class and economy class fare.

Companion -

10 percent discount on applicable business class, premium economy class and economy class fare. For senior citizen paying business class fare, companion (adult) ticket can be either one ticket on business class fare or three tickets on premium economy fares. for senior citizen paying premium economy class fare, companion (adult) ticket can be three tickets on premium economy fares/economy class fares. For senior citizen paying economy class fare, companion (adult) ticket can be three tickets on economy fares. all companion must be travelled together with senior citizen on the same flight either outbound or inbound and all tickets must be issued at the same time. Note: discount is not applicable to group, hotel package, joint fares and fanfares.

(b) Fares only apply if purchased before departure

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

(3) Passenger Expenses: not permitted

(4) Type of Trip: any types of trip permitted by the base fare.

(B) Eligibility

(1) Eligibility

For Hong Kong/Macau residents who have reached the age of 65.

(2) Documentation

The senior passengers are required to provide proof of identity and age at time of ticketing/check-in by means of

(a) Hong Kong identity card or

(b) senior citizen card issued by HONG KONG Social Welfare Department or

(c) Passport issued by Hong Kong special administrative region of the People's Republic of China, or

(d) Macau identity card (Macau BI card), or

(e) Passport issued by Macau special administrative region of the People's Republic of China.

(C) Day/Time

Day/Time conditions of base fare apply, if any.

(D) Seasonality

Outbound travel valid between 01NOV18 - 31MAR19.

(E) Flight Application

Flight Application of base fare apply (if any) and valid on CX operating flight only.

(F) Reservations and Ticketing

(1) Reservation and Ticketing conditions of base fare apply, if any.

(2) In addition, tickets must be issued in Hong Kong between 10OCT18 - 30NOV18.

(3) Fares Basis:

'/CD25' or '/CP10' must be entered after applicable fare basis code.

example: senior citizen - BEE2M/CD25

companion - BEE2M/CP10

(4) Reservation: senior message must be input in the PNR under OSI.

example: senior citizen - OSI: CX senior discounts age 65/valid on CX/KA operating

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

flight only.

companion - OSI: CX companion must travel with senior citizen on the same flight either outbound or inbound/valid on CX/KA operating flight only.

- (G) Minimum Stay
Minimum Stay requirement of base fare apply, if any
- (H) Maximum Stay
Maximum Stay requirement of base fare apply, if any.
- (I) Stopovers
Stopover conditions of base fare apply, if any.
- (J) Transfers
Transfer limitation of base fare apply, if any.
- (K) Constructions and Combinations
Constructions and/or Combination of base fare apply, if any.
- (L) Blackout Dates
Outbound Travel: 20DEC18 - 26DEC18 and 02FEB19 - 07FEB19
Blackout Dates restrictions of base fare are also apply, if any.
- (M) Surcharges
Surcharges conditions of base fare apply, if any
- (N) Accompanied Travel
Accompanied Travel conditions of base fare apply, if any.
- (O) Travel Restrictions
Travel Restrictions of base fare apply, if any
- (P) Sales Restrictions
 - (1) Advertising and sales restrictions of base fare apply, if any
 - (2) In addition, sales must be made in Hong Kong from 10OCT18 to 30NOV18
- (Q) Penalties
Penalties on cancellation, no-show, upgrading (for rebooking and rerouting) of base fare apply, if any.
- (R) Higher Intermediate Point and Mileage Exceptions
Higher Intermediate Point and Mileage Exceptions
Conditions of base fare apply, if any
- (S) Ticket Endorsements
 - (1) Requirement on ticket endorsements of base fare apply, if any.
 - (2) In addition, for senior citizen

Tariff: CX1 - CTA No. 322 DOT No. 528

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Senior discounts/valid on CX/KA operating
flight only

(T) Children and Infant Discount

Children and Infant Discount: not applicable

(U) Tour Conductor Discounts

Not permitted.

(V) Agent Discounts

Not permitted.

(W) Other Discounts/Secondary Fare Applications

No Other Discount/Secondary Fare Applications shall be
permitted in addition to senior discount.

(X) Eligibility. Minimum group

Groups

Not permitted.

(Y) Tours

Not permitted.

(Z) Deposits

Not applicable.

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Rule 400 Cathay Pacific Vantage Pass Fare for USA

(A) Application:

(1) Application:

For travel purely on Cathay Pacific Airways commencing in Hong Kong SAR to the following destination served by Cathay Pacific Airways except codeshare services provided by interline carriers and joint venture.

Exceptional: For Hong Kong to Auckland and Auckland to Hong Kong served by Cathay Pacific Airways and Cathay Pacific Airways codeshare service provided by Air New Zealand.

Short

Destination 1

Zhengzhou	(CGO)	Fuzhou	(FOC)
Hangzhou	(HGH)	Nanjing	(NKG)
Wuhan	(WUH)	Xian	(SIA)
Xiamen	(XMN)	Kaohsiung	(KHH)
Taipei	(TPE)	Bangkok	(BKK)
Kuala Lumpur	(KUL)	Penang	(PEN)
Manila	(MNL)	Cebu	(CEB)
Ho Chi Minh	(SGN)	Hanoi	(HAN)
Phnom-Penh	(PNH)	Wenzhou	(WNZ)

Destination 2

Qingdao	(TAO)	Shanghai	(PVG)
Singapore	(SIN)	Dhaka	(DAC)
Kathmandu	(KTM)	Bengaluru	(BLR)
Mumbai	(BOM)	Delhi	(DEL)
Fukuoka	(FUK)	Nagoya	(NGO)
Osaka	(OSA)	Sapporo	(SPK)
Tokyo	(NRT)	Seoul	(SEL)

Medium

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Dubai	(DXB)	Tel Aviv	(TLV)
Sydney	(SYD)	Melbourne	(MEL)
Brisbane	(BNE)	Perth	(PER)

Long

Auckland	(AKL)		
London	(LHR)	Manchester	(MAN)
Amsterdam	(AMS)	Madrid	(MAD)
Milan	(MIL)	Paris	(PAR)
Vancouver	(YVR)	Los Angeles	(LAX)
San Francisco	(SFO)		

Ultra-Long

Boston	(BOS)	New York	(JFK)
Toronto	(YTO)	Johannesburg	(JNB)

Each Business Pass Consists Of:

2 roundtrip tickets from Short to Ultra-Long

Each Premium Economy Pass Consists Of:

2 roundtrip tickets from Medium to Ultra-Long

Each pass must be for the same passenger.

Each round trip must originate and terminate in HKG only.

Same City/Destination cannot be more than once.

Mix-Zone is permitted.

Fare cannot be used for 'extra seat' and 'CBBG'.

- (2) Passenger is required to purchase 2 roundtrip journeys in same/different zones and issued in one ticket.

Fares for Business Pass:

1 ultra-long and 1 short destination 1 - HKD 44800

1 ultra-long and 1 short destination 2 - HKD 48300

1 ultra-long and 1 medium - HKD 62500

1 ultra-long and 1 long - HKD 68000

1 ultra-long and 1 ultra-long - HKD 80000

1 long and 1 short destination 1 - HKD 32800

1 long and 1 short destination 2 - HKD 36300

1 long and 1 medium - HKD 50500

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

1 long and 1 long - HKD 56000

Fares for Premium Economy Pass:

1 ultra-long and 1 medium - HKD 24900

1 ultra-long and 1 long - HKD 27500

1 ultra-long and 1 ultra-long – HKD320000

1 long and 1 medium - HKD 23000

1 long and 1 long - HKD 56000

Note 1: fares only apply if purchased before
departure.

(3) Passengers Expenses: not permitted

(B) Eligibility

No requirement.

(C) Day/Time

No restrictions

(D) Seasonality

No restrictions

(E) Flight Application

Valid on CX operating flight only, except Auckland valid on CX
Operating flight or flight marketed by CX and operated by NZ.

HKGSIN NOT valid on CX759 and SINHKG NOT valid on CX716.

HKGNRT NOT valid on CX520 and NRTHKG NOT valid on CX505.

HKGICN NOT valid on CX410 and ICNHKG NOT valid on CX419.

HKGSYD NOT valid on CX101 and SYDHKG NOT valid on CX100.

HKGLHR NOT valid on CX251/255 and LHRHKG NOT valid on CX252/254.

HKGJFK NOT valid on CX830 and JFKHKG NOT valid on CX845.

(F) Reservation and Ticketing

Reservation: (1) Valid on flight/date shown, all
sectors must be confirmed before
ticket issue.

(2) Booking Code: I - business class,
E - premium economy

(3) All booking must be reserved under
the same record locator for the
same person.

Ticketing: electronic ticketing by CX ticket stock
only.

Fare Basis: business class (IW99WXAR), premium economy
(EW99WXAR)

Note: all reservations requests/relevant messages and

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

records must identify the reservations

(G) Minimum Stay

3 days

(H) Maximum Stay

30 days: between Hong Kong and South West Pacific,
North America, Europe, Middle East, Africa,
South Asian Sub-Continent.

7 days: destinations not specified above

(I) Stopovers

Not permitted

(J) Transfers

Not permitted

(K) Constructions and Combinations

Open jaw permitted at half round trip basis on each
round trip ticket providing cities:

(1) Within/between Australia & New Zealand

(2) Within/between Canada and USA

(3) Within/between UK and Europe

(4) Within/between Singapore and Malaysia

(5) Within/between KHH & TPE

(6) Other not mentioned above must be within the same
country.

(L) Blackout Dates

No requirement

(M) Surcharges

Does not apply.

(N) Accompanied Travel

No requirement

(O) Travel Restrictions

all EX-HKG sectors not valid after 30SEP23.

(P) Sales Restrictions

Sales must be made in Hong Kong between
06Feb23-28Feb23.

(Q) Penalties

(1) Refund for Cancellation and No-Show

(a) before commencement of the first outbound
journey of each pass cancellation fee 50 percent on
totally unused pass.

(b) after commencement
no refund for partially used pass.

(2) Re-Booking/Rerouting

(a) Re-Booking

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

(i) subject to rebooking fee HKD 2000 or equivalent per transaction.

(ii) ticket must be reissued.

(iii) in event of no show, permitted at rebooking fee HKD 2000 plus no show fee HKD2000.

(b) Re-Routing

(i) subject to rerouting fee HKD 2000 or equivalent per transaction.

(ii) rerouting is permitted only when the new itinerary for each roundtrip is in the same or lower zone and the total fare of new pass must be equal or lower than the original one.

Note 1: ticket reissuance must be made on/before the ticketed flight/date.

Note 2: rebooking and rerouting can be made at the same transaction, only rerouting fee will be applied.

Note 3: at any time, any residual value as a result of rerouting or changing in class of travel is "nonrefundable".

Note 4: change from premium economy to business fare/pass is not permitted after ticket issuance.

(R) Higher Intermediate Point and Mileage Exceptions

This fare is not to be used for comparison purposes in fare construction.

(S) Ticket Endorsements

valid on flight/date shown, non-endorsable, non-refundable, valid on CX operating flight only, not valid on all codeshare flights except for AKL valid on CX flight operated by CX/NZ, rerouting and rebooking fee HKD 2000/equivalent applied before ticketed flight/date, additional HKD 2000/equivalent if no show, all EX-HKG sector not valid after 30SEP23.

additional for bundle ticket involves

(1) HKGSIN NOT valid on CX759 and SINHKG NOT valid on CX716.

(2) HKGNRT NOT valid on CX520 and NRTHKG NOT valid on CX505.

(3) HKGICN NOT valid on CX410 and ICNHKG NOT valid on CX419.

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(4) HKGSYD NOT valid on CX101 and SYDHKG NOT valid on CX100.

(5) HKGLHR NOT valid on CX251/255 and LHRHKG NOT valid on CX252/254.

(6) HKGJFK NOT valid on CX830 and JFKHKG NOT valid on CX845.

Note: the applicable validity must be shown in the endorsement box.

- (T) Children and Infants Discounts
Not permitted
- (U) Tour Conductor Discounts
Not permitted
- (V) Agents Discounts
Not permitted
- (W) Other Discounts/Secondary Fare Application
Not permitted
- (X) Groups
Not permitted
- (Y) Tours
Not permitted
- (Z) Deposits
No requirement

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Rule 450 Cathay Pacific Vantage Pass Fare for Canada

(A) Application:

(1) Application:

For travel purely on Cathay Pacific Airways commencing in Hong Kong SAR to the following destination served by Cathay Pacific Airways and Cathay Dragon except codeshare services provided by interline carriers and joint venture.

Short

Destination 1

Zhengzhou	(CGO)	Fuzhou	(FOC)
Hangzhou	(HGH)	Nanjing	(NKG)
Wuhan	(WUH)	Xian	(SIA)
Xiamen	(XMN)	Kaohsiung	(KHH)
Taipei	(TPE)	Bangkok	(BKK)
Kuala Lumpur	(KUL)	Penang	(PEN)
Manila	(MNL)	Cebu	(CEB)
Ho Chi Minh	(SGN)	Hanoi	(HAN)
Phnom-Penh	(PNH)	Wenzhou	(WNZ)

Destination 2

Qingdao	(TAO)	Shanghai	(PVG)
Singapore	(SIN)	Dhaka	(DAC)
Kathmandu	(KTM)	Bengaluru	(BLR)
Mumbai	(BOM)	Delhi	(DEL)
Fukuoka	(FUK)	Nagoya	(NGO)
Osaka	(OSA)	Sapporo	(SPK)
Tokyo	(NRT)	Seoul	(SEL)

Medium

Dubai	(DXB)	Tel Aviv	(TLV)
Sydney	(SYD)	Melbourne	(MEL)
Brisbane	(BNE)	Perth	(PER)

Long

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Auckland	(AKL)		
London	(LHR)	Manchester	(MAN)
Amsterdam	(AMS)	Madrid	(MAD)
Milan	(MIL)	Paris	(PAR)
Vancouver	(YVR)	Los Angeles	(LAX)
San Francisco	(SFO)		

Ultra-Long			
Boston	(BOS)	New York	(JFK)
Toronto	(YTO)	Johannesburg	(JNB)

Each Business Pass Consists Of:

2 roundtrip tickets from Short to Ultra-Long

Each Premium Economy Pass Consists Of:

2 roundtrip tickets from Medium to Ultra-Long

Each pass must be for the same passenger.

Each round trip must originate and terminate in HKG only.

Same city/destination cannot be more than once.

Mix-Zone is permitted.

Fare cannot be used for 'extra seat' and 'CBBG'.

- (2) Passenger is required to purchase 2 roundtrip journeys in same/different zones and issued in one ticket.

Fares for Business Pass:

1 ultra-long and 1 short destination 1 - HKD 44800

1 ultra-long and 1 short destination 2 - HKD 48300

1 ultra-long and 1 medium - HKD 62500

1 ultra-long and 1 long - HKD 68000

1 ultra-long and 1 ultra-long - HKD 80000

1 long and 1 short destination 1 - HKD 32800

1 long and 1 short destination 2 - HKD 36300

1 long and 1 medium - HKD 50500

1 long and 1 long - HKD 56000

Fares for Premium Economy Pass:

1 ultra-long and 1 medium - HKD 24900

1 ultra-long and 1 long - HKD 27500

1 ultra-long and 1 ultra-long – HKD320000

1 long and 1 medium - HKD 23000

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

1 long and 1 long - HKD 56000

Note 1: fares only apply if purchased before departure.

(3) Passengers Expenses: not permitted

(B) Eligibility

No requirement.

(C) Day/Time

No restrictions

(D) Seasonality

No restrictions

(E) Flight Application

Valid on CX operating flight only, except Auckland valid on CX

Operating flight or flight marketed by CX and operated by NZ.

HKGSIN NOT valid on CX759 and SINHKG NOT valid on CX716.

HKGNRT NOT valid on CX520 and NRTHKG NOT valid on CX505.

HKGICN NOT valid on CX410 and ICNHKG NOT valid on CX419.

HKGSYD NOT valid on CX101 and SYDHKG NOT valid on CX100.

HKGLHR NOT valid on CX251/255 and LHRHKG NOT valid on CX252/254.

HKGJFK NOT valid on CX830 and JFKHKG NOT valid on CX845.

(F) Reservation and Ticketing

Reservation: (1) Valid on flight/date shown, all
sectors must be confirmed before
ticket issue.

(2) Booking Code: I - business class,
E - premium economy

(3) All booking must be reserved under
the same record locator for the same
person.

Ticketing: electronic ticketing by CX ticket stock
only.

Fare Basis: business class (IW99WXAR), premium economy
(EW99WXAR)

Note: all reservations requests/relevant messages and
records must identify the reservations

(G) Minimum Stay

3 days

(H) Maximum Stay

30 days: between Hong Kong and South West Pacific,
North America, Europe, Middle East, Africa,
South Asian Sub-Continent.

7 days: destinations not specified above

(I) Stopovers

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Not permitted

(J) Transfers

Not permitted

(K) Constructions and Combinations

Open jaw permitted at half round trip basis on each round trip ticket providing cities:

- (1) Within/between Australia & New Zealand
- (2) Within/between Canada and USA
- (3) Within/between UK and Europe
- (4) Within/between Singapore and Malaysia
- (5) Within/between KHH, RMQ & TPE
- (6) Other not mentioned above must be within the same country.

(L) Blackout Dates

No requirement

(M) Surcharges

Does not apply.

(N) Accompanied Travel

No requirement

(O) Travel Restrictions

all EX-HKG sectors not valid after 30SEP23.

(P) Sales Restrictions

Sales must be made in Hong Kong between 06Feb23-28Feb23.

(Q) Penalties

(1) Refund for Cancellation and No-Show

- (a) before commencement of the first outbound journey of each pass cancellation fee 50 percent on totally unused pass.

- (b) after commencement
no refund for partially used pass.

(2) Re-Booking/Rerouting

(A) Re-Booking

- (i) Subject to rebooking fee HKD 2000 or equivalent per transaction.
- (ii) Ticket must be reissued.
- (iii) In event of no show, permitted at rebooking fee HKD 2000 plus no show fee HKD2000.

(b) Re-Routing

- (i) Subject to rerouting fee HKD 2000 or equivalent per transaction.
- (ii) Rerouting is permitted only when the new itinerary for each roundtrip is in the

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

same or lower zone and the fare of new pass must be equal or lower than the previous one.

Note 1: Ticket reissuance must be made on/before the ticketed flight/date.

Note 2: Rebooking and rerouting can be made at the same transaction, only rerouting fee will be applied.

Note 3: At any time, any residual value as a result of rerouting or changing in class of travel is "nonrefundable".

Note 4: Change from premium economy to business fare/pass is not permitted after ticket issuance.

(R) Higher Intermediate Point And Mileage Exceptions

This fare is not to be used for comparison purposes in fare construction.

(S) Ticket Endorsements

valid on flight/date shown, non-endorsable, non-refundable, valid on CX operating flight only, not valid on all codeshare flights except for AKL valid on CX flight operated by CX/NZ, rerouting and rebooking fee HKD 2000/equivalent applied before ticketed flight/date, additional HKD 2000/equivalent if no show, all EX-HKG sector not valid after 30SEP23. additional for bundle ticket involves

(1) HKGSIN NOT valid on CX759 and SINHKG NOT valid on CX716.

(2) HKGNRT NOT valid on CX520 and NRTHKG NOT valid on CX505.

(3) HKGICN NOT valid on CX410 and ICNHKG NOT valid on CX419.

(4) HKGSYD NOT valid on CX101 and SYDHKG NOT valid on CX100.

(5) HKGLHR NOT valid on CX251/255 and LHRHKG NOT valid on CX252/254.

(6) HKGJFK NOT valid on CX830 and JFKHKG NOT valid on CX845.

Note: The applicable validity must be shown in the endorsement box.

(T) Children and Infants Discounts

Not permitted

(U) Tour Conductor Discounts

Not permitted

(V) Agents Discounts

Not permitted

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

(W) Other Discounts/Secondary Fare Application

Not permitted

(X) Groups

Not permitted

(Y) Tours

Not permitted

(Z) Deposits

No requirement

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Rule 500 Passengers on Stretchers

A passenger travelling on a stretcher normally will be accepted for carriage by CX subject to prior arrangements being made and the availability of space and the appropriate equipment.

(1) Charge

For Passenger on Stretcher:

Eight times of CX's applicable adult normal economy one-way fares (subject to seasonality, date of week if any)

For Attendant:

The applicable adult fare.

(2) Baggage Allowance

The total free baggage allowance will be that applicable to the number of fares paid but each passenger will be allowed to carry only a single entitlement of hand baggage.

(3) Ticketing

1. In the "fare calculation" column, enter the total amount to be charged
2. In the "endorsements" box, enter "stretcher case".
3. In the "fare" and "total" boxes, enter the total fare.

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Rule 550 Passengers Occupying Two Seats

Carrier will, upon request and advance arrangement permit the exclusive use of two seats by a passenger, subject to payment of two applicable fares. For the points between which the two seats will be used. The free baggage allowance for such passenger will be twice the normal allowance.

The applicable fare for the additional seat is the fare that would have been charged to a passenger occupying such seat for that journey at the time of booking the additional seat. Inclusive tour, child or other rebated fares (such as Spouse, agent or ship's crew) may not be used.

Tariff: CX1 - CTA No. 322 DOT No. 528

Carrier: Cathay Pacific Airways – CX

Rule 600 Attendant Accompanying Air Cargo Shipments

Subject to advance arrangements, carrier will transport attendants and their personal baggage in all cargo aircraft or in the cargo compartment of a mixed cargo-passenger aircraft for the purpose of accompanying consignments when necessary for the protection of the consignment, other cargo, the aircraft or its crew. The fares and rules governing the transportation of such attendant are in all other respect the same as those for any other passenger except as noted below.

- (A) The Fare for Such Attendant's Transportation Will Be As Follows:
 - (1) For one-way transportation, 95 percent of the all-year economy class one-way fare applicable between the points between which the attendant is transported to accompany the consignment.
 - (2) For round trip transportation, 95 percent of the all-year economy class round trip fare applicable between the points between which the attendant is transported to accompany the consignment.
- (B) The free baggage allowance will be 44 lbs. (20 kg) and normal excess weight charges will apply.
- (C) Carrier will appoint one of its employees to act as an attendant, if such an employee is available, if so requested by the shipper prior to acceptance of the consignment subject to the following charge:
 - A charge of \$250.00 will be assessed in addition to the fares specified in paragraph (1) above for each direction for which the employee acting as an attendant accompanies the cargo shipment.

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Rule 700 Booking and Ticketing Service Fee (Applicable to US Only)

A service fee for rebooking and reissue will be apply to the service request on or after 01FEB07 when CX reservation, ticketing and airport offices in us are contacted to make voluntary changes on bookings or tickets.

The applicable is as follows:

- (1) USD 39 per person per transaction for voluntary changes on bookings/tickets made through CX reservation, ticketing and airport offices.
- (2) Applies to non-CX or non-KA ticket stock regardless of issue place.
- (3) Applies to any types of fares regardless the class of travel except non-fare paid ticket.
- (4) Applies to all categories of passenger except id/ad.
- (5) Collects on top of any applicable surcharge/penalty within the fare condition.
- (6) MCO may be issued for the collection with OC code.
- (7) Non-Refundable.
- (8) This service fee is not interlineable.

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Rule 750 Booking and Ticketing Service Fee (Applicable to Canada only)

A service fee for rebooking and reissue will be applied to The service request on or after 01FEB07 when CX reservation, ticketing and airport offices in US/Canada are contacted to make voluntary changes on bookings or tickets.

The application is as follows:

- (1) USD 39/CAD 45 per person per transaction for voluntary changes on bookings/tickets made through CX reservation, ticketing and airport offices.
- (2) Applies to non-CX or non-KA ticket stock regardless of issue place.
- (3) Applies to any types of fares regardless of the class of travel except non-fare paid ticket.
- (4) Applies to all categories of passenger except id/ad.
- (5) Collects on top of any applicable surcharge/penalty within the fare condition.
- (6) MCO may be issued for the collection with OC code.
- (7) Non-Refundable.
- (8) this service fee is not interlineable.

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Carrier: Cathay Pacific Airways – CX

Rule 800 Extra Legroom Seat Charge to/from USA Only

The charge will be levied on:

- 1) CX designated economy extra leg-room seats with seat pitch at 50 or more in compare with general economy class seats.
- 2) A system-wide basis irrespective of point of sale.
- 3) A per flight per seat basis on top of the current applicable fare.
- 4) (a) Long-Haul Flights
All CX designated flights as follows:
between HK and South West Pacific, N. America,
Europe, Middle East, Africa, South Asia
Sub Continent -
Economy save fares HKD 1400/USD 180
Economy supersaver fares
Economy group fares
Economy redemption fares
For all other economy fares HKD 1170/USD 150
(b) Short-Haul Flights
between the designations not listed in the above -
Economy save fares HKD 430/USD 55
Economy supersaver fares
Economy group fares
Economy redemption fares
For all other economy fares HKD 390/USD 50
(c) designated economy fare as follows:
Economy save fares - fares with RBD S, N, Q
Economy supersaver fares - fares with RBD O
Economy group fares - fares with RBD G
Economy redemption fares - fares with RBD X
- 5) Leg-Room Seats can only be reserved with confirmed booking after ticket issuance and by immediate payment through reservation, ticketing, airport office or web applicable. Change of extra leg-room seat is allowed for the same destination without charge provided another extra leg-room seat is available on the same flight or to a different

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flight/date.

- 6) If no extra leg-room seat is available on the new flight for the same destination, extra leg-room seat charge will be fully refunded to passenger. In principle, refund of extra leg-room seat charge is only allowed if CX/ka cannot provide an extra leg-room seat when passengers move to a new flight for the same destination. Hence, refund will not be provided to passengers who choose to cancel their flights, or give up the extra leg-room seat, or change to a non-extra leg-room seat on a voluntary basis.
- 7) Refund of difference in extra leg-room seat charge is allowed if passenger holding economy save , supersaver , group or redemption fares upsell to higher economy fares.
- 8) Refund of extra leg-room seat charge is allowed if passenger holding economy save , supersaver , group or redemption fares upsell to higher cabin classes (premium economy, business or first class).
- 9) Change of different destination would need to apply the charge for the new request.
- 10) Marco Polo Club Silver/Gold/Diamond members are exempted from the charges.

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Rule 850 Extra Legroom Seat Charge to/from Canada Only

The charge will be levied on:

- 1) CX designated economy extra leg-room seats with seat pitch at 50 or more in compare with general economy class seats.
- 2) A system-wide basis irrespective of point of sale.
- 3) A per flight per seat basis on top of the current applicable fare.
- 4) (a) Long-Haul Flights
All CX designated flights as follows:
between HK and South West Pacific, N. America,
Europe, Middle East, Africa, South Asia
Sub Continent -
economy save fares HKD 1400/USD 180/CAD 230
economy supersaver fares
economy group fares
economy redemption fares
for all other economy fares HKD 1170/USD 150/CAD 200
(b) Short-Haul Flights between the designations
not listed in the above
economy save fares HKD 430/USD 55/CAD 70
economy supersaver fares
economy group fares
economy redemption fares
for all other economy fares HKD 390/USD 50/CAD 66
(c) designated economy fare as follows:
- 5) Leg-Rooms seats can only be reserved with confirmed booking after ticket issuance and by immediate payment through reservation, ticketing, airport office or web applicable. Change of extra leg-room seat is allowed for the same destination without charge provided another extra leg-room seat is available on the same flight or to a different flight/date.
- 6) If no extra leg-room seat is available on the new flight for the same destination, extra leg-room seat charge will be fully refunded to passenger. In

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principle, refund of extra leg-room seat charge is only allowed if CX/ka cannot provide an extra leg-room seat when passengers move to a new flight for the same destination. Hence, refund will not be provided to passengers who choose to cancel their flights, or give up the extra leg-room seat, or change to a non-extra leg-room seat on a voluntary basis.

- 7) Refund of difference in extra leg-room seat charge is allowed if passenger holding economy save , supersaver , group or redemption fares upsell to higher economy fares.
- 8) Refund of extra leg-room seat charge is allowed if passenger holding economy save , supersaver , group or redemption fares upsell to higher cabin classes (premium economy, business or first class).
 - economy save fares - fares with RBD S, N, Q
 - economy supersaver fares - fares with RBD O
 - economy group fares - fares with RBD G
 - economy redemption fares - fares with RBD X
- 9) Change of different destination would need to apply the charge for the new request.
- 10) Marco Polo Club Silver/Gold/Diamond members are exempted from the charges.

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Rule 1000 Seamen's Fares

(A) Application

- (1) Subject to the provisions of this rule, bona fide seamen will be afforded a discount (as stated in the chart below) based on the applicable economy class fare governed by Rules 5000/5020/5021/. all travel must be in the economy class section of the carriers' aircraft.
- (2) The permitted discount applies only to the applicable published economy one-way fare (either published on a through basis or constructed using the appropriate arbitrary). This discount does not apply to any other fare sold in combination with these fares.
 - (a) Applicable for merchant marines of Belgium.
 - (i) Passengers eligible for these fares are seamen of Belgian, Luxembourg shipping company who are engaged as crew members of a Belgium, Luxembourg vessel.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in TC3.
 - (iii) Amount of full fare to be assessed 75 percent.
 - (b) Applicable for merchant marines of France.
 - (i) Passengers eligible for these fares are seamen employed on board a ship of the French Merchant Marine.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in TC3 except to/from Australia.
 - (iii) Amount of full fare to be assessed 75 percent.
 - (c) Applicable for merchant marines of Germany.
 - (i) Passengers eligible for these fares are seamen of the German Merchant Marine.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in Tc3.

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- (iii) Amount of full fare to be assessed 75 percent.
- (d) Applicable for merchant marines of Liberia.
 - (i) Passengers eligible for these fares are seamen of the Liberian merchant marine travelling on duty to or from a Liberian ship.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in TC2.
 - (iii) Amount of full fare to be assessed 75 percent.
- (e) Applicable for merchant marines of Malaysia.
 - (i) Passengers eligible for these fares are seamen employed on board ship registered in Malaysia.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in TC3.
 - (iii) Amount of full fare to be assessed 75 percent.
- (f) Applicable for merchant marines of the Netherlands.
 - (i) Passengers eligible for these fares are:
 - (aa) seamen who work aboard a Dutch ship.
 - (bb) Medical personnel accompanying eligible seamen when such seamen are when incapacitated.
 - (cc) Travel must be to or from a Dutch ship and must be requested by the shipping company concerned.
 - (ii) Travel is permitted between points in Canada/U.S.A. and TC3.
 - (iii) Amount of full fare to be assessed 75 percent.
- (g) Applicable for merchant marines of South Korea.
 - (i) Passengers eligible for these fares are strictly to crew members (including officers) of Korean ships who are travelling for the purpose of duty on ship or being repatriated.
 - (ii) Travel is permitted between points in

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Canada/U.S.A. and points in TC3.

- (iii) Amount of full fare to be assessed 75 percent.
- (h) Applicable for merchant marines of Panama.
 - (i) passengers eligible for these fares:
 - (Aa) Seamen of the Panamanian merchant marine.
 - (bb) Employees of the "Direction Consulaire de Naves."
 - (cc) Persons traveling on behalf of the "Direction Consulaire de Naves."
 - (dd) any doctor, nurse or attendant who must accompany such passengers.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in TC3.
 - (iii) Amount of full fare to be assessed 75 percent.
- (i) Applicable for merchant marines of Switzerland.
 - (i) Passengers eligible for these fares:
 - (aa) Officers and crew members of the swiss ocean going marine.
 - (bb) Persons employed on board by the owners of the ship.
 - (cc) Doctors and nurses accompanying sick seamen.
 - (dd) Persons travelling to or from an assignment on a swiss ship.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in TC3.
 - (iii) Amount of full fare to be assessed 75 percent.
- (j) Applicable for merchant marines of United Kingdom.
 - (i) Passengers eligible for these fares are seamen of British merchant marine engaged as crew members of ships registered in the United Kingdom or British territories overseas traveling on duty.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in TC3.

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- (iii) amount of full fare to be assessed 75 percent.
- (k) Applicable for merchant marines of any country not listed above.
 - (i) Passengers eligible for these fares are persons who have an active seagoing duty, and work on board a ship belonging to a merchant marine and are joining or are being repatriated from such ship.
 - (ii) Travel is permitted between points in Canada/U.S.A. and points in TC3.
 - (iii) Amount of full fare to be assessed 75 percent.
- (B) These fares apply only when tickets are purchased prior to departure of travel from the point of origin.
- (C) Seasonality
The seasonality of the fare used will apply.
- (D) Length of Stay
The minimum and maximum stay provisions of the applicable economy class or executive class fare will apply.
- (E) Stopovers
En route stopovers will not be permitted at these fares.
- (F) Payment and Ticketing
 - (1) Tickets at these fares will only be issued upon surrendering a written application for transportation from the steamship company, its agent, or ship's captain, giving a complete description of the transportation required to include:
 - (a) the place of origin and destination;
 - (b) the number, name(s) and status of the passenger(s);
 - (c) the name of the steamship company;
 - (d) the name of the vessel and port of registry; and
 - (e) the date of commencement of transportation.the application must certify that the seamen is traveling for duty purposes or in connection with the steamship company's requirement, and may be signed by delegated government authorities such as embassies and

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consulates. Payment for these fares must be made by the steamship company, its agent or the ship's captain.

- (2) Tickets issued for seamen's fare discounts shall contain the ticket designator "SC25 or SC35".

Exception: tickets issued for discounts granted to Panamanian seamen traveling via the Pacific and to merchant marine of Finland shall contain the ticket designator "SC25 or SC35"

(G) Combinations

These fares may be combined with other fares, which by their own terms permit such combination. The discounts outlined herein apply only to the through international fare where CX is the transoceanic carrier. The discounts for other fare sectors must be determined from the applicable governing tariff source.

Exception: in case of end-on combination, stopovers not permitted passengers and baggage must be through booked and checked.

(H) Voluntary Rerouting

Voluntary Rerouting is not permitted.

Exception: a change of date will be permitted when requested by the shipping company or its agent. No changes will be permitted to the origin and/or destination cities.

(I) Involuntary Rerouting

Normal Involuntary Rerouting provisions will apply.

(J) Cancellation and Refunds

Refunds will be made only to or at the direction of the steamship company concerned.

(K) Discounts

The following rules are not applicable:

200 (Children's and Infant's Fares)

205 (Free and Reduced Rate Transportation for Agents)

210 (Free and Reduced Fare Transportation for Tour Conductors)

(L) Additional Conditions

(1) Capacity Limitations

Cathay Pacific Airways shall limit the number of passengers carried on any one flight at fares governed by this rule and seats will not

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necessarily be available on all flights. The number of seats which Cathay Pacific Airways shall make available on a given flight will be determined by the carrier's best judgement as to the anticipated total passenger load on each flight.

(2) Baggage Allowance

The free baggage allowance is the applicable first class baggage allowance.

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Rule 1500 Student Discounts

(A) Application

- (1) Subject to the provisions of this rule, bona fide student will be afforded a discount of 25 percentage based on the applicable economy class fares to/from USA/Canada governed by Rules 5000/5020/5021. This discount can be used to create one-way/round trip/circle trip/open jaw/origin single open jaw journeys. All travel must be in the economy class section of the carrier's aircraft.
- (2) Student - persons who have reached their 12th but not their 26th birthday at time of departure and are enrolled in a full-time course for a school year at an educational establishment
- (3) Documentation - a certificate issued by an educational establishment is required and must be presented at the time of ticketing.
- (4) The permitted discount applied only to the applicable published economy fare (either published on a through basis or constructed using the appropriate arbitrary). This discount does not apply to any other fare sold in combination with these fares.
- (5) Discount is only available for travel between the residence and the country abroad in which the student is enrolled at an educational establishment.

(B) These fares apply only when tickets are purchased prior to departure of travel from the point of origin.

(C) Seasonality

The seasonality of the fare used will apply.

(D) Length of Stay

The minimum and maximum stay provisions of the applicable economy class or executive class fare will apply.

(E) Stopovers

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En route stopovers will not be permitted at these fares.

(F) Payment and Ticketing

- (1) Tickets at these fares will only be issued upon surrendering the documentation.
- (2) Tickets issued for student's fare discounts shall contain the ticket designator "SD25".

(G) Combinations

These fares may be combined with domestic fares only. the discounts outlined herein apply only to the through international fare where CX is the transoceanic carrier. The discounts for other fare sectors must be determined from the applicable governing tariff source. Exception: in case of end-on combination, stopovers not permitted and passengers and baggage must be through booked and checked.

(H) Voluntary Rerouting

Voluntary Rerouting is permitted.

(I) Involuntary Rerouting

Normal Involuntary Rerouting provisions will apply.

(J) Cancellation and Refunds

No restriction

(K) Discounts

The following rules are not applicable:

200 (Children's and Infant's Fares)

205 (Free and Reduced Rate Transportation for Agents)

210 (Free and Reduced Fare Transportation for Tour Conductors)

(L) Additional Conditions

Capacity Limitations

Cathay Pacific Airways shall limit the number of passengers carried on any one flight at fares governed by this rule and seats will not necessarily be available on all flights. The number of seats which Cathay Pacific Airways shall make available on a given flight will be determined by the carrier's best judgment as to the anticipated total passenger load on each flight.

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