

Tariff: CX3 – CTA No. 472 DOT No. 724
Carrier: Cathay Pacific Airways Ltd - CX

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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. CX3

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.

Issued by:
Rolf Purzer, 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 UNITED ARAB REPUBLIC, BUT INCLUDING THE FOLLOWING ISLANDS: CAPE VERDE, COMORO, FERNANDO POO, MALAGASY, MAURITIUS, REUNION, SAO TOME AND SEYCHELLES.

AREA NO. 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS; GREENLAND, BERMUDA; CUBA; HAITI; DOMINICAN REPUBLIC; PUERTO RICO; JAMAICA; NETHERLANDS ANTILLES; TRINIDAD; BAHAMAS, LEEWARD VIRGIN AND WINDWARD ISLANDS; THE STATE OF HAWAII; MIDWAY AND PALMYRA ISLANDS.

AREA NO. 2 MEANS ALL OF ALBANIA, AUSTRIA, AZORES, BELGIUM, BULGARIA, CANARY ISLANDS, CZECHOSLOVAKIA, DENMARK, FINLAND, FRANCE (INCLUDING FRENCH NORTH AFRICA), GERMANY, GIBRALTAR, GREECE, HUNGARY, ICELAND, ITALY, LICHTENSTEIN, LUXEMBOURG, MADEIRA, MALTA, MONACO, THE NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROUMANIA, SAN MARINO, SPAIN (INCLUDING SPANISH MOROCCO), SWEDEN, SWITZERLAND, TANGIER TURKEY (IN EUROPE AND ASIA), THE UNION OF THE SOVIET SOCIALIST REPUBLICS (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.

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 ISLANDS; WAKE ISLAND; CALEDONIA, NORFOLK ISLAND; AND TASMANIA.

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.

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

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PORTION OF WHICH IS GIVEN TO THE PASSENGER.
BANKER'S BUYING RATE (BBR) MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTION 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 TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTION IN BANK NOTES, TRAVELLERS CHEQUES AND SIMILAR BANKING INSTRUMENTS), A BANK WILL SELL A GIVEN AMOUNT OF FOREIGN CURRENCY IN EXCHANGE FOR ONE UNIT OR (UNITS) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.
CARIBBEAN AREA MEANS THE AREA COMPRISING ANGUILLA, ANTIGUA, ARUBA, BARBADOS, BONAIRE, CAYMAN ISLANDS, CUBA, DOMINICA, DOMINICAN REPUBLIC, GRENADA, GUADELOUPE, HAITI, JAMAICA, MARTINIQUE, NEVIS, ST. KITTS, ST. LUCIA, ST. MARTIN, ST. VINCENT, TRINIDAD AND TOBAGO.
CARRIAGE WHICH IS EQUIVALENT TO TRANSPORTATION, MEANS CARRIAGE OF PASSENGER AND/OR BAGGAGE BY AIR.
CARRIER INCLUDES THE AIR CARRIER ISSUING THE TICKET AND ALL AIR CARRIERS THAT CARRY OR UNDERTAKE TO CARRY THE PASSENGER AND/OR HIS BAGGAGE THEREUNDER OR TO PERFORM ANY OTHER SERVICES RELATED TO SUCH AIR CARRIAGE.
CENTRAL AMERICA MEANS THE AREA COMPRISING BELIZE, COSTA RICA, EL SALVADOR, GUATEMALA, HONDURAS AND NICARAGUA.
CHECKED BAGGAGE MEANS BAGGAGE OF WHICH CX TAKES SOLE CUSTODY AND FOR WHICH CX HAS ISSUED A BAGGAGE CHECK.
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.
CONJUNCTION TICKET MEANS A TICKET ISSUED TO 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 IN THE DELIVERY OF SUCH PERSONAL PROPERTY.
CONTINENTAL U.S.A. MEANS THE 48 CONTIGUOUS FEDERATED STATES AND THE FEDERAL DISTRICT OF COLUMBIA OF THE UNITED STATES OF AMERICA.
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 COMMENCEMENT OF TRAVEL MEANS THE COUNTRY FROM WHICH TRAVEL ON THE FIRST INTERNATIONAL SECTOR TAKES PLACE.
COUNTRY OF PAYMENT MEANS THE COUNTRY WHERE PAYMENT IS MADE

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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, OCTOBER 12, 1929; OR THE WARSAW CONVENTION AS AMENDED AT THE HAGUE ON SEPTEMBER 28, 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 TICKET, MCO, PTA.

DAYS MEANS CALENDAR DAYS, INCLUDING ALL SEVEN DAYS OF THE WEEK; PROVIDED THAT, FOR THE PURPOSE OF NOTIFICATION, THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL NOT BE COUNTED; AND THAT FOR PURPOSES OF DETERMINING DURATION OF VALIDITY THE DAY UPON WHICH THE TICKET IS ISSUED, OR THE 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

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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
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;
CZECHOSLOVAKIA; DENMARK; FINLAND; FRANCE; GERMANY;
GIBRALTAR; GREECE; HUNGARY; ICELAND; IRELAND; ITALY;
LICHTENSTEIN; LUXEMBOURG; MADEIRA; MALTA; MONACO; MOROCCO;
THE NETHERLANDS; NORWAY; POLAND; PORTUGAL; ROMANIA; SAN
MARINO; SPAIN; SWEDEN; SWITZERLAND; TUNISIA; TURKEY (IN
EUROPE AND ASIA); UNITED KINGDOM; UNION OF SOVIET SOCIALIST
REPUBLICS (WEST OF THE URALS); AND YUGOSLAVIA.

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
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

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

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, IRAQ, ISRAEL, JORDAN, KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIA, SYRIAN ARAB REPUBLIC, UNITED ARAB EMIRATES (ABU DHABI, AJAM, DUBAI, FUJAIRAH, RAS AL KHAIMAH, SHARJAH, OMM AL QAIWAIN) AND YEMEN.

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

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 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,

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CONTINENTAL U.S.A. AND MEXICO.

NUC MEANS THE NATURAL UNIT OF CONSTRUCTION.

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/FEEES/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 OR OTHER MEANS OF TRANSPORTATION INCLUDING SURFACE TRANSPORTATION WITH CONSENT.

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

PASSENGER COUPON OR PASSENGER RECEIPT MEANS THAT PORTION OF 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 AFGHANISTAN, BANGLADESH, BHUTAN, INDIA, MALDIVES NEPAL, PAKISTAN AND SRI LANKA.

SOUTH EAST ASIA MEANS THE AREA COMPRISED OF BRUNEI, BURMA, CHINA, GUAM, HONG KONG, INDONESIA, KAMPUCHEA, LAOS,

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MALAYSIA, MONGOLIA, PHILIPPINES, SINGAPORE, TAIWAN, THAILAND, UNION OF SOVIET SOCIALIST REPUBLICS (EAST OF THE URALS) AND VIETNAM.

SOUTH WEST PACIFIC MEANS THAT AREA COMPRISED OF AUSTRALIA, COOK ISLANDS, FIJI ISLANDS, KIRIBATI, NEW CALEDONIA, NEW ZEALAND, PAPUA NEW GUINEA, SAMOAN ISLANDS, SOCIETY ISLANDS, SOLOMAN 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 RIGHTS FLUCTUATE AND ARE RE-CALCULATED EACH BANKING DAY. THESE VALUES ARE KNOWN TO MOST COMMERCIAL BANKS AND ARE REPORTED 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 THE EITHER THE DOCUMENT ENTITLED "PASSENGER TICKET AND BAGGAGE CHECK" OR THE ELECTRONIC TICKET, IN EACH CASE ISSUED BY CX OR IN 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.

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 FEDERAL 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)

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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)

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FLIGHT APPLICATION (CATEGORY 4)

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ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

(1) ADVANCE PURCHASE FARES

REQUIRES THAT RESERVATIONS BE MADE, AND PAYMENT AND TICKETING BE COMPLETED PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH ADVANCE PURCHASE FARE RULE. ANY VOLUNTARY CHANGES IN 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.

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- (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 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)

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STOPOVERS (CATEGORY 8)

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TRANSFERS (CATEGORY 9)

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PERMITTED COMBINATIONS (CATEGORY 10)

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BLACKOUT DATES (CATEGORY 11)

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SURCHARGES (CATEGORY 12)

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ACCOMPANIED TRAVEL (CATEGORY 13)

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TRAVEL RESTRICTIONS (CATEGORY 14)

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SALES RESTRICTIONS (CATEGORY 15)

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PENALTIES (CATEGORY 16)

(1) REROUTING OF ADVANCE PURCHASE AND GROUP FARE PASSENGERS

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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 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.

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- (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 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

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VOLUNTARY CANCELLATION OF THE GROUP OR A MEMBER OF THE GROUP, REFUND WILL BE AN AMOUNT EQUAL TO THE EXCESS OF THE GROUP FARE PAID OVER THE ALL-YEAR FARE APPLICABLE FOR TRANSPORTATION FROM THE POINT OF ORIGIN TO THE POINT OF CANCELLATION, LESS THE 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)

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TICKET ENDORSEMENTS (CATEGORY 18)

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CHILDREN'S DISCOUNTS (CATEGORY 19)

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TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)

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AGENT DISCOUNTS (CATEGORY 21)

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ALL OTHER DISCOUNTS (CATEGORY 22)

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MISCELLANEOUS PROVISIONS (CATEGORY 23)

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(CATEGORY 24)

CURRENTLY NOT AVAILABLE

(CATEGORY 25)

CURRENTLY NOT AVAILABLE

GROUPS (CATEGORY 26)

(1) GROUP SIZE

A MINIMUM GROUP SIZE REFERS TO THE MINIMUM NUMBER OF PASSENGERS REQUIRED TO FORM A GROUP, WHICH WILL PERMIT THE USE OF A PARTICULAR FARE.

(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

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- (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 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

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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 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 COMMERCIALY OPERATED MOBILE/IMMOBILE CARAVAN/ TRAILERS), IN COMMERCIALY 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
 - (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

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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)
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DEPOSITS (CATEGORY 29)
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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 OF THIS TARIFF. ANY SUCH LIMITATION OR CONDITION IN ANY RULE HEREIN EXCEPT TO THE EXTENT PROVIDED IN RULE 55 IS NOT A PART OF THIS TARIFF 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 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) FARE AND FARE RULE PROVISIONS 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

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REGULATIONS (APPR) FORM PART OF THE TARIFF AND SUPERSEDE ANY INCOMPATIBLE OR INCONSISTENT TERM AND CONDITION OF CARRIAGE SET OUT IN THE TARIFF TO THE EXTENT OF SUCH INCONSISTENCY OR INCOMPATIBILITY, BUT DO NOT RELIEVE THE CARRIER FROM APPLYING TERMS AND CONDITIONS OF CARRIAGE THAT ARE MORE FAVORABLE TO THE PASSENGER THAN THE OBLIGATIONS SET OUT IN THE APPR.

- (B) GRATUITOUS CARRIAGE WITH RESPECT TO GRATUITOUS CARRIAGE, CARRIER RESERVES THE RIGHT TO EXCLUDE THE APPLICATION OF ALL OR ANY PART OF THIS TARIFF.
 - (C) CHANGE WITHOUT NOTICE EXCEPT AS MAY BE REQUIRED BY APPLICABLE LAWS, GOVERNMENT REGULATIONS, ORDERS AND REQUIREMENTS, CARRIER'S RULES, REGULATIONS AND CONDITIONS OF CARRIAGE ARE SUBJECT TO CHANGE WITHOUT NOTICE; PROVIDED, THAT NO SUCH CHANGE SHALL APPLY TO A CONTRACT OF CARRIAGE AFTER THE CARRIAGE HAS COMMENCED.
 - (D) WHEN RULES OR PROVISIONS IN THIS TARIFF OR TARIFFS GOVERNED HEREBY PROVIDE FOR THE APPLICATION OF FARES AND CHARGES BASED UPON PERCENTAGES OF OTHER FARES AND CHARGES, SUCH PROPORTIONATE FARES AND CHARGES WILL BE DETERMINED IN ACCORDANCE WITH THE PERCENTAGE CONVERSION INSTRUCTION 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 THE PASSENGER, AS MAY BE APPROPRIATE. 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 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 FOR TICKETS TO BE ISSUED IN THE U.S.A./CANADA.
- (B) GRATUITOUS CARRIAGE WITH RESPECT TO GRATUITOUS

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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 THE PASSENGER, AS MAY BE APPROPRIATE. 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 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 FOR TICKETS TO BE ISSUED IN THE U.S.A./CANADA.

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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) "SUPER ECONOMY CLASS" FARES APPLY WHEN TRAVEL IS:
IN THE SUPER ECONOMY CLASS COMPARTMENT OF COMBINATION COMPARTMENTS ON JET FLIGHTS DESIGNATED AS FIRST CLASS, ECONOMY CLASS AND SUPER ECONOMY CLASS.
- (E) "EXECUTIVE CLASS" FARES APPLY WHEN TRAVEL IS:
IN THE EXECUTIVE CLASS COMPARTMENT OF COMBINATION COMPARTMENTS ON JET FLIGHTS DESIGNATED AS FIRST CLASS, EXECUTIVE CLASS AND ECONOMY CLASS FLIGHTS ON THE CARRIER'S SCHEDULE.

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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 PASSENGERS CONSENT OR KNOWLEDGE.

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Rule 20 Transport of Persons with Disabilities

(for Travel to/from Canada)

(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 NEW BORN 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.
- (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

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- 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 HIS/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 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	ASSISTANCE REQUIRED
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BLIND	NO
DEAF	NO
BLIND AND DEAF	YES
MENTALLY HANDICAPPED/SELF-RELIANT	NO
MENTALLY HANDICAPPED/NON-SELF-RELIANT	YES
AMBULATORY/SELF-RELIANT	NO
AMBULATORY/NON-SELF-RELIANT	YES

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 RESERVE 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

- (4) MEDICAL CLEARANCE
 CX RESERVES THE RIGHT TO REQUIRE A MEDICAL CLEARANCE FROM THE COMPANY MEDICAL AUTHORITIES IF

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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.
- (D) RESERVATIONS/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 RESERVATIONS 48 HOURS IN ADVANCE.
- (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 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 HOURS 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 KIM-PACK BATTERY KIT WHICH IS AVAILABLE FROM THE CARRIER AT NO COST TO THE PASSENGER.
 - (C) PASSENGERS ARE REQUESTED TO CHECK IN AT LEAST ONE (1) 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

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- 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, 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) INTENTIONALLY LEFT BLANK.
- (H) 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.
- (I) 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 NO 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 IN USING AN ON-BOARD WHEELCHAIR WHERE ONE IS AVAILABLE;
 - (D) SERVING REGULAR AND SPECIAL MEALS WHERE AVAILABLE

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- 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.

(J) APPLICABLE RULES

THE FOLLOWING RULES ARE APPLICABLE:

- RULES 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) ARE APPLICABLE.

(K) 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 TYPE	
	747	B777-300
RANDOM WCHP/WCHC WITHOUT ATTENDANT	6	6
RANDOM WCHC/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 TYPE	
	737	737C
RANDOM WCHP/WCHC WITHOUT ATTENDANT	3	1
RANDOM WCHP/WCHC EXTRA WITH ATTENDANT	2	2
PLANNED WCHP/WCHC WITHOUT ATTENDANT	2	1
PLANNED WCHP/WCHC EXTRA WITH ATTENDANT	2	1
TOTAL RANDOM/PLANNED SEATING	9	5
MAXIMUM OF WCHC WITH ATTENDANT	2	1
ADDITIONAL NO. OF WCHP ATHLETES	5	3

NON-AMBULATORY/NON-SELF-RELIANT (WCHC)

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NON-AMBULATORY/SELF-RELIANT (WCHP)

SEATING TYPE	AIRCRAFT TYPE	
	B777-200/ A340/A330	A320
RANDOM WCHP/WCHC WITHOUT ATTENDANT	4	3
RANDOM WCHP/WCHC EXTRA WITH ATTENDANT	3	2
PLANNED WCHP/WCHC WITHOUT ATTENDANT	4	3
PLANNED WCHP/WCHC EXTRA WITH ATTENDANT	3	2
TOTAL RANDOM/PLANNED SEATING	14	9
MAXIMUM OF WCHC WITH ATTENDANT	2	2
ADDITIONAL NO. OF WCHP ATHLETES	7	5

- NOTE 1: THE MAXIMUM NUMBER OF NON-AMBULATORY PASSENGERS SHOWN IN THE TABLES REFERS TO ACCOMPANIED AND UN-ACCOMPANIED PASSENGERS.
- NOTE 2: WCHC 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 RESERVE THE RIGHTS TO LIMIT THE NUMBER OF NON-AMBULATORY PASSENGERS PER AIRCRAFT.

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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 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

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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) OF THIS TARIFF, 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 THIS TARIFF.

(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 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 YET 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 IT PASSENGERS LOCAL TRANSFER SERVICES, THE TERMS, CONDITIONS, RULES AND REGULATIONS OF THE CARRIER, INCLUDING (BUT WITHOUT LIMITATION) THOSE STATED OR REFERRED TO IN THEIR TICKETS, BAGGAGE CHECKS AND BAGGAGE VALUATION AGREEMENTS SHALL BE DEEMED APPLICABLE TO SUCH LOCAL SERVICES. NO PORTION OF THE FARE SHALL BE REFUNDABLE IN THE EVENT LOCAL TRANSFER SERVICES ARE NOT USED.
- (2) IN THE CASE OF SCHEDULED OVERNIGHT STOPS ON THROUGH SERVICE VIA THE SAME OR A COMBINATION OF CARRIERS NAMED, GROUND TRANSFER CHARGES MAY BE BORNE BY THE CARRIER.

(B) AT POINTS IN AREA 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 OR ANOTHER CARRIER, PROVIDED THAT:
 - (I) THE PASSENGER, BEFORE ARRIVAL AT A CONNECTING POINT BETWEEN FLIGHTS OF THE SAME OR ANOTHER CARRIER IS TICKETED 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

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(VI) THE PASSENGER'S TICKET BUT THE PASSENGER DOES NOT DEPART FROM THE CONNECTING POINT WITHIN 24 HOURS; AND 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. OR CANADA FOR PASSENGERS ORIGINATING IN, DESTINED TO, OR HAVING A TURNAROUND POINT IN THAT AREA.

EXCEPTION 2: 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 ABSORBED IF THE PASSENGER IS TICKETED TO STOPOVERS AT THE STOPPING OR CONNECTING POINT.

(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,

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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 45 Administrative Formalities, Passports, Visas and Tourist Cards

- (A) COMPLIANCE WITH REGULATIONS
THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS, ORDERS, DEMANDS OR TRAVEL REQUIREMENTS OF COUNTRIES TO BE FLOWN FROM, INTO OR OVER, AND WITH ALL RULES, REGULATIONS AND INSTRUCTIONS OF CARRIER. CARRIER SHALL NOT BE LIABLE FOR ANY AID OR INFORMATION GIVEN BY ANY AGENT OR EMPLOYEE OF CARRIER TO ANY PASSENGER IN CONNECTION WITH OBTAINING NECESSARY DOCUMENTS OR COMPLYING WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS, WHETHER GIVEN ORALLY OR IN WRITING; OR FOR THE CONSEQUENCES TO ANY PASSENGER RESULTING FROM HIS FAILURE TO OBTAIN SUCH DOCUMENTS OR TO COMPLY WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS.
- (B) PASSPORTS AND VISAS
- (1) THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES CONCERNED. CARRIER WILL REFUSE CARRIAGE TO ANY PASSENGER WHO HAS NOT COMPLIED WITH APPLICABLE LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OR WHOSE DOCUMENTS ARE NOT COMPLETE. CARRIER IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.
- (2) SUBJECT TO APPLICABLE LAWS AND REGULATIONS, THE PASSENGER AGREES TO PAY THE APPLICABLE FARE WHENEVER CARRIER, ON GOVERNMENT ORDER, IS REQUIRED TO RETURN A PASSENGER AT HIS POINT OF ORIGIN OR ELSEWHERE DUE TO THE PASSENGER'S INADMISSIBILITY INTO A COUNTRY, WHETHER OF TRANSIT OR OF DESTINATION. CARRIER WILL APPLY TO THE PAYMENT OF SUCH FARES ANY FUNDS PAID BY THE PASSENGER TO CARRIER FOR UNUSED CARRIAGE, OR ANY FUNDS OF THE PASSENGER IN THE POSSESSION OF CARRIER. THE FARE COLLECTED FOR CARRIAGE TO THE POINT OF REFUSAL OR DEPORTATION WILL NOT BE REFUNDED BY CARRIER.
- (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

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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 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.

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- (C) LIMITATION OF LIABILITY
EXCEPT AS THE CONVENTION OR OTHER APPLICABLE LAW MAY OTHERWISE REQUIRE:
- (1) CARRIER IS NOT LIABLE FOR ANY LOSS OR CLAIM OF WHATSOEVER NATURE (HEREINAFTER IN THIS TARIFF COLLECTIVELY REFERRED TO AS "DAMAGE") ARISING OUT OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES PERFORMED BY CARRIER INCIDENTAL THERETO, UNLESS SUCH DAMAGE IS PROVED TO HAVE BEEN CAUSED BY THE NEGLIGENCE OR WILLFUL FAULT OF CARRIER AND THERE HAS BEEN NO CONTRIBUTORY NEGLIGENCE OF THE PASSENGER.
 - (2) UNDER NO CIRCUMSTANCES WILL CARRIER BE LIABLE FOR DAMAGE TO UNCHECKED BAGGAGE NOT ATTRIBUTED TO NEGLIGENCE OF CARRIER. ASSISTANCE RENDERED THE PASSENGER BY CARRIER'S EMPLOYEES IN LOADING, UNLOADING OR TRANSHIPPING UNCHECKED BAGGAGE SHALL BE CONSIDERED AS GRATUITOUS SERVICE TO THE PASSENGER.
 - (3) CARRIER IS NOT LIABLE FOR ANY DAMAGE DIRECTLY AND SOLELY ARISING OUT OF ITS COMPLIANCE WITH ANY LAWS OR WITH GOVERNMENTAL REGULATIONS, ORDERS OR REQUIREMENTS, OR FROM FAILURE OF THE PASSENGER TO COMPLY WITH SAME, OR OUT OF ANY CAUSE BEYOND THE CARRIER'S CONTROL.
 - (A) THE CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY PROVIDED IN THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR SIGNED AT WARSAW, OCTOBER 12, 1929 OR PROVIDED IN THE SAID CONVENTION AS AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE SEPTEMBER 28, 1955. HOWEVER, IN ACCORDANCE WITH ARTICLE 22 (I) OF SAID CONVENTION, OR SAID CONVENTION AMENDED BY SAID PROTOCOL, THE CARRIER AGREES THAT, AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER AS DEFINED IN THE SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL, WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, INCLUDES A POINT IN THE UNITED STATES OF AMERICA AS A POINT OF ORIGIN, POINT OF DESTINATION, OR AGREED STOPPING PLACE.
 - (I) THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING OR OTHER BODILY INJURY SHALL BE THE-THEN DOLLAR EQUIVALENT OF 100,000 SPECIAL DRAWING RIGHTS (USD 111,636.00 ON AUGUST 3, 1981) EXCLUSIVE OF THE COSTS OF THE ACTION INCLUDING LAWYERS FEE WHICH THE COURT FINDS REASONABLE.
 - (II) THE CARRIER SHALL NOT, WITH RESPECT TO ANY CLAIM ARISING OUT OF THE DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER, AVAIL ITSELF OF ANY DEFENSE UNDER ARTICLE 20(I) OF SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL. NOTHING HEREIN SHALL BE

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DEEMED TO AFFECT THE RIGHTS AND LIABILITIES OF THE CARRIER WITH REGARD TO ANY CLAIM BROUGHT BY, OR ON BEHALF OF, OR IN RESPECT OF, ANY PERSON WHO HAS WILLFULLY CAUSED DAMAGE WHICH RESULTED IN DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER.

- (B) CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY TO PASSENGERS AS PROVIDED IN THE CONVENTION (SEE RULE 1 DEFINITIONS); AND, IN THE INTERNATIONAL TRANSPORTATION OF PASSENGERS, EXCEPT AS PROVIDED IN (C)(3)(A) ABOVE, THE LIABILITY OF THE CARRIER FOR PERSONAL INJURY OR DEATH OF EACH PASSENGER SHALL BE LIMITED TO THE SUM OF 125,000 FRENCH GOLD FRANCS (USD 10,000.00) (CAD 15,723.00) OR 250,000 FRENCH GOLD FRANCS (USD 20,000.00) (CAD 31,446.00) IF THE HAGUE PROTOCOL AMENDMENT OF THE CONVENTION IS APPLICABLE.
- EXCEPTION: AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER TO WHICH THE SAID CONVENTION OR THE SAID CONVENTION AS AMENDED BY SAID PROTOCOL, IS APPLICABLE, EXCEPT AS PROVIDED IN (C)(3)(A) ABOVE, THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING OR BODILY INJURY SHALL BE THE THEN-DOLLAR EQUIVALENT OF 100,000 SPECIAL DRAWING RIGHTS (USD 111,636.00 ON AUGUST 3, 1981) EXCLUSIVE OF THE COSTS OF THE ACTION INCLUDING LAWYER(S) FEES WHICH THE COURT FINDS REASONABLE.
- (C) IN ANY EVENT LIABILITY OF CARRIER FOR DELAY OF PASSENGER SHALL NOT EXCEED THE LIMITATION SET FORTH IN THE CONVENTION.
- (4) ANY LIABILITY OF CARRIER IS LIMITED TO 250 FRENCH GOLD FRANCS, USD 20.00, CAD 31.00, PER KILOGRAM IN THE CASE OF CHECKED BAGGAGE, AND 5,000 FRENCH GOLD FRANCS, USD 400.00, CAD 629.00, PER PASSENGER IN THE CASE OF UNCHECKED BAGGAGE OR OTHER PROPERTY, UNLESS A HIGHER VALUE IS DECLARED IN ADVANCE AND ADDITIONAL CHARGES ARE PAID PURSUANT TO CARRIER'S TARIFF. IN THAT EVENT, THE LIABILITY OF CARRIER SHALL BE LIMITED TO SUCH HIGHER DECLARED VALUE. IN NO CASE SHALL THE CARRIER'S LIABILITY EXCEED THE ACTUAL LOSS SUFFERED BY THE PASSENGER. ALL CLAIMS ARE SUBJECT TO PROOF OF AMOUNT OF LOSS.
- (5) IN THE EVENT OF DELIVERY TO THE PASSENGER OF PART BUT NOT ALL OF HIS CHECKED BAGGAGE (OR IN THE EVENT OF DAMAGE TO PART BUT NOT ALL OF SUCH BAGGAGE) THE LIABILITY OF THE CARRIER WITH RESPECT TO THE NOT DELIVERED (OR DAMAGED) PORTION SHALL BE REDUCED PROPORTIONATELY ON THE BASIS OF WEIGHT, NOTWITHSTANDING THE VALUE OF ANY PART OF THE BAGGAGE OR CONTENTS THEREOF.

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- (6) CARRIER IS NOT LIABLE FOR DAMAGE TO A PASSENGER'S BAGGAGE CAUSED BY PROPERTY CONTAINED IN THE PASSENGER'S BAGGAGE. ANY PASSENGER WHOSE PROPERTY CAUSED DAMAGED TO ANOTHER PASSENGER'S BAGGAGE OR TO THE PROPERTY OF CARRIER SHALL INDEMNIFY CARRIER FOR ALL LOSSES AND EXPENSES INCURRED BY CARRIER AS A RESULT THEREOF.
- (7)
- (8) CARRIER WILL REFUSE TO ACCEPT ANY ARTICLES WHICH DO NOT CONSTITUTE BAGGAGE AS SUCH TERM IS DEFINED HEREIN, BUT IF DELIVERED TO AND RECEIVED BY CARRIER, SUCH ARTICLES SHALL BE DEEMED TO BE WITHIN THE BAGGAGE VALUATION AND LIMIT OF LIABILITY AND SHALL BE SUBJECT TO THE PUBLISHED RATES AND CHARGES OF CARRIER.
- (9) LIABILITY - SERVICES OF OTHER AIRLINES
- (A) A CARRIER ISSUING A TICKET OR CHECKING BAGGAGE FOR CARRIAGE OVER THE LINES OF OTHERS DOES SO ONLY AS AGENT.
- (B) NO CARRIER SHALL BE LIABLE FOR THE DELAY OF A PASSENGER, OR THE LOSS, DAMAGE OR DELAY OF UNCHECKED BAGGAGE, NOT OCCURRING ON ITS OWN LINE; AND NO CARRIER SHALL BE LIABLE FOR THE LOSS, DAMAGE OR DELAY OF CHECKED BAGGAGE NOT OCCURRING ON ITS OWN LINE, EXCEPT THAT THE PASSENGER SHALL HAVE A RIGHT OF ACTION FOR SUCH LOSS, DAMAGE OR DELAY ON THE TERMS HEREIN PROVIDED AGAINST THE FIRST CARRIER OR THE LAST CARRIER UNDER THE AGREEMENT TO CARRY.
- (C) NO CARRIER SHALL BE LIABLE FOR THE DEATH OR INJURY OF A PASSENGER NOT OCCURRING ON ITS OWN LINE (SEE NOTE).
NOTE: EXCEPT TO THE EXTENT PROVIDED IN THIS RULE, 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. 724, ISSUED BY AIRLINE TARIFF PUBLISHING CO., AGENT, FILED WITH THE DEPARTMENT OF TRANSPORTATION.
- (10) CARRIER SHALL NOT BE LIABLE IN ANY EVENT FOR ANY CONSEQUENTIAL OR SPECIAL DAMAGE ARISING FROM CARRIAGE SUBJECT TO THIS TARIFF, WHETHER OR NOT CARRIER HAD KNOWLEDGE THAT SUCH DAMAGES MIGHT BE INCURRED.
- (11) WHENEVER THE LIABILITY OF CARRIER IS EXCLUDED OR LIMITED UNDER THESE CONDITIONS, SUCH EXCLUSION OR LIMITATION SHALL APPLY TO AGENTS, SERVANTS OR REPRESENTATIVES OF THE CARRIER AND ALSO ANY CARRIER WHOSE AIRCRAFT IS USED FOR CARRIAGE AND ITS AGENTS, SERVANTS OR REPRESENTATIVES.
- (D) GRATUITOUS TRANSPORTATION

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- (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, 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. 724, ISSUED BY AIRLINE TARIFF PUBLISHING, CO.,

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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. 724, ISSUED BY 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
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 HARNESSSED 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 OF 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 DETERMINATION IS TO BE MADE IN CONSULTATION WITH THE PERSON WITH A DISABILITY.

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Rule 59 Fuel Surcharge†

- (A) CAD 0/USD 0 EQUIVALENT PER PASSENGER CX FLIGHT COUPON FOR TICKETS ISSUED/REISSUED ON/AFTER 01Jun20.
- (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, originally filed in FAN 944 and annotated throughout the entirety of Rule 59 are effective June 13, 2020 pursuant to special permission number 72741 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 RESERVATIONS.
- (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 LESS THAN 30 MINUTES PRIOR TO THE SCHEDULED DEPARTURE. 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.
EXCEPTION: DURING A WORK STOPPAGE RESULTING FROM A STRIKE BY ONE OR MORE OF CX'S LABOUR UNIONS, CX WILL CANCEL ONLY THOSE FLIGHTS THAT IT IS UNABLE TO OPERATE AS A RESULT OF THE WORK STOPPAGE.
- (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 IRESPECTIVE 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

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- 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 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 UPSSELL 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 FORMALITIES TO BE COMPLETED BEFORE SCHEDULED DEPARTURE TIME. CARRIER(S) IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.
- (F) COMMUNICATIONS COSTS UPON CANCELLATION
EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF, WHENEVER A 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

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RESERVATIONS AND SUBSEQUENT CANCELLATION THEREOF.

- (G) 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.
- (H) CANCELLATION OF RESERVATIONS
- (1) CARRIER WILL CANCEL RESERVATIONS OF ANY PASSENGER WHENEVER SUCH ACTION IS NECESSARY TO COMPLY WITH ANY GOVERNMENTAL REGULATION, OR TO COMPLY WITH ANY GOVERNMENTAL REQUEST FOR EMERGENCY TRANSPORTATION IN CONNECTION WITH THE NATIONAL DEFENSE, OR WHENEVER SUCH ACTION IS NECESSARY OR ADVISABLE BY REASON OF WEATHER OR OTHER CONDITIONS BEYOND ITS CONTROL.
- (2) AIRPORT CHECK-IN TIME LIMITS THE CARRIER WILL CANCEL THE RESERVATIONS OF ANY PASSENGER WHO FAILS TO PRESENT HIMSELF AT THE BOARDING PASS LIFTING POINT WITH THE APPROPRIATE BOARDING PASS AT LEAST TEN MINUTES BEFORE THE SCHEDULED DEPARTURE TIME OF THE FLIGHT EVEN IF THE PASSENGER HAS ALREADY CHECKED IN FOR THE FLIGHT AT A LOCATION DESIGNATED FOR SUCH PURPOSES.
NOTE: FOR THE PURPOSE OF THIS RULE, THE BOARDING PASS LIFTING POINT IS THE POINT AT WHICH THE PASSENGER'S BOARDING PASS IS LIFTED AND RETAINED BY THE CARRIER.
- (3) CARRIER IS NOT LIABLE WHEN IT CANCELS THE RESERVATION OF ANY PASSENGER IN ACCORDANCE WITH THIS RULE, BUT,
- (1) IF SUCH RESERVATION WAS CANCELLED PURSUANT TO PARAGRAPH (A) OF THIS RULE, SUCH CARRIER WILL TAKE SUCH ACTION AS IS PROVIDED IN RULES 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTION) AND 84 (SCHEDULES, DELAYS AND CANCELLATIONS).
- (2) IF SUCH RESERVATION WAS CANCELLED PURSUANT TO OTHER PARAGRAPHS OF THIS RULE, SUCH CARRIER WILL REFUND IN ACCORDANCE WITH RULE 90 (REFUND - VOLUNTARY).

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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) 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.

(B) VALIDITY

- (1) GENERAL
WHEN VALIDATED, THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT THE PLACE OF DESTINATION VIA THE ROUTE SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR ONE YEAR FROM THE DATE OR COMMENCEMENT OF FLIGHT EXCEPT AS OTHERWISE SPECIFIED IN CARRIER'S TARIFFS. EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION 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

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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 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

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PASSENGER COUPON AND ALL FLIGHT COUPONS OF THE TICKET NOT PREVIOUSLY SURRENDERED TO CARRIER. HE MUST, WHEN REQUIRED, PRODUCE THE TICKET OR SURRENDER ANY APPLICABLE PORTION TO CARRIER.

- (D) ABSENCE, LOSS OR IRREGULARITIES OF TICKET CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR NON-PRESENTATION OF THE TICKET OR THE APPLICABLE PORTION THEREOF, CARRIAGE WILL NOT BE FURNISHED FOR THAT PART OF THE TRIP COVERED BY SUCH TICKET OR 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 RECEIVED 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. 724 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 724 ISSUED BY

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(F) PREPAID TICKET ADVISE

(1) GENERAL

TICKETS MAY BE PURCHASED BY MEANS OF A PREPAID TICKET ADVISE (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/CAD 100.00 FOR EACH PREPAID TICKET ADVISE (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 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) 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.

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- (4) WAIVER OF SPECIAL FARE PROVISIONS FOR DOWNGRADING UPON THE INTRODUCTION OF A NEW FARE TYPE WHICH RESULTS IN A LOWER FARE THAN ORIGINALLY TICKETED, CARRIER WILL WAIVE PENALTIES AND ADDITIONAL CHARGES, PROVIDED:
 - (A) THAT THE TICKET HAS BEEN ISSUED FOR TRANSPORTATION ON CARRIERS ROUTES;
 - (B) THAT NO PORTION OF ORIGINAL TICKET HAS BEEN USED;
 - (C) THAT ALL CONDITIONS OF NEW FARE ARE COMPLIED WITH AND NO CHANGE HAS BEEN MADE TO ITINERARY OR RESERVATIONS AS ORIGINALLY TICKETED.
- (5) WAIVER OF SPECIAL FARE PROVISIONS FOR UPGRADING A PASSENGER HOLDING A RETURN TRIP, CIRCLE TRIP OR OPEN JAW TICKET WHICH IS SUBJECT TO A CANCELLATION CHARGE, OR CARRIER COMPENSATION FEE, MAY UPGRADE TO A HIGHER FARE, WITHOUT FEE, BETWEEN THE SAME PAIR OF POINTS VIA THE SAME CARRIER, PROVIDED THIS IS DONE PRIOR TO DEPARTURE FROM POINT OF ORIGIN. HOWEVER, SUCH FEE WILL BE ASSESSED IF TRAVEL AT HIGHER FARE IS SUBSEQUENTLY CHANGED OR CANCELLED AND REFUND IS REQUESTED.
- (H) ISSUANCE OF TICKET STOCK
 - (1) THE CARRIER WILL ISSUE TO A PERSON A STOCK OF TICKETS AND VALIDATING STAMP FOR THE PURPOSE OF ISSUING TICKETS FOR TRANSPORTATION, SUBJECT TO (1) REASONABLE CREDIT REQUIREMENTS AND (2) ENTERING INTO A WRITTEN AGREEMENT AUTHORIZING THE ISSUANCE OF TICKETS AND PROVIDING FOR ACCOUNTING, RESERVATIONS, AND TICKETING PROCEDURES AND PROVISIONS PROTECTING THE CARRIER FROM LOSS OR MISUSE OF THE TICKETS.
 - (2) CARRIER WILL ARRANGE FOR THE ISSUANCE OF A TICKETING MACHINE TO A PERSON FOR THE PURPOSE OF ISSUING TICKETS FOR TRANSPORTATION, SUBJECT TO (1) REASONABLE CREDIT REQUIREMENTS AND (2) ENTERING INTO A WRITTEN AGREEMENT PROVIDING FOR ACCOUNTING, RESERVATION AND TICKET PROCEDURES AND PROVISIONS PROTECTING THE CARRIER FROM LOSS OR MISUSE OF THE TICKETS. THE CARRIER WILL MAKE NO CHARGE FOR THE TICKET MACHINE OR RELATED COMMUNICATION SERVICES. THE TICKETING MACHINE AND RELATED COMMUNICATION SERVICES WILL BE PROVIDED BY AN INDEPENDENT COMPANY, WHICH IS NOT AN AGENT OR SERVANT OF THE CARRIER, AND AT THE PERSON'S EXPENSE.
NOTE: FOR THE PURPOSE OF THIS RULE, "PERSON" MEANS ANY INDIVIDUAL, FIRM, COPARTNERSHIP, CORPORATION, COMPANY, ASSOCIATION, JOINT-STOCK ASSOCIATION, OR BODY POLITIC AND INCLUDES ANY TRUSTEE, RECEIVER, ASSIGNEE, OR OTHER SIMILAR REPRESENTATIVE THEREOF.
- (I) 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

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BEING SOLD OUTSIDE THE COUNTRY OF ORIGIN, I.E.,
THE 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 HONOURED 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 FROM THE PASSENGER OR PURCHASER AT THE LOCAL BANKER'S 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

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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 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

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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 (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

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- 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
 - (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 MEJEURE, 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 BE FORESEEN, ANTICIPATED OR PREDICTED; OR
 - (C) BECAUSE OF ANY GOVERNMENT REGULATION, DEMAND OR REQUIREMENT; OR
 - (D) BECAUSE OF SHORTAGE OF LABOR, FUEL OR FACILITIES, OR LABOR DIFFICULTIES OF CARRIER OR OTHERS.
- (3) CARRIER WILL CANCEL THE RIGHT OR FURTHER RIGHT OF CARRIAGE OF THE PASSENGER AND HIS BAGGAGE UPON THE REFUSAL OF THE PASSENGER, AFTER DEMAND BY CARRIER, TO PAY THE FARE OR THE PORTION THEREOF SO DEMANDED, OR TO PAY 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

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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. A PASSENGER WHO PAID AN ECONOMY FARE WILL BE TRANSPORTED IN FIRST CLASS OR BUSINESS CLASS PROVIDED ECONOMY CLASS IS FULL AND THE FLIGHT WILL PROVIDE AN EARLIER ARRIVAL THAN THE ECONOMY FLIGHT ON WHICH SPACE IS AVAILABLE.
 - (2) WHEN A SCHEDULE CHANGE RESULTS IN THE CANCELLATION OF CARRIER SERVICE AT A CITY, CARRIER WILL REROUTE PASSENGERS HOLDING CONFIRMED RESERVATION 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 NOT ADDITIONAL COST TO THE PASSENGER, PROVIDED THAT SUCH NEW ROUTING IS APPLICABLE VIA PUBLISHED LOCAL OR JOINT FARE.
 - (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 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) ALTERNATE TRANSPORTATION MEANS AIR TRANSPORTATION PROVIDED BY AN AIRLINE LICENSED BY THE C.A.B. OR OTHER TRANSPORTATION USED BY THE PASSENGER WHICH, AT THE TIME THE ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE PASSENGERS NEXT SCHEDULED STOPOVER (OF 4 HOURS OR LONGER) OR DESTINATION NO LATER THAN 4 HOURS AFTER THE PASSENGERS ORIGINALLY SCHEDULED 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 SECTION 401(D)(1), 401(D)(2), 401(D)(5), OR 401(D)(8) OF THE ACT, OR AN EXEMPTION FROM SECTION 401(A) OF THE ACT, AUTHORIZING THE TRANSPORTATION OF PERSONS, OR
 - (B) A FOREIGN ROUTE AIR CARRIER HOLDING A PERMIT ISSUED BY THE DEPARTMENT OF TRANSPORTATION PURSUANT TO SECTION 402 OF THE ACT, OR AN EXEMPTION FROM SECTION 402 OF THE ACT, AUTHORIZING THE SCHEDULE FOREIGN AIR TRANSPORTATION OF PERSONS.
- (4) COMPARABLE AIR TRANSPORTATION MEANS TRANSPORTATION PROVIDED TO PASSENGER AT NO EXTRA COST BY A 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 IT'S AGENT HAS VERIFIED, BY APPROPRIATE NOTATION ON THE TICKET OR IN ANY OTHER MANNER PROVIDED THEREFORE BY THE CARRIER AS BEING RESERVED FOR THE ACCOMMODATION OF THE PASSENGER.
- (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.

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- (7) THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS MEANS THE SUM OF THE APPLICABLE ONE WAY FARES OR 50 PERCENT OF THE APPLICABLE ROUND TRIP FARES, AS THE CASE MAY BE, INCLUDING ANY SURCHARGES AND AIR TRANSPORTATION TAXES, LESS ANY APPLICABLE DISCOUNTS.
- (8) THE VALUE OF THE FIRST REMAINING AND ALL REMAINING FLIGHT COUPONS MEANS THE SUM OF THE APPLICABLE ONE WAY FARES OR 50 PERCENT OF THE APPLICABLE ROUND TRIP FARES, AS THE CASE MAY BE, INCLUDING ANY SURCHARGES AND AIR TRANSPORTATION TAX, LESS ANY APPLICABLE DISCOUNT.
- (B) REQUEST FOR VOLUNTEERS
THE CARRIER WILL REQUEST PASSENGERS WHO ARE WILLING TO DO SO, TO VOLUNTARILY RELINQUISH THEIR CONFIRMED RESERVED SPACE IN EXCHANGE FOR COMPENSATION IN AN AMOUNT DETERMINED BY THE CARRIER. IF A PASSENGER IS ASKED TO VOLUNTARY, THE CARRIER WILL NOT LATER DENY BOARDING TO THAT PASSENGER INVOLUNTARILY UNLESS THAT PASSENGER WAS INFORMED AT THE TIME HE WAS ASKED TO VOLUNTEER THAT THERE WAS A POSSIBILITY OF BEING DENIED BOARDING INVOLUNTARILY AND OF THE AMOUNT OF COMPENSATION TO WHICH HE WOULD HAVE BEEN ENTITLED IN THAT EVENT. THE REQUEST FOR VOLUNTEERS AND THE SELECTION OF SUCH PERSONS TO BE DENIED SPACE SHALL BE IN A MANNER DETERMINED SOLELY BY THE CARRIER.
NOTE: IN EXCHANGE FOR VOLUNTARILY RELINQUISHING CONFIRMED SPACE, THE CARRIER MAY, AT ITS OPTION, COMPENSATE THE PASSENGER WITH CREDIT VALID FOR THE PURCHASE OF TRANSPORTATION ON CX IN LIEU OF MONETARY COMPENSATION.
- (C) 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 WILL UNTIL AIRLINE PERSONNEL FIRST ASK FOR VOLUNTEERS WHO WILL GIVE UP THEIR RESERVATIONS WILLINGLY, IN EXCHANGE FOR A PAYMENT OF THE AIRLINE'S CHOOSING. IF THERE ARE NOT ENOUGH VOLUNTEERS, OTHER PASSENGERS MAY BE DENIED BOARDING INVOLUNTARILY, IN ACCORDANCE WITH THE BOARDING PRIORITY RULES SPECIFIED IN BELOW:
PASSENGERS WITH THE HIGHER PRIORITY, AS LISTED BELOW, WILL BE THE LAST TO BE INVOLUNTARILY DENIED BOARDING. PASSENGERS WITHIN ANY CATEGORY WILL BE BOARDED IN THE ORDER OF PRESENTING THEMSELVES FOR CHECK-IN. CHECK-IN OCCURS WHEN A PASSENGER PRESENTS HIS/HER TICKET FOR ISSUANCE OF A BOARDING PASS AT ANY POINT(S) DESIGNATED BY THE AIRLINE FOR SUCH PURPOSE.
PASSENGERS WILL BE ACCOMMODATED AS FOLLOWS:
THOSE PASSENGERS WHO WILL EXPERIENCE A SEVERE HARDSHIP AS A RESULT OF DENIED BOARDING, REGARDLESS OF FARE PAID, FOR EXAMPLE, PASSENGERS NEEDING ASSISTANCE (PHYSICALLY HANDICAPPED) AND UNACCOMPANIED CHILDREN UNDER 12 YEARS OF AGE). BUSINESS COMMITMENTS WILL NOT, OF THEMSELVES, CONSTITUTE A SEVERE HARDSHIP.
- (1) PASSENGERS PAYING FIRST CLASS FARES.
 - (2) PASSENGERS PAYING BUSINESS CLASS FARES.
 - (3) PASSENGERS PAYING FULL ECONOMY CLASS FARES.

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- (4) PASSENGERS OTHER THAN THOSE NOTED IN (1), (2) AND (3) ABOVE (INCLUDING TOUR CONDUCTORS ACCOMPANYING A GROUP).
- (5) TRAVEL AGENCY PERSONNEL, INCLUDING TOUR CONDUCTORS NOT ACCOMPANYING A GROUP, TRAVELLING AT REDUCED FARES PROVIDED FOR SUCH PERSONS IN THE APPROPRIATE TARIFF.

NOTE: ACCOMPANIED CHILDREN 12 YEARS OF AGE WILL BE INCLUDED IN THE SAME CATEGORY AS THE ACCOMPANY PASSENGER.

- (D) 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 THE 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 REGARDLESS OF CLASS OF SERVICE.
- (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.

- (E) CONDITIONS FOR PAYMENT OF COMPENSATION IN ADDITION TO PROVIDING TRANSPORTATION AS DESCRIBED IN PARAGRAPH (D) ABOVE, WHEN THE PASSENGER WHO IS DELAYED HAS NOT VOLUNTARILY RELINQUISHED CONFIRMED RESERVED SPACE IN ACCORDANCE WITH PROVISIONS IN PARAGRAPH (B) ABOVE, THE CARRIER CAUSING THE DELAY WILL COMPENSATE THE DELAYED PASSENGER FOR THE CARRIER'S FAILURE TO PROVIDE CONFIRMED SPACE. COMPENSATION WILL BE MADE IN ACCORDANCE WITH THE PROVISIONS BELOW.

- (1) CONDITIONS FOR PAYMENT OF COMPENSATION SUBJECT TO EXCEPTIONS IN THIS PARAGRAPH, CARRIER WILL TENDER TO PASSENGER THE AMOUNT OF COMPENSATION SPECIFIED IN PARAGRAPH (E)(II) BELOW, WHEN:

- (A) PASSENGER HOLDING A TICKET FOR CONFIRMED RESERVED SPACE PRESENTS HIMSELF FOR CARRIAGE AT THE APPROPRIATE TIME AND PLACE, HAVING COMPLIED FULLY WITH CARRIER'S REQUIREMENTS AS TO TICKETING, CHECK-IN (SEE RULE 60 RESERVATIONS) AND RECONFIRMATION PROCEDURES AND HAVING MET ALL REQUIREMENTS FOR ACCEPTANCE FOR TRANSPORTATION PUBLISHED IN CARRIER'S TARIFF.
- (B) THE FLIGHT FOR WHICH THE PASSENGER HOLDS

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CONFIRMED RESERVED SPACE MUST BE UNABLE TO ACCOMMODATE THE PASSENGER AND DEPARTS WITHOUT HIM.

EXCEPTION: THE PASSENGER WILL NOT BE ELIGIBLE FOR COMPENSATION IF:

- (I) THE FLIGHT UPON WHICH THE PASSENGER HOLDS CONFIRMED SPACE IS UNABLE TO ACCOMMODATE HIM BECAUSE OF:
 - (1) GOVERNMENT REQUISITION OF SPACE;
OR
 - (2) SUBSTITUTION OF EQUIPMENT OF LESSER CAPACITY WHEN REQUIRED BY OPERATIONAL AND/OR SAFETY REASONS;
OR
 - (3) A STRIKE, OR ANY OTHER CAUSE OUTSIDE THE CONTROL OF CX PREVENTING OPERATION OF THE SCHEDULED FLIGHT; OR
 - (4) REFUSAL TO UNDERGO SECURITY CHECK;
OR
 - (5) TRAVELLING FREE OR AT A DISCOUNT NOT AVAILABLE TO THE GENERAL PUBLIC; OR
 - (6) BEHAVIOUR, HEALTH, OR CONDITIONS OF PERSON IS SUCH THAT CARRIER IS ENTITLED TO REFUSE CARRIAGE IN ACCORDANCE WITH ITS PUBLISHED CONDITIONS OF CARRIAGE.
- (II) THE PASSENGER IS OFFERED ACCOMMODATIONS OR IS SEATED IN A SECTION OF THE AIRCRAFT OTHER THAN THAT SPECIFIED ON HIS TICKET AT NO EXTRA CHARGE. IF A PASSENGER IS SEATED IN A SECTION FOR WHICH A LOWER FARE APPLIES THE PASSENGER SHALL BE ENTITLED TO AN APPROPRIATE REFUND.
- (III) CARRIER ARRANGES FOR COMPARABLE AIR TRANSPORTATION OR FOR OTHER TRANSPORTATION ACCEPTED BY THE PASSENGER WHICH, AT THE TIME EITHER SUCH ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE AIRPORT OF THE PASSENGER'S NEXT STOPOVER OR, IF NON, AT THE AIRPORT OF HIS DESTINATION:
 - (1) EARLIER THAN, OR
 - (2) WHERE THE FLIGHT IS BETWEEN POINTS ELSEWHERE NOT LATER THAN 4 HOURS AFTER THE PLANNED ARRIVAL AT THE PASSENGER'S NEXT POINT OF STOPOVER OR IF THERE IS NO NEXT POINT OF STOPOVER AT PASSENGER'S DESTINATION THE FLIGHT ON WHICH THE PASSENGER HOLDS A CONFIRMED RESERVATIONS.
- (IV) THE PASSENGER WILL NOT BE ELIGIBLE FOR COMPENSATION IF HIS RESERVATION HAS BEEN CANCELLED PURSUANT TO RULE 60 AIRPORT CHECK-IN TIME LIMITS.

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- (2) AMOUNT OF COMPENSATION (FOR FLIGHTS DEPARTURE FROM CANADA)
- (A) SUBJECT TO THE PROVISIONS OF (E)(1) ABOVE, THE CARRIER WILL TENDER LIQUIDATED DAMAGES IN THE AMOUNT OF 200% OF THE SUM OF THE VALUES OF THE PASSENGERS REMAINING FLIGHT COUPONS OF THE TICKET TO THE PASSENGER'S NEXT STOPOVER OR, IF NONE, TO HIS DESTINATION, BUT NOT MORE THAN USD 400.00 OR CAD 520.00. HOWEVER, THE COMPENSATION SHALL BE 50% OF THE AMOUNT DESCRIBED ABOVE, BUT NOT MORE THAN USD 200.00 OR CAD 260.00 IF THE CARRIER ARRANGES FOR COMPARABLE AIR TRANSPORTATION, OR FOR OTHER TRANSPORTATION THAT IS ACCEPTED; THAT IS, USED, BY THE PASSENGER, WHICH, AT THE TIME EITHER ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE AIRPORT OF THE PASSENGER'S NEXT STOPOVER, OR IF NON, AT THE AIRPORT OF THE PASSENGER'S DESTINATION NOT LATER THAN FOUR HOURS AFTER THE PLANNED ARRIVAL AT THE AIRPORT OF THE PASSENGER'S NEXT POINT OF STOPOVER, OR, IF THERE IS NO NEXT POINT OF STOPOVER, AT THE AIRPORT OF THE PASSENGER'S DESTINATION, OF THE FLIGHT ON WHICH THE PASSENGER HOLDS A CONFIRMED RESERVATIONS.
- NOTE:
- (I) IF THE OFFER OF COMPENSATION IS MADE BY THE CARRIER AND ACCEPTED BY THE PASSENGER, SUCH PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR ALL ACTUAL OR ANTICIPATORY DAMAGES INCURRED OR TO BE INCURRED BY THE PASSENGER AS A RESULT OF THE CARRIER'S FAILURE TO PROVIDE PASSENGER WITH CONFIRMED RESERVED SPACE.
- (II) SUBJECT TO THE PASSENGER'S APPROVAL, CARRIER WILL COMPENSATE THE PASSENGER WITH CREDIT VALID FOR THE PURCHASE OF TRANSPORTATION IN LIEU OF MONETARY COMPENSATION. THE CREDIT ISSUED WILL BE FOR A VALUE EQUAL TO OR GREATER THAN THE MONETARY COMPENSATION. SUCH CREDIT WILL BE NON-REFUNDABLE, NON-TRANSFERABLE AND VALID FOR ONE YEAR FROM THE DATE OF ISSUE.
- (B) SAID TENDER WILL BE MADE BY CARRIER ON THE DAY AND AT THE PLACE WHERE THE FAILURE OCCURS, AND IF ACCEPTED WILL BE RECEIPTED FOR BY THE PASSENGER. PROVIDED, HOWEVER, THAT WHEN CARRIER ARRANGES FOR THE PASSENGER'S CONVENIENCE, ALTERNATE MEANS OF TRANSPORTATION WHICH DEPARTS PRIOR TO THE TIME SUCH TENDER CAN BE MADE TO THE PASSENGER, TENDER SHALL BE MADE BY MAIL OR OTHER MEANS WITHIN 24 HOURS AFTER THE TIME THE FAILURE OCCURS.
- (III) PASSENGER OPTION
ACCEPTANCE OF THE COMPENSATION (BY ENDORSING THE CHECK OR DRAFT OR NOT

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RETURNING THE CREDIT VOUCHER TO CATHAY PACIFIC AIRWAYS LTD. WITHIN 30 DAYS OF ISSUANCE) RELIEVES CATHAY PACIFIC AIRWAYS LTD. FROM ANY FURTHER LIABILITY CAUSED BY THE CARRIER'S FAILURE TO HONOUR CONFIRMED AND TICKETED RESERVATIONS. HOWEVER THE PASSENGER MAY DECLINE THE PAYMENT AND SEEK TO RECOVER DAMAGES IN A COURT OF LAW OR SOME OTHER MANNER WITHIN THIRTY (30) DAYS FROM THE DATE ON WHICH THE DENIED BOARDING OCCURED.

(IV) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES.

CARRIER SHALL FURNISH ALL PASSENGERS WHO ARE DENIED BOARDING INVOLUNTARILY FROM FLIGHTS ON WHICH THEY HOLD CONFIRMED RESERVED SPACE A WRITTEN NOTICE SETTING FORTH THE ABOVE PROVISIONS.

(3) AMOUNT OF COMPENSATION (FOR FLIGHT DEPARTURE FROM USA)

(A) SUBJECT TO THE PROVISIONS OF (E)(1) ABOVE, THE CARRIER WILL TENDER LIQUIDATED DAMAGES IN THE AMOUNT OF 400% OF THE SUM OF THE VALUES OF THE PASSENGERS REMAINING FLIGHT COUPONS OF THE TICKET TO THE PASSENGER'S NEXT STOPOVER OR, IF NONE, TO HIS DESTINATION, BUT NOT MORE THAN USD 1300.00. HOWEVER, THE COMPENSATION SHALL BE 50% OF THE AMOUNT DESCRIBED ABOVE, BUT NOT MORE THAN USD 650.00 IF THE CARRIER ARRANGES FOR COMPARABLE AIR TRANSPORTATION, OR FOR OTHER TRANSPORTATION THAT IS ACCEPTED; THAT IS, USED, BY THE PASSENGER, WHICH, AT THE TIME EITHER ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE AIRPORT OF THE PASSENGER'S NEXT STOPOVER, OR IF NONE, AT THE AIRPORT OF THE PASSENGER'S DESTINATION NOT LATER THAN FOUR HOURS AFTER THE PLANNED ARRIVAL AT THE AIRPORT OF THE PASSENGER'S NEXT POINT OF STOPOVER, OR, IF THERE IS NO NEXT POINT OF STOPOVER, AT THE AIRPORT OF THE PASSENGER'S DESTINATION, OF THE FLIGHT ON WHICH THE PASSENGER HOLDS A CONFIRMED RESERVATIONS.

NOTE:

- (I) IF THE OFFER OF COMPENSATION IS MADE BY THE CARRIER AND ACCEPTED BY THE PASSENGER, SUCH PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR ALL ACTUAL OR ANTICIPATORY DAMAGES INCURRED OR TO BE INCURRED BY THE PASSENGER AS A RESULT OF THE CARRIER'S FAILURE TO PROVIDE PASSENGER WITH CONFIRMED RESERVED SPACE.
- (II) SUBJECT TO THE PASSENGER'S APPROVAL, CARRIER WILL COMPENSATE THE PASSENGER WITH CREDIT VALID FOR THE PURCHASE OF TRANSPORTATION IN LIEU OF MONETARY

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COMPENSATION. THE CREDIT ISSUED WILL BE FOR A VALUE EQUAL TO OR GREATER THAN THE MONETARY COMPENSATION. SUCH CREDIT WILL BE NON-REFUNDABLE, NON-TRANSFERABLE AND VALID FOR ONE YEAR FROM THE DATE OF ISSUE.

(B) SAID TENDER WILL BE MADE BY CARRIER ON THE DAY AND AT THE PLACE WHERE THE FAILURE OCCURS, AND IF ACCEPTED WILL BE RECEIPTED FOR BY THE PASSENGER. PROVIDED, HOWEVER, THAT WHEN CARRIER ARRANGES FOR THE PASSENGER'S CONVENIENCE, ALTERNATE MEANS OF TRANSPORTATION WHICH DEPARTS PRIOR TO THE TIME SUCH TENDER CAN BE MADE TO THE PASSENGER, TENDER SHALL BE MADE BY MAIL OR OTHER MEANS WITHIN 24 HOURS AFTER THE TIME THE FAILURE OCCURS.

(I) PASSENGER OPTION
ACCEPTANCE OF THE COMPENSATION (BY ENDORSING THE CHECK OR DRAFT OR NOT RETURNING THE CREDIT VOUCHER TO CATHAY PACIFIC AIRWAYS LTD. WITHIN 30 DAYS OF ISSUANCE) RELIEVES CATHAY PACIFIC AIRWAYS LTD. FROM ANY FURTHER LIABILITY CAUSED BY THE CARRIER'S FAILURE TO HONOUR CONFIRMED AND TICKETED RESERVATIONS. HOWEVER THE PASSENGER MAY DECLINE THE PAYMENT AND SEEK TO RECOVER DAMAGES IN A COURT OF LAW OR SOME OTHER MANNER WITHIN THIRTY (30) DAYS FROM THE DATE ON WHICH THE DENIED BOARDING OCCURED.

(II) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES. CARRIER SHALL FURNISH ALL PASSENGERS WHO ARE DENIED BOARDING INVOLUNTARILY FROM FLIGHTS ON WHICH THEY HOLD CONFIRMED RESERVED SPACE A WRITTEN NOTICE SETTING FORTH THE ABOVE PROVISIONS.

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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 PROVIDED 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 A PREPAID TICKET ADVISE	THE PURCHASER OF THE PREPAID TICKET ADVISE
UNDER A UNIVERSAL AIR TRAVEL PLAN	THE SUBSCRIBER AGAINST WHOSE ACCOUNT THE TICKET WAS CHARGED
AGAINST A TRANSPORTATION REQUEST ISSUED BY A GOVERNMENT AGENCY, OTHER THAN A U.S. GOVERNMENT AGENCY	THE GOVERNMENT AGENCY THAT ISSUED THE TRANSPORTATION REQUEST
AGAINST A U.S. GOVERNMENT TRANSPORTATION REQUEST	THE U.S. GOVERNMENT AGENCY THAT ISSUED THE U.S. GOVERNMENT TRANSPORTATION

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REQUEST WITH A
CHECK PAYABLE TO
THE "TREASURER
OF THE UNITED
STATES".

TICKETS FOR TRANSPORTATION THE ACCOUNT OF THE
ISSUED AGAINST A CREDIT PERSON TO
CARD WHOM SUCH CREDIT
ISSUED CARD HAS BEEN
ISSUED

- (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 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, 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

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EQUIPMENT OR DIFFERENT CLASS OF SERVICE BY CARRIER, MISSED CONNECTIONS, POSTPONEMENT OR DELAY OF FLIGHT, OMISSION OF A SCHEDULES 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.
EXCEPTION: CARRIER SHALL NOT BE OBLIGATED TO REFUND ANY PORTION(S) OF A FULLY UNUSED TICKET WHICH DOES NOT REFLECT A CONFIRM RESERVATION ON CX FLIGHT INVOLVED IN A SCHEDULE IRREGULARITY UNLESS SUCH TICKET WAS ISSUED BY CX.

(2) WHEN A PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE:

(A) EITHER AN AMOUNT EQUAL TO THE ONE WAY FARE LESS THE SAME RATE OF DISCOUNT, IF ANY, THAT WAS APPLIED IN COMPUTING THE ORIGINAL ONE WAY FARE (OR ON ROUND OR CIRCLE TRIP TICKETS, ONE-HALF OF THE ROUND TRIP FARE) AND CHARGES APPLICABLE TO THE UNUSED TRANSPORTATION FROM THE POINT OF TERMINATION TO THE DESTINATION OR STOPOVER POINT NAMED ON THE TICKET OR TO THE POINT AT WHICH TRANSPORTATION IS TO BE RESUMED, VIA:

(I) THE ROUTING SPECIFIED ON THE TICKET, IF THE POINT OF TERMINATION WAS ON SUCH ROUTING; OR

(II) THE ROUTING OF ANY CARRIER OPERATING BETWEEN SUCH POINTS, IF THE POINT OF TERMINATION WAS NOT ON THE ROUTING SPECIFIED ON THE TICKET; IN SUCH CASE THE AMOUNT OF REFUND WILL BE BASED ON THE LOWEST FARE APPLICABLE BETWEEN SUCH POINTS; OR

(B) THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED, WHICHEVER IS HIGHER.

EXCEPTION: WHEN A PASSENGER HOLDING A TICKET FOR CARRIAGE FOR A HIGHER CLASS OF SERVICE BETWEEN AN ORIGIN AND A DESTINATION IS REQUIRED BY CARRIER TO USE A LOWER CLASS OF SERVICE FOR ANY PORTION OF SUCH CARRIAGE, THE AMOUNT OF REFUND WILL BE AS FOLLOWS:

(1) FOR ONE WAY TICKETS: THE DIFFERENCE BETWEEN THE FARE FOR THE HIGHER CLASS OF SERVICE AND THE FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE THE LOWER CLASS SERVICE IS USED;

(2) FOR ROUND TRIP, CIRCLE TRIP OR OPEN JAW TICKETS: THE DIFFERENCE BETWEEN 50

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PERCENT OF THE ROUND TRIP FARE FOR THE HIGHER CLASS OF SERVICE AND 50 PERCENT OF THE ROUND TRIP FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE THE LOWER CLASS OF SERVICE IS USED.

FOR THE PURPOSE OF THIS EXCEPTION FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:

- (A) FIRST CLASS FARES APPLICABLE ON JET AIRCRAFT.
- (B) FIRST CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.
- (C) ONE CLASS STANDARD SERVICE FARES.
- (D) ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES APPLICABLE ON JET AIRCRAFT.
- (E) ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.
- (F) THRIFT CLASS FARES APPLICABLE ON JET AIRCRAFT.
- (G) THRIFT CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.

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

- (3) THE SERVICE CHARGE PROVIDED FOR IN RULE 60 (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

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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 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. 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

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- REFUND IS EFFECTED BY A PASSENGER SALES AGENT, THIS SERVICE CHARGE WILL ACCRUE TO SUCH AGENT.
- (7) REFUND CHARGE
(APPLICABLE ONLY TO REFUND TRANSACTION IN HONG KONG FOR TOTALLY UNUSED TICKETS ISSUED IN HONG KONG)
- (A) A REFUND CHARGE OF HKD125 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS A REFUND OF ANY TOTALLY UNUSED TICKET PURCHASED AND REFUNDED DIRECTLY WITH THE AIRLINE.
- (B) A REFUND CHARGE OF HKD250 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 (HKD250) 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) WHEN A PASSENGER LOSSES A CX TICKET, OR THE UNUSED PORTION THEREOF, CX WILL MAKE A REFUND TO THE PASSENGER IN THE FOLLOWING AMOUNTS, AS APPLICABLE;
- (A) IF NO PORTION OF THE TICKET HAS BEEN USED, REFUND WILL BE AN AMOUNT EQUAL TO THE FARE AND CHARGES PAID.
- (B) IF A PORTION OF THE TICKET HAS BEEN USED, AND
- (I) THE PASSENGER HAS PURCHASED A NEW TICKET COVERING THE SAME TRANSPORTATION AS THAT COVERED BY THE UNUSED PORTION OF THE LOST TICKET, REFUND WILL BE AN AMOUNT EQUAL TO THE FARE AND CHARGES PAID FOR SUCH NEW TICKET.

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- (II) THE PASSENGER HAS NOT PURCHASED A NEW TICKET COVERING THE SAME TRANSPORTATION AS THAT COVERED BY THE UNUSED PORTION OF THE LOST TICKET, REFUND WILL BE AN AMOUNT EQUAL TO THE DIFFERENCE BETWEEN THE FARE AND CHARGES PAID AND THE FARE AND CHARGES APPLICABLE TO THE TRANSPORTATION OF THE PASSENGER COVERED BY THE USED PORTION OF THE TICKET.
- (3) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST MISCELLANEOUS CHARGES ORDER, DEPOSIT RECEIPTS AND EXCESS BAGGAGE TICKETS.
- (4) A SERVICE CHARGE OF USD/CAD 25.00 HKD 200 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 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

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TRANSACTION.

"SINGLE TICKET":

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

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

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

"ULTIMATE TICKETED DESTINATION":

IN SITUATIONS WHERE A PASSENGER'S ORIGIN IS A NON-CANADIAN/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.

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 DETERMINED 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 CARRIERS WHO HAVE BEEN IDENTIFIED AS PROVIDING

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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.

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

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- (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 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

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- 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 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. 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

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- 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 IN THE CHARTS BELOW:

TYPE OF SERVICE	CHECKED BAGGAGE		
	MAXIMUM NUMBER OF BAGS PERMITTED	WEIGHT PER BAG	DIMENSION PER BAG
FIRST CLASS/ BUSINESS CLASS PREMIUM ECONOMY CLASS	2	32 KG	158 CM
FULL FARE ECONOMY CLASS	2	25 KG	158 CM
INFANT NOT OCCUPY SEAT	2	23 KG	158 CM
	1	DEPENDS ON THE TYPE OF SERVICE OF THE ACCOMPANIED ADULT	115 CM
MARCO POLO CLUB DIAMOND AND GOLD CARD MEMBER	3	DEPENDS ON THE TYPE OF SERVICE	158 CM

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

TYPE OF SERVICE	FREE UNCHECKED BAGGAGE (CARRY-ON BAGGAGE)		
	MAXIMUM NUMBER OF BAGS PERMITTED	WEIGHT PER TOTAL	DIMENSION PER BAG
FIRST CLASS	2	15 KG	115 CM
BUSINESS CLASS PREMIUM ECONOMY/	2	10 KG	115 CM

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ECONOMY CLASS	1	7 KG	115 CM
INFANT NOT OCCUPY SEAT	NO	NO	NO
MARCO POLO CLUB DIAMOND CARD MEMBER	DEPENDS ON THE TYPE OF SERVICE	15 KG	115 CM
MARCO POLO CLUB GOLD AND SILVER CARD MEMBER	DEPENDS ON THE TYPE OF SERVICE	10 KG	115 CM

- (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/BACK PACK
 - . 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
 - . 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 12 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

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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 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

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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.

FOR TRAVEL BEFORE 14MAR20

EXCESS BAGGAGE CHARGE (WEIGHT UP TO 32 KG AND SIZE UP TO 158 CM)

FOR TRAVEL ON/AFTER 15MAR20

(1) FIRST AND BUSINESS CLASS

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

(2) PREMIUM ECONOMY CLASS

FOR BAGGAGE WEIGHT UP TO 25KG (55LB) AND SIZE UP TO 158CM (62IN)

(3) ECONOMY CLASS

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

PER PIECE (USD)	HKG	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6
HKG	--	--	--	--	--	200	230
ZONE 5	200	200	220	240	250	150	--
ZONE 6	230	230	250	260	280	--	--

PER
PIECE
(CAD)

ZONE 5	247	247	271	296	308	185	--
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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) OR

OVERSIZE (MAX 203)

USD 150

OVERWEIGHT (32 KG ABOVE)

OR OVERSIZE (203 CM ABOVE)

4 TIMES OF APPLICABLE
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

OVER SIZE UP TO 203 CM
BUT BELOW 23 KG 2 TIMES OF APPLICABLE EXCESS
PIECE BAGGAGE CHARGE PLUS OVER-
SIZE CHARGE

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 TIMES OF APPLICABLE 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

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

- (F) 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 CLASS
 FOR BAGGAGE WEIGHT UP TO 25KG (55LB) AND SIZE UP TO 158CM (62IN)
 - (3) ECONOMY CLASS
 FOR BAGGAGE WEIGHT UP TO 23KG (50LB) AND SIZE UP TO 158CM (62IN)

per piece USD	HKG	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	
Zone 5	200	200	220	240	250	150	--
per piece (CAD)							
Zone 5	247	247	271	296	308	185	--

Zone Definition

Zone 1 South East Asia Excluding HKG, Japan, Korea, Russia (in Asia)
 Zone 2 South Asian Sub-Continents
 Zone 3 Middle East

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Zone 4 Europe, Africa, South West Pacific
Zone 5 North 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).

(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 OR 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 (CHECKED OR UNCHECKED) AND WILL NOT BE TRANSPORTED BY

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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;
- (12) OXIDIZING SUBSTANCES SUCH AS BLEACHING POWDER AND PEROXIDES;
- (13) TOXIC SUBSTANCES, POISONS SUCH AS ARSENIC, CYANIDES, INSECTICIDES, WEEDKILLERS;
- (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

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- . 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.
 - (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

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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 Fares

- (A) GENERAL
EXCEPT AS PROVIDED IN PARAGRAPH (I) 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. NATURAL UNIT OF CONSTRUCTION (NUC) ARE ESTABLISHED AGAINST ALL LOCAL SELLING FARES AND PUBLISHED ARBITRARIES.
- (B) SALES AND TICKET ISSUANCE
FARE CONSTRUCTION RULES ARE BASED ON THE COUNTRY OF SALES AND COUNTRY OF TICKET ISSUANCE. THE INTERNATIONAL SALES INDICATOR LISTED BELOW INDICATES WHERE TICKET HAS BEEN ISSUED AND WHERE PAYMENT HAS BEEN MADE:
- (1) SITI - SALE AND TICKET ISSUANCE ARE MADE INSIDE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
 - (2) SOTI - SALE IS MADE OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION AND THE TICKET IS ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
 - (3) SITO - SALE IS MADE INSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION AND THE TICKET IS ISSUED OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
 - (4) SOTO - SALE AND TICKET ISSUANCE ARE MADE OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
- (C) 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 EXCEPT AS PROVIDED IN PARAGRAPH (C) BELOW. THE PRECEDENCE OF PUBLISHED FARE CHECK IS TO BE MADE FOR ALL TYPES OF JOURNEYS, WHEREBY COMBINATION OF SECTOR FARES SHOULD NOT UNDERCUT THE DIRECT PUBLISHED FARE OR ADDON CONSTRUCTED FARE.
- (D) CONSTRUCTION OF COMBINATION OF FARES
WHERE NO THROUGH ONE-FACTOR FARE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE CLASS OF SERVICE AND THE TYPE OF AIRCRAFT (PROPELLER TYPE OR JET TYPE) USED, THE APPLICABLE FARE FOR SUCH TRANSPORTATION SHALL BE CONSTRUCTED AS PROVIDED BELOW:
- (1) ONE CLASS OF SERVICE, WHOLLY JET OR WHOLLY PROPELLER
WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS IN ONE CLASS OF SERVICE, WHOLLY BY JET AIRCRAFT OR WHOLLY BY PROPELLER AIRCRAFT, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF

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FARES VIA THE ROUTE OF MOVEMENT APPLICABLE TO THE TRANSPORTATION USED, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THE THROUGH ONE-FACTOR FARE APPLICABLE TO OR FROM A MORE DISTANT POINT VIA THE SAME ROUTING.

- (2) ONE CLASS OF SERVICE, COMBINATION OF JET AND PROPELLER
WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS IN ONE CLASS OF SERVICE, PARTLY ON JET AIRCRAFT AND PARTLY ON PROPELLER AIRCRAFT, THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE.
- (A) WHERE A THROUGH ONE-FACTOR FARE FOR PROPELLER AIRCRAFT IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE CLASS OF SERVICE USED, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE, PLUS THE DIFFERENCE BETWEEN THE FARES FOR JET AND PROPELLER AIRCRAFT, FOR THE CLASS OF SERVICE USED, BETWEEN THE POINTS WHERE JET AIRCRAFT IS USED.
- (B) WHERE A THROUGH ONE-FACTOR PROPELLER FARE IS NOT PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE CLASS OF SERVICE USED, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES APPLICABLE TO THE TRANSPORTATION USED.
- (3) COMBINATION OF SLEEPER FIRST CLASS/FIRST CLASS AND BUSINESS CLUB/MARCO POLO BUSINESS CLASS/SUPER CLUB/ECONOMY/EXECUTIVE FULL FACILITIES/EXECUTIVE CLASS/TOURIST/COACH CLASS. WHOLLY JET OR WHOLLY PROPELLER.
WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS WHOLLY ON JET AIRCRAFT OR WHOLLY ON PROPELLER AIRCRAFT AND PARTLY IN SLEEPER FIRST CLASS/FIRST CLASS SERVICE AND PARTLY IN BUSINESS CLUB/MARCO POLO BUSINESS CLASS/ECONOMY/EXECUTIVE FULL FACILITIES/TOURIST/EXECUTIVE CLASS/COACH SERVICE, THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE.
- (A) WHERE A THROUGH ONE-FACTOR FARE FOR BUSINESS CLUB/MARCO POLO BUSINESS CLASS/SUPER EXECUTIVE FULL FACILITIES/TOURIST/COACH/EXECUTIVE CLASS SERVICE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION, VIA THE ROUTE OF MOVEMENT FOR THE TYPE OF AIRCRAFT USED, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE, PLUS THE DIFFERENCE BETWEEN THE SLEEPER FIRST CLASS/FIRST CLASS AND BUSINESS CLUB/SUPER CLUB/ECONOMY/EXECUTIVE FULL FACILITIES/TOURIST/COACH FARES FOR THE TYPE OF AIRCRAFT USED, BETWEEN THE POINTS WHERE DELUXE FIRST CLASS/FIRST CLASS SERVICE IS USED.
- (B) WHERE A THROUGH ONE-FACTOR FARE FOR BUSINESS

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- CLUB/MARCO POLO BUSINESS CLASS/SUPER EXECUTIVE FULL FACILITIES/TOURIST/COACH/EXECUTIVE CLASS SERVICE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE TYPE OF AIRCRAFT USED, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARE APPLICABLE TO THE TRANSPORTATION USED.
- (4) COMBINATION OF FIRST CLASS, PROPELLER, AND ECONOMY/TOURIST/COACH, JET WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS PARTLY IN FIRST CLASS SERVICE ON PROPELLER AIRCRAFT AND PARTLY IN ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT, THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE.
- (A) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT IS PUBLISHED FROM POINT OR ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE SUCH, THROUGH ONE-FACTOR FARE, PLUS THE DIFFERENCE BETWEEN THE FARE FOR FIRST CLASS SERVICE ON PROPELLER AIRCRAFT AND THE FARE (EXCLUDING NIGHT COACH FARES WITHIN THE CONTINENTAL U.S.A.) FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT BETWEEN THE POINTS WHERE FIRST CLASS SERVICE ON PROPELLER AIRCRAFT IS USED, PLUS THE DIFFERENCE BETWEEN THE FARE (EXCLUDING NIGHT COACH FARES WITHIN THE CONTINENTAL U.S.A.) FOR ECONOMY/TOURIST/COACH SERVICE ON JET JET AIRCRAFT AND THE FARE (EXCLUDING NIGHT COACH FARES WITHIN THE CONTINENTAL U.S.A.) FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT BETWEEN THE POINTS WHERE ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT, IS USED.
- (B) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT IS NOT PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES APPLICABLE TO THE TRANSPORTATION USED.
- (5) COMBINATION FIRST CLASS, JET, AND ECONOMY/TOURIST/COACH PROPELLER WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS PARTLY IN FIRST CLASS SERVICE ON JET AIRCRAFT AND PARTLY IN ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE:
- (A) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER

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- AIRCRAFT IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE PLUS THE DIFFERENCE BETWEEN THE FARE FOR FIRST CLASS SERVICE ON JET AIRCRAFT AND THE FARE (EXCLUDING NIGHT COACH FARES WITHIN THE CONTINENTAL U.S.A.) FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT BETWEEN THE POINTS WHERE FIRST CLASS SERVICE ON JET AIRCRAFT IS USED.
- (B) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT IS NOT PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES APPLICABLE TO THE TRANSPORTATION USED.
- (6) COMBINATION ECONOMY/TOURIST COACH, AND ONE CLASS STANDARD SERVICE, WHOLLY JET
WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS PARTLY IN ECONOMY/TOURIST/COACH CLASS SERVICE ON JET AIRCRAFT AND PARTLY IN ONE CLASS STANDARD SERVICE ON JET AIRCRAFT, THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS:
- (A) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE PLUS THE DIFFERENCE BETWEEN THE FARE FOR ONE CLASS STANDARD SERVICE ON JET AIRCRAFT AND THE FARE (EXCLUDING NIGHT COACH FARES WITHIN THE CONTINENTAL U.S.A.) FOR ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT BETWEEN THE POINTS WHERE ONE CLASS STANDARD SERVICE ON JET AIRCRAFT IS USED.
- (B) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT IS NOT PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES APPLICABLE TO THE TRANSPORTATION USED.
- (7) COMBINATION OF ECONOMY/TOURIST/COACH AND THRIFT CLASS SERVICE
WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS PARTLY IN ECONOMY/TOURIST/COACH CLASS SERVICE AND PARTLY IN THRIFT CLASS SERVICE, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES VIA THE ROUTE OF MOVEMENT APPLICABLE TO THE TRANSPORTATION USED BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE:
- NOTE: FARES CONSTRUCTED IN ACCORDANCE WITH THE ABOVE PROVISIONS FOR THE SAME CLASS OF SERVICE SHALL NOT EXCEED THE THROUGH PUBLISHED FARE VIA A HIGHER CLASS OF SERVICE VIA THE SAME CARRIER(S) BETWEEN AND

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VIA THE SAME POINTS; OR FARES CONSTRUCTED IN ACCORDANCE WITH THE ABOVE PROVISIONS FOR DIFFERENT CLASSES OF SERVICE SHALL NOT EXCEED THE THROUGH PUBLISHED FARE FOR THE HIGHEST CLASS OF SERVICE ACTUALLY USED NOR THE THROUGH PUBLISHED FARE FOR A HIGHER CLASS OF SERVICE THAN EITHER OF THE CLASSES OF SERVICE USED, VIA THE SAME CARRIER(S) BETWEEN AND VIA THE SAME POINTS. FOR THE PURPOSE OF THIS NOTE ONLY, FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:

1. SLEEPER FIRST CLASS FARES APPLICABLE TO JET AIRCRAFT.
2. FIRST CLASS FARES APPLICABLE ON JET AIRCRAFT.
3. FIRST CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.
4. MARCO POLO BUSINESS CLASS.
5. BUSINESS COACH CLASS/CLUB CLASS/EXECUTIVE FULL FACILITIES CLASS/PREFERENCE CLASS EXECUTIVE CLASS.
6. BUSINESS COACH CLASS FARES APPLICABLE ON JET AIRCRAFT.
7. ONE CLASS STANDARD SERVICE FARES.
8. ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES.
9. ECONOMY CLASS, TOURIST CLASS OR COACH CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.
10. THRIFT CLASS FARES APPLICABLE ON JET 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, B-767, 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.

- (8) COMBINING DOMESTIC U.S. SPECIAL FARES WITH INTERNATIONAL FARES
- (A) 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 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.
- (B) MILEAGE ROUTINGS SET FORTH IN THE MPM TARIFF

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- 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.
- (C) 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:
 - (I) THE POINT OF ORIGIN OF THE ITINERARY
 - (II) THE POINT OF DESTINATION OF THE ITINERARY, OR
 - (III) ANOTHER INTERMEDIATE POINT OF THE ITINERARY.
 - (D) NOTWITHSTANDING PARAGRAPH (C) 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.
- (9) CLASS DIFFERENTIALS CALCULATION
- (A) THE FARE SHALL BE DETERMINED IN THE LOWER CLASS OF THE ENTIRE JOURNEY AND PLUS THE CLASS DIFFERENTIALS FOR THE SECTORS TRAVELLED IN THE HIGHER CLASS OF SERVICE.
 - (B) THE CLASS DIFFERENTIAL IS SUBJECT TO THE NORMAL MILEAGE PROVISIONS AND MUST BE INCREASED ACCORDINGLY WHEN THE DISTANCE TRAVELLED IN THE HIGHER CLASS OF SERVICE EXCEEDS THE MAXIMUM PERMITTED MILEAGE (MPM) FOR THE SECTORS CONCERNED.
 - (C) THE CLASS DIFFERENTIALS SHALL BE ASSESSED:
 - (I) IN THE SAME DIRECTION AS THE FARE COMPONENT USED;
 - (II) WITHIN EACH FARE COMPONENT.
 - (D) WHEN DIFFERENTIALS ARE INVOLVED IN JOURNEYS SUBJECT TO DIRECTIONAL MINIMUM FARE CHECK AS PROVIDED IN PARAGRAPH (O):
 - (I) ASSESS THE CLASS DIFFERENTIAL WITHIN EACH FARE COMPONENT;
 - (II) ASSESS THE CLASS DIFFERENTIAL IN THE DIRECTION OF TRAVEL, EXCEPT THAT FOR TRAVEL INTO THE COUNTRY OF ORIGIN ASSESS THE CLASS DIFFERENTIAL FROM THE COUNTRY OF ORIGIN;
 - (III) APPLY THE ONE WAY DIRECTIONAL MINIMUM CHECK TO THE FARES IN THE LOWEST CLASS OF SERVICE FOR TRANSACTIONS OTHER THAN SITI;
 - (IV) ADD THE DIFFERENTIALS FROM (II) TO THE

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FARE RESULTING FROM (III).

- (E) THE CLASS DIFFERENTIALS ARE ALSO SUBJECT TO HIGHER INTERMEDIATE POINT FARE CHECKS AS PROVIDED IN PARAGRAPH (L), BUT NOT TO THE BACKHAUL OR DIRECTIONAL MINIMUM FARE CHECKS.

(E) 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 AND/OR A TRANSFER 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 AND/OR A TRANSFER AT THE INTERMEDIATE POINT FOR WHICH A HIGHER FARE IS PUBLISHED.

(F) ONE WAY FARES

(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 (C) BELOW,
(B) ONE WAY BACKHAUL FARE CHECK AS PROVIDED IN PARAGRAPH (M) 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

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POINTS OF THE WHOLE ITINERARY AS PROVIDED IN
PARAGRAPH (O) BELOW.

NOTE: DIRECTIONAL MINIMUM CHECKS 1 AND 2 IN
PARAGRAPH (C) AND (D) ABOVE APPLY ON JOURNEYS.

(G) 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

- (A) FOR THE OUTBOUND COMPONENT, USE THE ONE WAY
FARE OR HALF 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 HALF 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 (C) ABOVE.

(H) CIRCLE TRIP FARES

WHEN A CIRCLE TRIP TICKET IS PURCHASED PRIOR TO
COMMENCEMENT OF CARRIAGE, THE FARE FOR A CIRCLE TRIP
SHALL BE THE LOWEST COMBINATION OF HALF ROUND TRIP
FARES IN THE DIRECTION OF TRAVEL ALONG RESPECTIVE
SECTIONS INVOLVED IN THE TRIP, BEGINNING THE
CALCULATION FROM THE POINT OF ORIGIN OF THE 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 SHALL NOT UNDERCUT THE DIRECT PUBLISHED FARE
OR ADDON CONSTRUCTED FARE AS PROVIDED IN PARAGRAPH
(C) ABOVE.
- (3) THE FARE FOR A CIRCLE TRIP (EXCLUDING ANY SIDE
TRIP FOR WHICH THE FARE HAS BEEN CHARGED
SEPARATELY) SHALL NOT BE LESS THAN THE DIRECT
ROUTE NORMAL OR SPECIAL ROUND TRIP FARE, AS
APPROPRIATE, FOR THE HIGHEST RATED PAIR OF POINTS

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- APPLICABLE TO THE CLASS OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL; WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED THE LOWER/LOWEST LEVEL MAY BE USED.
- (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.
 - (5) THE SHORTEST VALIDITY PERIOD APPLICABLE TO ANY FARE USED SHALL APPLY TO THE ENTIRE CIRCLE TRIP.
 - (6) FOR ANY FARE COMPONENT WHICH TERMINATES IN THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH FARE COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED.
 - (7) WHEN THERE ARE ROUND TRIP FARES FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT WHICH DIFFER ACCORDING TO CARRIER(S) USED ON THE OUTBOUND AND INBOUND JOURNEYS, THE FARE TO BE USED FOR THE CHECK SHALL BE THE LOWER OF SUCH ROUND TRIP FARES.
- (I) FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS
WHEN A TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR AN OPEN-JAW TRIP, THE FARE FOR SUCH AN OPEN-JAW TRIP SHALL BE CONSTRUCTED AS FOLLOWS:
- (1) ONE WAY FARE SHALL BE USED ON JOURNEYS WHEN:
 - (A) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT IN THE SAME COUNTRY;
 - (B) THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE NOT IN THE SAME COUNTRY;
 - (C) BOTH THE OUTWARD POINTS OF ARRIVAL AND DEPARTURE AND THE INWARD POINTS OF ARRIVAL AND DEPARTURE ARE NOT IN THE SAME COUNTRY;
PROVIDED THAT:
 - (I) SUCH FARE SHALL NOT UNDERCUT THE DIRECT PUBLISHED FARE OR ADDON CONSTRUCTED FARE AS PROVIDED IN PARAGRAPH (C) ABOVE.
 - (II) SUCH FARE SHALL NOT BE LESS THAN THE ONE WAY BACKHAUL FARE BASED ON ALL STOPOVER POINTS AS PROVIDED IN PARAGRAPH (M) BELOW.
 - (III) IF SUCH FARE IS CONSTRUCTED BY USING THE ONE WAY FARES, SUCH FARES MAY NOT BE LESS THAN THE DIRECTIONAL MINIMUM FARE CHECKS AS PROVIDED IN PARAGRAPH (O) BELOW.
 - (IV) SUCH FARE SHALL BE SUBJECTED TO OPEN-JAW MINIMUM FARE CHECK AS PROVIDED IN PARAGRAPH (P) BELOW.
 - (D) THE JOURNEY FROM ONE COUNTRY AND RETURN THERETO COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS.
 - (2) 50 PERCENT OF THE ROUND TRIP FARE SHALL BE USED ON JOURNEYS WHEN:
 - (A) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE IN THE SAME COUNTRY;
 - (B) THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE IN THE SAME COUNTRY;
 - (C) BOTH THE OUTWARD POINTS OF ARRIVAL AND

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DEPARTURE AND THE INWARD POINTS OF ARRIVAL
AND DEPARTURE ARE IN THE SAME COUNTRY;
PROVIDED THAT:

- (I) SUCH FARE SHALL NOT UNDERCUT THE DIRECT
PUBLISHED FARE OR ADDON CONSTRUCTED FARE
AS PROVIDED IN PARAGRAPH (C) ABOVE.
- (II) SUCH FARE SHALL BE SUBJECTED TO OPEN-JAW
MINIMUM FARE CHECK AS PROVIDED IN
PARAGRAPH (P) BELOW.

(J) 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
PUBLISHED IN CONNECTION WITH SUCH EXCURSION
FARE WILL APPLY.

(K) 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).

(L) HIGHER INTERMEDIATE POINT FARES CHECK

WHEN A TICKET IS ISSUED PRIOR TO THE COMMENCEMENT OF
CARRIAGE, THE THROUGH NORMAL FARE FOR THE JOURNEY
BETWEEN ORIGIN AND DESTINATION SHALL NOT BE LESS THAN:

- (1) THE NORMAL FARE BETWEEN THE POINT OF ORIGIN AND
ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING;
- (2) THE NORMAL FARE BETWEEN THE DESTINATION POINT AND
ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING;
- (3) THE NORMAL FARE BETWEEN ANY TWO TICKETED
INTERMEDIATE POINTS ALONG THE ROUTING; PROVIDED
THAT THE THROUGH NORMAL FARE FOR THE JOURNEY IS TO
BE RAISED TO THE HIGHEST OF ANY INTERMEDIATE POINT

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NORMAL FARES OF ABOVE. WHEN A MILEAGE SURCHARGE IS APPLIED ON THE JOURNEY, THE SURCHARGE SHALL BE APPLIED ON THE LEVEL WHICH IS RAISED TO THE HIGHER INTERMEDIATE POINT NORMAL FARE.

NOTE

- (I) THE HIGHER INTERMEDIATE POINT FARE CHECK APPLIES TO ALL STOPOVER POINTS ON JOURNEYS OF SITI AND SOTI.
 - (II) THE HIGHER INTERMEDIATE POINT FARE CHECK APPLIES TO ALL TICKETED POINTS ON JOURNEYS OF SOTO AND SITO.
 - (4) 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 THE STOPOVER AND TRANSFER CONDITIONS OF THE LOWER/LOWEST FARE.
 - (5) FOR THE PURPOSE OF THE HIGHER INTERMEDIATE POINT RULE
 - (A) DENMARK, NORWAY AND SWEDEN ARE CONSIDERED AS ONE COUNTRY.
 - (B) U.S.A. AND CANADA ARE CONSIDERED AS ONE COUNTRY.
 - (M) ONE WAY BACKHAUL FARE
WHEN ON A ONE WAY JOURNEY USING NORMAL/SPECIAL ONE WAY FARE, TRAVEL IS VIA A HIGHER RATED INTERMEDIATE STOPOVER POINT, THE FARE FOR SUCH FARE COMPONENT IS ASSESSED EITHER:
 - (A) THE APPLICABLE FARE BETWEEN THE FARE CONSTRUCTION POINTS; OR
 - (B) THE FARE FROM THE ORIGIN FARE CONSTRUCTION POINT OF THE FARE COMPONENT:
 - (I) TO THE HIGHEST RATED INTERMEDIATE STOPOVER POINTS
 - (II) PLUS THE DIFFERENCE BETWEEN SUCH FARE AND THE DIRECT ROUTE FARE BETWEEN THE FARE CONSTRUCTION POINTS, WHICHEVER PRODUCES THE HIGHER AMOUNT.

NOTE: HIDDEN BACKHAUL CHECK NEED NOT BE APPLIED.

 - (C) THE ONE WAY BACKHAUL RULE CHECK NEED NOT APPLY FOR POINTS ON A JOURNEY WHICH HAVE BEEN EXCLUDED FROM THE PROVISIONS OF THE HIGHER INTERMEDIATE POINT RULE.
 - (D) A ONE WAY BACKHAUL CHECK WILL NOT BE CHARGED ON CLASS DIFFERENTIALS.
- (O)
- (P) VIA COUNTRY OF ORIGIN MINIMUM FARE CHECKS
THE MINIMUM FARE CHECKS APPLY TO FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS FOR SITI/SOTI/SITO/SOTO TRANSACTIONS:
WHEN ONE WAY FARES ARE USED AND TRAVEL ON THE SECOND OR SUBSEQUENT INTERNATIONAL FARE COMPONENT IS VIA THE COUNTRY OF ORIGIN, THE FARE FOR THE COMPONENT VIA THE COUNTRY OF ORIGIN SHALL NOT BE LESS THAN THE HIGHEST INTERNATIONAL FARE FROM ANY TICKETED POINT IN THE COUNTRY OF ORIGIN IN THE FARE COMPONENT TO ANY OTHER TICKETED POINT IN SUCH FARE COMPONENT. THIS RULE APPLIES WHETHER OR NOT A STOPOVER IS MADE AT THE

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(Q) POINT(S) IN THE COUNTRY OF ORIGIN.

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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.
- (C) A STOPOVER, AS USED HEREIN, WILL OCCUR WHEN A PASSENGER ARRIVES AT AN INTERMEDIATE OR JUNCTION TRANSFER POINT ON A FLIGHT OF ANY CARRIER AND FAILS TO DEPART FROM SUCH INTERMEDIATE OR JUNCTION TRANSFER POINT ON
 - (A) THE FIRST FLIGHT ON WHICH SPACE IS AVAILABLE; OR
 - (B) THE FLIGHT THAT WILL PROVIDE FOR THE PASSENGER'S EARLIEST ARRIVAL AT INTERMEDIATE OR JUNCTION TRANSFER POINT(S) OR DESTINATION POINT, VIA THE CARRIER AND CLASS OF SERVICE AS SHOWN ON THE PASSENGER'S TICKET. PROVIDED, HOWEVER THAT IN NO EVENT WILL A STOPOVER OCCUR WHEN THE PASSENGER DEPARTS FROM THE INTERMEDIATE OR JUNCTION TRANSFER POINT ON A FLIGHT SHOWN IN CARRIER'S OFFICIAL GENERAL SCHEDULED AND/OR SERVICE PATTERNS AS DEPARTING WITHIN FOUR HOURS AFTER HIS ARRIVAL AT SUCH POINT.

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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 THE 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) THE CHARGE IS 10 PERCENT OF THE APPLICABLE ADULT FARE WHEN AN INFANT DOES NOT OCCUPY A SEAT. SHALL APPLY.
- EXCEPTION:
- INFANTS WHO WILL REACH THEIR SECOND BIRTHDAY DURING THE JOURNEY WILL, IN ACCORDANCE WITH SAFETY REGULATIONS, BE REQUIRED TO OCCUPY A SEAT, PAYING THE CHILD'S OR LOWEST APPLICABLE FARE, FOR THOSE SECTORS TO BE TRAVELLED 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 FARE 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

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- (3) PURCHASE NEW TICKET ON AFFECTED CX OPERATED FLIGHT (INCLUDING CODESHARE AND JOINT VENTURE) AND REFUND THE ORIGINAL TICKET IF APPLICABLE.
- (B) THE CHARGE SHALL BE THE PUBLISHED CHILDREN'S FARE WHEN AN INFANT OCCUPIES A SEAT, OR MORE THAN ONE INFANT TRAVELS WITH ONE ADULT.
- (2) UNACCOMPANIED: INFANTS UNDER 2 YEARS OF AGE MUST PROVIDE THEIR OWN ESCORT AND 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 SECOND BIRTHDAY BUT HAVE NOT REACHED THEIR 12TH BIRTHDAY ON THE DATE OF COMMENCEMENT OF THE OUTWARD TRAVEL WILL BE CHARGED THE APPLICABLE CHILD'S FARE AS SPECIFIED IN THE APPLICABLE FARE RULE.
 - (2) UNACCOMPANIED: (A) CHILDREN UNDER 6 YEARS OF AGE MUST PROVIDE THEIR OWN ESCORT AND THEREFORE 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 OUTWARD TRAVEL WILL BE CHARGED 100 PERCENT OF THE APPLICABLE ADULT FARE.
 - (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 APPLIED TO ALL CX DESIGNATED FLIGHTS AS FOLLOWS: CAD 27/USD 26 (OR EQUIVALENT).
- (C) UNACCOMPANIED YOUNG TRAVELLER 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, CHILDREN'S AND INFANT'S DISCOUNTS APPLY TO ANY CHARGE OR SURCHARGE AND ANY CANCELLATION OR REFUND FEE.

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- (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 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

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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.
 - (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

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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:
- (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 AND WITHOUT INTERRUPTION FOR A PERIOD OF NOT LESS THAN ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION.

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- 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 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 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

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- 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) 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.
- (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

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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 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.

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- (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 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 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

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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.

- (I) 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;
- (II) 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;
- (III) 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;
- (IV) 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 TRAVELLING 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:
 - (AA) 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 (C) ABOVE.
 - (BB) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT

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ON THE SERVICES OF THE 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 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

- (A) FOR PASSENGER ON STRETCHER:
EIGHT TIMES OF CX'S APPLICABLE ADULT NORMAL ECONOMY ONE WAY FARES (SUBJECT TO SEASONALITY, DATE OF WEEK IF ANY)
- (B) FOR ATTENDANT:
THE APPLICABLE ADULT FARE.

(2) BAGGAGE ALLOWANCE

THE TOTAL FREE BAGGAGE ALLOWANCE WILL BE THAT APPLICABLE TO THE NUMBER OF FARE PAID BUT EACH PASSENGER WILL BE ALLOWED TO CARRY ONLY A SINGLE ENTITLEMENT OF HAND BAGGAGE.

(3) TICKETING

- (A) IN THE "FARE CALCULATION" COLUMN, ENTER THE TOTAL AMOUNT TO BE CHARGED.
- (B) IN THE "ENDORSEMENTS" BOX, ENTER "STETCHER CASE".
- (C) IN THE "FARE" AND "TOTAL" BOXES, ENTER THE TOTAL FARE.

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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 BETWEEN THE POINTS BETWEEN WHICH THE SEATS WILL BE USED. THE FREE BAGGAGE ALLOWANCE FOR SUCH PASSENGER WILL BE TWICE THE NORMAL ALLOWANCE.

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Rule 750 Booking and Ticketing Service Fee (Applicable to Canada 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/CANADA ARE CONTACTED TO MAKE VOLUNTARY CHANGES ON BOOKINGS OR TICKETS. THE APPLICABLE 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 INTERLINABLE.

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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 (FOR REQUEST TILL 31JAN18)
ALL CX DESIGNATED FLIGHT AS FOLLOWS:
BETWEEN HK AND SOUTHWEST PACIFIC, N. AMERICA,
EUROPE, MIDDLE EAST, AFRICA, SOUTH ASIA
SUB-CONTINENT -
ECONOMY SAVE* FARES HKD 1400/USD 180/CAD 230
ECONOMY SUPERSAVER# FARES
FOR ALL OTHER ECONOMY FARES HKD 1170/USD 150/CAD 200
(B) SHORT-HAUL FLIGHTS (FOR REQUEST TILL 31JAN18)
BETWEEN THE DESIGNATIONS NOT LISTED ABOVE -
ECONOMY SAVE* FARES HKD 430/USD 55/CAD 70
ECONOMY SUPERSAVER# FARES
FOR ALL OTHER ECONOMY FARES HKD 390/USD 50/CAD 66
(C) FOR PASSENGER REQUEST ANY CHANGE FROM 01JAN18
*ECONOMY SAVE FARES - FARES WITH RBD S, N, Q
#ECONOMY SUPERSAVER FARES - FARES WITH RBD O
- 5) (A) LONG-HAUL FLIGHTS (FOR REQUEST FROM 01FEB18)
ALL CX DESIGNATED FLIGHT AS FOLLOWS:
BETWEEN HK AND SOUTHWEST 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 (FOR REQUEST FROM 01FEB18)
BETWEEN THE DESIGNATIONS NOT LISTED 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) FOR PASSENGER REQUEST ANY CHANGE FROM 01FEB18
*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
- 6) 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

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- AVAILABLE ON THE SAME FLIGHT OR TO A DIFFERENT FLIGHT/DATE.
- 7) 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.
 - 8) CHANGE OF DIFFERENT DESTINATION WOULD NEED TO APPLY THE CHARGE FOR THE NEW REQUEST.
 - 9) 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 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

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- (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 1500 ID Travel Between ANC and YTO

REDUCE RATE TRANSPORTATION MAY BE ISSUED BY CX TO CX'S
EMPLOYEES ON DUTY TRAVEL (UNDER CX DUTY TRAVEL REGULATION)
BETWEEN ANCHORAGE (ANC) AND TORONTO (YTO).

Rule 1500 ID Travel Between ANC and YTO