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**Title Page** 

Airline Tariff Publishing Company, Agent International Passenger Rules and Fares

Tariff No. OS1

Containing Local Rules, Fares & Charges on Behalf of

Austrian (Austrian Airlines AG dba)

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

Add-on - see arbitrary.

Africa means the area comprised of Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde Islands, Central African Republic, Chad, Comoros, Congo (Brazzaville), Cote D' Ivoire, Djibouti, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mozambique, Namibia, Niger, Nigeria, Reunion, Rwanda, Sao Tome, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Swaziland, Tanzania, Togo, Uganda, Zaire, Zambia, Zimbabwe.

Arbitrary - means an amount published for use only in constructing an unspecified through fare.

Area 1 means all of the North and South American continents and the islands adjacent thereto: Greenland, Bermuda, the west indies and the islands of the Caribbean Sea, The Hawaiian Islands (State Of Hawaii), Midway And Palmyra Islands.

Area 2 means all of Albania, Algeria, Andorra, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czech Republic, Denmark, Finland, France (Including French North Africa), Germany, Gibraltar, Greece, Hungary, Iceland, Italy, Lichtenstein, Luxembourg, Madeira, Malta, Monaco, Morocco, The Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, San Marino, Spain (Including Spanish Morocco), Sweden, Switzerland, Tangier, Tunisia, Turkey (In Europe and Asia), The United Kingdom and Yugoslavia; all of Africa, Madagascar, Ascension Island; that part of Asia lying west of and including Iran.

Area 3 means all of Asia except that portion included in area 2 above; all of the east indies, Australia; New Zealand; All Islands Of Indonesia, Malaysia, Micronesia and Polynesia (Except Midway and Palmyra Islands); Guam Island; Wake Island; Caledonia, Norfolk Island; and Tasmania.

Baggage which is equivalent to luggage, means such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger.

Baggage check means those portions of the ticket which provide for the carriage of passenger's checked baggage and which are issued by carrier as a receipt for passenger's checked baggage.

Baggage tag means a document issued by carrier solely for identification of checked baggage, the baggage (strap) tag portion of which is attached by carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.

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

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

Caribbean area means the area comprising Bahamas, Bermuda, the Caribbean Islands (including the Netherlands Antilles, Puerto Rico, U.S. Virgin islands), Guyana, French Guiana, Surinam, Venezuela.

Carriage which is equivalent to transportation, means carriage of passenger and/or baggage by air.

Carrier means any or all of the participating carriers named in this tariff.

Central America means the area comprising Belize, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua.

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

Circle trip means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be travelled by any other means of transportation without prejudice to the circle trip.

Conjunction ticket means two or more tickets concurrently issued to a passenger and which together constitute a single contract of carriage.

Consequential damages means damages which are reasonable out of pocket expenses and other provable damages incurred by passengers as the consequence of the loss, damage, or delay in the delivery of such personal property.

Continental U.S.A. means the 48 contiguous federated states

and the federal District of Columbia of the United States of America.

Convention means, unless the context requires otherwise, the convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, October 12, 1929, or that convention as amended by the Hague protocol, 1955, whichever may be applicable to carriage hereunder.

Country of commencement of transportation means the country from which travel on the first international sector takes place.

Country of payment means the country where payment is made by the purchaser to the airline or its agent; payment by check, credit card or other banking instruments shall be deemed to have been made at the place where such instrument is accepted by the airline or its agent.

Date of transaction means the date of issuance of the ticket, MCO or PTA.

Days means full calendar days, including Sundays and legal holidays; provided that for purposes of notification the balance of the day upon which notice is dispatched shall not be counted and that, for purposes of determining durations of validity, the balance of the day upon which the ticket is issued or flight commenced shall not be counted.

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

Double open jaw (DOJ) means travel which is essentially of a roundtrip nature, except that the outward point of arrival and the inward point of departure; and the outward point of departure and the inward point of arrival are not the same.

East Africa - (or Eastern Africa) means the area comprising Burundi, Djibouti, Ethiopia, Kenya, Rwanda, Somalia, Tanzania and Uganda.

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

Fare break point means the origin and/or destination of a fare component.

Fare component refers to each local currency fare (except add-ons) where more than one such fare is used in construction of the total fare for a journey.

Flight coupon means a portion of the passenger ticket that

indicates particular places between which the coupon is good for carriage.

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.

Hospitalization means confinement/admittance to a hospital on an in-patient basis for at least one night. note: out-patient care does not constitute hospitalization.

IATA rate of exchange (ROE) means the rate of exchange notified by IATA quarterly to convert local currency fares to a NUC and to convert total NUC amounts to the currency of commencement of transportation.

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, brothers-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 unusual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances. unless otherwise specified for the application of the provisions of this tariff intermediate fares shall be considered to include all year one way/round trip/circle trip/open jaw, basic season/peak season for business class travel.

International carriage means (except when the Warsaw convention is applicable) carriage in which according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. as used in this definition, the term "state" includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof. international carriage as defined by the warsaw convention means any carriage in which according to the contract of carriage, the place of departure and the place of destination, whether or not there be a break in the carriage or transshipment, are situated either within the territories of two high contracting parties, or within the territory of a single high contracting party, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another state, even though that state is not a party to the convention.

Local currency fares means fares and related charges expressed in the currency of the country of commencement of travel, as defined in "local currency fares and charges" cab

580, rule 145.

Middle east means the area comprised of Bahrain, Cyprus, Egypt (Arab Republic Of Egypt), Iran, Islamic Republic Of, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, United Arab Emirates (Abu Dhabi, Ajam, Dubai, Fujairah, Ras Al Khaimah, Sharjah, Omm Al Qaiwain) and Yemen.

Miscellaneous Charge 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.

A national means a person who has the citizenship of a country either by birth or by naturalization.

Neutral unit of construction (NUC) means the unit value equivalent of local currency fares, add-ons and related charges derived by converting same, using the IATA rate of exchange. published in rule 145, herein.

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, one class and standard class service fares and business class fares.

SITI means the sale and ticket issuance are both in the country of commencement of transportation.

SITO means sale is made inside the country of commencement of transportation and the ticket issuance is outside the country of commencement of transportation.

SOTI means the sale is made outside the country of commencement of transportation and the ticket issuance is in the country of commencement of transportation.

SOTO means the sale and ticket issuance are both outside the country of commencement of transportation.

Single open jaw (SOJ) means travel where the outward point of departure and the inward point of arrival are not the same, or the outward point of arrival and the inward point of departure are not the same.

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, People's Republic Of China, Guam, Hong Kong, Indonesia, Kampuchea, Laos, Malaysia, Mongolia, Myanmar, Philippines, Singapore, Taiwan, Thailand, Russian Federation (East Of The Urals) and Vietnam.

Southern Africa means the area comprising Botswana, Lesotho, Mozambique, Namibia (Southwest Africa), South Africa and Swaziland.

South West Pacific means that area comprised of Australia, Cook Islands, Fiji Islands, Kiribati, Loyalty Islands, New Caledonia, New Zealand, Papua New Guinea, Samoan Islands, Society Islands, Solomon Islands, Tonga, Tuvalu, Vanuatu as well as the intermediate islands.

Special fare means a fare other than a normal fare.

Special drawing right means a special unit of currency, the value of which is specified in the applicable rules.

Stopover

- (1) (Not applicable to group inclusive tour fares) except as otherwise indicated, means a stop at an intermediate point from which the passenger is not scheduled to depart on the date of arrival; if there is no connecting departure scheduled on the date of arrival, departure on the next day within 24 hours of arrival shall not constitute a stopover. A portion of the routing travelled by surface transportation shall be counted as one stopover.
- (2) (Applicable to group inclusive tour fares only) means A deliberate interruption of the air journey by the passengers, agreed to in advance by the carrier, at a point between the place of departure and the place of destination, which includes tour features specified in the tour literature and/or an overnight stay with sleeping accommodation; provided that when due to the scheduled time of arrival at the connecting point no onward connection is available the same day, an overnight stay, including sleeping accommodations only, shall not be considered to be a stopover; provided further that such overnight stay shall not be shown in the tour literature other than where the daily schedule of the tour is shown and shall not be permitted more than once in the group inclusive tour itinerary.

  Exception: (Applicable only from the U.S.A. to area 2 and area 3 and online promotional fare travel only). a stopover takes place when a passenger breaks the journey at an intermediate point and is not scheduled to

and area 3 and online promotional fare travel only). a stopover takes place when a passenger breaks the journey at an intermediate point and is not scheduled to depart on the day of arrival; or within 24 hours of arrival if there is no connection on the day of arrival. if there is no connecting departure scheduled on the date of arrival, departure on a flight the following day shall not be deemed a

### stopover.

Surface sector means a sector between two (2) intermediate points of a fare sector, where travel is via other than air transportation. in the case of a mileage fare, the ticketed point mileage between the origin and destination of the surface sector is included in the ticketed point mileage calculation of the through fare sector. in the case of a routing fare, both the origin and destination points of the surface sector must be on the specified routing. the fare over the surface sector is covered by the charged through fare

Ticket means the "passenger ticket and baggage check" including all flight, passenger and other coupons contained therein, issued by carrier, which provides for the carriage of the passenger and his baggage.

Ticketed point means a point shown in the "good for passage" section of the passenger's ticket plus any other point(s) used for fare construction and shown in the "fare construction box" of the passenger ticket; provided that two flight numbers or two carriers such as for an interchange flight will not be permitted on one flight coupon.

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

Transfer means any point at which a passenger changes
(1) From the flight of one carrier to the flight of another carrier, or

(2) To another flight of the same carrier (different flight number), regardless of whether a change of aircraft is involved.

Unchecked baggage which is equivalent to hand luggage, is baggage other than checked baggage.

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

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

"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; Canton; Guam; Midway; Wake and Johnston Islands.

"West Africa" means all of Angola; Benin; Cameroon; Cape Verde; Central African Republic; Chad; Congo; Equatorial Guinea; Gabon; Gambia; Ghana; Guinea; Guinea Bissau; Cote D'Ivoire; Liberia; Mali; Mauritania; Niger; Nigeria; Sao Tome; Principe; Senegal; Sierra Leone; Togo; Burkina Faso and Zaire.

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).

### 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)
This category is used to define the identification requirements and age range for a particular passenger type, if such conditions exist. It is not used to define the actual passenger types, e.g. clergy, military, etc., for a fare class. Passenger type information is provided in the fare class application. If this category is not present, the assumption is that there are no eligibility restrictions.

Day/Time (Category 2)
This category reflects times and/or days when travel is permitted. the day/time information applies to origins of trips scheduled to depart during that time period. If this category is not present, the assumption is that the fare is available for travel at all times of the day and all days of the week.

Seasonality (Category 3) This category is used to reflect the dates of a specific season or the dates on which a fare is valid. The assumption for applying this category is that a seasonal fare is based on the season of the origin portion of travel. The seasonal level in effect at the origin is used for all subsequent travel regardless of date. if this category is not present, the assumption is that the fare is available every day of the year.

Flight Application (Category 4)
This category reflects information regarding the use of a
fare on specific flight numbers, types of service (non-stop,
multi-stop, etc.), equipment types and travel via points.
if may be used to reflect either positive or negative
application of the information. If this category is not
present, it indicates that there are no flight restrictions
for the fare.

Advance Reservations/Ticketing (Category 5)
(1) Advance purchase, super advance purchase, group and special excursion (PEX) fares and inclusive tour fares

must be booked in advance for the entire journey. Advance purchase, super advance purchase and special excursion (PEX) fare tickets must show confirmed reservations for the entire journey.

- Minimum Stay (Category 6)
  (1) The number of days counting from the day of departure, on the first outbound international sector to the earliest day return raint (including for this last international stopover point (including for this purpose, the point of turnaround).
  Waiver on minimum stay provisions are permitted only in
- the event of death.

Maximum Stay (Category 7)
The number of days counting from the day of departure to the last day return travel may commence from the last stopover point (including for this purpose, the point of turnaround).

Stopovers (Category 8) Stopovers are permitted.

Transfers (Category 9) where transfers are limited by number, an interline transfer shall be permitted at the point of turnaround/fare construction point; provided that such transfer shall not be counted.

Permitted Combinations (Category 10) Fares used in combination are to be shown separately on the ticket.

Blackout Dates (Category 11)
This category is used to define single dates or date ranges when travel is not permitted. the assumption is made that blackouts apply to the scheduled departure time of a flight regardless of the portion of the passenger's travel they represent. If this category is not present, the fare is not subject to blackout dates.

Surcharges (Category 12) This category defines the conditions under which surcharges are applicable and the corresponding charge. The assumption is that there are no surcharges unless this category is present. If restrictions for a fare may be waived or modified based upon payment of a charge, these conditions will be found in either this category or in (category 16), penalties.

Accompanied Travel (Category 13) This category is used as a component of a rule when travel with one or more other passengers is necessary to qualify for a fare. If this category is not present, any passenger may travel alone over the entire routing.

Travel Restrictions (Category 14) This category is used to state specific travel date

restrictions. Usually these are the dates when the fare may first be used for travel or after which it may no longer be used. if this category is not present, the fare is available for travel at all times.

Sales Restrictions (Category 15)
This category is used to define a fare that is available for sale subject to restrictions based on date, point of sale or similar conditions. The dates are most commonly first and last reservation or ticketing dates. If this category is not present, the fare is available for reservations and ticketing at all times, anywhere and by anyone.

Penalties (Category 16)
(1) Cancellation and no-show
For inclusive tour fares, no retroactive application of any fare established for use only in conjunction with inclusive tours shall be granted after commencement of travel.

travel.

(2) Rebooking and rerouting
Individual fares: permitted.
Group fares: voluntary - not permitted. involuntary - permitted.

Higher Intermediate Point (Category 17) It is assumed that the higher intermediate point rule applies. This category is used to negate that assumption when stopovers or connections are made at specific geographic locations.

Ticket Endorsements (Category 18) Advance purchase, super advance purchase and special excursion (PEX) fare tickets and any subsequent reissue must be annotated: "NONREF/APEX" or "NONREF/PEX", as applicable.

Children's Discounts (Category 19)
(1) Children's: 75 percent of the applicable adult fare.
(2) Infants: 10 percent of the applicable adult fare.

Tour Conductor Discounts (Category 20)
This category is used to provide either specific fare amounts or the information for calculating discount fares for tour conductors. It also specifies accompanying travel requirements travel requirements for the tour conductors travelling at the calculated or specified fare. If this category is not present, the fare is not discountable for tour conductors.

Agent Discounts (Category 21) This category is used to provide either specific fare amounts or the information for calculating discount fares for agents. If also specifies the accompanying travel requirements for agents travelling at the calculated or specified fare. If this category is not present, the fare is not discountable for agents.

All Other Discounts (Category 22) This category is used to provide the specific fare amounts or the information for calculating discount fares for all

passenger types other than children, tour conductors and agents. It also specifies the accompanying travel requirements for the passengers travelling at the calculated or specified fare. If this category is not present, the fare is not discountable for the passenger types that fall into this category.

Miscellaneous Provisions (Category 23)
This category is used to specify whether specific fares should or should not be used for construction of unpublished fares, proration, refund calculation, currency adjustments or as proportional fares. The assumption is that fares may be used for any purposes.

(Category 24) Currently not available

(Category 25) Currently not available

Groups (Category 26)

(1) Group size A minimum group size refers to the minimum number of passengers required to form a group which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.

- Affinity groups

  (a) The travel group shall be formed from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the "organization") which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public; provided that no transportation may be offered to an organization:
  - (b) With respect to the formation of affinity travel
    - groups: (i) So Solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form
    - of solicitation not being public solicitation as defined in (iii) below,
      Solicitation shall be effected only by officials of the organization or members of the travel group,
      "Public solicitation" shall be deemed to (ii)
    - (iii) exist when the group transportation is described, referred to or announced in

advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation,

- (iv) The travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public, provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as "applicant") employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements,
- (v) Each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence,
- (vi) The travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and the parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.
- (3) Own use groups
  The travel group shall be formed only for use of one person (which expression shall include an individual person or 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 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:

- The voluntary contributions are not solicited nor obtained solely from the passengers to be carried; Participation in the travel group is not limited to those actually contributing;
- (b)
- The minimum amount of each person's contribution has not been prescribed by the purchaser; and Each person to be included in the travel group is (c)
- selected by the purchaser and for reasons other than such person's request that he be included in the travel group.
- (4) Incentive\_groups the travel groups shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprises(s) (excluding non-profit organizations) traveling and the appropriate travel program which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:
  - The incentive travel program shall include air transportation, accommodations, sightseeing, entertainment and other features, the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents:
  - officials (and spouses) of such firm, corporation or enterprise may be included in the group if they are traveling for the purpose of making awards or (b)
  - officiating in the incentive travel program; Each member of the incentive group is a member of the organization at the time of application for the group fare.
- (5) Documentation
  - General requirements for all individual and group inclusive tours These must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such vouchers, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound transatlantic travel. Affinity/incentive/non-affinity/own use group
    - requirements
      - written application, in the form required, shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/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 (i) 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.
- particular group travel rule.

  (iii) Except as otherwise noted, only those passengers listed in the written application may be transported.
- (iv) Passenger substitution/additions if name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.
  - (v) Each travel group shall be identified by a definite number (group code) assigned by the carrier.
- (c) Group inclusive tour requirements
  - (i) Written application, in the form required, 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 prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule
  - (iii) Except as otherwise noted, only those passengers listed in the written application may be transported.
  - (iv) Passenger substitutions/additions if name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.

# Tours (Category 27)

- (1) Minimum tour price
  - (a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour plus a specific dollar amount.
  - tour plus a specific dollar amount.

    (b) Any increase in the minimum selling price due to extra days of stay en route.

    Note: the term "minimum tour price" (MTP) shall be understood to mean the minimum selling
- price of the tour per passenger.

  (2) Tour features (inclusive tours only)
  - Tour features must include:
    - (a) Except as otherwise noted, the individual inclusive tour must be included in it's published

price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers,

- sightseeing, motorcoach trips and car rentals. (b) Except as otherwise noted, the group inclusive tour must include in it's published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals
- Tour literature (inclusive tours only) Tour literature must include:

The price of the inclusive tour (air and land

prices may be shown separately);
(i) Except as otherwise noted, the individual
 inclusive tour must be included in it's published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals.

(ii) Except as otherwise noted, the group inclusive tour must include in it's published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.

(b) The inclusive tour code.
Tours must be paid for in full prior to commencement of travel and price of tour features and facilities may not be less than the amount specified in this category of the particular fare rule.

Visit Another Country (Category 28)
This category reflects the requirements to qualify for a visit another country fare, e.g., country of residence, distance from destination country and ticket purchase. this category is not present, the assumption is that the fare is not a visit another country fare.

Deposits (Category 29) This category indicates if there are deposit requirements to qualify for a fare, e.g., deposit amount, days required prior to ticketing/travel, refund of deposit conditions, and waivers for the deposit requirements. If this category is not present, the assumption is that there are no deposit requirements for the fare.

## Rule 5 Application of Tariff

# (A) General

Except as provided below, the provisions of this tariff apply locally via the services of OS or jointly via the services of OS with the other

jointly via the services of OS with the other participating carriers in this tariff. Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in rule 55 (liability of carriage) with respect to tariff C.A.B. no. 580 published by airline tariff publishing co., agent. Any such limitation or condition in any rule herein except to the extent provided in rule 55 (liability of carriage) is not a part of tariff C.A.B. no. 580 filed with the department of transportation. Nothing in this department of transportation. Nothing in this tariff modifies or waives any provision of the Warsaw convention.

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 governing rules, regulations and conditions of

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 other currency.
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.

The rates, fares, charges, classification, rules, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty, convention or agreement entered into between that country, in accordance with the provisions of the applicable treaty,

convention or agreement.

Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries, contained in the on-line tariff

database maintained by airline tariff publishing company, agent on behalf of OS are considered to be part of this tariff. exception: for fares published by rule, see page no. OS-177 of C.A.B. no. 580.

(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

- (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.
- notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.

  (D) When rules or provisions in this tariff or tariffs governed hereby provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges, will be determined in accordance with the percentage conversion instruction as published in this tariff.

  (E) Air passenger protection regulations (APPR)
- (E) Air passenger protection regulations (APPR) the obligations of the carrier under the air passenger protection regulations (appr) form part of the tariff and supersede any incompatible or inconsistent term and condition of carriage set out in the tariff to the extent of such inconsistency 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.
- (F) Effective rules, fares and charges
  Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by carrier and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not the applicable fares of charges, the difference will be refunded to or collected from the passenger, as may be appropriate.

(Applicable only to tickets issued in the U.S.A. and sales made in the U.S.A. for local and joint transportation originating in the U.S.A.) no increase will be collected in cases where the ticket has been issued:

- (a) Prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare or a cancellation of the fare itself. or
- itself, or

  (b) After the effective date of a tariff containing an increase in the applicable fare, but in exchange for an MCO issued for the full amount prior to such effective date, for 10 or more passengers booked as a group

Exception 1:

> and travelling on any fare type; provided:

- (i) The originating flight coupons of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (as determined by the validation on the ticket);
- (ii) This provision shall apply only when OS is the outbound transatlantic carrier and only to the passenger to whom the ticket was originally issued; except that for passengers who become members of groups consisting of a minimum of ten passengers referred to in (iii) below through substitution in accordance with provisions of rules 3600/4000 of C.A.B. no. 580, issued by airline tariff publishing co., agent, such passengers shall be protected by this provision to the same extent as the original passengers. Furthermore, this provision will not apply to sales made outside the U.S.A. for tickets to be issued in the U.S.A.
- (iii) That transportation commences within six months after ticket issuance; except that for groups consisting of a minimum of ten passengers, booked as a group and ticketed on any fare type, travelling together at least on the outbound transatlantic flight, transportation must commence
- within one year after the issuance of the tickets or MCO;
  (iv) The originating confirmed transatlantic flight shown on the ticket is not voluntarily changed at the request of the passenger(s), group leader, or anyone representing the group or its individual members subsequent to the effective date of any increase in the applicable fare;

  (v) The tickets are issued on OS stock or with OS plates.

  (Applicable only for groups of 20 or more

Exception 2: passengers originating in the U.S.A. whereas MCO'S are issued in the U.S.A.,

> and traveling via OS services locally or jointly to points in areas 2/3). no increase in the fare will be collected in cases when a deposit for each passenger is collected and is paid to OS prior to the effective date of a tariff containing an increase in the applicable fare effected through a change in fare fare, effected through a change in fare level, a change in condition governing the fare or a cancellation of the fare itself. The deposit will be collected by OS in the form of check/MCO based on the following conducts: following schedule:

FOR TRAVEL COMMENCING DEPOSIT USD/ ROUNDTRIP

1 November - 16 December and 9 January - 31 March None

1 October - 31 October and 1 April - 31 May 75.00

17 December - 8 January and 125.00

1 June - 30 September

\*\*Note: For travel each year commencing 7 days prior to Easter Sunday, the peak season deposit of USD 125.00 will apply.

The above deposits apply; provided:
(a) For incentive group fares governed by rules
4000/4100 or subsequent reissued thereof, the fare
in effect at the time of the MCO deposit will be
guaranteed for a period of 18 Months from the date

(b) For all other fare types, except incentive group fares governed by rules 4000/4100 or subsequent reissues thereof, the fare in effect at the time of the MCO deposit will be guaranteed for a period of 12 months from the date of the MCO deposit.

### Rule 6 Classes of Service

Business class or class "C"
Business class or "C" fares will apply when travel is in the business class section of combination

compartment flights operated with jet aircraft.

(1) The business class section will be located in the forward-most compartment of OS aircraft.

(2) Separate check-in facilities will be provided for

passengers eligible for the business class section,

where airport space and staffing permit.
Passengers eligible for business class seating will be afforded the use of business class lounges where such (3)

- facilities exist.
  Passengers seated in the business class section (4) will be afforded inflight amenities such as complimentary beverages (including cocktails, champagne and wine) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).
- Premium economy class or class "w"
  The premium economy class section will be located immediately behind the business class compartment. Passengers seated in the premium economy class section will (where flight time permits) be afforded in-flight amenities such as complimentary beverages (including beer and wine) and complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).
- Economy class or class "y" The economy class/tourist class section will be located immediately behind the business compartment, except on aircraft operating with a premium economy class section, where the economy class/tourist class section will then begin immediately after the premium economy class section. Passengers seated in the economy class section will (where flight time permits) be afforded in-flight amenities such as complimentary beverages (including beer and wine) and complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).

# Rule 10 Special Airport Lounge Facilities

- (A) Austrian Airlines First class/business class lounges Austrian Airlines has a combined first class and business class lounge at John F. Kennedy airport. lounge will be operated by Icelandair.
- The service and facilities provided at the Austrian Airlines lounge
  - (1) Self-service bar with free alcoholic and non-alcoholic beverages and cocktail snacks. A limited number of U.S. and foreign newspapers
  - and magazines.
- (C)
- (3) TV set and telephone service.
  The conditions for admission to the lounge
  (1) A first class or business class ticket for an Austrian Airlines North Atlantic flight.
  - Honorary card holders, awarded to passengers who are frequent OS travelers. (2)
  - Very important passenger status granted to heads of states and other leading statesmen, princes of the church, secretaries of leading international organizations, artists of world renown and official government delegations.
- Exceptions to the admission requirements
  At the discretion of OS, persons not otherwise eligible
  may be admitted to the lounge when, in the opinion of
  the station manager or, in his absence, of the duty
  officer, this becomes necessary in the cases of emergencies or other extraordinary circumstances involving health or security of passengers.

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.

## Rule 21 Transport of Disabled Passengers (Applicable to OS for transportation 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.

(1) Ambulatory - a person who is able to move about within the aircraft unassisted.

Non-ambulatory - a person who is not able to move within the aircraft unassisted.

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.

  Determination of self-reliance the carrier will accept the disabled person's determination as to self-reliance.
- Assistant (personal attendant) an able-bodied person physically capable of assisting a disabled passenger to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required. 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.
- 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.
- 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

The carrier will accept the disabled person's determination as to self-reliance. (1)

- Carrier will refuse to transport or will remove at any point, any passenger whose mental or physical condition is such as to render him incapable of caring for himself without assistance, unless 
  (a) He is accompanied by an attendant who will be
  - responsible for caring for him en route, and with the care of such attendant, he will not require unreasonable attention or assistance
- from employees of the carrier. The number of disabled passengers are only

> limited where groups are travelling together on flights operated with aircraft with a capacity of less than 100 seats. booking confirmation is subject to availability of cabin crew for such an aircraft.

Not used Not used

Service animals - the carrier accepts for transportation without charge, a properly harnessed service animal to lead the blind, and/or assist the deaf and/or assist a passenger with disability when it accompanies a passenger dependent upon such service animal. The servanimal will be permitted to accompany such a The service passenger into the cabin, but will not be permitted to occupy a seat.

(C) Seating restrictions

(1)Not used (2)

not used

Seating restrictions Persons with disabilities will not be permitted to occupy seats in designated emergency exit rows. the carrier has the ability to assign seats and/or restrict seating, such as to any window seats.

(D) Reservations/check-in requirements

Not used

Reservations Reservations should be made at least 48 hours in advance of travel (except for oxygen and/or stretchers, which must be made at least 5 days in advance), advising the carriers as to the nature of the disability and assistance required so that carrier arrangements can be made. Carriers will make every effort to accommodate passengers who fail to make timely reservations.

Not used Mobility aids

- Wheelchair manual driven (WCMP) and wheelchair battery driven with dry cell or non-spillable battery (WCBD) are accepted by carrier for passengers booking in need of wheelchair services. batteries must be disconnected and taped for acceptance on passenger's flight. Wheelchair battery driven with wet cell or spillable battery (WCBW) are not accepted for carriage on OS operated flights.
- Carrier restricts number of bookings accepted by aircraft type for disabled passengers who are completely immobile and who require assistance into the aircraft cabin, and to/from cabin seat within the aircraft, as follows:

Aircraft type Airbus a-320, A-321, A-330, A-340 limit MD 80

(G) Not used

Refusal to transport carrier is not liable for its refusal to transport any

passenger or for its removal of any passenger in accordance with the preceding paragraphs of this rule, but such carrier will, at the request of the passenger, refund in accordance with rule 90 (refunds - involuntary).

- (I) Not used (J) Not used

## Rule 25 Refusal to Transport - Limitation of Carrier

(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:

as to:
(i) Require special assistance of carrier;

(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.

(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.

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

Except to the extent provided in rule 55, 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(b) is included herein

Note:

> as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. no. 580 filed with the department of transportation of the United States.

(C) Carriage of unaccompanied children

Children under twelve (12) years of age will be accepted for carriage unaccompanied only under the following conditions and provided that advance arrangements are made with the carrier:

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; The flight on which space is held is not

expected to terminate short of or by-pass the destination due to weather conditions.

(Child's age at last birthday: 5 years of age or over) accepted only for online transportation and only when through service is provided without change of aircraft, except same-day connections. The child must be brought to the airport of departure by a parent or responsible adult who remains with the child until enplaned and who must furnish carrier with satisfactory evidence that the child will be met by another parent or responsible adult upon deplaning at his destination, but not accepted if the flight on which the child holds a reservation is expected to terminate short of, or bypass his destination. Carrier will assume no financial or guardianship responsibilities for unaccompanied children beyond those

applicable to an adult passenger. Children under five (5) years of age will not be accepted for unaccompanied transport. (2)

(3)

- there will be an unaccompanied minor service charge, per flight/segment, of:

  (a) EUR70/CHF80/USD80/CAD110 within Europe;

  (b) EUR80/CHF90/USD90/CAD120 between Europe and Lebanon, Israel, Kazakhstan, Egypt, Jordan, Turkmenistan,
  - (c) EUR100/CHF115/USD115/CAD150 between Europe and United
  - EUR100/CHF115/USD115/CAD150 between Europe and United Arab Emirates, Qatar, Iran, Nigeria, Saudi Arabia, Ethiopia, Bahrain, Oman, Kuwait;
    EUR125/CHF140/USD140/CAD190 between Europe and Maldives, India, Equatorial Guinea, Kenya, Tanzania, Angola, Miami, Toronto, New York, Chicago, Charlotte, Orlando, Montreal, Washington, Atlanta, Philadelphia, Tampa, Boston, Detroit, Fort Myers; and EUR150/CHF170/USD170/CAD230 between Europe and Japan, China, Republic of Korea, Thailand, Singapore, South (d)
  - (e) China, Republic of Korea, Thailand, Singapore, South Africa, Seychelles, Mauritius, Colombia, Los Angeles,

Denver, San Francisco, Mexico, Brazil, Dallas, Hong Kong, Panama, Vancouver, San Jose, Argentina, Houston, Seattle, San Diego, Costa Rica, St Johns. This charge will be collected by means of an electronic miscellaneous document (EMD) made payable to OS. Please refer to the carrier's website for additional information and forms for unaccompanied minor bookings.

(4) Infants and children under 5 years of age will be accepted for unaccompanied transportation only if placed in custody of an escort provided by OS. the fee for this service will be 100 percent of the full applicable adult normal fare. For unaccompanied minors between the ages of 5 and 12 years of age an escort may be requested by parents/guardians of the child and the corresponding fee will also be 100 percent of the applicable adult normal fare. The escort must be booked in the same class of travel as child or infant being escorted at time of reservation, the parent/guardian must be informed that once the additional amount is paid for the escort it can be refunded only if the escort service is cancelled 5 or more days before departure. The escort service fee should be collected in the form of a specified miscellaneous charge order (MCO) indicating flight, date, routing and the remark "minor accompanied by escort". The minor under 12 years of age will be charged 50 percent of the full applicable normal fare.

# Rule 27 Surcharges (Applicable to/from Canada)

(A) International fuel surcharge (not applicable for travel originating Korea/Japan/Brazil)
 (1) An international fuel surcharge, applicable to all passengers on a per sector basis, will be collected at time of ticket issuance for worldwide travel as follows:
 for point of sale CA:

	for point of sale CA:							
Journey LOC1	Journey LOC2	Sector LOC1- LOC2	YQ Amount CAD	RBD/FBC				
CA	Z000/Z160/PA except CA	Z210-AF/BE/IN/ LK/MV/PK/TJ/ TM/UZ/KG/KZ/XU	0	AC/LH/ LX/OS/ SN/UA				
CA	Z000/Z160/PA except CA	z210 - Area 2	0	AC/LH/ LX/OS/ SN/UA				
CA	Z000/Z160/PA except CA (via IN)	Z000/Z160/PA - Area 2/Z330	640	J/C/D/ Z/P/I				
CA	Z000/Z160/PA except CA (via AF/BD/IN/LK/MV/ PK/TJ/TM/ZU/KG/ KZ/XU)	Z000/Z160/PA - Area 2/Z330	630	J/C/D/ Z/P/I				
CA	z000/z160/PA except CA (via Area 2)	Z000/Z160/PA - Area 2	630	J/C/D/ Z/P/I				
CA	Z000/Z160/PA except CA (via IN)	Z000/Z160/PA - Area 2/Z330	372	G/E/N/R				
CA	Z000/Z160/PA except CA (via AF/BD/IN/LK/MV/ PK/TJ/TM/ZU/KG/ KZ/XU)	Z000/Z160/PA - Area 2/Z330	340	G/E/N/R				
CA	Z000/Z160/PA except CA (via IL)	Z000/Z160/PA - Area 2	340	G/E/N/R				
CA	z000/z160/PA except CA (via Area 2)	Z000/Z160/PA - Area 2	340	G/E/N/R				
CA	Z000/Z160/PA except CA (via IN)	Z000/Z160/PA - Area 2/Z330	322					
CA	Z000/Z160/PA except CA(via AF/BD/IN/LK/MV/ PK/TJ/TM/ZU/KG/ KZ/XU)	Z000/Z160/PA - Area 2/Z330	290					
CA	Z000/Z160/PA except CA (via IL)	Z000/Z160/PA - Area 2	310					

CA	Z000/Z160/PA	Z000/Z160/PA -	290	
	except CA (via Area 2)	Area 2		
Z002	GB CVI A Ca 2)	Z000/Z160/PA - Z210	517	J/C/D/Z/ P/I
Z002	IE	Z000/Z160/PA - Z210	505	J/C/D/Z/ P/I
z002	DZ/MA	Z000/Z160/PA - Z210	410	J/C/D/Z/ P/I
z002	IS	Z000/Z160/PA - Z210	420	J/C/D/Z/ P/I
z002	z210	Z000/Z160/ PA-Z210	585	J/C/D/Z/ P/I
z002	GB	Z000/Z160/ PA-Z210	260	G/E/N/R
z002	IE	Z000/Z160/ PA-Z210	300	G/E/N/R
z002	IS	z000/z160/	225	G/E/N/R
z002	DZ/MA	PA-Z210 Z000/Z160/	245	G/E/N/R
z002	z210	PA-Z210 Z000/Z160/ PA-Z210	335	G/E/N/R
Journey LOC1	Journey LOC2	Sector LOC1-	YQ Amount	RBD/FBC
LUCI	LOCZ	LOC2	CAD	
z002	GB	Z000/Z160/PA - Z210	220	All Eco
z002	IE	Z000/Z160/PA - Z210	260	All Eco
z002	DZ/MA	Z000/Z160/PA - Z210	225	All Eco
Z002	IS	Z000/Z160/PA - Z210	205	All Eco
Z002	PT	Z000/Z160/PA - Z210	265	All Eco
Z002	z210	Z000/Z160/PA- Z210	285	All ECO
Z002	z210	z210 - z210	0	All RBD'S AC/LH/LX/
z002	IN	z000 - z000	0	OS/SN/UA All RBD'S AC/LH/LX/ OS/SN/UA
z002	IN	Z000/Z160/PA- Z210/Z330	640	J/C/D/Z/P/I
z002	AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/ KZ/XU	Z000/Z160/PA- AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/	630	J/C/D/Z/P/I
z002	IN	KZ/XU/Z210 Z000/Z160/PA -	372	G/E/N/R
Z002	IN	Z210/Z330 Z000/Z160/PA-	322	All ECO
z002	AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/	z210/z330 z210 - z210	0	All RBD'S AC/LH/LX/
z002	KZ/XU AF/BD/IN/LK/MV/	Z210-AF/BD/IN/	0	OS/SN/UA All RBD'S

	PK/TJ/TM/UZ/KG/ KZ/XU	LK/MV/PK/TJ/TM/ UZ/KG/KZ/XU		AC/LH/LX/ OS/SN/UA
Z002	IL	Z000/Z160/ PA - Area 2	460	J/C/D/Z/P/
z002	AE	Z000/Z160/ PA - Area 2	600	J/C/D/Z/P/
z002	LB	Z000/Z160/PA -	500	J/C/D/Z/ P/I
z002	z220	Area 2 Z000/Z160/PA - Area 2	630	J/C/D/Z/ P/I
z002	z230	Z000/Z160/PA - Area 2	630	J/C/D/Z/ P/I
z002	z230	Z000/Z160/PA - Area 02	340	G/E/N/R
z002	Area 2	Z000/Z160/PA - Z210	630	J/C/D/Z/ P/I
z002	IL	Z000/Z160/PA - Area 2	340	G/E/N/R
z002	LB	Z000/Z160/PA - Z210	290	G/E/N/R
z002	z220	Z000/Z160/PA - Area 2	340	G/E/N/R
z002	IL	Z000/Z160/PA - Area 2	310	All ECO
z002	LB	Z000/Z160/PA - ZONE 210	250	All ECO
z002	z220	Z000/Z160/PA -	290	All ECO
z002	z220	Area 2 Z210 - Z210	0	All RBD'S AC/LH/LX/
z002	z220	z210 - z220	0	OS/SN/UA All RBD'S AC/LH/LX/
Z002 Journey LOC1	Z230 Journey LOC2	Z000/Z160/PA - Sector LOC1- LOC2	290 YQ Amount CAD	OS/SN/UA All ECO RBD/FBC
z002	z230	Area 2-Area 2	0	All RBD'S AC/LH/LX/
z002	AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/ KZ/XU	Z000-Z160/PA - AF/BD/IN/LK/ MV/PK/TJ/TM/ UZ/KG/KZ/XU/ Z210	340	OS/SN/UA G/E/N/R
z002	AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/ KZ/XU	Z000/Z160/PA - AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/	290	All ECO
z002	Area 2	KZ/XU/Z210 Z000/Z160/PA -	340	G/E/N/R
z002	Area 2	Area 2 Z000/Z160/	290	All ECO
z002	Area 2	PA - Area 2 CA - CA	0	All RBD'S
z002	AF/BD/IN/LK/MV/	CA - CA	0	AC/LH/LX/ OS/SN/UA All RBD'S

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Tariff: OS1 - CTA No. 570 DOT No. 580
Carrier: Austrian Airlines AG - OS
            PK/TJ/TM/UZ/KG/
                                                                              AC/LH/LX/
                                                                              OS/SN/UA
J/C/D/Z/
            KZ/XU
                                        Z210 - Z220/
Z230 - Area 1/
Z002
            z220/z230/
                                                                  259
            Area 1/Area 3*
                                                                              P/I
                                        Area 3
                                       z210 - z220/
z230 - Area 1/
Z002
            z220/z230/
                                                                  193
            Area 1/Area 3*
                                        Area 3
Decoding
* - Only valid if journey is via Z210
Z- IATA geographical zones:
Z000 - North America
Z002 - Canada
Z160 - Central America
Z210 - Europe
Z220 - Middle East
Z230 - Africa
Z330 - South Asian Subcontinent
CA East:
CA NB/NF/NL/NS/ON/PE/PQ/QC

(2) The amount to be collected at the point of sale
                and shown separately in the tax/fee/charge box of
               the ticket under code -yq-
The surcharge is applicable to all passengers.
The surcharge must be applied to all OS interline ticket stock.
The surcharge is not commissionable.
The fuel surcharge will not apply to the
                following:
                (a)
(b)
                       Infants
                       Joint around the world fares
```

#### 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 of omissions of such an independent operator. In cases where a carrier maintains and operates for it passengers local transfer services, the terms, conditions, rules and regulations of the carrier, including (but without limitation) those stated or referred to in their tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used.
- (2) In the case of scheduled overnight stops on through service via the same or a combination of carriers named, ground transfer charges may be borne by the carrier.

(B) At points in area 1

- (1) Ground transfer service between airports and the town centers served is not included in the fare.
- (2) Ground transfer service between airports serving the same city is provided at the following points at no additional charge. New York, N.Y., U.S.A. Between John F. Kennedy International and La Guardia Airport for passengers making connections from or to carriers transatlantic flights.
- (C) At points in area 2 and area 3
  Ground transfer service between airports and the town centers is not included in the fare.

#### Rule 35 Passenger Expenses En Route

(A) Inflight services
Meals
Meals, if served, will be free of charge, unless
otherwise specified in the published tariffs of
carrier.

(B) En route ground services(1) Hotel accommodations

- Hotel accommodations and other services

  (a) When requested by passenger, carrier's representatives will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier or its representatives in arranging, or attempting to arrange, for reservations will be chargeable to passengers, except as otherwise provided in this tariff.
- (b) Except as provided below, hotel expenses are not included in passenger fares, and in the case of scheduled overnight or other stops on through services, the cost of hotel accommodation may be borne by carrier.

  If food is provided, it is provided at no charge.

  Exception 1: This rule does not apply at
- (2) If food is provided, it is provided at no charge.

  Exception 1: This rule does not apply at

  connecting points in the U.S.A. for
  passengers originating in, destined
  to or having their point of
  turnaround in that area.
  - Exception 2: Eastbound across the Atlantic, this rule applies only to passengers making same day connections where the time between arrival and scheduled departure on the connecting service is in excess of six hours. This provision only applies to passengers travelling at normal fares as published in this tariff.

Note: For the purpose of this rule, connecting point means a point to which a passenger holds space on a flight of one carrier and out of which the passenger holds confirmed space on a flight of the same or another carrier. All airports through which a city is served by any carrier shall be deemed to be a single connecting point when the receiving carrier has confirmed reservations to the delivery carrier.

(C) Arrangements made by carrier

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

Rule 40 Taxes

Any tax or other charge imposed by government authority and collectible from a passenger will be in addition to the published fares and charges.

Exception: Transit taxes at connecting points will be borne by carrier in case of scheduled overnight or other stops on through services.

# Rule 41 Other Charges

Distribution cost surcharges (DCC)

- (A) Austrian International Airlines will collect a distribution cost surcharge (dcc) for tickets issued on OS 257 ticket stock when OS is a participating carrier in the itinerary.
   (B) The charge will only be applicable at original time of ticket issuance and only when sales are made by travel agencies or online travel agencies.
   (C) The charges is not applicable when tickets will be reissued.
- reissued.
- (D) Until further notice the code "YR" will be used and the amount will be shown in the tax box of the ticket.
  (E) The value of the surcharge is CAD 23/CHF 16/EUR 16/USD 17.50.

# 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 regulation No liability shall attach to carrier if carrier in good faith determines that what it understands to be applicable law, government regulation, demand, order or requirement requires that it refuse and it does refuse to carry a passenger.

## Rule 55 Liability of Carriers

(A) Successive carriers Carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive carriers is regarded as a single operation.

Laws and provisions applicable

(1)(a) Not used (b) Not used

Except as Provided in subparagraph (1)(a) above, carriage hereunder is subject to the rules and limitations relating to liability established by the convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, October 12, 1929 or that convention as amended by the Hague protocol, 1955, whichever may be applicable (hereinafter called "the convention"), unless such carriage is not international carriage as defined by the convention. In the international carriage (as defined in the convention) of passengers, the liability of the carrier for each passenger is limited to the sum of \$125,000 French gold france or its equivalent (U.S. equivalent approximately \$10,000.00) or 250,000 French gold francs or its equivalent (U.S. equivalent approximately \$20,000.00) if the Hague protocol amendment

(d) Not used

below.)

Carrier shall avail
Itself of the limitation of liability to
passengers as provided in the convention (see rule 1); and, in the international transportation of passengers, 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 or its equivalent (the United States equivalent is approximately \$10,000.00) or 250,000 French gold francs or its equivalent (the united states equivalent is approximately \$20,000.00) if the Hague protocol amendment of the convention is applicable.

of the convention is applicable. (see note

The carrier Agrees in accordance with article 22(1) of the convention for the unification of certain rules relating to international transportation by air signed at Warsaw, October 12, 1929 or, where applicable, that

convention as amended by the protocol signed at the Hague on September 28, 1955 (the "convention") that, as to all international carriage or transportation hereunder as defined in the convention:

(i) The carrier shall not invoke the limitation of liability in article 22(1) of the convention as to any claim for recoverable compensatory damages arising under article 17 of the convention.

under article 17 of the convention.

(ii) The carrier shall not avail itself of any defense under article 20(1) of the convention with respect to that portion of such claim which does not exceed 100,000 special drawing rights ("SDR").

(iii) Except as otherwise provided in paragraphs (i) and (ii) hereof, the carrier reserves all defenses available under the convention to any such claim. with respect to third parties, the carrier reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.

(iv) (Not applicable to social agencies in the United States)
Neither the waiver of limits nor the waiver of defenses shall be applicable in respect of claims made by public social insurance or similar bodies however asserted. Such claims shall be subject to the limit in article (22)(1) and to the defenses under article (20)(1) of the convention.

(Applicable only for transportation to and from the United States)
Paragraph
(b)(1)(e) shall expire upon any final action of the department of transportation of the united states in proceedings in docket ost-95-232 which does not make provisions for identical tariffs or in accordance with any order of the department entered in the

said proceedings.

Note 1 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 paragraph (b)(1) above with respect to tariff C.A.B. no.

> 376. Insofar as this rule states any such limitation or condition it is included herein; except to the extent provided in paragraph (b)(1) above with respect to tariff C.A.B. no. 376, as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. no. 376 filed with the Civil Aeronautics Board of the United States.

Note 2 Not used For all international carriage to which convention applies, the limit of liability for each passenger for death or personal injury shall be one hundred thousand (100,000) special drawing rights as defined by the international monetary fund to be converted into the national currency in accordance with the method of valuation applied by

the international monetary fund.

- Not used Not used
- Not used
- 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.
- Carrier's name may be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, 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 (which may be altered by carrier in case of necessity) 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 shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name and abbreviation of each carrier in this tariff is provided at the front of this tariff. To the extent not in conflict with the provisions of paragraphs (1) and (2) above, all carriage hereunder 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; Provisions set forth in the passenger's

(b) ticket;

Applicable tariffs;

(c) 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 and any place outside thereor, conditions or 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. The carrier shall not avail itself of any defense under article 20(1) of the convention with respect to that portion of such claim which does not exceed 100,000 special drawing rights (SDR'S)

(4) (a)

rights (SDR'S).

Except as otherwise provided in paragraph (a) hereof, the carrier reserves all defenses available under the convention to such claims. With respect to third parties, the carrier reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.

The carrier agrees that subject to applicable law recoverable compensatory damages for such claims may be determined by reference to the law of the domicile or permanent residence of

the passenger.

Note: Paragraph (b)(5) shall expire as provided in dot order 97-1-2 and be replaced in accordance with any final action or order of that department entered in docket ost-96-1607.

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.

Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered to the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the

passenger.

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.

The carrier shall avail itself of the limitation 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 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:

(a) The limit of liability for each passenger for death, or other bodily injury shall be the sum of USD 75,000.00, inclusive of legal fees and costs, except that, in case of a claim brought in a state where provision is made

brought in a state where provision is made for separate award of legal fees and costs, the limit shall be the sum of USD 58,000.00 exclusive of legal fees and costs.

Carrier agrees to increase the limit of liability for death or bodily injury for which carrier is responsible under the Warsaw convention or the Austrian Civil Aviation law to the maximum sum of SDR 100000, to be converted into the national currency in accordance with the method of valuation applied by the International Monetary Fund (TMF)

Carrier shall avail itself of the limitation of liability to passengers as provided in the convention; and, in the international transportation of passengers, except as provided in (c)(4) 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) or 250,000 French gold francs (USD 20,000.00) if the Hague protocol amendment of the convention is applicable amendment of the convention is applicable. carrier agrees to increase the limit of liability for death or bodily injury for which carrier is responsible under the Warsaw convention or the Austrian Civil Aviation law to the maximum sum of SDR 100000, to be converted into the national currency in accordance with the method of valuation applied by the International Monetary Fund (IMF).

In any event liability of carrier for delay of passenger shall not exceed the limitation set forth in the convention.

- (7) Any liability of carrier is limited to 250 French gold francs, USD 20.00, per kilogram in the case of checked baggage, and 5,000 French gold francs, USD 400.00, 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 sufficient by the processor. suffered by the passenger. to proof of amount of loss. All claims are subject
- to proof of amount of loss.

  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.

  Carrier is not liable for damage to a passenger's baggage caused by property contained in the
- (9) baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.
- (10)Liability for fragile, irreplaceable or perishable articles carrier is not liable for loss, damage to or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables, business documents or samples which are included in the passengers' checked baggers whether with or without the
- checked baggage, whether with or without the knowledge of carrier.
  Carrier will refuse to accept any articles which do not constitute baggage as such term is defined (11)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.
  Liability - services of other airlines

  (a) A carrier issuing a ticket or checking
  baggage for carriage over the lines of others
- (12)
  - does so only as agent.

    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 the last carrier under the agreement to carry.

> (c) No carrier shall be liable for the death or injury of a passenger not occurring on its own line (see note).

Note: Except to the extent provided in paragraphs (c)(4) and (5) above, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and paragraph (c)(11)(c) is included herein as part of the tariff filed with governments other than the United States and not as part of OS-1 tariff C.A.B. no. 580 issued by airline tariff publishing company, agent, filed with the department of transportation.

department of transportation.

(13) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred.

(14) Whenever the liability of carrier is excluded or limited under these conditions, such exclusion or limitation shall apply to agents, servants or representatives of the carrier and also any carrier whose aircraft is used for carriage and its agents, servants or representatives.

(D) Gratuitous transportation

(1) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraphs (2) and (3) below and which follow, and by all other applicable rules of this tariff.

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 in paragraphs (a) through (c) above 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.

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 in paragraph (a) through (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 paragraphs

Except to the extent provided in paragraphs (c)(4) and (5) above, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and paragraph (d)(3) is included herein as part of the tariff filed with governments other than the united states and not as part of OS-1 tariff C.A.B. no. 580 issued by airline tariff publishing company, agent, filed with the department of transportation.

publishing company, 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 or carrier forthwith after the discovery of the damage, and, at the latest, within seven (7) days from the date of receipt; and in the case of delay or loss, unless the complaint is made at the latest within twenty-one (21) days for all carriers from the date on which the baggage has been placed at his disposal (in the case of delay) or should have been placed at his disposal (in the case of loss). Every complaint must be in writing and dispatched within the times aforesaid. Where carriage is not 'international carriage' as defined in the convention, failure to give notice shall not be a bar to suit where claimant proves that:

(a) It was not reasonably possible for him to

- give such notice, or That notice was not given due to fraud on the (b)
- part of carrier, or The management of carrier had knowledge of (c) damage to passenger's baggage.
- (2) Any right to damages against carrier shall be extinguished unless an action is brought within two (2) years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.
- - 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.

## Rule 60 Reservations (Applicable for Transportation to/from US)

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

(1) A reservation of space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent of the carrier and entered in the carrier's electronic

reservations system.

Subject to payment or satisfactory credit arrangement, a validated ticket will be issued by the carrier indicating such confirmed space provided the passenger applies to carrier for such ticket before the expiration of the time agreed upon between the carrier and the passenger when the reservation was confirmed. However, if airport ticketing was agreed upon, it must be made at least 90 minutes prior to the scheduled departure time of the flight.

Such reservation of space is subject to cancellation by the carrier without notice if the passenger has not obtained a validated ticket specifying thereon his/her confirmed reserved space by the time limit agreed upon between the

carrier and the passenger.

The carrier engages in reservations practices which it believes to be of substantial benefit to the traveling public but which may upon occasion result in denied boarding to some passengers holding confirmed reservations. In particular the carrier may determine on the basis of prior history of cancellations prior to departure and failure of passengers to utilize previously confirmed space on a particular flight, to confirm more seats of a given class for such flight than the capacity of the compartment of the aircraft. overbooking may also be caused by error, inadvertence or operational factors limiting the capacity of the aircraft.

- In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated will be subject to rule 87 (denied boarding compensation), herein.
- (6)
- Advance seats selection
  (a) Carrier does not guarantee allocation of any
  - particular seat on the aircraft.
    The passenger may pre-select a seat when booking a fare. However, a fare will be assessed if it is a condition of the fare (b) purchased. Exception: persons with disabilities will not be charged a seat selection fee. The advance seat selection fee will be charged per passenger and segment and will be applied as follows.
    - Applicable fees per segment on OS operated flights:
      - Within Europe: (i)

Purchase via austrian.com desktop and mobile, ticket counter/service center:

USD CHF **EUR** Economy Class Standard Seat 12 17 14 14 18 Preferred Seat 30 25 25 25 30 30 Legroom Seat 45 Purchase via travel agent/GDS: USD CAD CHF EUR Economy Class Standard Seat Preferred Seat 28 21 21 19 24 32 40 32 32 37 Legroom Seat 55 37

(ii) Between Austria and Amman, Cairo, Erbil, Esfahan, Shiraz, Tehran and Tel Aviv: Purchase via austrian.com desktop and mobile, ticket counter/service center:

	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	21	17	17	15
Preferred Seat	33	28	28	20
Legroom Seat	55	45	45	40
Purchase via travel agent	/GDS:			
	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	31	24	24	22
Preferred Seat	43	35	35	27
Logroom Coat	C E	E 2	E 2	17

Legroom Seat 65 52 52 4 (iii) Between Austria and Boston, Chicago, Colombo, Miami, Male, New York, Mahé Island, Washington, Toronto and Montreal:

Purchase via austrian.com desktop and mobile,

ticket counter/service	center:			
	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	42	35	35	30
Preferred Seat	62	50	50	45

	First row seat Legroom Seat Premium Economy Class	82 110	65 100	65 100	55 75	
	Standard Seat Business Class	62	50	50	45	
	Privacy Seat Purchase via travel agent/0	219	164	164	149	
	Economy Class	CAD	USD	CHF	EUR	
	Standard Seat Preferred Seat First row seat Legroom Seat	52 72 92 120	42 57 72 107	42 57 72 107	37 52 62 82	
	Premium Economy Class Standard Seat Business Class	72	57	57	52	
(iv)	Privacy Seat Between Austria and Beijing Town, Havana, Hong Kong, Ma and Tokyo:	luiici	us, 31	iangna		
	Purchase via austrian.com o ticket counter/service cent		p and	mobil	e,	
	Economy Class	CAD	USD	CHF	EUR	
	Standard Seat Preferred Seat First row seat Legroom Seat	49 72 92 130	40 60 75 115	40 60 75 115	35 55 65 100	
	Premium Economy Class Standard Seat Business Class Privacy Seat	72	60	60	55	
		307	219	219	209	
	Purchase via travel agent/G	DS: CAD	USD	CHF	EUR	
	Economy Class Standard Seat Preferred Seat First row seat Legroom Seat	59 82 102 140	47 67 82 122	47 67 82 122	42 62 72 107	
	Premium Economy Class Standard Seat Business Class	82	67	67	62	
(v)	Privacy Seat Between Austria and Los Ang	317	226	226	216	
( )	Purchase via austrian.com o ticket counter/service cent	leskto	p and	mobil	mobile,	
	_	CAD	USD	CHF	EUR	
	Economy Class Standard Seat Preferred Seat First row seat Legroom Seat Premium Economy Class	49 72 92 165	40 60 75 125	40 60 75 125	35 55 65 110	
	Standard Seat Business Class	72	60	60	55	
	Privacy Seat	307	219	219	209	
	Purchase via travel agent/G	CAD	USD	CHF	EUR	

Economy Class Standard Seat Preferred Seat First row seat	59 82 102	47 67 82	47 67 82	42 62 72
Legroom Seat	175	132	132	117
Premium Economy Class Standard Seat Business Class	82	67	67	62
Privacy Seat	317	226	226	216

Privacy Seat Seat selection fees are non-refundable unless: The carrier must move the passenger from their pre-paid, pre-selected seat to a lower seat category due to an involuntary schedule or airport change or operational reasons

(ii) The passenger has a confirmed voluntary rebooking in a higher compartment.

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.

Allocation of accommodations carrier does not guarantee allocation of any particular space in the aircraft.

(E)

Arrival at airport
(1) (Applicable for travel to the USA) (Applicable for travel to the USA)
Passenger is recommended to present himself/
herself for check-in at locations designated for
such purposes at least 120 minutes prior to
scheduled departure time of the flight on which
he/she holds a reservation in order to permit
completion of government formalities and
departure procedures. The passenger must be departure procedures. The passenger must be available for boarding gate at least 55 minutes prior to scheduled departure time of the flight on which he/she holds reservation and must arrive properly documented and ready to travel. If the passenger fails to meet any of these requirements, the carrier will reassign any pre-reserved seat and/or cancel the reservation of such passenger. departures will not be delayed for passengers who arrive too late for such formalities to be completed before scheduled departure time. carrier is not liable to the passenger for loss or expense due to passenger(s) failure to comply with this provision.

For the purpose of this rule, check-in is the point for checking baggage and the boarding gate is the point where the boarding pass stub is lifted and retained by the carrier.

(Applicable for travel from the USA) The passenger must present himself at the airport of departure for check-in at least 3 hours at points in the U.S.A. prior to the schedule 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) may 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.

Communications costs upon cancellation Except as otherwise provided in this tariff, whenever a passenger cancels reservations made for him/her and such cancellation is not subject to a service charge, carrier will require payment from the passenger to cover the communications costs of making such reservations and subsequent cancellation thereof.

Reconfirmation of reservation

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

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

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

### Rule 63 Reservations (Applicable to OS for Travel to/from Canada)

- (A) General A ticket will be valid only for 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 exchange order for onward travel, or who wishes to change his ticketed reservations to another date, shall not be entitled to any preferential right with respect to the obtaining of reservations.
- Conditions of reservations
  - 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 reservation system subject to payment or other satisfactory credit arrangement. A validated ticket will be issued to the passenger by the carrier or agent of the carrier indicating such confirmed space provided the passenger applies for such ticket prior to the expiration of the time limits prescribed in paragraph (d) below and adheres to conditions of applicable fare rules. Such reservation of space is subject to cancellation by the carrier without notice if the passenger has not applied to the carrier or agent of the carrier for a validated ticket specifying thereon the confirmed reserved space prior to the time limits prescribed in paragraph (d) below.
  - Seat allocation Carrier does not guarantee allocation of any particular seat in the aircraft.
  - Advance seats selection
    - The passenger may pre-select a seat when booking a fare. However, a fare will be assessed if it is a condition of the fare purchased. Exception:

persons with disabilities will not be charged a seat selection fee. The advance seat selection fee will be charged per passenger and per segment and will be applied as follows.

Applicable fees per segment on OS operated flights:

Within Europe:

Purchase via austrian.com desktop and mobile, ticket counter/service center:

·	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	18	14	14	12
Preferred Seat	30	25	25	17
Legroom Seat	45	30	30	25
Purchase via travel	agent/GDS:			

	_	CAD	USD	CHF	EUR
(ii)	Economy Class Standard Seat Preferred Seat Legroom Seat Between Austria and Amman, Esfahan, Shiraz, Tehran and Purchase via austrian.com ticket counter/service cent	d Tel deskto	Aviv:		19 24 32
	·	CAD	USD	CHF	EUR
	Economy Class Standard Seat Preferred Seat Legroom Seat Purchase via travel agent/0		17 28 45	17 28 45	15 20 40
	Economy Class	CAD	USD	CHF	EUR
(iii)	Standard Seat Preferred Seat Legroom Seat Between Austria and Boston Miami, Male, New York, Maho Toronto and Montreal:	e Isla	ind, W	ashing	gton,
	Purchase via austrian.com ( ticket counter/service cent		p and	mobil	le,
	•	CAD	USD	CHF	EUR
	Economy Class Standard Seat Preferred Seat First row seat Legroom Seat Premium Economy Class	42 62 82 110	35 50 65 100	35 50 65 100	30 45 55 75
	Standard Seat Business Class	62	50	50	45
	Privacy Seat	219	164	164	149
	Purchase via travel agent/0	JDS: CAD	USD	CHF	EUR
	Economy Class Standard Seat Preferred Seat First row seat Legroom Seat	52 72 92 120	42 57 72 107	42 57 72 107	37 52 62 82
	Premium Economy Class Standard Seat	72	57	57	52
(iv)	Business Class Privacy Seat Between Austria and Beijing Town, Havana, Hong Kong, Ma	229 g, Ban auriti	171 gkok, us, Sl	171 Cape hangha	156 ai
	and Tokyo: Purchase via austrian.com ( ticket counter/service cent	ter:	•		,
	Economy Class	CAD	USD	CHF	EUR
	Standard Seat Preferred Seat First row seat Legroom Seat Premium Economy Class	49 72 92 130	40 60 75 115	40 60 75 115	35 55 65 100

(v)

Standard Seat	72	60	60	55
Business Class				
Privacy Seat	307	219	219	209
Purchase via travel agent/				_00
Purchase via traver agent/		LICE	CHE	
	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	59	47	47	42
Preferred Seat	82	67	67	62
First row seat	102	82	82	72
		122		
Legroom Seat	140	122	122	107
Premium Economy Class				
Standard Seat	82	67	67	62
Business Class				
	317	226	226	216
Privacy Seat			220	210
Between Austria and Los And	ge res :	_		
Purchase via austrian.com	deskto	op and	mobil	le,
ticket counter/service cen	ter:	•		
	CAD	USD	CHF	EUR
Feenemy Class	CAD	030	Citi	LOIK
Economy Class	40	40	40	2.5
Standard Seat	49	40	40	35
Preferred Seat	72	60	60	55
First row seat	92	75	75	65
Legroom Seat	165	125	125	110
	103	123	123	110
Premium Economy Class	72	<b>CO</b>	<b>CO</b>	
Staṇdard Seat	72	60	60	55
Business Class				
Privacy Seat	307	219	219	209
Purchase via travel agent/				
ruicilase via ciavei agenci		LICD	CHE	FUD
	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	59	47	47	42
Preferred Seat	82	67	67	62
First row seat	102	82	82	72
	175	132		
Legroom Seat	T/2	132	132	117
Premium Economy Class				
Standard Seat	82	67	67	62
Business Class				
Privacy Seat	317	226	226	216
riivacy seat				210

(b) Seat selection fees are non-refundable unless: The carrier must move the passenger from their pre-paid, pre-selected seat to a lower seat category due to an involuntary schedule or airport change or due to operational reasons. The passenger has a confirmed voluntary

(ii)

rebooking in a higher compartment.

Accompanied minors: complimentary seat assignment for minors under the age of 14

Minors under the age of 14 will receive complimentary family seating to ensure that they are seated in close proximity to a parent, guardian or tutor travelling with them. If seating assignments are not selected (or selection is not an option) at time of reservation confirmation, then the complimentary seating assignments will be provided at check in or the boarding gate. These seating assignments will be based on seating availability, and will be provided as follows:

- (a) in the case of a child who is 4 years of age or younger, a seat that is adjacent to their parent, quardian or tutor's seat:
- guardian or tutor's seat;
  (b) in the case of a child who is 5 to 11 years of age, a seat that is in the same row as their parent, guardian, or tutor's seat and that is separated from that parent, guardian or tutor's seat by no more than one seat; and
- (c) in the case of a minor who is 12 or 13 years of age, a seat that is in a row that is separated from the row of their parent, guardian or tutor's seat by no more than one row.
- (d) In the event that there is no seating availability on the date of travel, volunteers will be approached for reseating to accommodate family seating.
- (D) Communication charges
  - (1) 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.
  - (2) Whenever a passenger cancels reservations carrier will require payment from the passenger of a sum fixed by carrier, to cover the communications costs of making such reservations and subsequent cancellation thereof.
- (E) Check-in time limits
  - (1) (Applicable for travel from Canada)
    The passenger is recommended to present
    himself/herself for check-in at locations
    designated for such purposes at least 4 hours
    prior to scheduled departure time of the flight on
    which he/she holds a reservation in order to
    permit completion of government formalities and
    departure procedures. The passenger must be
    available for boarding gate at least 55 minutes
    prior to scheduled departure time of the flight on
    which he/she holds a reservation and must arrive
    properly documented and ready to travel. If the
    passenger fails to meet any of these requirements,
    the carrier will reassign any pre-reserved seat
    and/or cancel the reservation of such passenger.
    departures will not be delayed for passengers who
    arrive too late for such formalities to be
    completed before scheduled departure time.
    carrier is not liable to the passenger for loss or
    expense due to passenger(s) failure to comply with
    this provision.
    - Note: For the purpose of this rule, check-in is the point for checking baggage and the boarding gate is the point where the boarding pass stub is lifted and retained by the carrier.
    - (2) (Applicable for travel to Canada)
      The passenger is recommended to present
      himself/herself for check-in at locations
      designated for such purposes at least 120 minutes
      prior to scheduled departure time of the flight on
      which he/she holds a reservation in order to

permit completion of government formalities and departure procedures. The passenger must be available for boarding gate at least 55 minutes prior to scheduled departure time of the flight on which he/she holds a reservation and must arrive properly documented and ready to travel. If the passenger fails to meet any of these requirements, the carrier will reassign any pre-reserved seat and/or cancel the reservation of such passenger. departures will not be delayed for passengers who arrive too late for such formalities to be completed before scheduled departure time. carrier is not liable to the passenger for loss or expense due to passenger(s) failure to comply with this provision.

Note: For the purpose of this rule, check-in is the point for checking baggage and the boarding gate is the point where the boarding pass stub is lifted and retained by the carrier.

(F) Reservations Reservations requested from any carrier or authorized agency will be accepted subject to the ticketing provision of the rule governing the fare used.

#### 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)
(B) Validity for carriage
(1) General
(2) When Validated the

when validated the ticket is good for carriage from the airport at the place of departure to the airport at the place of destination via the route shown therein and for the applicable class of service and is valid for one year from the date or commencement of flight except as otherwise specified in carrier's tariffs. Each flight coupon will be accepted for carriage on the date and flight for which accommodation has been reserved. When flight coupons are issued on an "open date" basis, accommodation will be reserved upon application subject to the availability of space. The place and date of issue are set forth on the flight coupons. Any extension of ticket validity will be in accordance with carrier's tariffs.

Exception 1: if the ticket is for or includes an excursion or other special fare having a shorter period of ticket validity than indicated above, such shorter period of validity shall apply only in respect to such excursion or special fare transportation.

Exception 2: if no portion of the ticket is used, the period of validity will be one year from date of issuance of the ticket.

(2) Periods of validity
Tickets expire at midnight on the date of
expiration of ticket validity, except that such
period of validity will be extended by carrier
without additional collection of fare as follows:
(a) for no longer than seven days beyond the

> original limit when a passenger who holds a ticket valid for one year is unable to obtain space at time of application to carrier. For no longer than thirty days beyond the

- original limit when carrier is unable to provide previously confirmed space; or a flight is cancelled or postponed during the period of validity; a scheduled stop which is either a stopover or destination for the passenger is omitted; carrier substitutes a different class of service, or causes a passenger to miss a connection, or fails to operate a flight reasonably according to schedule.
- (c) Until the date when the passenger, who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point. provided, that when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger. Rules governing special and promotional fares which specifically exclude the application of rule 65 (tickets-extension of ticket validity) are making reference to this subparagraph. For no longer than forty-five (45) days after the date of death of a passenger for tickets

of the persons accompanying the deceased passenger.

- 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.
- Coupon sequence and production of the ticket
  (1) Flight coupons will be honored in sequence from the place of departure as shown on the passenger coupon. The passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to carrier. He must, when required, produce the ticket or surrender any applicable portion to carrier.
  - The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket; if international travel actually commences outside

the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began.

Absence, loss or irregularities of ticket

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

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(F) Prepaid ticket advice

(1)General

Tickets may be purchased by means of a prepaid ticket advice (PTA); unless otherwise provided, purchase of a PTA will constitute purchase and

issuance of a ticket.

Note: For fares requiring special reservations and ticketing requirements, the PTA will constitute ticketing, provided it is issued within tariff deadlines and reservations Note: requirements are met and shown in the PTA. an open PTA will not constitute issuance of a ticket.

(2) Service charge The carrier will impose a service charge of USD 75.00/CAD 125.00 for each prepaid ticket adviće (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.

Waiver of minimum/maximum stay requirements 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

> Members of the immediate family of a (a)

passenger who dies en route, or Other persons actually accompanying a (b)

- passenger who dies en route.

  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.
- This paragraph (g) will apply in all cases, not withstanding the exclusion of rule 65 (tickets-extension of ticket validity) in rules governing special and promotional fares. That exclusion shall be deemed a reference to subparagraph (b)(2)(c) of this rule.
- (H) Ticket deadline control (Applicable to travel originating in Canada) in order to effectively control flight bookings, the following ticket time limits (TTL) will be set based on booking class of service. When reservations are confirmed a certain number of days before travel as shown below. chart, the tickets must be issued as shown below. I tickets are not issued as shown the itinerary may be

subject to cancellation. This information will also be indicated in CRS systems: GGAIROSCANADA2.

	Booking	_	
POS/Origin	classes	Reservation	Ţicket time
		made	limit (TTL)
Canada	B,Y,D,C	Between 4-10	72 Hrs After
		days before	reservation
		departure	
	B,Y,D,C	Less than 4 days	24 hrs after
		before departure	reservation
	M,J	Between 10-21	72 hrs after
		days before	reservation
		departure	
	M.J	Less than 10 days	24 hrs after
	,	before departuré	reservation
	S,W,V,Q,H	Between 10-90	7 days after
	-,,.,.,.	days	reservation
	S,W,V,Q,H	Less than 10	24 hrs after
	-,,.,.,.	days before	reservation
		departure	
		acpai cai c	

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

Changes requested by passenger
(1) At the passenger's request, carrier will effect a change in the routing (other than the point of origin), carrier(s), class(s) of service, destination, fare or validity specified in an unused ticket, flight coupon(s) or miscellaneous charges order by issuing a new ticket or by endorsing such unused ticket, flight coupon(s) or miscellaneous charges order, provided that:

- miscellaneous charges order, provided that:

  (a) Such carrier issued the original ticket or;

  (b) Such carrier is the carrier designated in the "via carrier" box, or no carrier is designated in the "via carrier" box, of the unused flight coupon or miscellaneous changes unused flight coupon or miscellaneous changes order for the first onward carriage from the point on the route at which the passenger desires the change to commence; however, where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and has an office or general agent, who is authorized to make endorsements, at the point on the route where the change is to commence or where the passenger makes a request for such change, the reissuing carrier shall obtain such issuing carrier's endorsement; or
- (c) Such carrier has received written or telegraphic authority to do so from the carrier entitled, under (a) or (b) above, to effect the change.

When the rerouting results in a change of fare, (2) the new fare and charges shall be constructed as

follows:

- (Applicable only from/to points in the U.S.A.) - the new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed)
- prior to departure from point of origin.

  (b) Additional passage at the through fare and charges shall not be permitted unless request therefor has been made prior to arrival at the destination named on the original ticket or miscellaneous charges order; and, after carriage has commenced:
  - A one-way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will be applied only to any rerouted portion of the trip and only from the point of rerouting, not

based on any portion of the trip already

- A round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefor is made prior to arrival at the destination named on the original ticket or miscellaneous charges order.
- Any difference between the fares and charges applicable under sub-paragraph (2) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting, who will also pay to the passenger any amounts due on account of refunds
- The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or miscellaneous charges order.

Time limits on cancellations, and charges for late cancellations, will be applicable to revised routings requested by passenger.

- Carrier will not reroute a ticket for further international carriage if the only coupons remaining in the ticket presented for rerouting are for domestic transportation and U.S.A./Canada transborder transportation. (domestic transportation in this context includes sectors within Scandinavia.)
- the passenger may downgrade the fare on any fare-type to a lower fare for a charge of USD 100.00, provided that there is no change to itinerary, routing, or dates of travel. The only change allowed is to the appropriate reservations booking code for the desired fare type and seats must be available in this booking code with no waitlists allowed.
- Involuntary revised routings In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with rule 25 (refusal to transport - limitation of carrier) herein, carrier will either:
  - Carry the passenger on another of its passenger
  - aircraft on which space is available; or Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or Reroute the passenger to destination named on the
  - ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or

applicable portions as governed by the provisions of rule

90 (refunds) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower; or
 (4) Make involuntary refund in accordance with the provisions of rule 90 (refunds) herein.

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

Free baggage allowance An involuntarily rerouted passenger shall be entitled An involuntarily rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a first class flight to business/economy/tourist/coach class flight or from a business class flight to an economy/tourist/coach class flight, and is entitled to a fare refund.

### 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. 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) Delays and cancellations

Part I: Applicable only to flights or portions of flights originating in the EU and terminating in Canada

The rules set out in EU regulation no. 261/2004 are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.

(1)

Applicability
The following rules shall apply:

(a) In respect of flights departing from an airport in the European Union (EU) and flights departing from an airport in a third country bound to an airport in the EU unless passenger received benefits or compensation and were given assistance in that third country;

(b) On condition that passengers have a confirmed reservation on the flight concerned and presents himself/herself for check-in at the time indicated in advance and in writing or electronically; or; if no time is indicated; not later than 60 minutes

before the published departure time;

Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and

Presents himself at the appropriate place and has observed published minimum check-in times
(ii) Has complied with Austrian's ticketing and

reconfirmation procedures

- (iii) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her
- (d) where OS is the operating carrier of the flight exceptions: The following passengers will not be entitled to compensation:

- Passengers travelling to EU who have received benefits or compensation in a third country
- (ii) Passengers travelling between two airports outside the EU unless the sector is part of a flight (same flight number) that originated in the EU
- (iii) Passengers without confirmed reservations (iv) Passengers who have not presented themselves for check-in on time
- Passengers on free or reduced fares not
- directly or indirectly available to the public, e.g. ID and AD tickets
  The passenger is accommodated on the flight for which he/she holds confirmed reservations, but is seated in a compartment of the aircraft other than that reserved, provided that when the passenger is accommodated in a class of service for which a lower fare is charged, the passenger will be entitled to the appropriate refund.
- (2) Cancellation of flights
  - In case of cancellation of a flight the passengers will be entitled to the following:
    - Right to compensation according to paragraph
    - (c) and(ii) Right to choose between reimbursement/rerouting with the same options as mentioned under (a)(1)above and
    - (iii) Right to care including
      - Meals and refreshments, reasonably related to the waiting time
      - 2 telephone calls or telex, e-mails, fax If necessary, hotel accommodation plus
  - transfer between airport and hotel (b) Amount of compensation payable
    - The amount of compensation depends on the distance of the scheduled flight or the alternative flight proposed. Compensation amounts in EUR:

Flight km between and	Amount in
<b>J</b>	EUR
0-1500	250
1500 - 3500	400
Intra EU flights of	
more than 1500	400
Greater than 3500	600

(ii) If an alternative flight is offered and the new scheduled arrival time does not exceed 2 hours versus the originally planned, the compensation amounts shown under (i) above can be reduced by 50 percent:

, '	Amount in
Flight km between and	EUR
0-1500	125
1500-3500	200
Intra EU flights of	
More than 1500	200
Greater than 3500	300

- (iii) In lieu of cash payment of the amounts mentioned in (b)(i) and (b)(ii) the passenger may choose compensation in the form of a voucher valid for further travel on the services of Austrian, then the compensation amount will be 150 percent of the amount mentioned in (b)(i) and (b)(ii). Following conditions shall apply to such vouchers:

  Validity is 1 year from the date of issue
  - If, after one year the voucher has not been used, it will be refunded but only at the cash values as applicable in (b)(i) and (b)(ii).
  - Lost vouchers will not be replaced A ticket may only be issued in exchange for the voucher in the same name as that
  - on the voucher If the value of a desired ticket exceeds the value of the voucher, the passenger shall pay the applicable difference If the value of the voucher exceeds the value of a desired ticket, the difference will not be refunded.
  - will not be refunded.
- Long delay
  This rule is only applicable when a flight is delayed at
  departure, not when a flight leaves on time and is
  subsequently delayed. A long delay is considered a flight
  that is delayed according to the following parameters: (3) Trips less than 1,500 km More than 2 hours

Trips between 1,500-3,500 km & all intra EU flights in excess of 1,500 km

Trips more than 3,500 km (non intra EU)

More than 3 hours More than 4 hours

In this case the passengers are entitled to the following (a) Right to care provided this does not result in a further delay of the flight including

Meals and refreshments, reasonably related to the waiting time

- 2 telephone calls or telex, e-mails, fax If necessary, hotel accommodation plus transfer between airport and hotel; in case the flight is delayed until the next day hotel
- accommodation and transfer are mandatory. If flight is delayed more than 5 hours right to be reimbursed within 7 days:

- reimbursed within 7 days:

  (i) Outbound passenger: Cost of ticket

  (ii) Inbound passenger: Cost of non-used coupon

  (iii) Transit passenger: Cost of non-used coupon, if
  the flight no longer serves any purpose; also
  cost of the tickets for parts of the journey
  already made and if relevant return flight to
  the first point of departure

  (iv) For package tour passengers the value of
- (iv) For package tour passengers the value of reimbursement will have to be assigned to unused flight coupon(s)

> Part II: Applicable only to flights or portions of flights originating Canada and terminating in the EU

The rules set out in the Canadian APPRs are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.

Applicability

- The following rules shall apply:
  (a) In respect of flights departing from an airport in Canada bound to an airport in the European Union (EU) unless passenger received benefits or compensation and were given
- assistance in that the EU or a third country; (b) On condition that passengers have a confirmed reservation on the flight concerned and presents himself/herself for check-in at the time indicated in advance and in writing or electronically; or; if no time is indicated; not later than 60 minutes before the published departure time;

Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed

reservations and

(i) Presents himself at the appropriate place and has observed published minimum check-in times
 (ii) Has complied with Austrian's ticketing and

reconfirmation procedures

- (iii) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her
- (d) where OS is the operating carrier of the flight exceptions: The following passengers will not be entitled to compensation:

Passengers travelling to EU who have received benefits or compensation in the EU or a third

country

(ii) Passengers travelling between two airports outside of Canada unless the sector is part of a flight (same flight number) that originated in Canada

(iii) Passengers without confirmed reservations (iv) Passengers who have not presented themselves

for check-in on time

- Crew members, airline employees or passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and AD tickets
- When a flight is delayed or cancelled (including before the day of travel), an airline has minimum obligations to passengers. The obligations depend on whether the (2) disruption is:

- within the control of the airline, such as staff issues, aircraft preparation activities, decisions to consolidate flights because of low demand and disruptions due to routine and scheduled maintenance (including any work to address issues found during that maintenance).
- within the airline's control but required for safety. In this category "required for safety" means "required by law to reduce risk to passengers". (b) Generally, these are situations in which an airline must delay or cancel a flight to follow rules put in place to make sure the flight and people on board are safe. These rules include the Canadian Aviation Regulations and its standards, or Outside the airline's control, such as security
- (c) incidents, medical emergencies, bad weather or orders from applicable authorities.
- Obligations in situations within the airline's control (3)
  - Standards of treatment

    If OS does not notify passengers of a flight
    disruption at least 12 hours before the scheduled
    departure time, it will provide passengers with
    certain amenities, free of charge, when it cancels a
    flight or when a flight delay reaches two hours.
    These are described below.
    - (i) OS will provide a meal voucher and means of communication.
    - (ii) In the event the passenger will wait overnight for the new flight, Os will provide a voucher for hotel accommodation in the vicinity of the airport, if the airport is not within a reasonable distance to the passenger's residence.
    - (iii) OS may limit or refuse to provide the standards of treatment if doing so would further delay the passenger.
  - (b) Alternate travel arrangements when a flight is cancelled, or once a flight delay has reached three hours, OS will offer to make alternate travel arrangements free of charge. The passenger may also choose to continue to wait for their original flight.
    - OS will provide the passenger with a confirmed reservation on the next available flight operated by OS or that is operated by another carrier with which they have a commercial agreement. The new flight:
      - May take any reasonable route out of the same airport to the passenger's final destination; and
      - Must depart within nine hours of the departure time on the passenger's original ticket.
    - (ii) If OS cannot meet the obligations in (3)(b)(i) above, it must provide the passenger with a confirmed reservation as soon as possible, on a flight that is operated by any carrier on any

reasonable route out of the same airport to the

passenger's destination.

(iii) If OS cannot provide the reservation from the same airport within 48 hours of the original departure time, OS will book the passenger from a nearby airport. OS will also provide the passenger with transportation to that airport, free of charge.

(c) Refund If the alternate travel arrangements an airline offers do not meet the passenger's needs, the passenger is entitled to a refund of the unused portion of the ticket. However, if the disruption has caused the passenger's travel to no longer serve a purpose and the passenger is no longer at the point of origin on their itinerary, OS will provide the passenger with a confirmed reservation back to the point of origin on the ticket and refund the full amount of the ticket. Refund will be made to the person who purchased the ticket, in the same form of payment the

ticket or additional service was purchased.

(d) Compensation

- If OS informs the passengers 14 days or less before their original departure time, they will compensate the passengers for the inconvenience of the disruption. The compensation is determined by the time of arrival at destination compared to the arrival time on their original itinerary and is as follows:
  - \$400 if the passenger arrives three or
  - more hours late, but less than six hours
  - \$700 if the passenger arrives six or more hours late, but less than nine hours; and \$1000 if the passenger arrives nine or
- more hours late. (ii) Passengers who choose to take a ticket refund instead of alternative travel arrangements must still be compensated for inconvenience. The compensation is \$400.
- (e) Responding to a claim A passenger has one year to make a compensation claim with OS from the date the flight delay or cancellation happened. OS has 30 days to respond by issuing a payment or saying why it believes compensation is not owed.
  (i) OS will offer compensation in monetary form;

this can include cash, cheque, bank drafts, and electronic bank transfers.

(ii) OS may offer another form of compensation,

- - e.g., vouchers, but only if:It tells the passenger the monetary amount they are entitled to;
  - It tells the passenger in writing the value of the other form of compensation it is offering;
  - The other form is greater in value than the monetary amount the passenger is entitled to;

The other form of compensation has no expiry

The passenger confirms in writing they know that monetary compensation is available, but they choose the other form of compensation.

- (f) Communicating with passengers os will give passengers key information, including the reason for the delay or cancellation, available compensation, standards of treatment, and their rights and options for making a complaint.
  During flights delays, OS will provide regular flight
  status updates until a new departure time or flight arrangement has been confirmed.
- (4) Obligations in situations within the airline's control, but required for safety If an airline delays or cancels a flight for reasons within its control, but required for safety, it does not have to compensation passengers. All other obligations such as rebooking and care referenced above will be provided to the passenger.
- (5) Obligations in situations outside the airline's control If an airline delays or cancels a flight for reasons outside its control, it does not have to compensate affected passengers, and the minimum standards of treatment do not apply. However, OS will follow the communication requirements described in (3)(f) above. OS will also make alternative travel arrangements for passengers as follows.

Alternate travel arrangements os will ensure that the passengers complete their journey. If a flight is cancelled or once a flight delay has reached three hours, OS will offer to make alternate travel arrangements for passengers free of charge.

OS will provide the passenger with a confirmed reservation on the next available flight operated by OS or that is operated by another carrier with which they have a commercial agreement. The new flight:

May take any reasonable route out of the same airport to the passenger's final destination; and

Must depart within 48 hours of the end of the

event that caused the delay or cancellation.

(ii) If OS cannot meet the obligations in (5)(a)(i) above, then OS will provide the passenger with a confirmed reservation as soon as possible, on a flight that is operated by any carrier on any reasonable route out of the same airport to the passenger's destination.

(iii) If OS cannot provide the reservation from the same airport, OS will book the passenger as soon as possible from a nearby airport. OS will also provide the passenger with transportation to that airport, free of charge.

Refunds (b)

> There is no refund requirement for flight delays or cancellations outside the airline's control.

(C) Cancellations

Carrier may, without notice, substitute alternate carriers or aircraft.

Carrier may, without notice cancel, terminate, divert, postpone or delay any flight or the further right of carriage or reservation of

further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made, without any liability except as further defined in this Rule 85:

(a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of god, force majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances, or unsettled international conditions), actual threatened or reported or because of actual, threatened or reported, or because of any delay, demand, conditions, circumstance or requirement due, directly or indirectly, to such fact; or

(b) Because of any fact not to be foreseen, anticipated or predicted; or

(c) Because of any government regulation, demand or requirement; or

(d) Because of shortage of labor, fuel or facilities, or labor difficulties of carrier or others.

(3) Carrier will cancel the right or further right of carriage of the passenger and his baggage upon the refusal of the passenger, after demand by carrier, to pay the fare or the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger, without being subject to any liability therefore except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) proviously paid if any baggage charge(s) previously paid, if any.

Rule 86 Denied Boarding Compensation (Applicable only to OS Flights between Europe and Canada)

Part I: Applicable only to flights or portions of flights originating in the EU and terminating in Canada

The following rules in compliance with EC-regulation 261/2004 of the European parliament and of the council shall apply:

In respect of flights departing from airport in the EU, and flights operated by a community air carrier departing from an airport in a third country to an airport in the EU (unless passenger received benefits or compensation and were given assistance in that third country);

(2) On conditions that the passengers have a confirmed reservation on the flight concerned and present

themselves for check-in at the time indicated; Only to passengers traveling at a fare available directly or indirectly to the public, or on tickets issued under a frequent flyer programme or other commercial programme;

Where OS is the operating carrier of the flight an operating carrier denying boarding shall provide each passenger with a written notice setting out the rules for compensation and assistance in line with the ec regulation as referred to above.

Denied boarding denied boarding is a refusal by an airline to carry a passenger on a flight, even though the passenger has presented him or herself for boarding under the conditions mentioned above under the heading applicability, except where there are reasonable grounds to deny boarding, such as reasons of health, safety, security or inadequate travel documentation. Request for volunteers (1)

OS will call for volunteers from among the confirmed passengers to surrender their reservations, in exchange for benefits under conditions to be agreed upon between the passenger and OS, additionally the choice between reimbursement and rerouting with the following options:

(i) Reimbursement within 7 days of coupons not used or

Rerouting to final destination at the (ii) earliest opportunity under comparable transport conditions or

(iii) Rerouting to final destination at a later date according to passenger's convenience but subject to availability of space.

- Once a passenger has voluntarily relinquished his seat, he will not later be involuntarily denied boarding unless he was advised at the time he volunteered of such possibility and the benefits conditions as under (2).
- (2) Involuntary denied boarding if an insufficient number of volunteers come forward, OS may deny boarding to passengers against their will following the OS boarding priority policy. Passenger who are denied boarding involuntarily are entitled to the following:

- (a) A denied boarding compensation(i) EUR 250 for all flights of 1500 km or less
  - EUR 400 for all flights between 1500 and (ii) 3500 km
  - (iii) EUR 600 for all flights exceeding 3500

When passengers are offered a re-routing on an alternative flight and the arrival time of the re-routed flight lies within a certain time frame the compensation is reduced by 50% in determining the distance, the basis shall be the last destination at which the denial of boarding will delay the passenger's arrival after the scheduled The distance shall be measured by the great time. circle route method.

(b) And a choice between

- Reimbursement of the full cost of ticket within 7 days, at the price at which it was bought, for the part or part of the journey not made, and for the part or parts already made if the flight is no longer serving any purpose in (i) relation to the passenger original
- travel plan; or Re-routing, under comparable transport (ii) conditions, to passenger's final destination, at the earliest opportunity; or
- Re-routing, under comparable transport conditions, to the passenger's final (iii) destination at a later date at the passenger's convenience, subject to availability of seats. And the following free of charge

(c)

- Meals and refreshments in a reasonable (1)
- relations to the waiting time, and Hotel accommodation in cases, where an (ii) unscheduled stay of one or more nights becomes necessary, and
- (iii) Transport between the airport and place
- of accommodation, and 2 phone calls, telex or fax messages, or (iv) e-mails.

Part II: Applicable only to flights or portions of flights originating Canada and terminating in the EU

The rules set out in the Canadian APPRs are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.

Applicability

compensation:

- The following rules shall apply:

  (1) In respect of flights departing from an airport in Canada and bound to an airport in the EU unless passenger received benefits or compensation and were given assistance in the European Union or a third country;
- (2) On condition that passengers have a confirmed reservation on the flight concerned and presents himself/herself for check-in at the time indicated in advance and in writing
- or electronically; or; if no time is indicated; not later than 60 minutes before the published departure time; Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and Presents himself at the appropriate place and has

observed published minimum check-in times (b) Has complied with Austrian's ticketing and

reconfirmation procedures
Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the (c) passenger and departs without him/her

(4) where OS is the operating carrier of the flight exceptions: The following passengers will not be entitled to

Passengers travelling to EU who have received (a) benefits or compensation in the EU or a third country

Passengers travelling between two airports outside of Canada unless the sector is part of a flight (same flight number) that originated or transits from Canada to the EU

Passengers without confirmed reservations (c)

- (d) Passengers who have not presented themselves for check-in on time
- (e) Crew members, airline employees or passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and AD tickets
- Denied boarding Denied boarding is defined as when a passenger has a valid ticket for a flight, but is not allowed to occupy a seat on board the aircraft because the number of passengers who have checked in and are at the gate on time is greater than the number of available seats that can be occupied. Passengers presenting themselves for travel must also have confirmed reservations and valid travel documents. The following are the valid denied boarding scenarios:

(1)The flight is intentionally oversold;

There are fewer seats than originally anticipated;

(2) (3)**Exceptions:** 

- when a passenger is denied for health, safety, or security reasons;
- When a passenger has failed to follow carrier rules (b) or instructions;
- (c) when a passenger does not have appropriate travel documents:
- when a passenger has failed to respect check-in and departure gate cut-off time limit. (d)
- The obligations discussed in this Rule 86 do not apply to refusal to transport as defined and governed by Rule 25.
- (D)
- There are three categories of denied boarding:
  (1) Within the carrier's control, such as overbooking or the switching out of an aircraft to one with fewer seats for commercial reasons.
  (2) Within the carrier's control, but required for safety.
  (3) Outside the carrier's control:

  - Often, situations outside the carrier's control affect all passengers on the aircraft, which would not be considered denied boarding, but rather a delay or cancellation of the entire flight.
- (E) Volunteers Carrier personnel will ask for volunteers who will give up their reservation willingly to travel on a later flight, in exchange for compensation.
  - Compensation \$400 for arrival delays up to and including 4 hours (a) after original scheduled arrival time.
  - \$800 for arrival delays over 4 hours after scheduled (h) arrival time.
- Involuntary denied boarding
  If there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the below boarding priority. If the passenger is denied boarding involuntarily, the passenger is entitled to the services mentioned in (H), (I) or (J) below.
- Boarding priority The following passenger groups are subject to pre-acceptance to avoid involuntary denied boarding. Dead head crews
  - (1) (2) (3) HON/SEN/Star Alliance Gold passengers
  - Disabled passengers (WCHR, WCHS, WCHC)
  - Disabled passengers with support person, service animal or emotional support animal, if any. (4)

(1)

- Unaccompanied minors (UMNR) Families with infants (INF) (6) (7) (8)
- Families with children (CHD)
- Passengers who were previously denied boarding on the same ticket
- Obligations in situations within the carrier's control (H)
  - Alternative travel arrangements
    - OS will provide the passenger with a confirmed reservation on the next available flight operated by

OS or that is operated by another carrier with which they have a commercial agreement. The new flight:

- (i) May take any reasonable route out of the same airport to the passenger's destination; and
   (ii) Must depart within nine hours of the departure time on the passenger's original ticket.
   If OS cannot meet obligations listed in H(1)(a)
- (b) above, it must provide the passenger with a confirmed reservation on the next available flight that is operated by any carrier on any reasonable route out of the same airport to the passenger's destination.
- (2) Comparable conditions To the extent possible, OS will provide alternative travel arrangements comparable to the ones the passenger originally purchased in terms of:

  (a) The class of service;

Added services the passenger purchased.

- (3) Refund of additional services if not available or transferable In the event that a passenger is rebooked into a lower class of service, a refund of the fare differential will be processed to the passenger's original form of payment, as governed by Rule 90. OS will also refund any additional
  - services the passenger purchased if:
    (a) They do not receive those services on the alternative flight;
  - (b) They must pay for those services a second time.
- (4) Refund If the alternate travel arrangements an airline offers do not meet the passenger's needs, the passenger is entitled to a refund of the unused portion of the ticket. However, if the disruption has caused the passenger's travel to no longer serve a purpose and the passenger is no longer at the point of origin on their itinerary, OS will provide the passenger with a confirmed reservation back to the point of origin on the ticket and refund the full amount of the ticket.
- (5) Form of refund Refund must be made to the person who purchased the ticket, in the same form of payment in which the ticket or additional service was purchased.
- (6) Standards of treatment
  - In the event that there is a layover in the original airport, in excess of one hour, OS will provide a meal voucher and means of communication.
  - Overnight accommodation (b) In the event the passenger will wait overnight for the new flight, OS will provide a voucher for hotel accommodation in the vicinity of the airport, if the airport is not within a reasonable distance to the passenger's residence.
- (7) Compensation In all denied boarding cases within the carrier's control, except those required for safety, the passenger will be compensated for the inconvenience.

- The compensation is determined by time of arrival at destination and is as follows:
  - \$900 if the passenger's arrival time at their destination on the original ticket is delayed
  - by less than six hours: (ii) \$1800 if the arrival time is delayed by six
  - hours or more, but less than nine hours and (iii) \$2400 if the arrival time is delayed by nine hours or more.
- When and how to pay (b) The compensation is based on delay at arrival. OS must put in writing the compensation agreed to, prior to the flight departure and customer has to sign for compensation other than cash. Compensation is payable within 48 hours or as soon as operationally feasible. Compensation other than cash must be of greater value. If the delay at final destination is greater than expected, compensation has to be adjusted.
- Obligations in situations within the carrier's control, but required for safety If a passenger is denied boarding for reasons within the carrier's control, but required for safety purposes, no compensation is due. All other accommodations such as rebooking and care referenced above will be provided to the passenger.
- Obligations in situations outside the carrier's control If an airline denies boarding for reasons outside its control, it does not have to look for volunteers.

  (1) Alternative travel arrangements
  - - OS will provide the passenger with a confirmed reservation on the next available flight operated by OS or that is operated by another carrier with which they have a commercial agreement. The new flight:
      - May take any reasonable route from the airport where the passenger is located to the passenger's destination; and
      - (ii) Must depart within 48 hours of the end of the event that caused the airline to deny boarding to the passenger.
    - However, if OS cannot accommodate the above, then OS will provide the passenger with a confirmed reservation on the next available flight operated by any other airline. The new flight:
      - May take any reasonable route to the passenger's original destination, from the airport where the passenger is located or
      - another airport that is within reasonable distance of that airport; and

        (ii) If the new departure is from an airport other than one in which the passenger is located, the large carrier must provide transportation to that other airport.
  - (2) Refunds Refunds in situations outside of the carrier's control will be governed by the provisions of Rule 90.

Rule 87 Denied Boarding Compensation (Applicable only to Flights Originating In The United States)

- (A) Definitions
  For the purpose of this rule (except as otherwise specifically provided herein)
  Airport means the airport at which the direct, or connecting flight on which the passenger holds confirmed reserved space is planned to arrive or some other airport serving the same metropolitan area, provided that transportation to the other airport is accepted (i.e. used) by the passenger. alternate transportation is air transportation (by an airline licensed by the department of transportation) or other transportation used by the passenger which, at the time the arrangement is made, is planned to arrive at the passenger's next scheduled stopover (of 4 hours or longer) or if none, at the airport of final destination no later than 4 hours after the passenger's originally scheduled arrival time.
  - (1) A direct air carrier except a helicopter operator, holding a certificate issued by the department of transportation pursuant to section 401 (d)(1), 401(d)(2), 401(d)(5), or 401(d)(8) of the federal aviation act of 1958, or an exemption from section 401(a) of the act, authorizing the scheduled foreign air transportation of persons.
  - 401(a) of the act, authorizing the scheduled foreign air transportation of persons.

    (2) A foreign route air carrier holding a permit issued by the department of transportation pursuant to section 402 of the federal aviation act of 1958, or an exemption from section 402 of the act, authorizing the scheduled foreign air transportation of persons.

    Comparable air transportation means transportation

provided to passenger at no extra cost by a carrier as defined above.

Confirmed reserved space means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or it's agent has verified, by appropriate notation on the ticket or in any other manner provided therefor by the carrier as being reserved for the accommodation of the passenger. stopover means a deliberate interruption of a journey

by the passenger, scheduled to exceed four hours, at a point between the place of departure and the place of final destination.

The sum of the values of the remaining flight coupons means the sum of the applicable one-way fares including any surcharges and air transportation taxes, less any

applicable discounts.
Volunteer means a person who responds to carrier's request for volunteers and who willingly accepts

carrier's offer of compensation, in any amount, in exchange for relinquishing his confirmed reserved space. Any other passenger denied boarding is considered for the purposes of this rule to have been denied boarding involuntarily, even if he accepts denied boarding compensation.

(B) Conditions for payment of compensation
Subject to the exception in this subparagraph, carrier
will tender to passenger the amount of compensation
specified in subparagraph (b) when:

specified in subparagraph (b) when:

(1) Passenger holding a ticket for confirmed reserved space presents himself for carriage at the appropriate time and place having complied fully with carrier's requirements as to ticketing, check-in (see rule 60 herein) and reconfirmation procedures and being acceptable for transportation, and

transportation, and

(2) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him. exception: the passenger will not be eligible for compensation if:

(a) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him because of:

accommodate him because of:
(i) Cancellation of the flight; or
(ii) Substitution of equipment of lesser
capacity when required by operational
and/or safety reasons; or

(b) Passenger is accommodated on the flight for which he holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his ticket, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.
 (c) The carrier arranges comparable air

transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover or, if none, final destination within 1 hour after the scheduled arrival time of the passenger's original flight(s).

(C) Amount of compensation payable - international transportation

 Subject to the provisions of paragraph (a) of this rule, carrier will tender liquidated damages at the rate of

(i) 200 percent of the fare to the passenger's destination or first stopover with a USD 650.00 maximum if the carrier offers alternate transportation that is planned to arrive at the passenger's destination or first stopover more than one hour but less than four hours after the planned arrival

- time of the passenger's original flight; and 400 percent of the fare to the passenger's next stopover or, if none, to his destination with a USD 1300.00 maximum if the carrier does not offer alternate transportation that is planned to arrive at the airport of the passenger's destination or first stopover less than four hours after the planned arrival time of the passenger's original flight.
- (2) 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.

For the purpose of this rule, 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 the passenger and which the carrier or its agent has verified, by appropriate notation on the ticket or in any other manner provided therefor by the carrier, as being reserved for the accommodation of the passenger.

(D) Written explanation of denied boarding compensation and denied boarding priorities

(1) Compensation for denied boarding - if you have been denied a reserved seat on Austrian Airlines, you are probably entitled to monetary compensation. This notice explains the airline's obligation and passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.

- (2) Volunteers and boarding priorities
  if a flight is oversold (more passengers hold
  confirmed reservations than there are seats
  available), no one may be denied boarding against
  his/her will until airline personnel first ask for
  volunteers who will give up their reservations
  willingly, in exchange for a compensation of the
  airline's choosing. If there are not enough
  volunteers, other passengers may be denied
  boarding involuntarily in accordance with the
  following boarding priority of Austrian Airlines:
  - following boarding priority of Austrian Airlines:
    (a) Passengers holding free or reduced fare
    tickets entitled to firm booking, issued by
    other airlines.
  - (b) Passengers holding free or reduced fare tickets entitled to firm booking issued by Austrian Airlines, with the exception of crew, dead heading crew, passengers travelling by order of the Austrian government holding authorization to that

> effect, which must be presented on request. (c) Full revenue passengers, by considering lowest fare-type passengers first and highest fare-type passengers last, in the following sequence:

Super APEX and super PEX and youth fare passengers

- Regular APEX and PEX fare passengers; All other promotional fare passengers; (iiii)
- Normal fare passengers; except that unaccompanied minors, (iv) incapacitated passengers and elderly passengers especially with language problems, shall not be considered for removal.
- within each of the above categories, the following sequence of removal shall be applied under full consideration of the possibility of up/down-grading.

  (i) locally boarding passengers

  (aa) Not holding direct connecting (d)

reservations. (bb) Holding direct connecting

reservations on short haul flights.

(cc) Holding direct connecting reservations on long haul flights.

(ii) Transfer passengers
(aa) Not holding direct connecting reservations.

(bb) Holding direct connecting reservations on short haul flights. (cc) Holding direct connecting

reservations on long haul flights. (iii) Transit passenger in direct transit on

(iii) Transit passenger in direct transit on the same flight
Compensation for involuntary denied boarding - if you are denied boarding involuntarily, you are entitled to a payment of denied boarding compensation from the airline unless:
(1) You have not fully complied with the airline's ticketing, check-in and reconfirmation requirements or you are not acceptable for transportation under the airline's usual rules and practices, or
(2) You are denied boarding because the flight is

You are denied boarding because the flight is cancelled; or

You are dénied boarding because smaller capacity aircraft was substituted for safety or operational reasons; or On a flight operated with an aircraft having

60 or fewer seats, you are denied boarding to safety-related weight/balance restrictions that limit payload; or

You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (a passenger seated in a section for which a lower fare is charged must be given an appropriate refund.)

> The airline is able to place you on another flight, or flights, that are planned to reach your destination within one hour of the scheduled arrival time of your original

flight.
Amount of denied boarding
Compensation/international transportation

passengers traveling from the united States to a

Foreign point who are denied boarding involuntarily from oversold flight originating at a U.S. airport are entitled to:

(i) No compensation if the carrier offers alternate transportation that is planned to arrive at the passenger's destination or first\_stopover not\_later than one hour after the planned arrival time of the passenger's original flight;

200% of the fare to the passenger's destination or first stopover, with a maximum of USD 650, if the carrier offers alternate transportation that is planned to arrive at the passenger's destination or first stopover more than one hour but less than four hours after the planned arrival time of the passenger's original flight; and 400% of the fare to the passenger's

(iii) destination or first stopover, with a maximum of USD 1,300, if the carrier does not offer alternate transportation that is planned to arrive at the airport of the passenger's destination or first stopover less than four hours after the planned arrival time of the

passenger's original flight. 0 to 1 hour arrival delay no compensation 1 to 4 hours arrival delay 200% of one-way fare (but not more than USD

650)

Over 4 hours arrival delay 400% of one-way fare (but not more than USD 1.300)

Method of payment - except as provided below, the airline must give each passenger who qualifies for denied boarding compensation, a payment by cash or check for the amount specified above, on the day and place the involuntary denied boarding occurs. if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment shall be sent to the passenger within 24 hours. The carrier may offer free or discounted transportation in place of the cash payment. In that event, the carrier must disclose material restrictions on the use of the free or discounted transportation before the passenger decides whether to accept the transportation in lieu of

cash/check payment refuse all compensation and bring private legal action. passenger's options - acceptance of the compensation may relieve Austrian Airlines from any further liability to the passenger caused by its failure to honor the confirmed reservations; however, the passenger may decline payment and seek to recover damages in a court of law or in some other manner. Seek to recover damages in a court of law or in some other manner.

## 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.

- (2) Except as otherwise provided in paragraph (f) of this rule, refund by carrier for an unused ticket or portion thereof or miscellaneous charges order will be made to the person named as the passenger in such ticket or miscellaneous charges order unless at the time of purchase the purchaser designates on the ticket or miscellaneous charges order another person to whom refund shall be made, in which event refund will be made to persons so designated and only upon delivery of the passenger coupon and all unused flight coupons of the ticket or miscellaneous charges order. A refund made in accordance with this procedure to a person representing him as the person named or designated in the ticket or miscellaneous charges order will be considered a valid refund and carrier will not be liable to the true passenger for another refund.
  - Exception 1: Refund in accordance with paragraph
    (e) below of tickets for
    transportation which have been
    issued against a credit card will be
    made only to the credit card account
    of the person to whom such credit
    card has been issued.
  - Exception 2: Refund of a ticket which has been issued pursuant to a prepaid ticket advice (PTA) will be made to the person who paid carrier for the ticket.
- (3) Carrier will refuse to refund when application therefore is made later than thirty (30) days after the expiry date of the ticket or miscellaneous charges order.
- (4) Carrier will refuse to refund on a ticket which has been presented to government officials of a country or to carrier as evidence of intention to depart therefrom, unless the passenger establishes to carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.
- (B) Currency
  All refunds will be subject to government laws, rules, regulations or orders of the country in which the ticket was originally purchased and of the country in which the refund is being made. Subject to the

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.
- Involuntary refunds
  See also rule 80 (involuntary revised routings) and rule 87 (denied boarding compensation).

  for the purpose of this paragraph, the term 'involuntary refund' shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in rule 25 (refusal to transport limitation of carrier). Notwithstanding Any provision or rule to the contrary, passengers shall not Be entitled to a refund under this section if they have been Denied boarding or had a flight cancelled pursuant to rule 25, (A)(1)(b), (A)(1)(c)(ii), (A)(1)(c)(iii), (A)(1)(d), (A)(1)(e), or rule 45, (B)(1).

  Except as noted above Involuntary refunds will be computed as follows:
  - (1) When no portion of the trip has been made, the amount of refund will be equal to the fare paid.
     (2) When a portion of the trip has been made, the amount of refund will be:
    - (a) Either an amount equal to the one-way fare less the same rate of discount, if any, that was applied in computing the original one-way fare (or on round or circle trip tickets, one-half of the round trip fare) and charges applicable to the unused transportation from the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is to resume. via:
      - (i) The routing specified on the ticket, if the point of termination was on such routing; or
      - (ii) The routing of any carrier operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on

the lowest fare applicable between such

points; or The difference between the fare paid and the (b) fare for the transportation used, whichever is higher.

Exception:

when a passenger holding a ticket for carrier 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:

For one-way tickets: (1)the difference between the fare for the higher class service and the fare for the lower class of service between the points where the lower class service is used;

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

this exception fares are published in the following descending order of classes of service.

(a) First class fares.

(b) Business class fares.

(c) **Economy** class tourist class, or coach class fares

The service charge provided for in rule 60 herein, will (3) not be assessed, and any communication expenses paid by the passenger in the

> accordance with rule 60 will be refunded, or if such expense at the time has not been collected by carrier, its collection will be waived, except as otherwise providéd in rule 25.

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

(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

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.

and communication expenses.
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.

total fare paid, less any applicable charges. 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 to the passenger's ticket between the time of the initial payment and

the date of travel.

(F) Lost ticket The following provisions will govern refund of a lost

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 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 or any

other use whatsoever.
Exception: Refund will not be made in less than
four months after receipt of proof of
loss satisfactory to carrier.
Refund will be made on one of the following bases,

(2) whichever is applicable:

(a) If no portion of the ticket has been used, and:

- The passenger has not purchased a (i)
- replacement ticket, refund will be the full amount of the fare paid.
  The passenger has purchased a replacement ticket, the carrier which issued the original ticket will refund to the passenger the fare paid for such replacement ticket. (ii) replacement ticket.
- replacement ticket.

  If a portion of the ticket has been used, and
  (i) The passenger has not purchased a
  replacement ticket, refund will be made
  in an amount equal to the difference,
  if any, between the fare paid and the
  applicable fare between the points (b) between which the ticket has been actually used:

The passenger has purchased a replacement ticket, the carrier which issued the original ticket will refund the fare paid for such replacement (ii) ticket.

(3) The foregoing provisions shall also apply to lost miscellaneous charges orders, deposit receipts and

excess baggage tickets.

(Applicable only to documents originally issued in the U.S./Canada) a service charge as indicated below will be imposed per passenger/document for handling such request for refund or replacement of a passenger ticket, miscellaneous charges order (MCO), excess baggage ticket, stated stated in USD (or the equivalent local currency):

> Passenger ticket MCO/Excess baggage ticket

USD/EUR CAD

100.00 135.00

## Rule 104 Interline Baggage Acceptance

Part I -Origin & destination: To/from the U.S. (Effective December 14, 2015)
US DOT order 2009-9-20 (government reservation to IATA resolution 302) Background: in July 2012, the United States department of transportation (us dot) rule 399.87 came into effect. Under this rule, all carriers selling transportation to passengers, whose ultimate ticketed origin or destination is in the United States, must apply the same baggage policy and fees throughout a passenger's journey (including the return portion), regardless of the number of baggage check-ins during the journey. Accordingly, the us dot requirements stipulate that it is only the first marketing carrier(PT 1) on the first flight segment of an itinerary that has the right to establish the baggage rules (consisting of the free baggage allowance, the dimensions and weight of each of baggage allowance, the dimensions and weight of each of the bags, the level of any charges that may be incurred and carry-on luggage regulations) to apply for the entire journey. this is irrespective of stopovers or other carrier flights listed on the single ticket. If Austrian airlines (OS) is listed on the first flight segment of the ticket, then OS baggage regulations will apply throughout the entire journey(PT 2) -both on the outbound and the return flight. Charges, if any, will apply from the point of "baggage check-in" until the next stopover, or the next point of baggage collection. thus, each time baggage is re-checked by the passenger, thus, each time baggage is re-checked by the passenger, the same charges will apply. However, if Os is not the first marketing carrier on the itinerary, such carrier has the right to choose to apply its baggage rules, the rules of the MSC (most significant carrier), or those of any other carrier on the single ticket. In case of itineraries where the first flight is operated on a code-share basis, the rules of the marketing carrier do apply. Consequently, OS cannot guarantee that - though the ticket might have been issued on OS ticket stock - the OS baggage rules will apply in such cases. Other airlines often have baggage rules which differ from those of OS. Part II (Effective to/from Canada) Applicability This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada. it establishes how OS will determine which carrier's baggage rules apply to any passenger's entire interline itinerary. (B) General For the purposes of interline baggage acceptance:

- The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier. 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.

  Baggage rule determination by selecting carrier

  (1) Checked baggage
- (C)

- the selecting carrier will:(a) Select and apply its own baggage rules as set out in its tariff to the entire interline itinerary; or
- Select the most significant carrier, as determined by IATA resolution 302 and conditioned by the Canadian transportation agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary.

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

- Carry-on baggage Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier
- (D) Baggage rule application by participating carrier where OS 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, OS will apply as its own the baggage rules of the selected carrier throughout the interline Itinerary.
- (E) Disclosure of baggage rules Summary page at the end of an online purchase and e-ticket disclosure
  - cket disclosure
    For baggage rules provisions related to a
    passenger's 1st and 2nd checked bag and the
    passenger's carry-on baggage (i.e. The passenger's
    "standard" baggage allowance), when the carrier
    sells and issues a ticket for an interline
    itinerary, it will disclose to the passenger on
    any summary page at the end of an online purchase
    and on the passenger's itinerary/receipt and
    e-ticket at the time of ticketing the baggage
    information relevant to the passenger itinerary as
    set out in paragraph 2 below. The disclosed
    information will reflect the baggage rules of the
    selected carrier.
  - selected carrier. The carrier will disclose the following information:
    - name of the carrier whose baggage rules (a) apply;
    - Passenger's free baggage allowance and/or applicable fees; (b)
    - Size and weight limits of the bags, if

applicable;

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);

Existence of any embargoes that may be applicable to the passenger's itinerary; and, (e)

Application of baggage allowances and charges (i.e. Whether they are applied once per direction or if they are applicable at each

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

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

The maximum weight and dimensions of passenger

bags, if applicable, both checked and unchecked; The number of checked and unchecked passenger bags that can be transported and the applicable charges;

- Excess and oversized baggage charges; Charges related to check in, collection and delivery of checked baggage;
- Acceptance and charges related to special items, e.g. Surf boards, pets, bicycles, etc.; (e)

Baggage provisions related to prohibited or unacceptable items, including embargoes; Terms or conditions that would alter or impact the

baggage allowances and charges applicable to passengers (e.g. Frequent flyer status, early check in, pre-purchasing baggage allowances with a particular credit card); and,
Other rules governing treatment of baggage at

stopover points, including passengers subject to special baggage allowances or charges etc.

Definitions 'Airline designator code"

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

"Baggage rules"

The conditions associated with the acceptance of baggage, services incidental to the transportation of baggage, allowances and all related charges.

> for example, baggage rules may address the following topics:

The maximum weight and dimensions of passenger bags, if applicable, both checked

and unchecked; The number of checked and unchecked passenger bags that can be transported and the applicable charges; Excess and oversized baggage charges;

Charges related to check-in, collection and delivery of checked baggage;

Acceptance and charges related to special items, e.g. Surfboards, pets, bicycles, etc.; Baggage provisions related to prohibited or unacceptable items, including embargoes; Terms or conditions that would alter or impact the baggage allowances and charges

impact the baggage allowances and charges applicable to passengers (e.g. Frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card); and,

Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges, etc.

"Interline agreement":

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

"Interline itinerary":

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

"Interline travel":

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

"Single ticket":

A document that permits travel from origin to destination. It may include interline/code-share and intra-line segments. It may also include end-to-end combinations (i.e., standalone fares that can be bought separately but combined

together to form one price).
"Summary page at the end of an online purchase":
A page on a carrier's web site which summarizes the details of a ticket purchase transaction just after the passenger has agreed to purchase the ticket from the carrier and has provided a form of payment.

"Ultimate ticketed destination":

In situations where a passenger's origin is a non-Canadian point and the itinerary includes at least one stop in Canada, as well as at least one

stop outside Canada. If the stop in Canada is the farthest checked point and the stop is more than 24 hours, the agency would consider the ultimate ticketed destination to be Canada.

Carrier definitions (various)
"Down line carrier":

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

"Marketing carrier

The carrier that sells flights under its code.

"Most significant carrier (MSC)":
 is determined by a methodology, established by
 IATA (resolution 302), which establishes, for each
 portion of a passenger's itinerary where baggage
 is checked through to a new stopover point, which rescribed through to a new stopover point, which carrier will be performing the most significant part of the service. For travelers under the resolution 302 system, the baggage rules of the MSC will apply. For complex itineraries involving multiple checked baggage points, there may be more than one MSC, resulting in the application of differing baggage rules through an itinerary, the significant carrier (MSC)-TATA resolution 302 as

"Most significant carrier (MSC)-IATA resolution 302 as conditioned by the agency":

In this instance, the MSC is determined by applying IATA resolution 302 methodology as applying IATA resolution 302 methodology as conditioned by the agency. The agency's reservation has stipulated that only a single set of baggage rules may apply to any given interline itinerary. The aim of the agency's reservation is to allow the selecting carrier to use the MSC methodology to determine which carrier's baggage rules apply to an international interline itinerary to or from Canada, while reinforcing the role of tariffs in the determination of which carrier's rules apply.

"Operating carrier"

The carrier that operates the actual flight. "Participating carrier(s)":

Includes both the selecting carrier and down line carriers who have been identified as providing interline transportation to the passenger by virtue of the passenger's ticket.

"Selected carrier"

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

"Selecting carrier":

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

## Rule 119 Baggage Regulations

(A) Checked baggage

(1) Nothing contained in this tariff shall entitle a passenger to have his baggage checked on a journey for which carrier does not offer facilities for

checking of baggage.

(2) Upon delivery to carrier of the baggage to be checked, carrier will insert in the ticket the number of pieces and weight of the checked baggage (which shall constitute the issuance of the baggage check). In addition carrier will issue for identification purposes only, a baggage (claim) tag for each piece of baggage so delivered and covered by the baggage check. All checked baggage must be properly packed in suitcases or similar containers in order to ensure safe carriage with ordinary care in handling. Fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables will not be accepted as checked baggage.

(B) Movement of baggage
Checked baggage will be carried in the same aircraft as
the passenger unless such carriage is deemed
impracticable by carrier, in which event carrier will
move the baggage on the next preceding or subsequent

flight on which space is available.

(C) Inspection by carrier
 Carrier has the right, but not the obligation to
 verify, in the presence of the passenger the contents
 of his baggage, and in the case of unaccompanied
 baggage to open and examine such baggage whether or not
 the passenger is present. The existence or exercise
 of such right shall not be construed as an agreement,
 expressed or implied, by carrier to carry such contents
 as would otherwise be precluded from carriage.
 (D) Dangerous, damageable or unsuitable baggage

Dangerous, damageable or unsuitable baggage Passenger must not include in his/her baggage articles which are likely to endanger the aircraft, persons or property, which are likely to be damaged by air carriage or which are unsuitably packed or the carriage of which is forbidden by any applicable laws, regulations or orders of any state to be flown from, into, or over. If the weight, size or character of baggage renders it unsuitable for carriage on the aircraft, carrier, prior to or at any stage of the journey, will refuse to carry the baggage. The following articles will be carried as baggage only with the prior consent of an arrangement with carrier, in accordance with carrier's regulations:

 Firearms will be accepted only when unloaded and suitably packed and when checked for carriage in the baggage or other compartment of the aircraft not accessible to the passenger. At the time of

check-in, firearm(s) will be surrendered and the passenger will be required to make a written or verbal declaration that the firearm(s) as surrendered is safe for transportation. When firearms used for sport purposes are carried on the aircraft, entry permits shall be in the possession of the passenger for the country or countries of transit and destination.

Exception: An authorized person performing a DUTY On board an aircraft, such as a law enforcement officer or diplomatic courier may be permitted to retain custody of his firearm and ammunition upon duly identifying himself at the time of check-in.

- (2) Explosives, munitions, corrosives and articles, which are easily ignited:
   Includes all items listed in the international air transport association restricted articles regulations. Small arms ammunitions shall be accepted only for carriage in the baggage/cargo compartments of the aircraft and must be securely packed in a strong outside container made of wood, metal or fiberboard and only with prior approval of the carrier.
- (3) Liquids(4) Live animals, including birds and reptiles, other than pets, service animals trained to lead the blind and service animals trained to assist the deaf.
- (5) Pets acceptability
  Pets, including dogs, cats and birds, when
  properly crated in leak proof containers and
  accompanied by valid health and rabies vaccination
  certificates, entry permits and other documents
  required by countries of entry or transit will be
  accepted for carriage at the owner's own risk, and
  subject to requirements of carrier. Only one pet
  per container is allowed for each passenger, (in
  case of small pets, more than one pet may be
  permitted in one container) and carrier may refuse
  to carry pets in any one aircraft either in the
  baggage or cargo compartments or in the passenger
  cabin, or refuse to carry pet(s) if it requires
  attention in transit.
- (6) Photoflash bulbs when appropriately marked and contained in the original package of the manufacturer.
- (7) Compressed gases
  Flammable, non flammable and poisonous; corrosives such as acids and wet batteries; flammable liquids and solids (such as matches, lighter fuels, rubbing alcohol) oxidizing materials; poisons; radioactive materials; and other restricted articles (such as offensive or irritating materials).
- (8) Delicate musical instruments

> Delicate musical instruments, unsuitable for carriage as checked baggage, 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. Passengers should contact the carrier or review its website 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.

(E) Free baggage allowance for passengers other than children

(1)Combined class fares

For through journeys where the passenger travels partly on business that free haggare partly on economy service, the free baggage allowance for each portion of the trip shall be that applicable to the class of service for which the fare is paid.
When a passenger, who has paid the business class fare, travels on economy service, the

free baggage allowance will be that applicable to the business class service.

Additional articles

- (a) In addition to the free baggage allowance provided herein, each passenger may carry, without additional charges, at the carrier's discretion, the following personal effects for use in enplaning, deplaning or in flight only when retained in the passenger's custody; except that the items mentioned in sub-paragraphs vii and viii below may be carried in the passenger or cargo compartment of the aircreft: of the aircraft:
  - A handbag, pocketbook or purse, i.e. which is appropriate to normal travelling dress and is not being used as a container for the transportation of articles which would otherwise be regarded as baggage;
  - An overcoat, wrap or blanket;
  - (iii) (iv)
  - An umbrella or walking stick; A small camera and/or a pair of binoculars
  - A reasonable amount of reading matter (v)

  - for the flight; Infant's food for consumption in flight; Infant's carrying baskets; car (vii) seats/strollers maximum weight 10 kg (22 lbs)
  - (viii) Fully collapsible invalid's wheelchair and/or a pair of crutches, and/or braces or other prosthetic device for the passenger's use; provided that the passenger is dependent upon them; and
- (b) Any other articles including overnight bags, briefcases, typewriters, personal radios, ladies' vanity or cosmetic cases, hat boxes,

> heavy cameras and reading matter which cannot reasonably be read during the flight shall not be carried free in addition to the free allowance. The acceptance of such articles for carriage in the passenger cabin shall be limited to conform with security regulations. limited to conform with security regulations and/or interline limitations.

Where an item purports to be one specified in paragraph (a) above but does not visibly accord with description set out therein, such item shall be counted as a bag (piece) and such bag (piece) shall be included in the assessment of total bags (pieces) carried.

(3) Accompanied pets

(a)

- See paragraph (o)(4) (iii) and (5) below for charges for the carriage of accompanied pets. Carrier shall not be liable for injury, sickness or death of any pet accepted for transportation. The owner of the pet assumes (b) all responsibility for compliance with all governmental regulations and/or restrictions. carrier is not responsible in the event any pet is refused passage into or through any country, state, or territory.
- Carrier will not be responsible in the event any such pet is refused entry into or passage through any country or territory. The owner assumes all risk of injury to or sickness or death of such animal carried under this rule.

(4) Rerouting

(a) In the case of voluntary rerouting which permits a higher free baggage allowance, the higher allowance applies only to the remainder of the journey from the point of rerouting. No refund is made for the portion

of the journey already performed.

In the case of voluntary rerouting which makes the passenger liable for additional charges because of a lower free allowance, such additional charges will apply only from

the point of rerouting.

- In the case of involuntary rerouting, the passenger shall be entitled to the free baggage allowance applicable for the class of service originally paid for. This provision applies even if the passenger is rerouted from first class service to tourist class or economy class and is entitled to fare refund.
- Electronic devices as carry-on baggage
  (a) The following articles may be carried onboard (5) provided they meet the carry-on baggage rules (with respect to the number of pieces, dimensions, weight and storage) and they are not operated onboard during flight: (i) Portable telephone systems
  - (transmitters/receivers); Portable television sets
  - Transmitters (walkie talkies);

(iv) Electronic games; (v) Portable AM/FM radios. Should any of the devices, in paragraph (a) above, be operated or should any other devices in the possession of a passenger cause interference to the aircraft navigational systems, the pilot in command or someone appointed by the pilot may require the device to be turned off, or may cause the device to be removed from the possession of the passenger for the duration of the flight. Free baggage allowance for passengers travelling

together when two or more passengers, travelling as one party to a common destination or point of stopover, by the same flight, present themselves and their baggage for travelling, at the same time and place, they shall be permitted a total free baggage allowance equal to the combination of their individual free baggage

allowances.

(G) Collection of excess baggage charges Excess baggage charges will be payable at the point of origin for the entire journey to final destination, or at the point of origin to the point of stopover, in which event, when carriage is resumed charges will be payable from the point of stopover to the next point of stopover or destination. When on a journey for which a through excess baggage ticket has been issued there is an increase in the amount of excess baggage carried, carrier will issue a separate excess baggage ticket for such increase and collect charges to destination or a stopover point, as the case may be.

Excess value charges

A passenger may declare a value for baggage in excess of 250 French gold francs (approximately \$20.00) per kilogram in the case of checked baggage and 5000 French gold francs (approximately \$400.00) per passenger in the case of unchecked baggage or other property. When such a declaration is made a charge for excess value will be assessed by each carrier participating in the carriage at the rate of \$0.50 for each \$100.00 or fraction thereof. Note:

In Canada the French gold franc shall be converted into Canadian dollars in accordance with the provision of the carriage by air act gold franc conversion regulations SOR/83-79.

This rule shall not entitle the passenger to declare such excess value for baggage in connection with carriage over carrier's route in relation to which the above rule does not permit such declarations, unless the carriage over such route forms a part of through carriage including other routes in relation to which such declarations are permitted.

Any higher declared value shall not apply to money, jewelry, silverware, negotiable papers,

> securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications, or other similar valuables when such valuables are included in bases and into the in baggage checked or otherwise delivered into the

- care of the carrier. Valuation limit of baggage No baggage of any one passenger, having a declared value in excess of \$2,500.00, will be accepted for carriage by the carrier unless arrangement therefore has been made in advance between the passenger and the Carrier(s) concerned.
- Collection of excess value
  Excess value charges will be payable at the point of origin for the entire journey to final destination; provided that, if at a stopover en route a passenger declares a higher excess value than that originally declared, additional excess value charges for the increased value from such stopover point to final destination will be payable.

  (K) Payment of baggage 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.
- (L) Excess baggage 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 baggage 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.
- Checking of baggage by carrier Except as otherwise provided in this rule, each carrier will, upon presentation by a fare-paying passenger of a valid ticket covering transportation over the lines of such carrier, or over the lines of such carrier and one or more other carriers, check personal property which is tendered by the passenger for transportation as baggage, when tendered at the city or airport office designated, by the carrier, and within the times prescribed by such carrier, but no carrier will check
  - property so tendered to a point: (1) Beyond the destination, or not on the routing, designated on such ticket;

  - Beyond a point of stopover; Beyond a point of transfer to any other carrier, if the passenger has declared a valuation in excess of the amounts shown in paragraph (i) of this rule.
  - Beyond a point beyond which reservations have not been confirmed; provided that when, at the time of departure from point of origin of any sector of his trip, passenger has requested continuous connecting carriage on the lines of two or more carriers to a point beyond the point to which

reservations have been confirmed, baggage may be

- checked to such further point;
  Beyond a point at which the passenger is to
  transfer to connecting flight, and such flight is
  scheduled to depart from a different airport than that at which the passenger is scheduled to arrive at such point;
- Beyond a point at which the passenger desires to resume possession of such property or any portion thereof; or
- Beyond a point beyond which all applicable charges have not been paid; (7)
- (N)
- Delivery of checked baggage by carrier
  (1) Checked baggage will be delivered to the bearer of the baggage check upon payment of all unpaid sums due to carrier under contract of carriage of tariff, and upon return to carrier of baggage (claim) tag(s) issued in connection with such baggage. Carrier is under no obligation to ascertain that the bearer of the baggage (claim) tag is entitled to delivery of the baggage and carrier is not liable for any loss, damage or expense arising out of or in connection with his failure to so ascertain. Except as otherwise provided in sub-paragraph (3) hereof, delivery will be made at the destination shown on the baggage check.
  - If the provisions of sub-paragraph (1) above are not complied with by a person claiming the baggage, carrier will deliver the baggage only on condition that such person establishes to carrier's satisfaction his rights thereto, and if required by carrier, such person shall furnish adequate security to indemnify carrier for any loss, damage or expense which may be incurred by carrier as a result of such delivery
  - At the request of the bearer of the baggage (claim) tag(s), checked baggage will be delivered at the place of departure or an intermediate stopping place upon the same conditions as provided for in sub-paragraph (1) hereof, unless precluded by government regulations or unless time and circumstances do not permit. In delivering baggage at the place of departure or at an intermediate stopping place, carrier shall be under no obligation to refund any charge paid.
  - acceptance of baggage by the bearer of the baggage check and baggage (claim) tag(s) without written complaint at the time of delivery, is presumptive evidence that the baggage has been delivered in good condition and in accordance with the contract of carriage.
- Free baggage allowance
  - Business class fares the free baggage allowance for each passenger paying the adult business class fare except as otherwise provided, will be:
    (a) 2 pieces checked with overall dimensions

(length plus breadth plus height) of each not to exceed 62 inches (158 cms.), provided the weight of each piece does not exceed 32 kilos

- (70 pounds), plus Up to 2 pieces of cabin baggage to be carried on to the aircraft by the passenger and stored under the seat or placed in an enclosed overhead rack in aircraft so equipped. the total overall dimensions of a equipped. the total overall dimensions of a piece must not exceed 9x15.5x21.5 inches (23x40x55 cm). no piece of carry-on baggage should exceed 8 kilos (18 lbs.) with the total weight of both pieces not to exceed 12 kilos (26 lbs).

  (c) star alliance gold customers: 3 pieces at 32 kg (70 lbs) each.

  Premium economy class fares
  The free baggage allowance for each passenger paying the adult business class fare except as
- (2) paying the adult business class fare except as otherwise provided, will be:

  (a) 2 pieces checked with overall dimensions
  - length plus breadth plus height) of each not to exceed 62 inches (158 cms.), provided the weight of each piece does not exceed 23 kilos
  - (50 pounds)
    star alliance gold customers: 3 pieces at 23 kg (50 lbs) each. (b)
- (3) Economy class fares: Economy class 1x23KG (50LB.), except: Between US/CA/MX and East, Central Africa 2x23KG Star-round the world fares, 2x23KG.
  Travel between US/ and
  AF/BH//IR/IQ//KW//OM/PK/QA/SA/SY/TR/AE/YE 2x23kg.

Travel between US/CA/MX and AF/BH/EG/IR/IQ/JO/KW/LB/OM/PK/QA/SA/SY/TR/AE/YE 2x23kg.

> Travel origin Canada to /BD/BT/MV/NP//LK/ 2x23 kg. Travel between CA and India 2x23kg. Travel between US and India 2x23kg.
> Travel between US/CA and Japan 2x23kg
> Travel between US/CA and South Africa 2x23kg. Star Alliance Gold customers: 1 extra piece at 23 kg (50 lbs) each.

- Free baggage allowance for children/infants Free baggage allowance for children/infants travelling free or paying 10 percent (computed in accordance with the percentage conversion table published in this tariff) of
  - the applicable fare shall be:
    (i) 1 piece checked with overall dimensions not to exceed 45 inches (115 cms) max weight 23 kgs (50 lbs), plus
    (ii) 1 checked or carry on fully collapsible carrying
  - (ii) stroller/push chair. Or infant carrying basket which may be carried in the

> passenger cabin subject to the availability of space max weight 10 kgs (22 lbs) strollers more than 10 kgs (22 lbs) must be checked baggage.

- Children paying more than 10 percent (Computed in accordance with the percentage (b) conversion table published in this tariff) of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare and subject
- to the same exceptions as set forth in paragraphs (1) and (2) above.

  Beyond a point at which the passenger is to transfer to connecting flight, and such flight is scheduled to depart from a different airport than that at which the passenger is scheduled to arrive that at which the passenger is scheduled to arrive at such point;
- Beyond a point at which the passenger desires to resume possession of such property or any portion thereof; or
- beyond a point beyond which all applicable charges (7)
- have not been paid; Delivery of checked baggage by carrier (1) Checked baggage will be delivered to the bearer of (N) the baggage check upon payment of all unpaid sums due to carrier under contract of carriage of tariff, and upon return to carrier of baggage (claim) tag(s) issued in connection with such baggage. Carrier is under no obligation to ascertain that the bearer of the baggage check and baggage (claim) tag is entitled to delivery of the baggage and carrier is not liable for any loss, damage or expense arising out of or in connection with his failure to so ascertain. Except as otherwise provided in sub-paragraph (3) hereof delivery will be made at the destination shown on the baggage check.

  If the provisions of sub-paragraph (1) above are
  - not complied with by a person claiming the baggage, carrier will deliver the baggage only on condition that such person establishes to carrier's satisfaction his rights thereto, and if required by carrier, such person shall furnish adequate security to indemnify carrier for any
  - loss, damage or expense which may be incurred by carrier as a result of such delivery.

    At the request of the bearer of the baggage (claim) tag(s), checked baggage will be delivered at the place of departure or an intermediate stopping place upon the same conditions as provided for in sub-paragraph (1) hereof, unless precluded by government regulations or unless time and circumstances do not permit. In delivering baggage at the place of departure or at an intermediate stopping place, carrier shall be under no obligation to refund any charge paid.
  - Acceptance of baggage by the bearer of the baggage check and baggage (claim) tag(s) without written

complaint at the time of delivery, is presumptive evidence that the baggage has been delivered in good condition and in accordance with the contract of carriage.

(0) Free baggage allowance

Business class fares
The free baggage allowance for each passenger
paying the adult business class fare except as
otherwise provided, will be:

(a) 2 pieces checked with overall dimensions (length plus breadth plus height) of each not to exceed 62 inches (158 cms.), provided the weight of each piece does not exceed 32 kilos (70 pounds), plus
 (b) Up to 2 pieces of cabin baggage to be carried

- (b) Up to 2 pieces of cabin baggage to be carried on to the aircraft by the passenger and stored under the seat or placed in an enclosed overhead rack in aircraft so equipped. The total overall dimensions of a piece must not exceed 9x15.5x21.5 inches (23x40x55 cm). No piece of carry-on baggage should exceed 8 kilos (18 lbs.) With the total weight of both pieces not to exceed 12 kilos (26 lbs).
- (c) Star Alliance gold customers: 3 pieces at 32 kg (70 lbs) each.
  Premium economy class fares
- (2) Premium economy class fares
  The free baggage allowance for each passenger
  paying the adult business class fare except as
  otherwise provided, will be:
  (a) 2 pieces checked with overall dimensions
  - (a) 2 pieces checked with overall dimensions length plus breadth plus height) of each not to exceed 62 inches (158 cms.), provided the weight of each piece does not exceed 23 kilos (50 pounds)
     (b) Star Alliance Gold customers: 3 pieces at 23
  - (b) Star Alliance Gold customers: 3 pieces at 23 kg (50 lbs) each. Economy class fares:
- (3) Economy class fares: Economy class 1x23kg

Economy class 1x23kg (50lb.), except:
Between US/CA/MX and West, East, Central Africa 2x23kg
Star-round the world fares, 2x23kg.
Travel between US/ and
AF/BH//IR/IQ//KW//OM/PK/QA/SA/SY/TR/AE/YE
2x23kg.

Travel between US/CA/MX and

AF/BH/EG/IR/IQ/JO/KW/LB/OM/PK/QA/SA/SY/TR/AE/YE 2x23kg.

Travel origin Canada to /BD/BT/MV/NP//LK/ 2X23 kg.
Travel between CA and India 2X23KG.
Travel between US and India 2X23KG.
Travel between US/CA and Japan 2x23kg
Travel between US/CA and South Africa 2X23kg.
Star Alliance Gold customers: 1 extra piece at 23 kg (50 lbs) each.

(4) Free baggage allowance for children/infants(a) Free baggage allowance for children/infants

> travelling free or paying 10 percent (computed in accordance with the percentage conversion table published in this tariff) of

the applicable fare shall be:

(i) 1 piece checked with overall dimensions not to exceed 45 inches (115 cms) max weight 23 kgs (50 lbs), plus

(ii) 1 checked or carry on fully collapsible stroller/push chair. Or infant carrying basket which may be carried in the passenger cabin subject to the availability of space max weight 10 kgs (22 lbs) strollers more than 10 kgs (22 lbs) must be checked baggage.

Children paying more than 10 percent (Computed in accordance with the percentage conversion table published in this tariff) of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare and subject to the same exceptions as set forth in paragraphs (1) and (2) above.

(5) (a) excess baggage charges - rates

Collection All excess baggage must be assessed and charged prior to the boarding of the aircraft by the passenger to the next point of stopover.

In effect on the date of issuance (aa)

of the excess baggage ticket.
In the direction of travel
Per checked portion: from the point for which the checked baggage allowance is exceeded to the first point at which the baggage is collected (excluding any transfer points). Stopover in weight concept country/route

if a passenger with piece allowance checks in additional baggage after a stopover is made for a route where weight concept applies, the free baggage allowance will remain piece, but the charge for the additional excess baggage must be paid according to the weight concept charges.

(iii) Flat rate charges Within Austria

OS flights

purchase via Austrian.com CHF EUR USD CAD

First piece eco light: 20 15 16 Within Austria

OS flts purchase via GDS. EUR USD CHF CAD 29

First piece eco light: 25 20 21 Within Austria

OS flights

```
purchase at airport ticket
                          counter or at check-in
                                   EUR
                           CHF
                                         USD
                                                CAD
First piece Eco light:
                           60
                                   50
                                          60
                                                575
                                                105
Extra piece
                           80
                                   70
                                          80
Heavy
                           46
                                   40
                                          46
                                                 60
Oversized:
                           46
                                   40
                                          46
                                                 60
                          Within Austria
                          OS flights
                          purchase at gate.
                                   EUR
                           CHF
                                         USD
                                                CAD
First piece:
                           60
                                   55
                                          60
                                                80
                          Within-Europe and Within third countries OS flights
                          purchase via Austrian.com
                                   EUR
                           CHF
                                         USD
                                                CAD
First piece eco light:
                           30
                                   25
                                          27
                                                 37
                          Within-Europe and Within third countries OS flights
                          purchase via GDS
                                  EUR
                                         USD
                           CHF
                                                CAD
First piece Eco light:
                           35
                                   30
                                          32
                          Within-Europe and Within
                          third countries OS flights
                          purchase at airport ticket
                          counter or at check-in
                                   EUR
                                         USD
                           CHF
                                                CAD
                                                75
120
                                   50
First piece Eco Light:
                           60
                                          60
Extra piece
                           92
                                   80
                                          92
                           57
                                   50
                                          57
Heavy:
                                                75
Oversized:
                           57
                                   50
                                          57
                          Within-Europe and Within third countries OS flights
                          purchase at gate
                           CHF
                                   EUR
                                         USD
                                                CAD
First piece Eco light:
                                   55
                           60
                                         60
                                                60
                           Between Europe and jo, TM, LB, EG, IQ, IL, IR, SY, OS flights
                           purchase at airport ticket
                           counter or at check-in
                           CHF
                                   EUR
                                             USD
                                                    CAD
                                   100
                                                    150
Extra piece:
                           115
                                             115
                           86
                                   75
                                             86
                                                    112
Heavy:
Oversized:
                                   75
                                             86
                           86
                                                    112
                           for short intercontinental
                           flights
                           (i.e. between Europe, JO, TM,
                           LB, EG, IQ, IL, IR, SY, and
                           U.A.E.,
                           BH, BJ, BF, CM, CU, CF, TD, CI,
                           DJ,
                           ER, ET, GM, GH, GN, GW, KW, LR,
                           LY,
                           ML, MR, NE, NG, PS, OM, QA, RU,
                           SA,
                           SN, SL, SS, SD, TG, YE, AG, BS,
                           BB,
                           DM, DO, GD, HT, JM, St. Kitts
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- Nevis, St. Lucia, St Vincent
                              the Grenadines) OS flights
                              purchase at airport ticket
                              counter
                              or at check-in
                              CHF
                                       EUR
                                                  USD
                                                          CAD
                                                          225
Extra piece:
                              172
                                       150
                                                  172
                                                          150
                                       100
Heavy:
                              115
                                                  115
Oversized:
                              115
                                       100
                                                  115
                                                          150
                              Between Europe and US/CA/MX
                              OS flights
                              Purchase via Austrian .com and
                              GDS
                                              USD
                              CHF
                                       FUR
                                                      CAD
First piece eco light
                              70
                                       60
                                              70
                                                      70
                            Between Europe, JO, TM, LB,
EG, IQ, IL, IR, SY and East Coast
Canada/East Coast USA OS flights
                             purchase at airport ticket
                             counter
                             or at check-in
                              CHF
                                       EUR
First piece eco light
                              70
                                       60
                                               70
                                                      70
                              100
                                       90
                                              100
                                                      100
Second piece:
                              230
                                       200
                                              230
                                                      300
Extra piece
                                       120
                                              138
                              138
                                                      180
Heavy:
Oversized
                              138
                                       120
                                              138
                                                      180
                             For medium intercontinental
                             flights (i.e. between Europe,
                             JO,
                             TM, LB, EG, IQ, IL, IR, SY, and AF, AO, BD, BI, CG, CD, GQ, GA,
                             GL,
IN, (INCLUDES ANDAMAN ISLANDS),
                            KZ, KE, KG, MV, PK, RW, SC, SO, UL, TJ, TZ, UG, UZ, ZM)
OS Flights purchase at airport
                             ticket counter or at check-in
                              CHF
                                       EUR
                                              USD
                                                      CAD
Extra piece
                              230
                                       200
                                              230
                                                      300
heavy:
                                       120
                                              138
                              138
                                                      180
oversized:
                              138
                                       120
                                              138
                                                     180
                            Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and West Coast Canada/West Coast USA/MX or
                             Between
                             CA/US/MX and all other
                             destination
OS flights purchase at airport
                             ticket counter or at check-in
                              CHF
                                       EUR
                                              USD
                                                      CAD
First piece eco light
                              70
                                       60
                                               70
Second piece:
                              100
                                       90
                                              100
                                                      100
                                       250
                                              287
                                                      375
                              287
Extra piece
                                       150
Heavy:
                              150
                                              172
                                                      225
                                                      225
Oversized:
                              150
                                       150
                                              172
                             For long intercontinental
```

```
flights (between Europe, JO, TM, LB, EG, IQ, IL, IR, SY, and AI,
                                      AS, AR, AW, AU, BZ, BM, BT, BO,
                                      BQ, BW,
                                                   BR, BN, KH, KY, CL, CN,
                                      CX, CC, CO, KM, CK, CR, CU, CW, EC, SV, FK, FJ, GF, PF, GP, GU,
                                      GT, GY, HN, HK, ID, KI, KP, KR,
                                                   MO,
                                            LS,
                                                                MW,
                                                                       MY,
                                      LA,
                                                         MG,
                                                                             MP, MH,
                                      MQ, MR, MU, YT, FM, MN, MS, MZ,
                                      MM, NA, NR, NP, NC, NZ, NI, NU,
                                      NF, PW, PA, PG, PY,
                                                                       PE,
                                                                             PH, PR
                                      RE, WS, ST, SG, St. Maarten, SB,
                                      ZA, St. Helena, St. Pierre,
& Miquelon, SR, SZ, TW, TH, TL,
                                      TO, TT, TC, TV, U.S. minor outlying islands, UY, VU, VE, VN, Virgin islands, British US Virgin Islands, WF, ZW,) or Between any other destinations
                                      OS flights purchase at airport counter or at check-in
                                                   EUR
250
150
                                        CHF
287
                                                             USD
                                                                        CAD
                                                              287
Extra piece
                                                                        375
                                        150
                                                              172
heavy
                                                   150
                                                             172
oversized:
                                        150
                                                                        225
                                        for travel to and from Japan
                                        os flights
                                        purchase at airport ticket
                                        counter
                                        CHF
                                                   EUR
                                                              USD
Extra piece
                                        180
                                                   100
                                                              200
                                                                        200
heavy
                                                              150
                                                    100
                                                                        150
                                        120
oversized:
                                        240
                                                    200
                                                              300
                                                                        300
        (b)
                special baggage charges
                Sporting equipment shall not contain normal luggage items, otherwise it will be treated as regular excess baggage and charged with sporting equipment charges of the applicable
                 category. All sporting equipment will be measured by 2 categories
                depending on size: normal or bulk. All pieces will be charged depending on the weight and/or size according to the matching
                 category
Category normal: golf, bicycle, scuba, fishing,
sporting/hunting plus ammunition, hockey, winter sports equipment, boards small Category bulk: tandem bike, hang gliding, boards long. category normal on OS flights for travel:

CHF/USD EUR CAD
Within Austria
                                                            70
                                                                           105
Within Europe (Incl
MA, TR, TN) Or Within
Third Countries:
                                        92
                                                            80
                                                                           120
Between Europe and
JO, TM, LB, EG, IQ IL, IR, SY:
                                                            100
                                                                           150
                                        115
Between Europe, JO,
```

TM, LB, EG, IQ, IL IR, SY and Short Intercontinental (B) Special Baggae Between Europe, JO,	172 ge Charges	150	225
TM, LB, EG, IQ, IL IR, SY and Medium Intercontinental Or East Coast Canada and USA Between Europe, Jo, TM, LB, EG, IQ, IL IR, SY and Long Intercontinental or	230	200	300
West Coast Canada and USA or any other Destinations: Category Bulk ON OS Flights For Travel:	287	250	375
and the first of the first of the	CHF/USD	EUR	CAD
Within Austria	126	110	165
Within Europe (Incl MA, TR, TN) or Within			
third countries:	149	130	195
Between Europe and			
JO, TM, LB, EG, IQ	201		
IL, IR, SY:	201	175	262
Between Europe, JO,			
TM, LB, EG, IQ, IL IR, SY and Short			
IR, SY and Short Intercontinental	287	250	375
Between Europe, JO,	207	230	373
TM, LB, EG, IQ, IL			
IR, SY and Medium			
Intercontinental Or			
East Coast Canada			
Or East Coast USA:	368	320	480
Between Europe, JO,			
TM, LB, EG, IQ, IL IR, SY and Long			
Intercontinental or			
West Coast Canada or			
West Coast USA or any			
Other Destinations:	460	400	600
(6) Musical instrument	s_heavy/ḷargo	e musical	
instruments genera			
instruments may - o carried on an OS o	upon confirma	ation by o	us - be
weight per instrum			
of 32 kg per piece	(exception	to the ru	le) such
heavy/large instru	ments could	be any ki	nd of bass
(such as double bas	ss, violin, y	viola da	gamba) or
heavy/large drums			
dimensions (cm)	max weight 52		pt1)
length max 200 width max 75	34		
(Pt 1) consisting (	of both conta	ainer and	musical
instrument			

Tariff: OS1 - CTA No. 570 DOT No. 580 Carrier: Austrian Airlines AG - OS Charges for musical instruments (Within free Baggage allowance Charge in **EUR** Within Europe 200 Intercont 400 Charges for musical instruments (exceeding free baggage allowance Charge in EUR 275 Within Europe 550 Intercont

800 Accompanied pets in a container subject to the conditions of acceptance stated in paragraph (d)(5) above and prior arrangement being made with carrier, will not be included in determining the

Charges in

Charges in

USD/CAD

USD/CAD

300

600

400

free baggage allowance.: Definitions:

'AVIH" (Animal in hold/cargo compartment) AVIH is not included in the free baggage allowance, the animal shall be carried in a container which meets the specification of the "data live animals regulations". Container dimensions Weight

4 kg (9 lb) 6 kg (13 lb) 13 kg (28 lb) 22 kg (48 lb) 60x45x40 cm (24x16x16 ins) 80x55x55 cm (31x22x22 ins) 100x65x70 cm (40x26x27 ins) 125x75x85 cm (49x29x33 ins) No.1 No.2 No.3 No.4 (8)

"PETC" (Pet in cabin) accompanied pets and container shall not be included in the free baggage allowance and normal excess baggage rates apply. The maximum weight for one PETC container including a pet is 8 kg (18 lb); the maximum dimensions are 115 cm (45 inches). Per person maximum of 1 pet box is permitted. One dog for blind or deaf passenger or comparable services dog is free for transporting primals following charges apply: animals following charges apply: (a) domestic: CHF/USD 57/EUR 50/CAD 75

- Within Europe or Within third countries: CHF/USD 69/EUR 60/CAD 90
- Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY: CHF/USD 92/EUR 80/CAD 120 Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY and short intercontinental: CHF/USD 103/EUR 90/CAD 135 (iii)
- Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY and medium intercontinental (iv) or East Coast Canada or East Coast USA:
- CHF/USD 115/EUR 100/CAD 150
  Between Europe, JO, TM, LB, EG, IQ, IL,
  IR, SY and long intercontinental or West
  Coast Canada or West Coast USA or any
  other destinations: CHF/USD 126/EUR 110/CAD 165
- um: AVIH size 1 (point to point journeys)
  Domestic: CHF/USD 92/EUR 80/CAD 120 (b) Medium: (i)
  - Within Europe or Within third countries: CHF/USD 115/EUR 100/CAD 150

Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY: CHF/USD 149/EUR 130/CAD 195
Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and short intercontinentaL: CHF/USD 172/EUR 150/CAD 225
Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and medium intercontinental or East Coast Canada or East Coast USA: CHE/USD 195/EUR (iii) Canada or East Coast USA: CHF/USD 195/EUR 170/CAD 255 Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and long intercontinental or West Coast (vi) Canada or West Coast USA or any other destinations: CHF/USD 218/EUR 190/CAD 285
Medium: AVIH size 1 (journeys via FRA, MUC, VIE, ZRH, GVA): Domestic: CHF/USD 265, EUR 230, CAD 345 Within Europe or within third countries: CHF/USD 288, EUR 250, CAD 375 Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY: CHF/USD 322, EUR 280, CAD 420 Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY short intercontinental: CHF/USD 345, EUR 300, CAD 450
Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and medium
intercontinental or East Coast Canada or East Coast USA: CHF/USD 368, EUR 320, CAD 480 Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and long intercontinental or West Coast Canada or West USA or any other destinations: CHF/USD 391, EUR 340, CAD 510 (c) large: AVIH sizes 2 to 4 (point to point journeys)
(i) Domestic: CHF/USD 184/EUR 160/CAD 240 Within Europe or Within third countries: CHF/USD 230/EUR 200/CAD 300 Between Europe and JO, TM, LB, EG, IQIR, SY: CHF/USD 299/EUR 260/CAD 390 (iii) Between Europe, JO, TM, LB, EG, IQ, IL, SY and short intercontinental: CHF/USD 345/EUR 300/CAD 450 (iv) Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and medium intercontinental or East Coast Canada or east coast USA: CHF/USD 391/EUR 340/CAD 510 Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and long intercontinental or west coast Canada or West Coast USA or any other destinations: CHF/USD 437/EUR 380/CAD 570
(journeys via FRA, MUC, VIE, ZRH, GVA):
Domestic: CHF/USD 357, EUR 310, CAD 465
Within Europe or within third countries: CHF/USD 403, EUR 350, Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY CHF/USD 472, EUR 410,CAD 615 Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and short intercontinental: CHF/USD 519, EUR 450, CAD 675 Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and medium

intercontinental or East Coast Canada or East Coast USA: CHF/USD 564, EUR 490, CAD 735
Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and long intercontinental or West Coast Canada or West Coast USA or any other destinations: CHF/USD 610, EUR 530, CAD 795

- (9) Charges for bulky/fragile baggage retained in the passenger's custody. Reserved seat baggage Each passenger may carry on board the aircraft, baggage of a bulky or fragile nature the use of a seat or seats, subject to a maximum weight of 75 kg per seat. The weight of such baggage shall not be included in determining the passenger's free baggage allowance or his excess baggage charges. the charge for the baggage so carried shall be 100 percent of the applicable adult fare, for the portion of the trip on which the extra seat is used.
  Such baggage will be subject to the following
  - conditions:(a) The baggage is located either across the aisle from the passenger or forward of the foremost seated passenger in the aircraft compartment in which the passenger is
  - traveling.
    (b) The baggage is secured by a tie down system having enough strength to eliminate shifting of the baggage during most normal flight and ground conditions.
  - ground conditions.

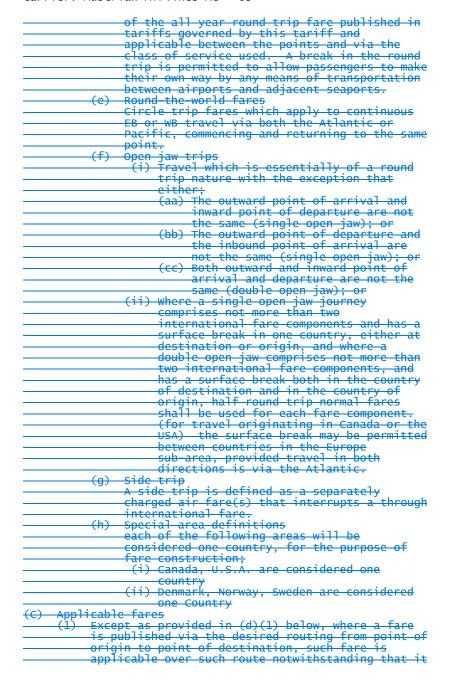
    (c) The baggage is package or covered in such a manner to avoid possible discomfort or injury to another passenger.
  - (d) The baggage location does not restrict access to the aisle or any regular or emergency exit and does not block any passenger's view of no smoking, seat belt or exit signage.

Rule 130 Fares †

(A) General The mileage routings or specified routing contained in this tariff shall apply only when transportation between the last point of departure in the area comprising area 1 and the first point of arrival outside such area, or vice versa, is via the service of OS, unless otherwise prohibited by said tariff. Fares apply only for carriage from the airport at the point of origin to the airport at the point of destination and do not include ground transfer service between airports and city centers except where rule 30 specifically provides that such ground transfer service will be furnished without additional charge. Applicable fares Fare construction definitions (a) One way trip any journey which, for fare calculation purposes, is not a complete round or circle trip entirely by air. Round trip (i) The term "round trip" is equivalent to a return journey and means travel from one point or another and return by any air route for which the same normal all year through one way fare of the same class applies from the point of origin; provided that this definition shall not apply to journeys for which the same all year through one way fare is established, between two points. either direction around the world. (ii) When a round trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the round trip fare published for the desired routing and the class of service used. if no round trip fare is published, the applicable fare will be the sum of the one way fares published for the segments of the desired routing and for the class of service used. When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare published in other tariffs will be used to construct a through round trip or circle trip fare provided (aa) Fares which, by their terms, are

<sup>&</sup>lt;sup>†</sup> Tracked changes applicable to travel to/from Canada and annotated through the entirety of Rule 130 are effective August 13, 2021 pursuant to Order Number 2021-A-3 of the CTA.

not combinable with other fares,
shall not be used in the
construction of round trip fares;
(bb) This provision will not apply when
any part of the round trip is via
the services of a nonscheduled
<u>carrier or on a charter or military</u>
analicable to any fame used in the
applicable to any fare used in the construction will apply to the
entire trip.
(c) Circle trip
Means travel from a point and return thereto
by a continuous, circuitous air route provided
that where no reasonable direct scheduled air
route in available between two points a
route in available between two points, a break in the circle may be travelled by any
other means of transportation without
prejudice to the circle trip.
(i) When a circle trip ticket is purchased
nrior to commencement of carriage the
fare for such trip_will_be the sum of 50
percent of the applicable round trip
fares for the class of service to be
——————————————————————————————————————
<u>itinerary, constructed from point of</u>
origin via the route of travel to point
of destination, that produces the lowest
fare for the circle trip for the class
of service used and/or;
(ii) When transportation is partially via
fares governed by this tariff and
partially via fares published in other tariffs, 50 percent of a round trip fare
governed by this tariff may be combined
with 50 percent of a round trip fare
published in other tariffs to construct
a through round trip or circle trip fare
provided that:
(aa) Fares which, by their own terms,
are not combinable with other
fares, shall not be used in the
<pre>construction of circle trip fares;</pre>
(bb) The most restrictive provisions
applicable to any fare used in the construction will apply to the
construction will apply to the
entire trip; apply when any part of
the circle trip is via the services of a nonscheduled carrier or on a
of a nonscheduled carrier or on a
charter or military flight.
(d) Partly via air and partly via sea
(Applicable to round trip and round-the-world
<del>fares.) When tickets are purchased prior to</del>
commencement of carriage for a round trip or
soa travol the air fare for each one way
around the world journey for combined air and sea travel, the air fare for each one way section of the air journey will be 50 percent
Section of the arr journey with be 30 percent



is higher or lower than the combination of intermediate fares of the same type via the same routing. For the purpose of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare.

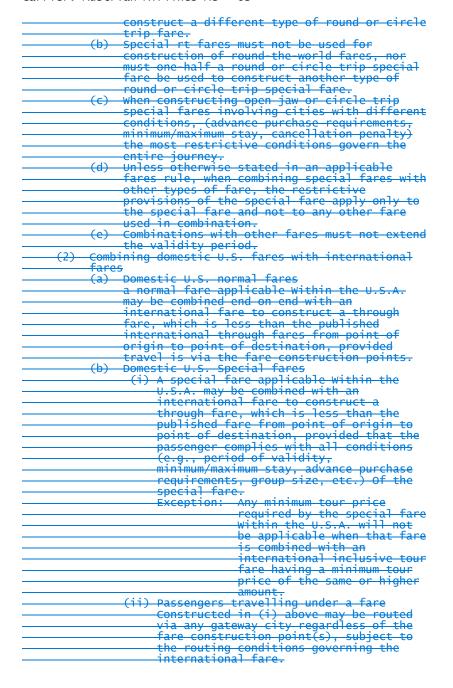
Where no through fare is specifically published for a desired itinerary, for the class of service used, it must be constructed. Such constructed fare must not be less than the lowest amount obtained by one of the following construction

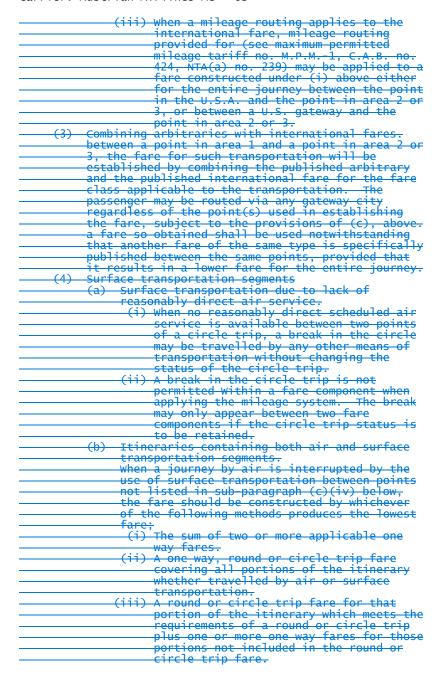
- principles.

  (a) The combination of two or more sectional

  fares along the desired routing which

  produces the lowest fare.
- (b) Cancelled
- (3) Fares must be used directionally outbound until
  the component which returns to the country of
  international travel origin. The fare for such
  component will be applied directionally from the
  country of origin. For fares assessed on side
  trips, the point of fare interruption will be
  considered as the point of origin for determining
  the fare directionally of the separately assessed
  side trip components.
- (4) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with all the provisions governing travel via a higher-rated intermediate point (paragraph (d)(6)) as stated herein. Mileage routings (see maximum permitted mileage tariff no. M.P.M.-1, C.A.B. no. 424, NTA(a) no. 239) may be applied to any published or constructed fare; however, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare.
- (5) The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket, i.e, if international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the drachma fare for travel Athens-Frankfurt-New York and the passenger actually commences travel at Frankfurt instead of Athens, the fares must be Reassessed at the Frankfurt-New York, Germany Deutsch mark level.
- (D) Construction of fares
- (1) Combinations
  - Fares may be combined with other fares, provided that such fares permit combinability.
  - (a) Unless otherwise stated in a particular fare
    rule, half of a rt fare governed by one rule
    must not be combined with half of another rt
    fare governed by a different rule in order to





(i) When an itinerary includes surface transportation between certain intermediate points, the mileage between such intermediate points may be disregarded when computing sector mileages. (ii) The exclusion of these mileages will not affect the status of a round or circle trip. (iii) These sectors may not be used as points of origin/destination. (iv) When routing itinerary includes surface transportation between intermediate points, one of the intermediate points may be disregarded, and the through fare shall be applied. Exception: permissible surface transportation sectors  Between Alicante, Spain valencia, Spain Alicante, Spain Hurcia, Spain Alicante, Spain Malaga, Spain Almeria, Spain Malaga, Spain Almeria, Spain Setterdam, Netherlands Antwerp, Belgium Brussels, Belgium Arica, Chile Tacna, Peru Barcelona, Spain Geron, Spain Bergamo, Italy Milan, Italy Berne, Switzerland Berne, Switzerland Berne, Switzerland Berne, Switzerland San Sebastian, Spain Bilbao, Spain Santander, Spain Bilbao, Spain Santan	(c) Permissible sur	rface transportation sectors
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Bilbao, Spain Bilbao, Spain Bilbao, Spain Bologna, Italy Brazzaville, Congo Republic Bremen, Germany  Between Brownsville, Matamores, United States Calcutta, India Canton, China Catania, Italy Ciudad Juarez, Mexico Cologne, Germany  Detroit, United States Dubai, United Arab Emirates Dubrovnik, Yugoslavia Florianonolis Brazil Lizioria, Spain Santsenstrian, Spain Santander, Spain Santander, Spain Santander, Spain Vitoria, Spain Vitoria, Spain Vitoria, Spain Vitoria, Spain Hamburg, Germany Mexico Matamores, Mexico Mexico United States Mexico United States Windsor, Germany Dusseldorf, Germany Joinville, Brazil La Paz, Bolivia Detroit, United States Windsor, Canada Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Florianopolis Brazil Ttaiai Brazil	Berne, Switzerland	<del>Geneva, Switzerland</del>
Bilbao, Spain Bilbao, Spain Bilbao, Spain Bologna, Italy Brazzaville, Congo Republic Bremen, Germany  Between Brownsville, Matamores, United States Calcutta, India Canton, China Catania, Italy Ciudad Juarez, Mexico Cologne, Germany  Detroit, United States Dubai, United Arab Emirates Dubrovnik, Yugoslavia Florianonolis Brazil Lizioria, Spain Santsenstrian, Spain Santander, Spain Santander, Spain Santander, Spain Vitoria, Spain Vitoria, Spain Vitoria, Spain Vitoria, Spain Hamburg, Germany Mexico Matamores, Mexico Mexico United States Mexico United States Windsor, Germany Dusseldorf, Germany Joinville, Brazil La Paz, Bolivia Detroit, United States Windsor, Canada Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Florianopolis Brazil Ttaiai Brazil	<del>Berne, Switzerland</del>	<del>- Zurich, Switzerland</del>
Bilbao, Spain Bilbao, Spain Bologna, Italy Brazzaville, Congo Republic Bremen, Germany  Between Brownsville, Matamores, United States Calcutta, India Canton, China Catania, Italy Ciudad Juarez, Mexico Cologne, Germany  Mexico Cologne, Germany  Coritiba, Brazil Curzo, Peru Dubai, United States Dubrovnik, Yugoslavia Florianonolis Brazil Ttaiai Brazil Cutan, Spain Vitoria, Spain Vitoria, Spain Florence, Prisa, Italy Florence, Permany Flore	<del>Bilbao, Spain</del>	<del>- San Sebastian, Spain</del>
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Republic Bremen, Germany  Between Brownsville, United States Calcutta, India Canton, China Catania, Italy Ciudad Juarez, Mexico Cologne, Germany Coritiba, Brazil Curzo, Peru Detroit, United States Dubrovnik, Yugoslavia Florianoppelis Brazil Florianoppelis Brazil Florianoppelis Brazil Florianoppelis Brazil Florianoppelis Brazil Ttaiai Brazil Florianoppelis Brazil Ttaiai Brazil Florianoppelis Brazil Ttaiai Brazil Florianoppelis Brazil Ttaiai Brazil	<del>Brazzaville, Congo</del>	<del>- Kinshasa, Zaire</del>
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China Hong Kong Catania, Italy Palermo, Italy Ciudad Juarez, El Paso, Mexico United States Cologne, Germany Dusseldorf, Germany Coritiba, Brazil Joinville, Brazil Curzo, Peru La Paz, Bolivia Detroit, United States Windsor, Canada Dubai, United Arab Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Tirat, Yugoslavia Elorianopolis Brazil Itajai Brazil		Hong Kong,
Ciudad Juarez, El Paso,  Mexico United States  Cologne, Germany Dusseldorf, Germany Coritiba, Brazil Joinville, Brazil Curzo, Peru La Paz, Bolivia Detroit, United States Windsor, Canada Dubai, United Arab Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Tirat, Yugoslavia Elorianopolis Brazil Ttaiai Brazil	<del>China</del>	<del>Hong Kong</del>
Ciudad Juarez, El Paso,  Mexico United States  Cologne, Germany Dusseldorf, Germany Coritiba, Brazil Joinville, Brazil Curzo, Peru La Paz, Bolivia Detroit, United States Windsor, Canada Dubai, United Arab Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Tirat, Yugoslavia Elorianopolis Brazil Ttaiai Brazil	Catania, Italy	— Palermo, Italy
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Cologne, Germany Coritiba, Brazil  Curzo, Peru Detroit, United States Dubai, United Arab Emirates Dubrovnik, Yugoslavia Florianopolis Brazil  Curzo, Peru La Paz, Bolivia Dinville, Brazil Sharjah, United Arab Firates Dubrovnik, Yugoslavia Florianopolis Brazil Ttaiai Brazil	Mexico	<del>- United States</del>
Coritiba, Brazil Joinville, Brazil Curzo, Peru La Paz, Bolivia Detroit, United States Windsor, Canada Dubai, United Arab Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Tirat, Yugoslavia Elorianopolis Brazil Ttaiai Brazil	Cologne, Germany	Dusseldorf, Germany
Curzo, Peru La Paz, Bolivia Detroit, United States Windsor, Canada Dubai, United Arab Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Tirat, Yugoslavia Elorianopolis Brazil Ttaiai Brazil	Coritiba. Brazil	<del>Joinville. Brazil</del>
Detroit, United States Windsor, Canada Dubai, United Arab Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Tirat, Yugoslavia Elorianopolis Brazil Ttaiai Brazil	Curzo. Peru	La Paz. Bolivia
Dubai, United Arab Sharjah, United Arab Emirates Dubrovnik, Yugoslavia Tirat, Yugoslavia Florianopolis Brazil Itaiai Brazil	Detroit. United States	Windsor. Canada
Emirates  Dubrovnik, Yugoslavia Tirat, Yugoslavia  Florianopolis Brazil Ttaiai Brazil	Duhai United Arah	Shariah United Arab
Dubrovnik, Yugoslavia Tirat, Yugoslavia		Shar Jan, Orricea Arab
Florianopolis Brazil Ttaiai Brazil	Duhrovnik Vugoslavia	Tirat Vugoslavia
Granada, Spain  Malaga, Spain	Elorianopolic Prazil	Ttaiai Prazil
Granada, Sparn Maraga, Sparn	Granada Snain	Malaga Spain
	Granada, Sparn	maraga <del>, sparm</del>

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<del>Tapachula, Mexico</del>
<del>Porto Velho, Brazil</del>
Guatemala, Guatemala
Guayaramerian, Bolivia
Hanover, Germany
Hilo, United States
                                           Hamburg, Germany
Kona, United States
Iguassu Falls, Brazil
Iguassu Falls, Argentina
Jersey De La Frontera,
                                           <del>Seville, Spain</del>
Spain<sup>®</sup>
La Coruna, Spain
                                            Santiago De
Compostela, Spain
Lahore, Pakistan
                                            <del>Amritsar, India</del>
Larnaca, Cyprus
                                           Paphos, Cyprus
Laredo, United States
                                           Nuevo Laredo, Mexico
                                            <del>Tabatinga, Brazil</del>
<del>Victoria Falls, Zimbabwe</del>
Leticia, Columbia
Livingston, Zimbabwe
Livramento, Brazi
                                            <del>Rivera, Uruguaý</del>
Ljubliana, Yugoslavia
Mcallen, United States
Milan, Italy
Munich Commany
                                           <del>Zagreb, Yugoslavia</del>
                                            <del>Reynosa, Mexico</del>
                                           Turin, İtaly
Nuremberg, Germany
Munich, Germany
Osaka, Japan
Paso De Los Libres,
Brazil Urugaiana,
                                            <del>Nagoya, Japan</del>
Brazil
                                           Kabul, Afghanistan
Puerto Monti, Chile
Peshawar, Pakistan
San Cartos De Brailoche.
Argentina
San Diego, United States
                                           Tiajuana, Mexico
Santiago De Compostela,
                                           <del>Vigo, Spáin</del>
Split, Yugoslavia
Stockholm, Sweden
Titograd, Yugoslavia
                                           <del>Zadan, Yugoslavia</del>
<del>Vasterass, Sweden</del>
                                            Tivat, Yugoslavia
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Mileage system The maximum permitted mileage (MPM) published in connection with a fare governs the maximum distance a passenger is allowed to travel en route between two particular points at the direct through one way or half round trip fares. In order to determine whether a desired routing between two points is permissible at the through one way or half round trip fare, the following steps should be taken. (a) Determine the applicable MPM between the terminal points of the fare. Add up the ticketed point mileage (TPM) between the cities on the itinerary, (b) including all intermediate ticketed points. and fictitious construction points. intermediate points of through flights not taken into account when computing mileages. The ticketed point mileages to be used to determine the actual mileage for the itinerary are those published in the international air transport association ticketed point mileage manual. "Ticketed points" are shown in the "good for passage" section of a Note:

nassangan tiskat nlus any othan
passenger ticket, plus any other points used for fare construction.
and shown in the fare construction
box. Two flight numbers or two
carriers (such as an interchange
flight) are not permitted on the
flight coupon.
(i) If a through fare, a portion of the
journey is to be travelled by means of surface transportation, the direct or
Journal transportation of support of
lowest combination of currently
published ticketed point mileages is to
be used, whether or not air services
<pre>exist over such sectors. (ii) Limitations in indirect travel:</pre>
only one stopover is permitted at any
<del>point which can be included in an</del>
itinerary constructed by the mileage
system, unless such stopover is
prohibited by government regulations or
<u>the stopover provisions of a particular</u>
<del>fare.</del>
<del>(aa) (Applicable for Travel Between</del>
points in area 1 and points in
areas 2 or 3 via the Atlantic)
<del></del>
<u>mileage calculations for through</u>
one way or half round trip fares
between points in area 1 and points
in areas 2 or 3, provided only one
stopover is made at any one point:
however, travel may not be routed
via the point of origin or the
point of destination of the fare
used, whether or not a stopover is
made at such point.
Exception: For air transportation
documents issued in
and/or for journeys
originating in Denmark,
Norway or Sweden
involving a round or
circle side trip
from/to an intermediate
point, the fare for
such trip must be
computed separately and
added to the through
fare.
(bb) For travel originating in Europe, a
through one way or half round trip
fare must not include more than one
international departure and one
international arrival at any
ticketed point in the country where
travel originates. If the country
of origin is transited to/from
other points in Europe, stopovers

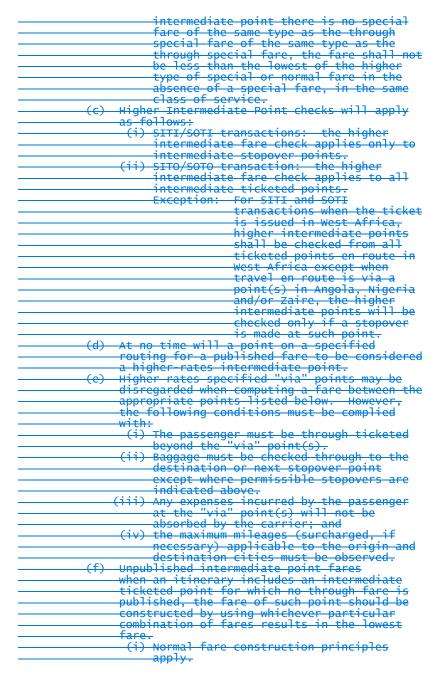
the contract of the contract of
applies to the country of payment
in Europe if not identical to the
(cc) a ticket must not include more than
three international arrivals and/or
throo international departures in
any one country in Europe.
any one country in Europe.  (dd) Side trips from and to intermediate  ticketed points on journeys Within area 1 and between area 1 and areas
ticketed points on journeys Within
area 1 and between area 1 and areas
2/3 via the pacific (including
round-the-world journeys when a
round the world journeys when a pacific fare is used in the
construction) may not be included
in mileage calculations for through
one way or half round trip fares.
the fare for the side trip must be
added to the through fare.  (ee) CAAC domestic sectors Within china
(ee) CAAC COMESTIC SECTORS WITHIN CHINA
(people's republic) may not be
included in international through fares. The amount of each of these sectors should be shown separately
tares. The amount of each of these
<u>sectors_should_be_shown_separately</u>
in the fare construction box of the
<del>ticket.</del>
<u>Exception: International_through</u>
fares may include any
between Beijing and/or
<del>Guangzhou and/or</del>
Shanghai or between
Hong Kong and any point
in China (People's
Popublic
(ff) For tickets issued in and/or travel originating in Denmark, Sweden and
originating in Denmark. Sweden and
Norway involving a round or circle
Norway involving a round or circle trip side trip from/to an
intermediate point, the fare for
intermediate point, the fare for such side trip must be computed
separately and added to the through
fare.
(iii) extra mileage allowances are permitted
In certain markets in addition to the
nublished MPM's: however only one extra
published MPM's; however, only one extra mileage allowance is permitted in
III I CAUC AI TOWATICE TO DET III I CCCO TI
connection with a one way or half round
connection with a one way or half round
connection with a one way or half round
connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the
connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or
connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and the route of
connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and the route of travel including scheduled stoppovers.
connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and the route of travel, including scheduled stopovers, intermediate transit points and
connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and the route of travel, including scheduled stopovers, intermediate transit points and connecting point(s), must be ticketed
connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and the route of travel, including scheduled stopovers, intermediate transit points and connecting point(s), must be ticketed via the point(s) specifically indicated.
connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and the route of travel, including scheduled stopovers, intermediate transit points and connecting point(s), must be ticketed

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Extra Mileage	ems cocar and enc	аррттеавт	C 1411 141 3
Between	And	<del>-via -</del>	EX
			mil-
			<del>allo</del>
<del>Washington</del>	Austria	NYC/WAS/	<del>' 11</del>
		YTO/YMQ	
Washington/	Russian Federation	NYC/WAS	<del>16</del>
Oregon/	<del>(Within Europe)</del>	CHI	<del>17</del>
<del>Idaĥo/</del>			
North Dakota,			
South Dakota			
<del>Washington/</del>	<u>Finland/Denmark/</u>	NYC/WAS	<del>100</del>
<del>Oregon/</del>	Norway/Sweden/	<del>CHI/</del>	<del>150</del>
<del>Idaĥo/</del>	Poland/Ukraine/		
<del>North Dakota,</del>	Estonia/Latvia/		
<del>South Dakota´</del>	Belarus/Lithuania		
California/	Russian Federation	NYC/WAS	85
Nevada	(Within Europe)	CHI'	95
California/	Finland/Denmark/	NYC/WAS	100
Nevada	Norway/Sweden/	CHI	<del>150</del>
	Poland/Ukraine/		
	Estonia/Latvia/		
	Belarus/Lithuania		
Montana	Russian Federation	NYC/WAS	115
	(Within Europe)	CHI	125
Alaska	Russian Federation		140
	(Within Europe)	CHI/	150 150
Hawaii	Russian Federation	Nyc/WAS	700
	(Within Europe)	CHI	900
Alaska	Finland/Denmark/	NYC/WAS	120 120
, traska	Norway/Swodon/	CHI	<del>160</del>
	Norway/Sweden/	CHI	100
	Estonia/Latvia/		
	Belarus/Lithuania		
Washington/	Europe	NYC/WAS	50
Oregon/Montana	/	CHI	55
North Dakota/		CHI	- 55
South Dakota/			
Idaho/Utah/			
Wyoming			
<del>Wyoming</del> ∆laska	Europe	NYC/WAS	30
ATASKA	Lui <del>opc</del>	CHT	30
Pennsylvania	Europe	CHI	<del>30</del> 40
Puerto Rico/	Europe	CHI	120
<del>Virgin Islands</del>	<del>Lui ope</del>		120
<del>Virgin islands</del> <del>Between</del>	And	Via	Extra
<del>DC CWCCH</del>	And	via	<del>-Extra</del> <del>-Mileag</del>
			<del>-Mileag</del> <del>-Allowa</del>
United Ctatas/	Furono	Vic	<del>- ATTOWA</del> 500
United States/	Eui Ope	V I C	<del>- 500</del>
(Except As			
Noted Above) Canada	Anone 2/2	LICA	0.50
1 4 1 4 1 1 4	Areas 2/3	USA	<del>850</del>
	Polar route mileag	0 COMM+-+	-i on

via area 1 en any nouting which does not
via area 1 on any routing which does not
touch a point in North America south of
60 degrees north latitude.
(aa) when a Europe-Japan/Korea polar
flight is included in the
<u>itineraries between points in area</u>
1 and points in Japan/Korea, the
regular fares and maximum mileages
appropriate to travel via the
Atlantic should be applied. TPM'S
should be calculated over the
actual route of travel.
(bb) When an itinerary involving polar
route travel extends to points
beyond Japan/Korea, the
transatlantic fare must be broken
Osaka/Seoul/Tokyo and then combined
with an appropriate fare accordance
with the lowest combination
principle.
Note: When a Europe-Japan/Korea
polar flight is included in
an around the world
it increry and the
itinerary, apply the construction principles in
(c)(6), below.
(c) Compare the total TPM'S to the applicable MPM
permitted at the direct fare between the two
points. If the total TPM'S is equal to or
loca then the MDM the it is not allowed
<pre>less than the MPM, the itinerary is allowed</pre>
de the published direct large.
— (d) If the total tpm for a desired routing exceed
the MPM published in connection with a fare,
a surcharge becomes necessary.
Note: If a surcharge fare exceeds a combination of sector fares, such
<del></del>
<del>provided it is not less than the</del>
unsurcharged direct fare between the
——————————————————————————————————————
Where the sum of the ticketed point mileages
for the routing option is greater that the maximum permitted mileage the direct route
maximum permitted mileage the direct route
fare shall be surcharged in accordance with
the following formula:
Divide the sum of the ticket point Then the
Mileages by the maximum permitted fare shall
— Mileages by the maximum permitted fare shall — Mileage, if the result is: be surcharges
bv:
Over 1.00 but less than or equal to 1.05 5 percent Over 1.05 but less than or equal to 1.10 10 percent Over 1.10 but less than or equal to 1.15 15 percent
Over 1.05 but less than or equal to 1.10 10 percent
Over 1.10 but less than or equal to 1.15 15 percent
Over 1.15 but less than or equal to 1.20 20 percent
Over 1.15 but less than or equal to 1.20 20 percent Over 1.20 but less than or equal to 1.25 25 percent
(e) If the sum to tpm exceed the adjusted MPM
shown at 25 percent in the excess mileage
percentage table, the applicable fare will be
percentage cable, the appricable fare with be

fare.  (6) Travel via a higher rated intermediate point  (a) Normal fares  except as previded in (6)(c)(f) below, a through fare between origin and destination  must not be lower than:  (i) The normal fare between the point of origin and any intermediate ticketed point along the routing;  (ii) The normal fare between the destination and any intermediate ticketed point along the routing;  (iii) The normal fare between any two ticketed intermediate points along the routing.  (iv) When the direct normal fare for a segment of an itinerary is lower than an intermediate point normal fare, the direct normal fare must be raised to the highest of any such intermediate point normal fares.  (v) When the total of TPM's for an itinerary exceeds the MPM, the normal fare must be surcharged in accordance with the procedures for excess mileage surcharges. If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is the normal fare between the origin and destination of that segment which has been raised to the level of the higher intermediate ticketed point normal fare,  (vi) All conditions of the normal fare between origin and destination apply.  (vii) When comparing normal fare of which the passenger's itinerary qualified should be used. The following sequence shall be followed.  (aa) First class fare is compared with first class fare; if no first class fare, compare with intermediate class fare, compared with intermediate class fare, compared with intermediate class fare, compare with the highest economy class	the combination of two or more fares along the desired routing which produces the lowest
(6) Travel via a higher-rated intermediate point  (a) Normal fares except as provided in (6)(c)(f) below, a through fare between origin and destination must not be lower than:  (i) The normal fare between the point of origin and any intermediate ticketed point along the routing;  (ii) The normal fare between the destination and any intermediate ticketed point along the routing;  (iii) The normal fare between any two ticketed intermediate points along the routing.  (iv) when the direct normal fare for a segment of an itinerary is lower than an intermediate point normal fare, the direct normal fare must be raised to the highest of any such intermediate point normal fares.  (v) when the total of TPM's for an itinerary exceeds the MPM, the normal fare must be surcharged in accordance with the procedures for excess mileage surcharges. If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is the normal fare between the origin and destination of that segment which has been raised to the level of the higher intermediate ticketed point normal fare.  (vi) All conditions of the normal fare between origin and destination apply. (vii) when comparing normal fares of the "same class of service" in order to determine if there is a higher intermediate fare, the lowest normal fare for which the passenger's itinerary qualified should be used. The following sequence shall be followed.  (aa) First class fare is compared with first class fare; if no first class fare, compare with intermediate class fare, if no first class fare, compare with intermediate  of the intermediate class fare, if no intermediate class fare, compare with the highest economy class fare.	
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fare).  (bb) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with the highest economy class fare.	fare compare with intermediate
fare).  (bb) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with the highest economy class fare.	class fare (or next lower class
(bb) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with the highest economy class fare.	<del></del>
with intermediate class fare; if no intermediate class fare, compare with the highest economy class fare.	(bb) Intermediate class fare is compared
with the highest economy class	<u>with intermediate class fare; if no</u>
tare_	<del>intermediate class fare, compare</del>
tare.	with the highest economy class
	Tare.
oconomy class fare	(cc) Economy class fare is compared with economy class fare.
(b) Special fares (except as provided in	(h) Special fares (except as provided in
(6) (c)-(f) below)	(6)(c)-(f) helow)
(i) If there is no higher normal fare	
(1) 21 21212 12 113 113 113	(,) = 1. 5 55 55 1 1

between:
(aa) The point of origin and any
<u>intermediate ticketed point; or</u>
(bb) The destination point and any
intermediate ticketed point than the normal fare between origin and
dostination the special fare
destination, the special fare (surcharged, if necessary) applies
between origin and destination.
(ii) If there is higher normal fare between:
(aa) The point of origin and any intermediate ticketed point; or
<u>intermediate ticketed point; or</u>
(bb) The destination point and any
intermediate ticketed point than
the normal fare between origin and
destination, the special fare must be raised to the level if such
higher normal fare (surcharged, if
necessary), unless:
(cc) The same or lower special fare of
the same type exists between such
points, in which case the special
<del>fare (surcharged, if necessary)</del>
applies,
(dd) A higher special fare of the same type exists between such points, in
which case such higher special fare
(surcharged, if necessary) applies.
(iii) When comparing special fares, fares of
the same type must be used and shall
mean the same class of service, the same
seasonal application and the same
general conditions. In defining a fare
of the same type, the comparison shall be limited to the class of service and:
Column 1 Column 2 Column 3
Unrostricted normal Eventsion Dromotional
restricted normal Budget fare of the
Instant purchase same fare type.
OW APEX
RT APEX
when fares are not available for the same fare type in column 2, the
same tare type in column 2, the
component should be repriced to the next
higher fare type shown in column 2. Note 1: Ticket validity and
minimum/maximum stay
requirements need not be the
same.
Note 2: In case there is more than one
——————————————————————————————————————
for comparison on any given
conditions most similar to
those of the special fare between the terminal points
should be used for comparison
If from the origin ticketed point to any
21 From the origin transced point to dily



(ii) If the itinerary includes more than one
<pre>unpublished intermediate ticketed point, separate fare calculations must be made</pre>
for each such point.
——— (7) Construction of fares via different classes of
service (applicable to normal fares only)
(a) A through fare which provides for a
————————————————————————————————————
shall be the lowest fare resulting from the
<del>following:</del>
(i) The combination of the sectional fares
for the classes of service used.
(ii) The through fare for the highest class
of sorvice used
(iii) The applicable through fare (surcharged.
if necessary) for the lowest class of
service used, plus a differential for
<pre>service used, plus a differential for such portion where a higher class of</pre>
service is used. The differential will
be assessed as the difference between
the applicable one way or half round
the applicable one way or half round trip_fare (surcharged, if necessary for
the lowest class of service used for the
portion(s) concerned and the applicable
corresponding one way or half round trip
higher fare (surcharged, if necessary).
higher fare (surcharged, if necessary). when consecutive sectors are flown in
the same higher class of service the
applicable through fare over such
sectors shall be the fare used.
(iv) The through fare for a higher class of
service than either of the classes of
service used, via the same carrier(s),
between and via the same points. For
the purpose of this paragraph only,
fares are published in the following
descending order of classes of service.
——————————————————————————————————————
(bb) Business class
(dd) Standard sorvice
(ce) Economy class
(ee) Economy class (b) Any class differentials:
(i) Shall be assessed in the same direction
as the fare component used.
(ii) Must be assessed Within each fare
(iii) Shall be charged in addition to the
fares resulting from paragraph 5 above.
(c) When fares for economy services are used for
constructing fares under this rule and
whenever the transatlantic sector is flown in
business class, the fare shall not be lower
that the applicable through business class
fare.
(d) The application of differential construction
shall not be used to circumvent any stopover
or transfer restrictions applicable to the

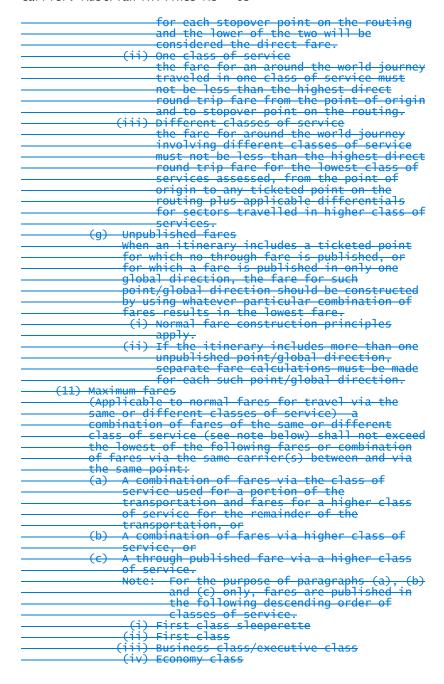
through fare for the lowest class used.
(8) Round-the-world fares are circle trip fares which
are applicable to continuous EB or WB travel
commencing from and returning to the same point
via both the Atlantic and Pacific Oceans.
(a) Around the world fare is constructed by using
that particular combination of two or more
half round trip fares which produce the
lowest total fare from the point of origin
and return to the same point.
— (b) Unless otherwise indicated, only normal fares — may be used to construct around the world
fare.
(c) Fictitious construction points may be used in
the fare construction.
(d) all other minimum fare checks will apply.
(9) Polar flight fare construction
——————————————————————————————————————
——————————————————————————————————————
in an around the world itinerary, the fare
may be constructed using a fare construction
applicable to travel via India, even though
the passenger is actually travelling via the
— polar route. When the fare construction
point occurs between Europe and Japan/Korea,
ticketed point mileages are computed
according to:(i) The shortest air route via India between
the last point of stopover or transit in
Europe and the fare construction point,
and
(ii) The shortest air route between the fare
construction point and Japan/Korea.
when the fare construction point does
not occur between Europe and
Japan/Korea, ticketed point mileages are
<del>computed according to:</del>
(iii) The shortest air route via India between
the last point of stopover or transit in
Europe-Japan/Korea, and (iv) The actual route of Travel Between
Japan/Korea and the fare construction
Exception: The fare construction method
described above does not
apply if the passenger
travels via the polar route
——————————————————————————————————————
such case the fare must be
Tokyo/Osaka/Fukuoka/Seoul
——————————————————————————————————————
of fare from Japan or Korea
to area 1 will permit the
desired south pacific
travel. Ticketed point
mileages are computed according to the actual
according to the actual

route of travel. The fare
— <u>must be broken in Japan or</u> — <u>Korea</u> .
(b) <u>Travel originating in area 2</u>
for travel originating in area 2 and an area
for travel originating in area 2, and an area 2-Japan/Korea polar route fare must be
Z-Japan/Roited potat route tare must be
combined with an area 2/3 eastern hemisphere
fare in order to constitute a complete round
the world fare.
(c) (Applicable for travel originating in area 3
(except Japan/Korea)) the fare will be a
<u>combination of transatlantic, transpacific</u>
and eastern hemisphere fares in accordance
with mileage provisions in (d)(5)(b)(iv) of
this rule.
—— (10) Minimum fares
Having established the international fare for a
one-way, open jaw, circle trip, or round the world
one-way, open jaw, circle trip, or round the world
journey in accordance with normal rules, including
the higher intermediate fare rule and mileage
made. When this separate calculation results in a
higher fare, such higher fare must be charged.
<del>                       (a)             </del>
when an itinerary qualifies as a one way, a
one way minimum check is necessary for each
be less than the amount obtained from either
of the following calculations.
(i) Establish the through fare in accordance
with normal rules including the higher
intermediate fare rule and mileage
surcharges when applicable.
(ii) Compare the unsurcharged fare from point
<del></del>
stopover point with the unsurcharged
fare from origin to destination. If the
fare to the highest intermediate
stopover point is greater than the fare
to the destination, add the difference
between the low fare and the high fare
to the high fare.
Note 1: No HTP no backhaul
Note 1: No HIP no backhaul. Note 2: No stopover no backhaul. (b) Separate fares are assessed for side trip.
(b) Separate fares are assessed for side trip.
(c) Circle trip minimum
The face for a size the shall be not less
The fare for a circle trip shall be not less than the highest direct normal or special
than the highest direct normal or special
roung trip rare, as appropriate, applicable
round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, including any separately
<del>point of origin to any stopover point on th</del> e
route of travel, including any separately
<del>assessed side tribs.</del>
Exception: The minimum tare check described
in (a) and (c) above shall not be
applied to points on the journey
permitted to disregard the higher
F 2

intermediate point rule.
(d) Fares for other than round or circle trips.
(the following rules apply to all famous
(the following rules apply to all fares
except rt_special fares)
(i) To all SITI transactions
(ii) For transportation wholly Within tcl
(iii) For sales made in tcl for transportation
(iv) For sales made in Canada/U.S.A./U.S.
territories for international travel
commencing outside this area that has
its destination or point of turnaround
<del>in this area.</del>
(V) When Travel Originates In Benin, Burkina
Faso, Cameroon, Central African
Republic, Chad, Congo, Cote D'Ivoire,
Equatorial Guinea, Gabon, Ghana,
Liberia, Mali, Niger, Senegal Or Togo
and is sold in another of these
and is sold in another of these countries.
COUNTETIES.
——————————————————————————————————————
When one way fares are used and
travel is via the country of
origin, the fare for the component
via the country of origin shall not
be less than the highest direct
<u>international fare from any</u>
ticketed point in the country of
origin to any other ticketed point
in such fare component. This rule
whether or not a stopover is made
at the point(s) in the country of
origin.
(bb) Common point check
(1) In the case of single open jaw
trip where the outward point
of departure and in inward
point of arrival are not the
same, and where a common
<del>ticketed point(s) in the</del>
<del>transited on both the</del>
the fare for the entire
journey must not be less than
the round or circle trip fare,
as applicable, from such
(2) In the case of single open jaw
trip where the outward point
of arrival and the inward
point of departure are not the
same and where a common
ticketed point(s) in a country
of an international fare break
is transited on both the
inbound or outbound journeys,
the fare for the entire

journey must not be less than
the round or circle trip fare,
<del>as applicable to such common</del>
- <del>point.</del>
(vi) For sales in the U.S.A. and U.S.
territories of fares between foreign
points, the fare to be charged shall be
based on the actual direction of travel.
(e) For SOTI/SITO/SOTO transactions not excluded
in (d)(i) above, the following provisions
chall analy
shall apply.
(i) Normal fares
(Not applicable to sales in the U.S.A.
<del>or U.S. territories)</del>
<del>(aa) Component check</del>
(1) The fare to be charged shall
not be less than the highest
direct normal one way fare
applicable in either direction
hatting any ticketed milet
between any ticketed points
— Within the fare component for
the lowest class of service
<del>assessed.</del>
(2) More than one fare component
(one way fares/half round trip
<del>fares) the fare to be charged</del>
shall not be less than the
highest direct normal one
way/half round trip fare
<del>applicable in either direction</del>
between any ticketed points
within each fare component for
the lowest class of service
<del>assessed. and</del>
(bb) Journey check
The total fare for the journey
The total fare for the journey shall not be less than the highest
direct normal one way fare
applicable in either direction
applicable in either direction
between any ticketed points on the
journey, for the lowest class of
<del>service assessed.</del>
Exception: The component check and
journey check described in (aa) and (bb) above
in (aa) and (bb) above
shall not be applied to
points in the journey
permitted to disregard
the higher intermediate
point rule.
(ii) Normal fares (applicable to sales in
the U.S.A. Or U.S. territories only)
<del>(aa) Component check</del>
(1) The fare to be charged shall
not be less than the highest
not be less than the highest direct normal one way fare
applicable in the direction of
Travel Between any ticketed
Traver between any treketeu

and the state of t
points Within the fare
<del>component for the lowest class</del>
<del>of service assessed.</del>
(2) More than one fare component
<del>fares) the fare to be charged</del>
shall not be less than highest
direct normal one way/half
round trip fare applicable in
the direction of travel
between any ticketed points
with each fare component for
the lowest class of service
assessed. and
(bb) Journey check
The total fare for the journey
shall not be less than the highest
direct normal one way fare
applicable in the direction of
Travel Between any ticketed points
on the journey, for the lowest
class of service assessed.
(iii) Special fares
the following provisions shall apply to
<pre>via point, component and journey checks.</pre>
the following provisions shall apply to via point, component and journey checks. the fare to be charged shall not be less
than the highest direct fare of the same
type. In the absence of a fare of the
same type, the next higher fare shall be
——————————————————————————————————————
Note: As used herein "fare of the
same type" shall be as defined in higher intermediate fares
rule.
(f) Round the world minimum
(i) After an round the world fare has been
constructed, all stopover points on the
routing, including fictitious
construction points must be checked to
construction points, must be checked to see whether any round trip fares exist
See whether any found trip rares exist
from the point of origin to any stopover
point on the routing including points on
a side trip which are higher than the  constructed fare. The fare for an  around the world journey must not be
<del>around the world journey must not be</del>
round trip fare applicable to the cabin
round trip fare applicable to the cabin of service used from the point of origin
round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of
round trip fare applicable to the cabin  of service used from the point of origin  to any stopover point on the route of  travel. In general, transatlantic round
round trip fare applicable to the cabin  of service used from the point of origin  to any stopover point on the route of  travel. In general, transatlantic round  trip fares from the point of origin to
round trip fare applicable to the cabin  of service used from the point of origin  to any stopover point on the route of  travel. In general, transatlantic round  trip fares from the point of origin to
round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from
round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding transpacific round
round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding transpacific round trip fares from the point of origin to
round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding transpacific round trip fares from the point of origin to the same points. For the purpose of
round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding transpacific round trip fares from the point of origin to the same points. For the purpose of this rule, transatlantic round trip
round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding transpacific round trip fares from the point of origin to the same points. For the purpose of this rule, transatlantic round trip fares must be compared with transpacific
round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding transpacific round trip fares from the point of origin to the same points. For the purpose of this rule, transatlantic round trip



	/	For
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Tariff: OS1 - CTA No. 570 DOT No. 580 Carrier: Austrian Airlines AG - OS	1//	For
carrier has crian hir times he		For
(A) General		For
Fares/rules apply for carriage from the airport at the point of origin to the airport at the point of	// .	For
destination and do not include ground transfer service	//	$\succ$
between airport or between airports and city centres.	/	For
except where Rule 35 specifically provides that such		For
ground transfer service will be furnished without additional charge.		For
		For
(B) Acronyms, sequence of checks, international sales		For
indicators (ISI). List of common acronyms used for fare constructions.		$\succ$
(1) List of common acronyms used for fare		For
Construction:		For
BHC One Way Back Haul Check		For
COM Country of Unit Origin Minimum		For
COP Country of Payment Check		$\searrow$
CPM Common Point Minimum  CTM Cincle Thin Minimum	///	For
CTM Circle Trip Minimum DMC Directional Minimum Check	///	For
EMA Ticketed Point Mileage Deduction	////	For
( <u>Previously Extra Mileage</u>		For
Allowance),	/	$\succ$
<u>EMS Extra Mileage Surcharge</u> HIP Higher Intermediate Fare Check		For
MPM Maximum Permitted Mileage	////	For
OSC One Way Subjourney Check		For
RSC Return Subjourney Check		For
RWM Round the World Minimum TPM Ticketed Point Mileage	//	race
(2) Sequence of checks	//////	For
(a) All fare constructions shall be accomplished		For
in NUCs. (b) In applying fare construction checks, the		For
following sequence shall apply to such		For
checks.		$\triangleright$
<u>Name Acronym Applicable Fares</u>	<u> </u>	For
Mileage Checks TPM/MPM/ All.		For
EMS/EMA .		For
Higher Intermediate Point HIP All		For
One Way Backhaul Check BHC OW		$\vdash$
One Way Subjourney Check OSC Normal OW, Country of Unit Origin COM OW,		For
Minimum .		For
Directional Minimum DMC OW, Normal OJ	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	For
Circle Trip/Round the CTW/RWM CT/RTW		$\triangleright$
World Minimum CPM Normal OJ,		For
Return Subjourney Check RSC Normal CT,OJ,RT,		For
Local Currency Fare Check COP Normal CT, RT		For
(2)		For
(C) Application (1) Fares specified in this tariff between any two		For
points are subject to:	——————————————————————————————————————	
(a) The maximum permitted mileage, referred to		For
herein as mileage fares, provided that when a		For
		For
143   P	age	For

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	OS1 - CTA NO. 570 DOT NO. 580
Carrier:	Austrian Airlines AG - OS
	journey exceeds the MPM, the fare must be
	surcharged in accordance with the procedures
	for excess mileage surcharges, or;
	(b) A specified diagrammatic or linear routing.
	referred to herein as routing fares.
(2)	Applicable fares
	Fares to be assessed for the total journey shall
	be the applicable fares effective on the date of
	departure on the first international sector,
	provided Canada and the USA are considered as one
(2)	Country.
(3)	Arbitrary construction
<u> </u>	Fares published by use of a published arbitrary and a published international gateway fare. These
<u> </u>	fares are referred to as constructed fares. When
	Construction with arbitraries is used, travel need
	not be via the point of combination.
(4)	Non-adherence to precedence of through published
	fares,
	Except for the provisions in paragraphs (8) below
	the combination of two or more fares may
	be applied between any two points even if the
	amount results in less than the through published
	fare in this tariff. All rules of such fares
<u> </u>	combined must be observed.
(5)	Lowest combination principle (LCP)
_	when no through fare is published between any two
	ticketed points, a fare must be constructed for
<u> </u>	the purpose of applying fare construction checks.
	The applicable fare must be constructed using sector fares over an intermediate ticketed point
<u> </u>	for the class of service used.
<u> </u>	(a) The fare must be constructed in the direction
	of travel except that for any fare component
<u> </u>	into the country of Pricing unit origin, the
	fare applicable from the country of pricing
	unit origin shall be used.
<u> </u>	(b) When the same fare construction point is used
	both for the outbound and inbound fare, the
	provisions of end-on combinations apply.
	(c) When used for fare checks, the constructed
	fare must be shown on the ticket as "C"/.
	When used for other purposes, the fares must
(6)	be shown separately on the ticket.
(6)	Direction of fares
	(a) Fares shall be assessed in the direction of
<u> </u>	travel, except that the fare component into
<u> </u>	the country of Pricing unit origin shall be assessed in the direction from such country.
<u> </u>	i.e. not in the direction of travel.
	Note: Canada and the U.S.A. shall be
<u> </u>	considered the same country. Denmark.
	Norway and Sweden shall be considered
	the same country.
	Example: Travel: TRA-MAD-JNB-MAD-FRA
	Construction could be:
	FRA-JNB RT 1 Pricing unit
	or,

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	FRA-MAD RT 1 Pricing unit	
	MAD-JNB RT 1 Pricing unit	
	total of 2 Pricing units	
	Component JNB-MAD must be in the	
	direction from mad to JNB.	
	Exception 1: Except for RT pricing	
	units, fare components	
	between Canada and the U.S.A. and between	
	Denmark, Norway and	
	Sweden shall be assessed	
	in the direction of	
	travel.	
	Exception 2: (Applicable to Open Jaw	
	special fares only) For	
	travel originating and	
	terminating in Europe	
	(where an Open Jaw	
	applies between	
	countries in Europe) for	
	the last fare component	
	into the country of unit	
	destination the fare	
	applicable from the	
	country of unit destination shall be	
	used.	
(b)		
(b)	travel, except that when a Pricing unit for a	
	One Way subjourney terminates in a country,	
	from which a previous Pricing unit has been	
	assessed, the Pricing unit for the One Way,	
	subjourney into such country shall be	
	assessed from such country, i.e. not in the	
	direction of travel.	
	Example: Travel ATL-LON-STO-LIS-GLA	
Constru	uction: ATL-LON OW 1 Pricing unit	
	LON-STO OW 1 Pricing unit	
	STO-LIS OW 1 Pricing unit	
	GLA-LIS OW 1 Pricing unit	
	total of 4 Pricing units	
	fare component LIS-GLA must be in the direction of GLA-LIS because the termination	
	point (GLA) is in the same country from which	
	a previous Pricing unit (LON-STO) was	
	assessed.	
Applicati	on.	
(7) End	on combinations.	
When	two or more fares are combined end-on, the	
prov	risions of Round Trip, Circle Trip, one	
way	or Open Jaw journeys, as applicable, shall	
appl	y separately to each.	
(8) Comb	oination of fares - U.S.A.	
(a)	Combination of U.S. domestic normal/special	
	fares with international fares to construct a	
	through fare which is less than the published	

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destination is permitted; provided the
passenger complies with all conditions of the
fares.
Exception 1: The minimum tour price, if any,
required by the U.S. domestic
fare will not be applicable
<u>when the minimum tour price of</u> the international fare is
higher.
Exception 2: The advance purchase, if any,
Exception 2: The advance purchase, if any, required by the U.S. domestic
fare will not be applicable
when combining with an
international fare which has a
greater advance purchase for
transportation to/from points, outside the U.S.A./Canada/,
Mexico/Bermuda/Bahamas/west
indies.,
Exception 3: The requirement of ticketing
within a specified time after
reservations are made, if any.
required by the U.S. domestic
fare will not be applicable
when combining with international fares for,
transportation to/from points,
outside the U.S.A./Canada/
Mexico/Bermuda/Bahamas/west
indies.
(b) The maximum permitted mileage shall apply
from the gateway used for fare
Construction/combination.  (c) Travel must be via the fare combination
(c) Travel must be via the fare combination point(s).
(9) When fares are expressed as a percentage of
another fare and different percentages apply on a
journey, the following rule applies.
(a) Apply the percentage to the base fare to
establish the fare level as an amount
(b) Use such fare for the applicable of all fare
Construction rules Example: journey A-B-C-d-a
children's fares
A-B 75 percent of adult fare
A-C 50 percent of adult fare
B-C 67 percent of adult fare
A-d 50 percent of adult fare
(i) Calculate amounts resulting from
application of above percentages. (ii) Apply HIP/CTM etc. Rules using the
resultant levels.
(10) Fare construction must be via the itinerary of the
passenger. The addition of points not on the
passenger's itinerary is not permitted.
Exception: Constructions using add-on amounts.
(11) All published fares governed by this tariff and
add fares constructed in accordance with the

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Tariff: OS1 - CTA Carrier: Austrian	A No. 570 DOT No. 580 Airlines AG - OS			
tariff are applicable only when compliance with the provisions governing travel via a higher				
created	intermediate point (paragraph f3). routings (see maximum permitted mileage			
tariff r	no. MPM-1, C.A.B. no. 424 NTA(A) no. 239).			
May be a fares: h	applied to any published or constructed nowever, if a diagram on linear routing is			
specifie	ed in connection with a fare, such routing			
	observed to that portion of the rtation covered by that fare.			
<u>(D) Defining jour</u> (1) The fare	rney or Pricing unit concept e for a journey (excluding side trips			
	d separately) shall be the lowest of:			
(a) A s	single Pricing unit for the journey, or			
	y series of end-on combined Pricing units, ich collectively comprise the journey being			
tra	aveled.			
	rmine the fares for 1) above using normal, efer to the flow chart below:			
Tares re	erer to the from that below.			
Nor	rmal Fare Flow Chart			
Is the jour	rney a RT/CT by definition?			
Yes	NO <sub>C</sub>			
Half RT fares	If the journey is not a			
must be used				
Is there a commor	then the journey contains,  domestic and/or int'l,			
point(s) country	surface breaks. Are all			
that/would allow the assessment	surface domestic?			
of two or more	Yes No.			
separate return	Control of the contro			
	Can the fare be assessed			
Yes	Round Trip fares?country?			
NC				
Is the fare to be broken more	YesNO YesNO			
than once at	Is there a common point/ Is the fare			
such common   country between the to be broken.				
point/country?	between the country of at such common pts .			
Yes	of turnaround? In such			
	countries?			
Would (all)				
resulting	YesNoYesNo.			
subiournevs	Is the fare to be   Are any sub-			
permit the broken more than journeys to/				
continued use   once at such common   from such   of half RT   point/country?   common points/				
fares?	countries			
	return sub-			
Vos	journeys?			
YesN	NO YesNO YesNO			

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<u>e rares must</u>	The fare must	<u>The fare mus</u>	<u>t The returnl</u>	//
	<u>be assessed as</u>			//
ries of return	<u>a single RT/CT</u>	as a series		//
bjourneys	journey		must be assessed .	//
		subjourneys	using half	//
			round RT	/
			fares. Use.	/
			OW fares	
			for	
			remaining .	
			subjourney.	
			subject to the	
			following .	
			for NOJS	
			Use OW.	
	For NO	i i a u se a va v	<u>tares</u>	
	Journey	<u>journeys/sub</u>		/
	Is ther			/
		point or more		/
		e point in		//
	either	the country,		//
		in or the		
		<u>of turnaroun</u>	<u>d</u>	//
	<u>or botr</u>	1?,		///
	Yes	No.		\\\
	Is the fare			\\\`
	broken at s			///
	other point			///
	Yes	Use 2		
	The NOT	RT fa	<u>res</u>	\\\\
	The NOJ car assessed as			\\\\
	domestic fa			
	and a retur			////
	subjourney.			
neral Notes:				\\\\
<u>If for pricin</u>	ig purposes the i	<u>iourney is cha</u>	nged (e.g.	
	<u>ce gap or adding</u>			
surface gap)	then the new jou	irney will det	ermine which	
	<u>low chart should</u> mbination of nor		al fares	
	parate the speci			\W
	rmal fare subjou			
chart.				
The flow char	t does not apply	/ for local co	mbination of	
	<u>ecial fares - re</u>	efer to the sp	ecial fares	
rule.				
(2) (2) 74	the fourney ful	f:11c +bc dof	inition of a	
	the journey fuluind Trip or Circ			
R C				

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<u>assessed as a Round Trip, or Circle Trip or</u>	
normal/special fare Open Jaw trip as	
applicable and must use half Round Trip	
fares. The use of One Way fares is not	
permitted. For end-on combination of normal and special fares, completely separate the	
special and normal fare and assess the normal,	
fare subjourney according to the flow chart.	
Example: Travel: LON-MIL-STO-LON	
Construction:	
LON-MIL 1/2 RT.	
MIL-STO 1/2 RT 1 Pricing unit	
LON-STO 1/2 RT,	
- OW fares are not permitted as	
travel is continuous, circuitous and	
returns to the same point	
- CTM check LON-MIL RT and LON-STO RT	
- Last fare component from country	
of origin	
(b) If there is a common point/country on the routing, the journey may be broken into more	
than one Pricing unit provided these must be	
for return subjourneys using half Round Trip	
fares.	
Example: Travel: HEL-BKK-TYO-SEL-TYO-BKK-HEL	
Construction could be:	
HEL-BKK RT 1 Pricina unit	
BKK-TYO RT 1 Pricing unit,	
TYO-SEL RT 1 Pricing unit	
<u>or,</u>	
HEL-TYO RT 1 Pricing unit	
TYO-SEL RT 1 Pricing unit	
Or DELL' PRI 1 Pricing Unit	
HEL-BKK RT 1 Pricing unit, BKK-SEL RT 1 Pricing unit,	
(c) A return subjourney only occurs if the fare	
is broken more than once at the common	
point/country. The fare for travel between	
such fare break points must be priced as a	
Round Trip; Circle Trip or normal/special	
fare Open Jaw, as applicable, and must use	
half Round Trip fares.	
Example: Travel: NYC-LON-JNB-MAN-NYC	
Construction could be:	
NYC-LON 1/2 RT NYC-MAN 1/2 RT 1 Pricing unit	
NYC-MAN 1/2 RT 1 Pricing unit	
LON THE 1/2 PT	
LON-JNB 1/2 RT MAN-JNB 1/2 RT 1 Pricing unit	
- Both subjourneys fall within the	
definition of OJ	
- (note that above journey could	
also be constructed as NYC-JNB RT),	
(d) If travel between such fare break points,	
would require the use of One Way fares,	
this is not permitted.	
Example: Travel: NYC-LON-RIO-JNB-MAN-NYC	

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LON-RIO OW,  RIO-JNB OW - not possible,  MAN-JNB OW,  - Travel LON-RIO-JNB-MAN is not,  within the definition of an OJ,  - Use of OW fares is not permitted.,  - Total journey falls within,  definition of CT and may only be,  constructed as,  a single Pricing unit.,  i) If the routing of the journey fulfills the,  definition of a normal/special fare Open Jaw trip,  the Pricing unit shall be assessed as two half,  Round Trip fares, provided that, if there is a  common point(s) or other points in either the,  country of origin or the country of turnaround or,  both, the fare may alternatively be assessed as a,  return subjourney from/to the common point(s) or,  other points and a One Way subjourney(s) for the  domestic sector(s). If this type of pricing  option is used then One Way Pricing units must be  assessed using One Way fares and the return,  subjourney must be assessed using half Round Trip,  fares.,  (ample: Travel: KHH-TPE-SIN-TPE,  Construction could be;  KHH-SIN 1/2 RT,  TPE-SIN 1/2 RT,  TPE-SIN 1/2 RT,  TPE-SIN RT 1 Pricing unit,  whichever is the lower,  (AMH-TPE OW 1 Pricing unit,  TPE-JKT 1/2 RT),  TPE-JKT 1/2 RT),  TPE-JKT RT 1 Pricing unit,  TPE-JKT 1/2 RT),	N	NYC-LON 1/2 RT.
RIO-JNB OW - not possible,  MAN-JNB OW  - Travel LON-RIO-JNB-MAN is not, within the definition of an OJ, - Use of OW fares is not permitted., - Total journey falls within, definition of CT and may only be constructed as, a single Pricing unit, definition of a normal/special fare Open Jaw trip, the Pricing unit shall be assessed as two half, Round Trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or, both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or other points and a One Way subjourney(s) for the domestic sector(s). If this type of pricing option is used then One Way Pricing units must be assessed using One Way fares and the return subjourney must be assessed using half Round Trip fares., (ample: Travel: KHH-TPE-SIN-TPE Construction could be; KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit, TPE-SIN RT 1 Pricing unit, TPE-JKT 1/2 RT) 1 Pricing unit, TPE-JKT 1/2 RT) 1 Pricing unit, TPE-JKT RT 1/2 RT) 1 Pricing unit, TPE-JKT RT 1 Pricing unit, TPE-JKT 1/2 RT) 1 Pr	N	NYC-MAN 1/2 RT
RIO-JNB OW - not possible,  MAN-JNB OW  - Travel LON-RIO-JNB-MAN is not, within the definition of an OJ, - Use of OW fares is not permitted., - Total journey falls within, definition of CT and may only be constructed as, a single Pricing unit, definition of a normal/special fare Open Jaw trip, the Pricing unit shall be assessed as two half, Round Trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or, both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or other points and a One Way subjourney(s) for the domestic sector(s). If this type of pricing option is used then One Way Pricing units must be assessed using One Way fares and the return subjourney must be assessed using half Round Trip fares., (ample: Travel: KHH-TPE-SIN-TPE Construction could be; KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit, TPE-SIN RT 1 Pricing unit, TPE-JKT 1/2 RT) 1 Pricing unit, TPE-JKT 1/2 RT) 1 Pricing unit, TPE-JKT RT 1/2 RT) 1 Pricing unit, TPE-JKT RT 1 Pricing unit, TPE-JKT 1/2 RT) 1 Pr		
MAN-JNB OW  - Travel LON-RIO-JNB-MAN is not within the definition of an OJ.  - Use of Ow fares is not permitted.  - Total journey falls within, definition of CT and may only be constructed as a single Pricing unit.  1) If the routing of the journey fulfills the definition of a normal/special fare Open Jaw trip, the Pricing unit shall be assessed as two half, Round Trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or, both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or, other points and a One way subjourney(s) for the domestic sector(s). If this type of pricing option is used then one way Pricing units must be assessed using one way fares and the return subjourney must be assessed using half Round Trip, fares.  (Ample: Travel: KHH-TPE-SIN-TPE Construction could be:		
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within the definition of an Oi  — Use of OW fares is not permitted. — Total journey falls within definition of CT and may only be constructed as a single Pricing unit.  (If the routing of the journey fulfills the definition of a normal/special fare Open Jaw trip. the Pricing unit shall be assessed as two half. Round Trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or, both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or, other points and a One Way subjourney(s) for the domestic sector(s). If this type of pricing option is used then one way Pricing units must be assessed using One Way fares and the return, subjourney must be assessed using half Round Trip, fares. (ample: Travel: KHH-TPE-SIN-TPE Construction could be: KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit, TPE-SIN RT 1 Pricing unit, TPE-SIN RT 1 Pricing unit, Whichever is the lower.  (ample 2: Travel KHH-TPE-JK-DPS surface JKT-TPE  Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) TPE-JKT RT 1 Pricing unit, TPE-JKT 1/2 RT)		
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the Pricing unit shall be assessed as two half, Round Trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or, other points and a One Way subjourney(s) for the domestic sector(s). If this type of pricing option is used then one Way Pricing units must be assessed using one Way fares and the return, subjourney must be assessed using half Round Trip fares. (ample: Travel: KHH-TPE-SIN-TPE, Construction could be: KHH-SIN 1/2 RT, TPE-SIN 1/2 RT 1 Pricing unit  or, KHH-TPE OW 1 Pricing unit whichever is the lower.  (ample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE, Construction could be: KHH-DPS 1/2 RT), TPE-JKT 1/2 RT) 1 Pricing unit  or, KHH-TPE OW 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit  or, KHH-TPE OW 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT RT 1 Pricing unit TPE-DPS 1/2 RT), TPE-JKT RT 1 Pricing unit TPE-DPS 1/2 RT). TPE-JKT 1/2 RT) 1 Pricing unit Or, KHH-TPE OW 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit TPE-DPS 1/2 RT). TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit Or, KHH-TPE OW 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit Whichever is the lower.	dofinition of a norm	mal/special fare Open law trip
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country of origin or the country of turnaround or both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or other points and a One Way subjourney(s) for the domestic sector(s). If this type of pricing option is used then One Way Pricing units must be assessed using One Way fares and the return, subjourney must be assessed using half Round Trip fares.  (ample: Travel: KHH-TPE-SIN-TPE Construction could be: KHH-SIN 1/2 RT TPE-SIN 1/2 RT Pricing unit Or CONSTRUCTION OF CONSTRUCTION O		
return subjourney from/to the common point(s) or other points and a One Way subjourney(s) for the domestic sector(s). If this type of pricing option is used then One Way Pricing units must be assessed using One Way fares and the return subjourney must be assessed using half Round Trip fares.  (ample: Travel: KHH-TPE-SIN-TPE Construction could be: KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit TPE-SIN RT 1 Pricing unit TPE-SIN RT 1 Pricing unit Whichever is the lower.  (ample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) TPICING unit TPE-JKT 1/2 RT) TPICING unit TPE-JKT RT 1 Pricing unit TPE-JKT RT 1/2 RT) TPICING unit TPE-JKT 1	country of origin or	r the country of turnaround or
other points and a One Way subjourney(s) for the domestic sector(s). If this type of pricing option is used then One Way Pricing units must be assessed using One Way fares and the return subjourney must be assessed using half Round Trip fares.  (ample: Travel: KHH-TPE-SIN-TPE Construction could be: KHH-SIN 1/2 RT, TPE-SIN 1/2 RT 1 Pricing unit Or.  KHH-TPE OW 1 Pricing unit TPE-SIN RT 1 Pricing unit Whichever is the lower.  (ample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit Or.  KHH-TPE OW 1 Pricing unit TPE-JKT PRE-JKT RT 1 Pricing unit TPE-JKT RT 1 Pricing unit TPE-DPS 1/2 RT) TPE-DPS 1/2 RT) TPE-DPS 1/2 RT) TPE-DRS 1/2 RT) TPE-DKT 1/2 RT) 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit TPE-J		
domestic sector(s). If this type of pricing option is used then One Way Pricing units must be assessed using One Way fares and the return subjourney must be assessed using half Round Trip fares.  (ample: Travel: KHH-TPE-SIN-TPE Construction could be: KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit Or KHH-TPE OW 1 Pricing unit TPE-SIN RT 1 Pricing unit Whichever is the lower.  (ample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit Or TPE-JKT 1/2 RT) 1 Pricing unit Or TPE-JKT RT 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT RT 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit Or TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT 1/		
option is used then One Way Pricing units must be assessed using One Way fares and the return subjourney must be assessed using half Round Trip fares.  (ample: Travel: KHH-TPE-SIN-TPE Construction could be: KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit TPE-SIN RT 1 Pricing unit Whichever is the lower.  (ample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT RT 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT		
assessed using One Way fares and the return subjourney must be assessed using half Round Trip fares.  (ample: Travel: KHH-TPE-SIN-TPE Construction could be: KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit TPE-SIN RT 1 Pricing unit Whichever is the lower.  (ample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT RT 1 Pricing unit TPE-JKT TPE-JKT 1/2 RT) TPICING unit Whichever is the lower.	ontion is used then	One way Pricing units must be
subjourney must be assessed using half Round Trip fares.  (ample: Travel: KHH-TPE-SIN-TPE Construction could be: KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit Or. KHH-TPE OW 1 Pricing unit Whichever is the lower.  (ample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE  Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit Or. KHH-TPE OW 1 Pricing unit Or. KHH-TPE OW 1 Pricing unit TPE-JKT RT 1 Pricing unit JKT-DPS OW 1 Pricing unit Or. KHH-TPE OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT RT 1 Pricing unit Or. KHH-TPE OW 1 Pricing unit Or. KHH-TPE OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT 1/2 RT)	assessed using One W	way fares and the return
fares.  kample: Travel: KHH-TPE-SIN-TPE  Construction could be: KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit  Or.  KHH-TPE OW 1 Pricing unit Whichever is the lower.  cample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE  Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit  Or.  KHH-TPE OW 1 Pricing unit Or.  KHH-TPE OW 1 Pricing unit TPE-JKT RT 1 Pricing unit TPE-JKT RT 1 Pricing unit JKT-DPS OW 1 Pricing unit Or.  KHH-TPE OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT RT 1 Pricing unit Or.  KHH-TPE OW 1 Pricing unit Or.  KHH-TPE 1/2 RT) TPE-JKT 1/2 RT) TPE-JK		
Construction could be:  KHH-SIN 1/2 RT  TPE-SIN 1/2 RT 1 Pricing unit.  Or.  KHH-TPE OW 1 Pricing unit.  TPE-SIN RT 1 Pricing unit.  Whichever is the lower.  Construction could be:  KHH-DPS 1/2 RT)  TPE-JKT 1/2 RT) 1 Pricing unit.  Or.  KHH-TPE OW 1 Pricing unit.  Or.  KHH-TPE OW 1 Pricing unit.  TPE-JKT RT 1 Pricing unit.  TPE-JKT RT 1 Pricing unit.  Or.  KHH-TPE OW 1 Pricing unit.  TPE-DPS OW 1 Pricing unit.  Or.  KHH-TPE OW 1 Pricing unit.  TPE-DPS 1/2 RT)  TPE-JKT 1/2 RT)		
KHH-SIN 1/2 RT TPE-SIN 1/2 RT 1 Pricing unit  Or.  KHH-TPE OW 1 Pricing unit TPE-SIN RT 1 Pricing unit whichever is the lower.  Cample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE  Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit Or.  KHH-TPE OW 1 Pricing unit TPE-JKT RT 1 Pricing unit TPE-JKT RT 1 Pricing unit JKT-DPS OW 1 Pricing unit Or.  KHH-TPE OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT J/2 RT)		
TPE-SIN 1/2 RT 1 Pricing unit  or,  KHH-TPE OW 1 Pricing unit,  TPE-SIN RT 1 Pricing unit,  whichever is the lower.  Cample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE,  Construction could be:,  KHH-DPS 1/2 RT),  TPE-JKT 1/2 RT) 1 Pricing unit,  or,  KHH-TPE OW 1 Pricing unit,  JKT-DPS OW 1 Pricing unit,  OR,  KHH-TPE OW 1 Pricing unit,  TPE-JKT RT 1 Pricing unit,  TPE-DPS 1/2 RT),  TPE-DPS 1/2 RT),  TPE-JKT 1/2 RT) 1 Pricing unit,  or,  KHH-TPE 1/2 RT),  TPE-JKT 1/2 RT)		
Or KHH-TPE OW 1 Pricing unit TPE-SIN RT 1 Pricing unit Whichever is the lower.  Cample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE  Construction could be: KHH-DPS 1/2 RT) 1 Pricing unit TPE-JKT 1/2 RT) 1 Pricing unit TPE-JKT RT 1 Pricing unit JKT-DPS OW 1 Pricing unit OR TPE-DPS OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT RT 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT TPE-		
KHH-TPE OW 1 Pricing unit TPE-SIN RT 1 Pricing unit whichever is the lower.  Cample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE  Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit Or KHH-TPE OW 1 Pricing unit TPE-JKT RT 1 Pricing unit JKT-DPS OW 1 Pricing unit Or KHH-TPE OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT RT 1 Pricing unit Or KHH-TPE OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT 1/2 RT)		RI I PITCING UNIT
TPE-SIN RT 1 Pricing unit whichever is the lower.  kample 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE  Construction could be: KHH-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit Or. KHH-TPE 0W 1 Pricing unit TPE-JKT RT 1 Pricing unit JKT-DPS 0W 1 Pricing unit Or. KHH-TPE 0W 1 Pricing unit Or. KHH-TPE 0W 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT 1/2 RT)		1 Pricing unit
Construction could be:  KHH-DPS 1/2 RT)  TPE-JKT 1/2 RT) 1 Pricing unit  Or,  KHH-TPE 0W 1 Pricing unit  JKT-DPS 0W 1 Pricing unit  Or,  KHH-TPE 0W 1 Pricing unit  TPE-JKT RT 1 Pricing unit  Or,  KHH-TPE 0W 1 Pricing unit  TPE-DPS 1/2 RT)  TPE-JKT 1/2 RT)		
Construction could be:  KHH-DPS 1/2 RT)  TPE-JKT 1/2 RT) 1 Pricing unit  Or  KHH-TPE OW 1 Pricing unit  JKT-DPS OW 1 Pricing unit  Or  KHH-TPE OW 1 Pricing unit  Or  KHH-TPE OW 1 Pricing unit  TPE-DPS 1/2 RT)  TPE-JKT 1/2 RT)	whicheve	er is the lower.
Construction could be:  KHH-DPS 1/2 RT)  TPE-JKT 1/2 RT) 1 Pricing unit  Or  KHH-TPE OW 1 Pricing unit  JKT-DPS OW 1 Pricing unit  Or  KHH-TPE OW 1 Pricing unit  Or  KHH-TPE OW 1 Pricing unit  TPE-DPS 1/2 RT)  TPE-JKT 1/2 RT)		
KHH-DPS	<u>xample 2: Travel KHH-IF</u>	PE-JKI-DPS SUPTACE JKI-TPE,
KHH-DPS	Construction	could be:
TPE-JKT		
KHH-TPE OW 1 Pricing unit TPE-JKT RT 1 Pricing unit JKT-DPS OW 1 Pricing unit  Or.  KHH-TPE OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit Or.  KHH-TPE 1/2 RT) TPE-JKT 1/2 RT)		1/2 RT) 1 Pricing unit
TPE-JKT RT 1 Pricing unit  JKT-DPS OW 1 Pricing unit  or  KHH-TPE OW 1 Pricing unit  TPE-DPS 1/2 RT)  TPE-JKT 1/2 RT) 1 Pricing unit  or  KHH-TPE 1/2 RT)  TPE-JKT 1/2 RT)  Whichever is the lower		
JKT-DPS OW 1 Pricing unit  or,  KHH-TPE OW 1 Pricing unit,  TPE-DPS 1/2 RT),  TPE-JKT 1/2 RT) 1 Pricing unit,  or,  KHH-TPE 1/2 RT),  TPE-JKT 1/2 RT)  Pricing unit,  whichever is the lower,		
Or         KHH-TPE         OW         1 Pricing unit           TPE-DPS         1/2 RT)         TPE-JKT           TPE-JKT         1/2 RT)         1 Pricing unit           Or         KHH-TPE         1/2 RT)         TPE-JKT           TPE-JKT         1/2 RT)         1 Pricing unit           JKT-DPS         OW         1 Pricing unit           whichever is the lower		
KHH-TPE OW 1 Pricing unit TPE-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit  Or  KHH-TPE 1/2 RT) TPE-JKT 1/2 RT) TPE-JKT 0W 1 Pricing unit JKT-DPS OW 1 Pricing unit whichever is the lower		OW I Pricing unit
TPE-DPS 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit  or  KHH-TPE 1/2 RT) TPE-JKT 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit JKT-DPS 0W 1 Pricing unit whichever is the lower		OW 1 Pricing unit
TPE-JKT 1/2 RT) 1 Pricing unit,  or,  KHH-TPE 1/2 RT),  TPE-JKT 1/2 RT) 1 Pricing unit,  JKT-DPS 0W 1 Pricing unit,  whichever is the lower,		
KHH-TPE 1/2 RT) TPE-JKT 1/2 RT) 1 Pricing unit JKT-DPS OW 1 Pricing unit whichever is the lower	TPE-JKT	
TPE-JKT 1/2 RT) 1 Pricing unit  JKT-DPS OW 1 Pricing unit  whichever is the lower		
JKT-DPS OW 1 Pricing unit whichever is the lower		
whichever is the lower		
cample 3: Travel CLA-MAN-POM-LON	wnicheve	er is the lower
talipre J. Iraver dea Main Rom Lon.	xample 3: Travel GLA-MA	AN-ROM-LON,

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iff: OS1 - CTA NO. 570 DOT NO. 580	Forma	tted	
rier: Austrian Airlines AG - OS	Forma	tted	
	////		
GLA-ROM 1/2 RT),	Forma		
LON-ROM 1/2 RT) 1 Pricing unit or.	Forma	tted	
GLA-MAN OW 1 Pricing unit	Forma	tted	
MAN-ROM 1/2 RT).  LON-ROM 1/2 RT) 1 Pricing unit.	/ / Forma	tted	(
	/// Forma	tted	
(5) A) If the routing of a journey does not fulfill /	Forma	tted	
the definition of Round Trip, Circle Trip or normal/special fare Open Jaw trip, it shall.	Forma	tted	
be assessed as follows, subject to the	Forma	tted	
routing i) As a One Way journey	Forma		
ii) As a series of One Way subjourneys	/ —		
iii) As a Round Trip or Circle Trip journey	Forma	tted	L.
with the surface sector assumed flown iv) If there is a common point/country -	Forma	tted	(.
as a mix of a One Way subjourney and a	Forma	tted	(.
return subjourney (as shown in paragraph 3.c. above).	Forma	tted	(
Example 1: Travel PAR-ATH	Forma	tted	
Construction: PAR-ATH OW 1 Pricing unit	Forma	tted	
does not qualify for RT, CT, or normal fares	Forma	tted	
03	Forma	tted	
Example 2: Travel PAR-BKK-VIE-ROM	Forma	tted	
Construction could be:	Forma	tted	
PAR-BKK OW 1 Pricing unit	Forma	tted	
BKK-VIE OW 1 Pricing unit	Forma	tted	
VIE-ROM OW 1 Pricing unit	Forma	tted	
PAR-BKK OW 1 Pricing unit	Forma	tted	
BKK-ROM OW 1 Pricing unit		_	
No return to country of origin, fares in direction of travel.	Forma		
Example 2: Travel CTO NBO curface CEZ NBO CTO	Forma		
Example 3: Travel STO-NBO surface SEZ-NBO-STO	Forma	tted	
Construction could be:	Forma	tted	
STO-NBO OW 1 Pricing unit	Forma	tted	(.
STO-SEZ OW 1 Pricing unit	Forma	tted	
or, STO-NBO RT 1 Pricing unit	Forma	tted	
SEZ-NBO OW 1 Pricing unit	Forma	tted	
Or STO-SEZ PT 1 Pricing Unit	Forma		
STO-SEZ RT 1 Pricing unit  B) The One Way journey/subjourney(s) above must be	Forma		
assessed using One Way fares. The use of half	//// <i>&gt;</i>		<u> </u>
Round Trip fares is not permitted. The Round Trip journey/subjourney(s) above must be assessed using	Forma		
half Round Trip fares.	Forma		<u> </u>
	Forma		<u> </u>
Limitations on indirect travel/inclusion of surface	Forma		<u> </u>
	Forma	tted	
151   Page	Forma	tted	
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	- CTA NO. 570 DOT NO. 580
rrier: Aust	rian Airlines AG – OS
sectors	on a through mileage calculator
	itation on indirect travel
<u>a)</u>	General limitations: A fare component
	<u>must not include</u>
	I) One departure from fare component origin
	ii) One arrival at fare component destination
	or.
	iii) More than one stopover at any one
	intermediate ticketed point
В)	Additional limitations
	i) For a journey originating in Europe (not,
	applicable for travel wholly within
	Europe) a fare component must not include
	more than one international departure and
	one international arrival at any ticketed, point in the country where travel,
	originates; provided that when the
	country of origin is transited, to/from
	another point in Europe; stopovers will
	not be permitted in such country.
	Example 1: AMS-TYO-AMS-LON-RTM with
	<u>a stopover in AMS</u>
	<u>between TYO and LON at a</u>
	through TYO-LON fare is.
	not permitted (country of
	origin is transited to another point in Europe),
	Example 2: LON-NYC-LON-TYO with a
	stopover in LON between
	NYC and TYO at a through
	NYC-TYO fare is permitted
	(country of origin is not
	transited to/from another
	point in Europe)
	ii) The restriction in (i) above shall also
	apply for the country of payment in
	Europe if not identical to the European
	country where travel originates.  Example 1: ZRH-MIL-TYO,
	sold in MIL with a
	stopover in MIL at a
	through fare ZRH-TYO is,
	not permitted.
	(country of sale is
	transited from another
	point in Europe)
	Example 2: LON-NYC-X/LON-AMS-TYO
	sold in FRA with a
	stopover is AMS at a
	through fare NYC-TYO is
	permitted. (Country of origin is.
	transited to another
	point in Europe but no
	stopover is made).
	iii) A fare component within Area 1 or between

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Tariff: OS1 - CTA Carrier: Austrian A	
	Area 1 and Area 2 (via the Bacific) must
	Area 1 and Area 3 (via the Pacific) must
	not include more than one arrival and
	one departure at any ticketed point.
	<u>For a journey originating in Area 1, no</u>
	fare component within Area 1 may include
	more than one international departure and
	one international arrival at any ticketed
	point in the country where travel
	originates.
<u> </u>	Example 1: POA-BUE-SAO-NYC-through
<u> </u>	fare not permitted
<u> </u>	because of two
<u> </u>	international departures
<u> </u>	
<u> </u>	from Brazil.
<u> </u>	Additionally, this
	restriction applies for
	the country of payment if
	not identical to the
	country where travel
	originates.
<b>A</b>	Example 2: NYC-SAO-BUE-POA sold in
<u> </u>	Brazil - through fare not
<u> </u>	permitted because of two
<u> </u>	international arrivals in
<u> </u>	Brazil which is the
<u> </u>	
<u> </u>	country of sale.
V)	Applicable for travel commencing in
<u> </u>	Brazil (except for journeys wholly within
	South America) irrespective of where the
	<u>fare is paid, the first international</u>
	fare component must not include more than
	one Brazilian domestic flight coupon.
	Where more than one Brazilian domestic
<b>A</b>	flight coupon is issued, the first
<u> </u>	international fare component must be
	assessed from the point immediately prior.
	to the point of commencement of the
<u> </u>	international sector.
<u> </u>	Example 1: BSB-RIO-NYC at a through
<u> </u>	fare BSB-NYC is
<u> </u>	<u>permitted.</u>
	Example 2: POA-RIO-SSA-LIS at a
	through fare POA-LIS is
	not permitted. The
A	international fare
<u> </u>	component must be.
<u> </u>	assessed from RIO and
<u> </u>	
<u> </u>	POA-RIO charged
<u> </u>	separately.
<u> </u>	Example 3: FLN-X/CWB-/CWB-IGU-XSAO-L
	on at a through fare
	FLN-LON is not permitted.
	This first international
	fare component must be
	assessed from IGU and
	FLN-CWB-IGU charged
<u> </u>	separately.
vi)	For a Pricing unit originating in
VI)	rot a referring unite of equitating in

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sarrier rauserran arranes are	. 03
Germany. a	fare component from/to a point,
	must not include more than two.
domestic s	ectors in Germany.
vii) Journey ap	
	ey on a ticket or conjunction
	at the time of original issue
	reissued, must not include
	an four international arrivals
	r international departures in
	country; except in Europe, not
	an three international arrivals
	ee international departures in
one cou	ntry in Europe; provided for
	nting of arrivals and
	res surface sectors are
	red to be flown
	ace sector on a through mileage
<u>calculation</u>	antation between two
	ortation between two
	ed points must be included in
	mileage computation. In the
	ticketed point mileage, the
	of ticketed point sector
mileage will apply.	
	avel between the following
	d points are by surface
transpo	rtation, and neither point is
	teacton and hereine points to
the poi	nt of origin or destination of se sector, the mileage between
the poi the far	nt of origin or destination of e sector, the mileage between
the poi the far	nt of origin or destination of
the poi the far	nt of origin or destination of e sector, the mileage between
the poi the far	nt of origin or destination of e sector, the mileage between
the poi the far such po Between	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and
the poi the far such po Between Alicante, Spain	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and Murcia, Spain
the poi the far such po Between Alicante, Spain Alicante, Spain	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and Murcia, Spain Valencia, Spain
the poi the far such po Between Alicante, Spain Alicante, Spain Almeria, Spain	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and Murcia, Spain Valencia, Spain Malaga, Spain
the poi the far such po Between Alicante, Spain Almeria, Spain Amman, Jordan	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and Murcia, Spain Valencia, Spain Malaga, Spain Jerusalem
the poi the far such po  Between Alicante, Spain Alicante, Spain Almeria, Spain Amman, Jordan Amristar, India	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and Murcia, Spain Valencia, Spain Malaga, Spain Jerusalem Lahore, Pakistan
the poi the far such po Between Alicante, Spain Almeria, Spain Amman, Jordan	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and Murcia, Spain Valencia, Spain Malaga, Spain Jerusalem Lahore, Pakistan
Between Alicante, Spain Almeria, Spain Amman, Jordan Amristar, India Amsterdam, Netherla	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and  Murcia, Spain Valencia, Spain Malaga, Spain Jerusalem Lahore, Pakistan Netherlands
the poi the far such po  Between Alicante, Spain Alicante, Spain Almeria, Spain Amman, Jordan Amristar, India Amsterdam, Netherla  Antwerp, Belgium	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and  Murcia, Spain Valencia, Spain Malaga, Spain Jerusalem Lahore, Pakistan nds Rotterdam, Netherlands Brussels, Belgium
the poi the far such po  Between Alicante, Spain Alicante, Spain Almeria, Spain Amman, Jordan Amristar, India Amsterdam, Netherla  Antwerp, Belgium Arica, Chile	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and  Murcia, Spain Valencia, Spain Malaga, Spain Jerusalem Lahore, Pakistan Netherlands Brussels, Belgium Tacna, Peru
Between Alicante, Spain Almeria, Spain Amman, Jordan Amristar, India Amsterdam, Netherla  Antwerp, Belgium Arica, Chile Barcelona, Spain	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and Murcia, Spain Valencia, Spain Malaga, Spain Jerusalem Lahore, Pakistan Netherlands Brussels, Belgium Tacna, Peru Gerona, Spain
Between Alicante, Spain Alicante, Spain Almeria, Spain Amman, Jordan Amristar, India Amsterdam, Netherla  Antwerp, Belgium Arica, Chile Barcelona, Spain Barcelona, Spain	nt of origin or destination of e sector, the mileage between ints will be disregarded.  and Murcia, Spain Valencia, Spain Malaga, Spain Jerusalem Lahore, Pakistan Netherlands Brussels, Belgium Tacna, Peru Gerona, Spain Reus, Spain
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Bremen, Germany	Munster, Germany
Brownsville, U.S.A.	Matamores, Mexico
Catania, Italy	Palermo, Italy
Ciudad Juarez, Mexico	El Paso, U.S.A.
Cologne, Germany	Dusseldorf,
	Germany,
Cologne, Germany	Munster, Germany
Curitaba, Brazil	Joinville, Brazil
Cuzco, Peru	LA Paz, Bolivia
Detroit, U.S.A.	Windsor, Canada
Dresden, Germany	Leipzig. Germany
Dubai, United Arab Emirates	Sharjah, United
	Arab Emirates
Dusseldorf, Germany	Munster, Germany
Grenada, Spain	Malaga, Spain
Guatamala, Guatamala	Tapachula, Mexico
Guayaramerin, Bolivia	Porto Velho,
	Brazil,
Hamburg, Germany	Hanover, Germany
Hamburg, Germany	Munster, Germany
Hilo, Hawaii, U.S.A.	Kona, Hawaii,
<u> </u>	U.S.A.
Hong Kong SAR, Hong Kong	Macau, Macau
Iguassu Falls, Argentina	Iguassu Falls,
	Brazil
Jerez DE LA Frontara, Spain	Seville, Spain
Kabul, Afghanistan	Peshawar,
LA Comuna Cuada	Pakistan,
LA Coruna, Spain	Santiago DE
Larada Taura II C A	Compostela, Spain
Laredo, Texas, U.S.A.	Nuevo Laredo,
Lawrence Civernia	Mexico Cymrus
Larnaca, Cyprus Leticia, Columbia	Paphos, Cyprus
Livingstone, Zimbabwe	Tabatinga, Brazil Victoria Fall,
LIVINGSCORE, ZIMBABWE	Zimbabwe,
Livramento, Brazil	Rivera, Uruguay
Ljubijana, Croatia	Zagreb, Croatia
Mcallen, Texas, U.S.A	Reynosa, Mexico
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg,
Train Community	Germany.
Nagoya, Japan	Osaka Janan
Paso de Los Libres,	Osaka, Japan Uruguaiana,
Argentina	Brazil.
Podgrorica, Montenegro	Tivat, Montenegro
Puerto Montt, Chile	San Carlos de
	Bariloche,
<u> </u>	Argentina
San Diego, U.S.A.	Tijuana, Mexico
Santiago de Composatala, Spain	Vigo, Spain
Split, Croatia	Zadar, Croatia
Stockholm, Sweden	Vasteras, Sweden
Swakopmund, Namibia	Walvis Bay,
	Namibia

(F) Construction rules for fare components(1) Mixed class travel (travel via different class of

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	CTA No. 570 DOT No. 580 ian Airlines AG - OS
	ice).
	licable to normal fares only).
(a)	
	two or more classes of service:
	(i) On a sector(s) within a fare component
	or,
	(ii) In an entire fare component of a
	journey/subjourney with more than one
(1-)	fare component
(b)	The fare for entire fare component traveled
	in a higher class of service shall be the
(-)	applicable fare for the class used.
(c)	All fares used in differential calculations
(-1)	will be based on qualifying fares.
(d)	The fare for mixed class travel within a fare
	component is assessed as the sum of the
	through fare in the lowest class of service
	used to assess the fare and, for each sector,
	traveled in a higher class of service; the
	difference between the lowest applicable fare
	for the lowest class used for the sector
	concerned and the lowest applicable fare for
	the higher class used for the same sector.
	This process will be referred to as
	<u>'differential'.</u>
<u>(e)</u>	If consecutive sectors within the fare
	component are flown in the higher class of
	service, the differential may be assessed as
	the difference between the applicable through
	fare for the lowest class of service used and
	the applicable through fare for the higher
	class of service for the sectors concerned.
(f)_	HIPs must be checked when calculating
	differentials, however the BHC does not
	apply.
	Note: Minimum checks are not applicable
	when calculating a differential.
(g)	The differential is assessed in the same
	direction as the fare used for the lowest
	class of service.
(h)	When half Round Trip fares are used, the
	differential is assessed using half round
	trip fares. When One Way fares are used, the
	differential is assessed using One Way fares.
(i)	Special fares may not be used in mixed class
	differential calculations.
(i)	The above rules may not be used to circumvent
	any stopover or transfer restrictions
	applicable to the through fare for the lowest
	class of service used.
(k)	The total fare for a fare component assessed
()	with a class differential need not be higher
	than:
	(i) The through fare for the highest class
	of travel, or
	(ii) The sum of fares for sectors flown in
	different classes of service
(1)	Fare component checks (DMC, COM) will be
(1)	rate component enecks (pile, com) with be

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arrier. Austr	
	<u>applied:</u>
	(i) In the lowest class used of a mixed
	class component where a differential has
	been applied
	(ii) In the applicable class used for an
	entire component flown in a higher class
(m)	Journey subjourney checks which apply to more
	than one fare component (CTM, COP, CPM, OSC,
	RSC) will be applied in the lowest class of
	service used and the class differential(s).
	amount(s) added to the resultant fare for the
	lowest class of service used
()	
(n)	where two applicable same class fares exist
	in a market, the applicable fare used for the
	through fare component and any intermediate
	fares used for HIP check purposes to the
	breakpoint, is also the same fare used in
	calculating the differential, i.e. Y and y2
	fares exist in a market. If the lower level
	y2 fare is used as the HIP check fare, it
	must also be used when calculating the
	differential.
(0)	Class differentials may not be assessed over
(0)	
(12)	a fare break point.
(p)	(Applicable between Area 1 and Area 2) When
	the Transatlantic sector is flown in
	intermediate class and other sectors are in
	the same class or a lower class, the
	applicable through intermediate class fare
	shall be applied. A differential between
	economy and intermediate class is not
	permitted.
(a)	(Applicable between Area 1 and Area 3 via the
(47	Atlantic) When the Area 2-3 and
	Transatlantic sectors are flown in
	intermediate class, the applicable through
(10)	intermediate class fare shall be applied.
<u>(r)</u>	(Applicable for travel between Area 1 and
	Europe only) When Transatlantic travel is
	flown in economy class and the intra-European
	sector is flown in intermediate class, the
	through applicable intermediate class fare
	applies, unless charging sector fares for the
	mixed class point(s) results in a lower fare.
	A differential between economy and
	intermediate class is not permitted.
(s)	(Applicable via the Atlantic-Pacific Oceans,
(3)	
	for travel between Europe and south west
	Pacific) When the sector between Europe and
	Area I and the Sector between Area I and the
	south west Pacific are flown in intermediate
	class, the applicable through intermediate
	class fare applies. A differential between
	economy and intermediate class is not
	permitted.
(t)	(Applicable to Atlantic-Pacific travel
( - )	between Europe and Japan/Korea) When the
	sector between Europe and Area 1 is in
	Sector between Europe and Area I is in

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Tariff: OS1 - CTA No. 570 DOT No. 580
Carrier: Austrian Airlines AG - OS
economy class and the sector between Area 1
and Japan/Korea is in intermediate class, the
applicable through intermediate class fare
applies. A differential between economy and
intermediate class is not permitted.
(u) (Applicable to Atlantic-Pacific travel,
between Europe and south east Asia) When the
sector between the last point of departure in
Europe and the first point in arrival in area
3 are flown in intermediate class, the
applicable intermediate class fare applies.
A differential between economy and
intermediate class is not permitted.
(2) Surface sectors
(a) Apply the through fare or the sum of fares
over the sectors actually flown, whichever is
lower.
(b) In the case of normal fare travel, where the
mileage for an international surface break is
greater than the ticketed point mileage over
the routing traveled from origin of the
journey up to the point of commencement of
the surface break when normal fares are on
both sides of the surface break and journey
up to the surface break must be ticketed
separately.
Example: Travel: NYC-LON surface BKK-PAR-LON-NYC
TPMS 3458 5919 5860 220 3458
Construction could be:
NYC-LON RT 1 Pricing unit
BKK-PAR OW 1 Pricing unit
PAR-LON OW 1 Pricing unit
* notwithstanding separate pus, the TPM
is undertaken from NYC  (c) The surface break is measured using TRMs. If
(c) The surface break is measured using TPMs. If
no TPM exists for the points concerned, the shortest operated mileage shall be used (i.e.,
MPM divided by 1.20); provided that in the
event there is no shortest operated mileage.
the ticketed point mileage shall be
established by a combination of TPMs.
(d) Surface breaks in section e.7. And between
Canada and the USA may be ignored.
(3) Higher Intermediate Point,
(a) Normal fares,
(i) If in any routing otherwise permissible
at the direct route normal fare, there
is a direct route normal fare(s) of the
same class of service between any two
ticketed points which is higher than the
direct route normal fare between the
fare construction points, the fare shall
not be less than the highest fare
referred to above (higher intermediate
fare). In the case of fares which are
established by seasonality (including
blackout dates), or day of week or
flight application, the check will be

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	based on the applicable fare (by
	seasonality including blackouts, or by
	dates, or by day of week or by flight
<u> </u>	application).
(ii)	If in any indirect routing otherwise
	permissible at the direct route normal.
	fare plus a percentage, there is a
	direct route normal fare(s) of the same
<u> </u>	class of service between the fare
	construction points, the fare for the
<u> </u>	indirect route shall not be less than
<u> </u>	the highest fare referred to above
<u> </u>	
<u> </u>	(higher intermediate fare), and the
<u> </u>	surcharge percentage applicable to the
	through fare shall be applied to such
/227	higher intermediate fare.
(iii)	When there is no direct route fare
	between two ticketed points, a fare must
<u> </u>	be constructed over an intermediate
<u> </u>	ticketed point in order to apply the
<u> </u>	provisions of (i) and (ii) above.
<u> </u>	Note: The constructed fare is
	considered a 'direct route fare' and
<u> </u>	must be shown on the ticket as 'c/'.
<u>(iv)</u>	<u>when comparing normal fares of the 'same</u>
	class of service' in order to determine
	if there is a higher fare, the following
	sequence shall be followed:
	(aa) Sleeper seat fare is compared with
	sleeper seat; if no sleeper seat
	fare, compare with first class fare
	(bb) First class fare is compared with
	first class: if no first class
	fare, compare with intermediate
	class fare (or next lower class
	fare),
	(cc) Intermediate class fare is compared
	with intermediate class fare; if no
	intermediate class fare, compare
	with economy class fare; provided
	that where more than one economy
	class fare is published, compare
	with the highest economy class.
	fare.
	(dd) Economy class fare is compared with
	economy class fare.
(v)	When comparing normal fares, the
	comparison shall be made in the same
	direction as the fare component. When,
	using half Round Trip fares the
	comparison shall be made using half.
	Round Trip fares. When using One Way,
<u> </u>	fares the comparison shall be made using
<u> </u>	One Way fares.
(vii)	where more than one normal fare is,
(VII)	published for the carrier and the class
<u> </u>	of service used, the lower/lowest level,
<u> </u>	may be used subject to any stopover,
<u> </u>	may be used subject to any stopover,

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	<u>transfer</u> , seasonality, day of week
	limitations, or flight restrictions of
	the lower/lowest fare (excluding
(vii)	application of the stopover charges.)
(vii)	In establishing the day of week fare level to be used for the HIP check, the
	application of the day of week fares
	shall be applied solely to the sector(s).
	For which the check is being made. The
	day of travel on such sector(s) shall be
	used to determine the day of week fare
	level for the HIP check.
(viii)	<u>In establishing the seasonal fare level</u>
	to be used for the HIP check, the rule
	for the application of the seasonal fare
	shall be applied solely to the sector(s).
	For which the check is being made. The
	seasonal rule for such sector shall be
	used to determine the seasonal fare level to be used for the HIP check.
	Where reference in a seasonal rule is to
	a specific segment of travel e.g. first
	international sector, the specific
	segment shall be assessed within the
	sector(s) for which the HIP level is
	being established.
	Example: routing A-B-C-B-A
	1st fare component (A to C)
	- Fare A-C is a non-seasonal
	fare
	- Fare A-B is a non-seasonal,
	fare - There are seasonal fares B-C
	with the rule that the first
	international sector,
	determines the seasonal fare
	to be charged.
	- To establish the seasonal,
	fare level to be used for the
	HIP check on
	the sector B-C the date of
	travel B to C will be used
	2nd fare component (fare in
	the direction from A to C).
	- Fare A-C is a non-seasonal
	tare,
	- Fare A-B is a non-seasonal fare
	- There are seasonal fares B-C
	with the rule that the first
	international sector,
	determines the seasonal fare
	to be charged.
	- To establish the seasonal
	fare level to be used for the
	HIP check on the sector C-B the
	date of travel C to B will be used.

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	intermediate fare check, when the ticket
	shows no stopover at both the unit
	origin and the unit destination point of
	a side trip which has been charged for
	separately (due to transfer connections
	on both occasions) a stopover shall be
	considered to be taken at such point
	unless the time interval between the
	arrival immediately preceding the side
	trip and the departure immediately
	following the side trip does not
	constitute a stopover as defined in rule
	<u>1.,</u>
(x)	<u>When an itinerary required checking</u>
	fares in the next higher class of
	service due to rule/stopover
	restrictions, HIPs must be checked in
	the next higher class of service for all
	points on that fare component.
(xi)	When tickets are issued in the country
	of commencement of travel, a higher
	intermediate point check shall be
	applicable only at intermediate ticketed
	stopover point(s).
	The points checked are:
	(aa) The point of origin to any intermediate stopover point; or
	(bb) Any intermediate stopover point to
	(bb) Any intermediate stopover point to the destination; or
	(cc) Any intermediate stopover points
	to any other intermediate stopover,
	point.
	Exception 1: For the purpose of
	this rule, EC member
	states shall be
	considered as one,
	country, provided
	that:
	(i) The journey is,
	wholly within
	the Europe
	sub-area and
	all fare •
	Construction
	points are in
	EC member,
	states.
	(ii) The journey
	must commence,
	in the country
	of the point of
	origin shown on
	the ticket.
	Exception 2: Not used
	Exception 3: For journeys
	originating western
	Africa, higher
	intermediate points

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	<u>check in each fare,</u>
	component shall be
	applied at all
	ticketed points in
	Western Africa.  Exception 4: applicable for
	travel originating
	in Israel, HIP's
	will be checked on
	fare components from
	Israel to all
	ticketed points in
	the fare component
	whether there is a
	stopover or not.
	This does not apply
	to the HIP check
	from an intermediate
	point or an intermediate point
	to the fare
	Construction point.
	Example: TLV-FRA-X/.
	LON-NYC/TLV,
	the HIP.
	check is
	TLV-FRA;
	<u>TLV-LON</u>
	and
	FRA-NYC_
	and though
	LON 1s a
	transfer, point,
	TLV-LON is.
	checked,
	but,
	LON-NYC is,
	not.
	Note: Cancelled
	Exception 5:
	Exception 6:
	Exception 7: When travel
	originates in India
	and destined to
	Canada/USA, when
	stopovers taken in
	Europe or UK higher, fares shall not be
	applicable from
	points in Europe/UK
	to Canada/USA.
(xi	
(X)	is a surface break, the higher
	intermediate fare check applies to the
	point of arrival by air immediately.
	preceding the surface sector and to the
	point of departure immediately following

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	the surface sector, unless the time
	interval between the arrival and
	departure does not constitute a stopover
(xiii)	as defined in Rule 1. When tickets are issued outside the
(X111)	country of commencement of travel, a
	higher intermediate fare shall be
	applicable at all intermediate ticketed
	point(s).
(b) Spec	ial fares
	A special fare may be applied if between
	either fare construction point and any
	intermediate ticketed point there is not
	higher normal fare for the same class of
	service than the normal fare between the
	fare construction points as determined
	in accordance with the normal fares
	section (a) above.
(ii)	
	determined in accordance with paragraph
	a, above, the special fare for the
	component shall not be less than such
	higher normal are, except:
	(aa) If there is a special fare of the
	same type at the same level or a
	lower level on the sector for
	which the normal fare applies, the
	special fare from the origin to
	the destination (surcharged if necessary) shall apply, or.
	(bb) If there is a special fare of the
	same type at a higher level on the
	sector for which the higher normal
	fare applies, the special fare for
	the component shall not be less
	than such higher special fare
	(surcharged if necessary).
	(cc) If there is no special fare of the
	same type on the sector for which
	the higher normal fare applies,
	the fare shall not be less than
	the lowest of any higher type of
	special fare within the same
	column as shown below:
	(dd) In defining a 'fare of the same
	type', the comparison of special
	fares shall be limited to the
	class of service and
Column 1	Column 2 Column 3
Late booking fa	<u>re or GIT fare or Group fare or</u>
APEX fare or	Individual IT or Excursion fare
PEX fare or	Excursion fare
Excursion fare	
	(ee) If there is more than one special
	fare of the same type on the
	sector for which the higher normal
	fare applies, the fare with

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_	C +h	a fam alsa	/
<u>0</u>	<u>f the special fare</u>		//
	omparison.	used for the	//
(ff) Al	l conditions attac	thed to the	/
Sp	<u>ecial fare for the</u>	<u>component</u>	/
ap			/
Flow chart (for	<u>special Fares)</u> nigher normal fare	<u> </u>	/,
	class of service f		
the point of	origin to any		
intermediate	<u>cicketed point, an</u>	id/	
	ediate ticketed po	oint	
<u>  to the destin</u>	10111		
no	yes		
			`
Any special fare	Is there	a special	
for the component			
(surcharged if		sector?	$\overline{}$
necessary)			/
no			_/
yes,			—/
7 0 3		l.	_//
			=/
			//
	Is this f		—//
normal fare		sector?	//
(surcharged if			
necessary)			\\\
no			\\
ves.			—//
7 5 5			//
			\
  Apply special fare	leaise the fa	uro to such	\\\
for the component			\\\
(surcharged if			$\neg$
necessary)	necessary)		
(4) One Way Backbard			W
(4) One Way Backhaul (a) This paragra			\
(a) This paragra (i) For jou	neys wholly withi	n Area 1	//
(11) For jou	<u>rneys wholly betwe</u>	en Argentina,	
	Chile, Paraguay,	Uruguay and	
Area 2,	cing units wholly	within Europa	
	cing units wholly oh applies only wh		
	ne Way fares.	ich ustrig notiliat,	
(c) If in any fa	re component trave	el is via a	
higher rated	intermediate stop	over point, the	
fare for suc	n fare component s	hall he the	IIII

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	(i) The applicable fare between the fare
	Construction points, or,
	(ii) The fare from fare component origin to
	the highest rated intermediate stopover
	point plus the difference between such
	fare and the direct route fare between
	the fare construction points.
	Example: A-B-C-D
	Fares: A to B NUC 50
	A to C 150
	A to D 140
	B to C 175
	B to D 160,
	Fare to be charged is:
	B to C NUC 175
	or,
	A to C NUC 150
	Plus the difference between
	A to C and A to D 10
	total NUC 160
	Whichever is higher
	(d) The One Way backhaul check need not be
	applied for points which have been excluded
/F\	as stated in section (3) (HIPs) above.
(5)	Directional minimum fare check (DMC),
	The following additional rules will apply.
	(a) Normal fares
	(i) One way fares: the fare to be charged
	shall not be less than the direct route
	One Way fare for the highest rated pair
	of points_applicable in either direction
	for the class of service used between
	any ticketed points within the fare
	component.
	(ii) Normal Open Jaw fares: the fare to be
	<u>charged shall not be less than the</u>
	direct route half Round Trip fare for
	the highest rated pair of points
	applicable in either direction for the
	class of service used between any
	ticketed points within each fare
	<u>component.</u>
	(iii) Where more than one normal fare is
	published for the carrier and the class
	of service used, the lower/lowest level
	may be used.
	(b) Special One Way fares
	(i) Only one fare component: the fare to be
	charged shall not be less than the
	highest One Way direct route fare of the
	same type in either direction between
	any ticketed points within the fare
	component. In the absence of a fare of
	the same type, the next higher One Way,
	fare shall be used.
	(ii) More than one fare component: the rule
	in (b)(i) above shall apply to each fare

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Tariff: OS1 - CTA No. 570 DOT No. 580 Carrier: Austrian Airlines AG - OS Fare of the same type will be as defined in section (3)(b)(ii)(dd). Applicable fares the fares to be used shall be those applicable on the date of commencement of the outbound transportation or in the case of seasonal fares, those applicable on the date which determines the seasonal level to be used. This will apply in each component. (d) **Exceptions** The provisions in subparagraphs (a)(b) and (c) above will not apply: For transportation wholly within Area 1 For sales made in Area 1 for (ii) transportation commencing in Area (iii) For sales made in Canada, USA/US territories for transportation to Canada, USA/US territories. (iv) When travel originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo (Brazzaville) Equatorial Guinea, Gabon, Ivory Coast, Mali, Niger, Senegal or Togo and is sold in these countries. For sales made in EC member states for travel wholly within the Europe sub-area (v) when all fare construction points are in EC member states. Construction rules for Pricing units Round trip fares Unless otherwise specified, the fare for a Round Trip will be twice the outbound One Way (a) fare. The reference to two fare components only, <u>found in definitions, does not prohibit fares</u> for end-on combination or side trips paid for separately, being shown on the same ticket. (c) Round trip fares are combinable with other Round Trip fares. Circle Trip fares The fare for a Circle Trip shall be the lowest combination of half Round Trips in the direction of travel, beginning the calculation from the point of unit origin of the trip; provided that for any fare component which terminates in the country of unit origin, the fare applicable to such fare component from the country of unit origin shall be used. (b) Circle Trip Minimum (CTM) (Not applicable for travel commencing in Australia/New Zealand other than within the fare for a Circle Trip Area (excluding any side trip which has been charged as a separate Pricing unit) Shall not be less than the direct route normal or special Round Trip fare, the

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OS1 - CTA No. 570 DOT No. Austrian Airlines AG - OS	580
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highest rated pair of points applicable
to the class of service used from the
point of unit origin to any stopover, point on the route of travel.
(ii) Cancelled
(iii) Where more than one normal fare is
published for the carrier and the class.
of service used, the lower/lowest level,
may be used.
(iv) When there are Round Trip fares from the
point of unit origin to any stopover.
point, which differ according to
carrier(s) used outbound and inbound the
fare to be used for the check shall be
the lower of such Round Trip fares.
(v) When checking the Circle Trip Minimum
fare when special fares are used, the
comparison is the same as provided in
(3)(b)(ii)(dd); provided that when no.
special direct Round Trip fare is.
available from the point of unit origin
to any higher rated normal fare stopover
point, the total fare shall not be less,
than the direct Round Trip normal economy class fare from the point of
unit origin to such point.
(vii) The CTM check is not applied to a
Pricing unit, which contains a mixture
of normal and special fares combined on
the outbound and inbound portions.
(vii) The CTM check is not applied to a
Pricing unit consisting of government
and/or military fares.
(viii) The CTM check is not applied to a
Pricing unit consisting of a combination
of government and/or military fares and
normal fares.
(ix) The CTM check need not be applied to
points, which have been disregarded
under provisions of the higher
intermediate point rule.
(c) Round the World Minimum (RWM),
The rule does not apply to any joint round
the world fares published by rule separately in this or any other tariff.
(i) Round the world fares consist of
continuous EB or WB travel commencing
from and returning to the same point
which involves only one crossing of the
Atlantic Ocean and only one crossing of
the Pacific Ocean.
(ii) Unless otherwise indicated, only normal,
fares may be used to construct a round
the world itinerary. One way special
fares must not be used to calculate
fares for round-the- world travel.
(iii) For Round the World travel originating
in Australia/New Zealand, the provisions

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apply.	
(iv) The total fare for around the World	
journey (excluding any side trip charged	
separately) shall not be less than the	
lower of the two direct route normal	
Round Trip fares applicable to the class.	
of service used from the point of unit	
origin to all stopover point(s) in both	
global directions. If more than one	
such lower fare exists, the highest of	
these lower fares is used for the RWM.	
(v) Where more than one normal fare is,	
published for the carrier and the class	
of service used the lower/lowest level	
may be used for the minimum check.	
(vii) When there are Round Trip fares with	
different global indicators from the	
point of unit origin to any stopover.	
point, the fare to be used for the check	_
must be that applicable to the flown	
itinerary.	_
(vii) When the flown itinerary incorporates,	_
such different global indicators, the	
fare must not be less than the lower of.	_
such Round Trip fares from the point of	
unit origin.	
Example: Travel.	
CHI-ZRH-BOM-CMB-HKG-YVR-CHI,	
Calculation based on: CHI-BOM at	
fare and CHI-BOM PA fare.	_
at NUC PA	
CHT-7PH 1800 none	_
CHI-BOM 3100 3300, CHI-CMB 3830 3200	_
CHI-CMB 3830 3200	
CHI-HKG 4600 2300 CHI-YVR none 285 (WH)	_
CHI-YVR none 285 (WH)	_
. The missing CHI-ZRH PA and	_
CHI-YVR at fares need to be	_
constructed by lowest	
combination. However, as the	_
resulting fares would most	_
likely be higher than existing	
fares in the opposite global	_

fares in the opposite global direction, they are ignored. The highest RT fare between

each city pair is disregarded.
Of the remaining lower RT,
fares, the highest RT fare
CHI-CMB PA constitutes the

RWM.

If the calculation is not higher than this amount, the itinerary must be raised to the highest RT fare (CHI-CMB)

of subparagraph iv) below shall not

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Open jaw fares

Normal Fare Open Jaw

Common Point Minimum check (CPM)

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(i)_	
	Pricing unit shall be the sum of the
	applicable Round Trip fares for both
	international legs of the Open Jaw.
	assessed from the country of unit
	origin.
(ii)	(aa) If there is a surface sector in the
	country of unit origin and there is
	a Common Ticketed Point(s) in the
	country of unit origin, the fare
	shall not be less than the highest
	applicable fare from the common
	point(s).
	(bb) If there is a surface sector in the
	country of unit turnaround and
	there is a Common Ticketed Point(s)
	in the country of unit turnaround,
	the fare shall not be less than the
	highest applicable fare to the
	common point(s).
	(cc) If there is a Common Ticketed
	Point(s) in both the country of
	unit origin and the country of unit
	turnaround, the fare shall not be
	less than the highest applicable
	round or Circle Trip fare from the
	Common Ticketed Point(s) in the
	country of unit origin to the
	Common Ticketed Point(s) in the
	country of unit turnaround.
	(dd) In applying the above, for travel
	origination in Canada or USA, the
	surface break may be permitted
	between countries in the Europe
	sub-area provided:
	(i) Travel in both directions is
	via the Atlantic
	(ii) The application of (a)(i) And
	(ii) above, the CPM check shall
	only apply to a common.
	point(s) in the country of
	origin and/or the country of
	the terminal point of a fare
	component. It shall not apply
	to intermediate common point
	<u>in other countries</u>
	Example: YMQ-LON-ZRH XXX
	ROM-ZRH-LON-YMQ
	the CPM check is
	to be applied
	YMQ-ZRH but not applied
	to YMQ-LON as LON is not in
	the country of a terminal
	point of a fare component.
	(ee) The reference in the Normal Fare
	Open Jaw definition referencing two.
	international fare components does.
	not preclude fares for end-on

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Carrier: Austrian Airlines AG - OS combinations or side trips paid for separately being shown on the same ticket. (b) Special Fares Open Jaw Except as specified in a fare rule, the fare for an Open Jaw shall be the sum of half the applicable Round Trip fares for both legs of the Open Jaw; provided that when a fare component terminates in the country of unit origin, the fare applicable from the country of unit origin shall be used. For travel originating and terminating in Europe (except for travel wholly within Europe): Where an Open Jaw applies between countries in Europe, where a fare component terminated in the country of unit destination the fare applicable from the country, of unit destination shall be used. Example: AMS-WAS-MAD Fare construction: 1/2 RT PEX <u>fare</u> MAD -WAS 1/2 RT PEX One way fares For One Way journeys, One Way fares must be used (b) Country of unit origin check (COM): way Pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous Pricing unit has already been assessed, the fare for such Pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous Pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the <u>previous Pricing unit commenced</u> For One Way subjourneys, when the respective countries of both origin and destination points of a Pricing unit have been used for the assessment of a previous Pricing unit the direction of the last Pricing unit will, be assessed in the reverse direction of travel. GVA-LON-ATL-X/ZRH-LON using OW fares for each sector both ZRH and LON have been used to. assess a previous Pricing unit so the direction of the Pricing unit for the sector ZRH-LON shall be from LON to ZRH.

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Minimum check for consecutive normal fare Pricing units	//
(1) Return subjourneys check (RSC) Not applicable for	//
travel to/from Canada	//
(a) The RSC will not apply between consecutive	//
Pricing units for return subjourneys.  (b) If the total for the journey contains any	//
consecutive normal fare Pricing units for	//
return subjourneys a minimum check will be	/
applied. The total fare assessed for the	
consecutive Pricing units (excluding any side	
trips charged separately) must not be less	
than the direct route normal Round Trip fare.	
applicable to the class of service used from	
the unit origin of the first consecutive  Pricing units, to the highest rated stopover,	
point in any subsequent consecutive pricing	
units.	
Example: Travel	
MAD-ROM-ATH-TYO-SYD-ATH-ROM-MAD	
Construction could be:	
MAD-ROM RT 1 Pricing unit	
ROM-ATH RT 1 Pricing unit, ATH-TYO 1/2 RT,	/
TYO-SYD 1/2 RT 1 Pricing unit,	/
ATH-SYD 1/2 RT,	/\
. 3 consecutive Pricing units (RT > RT > CT)	/\
. All are stopover points,	/
. From unit origin of the first consecutive	//
Pricing unit to any stopover point in any	//
subsequent consecutive Pricing unit,	
MAD-SYD being the highest direct route	
Round Trip fare from mad	\\\
. Minimum check - the total fare of these	\\\'
consecutive Pricing units must not be less than MAD-SYD RT fare (which is the highest	\\\'
RT fare).	/\\/
Exceptions:	///
(i) (aa) If the first Pricing unit is for	///
an origin Open Jaw the direct	
route Round Trip fare shall be	
assessed as the sum of half the	\\\
direct route Round Trip fare	\\\\
from the unit origin of such	
Open Jaw Pricing unit and half	
the direct route Round Trip fare from the unit destination of	
such Open Jaw Pricing unit to	\W
each stopover point in any	
subsequent consecutive pricing	
units.	
Example: Travel:	
NCE-BRU-NBO-JNB-NBO-BRU-LYS	
. Minimum check - total fare for	
Pricing units must not be less	\\\\
than the sum of 1/2 RTs.	
NCE-BRU > LYS-JNB, whichever	
is the highest.	

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	(hh) of any subsequent Buising unit
	(bb) If any subsequent Pricing unit
	is for an origin Open Jaw the Pricing unit will be considered
	as a Round Trip Pricing unit and
	1.B above will apply (i.e. close
	the surface sector).
	(ii) If the last Pricing unit is for a
	turnaround Open Jaw trip the direct
	route Round Trip fare to
	stopover/terminal points in the open jaw Pricing unit will be half the
	direct route Round Trip fare from the
	unit origin of the first consecutive
	Pricing unit to the highest rate
	stopover/terminal point in the open
	jaw Pricing unit on the outbound
	component and half the direct route
	Round Trip fare from the unit origin
	of the first consecutive Pricing unit
	to the highest rated stopover/terminal
	point in the Open Jaw Pricing unit on the inbound component.
	Example:
	Travel: BRU-NBO-LUN-DKR surf.
	CPT-JNB-LUN-NBO-BRU,
	Construction could be:
	BRU-NBO RT 1 Pricing unit
	NBO-LUN RT 1 Pricing unit
	LUN-DUR 1/2 RT LUN-CPT 1/2 RT 1 Pricing unit
	. Minimum check - total fare for
	the Pricing units must not be
	less than the BRU-LUN RT or,
	the sum of 1/2 RTs BRU-CPT >
	BRU-CPT, whichever is the
	highest.
	(iii) If both the first and any subsequent
	consecutive Pricing units are for origin/turnaround Open Jaw trips
	respectively then both i and ii above
	apply.
(c)	Where more than one normal fare is published
	for the carrier and the class of service used
	the lower/lowest level may be used.
(d)	(i) When there are Round Trip fares with
	different global indicators from the
	point of origin to any stopover point,
	the fare to be used for the check must
	be the applicable fare to the flown
	itinerary.  ii) When the flown itinerary incorporates
	such different global indicators,
	(including Round the World journeys),
	the fare must not be less than the lower
	Round Trip fares from the point of
	origin.

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<u>point of origin to any stopover point which</u>	
differ according to carrier(s) used on the	
outbound and the inbound journeys, the fare	
to be used for the checks shall be the lower.	
of such Round Trip fares.	
(2) One way subjourneys check (OSC) Not applicable	
for travel to/from Canada	
(f) If there is a surface break between two	
return subjourneys, the minimum check is not	
applied.	
(g) Multiple Pricing units assessed from a common	
Pricing unit are not considered consecutive	
to each other and the minimum check is not	
applied to these Pricing units.	
(h) Example: Travel:	
TYO-SFO-LON-SFO-TYO-HKG-BOM-HKG-TYO,	
Construction could be:	
TYO-SFO RT 1 Pricing unit	
SFO-LON RT 1 Pricing unit	
TYO-HKG RT 1 Pricing unit  HKG-BOM RT 1 Pricing unit	
HKG-BOM RT 1 Pricing unit	
. Minimum check is applied	
twice: TYO-SFO > SFO-LON	
and TYO-HKG > HKG-BOM	
. There is no minimum check	
other than above.	
(Not applicable to journeys to/from via the US/US	
territories).	
(a) A specified through fare must not be undercut	
by a combination of fares,	
(b) The OSC will apply between consecutive	
Pricing units for One Way subjourneys.	
Example 1 (SITI):	
ABCD	
100 100 100	
Α	
300	
BDi	
250,	
AD,	
500,	
РА	
Р В 100,	
C 100,	
D 100,	
H A-C 100	
H A-D 100	
Total 500,	
******	
Example 2: CPH-DEL-JED-BKK	
OW(PU1) $OW(PU2)$ $OW(PU3)$	
CPHBEL DELJED JEDBKK	
CPH-DEL OW 1 Pricing unit 900 NUC	
DEL-JED OW 1 Pricing unit 600 NUC	
JED-BKK OW 1 Pricing unit 475 NUC	
CPH-JED 1600 NUC	
СРН-ВКК 2200 NUC	

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Carrier:	Austrian Airlines AG - OS	/
	4500 000 000 000 000 000 000 000 000 000	//
	CPH-DEL plus DEL-JED < 1500 NUC. Compared to	///
	CPH-JED results in a plus of 100 NUC.	///
•	CPH-JED plus JED-BKK < 2075 NUC. Compared to, CPH-BKK results in a plus of 125 NUC.	///
		//,
•	separately in the fare calculation.	//,
	P CPH,	//
	p DEL 900.	//
	JED 600.	/
	BKK 475.	/
	Н 100	
	Н 125.	
	Total 2200	
	(c) Where more than one normal fare published for	
	the carrier and the class of service used the	
	lower/lowest level may be used.	
	(d) If the OSC is applied and two or more pricing	
	units are merged, the new single Pricing unit	
	is used for any further fare checks.	
	(e) If in a series of Pricing units for One Way	
	subjourneys there is a surface break between	
	fare construction points the OSC is applied	
	to the Pricing units for One Way subjourneys up to the start of the surface break and then	/
	applied separately from the point at which	/
	air transportation recommences (even if this,	/
	point is a previous fare construction point).	<u> </u>
	Example: Travel: MAD-NBO-DAR surface	<i>─</i> //′
	NBO-LUN-JNB,	—_//,
	. One way fare components MAD-NBO, NBO-DAR,	//,
	NBO-LUN, LUN-JNB,	//
	. The OSC is performed on MAD-DAR and NBO-JNB.	///
(3)	Mixture of return subjourneys and One Way,	///
	subjourneys,	///
	(a) When a journey comprises Pricing units that	
	are a mixture of Pricing units for return	
	subjourneys and One Way subjourneys no	
	overall checks will be applied. However, if	
	there are two or more consecutive pricing	
	units using the same fare types, (half round	
	trip or One Way) then the applicable checks	\\\\
	will be applied for those Pricing units.	(///
	I.e. if there are two or more consecutive	(\\\
	Pricing units for One Way subjourneys the OSC	\\\
	will be applied between those Pricing units.	\\\\
	If there are two or more consecutive pricing	\\\\
	units for return subjourneys the RSC will be	\\\\
	applied from the unit origin of the first of	\\\\
	such Pricing units to all stopover points	—— <u>\</u> \\\
	within the consecutive Pricing unit(s) and the OSC will not be applied.	——
		——
	Example: Travel: LON-PAR-AMS-HKG-TYO-HKG-AMS,	——
	LUN-PAR-AMS-TIKG-TYU-HKG-AMS	
	Construction could be:	
	LON-PAR OW 1 Pricing unit	—¬∭
	PAR-AMS OW 1 Pricing unit	
	The fact of the fa	
	174   Dog	

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	AMS-HKG	РT	1 Pricing unit
			1 Pricing unit
			consecutive OWs
			RSC applies on the HKG and HKG-TYO
Example:	Travel: LO		
<u> </u>		rf PAR-LON	TO TING
	Construction	on could be:	•
	I ON-PAR	RT	1 Pricing unit
	PAR-HKG	OW	1 Pricing unit
			1 Pricing unit
			Pricing units are
			are no consecutive
	Pricing u		consecutive OW
	two or more		nits for.
			common fare
Co	nstruction p	<u>ooint but ar</u>	<u>e separated</u>
	<u>, a Pricing L</u>		
Su	ubjourney, thoply from the	<u>ne minimum c</u>	neck shall
	rst of these		
	opover point		
CO	ntiquous/cor		
	nits(s).		
Ex	<u>kample: Trav</u>		
		ATH-ST	U-ATH-JNB.
	Cons	struction co	ould be:
	JNB-	-ATH	RT 1 Pricing unit
			OW 1 Pricing unit
	AIH-	-510	RT 1 Pricing unit
	As ATH is a	common poir	nt on 2 contiguous.
			RSC is applied on
	the contiguo	ous RT Prici	ng units JNB-ATH
	and ATH-STO.		ita Fan Ou
	two or more		
	nstruction p		
by	a RT Pricir	ng unit, the	OSC is
ap	plied to all	fare const	ruction
ро	oints in the	contiguous/	
	ricing unit(s		
EX	<u>kample: Trav</u>		PH-FRA-X/MAD-PMI
	INKK	A/CFH-GLA-C	PH-PRA-X/MAD-PMI
	Cons	struction co	ould be:
	NDV -	-CPH	OW 1 Pricing unit
		-CPH -GLA	RT 1 Pricing unit.
	***************************************	-PMI	OW 1 Pricing unit
	As CPH is a	common poir	nt on 2 contiguous
			OSC is applied
	NRK-CPH-CPH-		to/from/via
(b) Where a j	ourney invo	ives traver	LU/ I TUIII/ V I d

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the US/US territories, the OSC will not be applied.

(4) The plus symbol when shown on the ticket is -H-.

(I) Special fare arrangements, Passengers occupying two seats.

If for reason of personal comfort or privacy, a passenger choose to make advance arrangements for two seats the charge per the additional seat shall be the same as the charge for the first seat.

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## Rule 132 Fares †

<del>(A)</del>	-General					
	Fares/rules apply for carriage from the airport at					
	— point of origin to the airport at the point of					
	destination and do not include ground transfer service  between airport or between airports and city centres  except where rule 35 specifically provides that such ground transfer service will be furnished without					
	additional c	<del>harge.</del>				
(B)	Acronyms, so	<del>auence of cl</del>	<del>necks. intern</del>	<del>ational sales</del>		
	<del>-1nd1cators (</del>	<del>151).</del>				
	list of comm	on acronyms	used for far	e constructions.		
	(1) List of	<del>common ácr</del>	onyms used fo	<del>r fare</del>		
	constru		,			
	BHC	One Way I	<del>Backhaul Chec</del>	₭		
	COM	Country (	of Unit Origi	<del>n Minimum</del>		
	COP	Country (	of Payment Ch	<del>eck</del>		
	CPM	Common Po	oint Minimum			
	CTM	Circle Ti	rip Minimum			
	DMC	Direction	ո <del>a՝ Minimum C</del>	<del>heck</del>		
	EMA		Point Mileag			
		- (Previous	<del>sly Extra Mil</del>	eage Allowance)		
	EMS	<u> </u>	<del>leáge Surchar</del>	<del>ge</del> Š		
	HIP	Higher In	<del>itermediate F</del>	<del>are Check</del>		
	MPM		Permitted Mil			
	OSC		<del>Subjourney Ch</del>	<del>eck</del>		
	RSC	Return St	<del>ubjourney Che</del>	<del>ck</del>		
	RWM		<del>e World Minim</del>			
	TPM		Point Mileag	e		
		e of checks				
			<del>tructions sha</del>	11 be accomplished		
		NUCS.				
	<del>(b) <u>I</u>n</del>	<del>_app]ying fa</del>	<del>are construct</del>	<del>ion checks, the</del>		
			<del>uence shall a</del>	<del>pply to such</del>		
		ecks.				
<del>- Na</del>	me		Acronym	Applicable Fares		
				. 7.7		
<del>- М1</del>	<del>leage checks</del>		TPM/MPM/	<del>- All</del>		
			EMS/EMA			
	and the second			. 7.7		
<del>H1</del>	<del>gher intermed</del>	<del>late point</del>	HIP	<del> A]]</del>		
00	e WAY backhau	1 chock	BHC	Old		
<del>- On</del>	<del>e way backhau</del>	1 Check	BHC	<del>OW</del>		
0n	e WAY subiour	nov chock	- OSC	Normal OW		
<del>- OH</del>	C WAT SUBJUUT	ney check	030	NOT MATE OW		
	untry of unit	origin	COM	<del>OW</del>		
20	unci y or unit	or igin	COM	<b></b>		

 $<sup>^\</sup>dagger$  Tracked changes applicable to travel to/from Canada and annotated through the entirety of Rule 132 are effective August 13, 2021 pursuant to Order Number 2021-A-3 of the CTA.

<del>- minimum</del>	1		
— <del>Directi</del>	onal minimum	DMC	<del>-OW,</del> - <del>Normal-OJ</del>
— <del>Circle</del> — world m	trip/Round the	CTW/RWM	<del>-CT/RTW</del>
- Common point minimum		CPM	Normal OJ
<del>return</del>	<del>subjourney check</del>	RSC	Normal CT, OJ, RT
— Local c	urrency fare check	COP	Normal CT, RT
(C) Appl (1) (2) (3) (4) (5)	Fares specified in points are subject (a) The maximum per herein as mile journey exceed surcharged in for excess mile of a specified director of a spe	to: rmitted milea age fares, pr s the MPM, th accordance wi eage surcharg agrammatic or rein as routi  d for the tot ares effectiv rst internati the USA are ion use of a publ ernational ga to as constru rbitraries is t of combinat ecedence of t isions in par ination of tw een any two p ess than the . All rules served. principle (LC e is publishe fare must be ying fare cons mintermediat rvice used. be constructe pt that for a ry of pricing e from the ce	ge, referred to ovided that when a e fare must be the procedures les, or; linear routing, or fares.  al journey shall e on the date of onal sector, considered as one ished arbitrary leway fare. These leted fares. When used, travel need lion. Through published or more fares oints even if the through published of such fares istruction checks. tructed using
	fare applicabl unit origin sh	e from the co all be used.	<del>puntry of pricing</del>

(b) When the same fare construction point is used
both for the outbound and inbound fare, the
provisions of end-on combinations apply.
provisions of end on combinations apply.  (c) When used for fare checks, the constructed
fare must be shown on the ticket as "c"/.
when used for other purposes, the fares must
be shown separately on the ticket.
(6) Direction of fares
(a) Fares shall be assessed in the direction of
(a) Fares shall be assessed in the ulrection of
travel, except that the fare component into the country of pricing unit origin shall be assessed in the direction from such country,
the country of pricing unit origin shall be
assessed in the direction from such country,
i.e. not in the direction of travel.
Note: Canada and the U.S.A. shall be
<pre>considered the same country. Denmark,</pre>
Norway and Sweden shall be considered
the same country.
Example: Travel: FRA-MAD-JNB-MAD-FRA
Construction could be:
FRA-JNB RT 1 pricing unit
FRA MAD RT 1 pricing unit MAD-JNB RT 1 pricing unit
TOTAL of 2 pricing units
component TND MAD must be in the
component JNB MAD must be in the direction from MAD to JNB.
direction from MAD to JNB.
Exception 1: Except for RT pricing units, fare components
<del>units, fare components</del>
<del>between Canada and the</del>
U.S.A. and between
Denmark, Norway and Sweden shall be assessed
— Sweden shall be assessed
— in the direction of
<del>travel.</del>
Exception 2: (Applicable to open jaw
special fares only) for
travel originating and
terminating in Europe
(where an open jaw
applies between
countries in Europe) for
the last fare component
into the country of unit destination the fare
destination the tare
<del>applicable from the</del>
country of unit
destination shall be
(b) Fares shall be assessed in the direction of
travel, except that when a pricing unit for a
one way subjourney terminates in a country from which a previous pricing unit has been
from which a previous pricing unit has been
assessed, the pricing unit for the one way
subjourney into such country shall be
assessed from such country, i.e. not in the
direction of travel.
Example: Travel ATL-LON-STO-LIS-GLA
Construction: ATL-LON OW 1 pricing unit
- Construction. All-Low on 1 pricing unit

LON STO. OH. 1 prining unit
LON-STO OW 1 pricing unit STO-LIS OW 1 pricing unit
STO-LIS OW 1 pricing unit GLA-LIS OW 1 pricing unit
GLA-LIS OW 1 pricing unit
Total of 4 pricing units
Fare component LIS-GLA must be in the direction of GLA-LIS because the termination
point (GLA) is in the same country from which
a previous pricing unit (LON-STO) was
(7) End of combinations
When two or more fares are combined end-on, the
nrovisions of round trip, circle trip, on way or
open jaw journeys as applicable shall apply
provisions of round trip, circle trip, one way or open jaw journeys, as applicable, shall apply separately to each.
(8) Combination of fares - U.S.A.
(a) Combination of U.S. domostic normal/chocial
(a) Combination of U.S. domestic normal/special fares with international fares to construct a
through fare which is less than the published
fare from the point of origin to the point of
doctination is normitted, provided the
destination is permitted; provided the passenger complies with all conditions of the
fares.
Exception 1: The minimum tour price, if
any, required by the U.S.
domestic fare will not be
applicable when the minimum
tour price of the
international fare is higher.
Exception 2: The advance purchase, if any.
Exception 2: The advance purchase, if any, required by the U.S. domestic
fare will not be applicable
when combining with an
international fare which has a
greater advance purchase for
transportation to/from points
outside the
U.S.A./Canada/Mexico/Bermuda/
Bahamas/West Indies.
Exception 3: The requirement of ticketing
Within a specified time after
reservations are made, if any,
required by the U.S. Domestic
fare will not be applicable
fare will not be applicable when combining with
international fares for
transportation to/from points
outside the U.S.A./Canada/
Mexico/Bermuda/Bahamas/
(b) The maximum permitted mileage shall apply
from the gateway used for fare
from the gateway used for fare construction/combination.
(c) Travel must be via the fare combination
(9) When fares are expressed as a percentage of
another fare and different of another fare and
different percentages apply on a journey, the
following rule applies.
• • • • • • • • • • • • • • • • • • • •

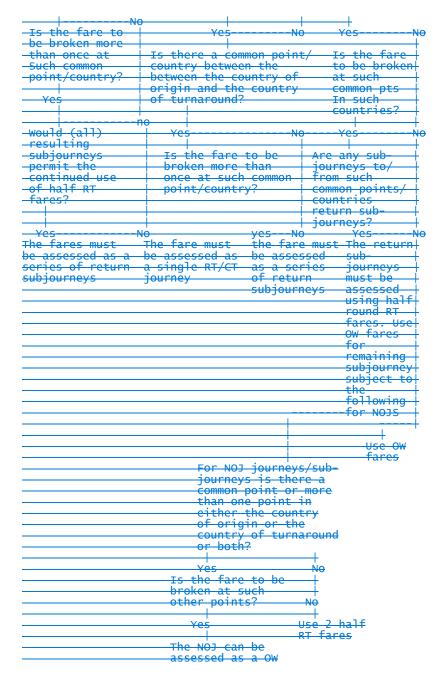
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Apply the percentage to the base fare to establish the fare level as an amount
                         Use such fare for the applicable of all fare
                         construction rules
                        Example: Journey A D C - Children's Fares

A-B-75 percent of adult fare
A-C-50 percent of adult fare
B-C-67 percent of adult fare
                         Example: Journey
                                 A-D 50 percent of adult fare
                         <del>(I)</del>
                                 calculate amounts resulting from
                                 application of above percentages.
                                 apply HIP/CTM etc. Rules using the resultant levels.
                       <del>(ii)</del>
        (10) Fare construction must be via the itinerary of the
                 passenger. The addition of points not on the
               passenger. The addition of points not on the passenger's itinerary is not permitted.
exception: constructions using add-on amounts.
All published fares governed by this tariff and add fares constructed in accordance with the tariff are applicable only when compliance with the provisions governing travel via a higher
                 created intermediate point (f)(3).
                mileage routings (see maximum permitted mileage
                tariff no. MPM-1, C.A.B. no. 424 nta(a) no. 239)
may be applied to any published or constructed
                fares; however, if a diagram on linear routing is specified in connection with a fare, such routing
                 must be observed to that portion of the
       transportation covered by that fare.

Defining journey or pricing unit concept

(1) The fare for a journey (excluding side trips assessed separately) shall be the lowest of:
<del>(D)</del>
                        A single pricing unit for the journey, or any series of end-on combined pricing units,
                 (b)
                         which collectively comprise the journey being
                         traveled.
                 To determine the fares for 1) above using normal
                 fares refer to the flow chart below:
                         Normal fare flow chart
           Is the journey a Rt/Ct by definition?
      Yes
                                                    If the journey is not a Rt/Ct by definition then then the journey contains domestic and/or int'l surface breaks. Are all
Half RT fares
must be used
Is there a common
 point(s) country
that/would allow
                                                    surface domestic?
the assessment
                                        Yes
of two or more
                                                                                    No
-separate return
-subjourneys?
                                                                           Is there a
                              Can the fare be assessed
                              using international half
                                                                            common point/
                              round trip fares?
                                                                           <del>country?</del>
```

Tariff: OS1 - CTA No. 570 DOT No. 580 Carrier: Austrian Airlines AG - OS



domestic fares
and a return
<del>subjourney</del>
General notes:  1. If for pricing purposes the journey is changed (e.g. closing surface gap or adding a sector that creates a surface gap) then the new journey will determine which path of the flow chart should be taken.  2. For end-on combination of normal and special fares,
— completely separate the special and normal fare and — assess the normal fare subjourney according to the flow — chart.
3. The flow chart does not apply for local combination of normal and special fares - refer to the special fares - rule.
(3) (a) If the journey fulfills the definition of a round trip or circle trip or normal/special fare open jaw trip, the pricing unit must be assessed as a round trip, or circle trip or normal/special fare open jaw trip as applicable and must use half round trip fares. The use of one way fares is not permitted. For end-on combination of normal and special fares, completely separate the
Special and normal tare and assess the normal
fare subjourney according to the flow chart.  Example: Travel: LON-MIL-STO-LON  Construction: LON-MIL 1/2 RT  MIL-STO 1/2 RT 1 pricing unit LON-STO 1/2 RT
LON-STO 1/2 RT  LON-STO 1/2 RT  OW fares are not permitted as
travel is continuous, circuitous and returns to the same point
(b) If there is a common point/country on the routing, the journey may be broken into more than one pricing unit provided these must be for return subjourneys using half round trip fares.
Example: Travel: HEL-BKK-TYO-SEL-TYO-BKK-HEL
— Construction could be:  HEL-BKK RT 1 pricing unit
BKK-TYO RT 1 pricing unit  TYO-SEL RT 1 pricing unit
HEL-TYO RT 1 pricing unit  TYO-SEL RT 1 pricing unit
HEL-BKK RT 1 pricing unit BKK-SEL RT 1 pricing unit
(c) A return subjourney only occurs if the fare is broken more than once at the common point/country. The fare for Travel Between
such fare break points must be priced as a

```
round trip; circle trip or normal/special fare open jaw, as applicable, and must use half round trip_fares.
                                    Travel: NYC-LON-JNB-MAN-NYC
                   Example:
                                     Construction could be:
NYC-LON 1/2 RT
                                                            1/2 RT 1 pricing unit
                                         NYC-MAN
                                         LON-JNB 1/2 RT
                                       MAN-JNB 1/2 RT 1 pricing unit
Both Subjourneys fall Within the
                                                         1/2 RT
                                       definition of OJ
                            - (Note that above journey could also be constructed as NYC-JNB RT)
                 If Travel Between such fare break points
                  would required the use of one way fares,
                   this is not permitted.
                  Example: Travel: NYC-LON-RIO-JNB-MAN-NYC
                                      Construction could not be:
                                                              1/2 RT
-1/2 RT
                                             NYC-LON
                                             NYC-MAN
                                             LON-RIO
                                                               <del>-OW</del>
                                             RIO-JNB
                                                               -OW
                                                                         not possible
                                                              <del>---OW</del>
                                            MAN-JNB
                                       Travel LON-RIO-JNB-MAN is not within the definition of an OJ
                                       Use of OW fares is not permitted.
                            - total journey falls within
Definition of CT and may only be
                            constructed as
                                       a single pricing unit.
        a single pricing unit.

If the routing of the journey fulfills the definition of a normal/special fare open jaw trip, the pricing unit shall be assessed as two half round trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or other points and a one way subjourney(s) for the
         other points and a one way subjourney(s) for the domestic sector(s). If this type of pricing option is used then one way pricing units must be assessed using one way fares and the return subjourney must be assessed using half round trip
         fares.
         Example:
                            Travel:
                                              KHH-TPE-SIN-TPE
                            Construction could be:
                               KHH-SIN 1/2 RT
                                TPE-SIN
                                                   1/2 RT 1 pricing unit
                                  or
                               KHH-TPE OW 1 pricing unit
TPE-SIN RT 1 pricing unit
                                 whichever is the lower.
Example 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE
                  Construction could be:
KHH-DPS 1/2 RT)
```

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RT OW			ina w	ait
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		<del>1 pric</del>		
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OW				
0		<del>1 pric</del>	<del>ing ur</del>	<del>iit</del>
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		<del>1 pric</del>	<del>ing ur</del>	<del>iit</del>
$\frac{1/2}{R}$	<del>.T)</del>	1 pric	<del>ina u</del> r	<del>iit</del>
	-	•		
<del>-journ</del>	<del>ey do</del>	es not	<del>-fulf</del> :	<del>i 11</del>
<del>ound t</del>	rin.	circle	trip	<del>-or</del>
onen	iaw't	rin. i	t sha	11
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iourn	.0.1			
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<del>or one</del>	<del>- way -</del>	<del>subjou</del>	rneys	
<del>rıp or</del>	<del>-circ</del>	le tri	<del>р . J ои</del> і	<del>rney</del>
<del>face s</del>	ector	<del>assum</del>	<del>ed † K</del>	<del>own</del>
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<del>a one</del>	wav's	<del>ubiour</del>	<del>nev á</del> r	<del>nd a</del>
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	<b>T</b> II. 61.1	4	22.2	
	TH_OW	<del>-1 pri</del>	c <del>ing </del>	<del>ıni t</del>
	TH OW	1 pri	c <del>ing u</del> rmal i	<del>unit</del> Fare
	TH OW	1 pri	c <del>ing u</del> rmal i	<del>unit</del> Fare
	<del>TH OW</del> <del>, CT,</del>	1 pri	<del>cing u</del> r <del>mal i</del>	<del>unit</del> Fare:
	<del>TH OW</del>	1 pri	<del>cing ι</del> rmal :	<del>ınit</del> <del>fare</del>
<del>-PAR-A</del> <del>for RT</del>	<del>TH OW</del>	1 pri	<del>cing ≀</del> rmal :	<del>unit</del> <del>Fare</del>
PAR-A for RT E-ROM	<del>TH OW</del>	<del>1 pri</del>	<del>cing  </del> rmal :	<del>unit</del> <del>fare</del>
<del>-PAR-A</del> <del>for RT</del>	<del>TH OW</del>	1 pri or no	<del>cing ≀</del> rmal :	<del>unit</del> <del>Fare</del>
PAR-A for RT E-ROM be:				
PAR-A for RT E-ROM be:		<del>1 pric</del>	<del>ing u</del> r	<del>nit</del>
PAR-A for RT E-ROM be: OW OW		<del>1 pric</del> <del>1 pric</del>	<del>ing ur</del> <del>ing ur</del>	<del>nit</del>
PAR-A for RT E-ROM be:		<del>1 pric</del>	<del>ing ur</del> <del>ing ur</del>	<del>nit</del>
PAR-A for RT E-ROM be: OW OW		<del>1 pric</del> <del>1 pric</del> <del>1 pric</del>	<del>ing ur</del> <del>ing ur</del> <del>ing ur</del>	nit nit
PAR-A for RT E-ROM be: OW OW		1 pric 1 pric 1 pric	<del>ing ur</del> <del>ing ur</del> <del>ing ur</del>	nit nit
PAR-A for RT E-ROM be: OW OW		1 pric 1 pric 1 pric 1 pric	ing ur ing ur ing ur	nit nit nit
A H	OW the 1  V-LON  De:  1/2 R  1/2 R  1/2 R  1/2 R  journ  pund t  open  pws, s  journ  of one  face s	OW the lower  1/2 RT) 1/2 RT) OW 1/2 RT) journey do ound trip, open jaw t ows, subject journey of one way rip or circ	OW 1 price the lower  M-LON  De:  1/2 RT) 1 price 1/2 RT) 1 price 1/2 RT) 1 price 1/2 RT) 1 price journey does not pund trip, circle open jaw trip, is own, subject to the power of one way subjouring or circle trip or	OW 1 pricing unter the lower  4-LON  be:  1/2 RT) 1 pricing unter the lower the lower  OW 1 pricing unter the lower

Example 3: Travel STO-NBO	surface S	SEZ-NBO-STO
Construction co	<del>ould be:</del>	
STO-NBO	OW	1 pricing unit
STO-SEZ	<del>OW</del>	1 pricing unit
<del></del>		_ prioring and c
STO-NBO	RT	1 pricing unit
SEZ-NBO	<del>- OW</del>	<u> </u>
<del>or</del>		
b) The one way journey/si assessed using one way	<del>RT</del> ubjourney(	1 pricing unit (s) above must be
assessed using one way	<del>y fares.</del>	The use of half
round trip tares is n	<del>ot permitt</del>	<del>ed. The round trip</del>
<pre>journey/subjourney(s)</pre>	above mus	st be assessed using
half round trip fares	<del>-</del>	
(E) Limitations on indirect transcriptions on a through milea (1) Limitation on indirect transcriptions on indirect transcriptions on a through milea (1) Limitation on indirect transcriptions of indirect transc	<del>de calcula</del>	<del>itor</del>
		ust not include
	n	<del>ore than:</del>
i) One departure	<del>e from fa</del> r	<del>re component origin</del>
ii) One arrival i	<del>at fare co</del>	<del>omponent destination</del>
iii) More than on	e stopover	<del>rat any on</del> e
b) Additional limit		porne
i) for a journey	<del>v originat</del>	<del>ing in Europe (not</del>
applicable for	or travel	wholly Within
Europe) a fa	re compone	ent must not include
more than one	e internat	ional departure and
	<del>ional arri</del>	val at any ticketed
point in the	country v	where travel
	<del>provided t</del>	<del>:hat when the</del>
	<del>riain is t</del>	ransited. to/from
<del>another poin</del>	<del>t in Euro</del> p	<del>oe; stopovers will</del> uch country.
	<del>tted in si</del>	<del>ich country.</del>
Example 1		O-AMS-LON-RTM with
		<del>oover in AMS</del>
	<del>betwee</del>	en TYO and LON at a
		h TYO-LON fare is
		ermitted (country of
-	<del>origir</del>	is transited to
E	anothe	er point in Europe) 'C-LON-TYO with a
Example 2	: LON-NY	<del>'C-LUN-TYO WITH a</del> <del>'er in LON between</del>
	NVC ar	nd TYO at a through
	NVC. TV	<del>O fare is permitted</del>
	COUNT	ry of origin is not
	transi	ted to/from another
		in Europe)
ii) The restrict:	ion in (i)	above shall also
annly for the	COUNTRY	of payment in
Europa if no	t identica	1 to the European
Country when	e travel c	to the European priginates.
country when	2.4721	

Example 1:	ZRH-MIL-TYO
	sold in MIL with a
	stopover in MIL at a
	through fare ZRH-TYO is
	not permitted.
	<del>(country of sale is</del>
	transited from another
	<del>point in Europe)</del>
Example 2:	LON-NYC-X/LON-AMS-TYO
	sold in FRA with a
	<del>stopover is AMS at a</del>
	through fare NYC-TYO is
	permitted.
	— <del>(Country of origin is</del>
	transited to another
	point in Europe but no
	<del>- stopover is made)</del>
iii) A fare compone	nt Within TC1 or between
Total Total Total	is the Braifia weet
ICI and IC3 (V	<del>ia the Pacific) must not</del>
- Include more t	han one arrival and one ny ticketed point.
<del>departure at a</del>	<del>ny ticketed point.</del>
<del></del>	originating in TC1, no fare
	<del>in TCl may include more</del>
<del>than one inter</del>	national departure and one
	arrival at any ticketed
	<del>ountry where travel</del>
originates.	
Example 1:	POA-BUE-SAO-NYC-through
<u>-</u>	<del>fare not permitted</del>
<u> </u>	<del>because of two</del>
<u> </u>	<del>international departures</del>
<u> </u>	<del>from Brazil.</del>
	Additionally, this
	restriction applies for
	the country of payment if
	not identical to the
	- country where travel
	originates.
Example 2:	NYC-SAO-BUE-POA sold in
LAUMPTC 2.	brazil - through fare not
	permitted because of two
	international arrivals in
	brazil which is the
	country of sale.
w) Applicable for	travel commencing in
V) Applicable for	travel commencing in for journeys wholly within irrespective of where the
Brazii (except	- TOP JOURNEYS WHOTTY WITHIN
South America)	irrespective of where the
<del>tare 1s paid,</del>	the first international
	must not include more than
	<del>domestic flight coupon:</del>
	<del>n one Brazilian domestic</del>
<del>†light coupon</del>	<del>is issued, the first</del>
international	<del>fare component must be</del>
	the point immediately prior
	f commencement of the
international	<del>sector.</del>
Example 1:	BSB-RIO-NYC at a through
	fare BSB-NYC is

Evenuela 2:	<del>-permitted.</del>
Example 2:	POA-RIO-SSA-LIS at a through fare POA-LIS is
	through fare POA-LIS IS
	not permitted. The international fare
	-component must be
	assessed from RIO and
	<del>-POA-RIO charged</del>
Evenuela 2:	separately.
Example 3:	FLN-X/CWB-/CWB-IGU-XSAO- LON at a through fare
	FLN LON is not normitted
	FLN-LON is not permitted. this first international
	fare component must be assessed from IGU and
	<del>- assessed i rolli 160 and</del> <del>- FLN-CWB-IGU charged</del>
vi) For a pricing u	<del>-separately.</del> <del>nit originating in</del>
Cormany a fare	- component from/to a point
in Cormany must	not include more than two
domestic sector	e in Cormany
vii) Journey applica	tion
A journey on	2 ticket or conjunction
ticket at t	a ticket or conjunction he time of original issue sued, must not include
or whon rois	sund must not include
more than fo	ur international arrivals
and four int	ernational departures in
any one coun	try: except in Europe not
more than th	ree international arrivals
and three in	try; except in Europe, not ree international arrivals ternational departures in
	in Europe; provided for
the counting	<del>of arrivals and</del>
	urface sectors are
	<del>o be flown</del>
(2) Inclusion of a surface s	ector on a through mileage
<del>calculation</del>	
Surface of a transportat	<del>ion between two</del>
<u>intermediate ticketed po</u>	ints must be included in
the ticketed point milea	
<del>absence of a single tick</del>	
———— lowest combination of ti	<del>cketed point sector</del>
mileage will apply.	
Exception: When Travel	Between the tollowing
ticketeu poi	<del>nts are by surrace</del>
transportati	on, and neither point is
the point of	origin or destination of
the tare sec	tor, the mileage between will be disregarded.
Such points	will be disregarded.
Between	And
Alicanto Snain	
Alicante, Spain Alicante, Spain Almeria, Spain	Murcia, Spain Valencia, Spain Malaga, Spain
Almeria. Spain	Malaga, Spain
Amman, Jordan	<del>Jerusalem</del>
<del>Amman, Jordan</del> <del>Amritsar, India</del>	
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Netherlands	•
Antwerp, Belgium	Brussels, Belgium
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Arica, Chile	<del>Tacna, Peru</del>	
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<del>Switzerland</del>		
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Cuzco, Peru	La Paz, Bolivia	
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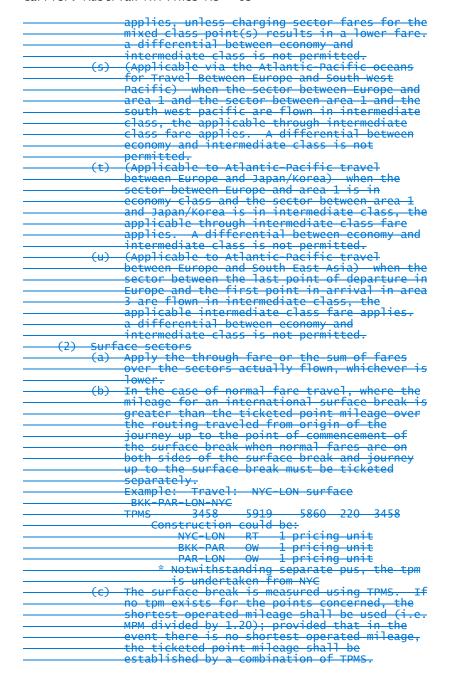
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Nam Nam	<del>ibia</del>	
	ion rules for fare componen	
(1) Mixe	<del>d class travel (travel via </del>	<del>different class of</del>
	<del>rice)</del>	
	licable to normal fares onl	<u> </u>
	Mixed class travel is when	
(4)	two or more classes of ser	
	<del>(i) on a sector(s) Within</del>	<del>a rare component</del>
	<del>Or,</del>	
	(ii) In an entire fare com	<del>ponent of a</del>
	<u>journey/subjourney wi</u>	<del>th more than one</del>
	<del>fare component</del>	
<del>(b)</del>	The fare for entire fare c	<del>omponent traveled</del>
	in a higher class of servi	<del>ce shall be the</del>
	<del>-applicable fare for the cl</del>	<del>ass used.</del>
<del>(c)</del>	All fares used in differen	tial calculations
	will be based on qualifyin	
<del>(d)</del>	The fare for mixed class t	ravol Within a faro
(u)	The fare for mixed class to component is assessed as to the component is assessed as the component is as the component is assessed as the component is a component in the component in the component is a component in the component in the	ha sum of the
	through fare in the lowest	olega of complete
	through fare in the lowest	<del>Class of Service</del>
	<del>used to assess the tare an</del>	<del>a, for each sector</del>
	used to assess the fare an traveled in a higher class	<del>or service; the</del>
·	<del>-difference between the low</del>	<del>est applicable tare</del>
	for the lowest class used	<del>for the sector</del>
	concerned and the lowest a	<del>pplicable fare for</del>
	the higher class_used for	the same sector.
	this process will be refer	<del>red to as</del>
	'differential'.	
<del>(e)</del>	If consecutive sectors Wit	hin the fare
	- component are flown in the	higher class of
	service, the differential	may he accessed as
	the difference between the	applicable through
	fare for the lowest class	of convice used and
	the applicable through far	
	<del>-class of service for the s</del>	
<del>(f)</del>	HIPS must be checked when	<del>ca I cu <u>I</u> at 1 ng</del>
	differentials, however the	<del>-BHC does not</del>
	<del>-apply.</del>	
	Note: Minimum checks a	<del>re not applicable</del>
	when calculating	<del>a differential.</del>
<del>(q)</del>	The differential is assess	ed in the same
	The differential is assess direction as the fare used	for the lowest
	class of service.	
(h)	When half round trip fares	are used the
(11)	differential is assessed u	cing half round
	<del>- urrici ciiciai is assesseu u</del>	<del>Jing Hall Toullu</del>

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trip fares. When one way fares are used, the differential is assessed using one way fares.  (i) Special fares may not be used in mixed class differential calculations.  (j) The above rules may not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service used.  (k) The total fare for a fare component assessed with a class differential need not be higher than:  (i) The through fare for the highest class of travel, or  (ii) The sum of fares for sectors flown in different classes of service  (ii) Fare component checks (DMC, COM) will be applied:  (i) In the lowest class used of a mixed class component where a differential has been applied  (ii) In the applicable class used for an entire component flown in a higher class been applied  (ii) In the applicable class used for an entire component flown in a higher class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used  (n) where two applicable same class fares exist in a market, the applicable fare used for the through fare component and any intermediate fares used for hip check purposes to the breakpoint, is also the same fare used in calculating the differential, i.e., and y2 fares exist in a market. If the lower level y2 fare is used as the hip check fare, it must also be used when calculating the differential i.e., and y2 fares exist in a market. If the lower level y2 fare beak point.  (o) Class differentials may not be assessed over a fare beak point.  (d) Class differentials may not be assessed over a fare beak point.  (p) Applicable between area 1 and area 2) when the transatlantic sector is flown in intermediate class is not permitted.  (d) Class differentials may not be assessed over a fare beak point.  (p) Applicable between area 1 and area 3 via the Atlantic) when the area 2-3 and transatlantic sectors are flown in intermediate class fare shall be applied.  (f) Applicable for Travel Between area 1 and sector is flown in inte		
(i) Special fares may not be used in mixed class differential calculations.  (j) The above rules may not be used to circumvent any stepover or transfer restrictions applicable to the through fare for the lowest class of service used.  (k) The total fare for a fare component assessed with a class differential need not be higher than:  (i) The through fare for the highest class of travel, or  (ii) The sum of fares for sectors flown in different classes of service  (1) Fare component checks (DMC, COM) will be applied:  (i) In the lowest class used of a mixed class component where a differential has been applied (ii) In the applicable class used for an entire component flown in a higher class been applied (ii) In the applicable class used for an entire component (CTM, COP, CPM, OSC, RSC) will be applied in the lowest class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used  (n) Where two applicable same class fares exist in a market, the applicable fare used for the through fare component and any intermediate fares used for hip check purposes to the breakpoint, is also the same fare used in calculating the differential, i.e. y and y2 fares exist in a market. If the lower level y2 fare is used as the hip check fare, it must also be used when calculating the differential he applied through intermediate class fare shall be applied.  (p) (Applicable between area 1 and area 2) when the transatlantic sector is flown in intermediate class fare shall be applied.  (q) (Applicable between area 1 and area 3 via the Atlantic) when the area 2-3 and transatlantic sectors are flown in intermediate class fare shall be applied.  (r) (Applicable between area 1 and area 3 via the Atlantic) when the area 1 and area 1 and transatlantic class fare shall be applied.  (r) (Applicable for Travel Between area 1 and Europe only when transatlantic travel is flown in econ	trip fares. When one way fares.	ares are used, the
(i) Special fares may not be used in mixed class differential calculations.  (j) The above rules may not be used to circumvent any stepover or transfer restrictions applicable to the through fare for the lowest class of service used.  (k) The total fare for a fare component assessed with a class differential need not be higher than:  (i) The through fare for the highest class of travel, or  (ii) The sum of fares for sectors flown in different classes of service  (1) Fare component checks (DMC, COM) will be applied:  (i) In the lowest class used of a mixed class component where a differential has been applied (ii) In the applicable class used for an entire component flown in a higher class been applied (ii) In the applicable class used for an entire component (CTM, COP, CPM, OSC, RSC) will be applied in the lowest class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used  (n) Where two applicable same class fares exist in a market, the applicable fare used for the through fare component and any intermediate fares used for hip check purposes to the breakpoint, is also the same fare used in calculating the differential, i.e. y and y2 fares exist in a market. If the lower level y2 fare is used as the hip check fare, it must also be used when calculating the differential he applied through intermediate class fare shall be applied.  (p) (Applicable between area 1 and area 2) when the transatlantic sector is flown in intermediate class fare shall be applied.  (q) (Applicable between area 1 and area 3 via the Atlantic) when the area 2-3 and transatlantic sectors are flown in intermediate class fare shall be applied.  (r) (Applicable between area 1 and area 3 via the Atlantic) when the area 1 and area 1 and transatlantic class fare shall be applied.  (r) (Applicable for Travel Between area 1 and Europe only when transatlantic travel is flown in econ	differential is assessed us	<del>ing one way fares.</del>
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(r) (Applicable for Travel Between area 1 and Europe only) when transatlantic travel is flown in economy class and the intra European sector is flown in intermediate class, the	intermediate class fare sha	11 he annlied.
tlown in economy class and the intra European sector is flown in intermediate class. the	(r) (Applicable for Travel Potw	on area 1 and
tlown in economy class and the intra European sector is flown in intermediate class. the	Furne only) when transatly	antic traval is
sector is flown in intermediate class, the through applicable intermediate class fare	flown in economy class and	the intra European
through applicable intermediate class fare	sector is flown in intermed	iato class the
- cm ough approcaute intermediate crass late	through annlicable intermed	iate class fare
	- through appricable meetined	iace <del>crass rare</del>



(d) Surface breaks in section (e)(7) and between
Canada and the USA may be ignored.
(3) Higher Intermediate Point
(a) Normal faros
(i) If in any routing otherwise permissible  at the direct route normal fare, there
at the direct route normal fare, there
same class of service between any two
ticketed points which is higher than the
direct route normal fare between the
fare construction points, the fare shall not be less than the highest
fare referred to (v) above (higher
fare referred to (x) above (higher intermediate fare). In the case of
fares which are established by
seasonality (including blackout dates),
or day of week or flight application,
the check will be based on the
<del>applicable fare (by seasonality</del>
including blackouts, or by dates, or
by day of week or by flight
application).
(ii) If any indirect routing otherwise
permissible at the direct route normal fare plus a percentage, there is a
direct route percentage, there is a
direct route normal fare(s) of the same  class of service between the fare
construction points, the fare for the
construction points, the fare for the indirect route shall be no less than
the highest tare referred to above
(higher intermediate fare), and the
<del>surcharge percentage_applicable to</del>
the through fare shall be applied
to such higher intermediate fare.
(iii) When there is no direct route fare
between two ticketed points, a fare must be constructed over an intermediate
ticketed point in order to apply the
provisions of (i) or (ii) above.
——————————————————————————————————————
considered a 'direct route fare' and
must be shown on the ticket as 'c/'.
(iv) When comparing normal fares of the 'same
- class of service' in order to determine
if there is a higher fare, the following
sequence shall be followed: (aa) Sleeper seat fare is compared with
(dd) Sieeper seat rare is compared with
sleeper seat; if no sleeper seat fare, compare with first class fare (bb) First class fare is compared with
(hh) First class fare is compared with
tirst class: it no tirst class
fare, compare with intermediate
fare, compare with intermediate class fare (or next lower class
<del></del>
(cc) Intermediate class fare is compared
with intermediate class fare: if no
<u>intermediate class fare, compare</u>
with economy class fare; provided

	that where more than one economy
	class fare is published, compare
	with the highest economy class
	fare.
(de	d) Economy class fare is compared with
	economy class fare
(v) Who	en comparing normal fares, the
COL	mparison shall be made in the same
di	rection as the fare component. When
us	ing half round trip fares the mparison shall be made using half
<del></del>	mparison shall be made using half
rou	and trip fares. When using one way
<del>fa</del>	res the comparison shall be made using
- one	<del>e way fares.</del>
——————————————————————————————————————	ere more than one normal fare is
<del></del>	olished for the carrier and the class
of	service used, the lower/lowest level
<del>ma</del>	/ be used subject to any stopover,
tri	ansfer, seasonality, day of week nitations, or flight restrictions of
<del></del>	nitations, or flight restrictions of
	- lower/lowest fare (excluding
	plication of the stopover charges.)
(a) Normal	<del>rares</del>
	establishing the day of week fare
	vel to be used for the hip check, the plication of the day of week fares
- ap	all be applied solely to the sector(s)
fo	which the check is being made. The
day	of travel on such sector(s) shall be
	ed to determine the day of week fare
10	vel for the hip check.
(viii) In	establishing the seasonal fare level
to	be used for the hip check, the rule
<del>fo</del>	the application of the seasonal fare
shi	all be applied solely to the sector(s)
<del>fo</del>	r which the check is being made. The
<del></del>	asonal rule for such sector shall be ed to determine the seasonal fare
us	ed to determine the seasonal fare
	vel to be used for the hip_check.
wh	ere reference in a seasonal rule is to
<u>a</u> :	specific segment of travel e.g. first
<del>in</del>	ternational sector, the specific
se	ment shall be assessed Within the
	<pre>ftor(s) for which the hip level is</pre>
<del></del>	ing established.
<del></del>	<pre>mple: Routing A-B-C-B-A</pre>
	- Fare A-C is a non-seasonal
	fare
	- Fare A-B is a non-seasonal
	fare
	- There are seasonal fares B-C
	with the rule that the first
	international sector
	determines the seasonal fare
	to BE charged.
	- TO ESTABLISH THE SEASONAL
	FARE LEVEL TO BE USED FOR THE

HIP check on
the sector B-C the date of
travel B to C will be used
2nd fare component (fare in
the direction from A to C)
- Fare A-C is a non-seasonal
fare
- Fare A-B is a non-seasonal
fare
There are conserved former D.C.
There are seasonal fares B-C with the rule that the first international sector
interpretable content
Hitermational Sector
determines the seasonal fare
to be charged.
- To establish the seasonal
fare level to be used for the
hip check on
the sector C-B the date of
travel C to B will be used
<del>(ix) For the purpose of the higher</del>
intermediate fare check, when the ticket
shows no stopover at both the unit
origin and the unit destination point of
<u>a side trip which has been charged for</u>
separately (due to transfer connections
on both occasions) a stopover shall be
considered to be taken at such point
——————————————————————————————————————
arrival immediately preceding the side
trip and the departure immediately
following the side trip does not
<u>constitute a stopover as defined in rule</u>
(x) when an itinerary required checking fares in the next_higher class of
tares in the next_higher class of
service due to rule/stopover
restrictions, hips must be checked in
the next higher class of service for all
<del>points on that fare component.</del>
(xi) when tickets are issued
in the country of
<del>commencement of travel, a higher</del>
intermediate point check shall
be applicable only at intermediate
ticketed stopover point(s).
the points checked are:
(aa) The point of origin to any intermediate stopover point; or
<u>intermediate stopover point; or</u>
(bb) Any intermediate stopover point to
the destination; or
(cc) Any intermediate point stopover
<del>points to any other intermediate</del>
stopover point.
Exception 1: For the purpose of
this rule, EC member
states_shall_be
<del>considered as one</del>
<del>country, provided</del>

	<del>that:</del>
	(i) The journey is
	<del>(i) The journey is</del> wholly Within
	the Furence
	the Europe
	<del>sub-area and</del>
	<del>all fare</del> .
	<del>construction</del>
	<del>points are in</del>
	<del>ec member</del>
	<del>states.</del>
	(ii) The journey
	<u>must commence</u>
	in the country
	of the point of
	origin shown on
	the ticket
Exception 2:	the ticket. HIP'S will not be
Exception 2.	checked when routing
	fares are used for
	+ may call wheally with the
	travel wholly Within area 1, or for
	<del>- Travel Between area</del>
	1 and area 2 via the
	Atlantic or for
	<del>- Travel Between area</del>
	<del>1 and area 3 via the</del>
	<del>-pacific.</del>
Exception 3:	<del>For journeys</del>
	<del>originating Western</del>
	Africa, higher
	<del>-intermediate</del>
	<del>points checked in</del>
	each fare component
	shall be applied
	on all ticketed
	<del>points in Western</del>
=	<del>- Africa.</del>
Exception 4:	<del>- Applicable for</del>
	<del>-travel o<u>r</u>iginating</del>
	in Israel. HIP's
	will be checked on
	fare components from
	<del>- Israel to all</del>
	ticketed points in the fare component
	the fare component
	whether there is a
	stopover or not.
	this does not apply
	to the hip check
	from an intermediate
	<del>point or an</del>
	<del>intermediate point</del>
	<del>to the fare</del>
	<pre>construction point.</pre>
	Example: TLV-FRA-X/
	LON-NYC/
	TLV
	the HIP

Tariff: OS1 - CTA No. 570 DOT No. 580 Carrier: Austrian Airlines AG - OS

	<del>check is</del>
	TLV-FRA:
	TLV-LON
	and FRA-
	NYC and
	through
	LON is a transfer
	point.
	TLV-LON is
	<del>checked</del> but
	LON-NYC is
	Note: this does not
	Note: this does not
	apply to fares  published with
	<del>published With</del>
	<del>-specified</del>
	<del>-routings.</del>
	Applicable for
	<u>travel originating</u>
	<del>-in <u>A</u>ustralia/ New</del>
	<del>- Zealand, (except</del>
	<del>-for</del>
	travel wholly within
	<del>area 3). The hip</del>
	<u>check shall apply in</u>
	each international
	<del>fare component</del>
	<del>to/from</del>
	<del>- Australia/New</del>
	<del>Zealand from the</del>
	<del>- point_of_unit_origin</del>
	to all ticketed points in
	<del>-points in</del>
	the fare component. For journeys
Exception 6:	<del>- For journeys</del>
	<del>-originating in</del>
	<del>the republic of</del>
	Yemen, the hip check in each fare
	<del>- check in each fare</del>
	<del>-component shall be</del>
	<del>- applied on all</del>
	<del>- ticketed points</del>
	<del>in the republic</del>
	<del>of Yemen.</del> '
Exception 7:	<del>- When travel</del>
<u>·</u>	<del>- originates in India</del>
	<del>and destined to</del>
	<del>- Canada/USA, when</del>
	<del>stopovers taken in</del>
	Europe or UK higher
	fares shall not be
	<del>applicable from</del>
	points in Europe/UK
	to Canada/USA.
(xii) For the purpose of	
rule, when there is	<del>s a</del>
rare, men enere is	<del>-</del>

surface break, the higher intermediate fare check applies to the point of
fare check applies to the point of
arrival by air immediately preceding the surface sector and to the point of
surface sector and to the point of
departure immediately following the
surface sector, unless the time interval
between the arrival and departure does
not constitute a stopover as defined in
rule 1.
——————————————————————————————————————
common common of travel a higher
all intermediate ticketed point(s).
(b) Special fares
(i) A special fare may be applied if between
either fare construction point and any
intermediate ticketed point there is not
higher normal fare for the same class of
service than the normal fare between the
<pre>fare construction points as determined</pre>
in accordance with the normal fares
section (a) above.
(ii) If there is a higher normal fare, as
determined in accordance with (a)
above, the special fare for the component shall not be less than such
higher normal are except:
higher normal are, except:  (aa) If there is a special fare of the  same type at the same level or a
same type at the same level or a
lower level on the sector for which
the normal fare applies, the
special fare from the origin to the
destination (surcharged if
nocossary) shall annly or
(bb) If there is a special fare of the same type at a higher level on the
same type at a higher level on the
sector for which the higher normal
fare applies, the special fare for the component shall not be less
than such higher special fare
(surcharged if necessary).
(cc) If there is no special fare of the
same type on the sector for which
the higher normal fare applies, the
the higher normal fare applies, the fare shall not be less than the
as shown below: (dd) In defining a 'fare of the same
(dd) In defining a 'fare of the same
type', the comparison of special
fares shall be limited to the class
of service and
Column 1 Column 2 Column 3  Late booking fare or GIT fare or Group fare or
APEX fare or individual IT or excursion fare
——PEX fare or ——excursion fare
(ee) If there is more than one special
2 3 2 12 110 110 3 3 4 4 1

```
fare of the same type on the sector for which the higher normal fare
                           applies, the fare with conditions most similar to those of the
                           special fares for the component shall be used for the comparison.
                    (ff) All conditions attached to the
                            special fare for the component
                            apply.
      Flow chart (for special fares)
   Is there any higher normal fare for the same
   class of service from: the point of origin to
  any intermediate ticketed point, and/or any
   intermediate ticketed point to the destination?
 Any special fare
                                        Is there a special
 for the component
                                        fare of the same type
                                          for this sector?
 <del>(surcharged if</del>
 <del>necessary)</del>
                                           No
                                                      Yes
 Apply higher
                                                Is this fare higher
 <del>intermediat</del>e
                                                than the special
 normal fare
                                                on the sector?
 (surcharged if
 <del>necessary)</del>
                                                        Yos
Apply special fare
                                                Raise the fare to
for the component
                                                such higher special
                                                (surcharged if
<del>(surcharged<sup>:</sup> if</del>
 necessary
                                                 necessary)
   One way backhaul minimum

(a) This paragraph does not apply:

(i) For journeys wholly Within TC1

(ii) For journeys wholly between Argentina,

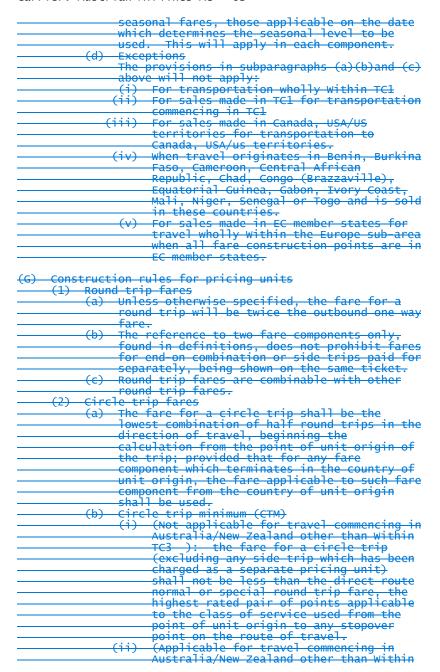
Brazil, Chile, Paraguay, Uruguay and TC2

(iii) For pricing units wholly Within Europe

(b) This paragraph applies only when using normal
            This paragraph applies only when using normal or special one way fares.

If in any fare component travel is via a
    (b)
            higher rated intermediate stopover point, the fare for such fare component shall be the
            higher of:
             (i) The applicable fare between the fare
                    construction points, or
            (ii) The fare from fare component origin to the highest rated intermediate stopover point plus the difference between such
                    fare and the direct route fare between
                   The fare construction points.
```

example: A-B-C-D
Fares: A to B NUC 50
A to C 150
A to D 140
B to C 175
B to D 160
fare to be charged is:
B to C NUC 175
A to C NUC 150
plus the difference between
A to C and a to d 10
Total NUC 160
(d) The one way backhaul check need not be
applied for points which have been excluded
as stated in section 3 (hips) above.
(5) Directional minimum fare check (DMC)
<pre>the following Additional rules will apply.</pre>
(a) normal fares
(i) One way fares: the fare to be charged
chall not he loss than the direct route
shall not be less than the direct route one way fare for the highest rated pair
of points applicable in either direction
for the class of service used between
any ticketed points Within the fare
(ii) Normal open jaw fares: the fare to be
charged shall not be less than the
direct route half round trip fare for
the highest rated pair of points
class of service used between any
ticketed points Within each fare
<del> </del>
published for the carrier and the class
of service used, the lower/lowest level
may be used.
(b) Special one way fares
(i) Only one fare component: the fare to be
<u>—————————————————————————————————————</u>
highest one way direct route fare of the
same type in either direction between
any ticketed points Within the fare
component. In the absence of a fare of the same type, the next higher one way fare shall be used.
(ii) More than one fare component: the rule
— (ii) More than one fare component: the rule in (b)(i) above shall apply to each fare
(iii) Fare of the same type will be as defined
in section (3)(b)(ii)(dd).
(c) Applicable fares
The fares to be used shall be those
applicable on the date of commencement of the
outbound transportation or in the case of
•



	TC3 ). The fare for a circle trip
	(ovelvding any side thin which has been
	(excluding any side trip which has been
	<u>charged as a separate pricing unit)</u>
	shall not be less than the direct route
	normal or special round trip fare, for
-	the highest rates pair of points
	<del>applicable to the class of service used</del>
	from the point of unit origin to any
	ticketed point on the route of travel.
<del>(iii)</del>	Where more than one normal fare is
	<del>-published for the carrier and the class</del>
	of service used, the lower/lowest level
	<del>-may be used.</del>
<del>(iv)</del>	When there are round trip fares from the
	point of unit origin to any stopover
	point, which differ according to
	carrier(s) used outhound and inhound the
	carrier(s) used outbound and inbound the fare to be used for the check shall be
	the lower of such round trip fares.
(V)	Whon checking the circle trip minimum
	When checking the circle trip minimum fare when special fares are used, the
	companies the same as provided in
	comparison is the same as provided in
	(3)(b)(ii)(dd); provided that when no
-	<u>special direct round trip fare is</u>
	available from the point of unit origin
	to any higher rated normal fare stopover point, the total fare shall not be less
	<del>point, the total fare shall not be less</del>
	than the direct round trip normal
	economy class fare from the point of
	<del>-unit origin to such point.</del>
<del>(vi)</del>	The CTM check is not applied to a
	pricing unit, which contains a mixture
	of normal and special fares combined on
	the outbound and inbound portions.
(vii)	the outbound and inbound portions.
(vii)	the outbound and inbound portions. the CTM check is not applied to a
<del>(vii)</del>	the outbound and inbound portions. the CTM check is not applied to a pricing unit consisting of government
	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.
	the outbound and inbound portions. the CTM check is not applied to a pricing unit consisting of government and/or military fares. the CTM check is not applied to a
	the outbound and inbound portions. the CTM check is not applied to a pricing unit consisting of government and/or military fares. the CTM check is not applied to a pricing unit consisting of a combination
	the outbound and inbound portions. the CTM check is not applied to a pricing unit consisting of government and/or military fares. the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and
(viii)	the outbound and inbound portions. the CTM check is not applied to a pricing unit consisting of government and/or military fares. the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.
	the outbound and inbound portions.  the CTM check is not applied to a  pricing unit consisting of government and/or military fares.  the CTM check is not applied to a  pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to
(viii)	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares. the CTM check need not be applied to points, which have been disregarded
(viii)	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher
(viii)	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule.
(viii) (ix) (c) Roun	the outbound and inbound portions. the CTM check is not applied to a pricing unit consisting of government and/or military fares. the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares. the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM)
(viii) (ix) (c) Roun	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares. the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any ioint round
(viii)  (ix)  (c) Roun  The the	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares. the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately
(viii)  (ix)  (c) Roun  The the	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares. the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately
(viii)  (ix)  (c) Roun  The the	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of
(viii)  (ix)  (c) Roun  The the	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of continuous EB or WB travel commencing
(viii)  (ix)  (c) Roun  The the	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of continuous EB or WB travel commencing from and returning to the same point
(viii)  (ix)  (c) Roun  The the	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares. the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of continuous EB or WB travel commencing from and returning to the same point which involves only one crossing of the
(viii)  (ix)  (c) Roun  The the	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares. the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of continuous EB or WB travel commencing from and returning to the same point which involves only one crossing of the Atlantic Ocean and only one crossing of
(viii)  (ix)  (c) Roun  The  the  in t  (i)	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of continuous EB or WB travel commencing from and returning to the same point which involves only one crossing of the Atlantic Ocean and only one crossing of
(viii)  (ix)  (c) Roun  The  the  in t  (i)	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of continuous EB or WB travel commencing from and returning to the same point which involves only one crossing of the Pacific Ocean. Unless otherwise indicated, only normal
(viii)  (ix)  (c) Roun  The  the  in t  (i)	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of continuous EB or WB travel commencing from and returning to the same point which involves only one crossing of the Pacific Ocean. Unless otherwise indicated, only normal fares may be used to construct a round
(viii)  (ix)  (c) Roun  The  the  in t  (i)	the outbound and inbound portions.  the CTM check is not applied to a pricing unit consisting of government and/or military fares.  the CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.  the CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule. d the world minimum (RWM) rule does not apply to any joint round world fares published by rule separately his or any other tariff. Round the world fares consist of continuous EB or WB travel commencing from and returning to the same point which involves only one crossing of the Pacific Ocean. Unless otherwise indicated, only normal

	fares must not	<del>be used t</del>	<del>o calculate</del>	
	fares for round For round the w	<del>-the- wor</del>	<del>ld travel.</del>	
<del>(iii)</del>	For round the w	<del>orld trav</del>	<del>el originating</del>	
	in Australia/New of subparagraph	<del>w.Zea∣an</del> d	<del>, the provision</del>	<del> S</del>
	<del>-ot-subparagraph</del>	<del>-1V) be lo</del>	<del>w shall not</del>	
(4)	apply.	c	al alice constitution	
<del>(iv)</del>	The total fare	<del>ror aroun</del>	<del>d the World</del>	al .
	journey (exclud separately) sha	ing any s	lace trip charge	<del>'a</del>
	<del>-Separatery) sna</del> - <del>lower of the tw</del>	<del>ii noc be</del>	noute normal	
	round trip fare	o unrect	<del>route normai</del> blo to the clas	_
	of service used	from the	noint of unit	3
	origin to all s	topovor	oint(s) in hoth	
	alobal direction	ns Tf m	ore than one	
	<del>global directio</del> such lower fare	exists	the highest of	
	these lower far	es is use	d for the RWM.	
<del>(</del> V)		one norm	al fare is	
	published for t	<del>he carrie</del>	<del>r and the class</del>	
	of service used	the lowe	r/lowest level	
	may be used for	<del>the mini</del>	mum check.	
(vi)	When there are	<del>round tri</del>	<del>p fares with</del>	
	different globa			
	point of unit o	<del>rigin to</del>	<del>any stopover</del>	
	point, the fare	<del>_to_be_us</del>	<del>ed for the chec</del>	k
	must be that ap	<del>plicable</del>	to the flown	
( !!)	itinerary.			
<del>(vii)</del>	when the flown	<del>itinerary</del>	<del>Incorporates</del>	
	such different	<del>giobai in</del>	<del>arcators, the</del>	
	<del>Tare must not b</del>	e ress tri	an the lower of	
	cuch nound thin	fance fr	om the noint of	
	such round trip	<del>fares fr</del>	an the lower of om the point of	
	<del>unit origin.</del>		<del>om the point of</del>	
	unit origin. Example:	<del>Travel</del>		
	unit origin. Example:	<del>Travel</del>	om the point of	
	unit origin. Example: CHI	<del>Travel</del> <del>ZRH-BOM-C</del>		
	unit origin. Example: CHI	<del>Travel</del> <del>ZRH-BOM-C</del> n based o	MB-HKG-YVR-CHI n: CHI-BOM AT	
	unit origin. Example: CHI  Calculation fare and CH	Travel ZRH-BOM-C n based o HI-BOM PA	MB-HKG-YVR-CHI n: CHI-BOM AT fare	
	unit origin. Example: CHI Calculation fare and CH	<del>Travel</del> <del>ZRH-BOM-C</del> n based o	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA	
CHI-ZRH	unit origin. Example: CHI- Calculation fare and CH AT 1800	Travel ZRH-BOM-C n based o HI-BOM PA	MB-HKG-YVR-CHI n: CHI-BOM AT fare PA NONE	
CHI-BOM	unit origin. Example: CHI-: Calculation fare and CH AT 1800 3100	Travel ZRH-BOM-C n based o HI-BOM PA	MB-HKG-YVR-CHI n: CHI-BOM AT fare PA NONE 3300	
CHI-BOM CHI-CMB	calculation  Calculation  fare and CH  AT  1800  3100  3830	Travel ZRH-BOM-C n based o HI-BOM PA	MB-HKG-YVR-CHI n: CHI-BOM AT fare PA NONE 3300 3200	
CHI-BOM CHI-CMB CHI-HKG	Calculation fare and CH  AT 1800 3100 3830 4600	Travel ZRH-BOM-C n based o HI-BOM PA	MB-HKG-YVR-CHI n: CHI-BOM AT fare PA NONE 3300 3200 2300	
CHI-BOM CHI-CMB	calculation  Calculation  fare and CH  AT  1800  3100  3830	Travel ZRH-BOM-C n based o HI-BOM PA	MB-HKG-YVR-CHI n: CHI-BOM AT fare PA NONE 3300 3200	
CHI-BOM CHI-CMB CHI-HKG	calculation fare and CH  AT  1800 3100 3830 4600 None	Travel ZRH-BOM-C n based o HI-BOM PA NUC	MB-HKG-YVR-CHI n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)	
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI-: Calculation fare and CHI-: 1800 3100 3830 4600 None The mi: CHI-Y	Travel ZRH-BOM-C n based o HI-BOM PA  NUC  Ssing CHI	MB-HKG-YVR-CHI n: CHI-BOM AT fare PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be	
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI-: Calculation fare and CH  AT 1800 3100 3830 4600 None . The mi: CHI-Y	Travel ZRH-BOM-C n based o HI-BOM PA  NUC  Ssing CHI VR AT far ructed by	MB-HKG-YVR-CHI n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest	
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI: Calculation fare and CH  AT 1800 3100 3830 4600 None . The mi: CHI Y	Travel ZRH-BOM-C n based o HI-BOM PA  NUC  Ssing CHI VR AT far ructed by	MB-HKG-YVR-CHI n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest	
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI: Calculation fare and CH  AT 1800 3100 3830 4600 None . The mi: CHI Y	Travel ZRH-BOM-C n based o HI-BOM PA  NUC  Ssing CHI VR AT far ructed by	MB-HKG-YVR-CHI n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest	
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI: Calculation fare and CH  AT 1800 3100 3830 4600 None . The min CHI-Y Const combt resul likel	Travel ZRH-BOM-C n based o HI-BOM PA NUC Ssing CHI VR AT far ructed by ating fare y be high	MB-HKG-YVR-CHI n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest However, as the s would most er than existin	
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI- Calculation fare and CH  AT 1800 3100 3830 4600 None  The mid CHI-Y Const Combinersul likel fares	Travel ZRH-BOM-C n based o HI-BOM PA NUC  Ssing CHI VR AT far ructed by nation. ting fare y be high	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH-PA and es need to be lowest However, as the s would most er than existin pposite global	
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI- Calculation fare and CH  AT 1800 3100 3830 4600 None  The mid CHI-Y Const Combinersul likel fares	Travel ZRH-BOM-C n based o HI-BOM PA NUC  Ssing CHI VR AT far ructed by nation. ting fare y be high	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH-PA and es need to be lowest However, as the s would most er than existin pposite global	
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI: Calculation fare and CH  AT 1800 3100 3830 4600 None  The mi: CHI-Y Const Combi resul likel: fares direc The h	Travel ZRH-BOM-C n based of the transported by the	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest However, as the s would most er than existin pposite global y are ignored. fare between	· ·
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI- Calculation fare and CH  AT 1800 3100 3830 4600 None  The min CHI-Y Const Combine resultikely fares direct The he each	Travel ZRH-BOM-C n based of the both parties by the high in the of the both pair city pair city pair city pair city pair city pair the both pair city pair city pair the both pair the bot	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest However, as the s would most er than existin pposite global y are ignored. fare between is disregarded	· ·
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI-: Calculation fare and CH  AT 1800 3100 3830 4600 None  The min CHI-Y Const Combt resul likel fares direc The h each	Travel ZRH-BOM-C n based of II-BOM PA  NUC  Ssing CHI VR AT far ructed by nation. ting fare y be high in the of tighest RT city pair e remaini	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest However, as the s would most er than existin pposite global y are ignored fare between is disregarded ng lower RT	· ·
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI- Calculation fare and CH  AT 1800 3100 3830 4600 None  The mine CHI-Y Const Combine Tikel fares direc The h each Of th fares	Travel ZRH-BOM-C n based of HI-BOM PA  NUC  Ssing CHI VR AT far ructed by nation, ting fare y be high in the of tion, the ighest RT city pair city pair city pair the high	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest However, as the s would most er than existin pposite global y are ignored. fare between is disregarded ng lower RT hest RT fare	· ·
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI- Calculation fare and CH  AT 1800 3100 3830 4600 None  The min CHI-Y Const Combin resul likel fares direc The h each Of the	Travel ZRH-BOM-C n based of HI-BOM PA  NUC  Ssing CHI VR AT far ructed by nation, ting fare y be high in the of tion, the ighest RT city pair city pair city pair the high	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest However, as the s would most er than existin pposite global y are ignored fare between is disregarded ng lower RT	· ·
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI-: Calculation fare and CH  AT 1800 3100 3830 4600 None  The mi CHI-Y Const Combine Fares direc: The h each Of th fares CHI-CH RWM.	Travel ZRH-BOM-C n based of the transport of transport of the transport of tra	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH-PA and es need to be lowest However, as the s would most er than existin pposite global y are ignored. fare between is disregarded ng lower RT hest RT fare stitutes the	· ·
CHI-BOM CHI-CMB CHI-HKG	unit origin. Example: CHI-: Calculation fare and CH  AT 1800 3100 3830 4600 None  The mi CHI-Y Const Combine Fares direc: The h each Of th fares CHI-CH RWM.	Travel ZRH-BOM-C n based of the transport of transport of the transport of tra	MB-HKG-YVR-CHI  n: CHI-BOM AT fare  PA NONE 3300 3200 2300 285 (WH)  ZRH PA and es need to be lowest However, as the s would most er than existin pposite global y are ignored. fare between is disregarded ng lower RT hest RT fare	· ·

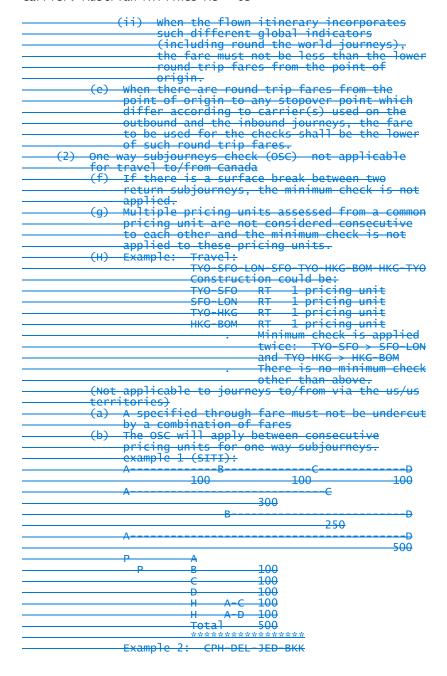
higher than this amount the
higher than this amount, the itinerary must be raised to
the highest RT fare (CHI-CMB).
(3) Open jaw fares
(a) Normal fare open jaw
(3) Open jaw fares (a) Normal fare open jaw Common point minimum check (CPM)
(i) The fare for a normal fare open jaw
pricing unit shall be the sum of the
pricing unit shall be the sum of the
applicable round trip fares for both
international legs of the open jaw,
assessed from the country of unit
origin.
(ii) (aa) If there is a surface sector in the country of unit origin and there is
<del>country of unit origin and there is</del>
<u>a common ticketed point(s) in the</u>
<u>country of unit origin, the fare</u>
shall not be less than the highest
applicable fare from the common
<del>point(s).</del>
(bb) If there is a surface sector in the
<u>country of unit turnaround and</u>
there is a common ticketed point(s)
in the country of unit turnaround,
there is a common ticketed point(s) in the country of unit turnaround, the fare shall not be less than the
highest applicable fare to the
<u>common point(s)</u>
(cc) If there is a common ticketed  point(s) in both the country of
point(s) in both the country of
unit origin and the country of unit
turnaround, the fare shall not be
less than the highest applicable
round or circle trip fare from the
common ticketed point(s) in the
country of unit origin to the
country of unit origin to the common ticketed point(s) in the
country of unit turnaround
country of unit turnaround.  (dd) In applying the above, for travel
origination in Canada or USA, the
origination in canada or osa, the
surface break may be permitted between countries in the Europe
sub-area provided:
(i) Travel in both directions is
via the Atlantic
(ii) The application of (a)(i) and
(ii) above, the CPM check shall
only apply to a common point(s) in the country of
point(s) in the country of
<del>origin and/or the country of</del>
the terminal point of a fare
——————————————————————————————————————
to intermediate common point
<del>in other countries</del>
Example: YMQ-LON-ZRH XXX
ROM-ZRH-LON-YMQ
the CPM check is to be applied
YMQ-ZRH but not applied to
YMQ-LON as LON is not in the
<u>country of a terminal point of</u>

	<del>a fare component.</del>
	(ee) The reference in the normal fare
·	open jaw definition referencing two
	international fare components does not preclude fares for end-on
	not preclude fares for end-on
	<del>combinations or side trips paid for</del>
	separately being shown on the same
	<del>ticket.</del>
(b)	Special fares open jaw
	Except as specified in a fare rule, the fare
	Except as specified in a fare rule, the fare for an open jaw shall be the sum of half the
	applicable round trip fares for both legs of
	the open jaw; provided that when a fare
	component terminates in the country of unit
	component terminates in the country of unit origin, the fare applicable from the country of unit origin shall be used.
	of unit origin shall be used
	Evention: For travel originating and
	Exception: For travel originating and terminating in Europe (except for
	traval wholly within Europa
	travel wholly Within Europe):
	where an open jaw applies between
	countries in Europe, where a fare component terminated in the
	<u>country of unit destination the</u>
	fare applicable from the country
	<del>of unit destination shall be</del>
	<del>used.</del>
	Example: AMS-WAS-MAD
	Fare construction: AMS - WAS
	1/2 RT PEX
	1/2 RT PEX fare
	1/2 RT PEX fare MAD - WAS
	1/2 RT PEX
	1/2 RT PEX
	1/2 RT PEX fare MAD - WAS 1/2 RT PEX 1/2 RT PEX fare way fares
	1/2 RT PEX
<del>(a)</del>	1/2 RT PEX fare
<del>(a)</del>	1/2 RT PEX fare fare MAD WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be
<del>(a)</del>	1/2 RT PEX fare MAD - WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the
<del>(a)</del>	1/2 RT PEX fare fare MAD WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing
<del>(a)</del>	1/2 RT PEX fare MAD WAS 1/2 RT PEX fare MAD WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous
<del>(a)</del>	1/2 RT PEX fare MAD WAS 1/2 RT PEX fare MAD WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous
<del>(a)</del>	1/2 RT PEX fare fare MAD — WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less
<del>(a)</del>	1/2 RT PEX fare fare MAD — WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less
<del>(a)</del>	1/2 RT PEX fare
<del>(a)</del>	1/2 RT PEX fare MAD WAS 1/2 RT PEX fare Way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the
<del>(a)</del>	1/2 RT PEX fare MAD WAS 1/2 RT PEX fare MAD WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other
<del>(a)</del>	1/2 RT PEX fare MAD WAS 1/2 RT PEX fare Way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule
<del>(a)</del>	1/2 RT PEX fare MAD — WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at
(a) (b)	1/2 RT PEX fare MAD — WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced.
(a) (b)	1/2 RT PEX fare MAD — WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced.
<del>(a)</del>	1/2 RT PEX fare MAD — WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced. For one way subjourneys, when the respective
(a) (b)	T/2 RT PEX fare MAD — WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced. For one way subjourneys, when the respective countries of both origin and destination
(a) (b)	T/2 RT PEX fare MAD — WAS 1/2 RT PEX fare way fares For one way journeys, one way fares must be used Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced. For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for
(a) (b)	T/2 RT PEX fare  MAD WAS  1/2 RT PEX fare  way fares  For one way journeys, one way fares must be used  Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced. For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit.
(a) (b)	T/2 RT PEX fare  MAD — WAS  1/2 RT PEX fare  way fares  For one way journeys, one way fares must be used  Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced.  For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit will
(a) (b)	T/2 RT PEX fare  MAD — WAS  1/2 RT PEX fare  way fares  For one way journeys, one way fares must be used  Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced.  For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit, the direction of the last pricing unit will be assessed in the reverse direction of
(a) (b)	T/2 RT PEX fare  MAD — WAS  1/2 RT PEX fare  way fares  For one way journeys, one way fares must be used  Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced.  For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit will

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fares for each sector
                            Both ZRH and Lon have been used to
pricing units for return subjourneys.

If the total for the journey contains any consecutive normal fare pricing units for
                     return subjourneys a minimum check will be applied. The total fare assessed for the
                     consecutive pricing units (excluding any side trips charged separately) must not be less
                     than the direct route normal round trip fare, applicable to the class of service used from the unit origin of the first consecutive pricing units, to the highest rated stopover point in any subsequent consecutive pricing
                      <del>units</del>.
                     Example: Travel
                                   MAD-ROM-ATH-TYO-SYD-ATH-ROM-MAD
                                   Construction could be:
                                  MAD-ROM RT
                                                              1 pricing unit
                                  ROM-ATH
                                                              1 pricing unit
                                  ATH-TYO
                                                1/2 RT
                                  TYO-SYD
                                                \frac{1/2}{RT}
                                                              1 pricing unit
                                  ATH-SYD
                                                \frac{1/2}{RT}
                        3 consecutive pricing units (RT > RT > CT)
                        All are stopover points
From unit origin of the first consecutive
                        pricing unit to any stopover point in any subsequent consecutive pricing unit,
                        MAD-SYD being the highest direct route
                        round trip fare from mad
                        Minimum check - the total fare of these consecutive pricing units must not be less
                        than MAD-SYD RT fare (which is the highest
                        RT fare)
                               exceptions:
                        (i)
                                      if the first pricing unit is for
                              <del>(aa)</del>
                                        an origin open jaw the direct
                                       route round trip fare shall be
                                       assessed as the sum of half the
                                       direct route round trip fare
                                       from the unit origin of such
                                       open jaw pricing unit and half
                                       the direct route round trip fare
                                        from the unit destination of
                                        such open jaw pricing unit to
                                       each stopover point in any subsequent consecutive pricing
                                       <del>units.</del>
                                       Example: Travel:
```

NCE-BRU-NBO-JNB-NBO-BRU-LYS
. Minimum check - total fare for
pricing units must not be less
than the sum of 1/2 RTS
NCE-BRU > LYS-JNB, whichever is the highest.
(bb) If any subsequent pricing unit
<u>is for an origin open jaw the</u>
— pricing unit will be considered
as a round trip pricing unit and
1.b above will apply (i.e. close the surface sector)
(ii) If the last pricing unit is for a
turnaround open jaw trip the direct
route round trip fare to stopover/terminal points in the open
jaw pricing unit will be half the
direct route round trip fare from the
unit origin of the first consecutive
pricing unit to the highest rate
<pre>stopover/terminal point in the open iaw pricing unit on the outbound</pre>
component and half the direct route
round trip fare from the unit origin
of the first consecutive pricing unit
to the highest rated stopover/terminal point in the open jaw pricing unit on
the inbound component.
Example:
Travel: BRU-NBO-LUN-DKR SURF
CPT-JNB-LUN-NBO-BRU
Construction could be:
BRU-NBO RT 1 pricing unit
NBO-LUN RT 1 pricing unit
LUN-CPT 1/2 RT 1 pricing unit
. Minimum check - total fare for
the pricing units must not be
the pricing units must not be less than the BRU-LUN RT or
the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT >
the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest
the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest (iii) If both the first and any subsequent
the pricing units must not be  less than the BRU-LUN RT or  the sum of 1/2 RTS BRU-CPT >  BRU-CPT, whichever is the  highest  (iii) If both the first and any subsequent  consecutive pricing units are for
the pricing units must not be  less than the BRU-LUN RT or  the sum of 1/2 RTS BRU-CPT >  BRU-CPT, whichever is the highest  (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open law trips
the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.
the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.  (c) Where more than one normal fare is published
the pricing units must not be  less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.  (c) Where more than one normal fare is published for the carrier and the class of service used
the pricing units must not be  less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.  (c) Where more than one normal fare is published for the carrier and the class of service used the lower/lowest lovel may be used
the pricing units must not be  less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest  (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.  (c) Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used.  (d) (i) When there are round trip fares with
the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.  (c) Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used. (d) (i) When there are round trip fares with different global indicators from the point of origin to any stopover point.
the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest  (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.  (c) Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used.  (d) (i) When there are round trip fares with different global indicators from the point of origin to any stopover point, the fare to be used for the check must
the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.  (c) Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used. (d) (i) When there are round trip fares with different global indicators from the point of origin to any stopover point.



	OW(PU2)	OW(PU3)
CPHDEL	JED -	<del>BKK</del>
CPH-DFI OW	1 nnicina uni+	900 NUC
— CPH-DEL OW OW OW	<pre>1 pricing unit 1 pricing unit</pre>	600 NUC
JED-BKK OW	1 pricing unit	
— CPH-JED		1600 NUC
CPH-BKK		2200 NUC
CHI BILI		2200 1100
. CPH-DEL plus DEL-	JED < 1500 NUC.	<del>-Compared to</del>
CPH-1FD results	n a plus of 100	NUC.
. CPH-JED plus JED- CPH-BKK results i The itingrary mus	-BKK < 2075 NUC.	<del>-Compared to</del>
	n a plus of 125	NUC.
. The itingrary mus	<del>st_be_raised_225</del>	<del>-NUC shown</del>
<del>separately in the</del>	<del>: fare calculati</del>	<del>on.</del>
P CPH		
P DEL 90		
	•	
BKK 47		
н 13		
TOTAL 220		
TOTAL ZZC	<del>, 0</del>	
(c) Where more t	han one normal	fare published for
		f service used the
Lower/lowest	level may be u	sed.
— (d) if the OSC	s applied and t	<del>sed.</del> wo or more pricing
	erged, the new s	ingle pricing unit
	any further far	<del>e checks.</del>
<del>(e) If in a seri</del>	<del>les of pricing u</del>	<del>nits for one way</del>
<del>subjourneys</del>	<del>there is a surf</del>	<del>ace break between</del>
<del>fare constru</del>	<del>iction points th</del>	<del>e osc is applied</del>
<del>to the prici</del>	<del>ing units for on</del>	<del>e way subjourneys</del>
up to the st	art of the surf	ace break and then
<del>appi tea sepa</del>	erately from the	<del>point at which</del>
air transpor	ration recommen	ces (even if this nstruction point)
Fyample: Tr	ravel: MAD-NBO-	DAR surface
EXAMPLE. II	BO-LUN-JNB	DAK SUITACE
One way fa	ro components M	AD-NEO NEO-DAE
NRO-LUN I	UN= INR	AD-NBO, NBO-DAR,
The osc is	norformed on M	AD-DAR and NBO-JNB
(3) Mixture of return	<del>n subiournevs an</del>	d one way
subjourneys		
(a) When a jourr	<del>ney comprises pr</del>	<del>icing units that</del>
<del>are a mixtur</del>	<del>re of pricing un</del>	<del>its for return</del>
subjourneys	and one way sub	<del>journeys no</del>
	<del>:ks will be appl</del>	
there are tw	vo or more conse	<del>cutive pr<u>ic</u>ing</del>
units using	the same tare t	ypes, (half round
trip or one	way) then the a	<del>pplicable checks</del>
will be applied in the second	lied for those p re are two or mo	re consecutive
nricing unit	e are two or illo	ubjourneys the OSC
will be ann	lied hetween the	se pricing units.
		nsecutive pricing
- Units for re	turn subjourney	s the RSC will be
Applied from	the unit origi	n of the first of

```
Such pricing units to all stopover points Within the consecutive pricing unit(s) and The osc will not be applied.
 Example: Travel:
LON-PAR-AMS-HKG-TYO-HKG-AMS
Construction could be:
LON-PAR
                                    1 pricina unit
                     -OW
PAR-AMS
                                    <del>1 pricing unit</del>
                     OW
AMS-HKG
                                    1 pricing unit
                     RT
HKG-TYO
                     RT
                                    1 pricing unit
    OSC Applies on the consecutive OWS LON-PAR
    and PAR-AMS; RSC applies on the consecutive RTS AMS-HKG and HKG-TYO Example: Travel: LON-PAR-HKG-TYO-HKG
                       surf PAR-LON
    Construction could be:
    LON-PAR
                                        1 pricing unit
                                       1 pricing unit
    PAR-HKC
                         <del>OW</del>
                                      <del>- 1 pricing unit</del>
    HKG-TYO
                         RT
    No checks across the pricing units are
    required since there are no consecutive RT
    pricing units or consecutive OW pricing
    units.
 <del>(I)</del>
           If two or more pricing units for
           return subjourneys have a common fare construction point but are separated
           by a pricing unit for a one way
           subjourney, the minimum check shall apply from the unit origin of the first of these pricing units to all stopover points in the order
           contiguous/consecutive pricing
           units(s).
Example:
                              Travel: JNB-ATH-IST surf
                              ATH-STO-ATH-JNB
Construction could be:
                RT 1 pricing unit
JNB-ATH
                     OW 1 pricing unit
RT 1 pricing unit
ATH-IST
ATH-STO
    as ATH is a common point on 2 contiguous RT pricing units, the RSC is applied on the
    contiguous RT pricing units JNB-ATH and
    ATH-STO.
(ii)
           If two or more pricing units for OW
           subjourneys have a common fare
construction point but are separated
by a RT pricing unit, the OSC is
           applied to all fare construction
           points in the contiguous/consecutive pricing unit(s).
                             Travel:
           Example:
                             -NRK-X/CPH-GLA-CPH-FRA-X/M
                            AD-PMI
```

```
Construction could be:

NRK-CPH OW 1 pricing unit
CPH-GLA RT 1 pricing unit
CPH-PMI OW 1 pricing unit
CPH-PMI OW 1 pricing unit
As CPH is a common point on 2 contiguous OW
pricing units, the OSC is applied
NRK-CPH-CPH-PMI
(c) Where a journey involves travel to/from/via
the US/US territories, the OSC will not be
applied.
(4) The plus symbol when shown on the ticket is -H-.

(I) Special fare arrangements
Passengers occupying two seats.
if for reason of personal comfort or privacy, a
passenger chooses to make advance arrangements for
two seats the charge per the additional seat shall be
the same as the charge for the first seat.
```

## 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.

## Rule 145 Currency Applications

## Local currency fares and charges

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

Afghanistan Lebanon Angola Liberia Anguilla Madagascar Antigua and Barbuda Malawi Argentina **Maldives** Bahamas Mexico Mongolia **Bangladesh** Barbados Montserrat Belize Nicaragua Bermuda Nigeria

Bolivia Palestinian Territory

Bonaire Panama
Brazil Paraguay
Burundi Peru
Cambodia Philippines
Cayman Islands Rwanda
Chile Saba

Cayman Islands Rwanda
Chile Saba
Colombia Saint Eustatius
Congo, Dem. Rep. of Saint Kitts

Congo, Dem. Rep. of Saint Kitts
Costa Rica and Nevis
Cuba Saint Lucia
Dominica Saint Vincent and
Dominican Republic The Grenadines
Ecuador Sao Tome and

El Salvador Principe
Eritrea Sierra Leone
Ethiopia Somalia
Gambia Suriname
Ghana Tanzania, United
Grenada Republic of

Guatemala Timor Leste
Guinea Trinidad and
Guyana Tobago
Haiti Uganda
Honduras Ukraine

Indonesia United States
Iraq and U.S. Territories

Israel Uruguay
Jamaica Venezuela
Kenya Viet Nam
Laos Zambia
Zimbabwe

(B) Albania Armenia Austria

```
Tariff: OS1 - CTA No. 570 DOT No. 580
Carrier: Austrian Airlines AG - OS
            Azerbaijan
            Belarus
            Belgium
            Bosnia and Herzegovina
            Bulgaria
            Cape Verde
            Croatia
            Cyprus
            Estonia
            Finland
            France except French Polynesia (including Wallis and Futuna)
            New Caledonia (including Loyalty Islands)
            Georgia
            Germany
            Greece
            Ireland
            Italy
            Kyrgyzstan
            Latvia
            Lithuania
            Luxembourg
Macedonia (FYROM)
            Moldova, Republic of Monaco
Montenegro
            Netherlands
            Portugal
            Romania
            Russia
            Serbia
            Slovakia
            Slovenia
            Spain
            Tajikistan
            Turkey
            Turkmenistan
  Uzbekistan

(2) All add-ons shall be established in the currency of the country concerned, or where agreed, in U.S. dollars or in Euro or in any other currency.

Combination of local currency fares

To combine two or more local currency fares, convert all local currency fares into the currency of the country of commencement of transportation.

Step 1: (a) Establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA Rate of Exchange (ROE) shown in the Currency Conversion Table below for the country in which the currency is
            Uzbekistan
                                        country in which the currency is
                                        denominated.
                                       Calculate the resultant amount to two
                                       decimals places, ignoring any further decimal places.
                              Add the resultant NUC amounts for the sectors
            Step 2:
                               involved.
            Step 3:
                              (a) Established the through local currency
```

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

- Calculate the resultant amount of one (b) decimal place beyond the number of decimal places shown next to the local currency in the conversion table below, ignoring any further decimal places.
  Round up to the next higher rounding
- unit shown next to the local currency in the currency conversion table, unless otherwise indicated.

Exception: When an international ticket is comprised of all domestic fare components, but Within different countries, the provisions outlines above shall apply.

Other Charges Other charges shall be separately converted to the currency of the country of sale using the Bankers' Selling Rate using the rounding units shown next to other charges in the

currency conversion table.
MCOs for unspecified transportation and PTAs.

MCOs for unspecified transportation and PTAs when honored for payment of Air transportation shall be subject to the provisions of Rule 75 (Currency of Payment). The country of payment of the PTA or MCO shall be considered the country of original issue and determine construction Rules to apply.

Currency Table
For IATA Rate of Exchange (ROE) currency conversion table

see pages 259-275. Local Currency Rounding Table

For those countries where fares are expressed in USA and the USD is not the local currency; see pages 280-Q thru 282. Currency Table

Abu Dhabi

(See United Arab Emirates)

Afghanistan

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

Albania

EUR ROE:.908104 Furo

Round Up: Local Currency - 1 Other Charges - 0.01

Algeria

Alğerian Dinar DZD ROE:120.675876 Note -

Round Up: Local Currency - 1 Other Charges - 1

American Samoa

USD ROE:1.0 US Dollar

Note -Other Charges - 0.1 Round Up: Local Currency - 1

Angola US Dollar

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

Anguilla

US Dollar Note D USD ROE:1.0

Round Up: Local Currency - 1 Other Charges - 0.1

Antigua and

Barbuda

US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Argentina	Note D Other Charges - 0.1
US Dollar USD ROE:1.0	Note D Other Charges - 0.1
Euro EUR ROE:.908104 Round Up: Local Currency - 1 Aruba	Note E Other Charges - 0.1
Aruban Guilder AWG ROE:1.8000000 Round Up: Local Currency - 1 Australia	Note - Other Charges - 1
Australian	
Dollar AUD ROE:1.468910 Round Up: Local Currency - 1 Austria	Note - Other Charges - 0.1
Euro EUR ROE:.908104 Round Up: Local Currency - 1 Azerbaijan	Note - Other Charges - 0.01
EUR ROE:.908104 Round Up: Local Currency - 1 Bahamas	Note E Other Charges - 0.1
	Note - Other Charges - 0.1
Bahraini Dinar BHD ROE: .376100 Round Up: Local Currency - 1 Bangladesh	Note - Other Charges - 1
US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Barbados	Note D Other Charges - 0.1
US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Belarus	Note - Other Charges - 0.1
Euro EUR ROE:.908104 Round Up: Local Currency - 1 Belgium	Note E Other Charges - 0.1
Euro EUR ROE:.908104 Round Up: Local Currency - 1 Belize	Note - Other Charges - 0.01
US Dollar USD ROE:1.0	Note D Other Charges - 0.1
CFA Franc XOF ROE:595.677380	Note - Other Charges - 100
US Dollar USD ROE:1.0	Note D Other Charges - 0.1
	Note - Other Charges - 1
US Dollar USD ROE:1.0	Note D Other Charges - 0.1
US Dollar USD ROE:1.0	Note - Other Charges - 0.1

Herzegovina Euro EUR RO Round Up: Local Currence Botswana	OE:.908104 cy - 1	Note E Other Charges	-	0.01
	ROE:11.113232 y - 1	Note - Other Charges	-	0.1
	ROE:1.0 y - 1	Note D Other Charges	-	0.1
Islands US Dollar USD Re Round Up: Local Currency Brunei Darussalam		Note - Other Charges	_	0.1
	DE:1.385105 y - 1	Note - Other Charges	-	1
Euro EUR   Round Up: Local Current Burkina Faso	ROE:.908104 cy - 1	Note E Other Charges	-	0.01
CFA Franc XOF   Round Up: Local Currency Burundi	ROE:595.677380 y - 100	Note - Other Charges	-	100
US Dollar USD I Round Up: Local Currency Cambodia	ROE:1.0 y - 1	Note D Other Charges	-	0.1
	ROE:1.0 y - 1	Note - Other Charges	-	1.0
CFA Franc XAF I Round Up: Local Currency Canada	ROE:595.677380 y - 100	Note - Other Charges	-	100
Canadian dollar CAD I Round Up: Local Currency Cape Verde		Note - Other Charges	-	0.1
Euro EUR I Round Up: Local Currency Cayman_Islands	ROE:.908104 y - 1	Note E Other Charges	-	0.1
US Dollar USD I Round Up: Local Currency Central African Republic	ROE:1.0 y - 1	Note D Other Charges	-	0.1
REPUBLIC  ROUND Up: Local Currency Chad	DE:595.677380 y - 100	Note - Other Charges	-	100
	ROE:595.677380 y - 100	Note - Other Charges	-	100
	ROE:1.0 y - 1	Note D Other Charges	-	0.1
	ROE:7.145291 y - 10	Note - Other Charges	-	1
	ROE:31.279394 y - 1	Note - Other Charges	-	0.5

Carrier: Austrian Airlines AG - OS US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Comoros Comoro Franc KMF ROE:446.758035 Note -Round Up: Local Currency - 100 Other Charges - 50 Congo (Brazzaville) XAF ROE:595.677380 Note -CFA Franc Other Charges - 100 Round Up: Local Currency - 100 Congo (Kinshasa) US Dollar USD ROE:1.0 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Cook Islands New Zealand NZD ROE:1.568442 Note -Dollar Other Charges - 0.1 Round Up: Local Currency - 1 Costa Rica US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Cote d'Ivoire CFA Franc XOF ROE:59 Other Charges - 0.1 XOF ROE:595.677380 Note -Round Up: Local Currency - 100 Other Charges - 100 Croatia EUR ROE:.908104 Euro Round Up: Local Currency - 1 Other Charges - 0.01 Cuba US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Curacao **Netherlands Antilles** ANG ROE:1.790000 Note -Guilder Round Up: Local Currency - 1 Other Charges - 0.1 Cyprus Euro EUR ROE: 0.908104 Other Charges - 0.05 Round Up: Local Currency - 1 Czech Republic Czech Koruna CZK ROE:23 Round Up: Local Currency - 1 CZK ROE:23.484744 Note -Other Charges - 1 Denmark DKK ROE:6.773884 DANISH KRONE Note -Round Up: Local Currency - 5 Other Charges - 1 Djibouti DJF ROE:177.721000 Note Djibouti Franc Round Up: Local Currency - 100 Other Charges - 100 Dominica US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Dominican Other Charges - 0.1 Republic US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Ecuador us pollar USD ROE:1.0 Note -Other Charges - 0.1 Round Up: Local Currency - 1 Egypt

EGP ROE:16.560000 Note -

Tariff: OS1 - CTA No. 570 DOT No. 580

EGYPTIAN Pound

Round Up: Local Currency - 1 Other Charges - 1 El Salvador USD ROE:1.0 US Dollar Note -Other Charges - 0.1 Round Up: Local Currency - 1 Equatorial Guinea XAF ROE:595.677380 Note -CFA franc Round Up: Local Currency - 100 Other Charges - 100 Eritrea us pollar USD ROE:1.0 Note D Other Charges - 0.1 Round Up: Local Currency - 1 Estonia EUR ROE:.908104 Round Up: Local Currency - 5 Other Charges - 0.1 Ethiopia US Dollar USD ROE:1.0 Note D Round Up: Local Currency - . Other Charges - 0.1 Eswatini Lilangeni SZL ROE:15.071386 Round Up: Local Currency - 10 Other Charges - 1 European M. Union EUR ROE:.908104 Euro Note -Round Up: Local Currency - 1 Falkland Islands Other Charges - 0.5 Falkland Islands Pound FKP ROE: .818146 Note -Round Up: Local Currency - 1 Faroe Islands Other Charges - 0.1 Danish Krone DKK ROE:6.773884 Note -Round Up: Local Currency - 5 Other Charges - 0.1 Fiji Fiji Dollar FJD ROE:2.204261 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Finland<sup>'</sup> Euro EUR ROE:.908104 Round Up: Local Currency - 1 Other Charges - 0.01 France Euro EUR ROE:.908104 Round Up: Local Currency - 1 Other Charges - 0.01 French Guiana EUR ROE:.908104 Note -Round Up: Local Currency - 1 Other Charges - 0.01 French Polynesia CFP Franc XPF ROE:108.365631 Note -Round Up: Local Currency - 5 Other Charges - 1 Gabon XAF ROE:595.677380 Note -CFA Franc Round Up: Local Currency - 100 Other Charges - 100 Gambia US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Other Charges - 0.1 Georgia EUR ROE:.908104 Note E Round Up: Local Currency - 1 Other Charges - 0.1 Germany Euro EUR ROE:.908104 Round Up: Local Currency - 1 Note -Other Charges - 0.01 Ghana US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Other Charges - 0.1

```
Carrier: Austrian Airlines AG - OS
Gibraltar
Gibraltar
                  GIP ROE:.818146
Pound
                                       Note -
                                       Other Charges - 0.1
Round Up: Local Currency - 1
Greece
                  EUR ROE:.908104
Euro
Round_Up: Local Currency - 100
                                       Other Charges - 10
Greenland.
Danish Krone
                  DKK ROE: 6.773884
                                       Note -
Round Up: Local Currency - 5
                                       Other Charges - 1
Grenada
US Dollar
                  USD ROE:1.0
Round Up: Local Currency - 1
Guadeloupe
                                       Other Charges - 0.1
                  EUR ROE:.908104
                                       Note -
Euro
Round Up: Local Currency - 1
                                       Other Charges - 0.01
Guam
US Dollar
                  USD ROE:1.0
Round Up: Local Currency - 1
                                       Other Charges - 0.1
Guatemala
US Dollar
                                       Note D
                  USD ROE:1.0
Round Up: Local Currency - 1
                                       Other Charges - 0.1
Guinea
US Dollar
                  USD ROE:1.0
Round Up: Local Currency - 1
Guinea-Bissau
                                       Other Charges - 0.1
                  XOF ROE:595.677380 Note -
CFA Franc
Round Up: Local Currency - 1
                                       Other Charges - 0.1
Guyana
us Dollar
                  USD ROE:1.0
                                       Note -
Round Up: Local Currency - 1
                                       Other Charges - 1
Haiti
US Dollar
                  USD ROE:1.0
                                       Note ·
Round Up: Local Currency - 1
                                       Other Charges - 0.1
Honduras
US Dollar
                  USD ROE:1.0
                                       Note D
Round Up: Local Currency - 1
                                       Other Charges - 0.1
Hong Kong
Hong Kong Dollar HKD ROE:7.841150
                                       Note -
Round Up: Local Currency - 10
                                       Other Charges - 1
Hungary
Forint
                  HUF ROE: 299.756829 Note -
Round Up: Local Currency - 10
                                       Other Charges - 10
Iceland
Iceland Krone
                  ISK ROE:126.754430 Note -
Round Up: Local Currency - 100
                                       Other Charges - 10
India
Indian Rupee
                  INR ROE:71.969032 Note -
Round Up: Local Currency - 5
                                       Other Charges - 1
Indonesia
Indonesian Rupiah IDR ROE:14126.800000 Note -
Round Up: Local Currency - 1
                                         Other Charges - 0.1
Iran, İslamic
Republic of
Iranian Rial
                  IRR ROE:112807.000000 Note -
Round Up: Local Currency - 100
                                          Other Charges - 100
Iraq
Iraq Dinar
                  IQD ROE:1199.765150
```

Carrier: Austrian Airlines AG - OS Round Up: Local Currency - 0.1 Other Charges - 0.05 Ireland ( EUR ROE:.908104 Note -Furo Other Charges - 0.01 Round\_Up: Local Currency - 1 Israel US Dollar USD ROE:1.0 Other Charges - 0.1 Round Up: Local Currency - 1 Italy EUR ROE:.908104 Note -Euro Round Up: Local Currency - 1 Other Charges - 0.01 Jamaica US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Other Charges - 0.1 Japan JPY ROE:106.608770 Note -YEN Round Up: Local Currency - 100 Other Charges - 10 Jordan Jordanian Dinar JOD ROE: .709000 Round Up: Local Currency - 1 Other Charges - 0.05 Kazakhstan KZT ROE:387.166000 Note D Tenge Round Up: Local Currency - 1 Other Charges - 0.1 Kenya us Ďollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Kiribati Australian AUD ROE:1.468910 Dollar Note -Round Up: Local Currency - 1 Other Charges - 0.1 Korea, Democratic People's Republic of North Korean Won KPW ROE:107.250000 Note -Other Charges - 1 Round Up: Local Currency - 1 Korea Republic of Korean Won KRW ROE:1201.730079 Note -Round Up: Local Currency - 100 Other Charges - 100 Kuwait KWD ROE:.304751 Kuwait Dinar Note -Round Up: Local Currency - 1 Other Charges - 0.05 Kyrgyzstan Euro EUR ROE:.908104 Round Up: Local Currency - 1 Other Charges - 0.1 Laos, People's Democratic Republic of US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Latvia EUR ROE: .908104 Euro Round Up: Local Currency - 1 Other Charges - 0.1 Lebanon USD ROE:1.0 Note -US Dollar Round Up: Local Currency - 1 Other Charges - 0.1 Lesotho

LSL ROE:15.071386 Note -Round Up: Local Currency - 10 Other Charges - 0.1 Liberia US Dollar USD ROE:1.0 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Libyan Arab Jamahiriya Libyan Dinar LYD ROE:1.431813 Note -Other Charges - 0.05 Round Up: Local Currency - 0.1 Lithuania EUR ROE:.908104 Round Up: Local Currency - 1 Other Charges - 0.1 Luxembourg Luxembourg EUR ROE:.908104 Note -Euro Round Up: Local Currency - 1 Other Charges - 0.01 масао Pataca MOP ROE: 8.076385 Other Charges - 1 Round Up: Local Currency - 10 Madagascar US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 100 Other Charges - 50 Malawi US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Malaysia Malaysian MYR ROE:4.194384 Ringgit Note -Round Up: Local Currency - 1 Other Charges - 1 Maldives US Dollar USD ROE:1.0 Note D Other Charges - 0.1 Round Up: Local Currency - 1 Mali CFA Franc XOF ROE:595.677380 Note -Round Up: Local Currency - 100 Other Charges - 100 Malta EUR ROE:.908104 Furo Note -Other Charges - 0.1 Round Up: Local Currency - 1 Marshall Islands US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Other Charges - 0.1 Martinique EUR ROE:.908104 Furo Round Up: Local Currency - 1 Other Charges - 0.01 Mauritania Ouguiya MRO ROE:37.391920 Round Up: Local Currency - 20 Other Charges - 10 Mauritius Note -Other Charges - 1 Mauritius Rupee MUR ROE: 37.445118 Round Up: Local Currency - 5 Mayotte EUR ROE:.908104 Euro Round Up: Local Currency - 1 Other Charges - 0.01

Tariff: OS1 - CTA No. 570 DOT No. 580 Carrier: Austrian Airlines AG - OS

Round Up: Local Currency - 1

USD ROE:1.0

USD ROE:1.00

Note D

Note -

Other Charges - 0.1

Mexico US Dollar

Micronesia US Dollar

Carrier: Austrian Airlines AG - OS Round Up: Local Currency - 1 Other Charges - 0.1 Moldova, Republic of Euro EUR ROE:.908104 Note E Round Up: Local Currency - 1 Other Charges - 0.1 Monaco Euro EUR ROE:.908104 Round Up: Local Currency - 1 Mongolia Other Charges - 0.01 US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Montenegro EUR ROE:.908104 Euro Note -Round Up: Local Currency - 1 Other Charges - 0.1 Montserrat US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Morocco Moroccan Dirham MAD ROE: 9.756254 Note -Round Up: Local Currency - 5 Mozambique Other Charges - 1 Metical MZM ROE:62.046000 Note -Round Up: Local Currency - 10000 Other Charges - 10000 Myanmar<sup>'</sup> Kyat MMK ROE:1546.704423 Note D Other Charges - 1 Round Up: Local Currency - 1 Namibia Namibian Dollar NAD ROE:15.071386 Round Up: Local Currency - 10 Other Charges - 1 Nauru Australian AUD ROE:1.468910 Dollar Note -Round Up: Local Currency - 1 Other Charges - 0.1 Nepal Nepalese Rupee NPR ROE:115.150452 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Netherlands Netherlands Euro EUR ROE:.908104 Note -Round Up: Local Currency - 1 Other Charges - 0.01 Netherlands Antilles | Netherlands Antillean Guilder ANG ROE:1.790000 Note -Round Up: Local Currency - 1 Other Charges - 1 New Caledonia CFP Franc XPF ROE:108.365631 Note Round Up: Local Currency - 100 New Zealand Other Charges - 10 New Zealand Dollar NZD ROE:1.568442 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Nicaragua US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Niger CFA Franc XOF ROE:595.677380 Note -

Round Up: Local Currency - 100 Nigeria	Other Charges - 100
US Dollar USD ROE:1.0	Note D Other Charges - 0.1
New Zealand Dollar NZD ROE:1.568442 Round Up: Local Currency - 1 Norfolk Island	Note - Other Charges - 0.1
Australian Dollar AUD ROE:1.468910 Round Up: Local Currency - 1 Northern	Note - Other Charges - 0.1
Mariana Islands US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Norway	Note - Other Charges - 0.1
Norwegian Krone NOK ROE:9.026063 Round Up: Local Currency - 5 Occupied Palestinian Territory	Note - Other Charges - 1
US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Oman	Note - Other Charges - 0.1
Rial Omani OMR ROE: .384500	Note - Other Charges - 1
Pakistan Rupee PKR ROE:156.955904	Note - Other Charges - 1
US Dollar USD ROE:1.0 Round Up: Local Currency - 1	Note - Other Charges - 0.1
Round Up: Local Currency - 1	Note D Other Charges - 0.1
Papua New Guinea KINA PGK ROE:3.487872 Round Up: Local Currency - 1	Note - Other Charges - 0.1
	Note D Other Charges - 0.1
US Dollar USD ROE:1.0 Round Up: Local Currency - 1	Note D Other Charges - 0.1
Round Up: Local Currency - 1	Note D Other Charges - 0.1
Poland PLN ROE:3.948006 Round Up: Local Currency - 1 Portugal	Note - Other Charges - 0.1
Portuguese Euro EUR ROE:.908104 Round Up: Local Currency - 1	Note - Other Charges - 0.01
Round Up: Local Currency - 1	Note - Other Charges - 0.1
Qatar Qatari Rial QAR ROE:3.640000 Round Up: Local Currency - 10 Reunion	Note - Other Charges - 10

EUR ROE:.908104 Note -Euro Round Up: Local Currency - 1 Other Charges - 0.01 Romania Euro EUR ROE:.908104 Note E Round Up: Local Currency - 1 Other Charges - 0.01 Russian Federation EUR ROE:.908104 Euro Note E Other Charges - 0.01 Round Up: Local Currency - 1 Rwanda US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Saba US Dollar USD ROE:1.0 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Saint Helena Saint Helena Pound SHP ROE: 0.818146 Note -Other Charges - 0.1 Round Up: Local Currency - 1 Saint Kitts and Nevis US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Saint Lucia US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Saint Maarten Guilder Netherlands ANG ROE: 1.790000 Note -Antilles Round Up: Local Currency - 1 Saint Pierre and Other Charges - 0.1 Miquelon Euro EUR ROE:.908104 Note -Round Up: Local Currency - 0.01 Other Charges - 0.01 Saint Vincent and The Grenadines USD ROE:1.0 US Dollar Note D Round Up: Local Currency - 1 Other Charges - 0.1 Samoa WST ROE:2.758274 Round Up: Local Currency - 1 Other Charges - 0.1 Sao Tome and Principe Note -US Dollar USD ROE:1.0 Other Charges - 0.1 Round Up: Local Currency - 1 Saudi Arabia Saudi Riyal SAR ROE:3.750000 Note · Round Up: Local Currency - 1 Other Charges - 1 Senegal XOF ROE:595.677380 Note -CFA Franc Round Up: Local Currency - 100 Other Charges - 100 Serbia Euro EUR ROE:.908104 Note E Round Up: Local Currency - 1 Seychelles Other Charges - 0.1 Seychelles Rupee SCR ROE:14.552957 Note -Round Up: Local Currency - 1 Other Charges - 1

Carrier: Austrian Airlines AG - OS Sierra Leone US Dollar USD ROE:1.0 Note -Other Charges - 0.1 Round Up: Local Currency - 1 Singapore Singapore Dollar SGD ROE:1.385105 Note -Round Up: Local Currency - 1 Other Charges - 1 Slovakia EUR ROE: .908104 Note -Euro Round Up: Local Currency - 1 Other Charges - 1 Slovenia Euro EUR ROE:.908104 Note -Round Up: Local Currency - 100 Other Charges - 1 Solomon Islands Solomon Islands SBD ROE:8.494263 Dollar Note -Round Up: Local Currency - 1 Other Charges - 0.1 Somalia US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 South Africa Other Charges - 0.1 Rand ZAR ROE:15.071386 Note -Round Up: Local Currency - 10 Other Charges - 1 South Sudan South Sudanese Pound SSP ROE:159.403000 Note G Round Up: Local Currency - 1 Other Other Charges - 1 Spain Euro EUR ROE:.908104 Round Up: Local Currency - 1 Other Charges - 0.01 Sri Lanka SRI LANKA RUPEE LKR ROE:181.346000 Note -Round Up: Local Currency - 100 Other Charges - 1 Sudan Sudanese Dinar SDG ROE:45.225000 Note G Round Up: Local Currency - 1 Other Charges - 1 Suriname US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Sweden Swedish Krone SEK ROE:9.726038 Round Up: Local Currency - 5 Other Charges - 1 Switzerland SWISS Franc CHF ROE: .987367 Note -Round Up: Local Currency - 1 Other Charges - 0.5 Syrian Arab Republic. Syrian Pound SYP ROE:436.000000 Note G Round Up: Local Currency - 1 Other Charges - 1 Tajikistan EUR ROE:.908104 Note E Euro Round Up: Local Currency - 1 Other Charges - 0.1 Tanzania, United Republic of Note D Other Charges - 0.1 US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Thailand THB ROE:30.821100 Round Up: Local Currency - 5 Other Charges - 5

Carrier: Austrian Airlines AG - OS Timor - Leste US Dollar USD ROE:1.0 Note -Round Up: Local Currency - 5 Other Charges - 0.1 Togo CFĂ Franc XOF ROE:595.677380 Note -Round Up: Local Currency - 100 Other Charges - 100 Tonga TOP ROE:2.385951 Pa'anga Note -Other Charges - 0.1 Round Up: Local Currency - 1 Trinidad and Tobago US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Tunisia Tunisian Dinar Note -TND ROE:2.918174 Round Up: Local Currency - 0.5 Other Charges - 0.5 Turkey Turkiśh TRY ROE:5.715780 Note D Lira Round Up: Local Currency - 1 Other Charges - 0.1 Turkmenistan New Manat TMT ROE:3.500000 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Turks and Caicos Islands US Dollar USD ROE:1.0 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Tuvalu Australian Dollar AUD ROE:1.468910 Note Round Up: Local Currency - 1 Other Charges - 0.1 Uganda US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Ukraine US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Other Charges - 0.1 United Arab Emirates (Comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras-el-Khaimah, Sharjah, Umm Al Qaiwain) UAE Dirham AED ROE:3.672750 Note -Round Up: Local Currency - 10 Other Charges - 10 United Kingdom Pound Sterling GBP ROE: 0.818146 Round Up: Local Currency - 1 United States Other Charges - 0.1 US Dollar USD ROE:1.0 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Uruguay USD ROE:1.0 Note D Other Charges - 0.1 us Dollar Round Up: Local Currency - 1 Uzbekistan EUR ROE: .908104 Round Up: Local Currency - 1 Other Charges - 0.1

Carrier: Austrian Airlines AG - OS Vanuatu VUV ROE:114.140000 Note -Vatu Round Up: Local Currency - 100 Other Charges - 10 Venezuela US Dollar USD ROE:1.0 Round Up: Local Currency - 1 Other Charges - 0.1 Vietnam<sup>®</sup> US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 Wallis and Futuna Islands CFP Franc XPF ROE:108.365631 Note -Round Up: Local Currency - 100 Other Charges - 10 Yemen Republic of YER ROE:250.000000 Yemini Rial Note G Round Up: Local Currency - 1 Other Charges - 0.1 zambia US Dollar USD ROE:1.0 Note D Round Up: Local Currency - 1 Other Charges - 0.1 zimbabwe Zimbabwe Dollar USD ROE:1.0 Note -Round Up: Local Currency - 1 Other Charges - 0.1 Notes: International Fares from this country are published in US Dollars. This rate of exchange is to be used solely to convert local currency domestic fares to D US Dollars. This will allow combination of domestic fares and international fares from this country on the same ticket and provide a common industry base.
International Fares from this country are published
in Euro. This rate of exchange is to be used solely
to convert local currency domestic fares to Euro. This will allow combination of domestic fares and international fares from this country on the same ticket and provide a common industry base.
This rate of exchange is established by Government
Order and does not result from the application of Resolution 024c. Local Currency Rounding Table For those countries where fares are expressed in USD and the USD is not the local currency, and when payment is tendered in the local currency, the amounts shall be rounded up to next unit as per the following table, unless otherwise shown: Afghanistan Afahani Note -Round Up: Local Currency - 1 Other Charges - 1 Albania<sup>°</sup> Note -Round Up: Local Currency - 1 Other Charges - 1 Angola Note -Other Changes - 0.1 KWAN7A AOK Round up: Local Currency - 1000000 Kwanza Reajustado AOR Round Up: Local Currency - 100 Other Charges - 100

Carrier: Austrian Airlines AG - OS Anguilla EC Dollar XCD Note 3 Round Up: Local Currency - 1 Other Charges - 0.1 Antigua and Barbuda EC Dollar Note -Round Up: Local Currency - 1 Other Charges - 0.1 Argentina Argentine Peso ARS Note 1,3 Round Up: Local Currency - 1000 Other Charges -1000 Armenia Armenian Dram AMD Note -Round Up: Local Currency - 100 Other Charges - 10 Azerbaijan Azerbaijanian Manat AZM Note -Round Up: Local Currency - 100 Other Charges - 10 Bahamas Bahamian Dollar BSD Round Up: Local Currency - 1 Note -Other Charges - 0.1 Bangladesh Takā BDT Round Up: Local Currency - 1 Other Charges - 1 Barbados Barbados Dollar BBD Note -Round Up: Local Currency - 1 Other Charges - 0.1 Belarus Belarussian Ruble BYB Note Round Up: Local Currency - 100 Other Charges - 10 Belize Belize Dollar BZD Note 1 Round Up: Local Currency - 1 Other Charges - 0.1 Bermuda Bermudian Dollar BMD Note 3 Other Charges - 0.1 Round Up: Local Currency - 1 Bolivia Boliviano Round Up: Local Currency - 1 Other Charges - 0.1 Bosnia and Herzegovina Note -BAD Dinar Round Up: Local Currency - 1 Other Charges - 1 Brazil Brazilian Real Note 1,2 Other Charges - 1 Round Up: Local Currency - 1 Burundi Burundi Franc BTF Note -Round Up: Local Currency - 10 Other Charges - 5 Bulgaria Lev Round Up: Local Currency - 1 Other Charges - 1 Cambodia Note -Riel KHR Round Up: Local Currency - 10 Other Charges - 10 Cape Verde

Cape Verde Escudo Round Up: Local Cayman Islands Cayman Island	CVE Currency - 100	Note - Other Charges - 100
Dollar Round Up: Local Chile	KYD Currency - 0.1	Note 3 Other Charges - 0.1
Chilean Peso Round Up: Local Colombia	CLP Currency - 1	Note 1 Other Charges - 1
Colombian Peso Round Up: Local Costa Rica Costa Rican	COP Currency - 100	Note 1 Other Charges - 100
Colon Round Up: Local Croatia	CRC Currency - 10	Note 1 Other Charges - 10
Croatian Kuna Round Up: Local Cuba	HRK Currency - 1	Note 3 Other Charges - 1
Cuban Peso Round Up: Local Dominica	•	Note - Other Charges - 0.1
EC Dollar Round Up: Local Dominican Republic	XCD Currency - 1	Note - Other Charges - 0.1
Dominican Peso Round Up: Local Ecuador		Note - Other Charges - 0.1
Sucre Round Up: Local El Salvador El Salvador	ECS Currency - 1	Note 1,3 Other Charges - 0.1
Colon Round Up: Local Eritrea	SVC Currency - 1	Note - Other Charges - 1
Ethiopian Birr Round Up: Local Estonia	ETB Currency - 1	Note - Other Charges - 1
Kroon Round Up: Local Ethiopia		Note - Other Charges - 0.1
Ethiopian Birr Round Up: Local Gambia	Currency - 1	Note - Other Charges - 1
Dalasi Round Up: Local Georgia	-	Note - Other Charges - 0.1
Lari Round Up: Local Ghana Cedi	GEL Currency - 100 GHC	Note - Other Charges - 10 Note -
Round Up: Local Grenada EC Dollar		Other Charges - 0.1

Round Up: Loca Guatemala	l Currency - 1	Other Charges - 0.1
Quetzal	GTQ l Currency - 1	Note 3 Other Charges - 0.1
Guinea Franc	GNF 1 Currency - 100	Note - Other Charges - 100
Guyana Dollar	GYD l Currency - 1	Note - Other Charges - 0.1
Gourde Round Up: Loca Honduras	HTG l Currency - 1	Note - Other Charges - 0.5
Lempira	HNL 1 Currency - 1	Note 1 Other Charges - 0.2
Rupiah Round Up: Loca Israel	IDR 1 Currency - 100	Note - Other Charges - 100
Shekel Round Up: Loca Jamaica	ILS 1 Currency - 1	Note 3 Other Charges - 1
Jamaican Dolla Round Up: Loca Kazakhstan	r JMD l Currency - 1	Note - Other Charges - 0.1
Kazakhstan Tenge Round Up: Loca Kenya	KZT l Currency - 1	Note - Other Charges - 0.1
Kenyan Shillin Round Up: Loca Kyrgyzstan	g KES 1 Currency - 5	Note - Other Charges - 5
Som	KGS l Currency - 1	Note - Other Charges1
Republic of		
Latvia	LAK 1 Currency - 10	Note - Other Charges - 10
Latvian Lats Round Up: Loca Lebanon	LVL 1 Currency - 1	Note - Other Charges - 0.1
Liberia	l Currency - 100	Note - Other Charges - 100
Liberian Dolla Round Up: Loca Lithuania	r LRD l Currency - 100	Note - Other Charges - 100
Lithuanian Lit Round Up: Loca Macedonia, The Former Yugosla	l Currency - 1	Note - Other Charges - 0.1
Republic of Dener	MKD l Currency - 1	Note 3 Other Charges - 1

Malagasy Franc MGF Note -Round Up: Local Currency -1000 Other Charges - 50 Malawi Kwacha MWK Round Up: Local Currency - 1 Other Charges - 0.1 Maldives Rufiyaa Round Up: Local Currency - 1 Other Charges - 1 Mexico Mexican Peso MXN Note -Round Up: Local Currency - 1 Other Charges - 1 Moldova, Republic of Moldovan Leu Note -MDI Round Up: Local Currency - 1 Other Charges - 0.1 Mongolia Tugřik Round Up: Local Currency - -Other Charges - -Montserrat EC Dollar XCD Note 3 Round Up: Local Currency - 1 Other Charges - 0.1 Nepal Nepalese Rupee NPR Round Up: Local Currency - 1 Other Charges - 1 Nicaragua Cordoba Oro NIO Note 1 Round Up: Local Currency - 1 Other Charges - 1 Nigeria Naira Round Up: Local Currency - 1 Other Charges - 0.1 Panama Balboa PAB Note · Round Up: Local Currency - 1 Other Charges - 0.1 Paraguay Guarani Round Up: Local Currency - 1000 Other Charges - 1000 Peru Nuevo Sol PES Round Up: Local Currency - 0.1 Note -Other Charges - 0.1 Philippines | Philippine Peso PHP Round Up: Local Currency - 1 Note -Other Charges - 1 Poland zloty Round Up: Local Currency - 1 Other Charges - 0.1 Romania Leu Note -Round Up: Local Currency - 1 Other Charges - 1 Russian Federation Belarussian Ruble Round Up: Local Currency - 100 Other Charges - 10 Rwanda Note -Rwanda France RWF Round Up: Local Currency - 10 Other Charges - 5 Saint Kitts

Carrier: Austrian Airlines AG - OS and Nevis EC Dollar XCD Note -Round Up: Local Currency - 1 Saint Lucia Other Charges - 0.1 EC Dollar Round Up: Local Currency - 1 Other Charges - 0.1 Saint Vincent and The Grenadines EC Dollar XCD Note -Round Up: Local Currency - 1 Other Charges - 0.1 Sao Tome and Principe Dobra STD Note -Other Charges - 10 Round Up: Local Currency - 10 Sierra Leone Leone Note -Round Up: Local Currency - 1 Other Charges - 0.1 Somalia Somali Shilling SOS Note -Round Up: Local Currency - 1 Other Charges - 1 Surinam Surinam Guilder Note -Round Up: Local Currency - 1 Tajikistan Other Charges - 1 Tasik Ruble TJR Round Up: Local Currency - 100 Note -Other Charges - 10 Tanzania, United Republic of Tanzanian Shilling | **T7S** Note -Round Up: Local Currency - 10 Other Charges - 10 Trinidad and Tobago Trinidad and Tobago Dollar Note -Round Up: Local Currency - 1 Other Charges - 0.1 Turkey Turkish Lina TRL Note -Round Up: Local Currency - 1000 Other Charges - 100 Turkmenistan Turkmenistan Manat TMM Note -Round Up: Local Currency - 1 Other Charges - 0.1 Uganda Uganda Shilling Round Up: Local Currency - 1 Other Charges - 1 Ukraine<sup>'</sup> Note -Other Charges - 0.1 UAH Hryvnia Round Up: Local Currency - 1 Uruguay Uruguayan Peso UYU Note -1,3Round Up: Local Currency - 100 Other Charges - 100 Uzbekistan Uzbekistan Sum UZS Note -Round Up: Local Currency - 100 Other Charges - 10

Tariff: OS1 - CTA No. 570 DOT No. 580

Venezuela

Bolivar Note -

Other Charges - 10 Round Up: Local Currency - 10

Viet Nam

VND Dong Note -

Round Up: Local Currency - 1 Other Charges - 1

Yemen,

Republic of Yemeni Rial YER Round\_Up: Local Currency - 1 Note -Other Charges - 1

Yugoslavia

New Dinar Note 4 Other Charges - 1

Round Up: Local Currency - 1

zaire

New Zaire ZRN Note -

Round Up: Local Currency - 1 Other Charges - 0.05 zambia

Kwacha ZMK Note -

Round Up: Local Currency - 1 Other Charges - 5

. Notes:

For documents issued in the local currency of this country, refunds shall only be made in this country and in the currency of this country.

No rounding is involved, all decimals beyond two shall be ignored.

Rounding of fares and other charges shall be to the nearest rounding unit.

Rounding shall be accomplished by dropping amounts of 50 paras and less and increasing amounts of more than 50 paras to the next higher New Dinar.

2.

3.

4.

#### Rule 200 Children's and Infants' Fares

Note: as used herein, "adult" shall mean someone at least

12 years of age.)

Accompanied children (infant(s)) under two years of age when accompanied by an adult passenger, children who are less than two years of age on the date of commencement of the outward journey and not occupying an individual seat will be assessed 10 percent of the applicable adult fare.

75 percent of the applicable adult fare for children under two years of age occupying individual seats or children in excess of one accompanying an adult passenger.

Accompanied children two years of age or over, but when accompanied by an adult passenger the fare for children who have reached their second birthday but have not reached their twelfth birthday on the date of commencement of their outward journey, will be 75 percent of the applicable adult fare.

(C) Unaccompanied children

Unaccompanied children under twelve
Years of age on the date of
commencement of their outward journey will be charged 75 percent of the applicable adult

Exception: Unaccompanied children under five years of age on the date of commencement of their outward journey will not be accepted for carriage via

- Other conditions for accompanied/unaccompanied children Unless otherwise specified in an applicable fare rule, children's and infants' discounts apply to any charge or surcharge and any cancellation or
  - (2)
  - refund fee.
    "Adult passenger" as used herein, shall mean a passenger 12 years of age and older.
    Age limits the age limits referred to in this rule shall be those in effect on the date of commencement of travel except: infants: due to safety regulations infants who will reach their second birthday during the journey will be required to have a booked seat for the remaining portions of the journey. for infants turning two years old during the journey the applicable child fare must be charged for the entire journey - even in case no separate seat is booked for the infant on the outbound portion. It is recommended to book an infant with seat for the entire journey.

children: for children turning twelve years old during the journey the applicable adult fare must be charged for the entire journey.

# Rule 201 Voluntary Reissues for Fully Flexible Fares

This rule is governed by IPR-2 General Rule 201 (Paper) and OS IPRG Rule FF00 (Electronic)

Voluntary changes

For change requests made before departure of the A)

journey: 1) All changes must be made Within the ticket validity.

If an OS domestic fare component is in combination with an OS international fare 2) component, the international provisions will apply.

No charge will apply to any change.

3) 4)

If a refund is due to the passenger, it will be returned to the original form of payment. The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any 5) endorsement of the new fare

6) The ticket must be re-priced per one of the

following options:

- Re-price using OS fares are in effect at the time the ticket is presented for re-issue provided the advance reservations requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit if the outbound fare component of the ticketed pricing unit has been changed. If other than the outbound fare component of the ticketed pricing unit has been changed more than the outbound fare component of the ticketed pricing unit has been changed, measure from the original ticket issue date to
- the departure of the pricing unit.
  Use OS fares that were in effect at the b) time the ticket was issued provided;

No change is made to stopover/connection fare break

The replacement fare is the same ii) fare class code governed by the same tariff and rule as the previously ticketed fare.

iii) The advance reservation requirements of the new fare are met by measuring from the original ticket issue date to the departure of the pricing unit.

b) For change requests made after departure of the

journey: 1) All changes must be made within the ticket validity.

> If an OS domestic fare component is in combination with an OS international fare component, the international provisions will apply

3) 4)

- No charge will apply to any change.

  If a refund is due to the passenger, it will be returned to the original form of payment. The endorsement box of the new ticket must include the higher non-refundable amount of 5) the previous and new ticket and any

endorsement of the new fare. The ticket must be re-priced per one of the 6)

following options:
a) Use OS fares that were in effect at the time the ticket was issued provided-i) When no international coupons

remain all new travel must be domestic.

- Fully flown fare components are not ii) extended to further points. The advance reservation
- iii) requirements of the new fare are met by measuring from the original ticket issue date to the departure
- of the pricing unit. Use OS fares that were in effect at the b)
  - time the ticket was issued provided-i) when no international coupons remain all new travel must be
  - domestic. Fully flown fare components are not ii) extended to further points.
  - No change is made to stopover/connection/fare break iii) points.
  - The replacement fare is the same iv) fare class code governed by the same tariff and rule as the
  - previously ticketed fare. The advance reservation requirements of the new fare are V) met by measuring from the original ticket issue date to the departure of the pricing unit.

Rule 202 Voluntary Reissues for Restricted Fares

This rule is governed by IPR-2 General Rule 202 (Paper) and OS IPRG Rule NNNN (Electronic) Voluntary changes Changes are not permitted.

# Rule 203 Voluntary Reissues for Partially Restricted Fares

This rule governed by IPR-2 General Rule 203 (Paper) OS IPRG Rule E035/E050/E075//E100/E150/S250/U050/U100/U150/I300 (Electronic)

Voluntary changes

For change requests made before departure of the journey and before departure of the original scheduled flight: 1)

All changes must be made Within the tickets

validity.

If an OS domestic fare component is in combination with an OS international fare component, the international provisions will apply.

c) A charge as outlined in paragraph (b) below, will apply to any change. category 19 discounts apply to this charge. for infants without a seat, no charge shall apply. If more than one fare component exist on the ticket, the fee for each changed fare category 19

- d) component Within the journey will be assessed.
- If a refund is due to the passenger, it will be returned to the original form of payment. The endorsement box of the new ticket must e)
- f) include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.
  The ticket must be re-priced per one of the

g)

following options:

- i) Re-price using OS fares that are in effect at the time the ticket is presented for re-issue provided the advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit if the outbound fare component of the ticketed pricing unit has been changed. if other than the outbound fare component of the ticketed pricing unit has been changed, measure from the original ticket issue date to the departure of the pricing unit.
- ii) Use OS fares that were in effect at the time the ticket was issued provided;
  - No change is made to stopover/connection fare break a) points.
  - No change is made to the 1st flight coupon of the ticket. The replacement fare is governed by b)
  - c) the same tariff and rule as the previously ticketed fare.

> The advance reservation requirements of the new fare are met by measuring from the original ticket issue date to the departure of the pricing unit.

- For change requests made after departure of the journey and before departure of the originally scheduled flight:
  - All changes must be made Within the ticket validity.
- If an OS domestic fare component is in combination with an OS international fare component, the international fare component b)

may override certain reissue provisions of the domestic fare component.

A charge, as outlined in the charge below, will apply to any change. category 19 discounts apply to this charge. for infants without a seat, no charge shall apply.

If more than one fare component exists on the ticket the fee for each changed fare c)

- d) ticket, the fee for each changed fare component within the journey will be assessed.
- If a refund is due to the passenger, it will be returned to the original form of payment. The endorsement box of the new ticket must e)
- f) include the higher non-refundable amount of the previous and new ticket and any endorsement of the new fare.
  The ticket must be re-priced per one of the
- q) following options:
  - Use OS fares that are in effect at the
    - time the ticket was issued provided;
      a) When no international coupons remain all new travel must be
    - domestic.
      Fully flown fare components are not b) extended to further points.
    - The advance reservation requirements of the new fare are c) met by measuring from the original ticket issue date to the departure of the pricing unit.
  - Use OS fares that were in effect at the time the ticket was issued provided;
    a) When no international coupons ii)
    - remain all new travel must be
    - domestic.
      Fully flown fare components are not b)
    - extended to further points. No change is made to stopover/connection/fare break points.
    - No change is made the 1st flight coupon of the ticket. d)
    - e) The replacement fare is the same fare class code governed by the

same tariff and rule as the previously ticketed fare.

f) The advance reservation requirements of the new fare are met by measuring from the original ticket issue date to the departure of the pricing unit.

Changes are not permitted in the event of a no show.

ntary changes chart

- 4)
- Voluntary changes chart
  Assess the change and refund fees based on the electronic rule number below
  CHANGE B)

	CHANGE	
Rule	Fee	Currency
E035	35.00	EUR
E050	50.00	EUR
E075	75.00	EUR
E100	100.00	EUR
E150	150.00	EUR
S250	250.00	CHF
U050	50.00	USD
U100	100.00	USD
U150	150.00	USD
I300	3000.	INR

### Rule 205 Free 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;

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. 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.

Application for fare reductions: in order to obtain the above fare reductions, application must be made in writing by the general agent or a senior official of the general agency to the carrier which is to furnish the transportation.
transportation will not be issued until approval
has been given by an authorized official of the
carrier which is furnishing the transportation.
Passenger sales agents located outside the United

(R) 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:

Reduced fare transportation at twenty-five (a) (25) percent of the applicable fare;

Not more than two trips per calendar year per Authorized agency office location; (b)

The outward portion of travel must be Commenced during the calendar year in which (c)

> The ticket is issued, and all travel must be Completed Within three (3) months from date Of issuance;

Owners, officers, directors or employees of The passenger sales agency may pool the total Number of tickets which carrier will grant (d) Pursuant to subparagraphs (a) and (b) above

(2)

within each country.

Spouses: the spouse of a person eligible under paragraph (b)(1) will be allowed:

(a) Reduced fare transportation at 50 percent of the applicable fare;

Not more than one trip per calendar year for each spouse via each carrier; (b)

The spouse must accompany the eligible person (c)on the same aircraft to the point of turnaround.

(3) Eligibility:

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. The reduced fare transportation will be

granted whether or not there is a standard IATA sales agency agreement between each carrier participating in the transportation and the agent; provided that a standard IATA sales agency agreement exists between the

carrier issuing the ticket and the agent.

(4) Application for transportation: in order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the passenger sales agency. such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.

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 (C)

over the lines of such carriers on the following basis:

(a) Reduced fare transportation at twenty-five(25) percent of the applicable fare;

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 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;

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;

- 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.
- Spouses: the spouse of a person eligible under paragraph (1) above will be allowed:
  (a) Reduced fare transportation at 50 percent of (2)

  - the applicable fare; Not more than one trip per calendar year for each spouse via each carrier;
  - The spouse must accompany the eligible person on the same aircraft to the point of turnaround.
- Eligibility: (3)

Exception:

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.

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.

- 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
  - 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 outside the United States
  (1) Application sole proprietors, partners, officers, directors and employees of an authorized cargo sales agency of the carrier will be allowed international transportation over the lines of each such carrier on the following basis:
  - (a) Reduced fare transportation at 25 percent of the applicable fare. not more than two (2) tickets per calendar year for each agent registered for a specific country; provided that a maximum of forty (40) additional tickets may be issued per calendar year for each registered agent for a specific country as follows: two tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average for the specific country in which the agent is registered.
  - (b) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within 3 months from date of issuance.
  - (c) Sole proprietors, partners, officers, directors and employees of the cargo sales agency may pool the total number of tickets which carrier will grant pursuant to subparagraph (a) and (b) above Within each country.
  - (2) Eligibility
    - (a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved list of agents.
    - 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.
- More than one ticket per year.

  (iii) the transportation shall not be charged against the agency's annual allotment noted under (d)(1)(b) 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 in order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the cargo sales agency. such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation, and dates of travel.
- 4) Additional free and reduced fare transportation
  (a) Attendance at official IATA/FIATA meetings reduced fare international transportation at 25 percent of the applicable fare to and from the point where the meeting is being held will be provided by carrier to the person who represents FIATA in an official capacity at such meeting. this reduced fare transportation will be in addition to that provided in (1) above. in order to obtain the transportation, application shall be made in writing to the carrier. the agent shall attach to the application a certification by the director of the air freight institute of FIATA that the person is attending such meeting as an official representative of FIATA, showing the date, place and purpose of such meeting.
  - (b) Training courses for cargo agents carriers may individually or jointly provide programmed cargo training courses for instructions of employees or their cargo agents:
    - Transportation: carrier(s) providing the training will grant free transportation to the individual(s) to be trained on its own services between the individual's domicile and the training location. If the organizing carrier cannot provide the transportation within the time limits specified below, he may reroute the passenger on the services of another carrier, or if no air services are available, by surface transportation.

the organizing carrier may absorb the surface and/or off-line air transportation provided it does not exceed the value of the normal economy class fare, and provided further that where air transportation over the services of another carrier is used, such carrier may absorb the cost of such transportation.

(2) Arrival and departure: the employee to be trained must reach the airport of the specified training location not more than 24 hours prior to the commencement of a full time training course, except that if the employee's journey exceeds 4,000 miles he must reach the specified training location airport not more than 48 hours prior to commencement of the course. The return journey must commence Within 24 hours after completion of the course.

(3) Stopovers: stopovers are permitted only on the return journey provided the agent pays 25 percent of the applicable fare for the portion of transportation from the first stopover point to the last point of departure of the outward journey.

(4) All cargo carriers: the organizing carrier may grant to an active all cargo carrier the same free transportation specified in (b)(1) above for the purpose of providing instructions to such all cargo carrier's agents.

Size of group eligibility of trainees:

(i) the instruction must be a full-time training course for a minimum of eight trainees. the employees to be trained must have been employed by an IATA and/or carrier appointed cargo agent for not less than three consecutive months prior to date of commencement of travel and, further, the agent with whom they are employed must have been an IATA and/or carrier appointed cargo

(ii) If at any time prior to commencement of travel there is a change affecting the eligibility of the IATA and/or carrier appointed cargo agent or person selected for travel (i.e., The agent comes under notice of default or the person selected leaves the employ of the agent), the agent shall immediately so notify the issuing carrier to whom it shall also immediately

return the ticket; provided that the carrier shall be responsible for cancelling the free or reduced fare transportation only if it knows or reasonably should have known of the changed eligibility. Notwithstanding subparagraph (i)

- (iii) above, in the event that pursuant to subparagraph (ii) above a group organized in accordance with this rule is reduced to less than eight persons, the remaining members of the group shall be permitted to travěl.
- Duration daily instructions: The duration of the training course (6) shall be not less than three nor more than five consecutive days on each of which there shall be not less than six hours of instruction per day. this minclude instruction conducted at the this mav carrier's cargo terminal facilities at the specified training location.
- Program names of trainees: A copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees' employers shall be retained by the organizing carrier for 12 months subsequent to the date of commencement of the course
- Absorption of expenses: carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:
  - At the point of instructions: hotel and meal expenses, local taxes, ground transportation between the destination airport and the hotel and between the hotel and the specified training location, also, between the specified training location/hotel/cargo terminal facilities, and entertainment.
  - En route: hotel and meal expenses. ground transportation, airport service charges and transit taxes.
- Special one-day courses: carriers may also establish special one-day courses which shall be subject to the above provisions except that:

  (i) There shall be not less than four
  - hours of instructions; and That the absorption of expenses
  - (ii) shall be limited to the day of

> instructions; provided that where the arrival/departure does not permit the use of the carriers' own services on the same day, expenses may also be absorbed for one night.

(E) Cargo sales agents located in the United States (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:

the following basis:

(a) Not more than two trips per calendar year for each registered agent; provided that a maximum of forty (40 additional tickets may be issued per calendar year for each registered agent as follows: six (6) tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average.

- (b) The outward portion of travel must be commenced during the calendar year in which the ticket is issued and all travel must be completed within three months from date of issuance:
- (c) Sole proprietors, partners, officers, directors and sales/traffic management employees of the cargo sales agency may pool the total number of tickets which carrier(s) 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;
  - (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 character.
    - (iii) The transportation shall not be charged against the agency's annual allotment noted under (1)(a) above.
- (3) Application for transportation
  (a) The secretary of traffic conference 1 shall furnish each cargo sales agent with two educational and market development trip authorizations for each approved location.

(b) In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the cargo sales agency. such application, together with an educational and market development trip authorization, must be received by the carrier at least 14 days prior to commencement of travel.

#### Rule 500 Passengers On Stretchers

Passengers traveling on a stretcher will be accepted for transportation subject to rule 25 (refusal to transport) herein, provided advance arrangements are made and space and appropriate equipment for mounting Within the aircraft are available; and subject to the conditions and charges indicated provided that:

(A) The cost of ambulances, hospitalization and other ground expenses will be borne by the passenger

ground expenses will be borne by the passenger occupying the stretcher.

(B) Except as otherwise provided, the normal free baggage allowance will apply to each fare paid.

(C) Carrier will carry an incapacitated passenger on a stretcher provided such passenger is accompanied by at least one able-bodied attendant (at least 18 years of age) who shall care for the stretcher passenger during the trip. the one-way charge for the stretcher will be four adult normal economy one-way fares. The stretcher passenger and the compulsory accompanying attendant will be charged the applicable economy class fare subject to all fare restrictions. Where interline travel is involved, the fare must be broken at the point of interchange and the applicable fare for each carrier's sectors shall be applied.

# Rule 550 Passengers Occupying Two Seats

Individual passengers may require adjacent, unoccupied, extra seats for reasons of comfort. such extra seat, if available, must be reserved and paid for prior to commencement of travel.

The charge for the extra seat on a totally online journey, where the extra seat is required throughout, will be the same fare as paid by the passenger for the original seat. on other journeys, the local one-way sector fare for the class of service used will be charged.

Applicable one-way thoroughfares may be used to compute extra-seat charges for continuous online portions; however, using thoroughfares to construct such charges on interlined journeys will require acceptance by the interline carrier(s).

Rule 600 Attendant Accompanying Air Cargo Shipments

Subject to advance arrangements, carrier will transport attendants and their personal baggage on all cargo aircraft or in the cargo compartment of a mixed cargo-passenger aircraft for the purpose of accompanying consignments when necessary for the protection of the consignment, other cargo, the aircraft or its crew. Such transportation of attendants will be assessed the fares applicable to such transportation and will be subject to the rules and other provisions governing such fares.

### Rule 700 Discover Europe Pass

- (A) Application
  The discover Europe pass allows travel Within IATA Europe in economy class on the services of OS/NG/VO only. the discover Europe pass must be purchased in conjunction with intercontinental RT/CT/OJ revenue TICKET TO EUROPE ON OS/NG/LH/AC/RG/SK/UA/TG/AN/NZ/SQ/NH/BD flights only. one intercontinental return ticket qualifies for one discover Europe Airpass and a minimum of 3 coupons is mandatory for the Airpass the Airpass.
  - Intercontinental sector may be flown on OS/NG/LH/ AC/RG/SK/UA/TG/AN/NZ/SQ/NH/BD services. In this case the Airpass can start anywhere in Europe.
  - Except when travel originates/terminates in U.S./ U.S. territories: transatlantic travel may also be on the services of any U.S. carrier. In this case it has to be on nonstop/direct services to/from Austria and the discover Europe Airpass must commence and terminate in Austria.
  - (3) Within Europe travel must be on OS/NG/VO operated flights with OS/NG/VO flight numbers only.
  - Free baggage allowance for Airpasses issued in connection with intercontinental tickets is weight concept 20kg. except: journeys originating/terminating in U.S.A. /U.S. Territories/Canada/Mexico/South America = apply piece concept for the Airpass.
- (B) Eligibility Applies only for residents of countries outside IATA Europe/Israel.
- Values in USD to be applied per coupon. Up to a total maximum of 10 coupons per Airpass.

First three coupons: USD 349 Maximum of additional coupons: 7
Fare per each additional coupon: USD 99

(D) Constructions/combinations

Constructions: Not permitted with add-ons.
Combinations: Only combinable with intercontinental fares to Europe. a separate ticket has to be issued for the discover Europe fare.

- Periods of application These fares are valid all year.
- (F) Length Of Stay Minimum stay: none.

Maximum stay: 3 months.

(G) Stopovers Minimum 2 stopovers required. Limited to one in each city. Stopover means minimum 24 hours.

Children/infant fares

Children:

67 percent 10 percent for infants not occupying Infants:

a seat.

Not applicable for unaccompanied minors.

(I) Advertising and sale Limited to countries outside Europe/Israel. PTA transactions are not permitted.

(J) Reservations First sector must be booked at the time of ticketing. All other sectors may be left open. waitlist booking not permitted. Once booked, rerouting or rebooking fee applies when changes needed.

Fare basis code = .EUROX (X total number of coupons).

Booking class for OS/NG/VO: B

Booking class when travel is between the U.S./U.S. territories and Austria on other U.S. carriers for the European sectors:

- (K) Payment Full payment must be completed prior to commencement of Intercontinental travel.
- (L) Ticketing Ticketing must be completed prior to commencement of Intercontinental travel. The discover Europe ticket Endorsement box\_must show the ticket number of the Intercontinental connecting ticket and the serial number Of the passport or residence permit.
- (M) Routing/rerouting Applicable in conjunction with intercontinental RT/CT/OJ revenue ticket on OS/NG/LH/AC/RG/SK/UA/TG/AN/NZ/SQ/NH/BD operated flights to Europe only. Within Europe, travel may be on OS/NG/VO operated flights with OS/NG/VO flight numbers only.
- (N) Transfer Not permitted. Each flight number utilizes on coupon. Individual sectors may not be travelled more than once in Each direction.
- (O) Refund for cancellation/no show Before departure: full refund less USD 50. After departure: no refund.

- (P) Rebooking and rerouting Permitted at a charge of USD 50 per transaction.
- (Q) agent discounts Not permitted.
- (R) Tour conductor discounts Not permitted
- (S) Passenger expenses en route May not be absorbed by carrier.
- (T) Documentation At time of ticketing and check-in the passenger must hold a Ticket covering RT/CT/OJ intercontinental travel as per Paragraph 1 application. The passenger shall present proof of residence.

Rule 800 Business Class Option Fare Upgrade between the U.S.A. and Israel

(A) Application

(1) Applicable area these fares apply for Travel Between Atlanta/Chicago/New York/Washington and Israel and/or via points in Europe to/from Israel.

(2) Class of service
These fares apply on business class service.

(3) Eligibility
These fares are available to passengers holding one way special economy or roundtrip adult/youth/student/senior citizen fare tickets. the upgrade may be purchased one way even on round trip tickets. Passengers are eligible to purchase a business class option to upgrade the fare to business class as per the requirements below.

(B) Period of validity
These fares apply all year.

(C) Fares

(1) Applicable to roundtrip promotional fares to/from the U.S.A.:

Between And Direction OW RT ATL/CHI TLV EB/WB USD 549 USD 1098 NYC/WAS

(2) Applicable to one way special economy fares to/from the U.S.A.:

Between And Direction OW ATL/CHI/NYC/WAS TLV EB/WB USD 599

(3) Applicable to one way special economy and roundtrip excursion fares for Travel Between Austria and Israel:

From To Direction Per OS/LY Sector VIE/SZG TLV EB/WB ATS 1370 TLV VIE/SZG WB/EB USD 149

(4) Applicable for Travel Between Israel and points in Europe other than vie for the adjoining European sector provided that sector is adjoining vie on the same ticket, is booked on OS and is also upgraded to business class:

Between And Direction Per adjoining OS
Sector
Europe TLV EB/WB USD 50

Europe TLV

o) length of stay

all conditions of purchased fare apply.

(E) Stopovers All conditions of purchased fare apply. Note: When stopovers are taken, surcharges can only

when stopovers are taken, surtharges can of

- be used for segments covered in (c) fares above.
  Children's and infants' fares
  Rule 200 (children's and infants' fares) is not applicable.
- Reservations/ticketing
  (1) All conditions of purchased fare apply.
  (2) At time of ticket issuance enter surcharge amount as fare differential in fare construction box using code "d" for differential.

  (3) Otherwise issue MCO for the upgrade to business
  - class indicating the surcharge amount, enter upgraded sectors and passenger ticket number. attach revalidation stickers indicating c class to flight coupons concerned.
  - (4) Reservations booking code:
- (H) Capacity limitations The number of seats which OS shall make available on any given flight at these fares will be determined by the carrier's best judgement.
- (I) Routing/rerouting All travel at these fares must be via OS except where indicated in (c) above. All other conditions concerning routing/rerouting or transfer restrictions will be governed by the rules of the purchased fare.

  (J) Cancellation/refunds
- Normal provisions apply. In the event a passenger holding a business class option ticket is not carried in the business class section of the aircraft, the
- amount paid for the upgrade will be refunded.

  (0) Rules and discounts

  (1) The following rules are not applicable:
  205 (Free and reduced rate transportation for agents)
  - No discounts IE. Youth/student/senior citizen apply to upgrade amounts indicated in (c) above.

## Rule 842 OS's Bereavement Travel Policy Between Canada and Areas 2/3

Applicable for travel on the services of OS except flights originating from Japan. Interline travel is not permitted.

Carrier and class of service applicable only on the services of OS except flights originating from Japan. Applies in economy class.

Application

- Bereavement travel fares are applicable for travel between Canada and area 2/3 (exception: from Japan) when travel is due to the death or imminent death of an immediate family member defined as: spouse, child, parent, grand parent, in-law, brother, sister, aunt, uncle, niece, nephew. imminent death includes: patients in intensive care, heart attack, final stages of cancer, serious accident, patient in life-threatening condition, hospitalization or admission to a hospice.
- (2) Applicable on OS flights (except flights originating in Japan).
- In case passenger has already travelled, application for refund must be filed within 90 days of travel.
- Policy does not apply when travel is due to illness which is not immediately life-threatening (4) or for the purpose of settling an estate.

  Fares - calculate fares as follows:

  (1) 25 percent of roundtrip y or roundtrip yow fare.
- - (2) Fare basis code: mitsp9
- (D) Minimum stay/maximum stay none.
  - minimum stay: (1)(2) maximum stay: 30 days.
- (E) Reservations
  - Travel must be round trip. Flights must be booked (1)in M class.
  - (2) Travel must originate Within 7 days of reservations.
  - A copy of the death certificate or a letter from (3) treating physician on official letterhead which clearly defines the situation as one of imminent death is required prior to departure or a refund will be available on a deferred basis.
  - Travel agents must contact OS directly for (4) authorization.
  - Open return not permitted.
  - (6) Stopovers not permitted.
- (F) Ticketing

  - Ticketing on OS ticket stock (257). When a ticket involves travel on an airline other than OS separate tickets with independent fare construction must be issued.

  - Prepaid tickets permitted.
    Tickets by mail not permitted.
    Endorsement ticket must be endorsed:

> "bereavement travel valid on OS only - non endorsable.

- Travel agents must obtain an authorization number (6) from OS and OS authorization number must be entered in tour code box and in endorsement box of the ticket.
- Combinations (G)
  - Single, double open jaws/multi-component circle trips are not permitted.

Refund guidelines - apply when ticket is issued prior to request for bereavement fare/ticket or deferred refund within 90 days of travel:

- Refund guidelines Fare application guidelines the following refunds may be offered upon ticketing provided all necessary documents as specified in
  - Between Canada to Europe/Israel/Middle East and area 3 will be 75 percent of the round trip
  - economy y or yow fare.
    The refund amount will be determine by OS upon receipt of all mandatory documents and provided all conditions of eligibility are met. Austrian Airlines reserves the right to require any other evidentiary proof apart from this signed declaration. If payment of ticket was made by credit card, any refund due will be processed to credit card, any refund due will be processed to that credit card.
- Special conditions
  - Cancellation permitted without penalty before departure. After departure ticket is (1)non-refundable.
  - Refund will only apply if bereavement travel fare was not used prior to departure and passenger paid full applicable fare. No refund due if bereavement fare is higher than
  - fare purchased.
  - In the case of deferred refund and Within 90 days of travel, passenger must submit:
    - A letter from treating physician on official letterhead which clearly defines the situation as one of imminent death of the immediate family member or in the case of death a copy of the death certificate or funeral directors statement. prescription pads).
    - Original passenger coupons of tickets. All boarding passes for entire journey.
- (c)
- Discounts
  - 91) No other discounts apply.

### Rule 1100 Senior Citizen Discount Fares from the U.S.A. to Europe

Application

These discounts apply for travel from points in the U.S.A. to points in Europe.

These fares apply on first, business and economy

class service.

Fares (B)

Passengers ticketed at fares governed by this rule receive a 10 percent fare discount from the OS (1)fares published in this tariff, unless the rule prohibits the discount.

(2) The discount applies to any applicable surcharge/

stopover charges.

(C) Eligibility

- The provisions of this rule apply to senior citizen passengers who are at least 62 years of
- age and to a companion passenger of any age who is accompanied by the senior citizen passenger.

  The senior citizen passenger must show proof of age in a form acceptable to OS at the time of ticketing and may also be required to show similar proof of age at boarding time.
  (D) Reservations and ticketing

Tickets must be annotated with specific ticket designators for both senior citizen and companion. the designator will be the appropriate fare basis codes for the fare used followed by "cd10" suffix for the senior citizen passenger and "cd10c" suffix for the companion passenger. Both senior citizen and senior citizen companion

tickets must be issued at the same time and both

tickets must be cross referenced.

(3) Passengers must adhere to all conditions/provisions of the appropriate governing rule of the fare on which they are travelling. both passengers must be travelling at the same fare/fare class.

the ticket for the senior citizen shall show the date of birth in the "endorsement box".

Routing

All travel must be via OS/VO/NG scheduled services only.

(F) Discounts not applicable These discounts will not be cumulative with discounts in rules 200/205/210 or with any other discounts.

(h) Special conditions

- A senior citizen companion passenger may receive a 10 percent fare discount only if accompanied by a senior citizen passenger receiving the same 10 percent fare discount for the entire trip.
- Only one senior citizen companion is permitted per trip. However, a different companion may be selected for each trip.
- Cancellations and refunds

In the case of cancellation the senior citizen ticket and the companion ticket must be submitted for refund at the same time. cancellation penalties and refunds will be according to the governing fare rule.

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