

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

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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.

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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

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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

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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

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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.

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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 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

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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.

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Via used in conjunction with carrier two-letter abbreviation(s), means "applicable to" the carrier(s) specified when carriage is performed by such carrier(s).

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Rule 2 Standard Format of Electronic Rules

Rule Title/Application (Category 50)

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

Eligibility (Category 1)

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. It 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

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- must be booked in advance for the entire journey.
- (2) 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 travel may commence from the last international stopover point (including for this purpose, the point of turnaround).
- (2) 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

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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.
- (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 for the tour conductors travelling at the calculated or specified fare. If this category is not present, the fare is not discountable for tour conductors.

Agent Discounts (Category 21)

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

All Other Discounts (Category 22)

This category is used to provide the specific fare amounts or the information for calculating discount fares for all

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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.

(2) 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) 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,
- (ii) Solicitation shall be effected only by officials of the organization or members of the travel group,
- (iii) "Public solicitation" shall be deemed to 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:

- (a) The voluntary contributions are not solicited nor obtained solely from the passengers to be carried;
- (b) Participation in the travel group is not limited to those actually contributing;
- (c) The minimum amount of each person's contribution has not been prescribed by the purchaser; and
- (d) Each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that he be included in the travel group.

(4) Incentive groups

the travel group 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 under an established incentive travel program which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:

- (a) 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;
- (b) 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 officiating in the incentive travel program;
- (c) Each member of the incentive group is a member of the organization at the time of application for the group fare.

(5) Documentation

(a) 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.

- (b) Affinity/incentive/non-affinity/own use group requirements
 - (i) 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 the group).

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

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- 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 its 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.
- (3) Tour literature (inclusive tours only)
Tour literature must include:
- (a) 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 its 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 its 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.
- (4) 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. If 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

- (1) 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 participating carriers in this tariff.
- (2) Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in rule 55 (liability of 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 tariff modifies or waives any provision of the Warsaw convention.
- (3) This tariff shall apply to carriage of passengers and baggage including all services incidental thereto performed by carrier under local and joint rates and charges of carrier contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage.
- (4) Fares and charges or monetary amounts shown in dollars or cents are stated in terms of U.S. currency except where fares and charges or monetary amounts are specifically stated as being published in other currency.
- (5) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.
- (6) The rates, fares, charges, classification, rules, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty, convention or agreement entered into between that country, in accordance with the provisions of the applicable treaty, convention or agreement.
- (7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries, contained in the on-line tariff

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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 applicable laws, government regulations, orders and requirements, carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.
- (D) When rules or provisions in this tariff or tariffs governed hereby provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges, will be determined in accordance with the percentage conversion instruction as published in this tariff.
- (E) 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 or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.
Exception 1: (Applicable only to tickets issued in the U.S.A. and sales made in the U.S.A. for local and joint transportation originating in the U.S.A.) no increase will be collected in cases where the ticket has been issued:
 - (a) Prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare or a cancellation of the fare itself, or
 - (b) After the effective date of a tariff containing an increase in the applicable fare, but in exchange for an MCO issued for the full amount prior to such effective date, for 10 or more passengers booked as a group

and travelling on any fare type;
provided:

- (i) The originating flight coupons of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (as determined by the validation on the ticket);
- (ii) 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.

Exception 2: (Applicable only for groups of 20 or more passengers originating in the U.S.A. whereas MCO'S are issued in the U.S.A.,

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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 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 schedule:

FOR TRAVEL COMMENCING	DEPOSIT USD/ ROUNDRIP
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 1 June - 30 September	125.00

**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 of the MCO deposit.
- (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

- (A) 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.
 - (3) Passengers eligible for business class seating will be afforded the use of business class lounges where such facilities exist.
 - (4) Passengers seated in the business class section 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).
- (B) 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).
- (C) 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).

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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. This lounge will be operated by Icelandair.
- (B) The service and facilities provided at the Austrian Airlines lounge
 - (1) Self-service bar with free alcoholic and non-alcoholic beverages and cocktail snacks.
 - (2) A limited number of U.S. and foreign newspapers and magazines.
 - (3) TV set and telephone service.
- (C) The conditions for admission to the lounge
 - (1) A first class or business class ticket for an Austrian Airlines North Atlantic flight.
 - (2) Honorary card holders, awarded to passengers who are frequent OS travelers.
 - (3) 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.
- (D) 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.

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Rule 15 Electronic Surveillance of Passengers and Baggage

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

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Rule 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.
 - (2) Non-ambulatory - a person who is not able to move within the aircraft unassisted.
 - (3) Self-reliant - a person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on board attention beyond that afforded to the general public. Except that assistance in boarding and deplaning may be required.
 - (4) Non-self-reliant - a person who is incapable of self-care during a flight.
 - (5) Determination of self-reliance
the carrier will accept the disabled person's determination as to self-reliance.
 - (6) Assistant (personal attendant) - an able-bodied person physically capable of assisting a disabled passenger to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required.
 - (7) wheelchair-bound athlete - a non-ambulatory person with upper body and arm development such as to make him/her physically capable of egressing an aircraft in an emergency with minimal assistance, and who is a member of a bona-fide sports organization.
 - (8) Random seating - the assignment of any passenger seat on the main deck of an aircraft except a seat in a row of seats at an emergency exit.
 - (9) Planned seating - the assignment of passenger seats at or near the end of an evacuation line to an exit which, in general, will be floor level exit.
- (B) Acceptance of disabled passenger
- (1) The carrier will accept the disabled person's determination as to self-reliance.
 - (2) Carrier will refuse to transport or will remove at any point, any passenger whose mental or physical condition is such as to render him 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
 - (b) with the care of such attendant, he will not require unreasonable attention or assistance from employees of the carrier.
 - (3) The number of disabled passengers are only

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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.

- (4) Not used
- (5) Not used
- (6) 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 service animal will be permitted to accompany such a passenger into the cabin, but will not be permitted to occupy a seat.

(C) Seating restrictions

- (1) Not used
- (2) not used
- (3) 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

- (1) Not used
- (2) 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.

(E) Not used

(F) Mobility aids

- (1) 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.
- (2) 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	limit
Airbus a-320, A-321, A-330, A-340	3
MD 80	2

(G) Not used

(H) Refusal to transport

carrier is not liable for its refusal to transport any

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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:
 - (i) Require special assistance of carrier; or
 - (ii) Cause discomfort or make himself objectionable to other passengers; or
 - (iii) involve any hazard or risk to himself or to other persons or to property;
 - (d) when the passenger refuses on request to produce positive identification.
Note: Carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft.
 - (e) when the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.
 - (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):
- 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

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
- (1) 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:
 - (a) They are accompanied to the airport at the time of departure by a parent, guardian or responsible adult who shall remain with the child until enplaned and evidence is presented by such parent, guardian or responsible adult that the child will be met at the airport of stopover or destination by another parent, guardian or responsible adult upon deplaning;
 - (b) The flight on which space is held is not expected to terminate short of or by-pass the destination due to weather conditions.
 - (c) (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.
 - (2) Children under five (5) years of age will not be accepted for unaccompanied transport.
 - (3) For transportation commencing in the U.S.A.: there will be an unaccompanied minor service charge of USD 45.00 per one-way journey or USD 90.00 for a round-trip journey. This charge will be collected by means of a miscellaneous charge order (MCO) made payable to OS.
 - (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

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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.

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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:

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	Z000/Z160/PA -	310	

† Effective January 14, 2020 pursuant to Special Permission no. 57700

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	except CA (via IL)	Area 2			
CA	Z000/Z160/PA except CA (via Area 2)	Z000/Z160/PA - Area 2	290		
Z002	GB	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/ PA-Z210	225	G/E/N/R	
Z002	DZ/MA	Z000/Z160/ PA-Z210	245	G/E/N/R	
Z002	Z210	Z000/Z160/ PA-Z210	335	G/E/N/R	
Journey LOC1	Journey LOC2	Sector LOC1- LOC2	YQ Amount CAD	RBD/FBC	
Z002	GB	Z000/Z160/PA - Z210	220	A11 Eco	
Z002	IE	Z000/Z160/PA - Z210	260	A11 Eco	
Z002	DZ/MA	Z000/Z160/PA - Z210	225	A11 Eco	
Z002	IS	Z000/Z160/PA - Z210	205	A11 Eco	
Z002	PT	Z000/Z160/PA - Z210	265	A11 Eco	
Z002	Z210	Z000/Z160/PA- Z210	285	A11 ECO	
Z002	Z210	Z210 - Z210	0	A11 RBD'S AC/LH/LX/ OS/SN/UA	
Z002	IN	Z000 - Z000	0	A11 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/ KZ/XU/Z210	630	J/C/D/Z/P/I	
Z002	IN	Z000/Z160/PA - Z210/Z330	372	G/E/N/R	
Z002	IN	Z000/Z160/PA- Z210/Z330	322	A11 ECO	
Z002	AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/	Z210 - Z210	0	A11 RBD'S AC/LH/LX/	

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2002	KZ/XU AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/ KZ/XU	Z210-AF/BD/IN/ LK/MV/PK/TJ/TM/ UZ/KG/KZ/XU	0	OS/SN/UA All RBD'S AC/LH/LX/ OS/SN/UA
2002	IL	Z000/Z160/ PA - Area 2	460	J/C/D/Z/P/ I
2002	AE	Z000/Z160/ PA - Area 2	600	J/C/D/Z/P/ I
2002	LB	Z000/Z160/PA - Area 2	500	J/C/D/Z/ P/I
2002	Z220	Z000/Z160/PA - Area 2	630	J/C/D/Z/ P/I
2002	Z230	Z000/Z160/PA - Area 2	630	J/C/D/Z/ P/I
2002	Z230	Z000/Z160/PA - Area 02	340	G/E/N/R
2002	Area 2	Z000/Z160/PA - Z210	630	J/C/D/Z/ P/I
2002	IL	Z000/Z160/PA - Area 2	340	G/E/N/R
2002	LB	Z000/Z160/PA - Z210	290	G/E/N/R
2002	Z220	Z000/Z160/PA - Area 2	340	G/E/N/R
2002	IL	Z000/Z160/PA - Area 2	310	All ECO
2002	LB	Z000/Z160/PA - ZONE 210	250	All ECO
2002	Z220	Z000/Z160/PA - Area 2	290	All ECO
2002	Z220	Z210 - Z210	0	All RBD'S AC/LH/LX/ OS/SN/UA
2002	Z220	Z210 - Z220	0	All RBD'S AC/LH/LX/ OS/SN/UA
2002	Z230	Z000/Z160/PA -	290	All ECO
Journey	Journey	Sector	YQ	RBD/FBC
LOC1	LOC2	LOC1- LOC2	Amount CAD	
2002	Z230	Area 2-Area 2	0	All RBD'S AC/LH/LX/ OS/SN/UA
2002	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	G/E/N/R
2002	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	290	All ECO
2002	Area 2	Z000/Z160/PA - Area 2	340	G/E/N/R
2002	Area 2	Z000/Z160/ PA - Area 2	290	All ECO
2002	Area 2	CA - CA	0	All RBD'S AC/LH/LX/

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Z002	AF/BD/IN/LK/MV/ PK/TJ/TM/UZ/KG/ KZ/XU	CA - CA	0	OS/SN/UA All RBD'S AC/LH/LX/ OS/SN/UA
Z002	Z220/Z230/ Area 1/Area 3*	Z210 - Z220/ Z230 - Area 1/ Area 3	259	J/C/D/Z/ P/I
Z002	Z220/Z230/ Area 1/Area 3*	Z210 - Z220/ Z230 - Area 1/ Area 3	193	

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-
- (3) The surcharge is applicable to all passengers.
- (4) The surcharge must be applied to all OS interline ticket stock.
- (5) The surcharge is not commissionable.
- (6) The fuel surcharge will not apply to the following:
 - (a) Infants
 - (b) 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 its passengers local transfer services, the terms, conditions, rules and regulations of the carrier, including (but without limitation) those stated or referred to in their tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used.
- (2) In the case of scheduled overnight stops on through service via the same or a combination of carriers named, ground transfer charges may be borne by the carrier.

(B) At points in area 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 and other services
- (a) when requested by passenger, carrier's representatives will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier or its representatives in arranging, or attempting to arrange, for reservations will be chargeable to passengers, except as otherwise provided in this tariff.
- (b) Except as provided below, hotel expenses are not included in passenger fares, and in the case of scheduled overnight or other stops on through services, the cost of hotel accommodation may be borne by carrier.
- (2) If food is provided, it is provided at no charge.
- Exception 1: This rule does not apply at connecting points in the U.S.A. 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

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

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Rule 40 Taxes

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

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

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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.
- (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.
- (B) Laws and provisions applicable
- (1) (a) Not used
(b) Not used
(c) 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 francs 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 of the convention is applicable. (see note below.)
(d) Not used
(e) 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.
(f) 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.
- (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.

Note: (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.

(g) Not used

(h) Not used

(i) Not used

(j) For the purpose of international carriage governed by the Montreal convention, the liability rules set out in the Montreal convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.

(2) 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.

(3) 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;
 - (b) Provisions set forth in the passenger's ticket;
 - (c) Applicable tariffs;
 - (d) Except in transportation between a place in the United States and any place outside thereof and also between a place in Canada and any place outside thereof, conditions of carriage, regulations and timetables (but not the times of departure and arrival therein specified) of carrier, which may be inspected at any of its offices and at airports from which it operates regular services.
 - (4) (a) 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).
 - (b) 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.
 - (c) 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.
- (C) Limitation of liability
except as the convention or other applicable law may otherwise require:
 - (1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in this tariff collectively referred to as 'damage' arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.
 - (2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered to the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.
 - (3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws

or with governmental regulations, orders or requirements, or from failure of the passenger to comply with same, or out of any cause beyond the carrier's control.

- (4) The carrier shall avail itself of the limitation of liability provided in the convention for the unification of certain rules relating to international carriage by air signed at Warsaw, October 12, 1929, or provided in the said convention as amended by the protocol signed at the Hague, September 28, 1955. However, in accordance with article 22(i) of said convention or said convention amended by said protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said convention or said convention as amended by said protocol, which, according to the contract of carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place:
 - (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 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.
 - (b) 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).
- (5) 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. 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).
- (6) In any event liability of carrier for delay of passenger shall not exceed the limitation set forth in the convention.

- (7) Any liability of carrier is limited to 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 suffered by the passenger. All claims are subject to proof of amount of loss.
- (8) In the event of delivery to the passenger of part but not all of his checked baggage (or in the event of damage to part but not all of such baggage) the liability of the carrier with respect to the not delivered (or damaged) portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.
- (9) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.
- (10) Liability for fragile, irreplaceable or perishable articles
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 baggage, whether with or without the knowledge of carrier.
- (11) Carrier will refuse to accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability and shall be subject to the published rates and charges of carrier.
- (12) Liability - services of other airlines
 - (a) A carrier issuing a ticket or checking baggage for carriage over the lines of others does so only as agent.
 - (b) No carrier shall be liable for the delay of a passenger, or the loss, damage or delay of unchecked baggage, not occurring on its own line; and no carrier shall be liable for the loss damage or delay of checked baggage not occurring on its own line, except that the passenger shall have a right of action for such loss, damage or delay on the terms herein provided against the first carrier or the last carrier under the agreement to carry.

- (c) No carrier shall be liable for the death or injury of a passenger not occurring on its own line (see note).
Note: Except to the extent provided in paragraphs (c)(4) and (5) above, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs 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.
- (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.
- (a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.
- (b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.
- (c) Transportation of persons, which is required by and authorized pursuant to part 223 of the economic regulations of the department of transportation.
- (d) Transportation of persons which is subject to the convention.
- (e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.
- (2) Except in respect of gratuitous transportation of persons described in paragraph (d)(1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions 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.

- (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 (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.

- (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

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- give such notice, or
 - (b) That notice was not given due to fraud on the part of carrier, or
 - (c) The management of carrier had knowledge of damage to passenger's baggage.
 - (2) Any right to damages against carrier shall be extinguished unless an action is brought within two (2) years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.
- (F) overriding law, modification and waiver
- (1) Overriding law
Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to mandatory law, government regulations, orders or requirements, such provision shall remain applicable to the extent that it is not over-ridden thereby. The invalidity of any provision shall not affect any other part.
 - (2) Modification and waiver
No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.

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.

(B) Conditions of reservations

Reservations shall be tentative unless and until carrier has issued a validated ticket or miscellaneous charges order for the carriage for which space is reserved. Carrier will cancel a reservation at any time without notice on the failure of the passenger to purchase a ticket for the space reserved.

- (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.
- (2) 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.
- (3) 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.
- (4) 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.

- (5) 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) 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 each way of travel and will be applied as follows:
applicable fees for travel:
- (i) window/aisle/middle seats:
 - short haul flights within Europe 10 EUR
 - medium haul flights 10 EUR
 - long haul flights 25 EUR
 - (ii) Exit row seats:
 - short haul flights within Europe 20 EUR
 - medium haul flights 40 EUR
 - long haul flights 75 EURextra leg room/bulkhead seat:
 - first economy class row on long haul flights 50 EUR
 - (iii) Between Canada and international points (excluding the United States) equals 10 EUR for window/aisle/middle seats, 70 EUR for exit row seats and 50 EUR for first economy class row.
 - (iv) Between USA and international points (excluding Canada) equals 10 EUR for window/aisle/middle seats, 70 EUR for exit row seats and 50 EUR for first economy class row.
- (b) Seat selection fees are non-refundable unless the carrier must move the passenger from their pre-paid, pre-selected seat category due to an involuntary schedule or airport change or due to safety or operational reasons the passenger has a confirmed upgrade to a normal fare prior to flight check-in.
- (C) Communication charges
The passenger will be charged for any communication expense paid or incurred by carrier for telephone, telegraph radio or cable arising from a special request of the passenger concerning a reservation.
- (D) Allocation of accommodations
carrier does not guarantee allocation of any particular space in the aircraft.
- (E) Arrival at airport
- (1) (Applicable for travel to the USA)
Passenger is recommended to present himself/herself for check-in at locations designated for

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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 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 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 scheduled departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, carrier(s) 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.
- (F) Communications costs upon cancellation
Except as otherwise provided in this tariff, whenever a passenger cancels reservations made for him/her and such cancellation is not subject to a service charge, carrier will require payment from the passenger to cover the communications costs of making such reservations and subsequent cancellation thereof.
- (G) Reconfirmation of reservation
Carrier will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it.
 - (1) From any stopover point; or
 - (2) From the point of origin of the continuing or return trip, unless the passenger advises the carrier of his/her intention to use his/her reservation by communicating with a reservations or ticket office of the carrier at least 72 hours before scheduled departure of the flight. However, reconfirmation of reservations is not required if the passenger remains at any point

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- 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.

(B) Conditions of reservations

(1) 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.

(2) Seat allocation

carrier does not guarantee allocation of any Particular space in the aircraft.

(3) advance seats selection

(1) 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 each way of travel and will be applied as follows:
applicable fees for travel:

(i) window/aisle/middle seats:	
Short haul flights within Europe	10 EUR 15 USD/ CAD
Medium haul flights	10 EUR 15 USD/ CAD
Long haul flights	25 EUR 35 USD/

- CAD
- (ii) Exit row seats:
 - Short haul flights within Europe 20 EUR
30 USD/
CAD
 - Medium haul flights 40 EUR
55 USD/
CAD
 - Long haul flights 70 EUR
100 USD/
CAD
 - Extra leg room/bulkhead seat:
 - First economy class row on long haul
Flights 50 EUR/65 USD/CAD
 - (iii) Between Canada and international points
(excluding the United States) equals 10
EUR or 15 USD/CAD for
window/aisle/middle seats, 70 EUR or
100 USD/CAD for exit row seats and
50 EUR or 65 USD/CAD for first
economy class row.
 - (iv) Between USA and international points
(excluding Canada) equals 10 EUR or
15 USD/CAD for window/aisle/middle
seats, 70 EUR or 100 USD/CAD for exit
row
Seats and 50 EUR or 65 USD/CAD for
first economy class row.
 - (2) seat selection fees are non-refundable unless
the carrier must move the passenger from
their pre-paid, pre-selected seat category
due to an involuntary schedule or airport
change or due to safety or operational
reasons the passenger has a confirmed upgrade
to a normal fare prior to flight check-in.
 - (C) Accompanied minors: complimentary seat assignment for minors
under the age of 14
 - (1) 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,
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

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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

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.
- (b) For no longer than thirty days beyond the original limit when carrier is unable to provide previously confirmed space; or a flight is cancelled or postponed during the period of validity; a scheduled stop which is either a stopover or destination for the passenger is omitted; carrier substitutes a different class of service, or causes a passenger to miss a connection, or fails to operate a flight reasonably according to schedule.
 - (c) Until the date when the passenger, who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point. provided, that when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger. Rules governing special and promotional fares which specifically exclude the application of rule 65 (tickets-extension of ticket validity) are making reference to this subparagraph.
 - (d) For no longer than forty-five (45) days after the date of death of a passenger for tickets of the persons accompanying the deceased passenger.
 - (e) A miscellaneous charges order issued without definite date of passage must be presented for a ticket within one year from the date of issue; otherwise it will not be honored for a ticket.
- (C) 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.
 - (2) The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket; if international travel actually commences outside

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

- (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).

Note: Except to the extent provided in rule 55 (liability of carriers) with respect to tariff C.A.B. no. 580 issued by airline tariff publishing co., agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and this rule is included herein as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. no. 580 issued by Airline Tariff

Publishing Co., filed with the department of transportation.

- (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 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 advice (PTA) issued.
This service charge is not subject to any discount and cannot be refunded. The charge shall accrue to the carrier issuing the PTA.
- (G) Waiver of minimum/maximum stay requirements
- (1) When a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived on presentation of a death certificate or copy thereof for passengers who are:
 - (a) Members of the immediate family of a passenger who dies en route, or
 - (b) Other persons actually accompanying a passenger who dies en route.
 - (2) If a passenger holding a special fare ticket with a minimum stay requirement desires to commence the return before the expiry of the minimum stay period owing to the death of an immediate family member not accompanying the passenger, and a death certificate or copy thereof is not immediately available, the passenger will be entitled to a refund of the additional amounts paid to permit earlier return, on presentation of a death certificate attesting to the death of such family member after the passenger's commencement of travel.
 - (3) This paragraph (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 in below chart, the tickets must be issued as shown below. If tickets are not issued as shown the itinerary may be

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

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

Rule 80 Revised Routings, Failure to Carry and Missed Connections

- (A) Changes requested by passenger
- (1) At the passenger's request, carrier will effect a change in the routing (other than the point of origin), carrier(s), class(s) of service, destination, fare or validity specified in an unused ticket, flight coupon(s) or miscellaneous charges order by issuing a new ticket or by endorsing such unused ticket, flight coupon(s) or miscellaneous charges order, provided that:
- (a) Such carrier issued the original ticket or;
 - (b) Such carrier is the carrier designated in the "via carrier" box, or no carrier is designated in the "via carrier" box, of the unused flight coupon or miscellaneous charges order for the first onward carriage from the point on the route at which the passenger desires the change to commence; however, where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and has an office or general agent, who is authorized to make endorsements, at the point on the route where the change is to commence or where the passenger makes a request for such change, the reissuing carrier shall obtain such issuing carrier's endorsement; or
 - (c) Such carrier has received written or telegraphic authority to do so from the carrier entitled, under (a) or (b) above, to effect the change.
- (2) When the rerouting results in a change of fare, the new fare and charges shall be constructed as follows:
- (a) (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:
 - (i) A one-way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will 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 flown;
- (ii) A round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefor is made prior to arrival at the destination named on the original ticket or miscellaneous charges order.
- (3) 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.
 - (4) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or miscellaneous charges order.
 - (5) Time limits on cancellations, and charges for late cancellations, will be applicable to revised routings requested by passenger.
 - (6) 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.)
 - (7) 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.
- (B) Involuntary revised routings
- In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with rule 25 (refusal to transport - limitation of carrier) herein, carrier will either:
- (1) Carry the passenger on another of its passenger aircraft on which space is available; or
 - (2) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or
 - (3) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or

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

Rule 85 Schedules, Delays and Cancellations

(A) Schedules

The times shown in timetables or elsewhere are approximate and not guaranteed, and form no part of the contract of carriage. Schedules are subject to change without notice and carrier assumes no responsibility for making connections. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules. No employee, agent or representative of carrier is authorized to bind carrier as to the dates or times of departure or arrival or of the operation of any flight.

(B) 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;
- (c) 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:

- (i) 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
- (v) Passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and AD tickets
- (e) 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

- (a) In case of cancellation of a flight the passengers will be entitled to the following:
 - (i) 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

- (i) 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 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:

Flight km between and	Amount in 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.

(3) 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:

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	More than 3 hours
Trips more than 3,500 km (non intra EU)	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.
- (b) If flight is delayed more than 5 hours right to be 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 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.

(1) 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;
- (c) 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:
 - (i) 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
 - (v) 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

- (2) 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 disruption is:

- (a) 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).
 - (b) within the airline's control but required for safety. In this category "required for safety" means "required by law to reduce risk to passengers". 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
 - (c) Outside the airline's control, such as security incidents, medical emergencies, bad weather or orders from applicable authorities.
- (3) Obligations in situations within the airline's control
- (a) 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.
 - (i) 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
(i) 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 date; and
 - 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 compensate 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.
- (a) 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.
- (i) 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.
- (b) Refunds

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

(C) Cancellations

- (1) Carrier may, without notice, substitute alternate carriers or aircraft.
- (2) Carrier may, without notice cancel, terminate, divert, postpone or delay any flight or the further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made, without any liability except 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 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) 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

- (A) The following rules in compliance with EC-regulation 261/2004 of the European parliament and of the council shall apply:
- (1) 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;
 - (3) 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;
 - (4) 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.
- (B) 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.
- (1) Request for volunteers
 - (a) 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
 - (ii) Rerouting to final destination at the 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.

- (b) 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;
 - (ii) EUR 400 for all flights between 1500 and 3500 km
 - (iii) EUR 600 for all flights exceeding 3500 km

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 time. The distance shall be measured by the great circle route method.

- (b) And a choice between
 - (i) 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 relation to the passenger original travel plan; or
 - (ii) Re-routing, under comparable transport conditions, to passenger's final destination, at the earliest opportunity; or
 - (iii) Re-routing, under comparable transport conditions, to the passenger's final destination at a later date at the passenger's convenience, subject to availability of seats.
- (c) And the following free of charge
 - (1) Meals and refreshments in a reasonable relations to the waiting time, and
 - (ii) Hotel accommodation in cases, where an unscheduled stay of one or more nights becomes necessary, and
 - (iii) Transport between the airport and place of accommodation, and
 - (iv) 2 phone calls, telex or fax messages, or e-mails.

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

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.

(A) Applicability

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;
- (3) Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
 - (a) Presents himself at the appropriate place and has observed published minimum check-in times
 - (b) Has complied with Austrian's ticketing and reconfirmation procedures
 - (c) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her
- (4) Where OS is the operating carrier of the flight exceptions:
The following passengers will not be entitled to compensation:
 - (a) Passengers travelling to EU who have received benefits or compensation in the EU or a third country
 - (b) 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
 - (c) Passengers without confirmed reservations
 - (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

(B) 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;
- (2) There are fewer seats than originally anticipated;
- (3) Exceptions:

- (a) When a passenger is denied for health, safety, or security reasons;
 - (b) When a passenger has failed to follow carrier rules or instructions;
 - (c) When a passenger does not have appropriate travel documents;
 - (d) When a passenger has failed to respect check-in and departure gate cut-off time limit.
- (C) 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.
- (1) Compensation
 - (a) \$400 for arrival delays up to and including 4 hours after original scheduled arrival time.
 - (b) \$800 for arrival delays over 4 hours after scheduled arrival time.
- (F) 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.
- (G) Boarding priority
The following passenger groups are subject to pre-acceptance to avoid involuntary denied boarding.
- (1) Dead head crews
 - (2) HON/SEN/Star Alliance Gold passengers
 - (3) Disabled passengers (WCHR, WCHS, WCHC)
 - (4) Disabled passengers with support person, service animal or emotional support animal, if any.
 - (5) Unaccompanied minors (UMNR)
 - (6) Families with infants (INF)
 - (7) Families with children (CHD)
 - (8) Passengers who were previously denied boarding on the same ticket
- (H) Obligations in situations within the carrier's control
- (1) Alternative travel arrangements
 - (a) 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.
- (b) If OS cannot meet obligations listed in H(1)(a) 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;
 - (b) 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**
- (a) 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.
 - (b) **Overnight accommodation**
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.

- (a) The compensation is determined by time of arrival at destination and is as follows:
 - (i) \$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.
 - (b) When and how to pay
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.
- (I) 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.
- (J) 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
 - (a) 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 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.
 - (b) 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:
 - (i) 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 the 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.

carrier means:

- (1) A direct air carrier except a helicopter operator, holding a certificate issued by the department of transportation pursuant to section 401 (d)(1), 401(d)(2), 401(d)(5), or 401(d)(8) of the federal aviation act of 1958, or an exemption from section 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:
- (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
 - (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:
 - (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
- (1) 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

- (ii) 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.
Note: 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:
 - (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:
 - (i) Super APEX and super PEX and youth fare passengers;
 - (ii) Regular APEX and PEX fare passengers;
 - (iii) All other promotional fare passengers;
 - (iv) Normal fare passengers;
except that unaccompanied minors, incapacitated passengers and elderly passengers especially with language problems, shall not be considered for removal.
 - (d) 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 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 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 cancelled; or
- (3) You are denied boarding because smaller capacity aircraft was substituted for safety or operational reasons; or
- (4) 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
- (5) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (a passenger seated in a section for which a lower fare is charged must be given an appropriate refund.)

- (6) 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;
- (ii) 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
- (iii) 400% of the fare to the passenger's 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

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Carrier: Austrian Airlines AG - OS

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 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.

(D) Involuntary refunds

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

for the purpose of this paragraph, the term 'involuntary refund' shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in rule 25 (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
- (b) The difference between the fare paid and the fare for the transportation used, whichever is higher.
- Exception: when a passenger holding a ticket for carrier for a higher class of service between an origin and a destination is required by carrier to use a lower class of service for any portion of such carriage, the amount of refund will be as follows:
- (1) For one-way tickets: the difference between the fare for the higher class service and the fare for the lower class of service between the points where the lower class service is used;
- (2) For round trip, circle trip or open-jaw tickets: the difference between 50 percent of the round trip fare for the higher class of service and 50 percent of the round trip fare for the lower class of service between the points where the lower class of service is used.
- 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.
- (3) The service charge provided for in rule 60 herein, will not be assessed, and any communication expenses paid by the passenger in the

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

(E) Voluntary refunds

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

- (1) If no portion of the ticket has been used, refund will be the full amount of the fare paid, less any applicable service charge and communication expenses, or
- (2) If a portion of a ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has been used, less any applicable service charge and communication expenses.
- (3) When the refunding of any portion of a ticket would result in the use of such ticket between any points where the carriage of traffic is prohibited the refund, if any, will be determined as if such ticket had been used to a point beyond which would not result in the violation of carrier's operating rights or privileges. The passenger will be refunded the difference between the fare paid from the point of origin to such farther point and the total fare paid, less any applicable charges.
- (4) A penalty for voluntary cancellation shall not apply and the total amount paid shall be refunded 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 ticket or unused portion thereof:

- (1) When a lost ticket or portion thereof is not found, refund as stipulated will be made upon receipt of proof of loss satisfactory to carrier and after receipt of written request for refund from the passenger. Refund will only be made provided that the lost ticket or portion thereof has not been honored for transportation of, or refunded, upon surrender by any person prior to the time the refund is made and further provided that the passenger agrees to indemnify and hold carrier harmless against any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which carrier may suffer or incur by reason of the making of such refund and/or the subsequent presentation of said ticket(s) for transportation or refund 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.

- (2) Refund will be made on one of the following bases, whichever is applicable:
- (a) If no portion of the ticket has been used, and:
 - (i) The passenger has not purchased a replacement ticket, refund will be the full amount of the fare paid.
 - (ii) The passenger has purchased a replacement ticket, the carrier which issued the original ticket will refund to the passenger the fare paid for such replacement ticket.
 - (b) If a portion of the ticket has been used, and
 - (i) The passenger has not purchased a replacement ticket, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has been actually used:
 - (ii) The passenger has purchased a replacement ticket, the carrier which issued the original ticket will refund the fare paid for such replacement ticket.
- (3) The foregoing provisions shall also apply to lost miscellaneous charges orders, deposit receipts and excess baggage tickets.
- (4) (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 in USD (or the equivalent local currency):

Passenger ticket
MCO/Excess baggage ticket

USD/EUR	CAD
100.00	135.00

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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 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, 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)

(A) Applicability

This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada. it establishes how 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:

- (1) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.
 - (2) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.
- (C) Baggage rule determination by selecting carrier
- (1) Checked baggage
the selecting carrier will:
 - (a) Select and apply its own baggage rules as set out in its tariff to the entire interline itinerary; or
 - (b) Select the most significant carrier, as determined by IATA resolution 302 and conditioned by the Canadian transportation agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary.The carrier identified by means of a) or b) will be known as the selected carrier.
 - (2) Carry-on baggage
Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.
- (D) Baggage rule application by participating carrier where 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
- (1) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e. The passenger's "standard" baggage allowance), when the carrier sells and issues a ticket for an interline itinerary, it will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in paragraph 2 below. The disclosed information will reflect the baggage rules of the selected carrier.
 - (2) The carrier will disclose the following information:
 - (a) name of the carrier whose baggage rules apply;
 - (b) Passenger's free baggage allowance and/or applicable fees;
 - (c) Size and weight limits of the bags, if

- applicable;
 - (d) Terms or conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. Frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card);
 - (e) Existence of any embargoes that may be applicable to the passenger's itinerary; and,
 - (f) Application of baggage allowances and charges (i.e. whether they are applied once per direction or if they are applicable at each stopover point).
- (3) The carrier will provide this information in text format on the passenger's e-ticket confirmation. any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific charges (i.e., not a range).

web site disclosure

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

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

(F) Definitions

"Airline designator code"

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

"Baggage rules"

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

for example, baggage rules may address the following topics:

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

"Interline agreement":

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

"Interline itinerary":

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

"Interline travel":

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

"Single ticket":

A document that permits travel from origin to destination. It may include interline/code-share and intra-line segments. It may also include end-to-end combinations (i.e., 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

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

Carrier definitions (various)

"Down line carrier ":

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

"Marketing carrier":

The carrier that sells flights under its code.

"Most significant carrier (MSC)":

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

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

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

"Operating carrier":

The carrier that operates the actual flight.

"Participating carrier(s)":

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.

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Carrier: Austrian Airlines AG - OS

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
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:
- (1) 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

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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).
- (E) Free baggage allowance for passengers other than children

- (1) Combined class fares
 - (a) For through journeys where the passenger travels partly on business class service and 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.
 - (b) 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.
- (2) 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 aircraft:
 - (i) 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;
 - (ii) An overcoat, wrap or blanket;
 - (iii) An umbrella or walking stick;
 - (iv) A small camera and/or a pair of binoculars;
 - (v) A reasonable amount of reading matter for the flight;
 - (vi) Infant's food for consumption in flight;
 - (vii) Infant's carrying baskets; car 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 and/or interline limitations.
 - (c) 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.
 - (b) Carrier shall not be liable for injury, sickness or death of any pet accepted for transportation. The owner of the pet assumes 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.
 - (c) 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.
 - (b) 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.
 - (c) 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.
 - (5) Electronic devices as carry-on baggage
 - (a) The following articles may be carried onboard 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);
 - (ii) Portable television sets;
 - (iii) Transmitters (walkie talkies);
 - (iv) Electronic games;
 - (v) Portable AM/FM radios.
 - (b) 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.
 - (F) 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.

(H) Excess value charges

(1) 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.

(2) 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.

(3) 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 baggage checked or otherwise delivered into the care of the carrier.

(I) 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.

- (J) 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.
- (M) 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;
 - (2) Beyond a point of stopover;
 - (3) 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.
 - (4) 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;
 - (5) 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;
 - (6) Beyond a point at which the passenger desires to resume possession of such property or any portion thereof; or
 - (7) Beyond a point beyond which all applicable charges have not been paid;

- (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 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.
 - (2) 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.
 - (3) 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.
 - (4) 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.
- (O) Free baggage allowance
- (1) 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 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.
- (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 (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 kg (50 lbs) each.
- (3) Economy class fares:
Economy class 1X23KG (50LB.), except:
To/from West, East, Central Africa 2X23KG
Star-round the world fares, 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 AF/BD/BT/MV/NP/PK/LK/EG/JO/LB/SY 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.
- (b) 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) 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;
- (6) Beyond a point at which the passenger desires to resume possession of such property or any portion thereof; or
- (7) beyond a point beyond which all applicable charges have not been paid;
- (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 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.
 - (2) 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.
 - (3) 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.
 - (4) 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.
- (O) Free baggage allowance
 - (1) 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 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.
- (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 (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 kg (50 lbs) each.
- (3) Economy class fares:
Economy class 1x23kg (50lb.), except:
to/from West, East, Central Africa 2x23kg
Star-round the world fares, 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
AF/BD/BT/MV/NP/PK/LK/EG/JO/LB/SY 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.
- (b) 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
- (i) 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.
- (aa) In effect on the date of issuance of the excess baggage ticket.
- (bb) In the direction of travel
- (cc) 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).
- (ii) 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 | 22 |
| | Within Austria | | | |
| | OS flts purchase via GDS. | | | |
| | CHF | EUR | USD | CAD |
| First piece eco light: | 25 | 20 | 21 | 29 |
| | Within Austria | | | |
| | OS flights | | | |
| | purchase at airport ticket counter or at check-in | | | |
| | CHF | EUR | USD | CAD |
| First piece Eco light: | 35 | 30 | 35 | 45 |
| Extra piece | 80 | 70 | 80 | 105 |
| Heavy: | 46 | 40 | 46 | 60 |
| Oversized: | 46 | 40 | 46 | 60 |
| | Within Austria | | | |
| | OS flights | | | |
| | purchase at gate. | | | |
| | CHF | EUR | USD | CAD |
| First piece: | 60 | 55 | 60 | 80 |
| | Within-Europe and within third countries OS flights | | | |
| | purchase via Austrian.com | | | |
| | CHF | EUR | USD | CAD |
| First piece eco light: | 30 | 25 | 27 | 37 |
| | Within-Europe and within third countries OS flights | | | |
| | purchase via GDS | | | |

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	CHF	EUR	USD	CAD
First piece Eco light:	35	30	32	44
	Within-Europe and within third countries OS flights purchase at airport ticket counter or at check-in			
First piece Eco Light:	45	40	44	60
Extra piece	92	80	92	120
Heavy:	57	50	57	75
Oversized:	57	50	57	75
	Within-Europe and Within third countries OS flights purchase at gate			
First piece Eco light:	60	55	60	60
	Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY, OS flights purchase at airport ticket counter or at check-in			
Extra piece:	115	100	115	150
Heavy:	86	75	86	112
Oversized:	86	75	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 - Nevis, St. Lucia, St Vincent & the Grenadines) OS flights purchase at airport ticket counter or at check-in			
Extra piece:	172	150	172	225
Heavy:	115	100	115	150
Oversized:	115	100	115	150
	Between Europe and US/CA/MX OS flights Purchase via Austrian .com and GDS			
First piece eco light	70	60	70	70 ¹
	Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and East Coast			

¹ Effective January 4, 2020 pursuant to Special Permission no. 57700

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Canada/East Coast USA OS flights
 purchase at airport ticket
 counter
 or at check-in

	CHF	EUR	USD	CAD
First piece eco light	70	60	70	70 ³
Second piece:	100	90	100	100
Extra piece	230	200	230	300
Heavy:	138	120	138	180
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:	138	120	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	70 ³
Second piece:	100	90	100	100
Extra piece	287	250	287	375
Heavy:	150	150	172	225
Oversized:	150	150	172	225

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,
 LA, LS, MO, MG, MW, MY, 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

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	Between any other destinations OS flights purchase at airport counter or at check-in			
	CHF	EUR	USD	CAD
Extra piece	287	250	287	375
heavy	150	150	172	225
oversized:	150	150	172	225
	for travel to and from Japan OS flights purchase at airport ticket counter			
	CHF	EUR	USD	CAD
Extra piece	180	100	200	200
heavy	120	100	150	150
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	80	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:	115	100	150
Between Europe, JO, TM, LB, EG, IQ, IL IR, SY and Short Intercontinental	172	150	225

(B) Special Baggage Charges

Between Europe, JO, TM, LB, EG, IQ, IL IR, SY and Medium Intercontinental Or East Coast Canada and USA	230	200	300
Between Europe, Jo, TM, LB, EG, IQ, IL IR, SY and Long Intercontinental or West Coast Canada and USA or any other Destinations: Category Bulk ON OS	287	250	375

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Flights For Travel:

	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 IL, IR, SY:	201	175	262
Between Europe, JO, TM, LB, EG, IQ, IL IR, SY and Short Intercontinental	287	250	375
Between Europe, JO, 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 instruments heavy/large musical instruments generally not included in the FBA such instruments may - upon confirmation by OS - be carried on an OS operated flight though the max weight per instrument exceeds the max limitation of 32 kg per piece (exception to the rule) such heavy/large instruments could be any kind of bass (such as double bass, violin, viola da gamba) or heavy/large drums (kettledrum/timbale or similar)

dimensions (cm)	max weight	(pt1)
length max 200	52	
width max 75		

(Pt 1) consisting of both container and musical instrument

Charges for musical instruments (within free Baggage allowance

	Charge in EUR	Charges in USD/CAD
Within Europe	200	300
Intercont	400	600

Charges for musical instruments (exceeding free baggage allowance

	Charge in EUR	Charges in USD/CAD
Within Europe	275	400
Intercont	550	800

(7) 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 free baggage allowance.:

Definitions:

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

(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 animals following charges apply:

(a) domestic: CHF/USD 57/EUR 50/CAD 75

(i) within Europe or within third countries:
CHF/USD 69/EUR 60/CAD 90

(ii) Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY: CHF/USD 92/EUR 80/CAD 120

(iii) Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY and short intercontinental:
CHF/USD 103/EUR 90/CAD 135

(iv) Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY and medium intercontinental or East Coast Canada or East Coast USA:
CHF/USD 115/EUR 100/CAD 150

(v) 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

(b) Medium: AVIH size 1

(i) Domestic: CHF/USD 92/EUR 80/CAD 120

(ii) within Europe or within third countries:
CHF/USD 115/EUR 100/CAD 150

(iii) Between Europe and JO, TM, LB, EG, IQ, IL, IR, SY: CHF/USD 149/EUR 130/CAD 195

(iv) Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and short intercontinental: CHF/USD 172/EUR 150/CAD 225

(v) Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and medium intercontinental or East Coast Canada or East Coast USA: CHF/USD 195/EUR 170/CAD 255

(vi) 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 218/EUR 190/CAD 285

(c) large: AVIH sizes 2 to 4

(i) Domestic: CHF/USD 184/EUR 160/CAD 240

(ii) within Europe or within third countries:
CHF/USD 230/EUR 200/CAD 300

(iii) Between Europe and JO, TM, LB, EG, IQ, IL,

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- IR, SY: CHF/USD 299/EUR 260/CAD 390
- (iv) Between Europe, JO, TM, LB, EG, IQ, IL, IR, SY and short intercontinental: CHF/USD 345/EUR 300/CAD 450
 - (v) 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
 - (vi) 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
- (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.
 - (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.
- (B) Applicable fares
- (1) Fare construction definitions
- (a) One way trip
any journey which, for fare calculation purposes, is not a complete round or circle trip entirely by air.
- (b) Round trip
- (i) The term "round trip" is equivalent to a return journey and means travel 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, in either direction around the world.
- (ii) When a round trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the round trip fare published for the desired routing and the class of service used. if no round trip fare is published, the applicable fare will be the sum of the one way fares published for the segments of the desired routing and for the class of service used. When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare published in other tariffs will be used to construct a through round trip or circle trip fare provided that:
- (aa) Fares which, by their terms, are not combinable with other fares, shall not be used in the construction of round trip fares;

- (bb) This provision will not apply when any part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.
The most restrictive provisions 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 is available between two points, a break in the circle may be travelled by any other means of transportation without prejudice to the circle trip.
 - (i) When a circle trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the sum of 50 percent of the applicable round trip fares for the class of service to be used for the respective sections of the itinerary, constructed from point of origin via the route of travel to point of destination, that produces the lowest fare for the circle trip for the class of service used and/or;
 - (ii) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:
 - (aa) Fares which, by their own terms, are not combinable with other fares, shall not be used in the construction of circle trip fares;
 - (bb) The most restrictive provisions applicable to any fare used in the construction will apply to the entire trip; apply when any part of the circle trip is via the services of a nonscheduled carrier or on a charter or military flight.
- (d) Partly via air and partly via sea
(Applicable to round trip and round-the-world fares.) When tickets are purchased prior to commencement of carriage for a round trip or around the world journey for combined air and sea travel, the air fare for each one way section of the air journey will be 50 percent of the all year round trip fare published in tariffs governed by this tariff and applicable between the points and via the

class of service used. A break in the round trip is permitted to allow passengers to make their own way by any means of transportation between airports and adjacent seaports.

- (e) Round-the-world fares
Circle trip fares which apply to continuous EB or WB travel via both the Atlantic or Pacific, commencing and returning to the same point.
- (f) Open jaw trips
 - (i) Travel which is essentially of a round trip nature with the exception that either;
 - (aa) The outward point of arrival and inward point of departure are not the same (single open jaw); or
 - (bb) The outward point of departure and the inbound point of arrival are not the same (single open jaw); or
 - (cc) Both outward and inward point of arrival and departure are not the same (double open jaw); or
 - (ii) where a single open jaw journey comprises not more than two international fare components and has a surface break in one country, either at destination or origin, and where a double open jaw comprises not more than two international fare components, and has a surface break both in the country of destination and in the country of origin, half round trip normal fares shall be used for each fare component. (for travel originating in Canada or the USA) the surface break may be permitted between countries in the Europe sub-area, provided travel in both directions is via the Atlantic.
- (g) Side trip
A side trip is defined as a separately charged air fare(s) that interrupts a through international fare.
- (h) Special area definitions
each of the following areas will be considered one country, for the purpose of fare construction;
 - (i) Canada, U.S.A. are considered one country
 - (ii) Denmark, Norway, Sweden are considered one Country

(C) Applicable fares

- (1) Except as provided in (d)(1) below, where a fare is published via the desired routing from point of origin to point of destination, such fare is applicable over such route notwithstanding that it is higher or lower than the combination of intermediate fares of the same type via the same routing. For the purpose of this rule, a

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- published fare includes a fare obtained by combining a published arbitrary and a published international fare.
- (2) Where no through fare is specifically published for a desired itinerary, for the class of service used, it must be constructed. Such constructed 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 construct a different type of round or circle trip fare.
 - (b) Special rt fares must not be used for

- construction of round-the-world fares, nor must one-half a round or circle trip special fare be used to construct another type of round or circle trip special fare.
- (c) When constructing open jaw or circle trip special fares involving cities with different conditions, (advance purchase requirements, minimum/maximum stay, cancellation penalty) the most restrictive conditions govern the entire journey.
 - (d) Unless otherwise stated in an applicable fares rule, when combining special fares with other types of fare, the restrictive provisions of the special fare apply only to the special fare and not to any other fare used in combination.
 - (e) Combinations with other fares must not extend the validity period.
- (2) Combining domestic U.S. fares with international fares
- (a) Domestic U.S. normal fares
a normal fare applicable within the U.S.A. may be combined end on end with an international fare to construct a through fare, which is less than the published international through fares from point of origin to point of destination, provided travel is via the fare construction points.
 - (b) Domestic U.S. Special fares
 - (i) A special fare applicable within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from point of origin to point of destination, provided that the passenger complies with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare.
Exception: Any minimum tour price required by the special fare within the U.S.A. will not be applicable when that fare is combined with an international inclusive tour fare having a minimum tour price of the same or higher amount.
 - (ii) Passengers travelling under a fare constructed in (i) above may be routed via any gateway city regardless of the fare construction point(s), subject to the routing conditions governing the international fare.
 - (iii) When a mileage routing applies to the international fare, mileage routing provided for (see maximum permitted

- mileage tariff no. M.P.M.-1, C.A.B. no. 424, NTA(a) no. 239) may be applied to a fare constructed under (i) above either for the entire journey between the point in the U.S.A. and the point in area 2 or 3, or between a U.S. gateway and the point in area 2 or 3.
- (3) Combining arbitraries with international fares. between a point in area 1 and a point in area 2 or 3, the fare for such transportation will be established by combining the published arbitrary and the published international fare for the fare class applicable to the transportation. The passenger may be routed via any gateway city regardless of the point(s) used in establishing the fare, subject to the provisions of (c), above. a fare so obtained shall be used notwithstanding that another fare of the same type is specifically published between the same points, provided that it results in a lower fare for the entire journey.
- (4) Surface transportation segments
- (a) Surface transportation due to lack of reasonably direct air service.
- (i) when no reasonably direct scheduled air service is available between two points of a circle trip, a break in the circle may be travelled by any other means of transportation without changing the status of the circle trip.
- (ii) A break in the circle trip is not permitted within a fare component when applying the mileage system. The break may only appear between two fare components if the circle trip status is to be retained.
- (b) Itineraries containing both air and surface transportation segments. when a journey by air is interrupted by the use of surface transportation between points not listed in sub-paragraph (c)(iv) below, the fare should be constructed by whichever of the following methods produces the lowest fare;
- (i) The sum of two or more applicable one way fares.
- (ii) A one way, round or circle trip fare covering all portions of the itinerary whether travelled by air or surface transportation.
- (iii) A round or circle trip fare for that portion of the itinerary which meets the requirements of a round or circle trip plus one or more one way fares for those portions not included in the round or circle trip fare.
- (c) Permissible surface transportation sectors
- (i) when an itinerary includes surface transportation between certain

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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	and
Alicante, Spain	Valencia, Spain
Alicante, Spain	Murcia, Spain
Almeria, Spain	Malaga, Spain
Amman, Jordan	Jerusalem, Israel
Amsterdam, Netherlands	Rotterdam, Netherlands
Antwerp, Belgium	Brussels, Belgium
Arica, Chile	Tacna, Peru
Barcelona, Spain	Geron, Spain
Barcelona, Spain	Reus, Spain
Bergamo, Italy	Milan, Italy
Berne, Switzerland	Geneva, Switzerland
Berne, Switzerland	Zurich, Switzerland
Bilbao, Spain	San Sebastian, Spain
Bilbao, Spain	Santander, Spain
Bilbao, Spain	Vitoria, Spain
Bologna, Italy	Florence/Pisa, Italy
Brazzaville, Congo Republic	Kinshasa, Zaire
Bremen, Germany	Hamburg, Germany

Between	and
Brownsville, United States	Matamores, Mexico
Calcutta, India	Dacca, Bangladesh
Canton, China	Hong Kong, Hong Kong
Catania, Italy	Palermo, Italy
Ciudad Juarez, Mexico	El Paso, United States
Cologne, Germany	Dusseldorf, Germany
Coritiba, Brazil	Joinville, Brazil
Curzo, Peru	La Paz, Bolivia
Detroit, United States	Windsor, Canada
Dubai, United Arab Emirates	Sharjah, United Arab Emirates
Dubrovnik, Yugoslavia	Tirat, Yugoslavia
Floridianopolis, Brazil	Itajai, Brazil
Granada, Spain	Malaga, Spain
Guatemala, Guatemala	Tapachula, Mexico
Guayaramerin, Bolivia	Porto Velho, Brazil
Hanover, Germany	Hamburg, Germany

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Hilo, United States	Kona, United States
Iguassu Falls, Argentina	Iguassu Falls, Brazil
Jersey De La Frontera, Spain	Seville, Spain
La Coruna, Spain	Santiago De
Compostela, Spain	
Lahore, Pakistan	Amritsar, India
Larnaca, Cyprus	Paphos, Cyprus
Laredo, United States	Nuevo Laredo, Mexico
Leticia, Columbia	Tabatinga, Brazil
Livingston, Zimbabwe	Victoria Falls, Zimbabwe
Livramento, Brazil	Rivera, Uruguay
Ljubliana, Yugoslavia	Zagreb, Yugoslavia
Mcallen, United States	Reynosa, Mexico
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg, Germany
Osaka, Japan	Nagoya, Japan
Paso De Los Libres, Brazil	
Peshawar, Pakistan	Kabul, Afghanistan
San Cartos De Brailoche, Argentina	Puerto Monti, Chile
San Diego, United States	Tiajuana, Mexico
Santiago De Compostela, Spain	Vigo, Spain
Split, Yugoslavia	Zadan, Yugoslavia
Stockholm, Sweden	Vasterass, Sweden
Titograd, Yugoslavia	Tivat, Yugoslavia

(5) Mileage system

The maximum permitted mileage (MPM) published in connection with a fare governs the maximum distance a passenger is allowed to travel en route between two particular points at the direct through one way or half round trip 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.
- (b) Add up the ticketed point mileage (TPM) between the cities on the itinerary, including all intermediate ticketed points, and fictitious construction points. intermediate points of through flights are not taken into account when computing mileages. The ticketed point mileages to be used to determine the actual mileage for the itinerary are those published in the international air transport association ticketed point mileage manual.

Note: "Ticketed points" are shown in the "good for passage" section of a passenger ticket, plus any other points used for fare construction, 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 lowest combination of currently published ticketed point mileages is to be used, whether or not air services exist over such sectors.
 - (ii) Limitations in indirect travel:
 - only one stopover is permitted at any point which can be included in an itinerary constructed by the mileage system, unless such stopover is prohibited by government regulations or the stopover provisions of a particular fare.
 - (aa) (Applicable for Travel Between points in area 1 and points in areas 2 or 3 via the Atlantic) side trips may be included in mileage calculations for through one way or half round trip fares between points in area 1 and points in areas 2 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 will not be permitted in such country. This restriction also applies to the country of payment

- in Europe if not identical to the country where travel originates.
- (cc) a ticket must not include more than three international arrivals and/or three international departures in any one country in Europe.
 - (dd) Side trips from and to intermediate ticketed points on journeys within area 1 and between area 1 and areas 2/3 via the pacific (including round-the-world journeys when a pacific fare is used in the construction) may not be included in mileage calculations for through one way or half round trip fares. the fare for the side trip must be added to the through fare.
 - (ee) CAAC domestic sectors within china (people's republic) may not be included in international through fares. The amount of each of these sectors should be shown separately in the fare construction box of the ticket.
Exception: International through fares may include any CAAC domestic sector between Beijing and/or Guangzhou and/or Shanghai or between Hong Kong and any point in China (People's Republic)
 - (ff) For tickets issued in and/or travel originating in Denmark, Sweden and Norway involving a round or circle trip side trip from/to an 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 published MPM's; however, only one extra mileage allowance is permitted in 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. the extra mileage allowance should be deducted from the sum total of the TPM's before making this comparison between this total and the applicable MPM'S.

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Extra Mileage Between	And	via	Extra mileage allowance
Washington	Austria	NYC/WAS/ YTO/YMQ	1100
Washington/ Oregon/ Idaho/ North Dakota, South Dakota	Russian Federation (within Europe)	NYC/WAS CHI	1660 1700
Washington/ Oregon/ Idaho/ North Dakota, South Dakota	Finland/Denmark/ Norway/Sweden/ Poland/Ukraine/ Estonia/Latvia/ Belarus/Lithuania	NYC/WAS CHI/	1000 1500
California/ Nevada	Russian Federation (within Europe)	NYC/WAS CHI	850 950
California/ Nevada	Finland/Denmark/ Norway/Sweden/ Poland/Ukraine/ Estonia/Latvia/ Belarus/Lithuania	NYC/WAS CHI	1000 1500
Montana	Russian Federation (within Europe)	NYC/WAS CHI	1150 1250
Alaska	Russian Federation (within Europe)	NYC/WAS CHI/	1400 1500
Hawaii	Russian Federation (within Europe)	Nyc/WAS CHI	700 900
Alaska	Finland/Denmark/ Norway/Sweden/ Poland/Ukraine/ Estonia/Latvia/ Belarus/Lithuania	NYC/WAS CHI	1200 1600
Washington/ Oregon/Montana/ North Dakota/ South Dakota/ Idaho/Utah/ Wyoming	Europe	NYC/WAS CHI	500 550
Alaska	Europe	NYC/WAS CHI	300 300
Pennsylvania Puerto Rico/ Virgin Islands	Europe Europe	CHI	400 1200
Between	And	Via	Extra Mileage Allowance
United States/ (Except AS Noted Above)	Europe	vie	500
Canada	Areas 2/3 (Iv) Polar route mileage computation must be applied when an itinerary includes a flight between Europe and Japan/Korea via area 1 on any routing which does not touch a point in North America south of 60 degrees north latitude.	USA	850

- (aa) When a Europe-Japan/Korea polar flight is included in the itineraries between points in area 1 and points in Japan/Korea, the regular fares and maximum mileages appropriate to travel via the Atlantic should be applied. TPM'S should be calculated over the actual route of travel.
- (bb) When an itinerary involving polar route travel extends to points beyond Japan/Korea, the transatlantic fare must be broken over Fukuoka/Nagoya/Osaka/Seoul/Tokyo and then combined with an appropriate fare accordance with the lowest combination principle.

Note: When a Europe-Japan/Korea polar flight is included in an around the world itinerary, apply the construction principles in (c)(6), below.

- (c) Compare the total TPM'S to the applicable MPM permitted at the direct fare between the two points. If the total TPM'S is equal to or less than the MPM, the itinerary is allowed at the published direct fare.
- (d) If the total tpm for a desired routing 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 combination of fares may be used provided it is not less than the unsurcharged direct fare between the points of origin and destination.

where the sum of the ticketed point mileages for the routing option is greater than the maximum permitted mileage the direct route fare shall be surcharged in accordance with the following formula:

Divide the sum of the ticket point Mileages by the maximum permitted Mileage, if the result is:	Then the fare shall be surcharges by:
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 1.15 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 the combination of two or more fares along the desired routing which produces the lowest fare.

- (6) Travel via a higher-rated intermediate point
- (a) Normal fares
except as provided in (6)(c)(f) below, a through fare between origin and destination must not be lower than:
- (i) The normal fare between the point of origin and any intermediate 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 (or next lower class fare).
 - (bb) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with the highest economy class fare.
 - (cc) Economy class fare is compared with economy class fare.
- (b) special fares (except as provided in (6)(c)-(f) below)
- (i) If there is no higher normal fare between:
 - (aa) The point of origin and any intermediate ticketed point; or

- (bb) The destination point and any intermediate ticketed point than the normal fare between origin and destination, the special fare (surcharged, if necessary) applies between origin and destination.
- (ii) If there is higher normal fare between:
 - (aa) The point of origin and any intermediate ticketed point; or
 - (bb) The destination point and any intermediate ticketed point than the normal fare between origin and destination, the special fare must be raised to the level of such higher normal fare (surcharged, if necessary), unless:
 - (cc) The same or lower special fare of the same type exists between such points, in which case the special fare (surcharged, if necessary) applies,
 - (dd) A higher special fare of the same type exists between such points, in which case such higher special fare (surcharged, if necessary) applies.
- (iii) When comparing special fares, fares of the same type must be used and shall mean the same class of service, the same seasonal application and the same general conditions. In defining a fare of the same type, the comparison shall be limited to the class of service and:

Column 1	Column 2	Column 3
Unrestricted normal	Excursion	Promotional
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 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 special fare of the same type for comparison on any given sector, the fare with the conditions most similar to those of the special fare between the terminal points should be used for comparison

If from the origin ticketed point to any intermediate point there is no special fare of the same type as the through special fare of the same type as the

- through special fare, the fare shall not be less than the lowest of the higher type of special or normal fare in the absence of a special fare, in the same class of service.
- (c) Higher Intermediate Point checks will apply as follows:
- (i) SITI/SOTI transactions: the higher intermediate fare check applies only to intermediate stopover points.
 - (ii) SITO/SOTO transaction: the higher intermediate fare check applies to all intermediate ticketed points.
Exception: For SITI and SOTI transactions when the ticket is issued in West Africa, higher intermediate points shall be checked from all ticketed points en route in West Africa except when travel en route is via a point(s) in Angola, Nigeria and/or Zaire, the higher intermediate points will be checked only if a stopover is made at such point.
- (d) At no time will a point on a specified routing for a published fare to be considered a higher-rates intermediate point.
- (e) Higher rates specified "via" points may be disregarded when computing a fare between the appropriate points listed below. However, the following conditions must be complied with:
- (i) The passenger must be through ticketed beyond the "via" point(s).
 - (ii) Baggage must be checked through to the destination or next stopover point except where permissible stopovers are indicated above.
 - (iii) Any expenses incurred by the passenger at the "via" point(s) will not be absorbed by the carrier; and
 - (iv) the maximum mileages (surcharged, if necessary) applicable to the origin and destination cities must be observed.
- (f) Unpublished intermediate point fares when an itinerary includes an intermediate ticketed point for which no through fare is published, the fare of such point should be constructed by using whichever particular combination of fares results in the lowest fare.
- (i) Normal fare construction principles apply.
 - (ii) If the itinerary includes more than one unpublished intermediate ticketed point, separate fare calculations must be made

- for each such point.
- (7) Construction of fares via different classes of service (applicable to normal fares only)
- (a) A through fare which provides for a combination of different classes of service shall be the lowest fare resulting from the following:
- (i) The combination of the sectional fares for the classes of service used.
 - (ii) The through fare for the highest class of service used.
 - (iii) The applicable through fare (surcharged, if necessary) for the lowest class of service used, plus a differential for such portion where a higher class of service is used. The differential will be assessed as the difference between the applicable one way or half round trip fare (surcharged, if necessary for the lowest class of service used for the portion(s) concerned and the applicable corresponding one way or half round trip higher fare (surcharged, if necessary). when consecutive sectors are flown in the same higher class of service the applicable through fare over such sectors shall be the fare used.
 - (iv) The through fare for a higher class of service than either of the classes of service used, via the same carrier(s), between and via the same points. For the purpose of this paragraph only, fares are published in the following descending order of classes of service.
 - (aa) First class
 - (bb) Business class
 - (cc) One class standard service
 - (dd) Standard service
 - (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 component.
 - (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 than the applicable through business class fare.
- (d) The application of differential construction shall not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class used.
- (8) Round-the-world fares are circle trip fares which are applicable to continuous EB or WB travel

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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
- (a) Travel originating in area 1 when a Europe-Japan/Korea polar flight is included in an around the world itinerary, the fare may be constructed using a fare construction applicable to travel via India, even 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 computed according to:
 - (iii) The shortest air route via India between the last point of stopover or transit in Europe-Japan/Korea, and
 - (iv) The actual route of Travel Between Japan/Korea and the fare construction point.

Exception: The fare construction method described above does not apply if the passenger travels via the polar route and the South Pacific. In such case the fare must be constructed over Tokyo/Osaka/Fukuoka/Seoul plus whichever combination of fare from Japan or Korea to area 1 will permit the desired south pacific travel. Ticketed point mileages are computed according to the actual route of travel. The fare must be broken in Japan or Korea.

- (b) Travel originating in area 2 for travel originating in area 2, and an area 2-Japan/Korea polar route fare 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 combination of transatlantic, transpacific and eastern hemisphere fares in accordance with mileage provisions in (d)(5)(b)(iv) of this rule.
- (10) Minimum fares
Having established the international fare for a one-way, open jaw, circle trip, or round the world journey in accordance with normal rules, including the higher intermediate fare rule and mileage surcharge where applicable, a separate calculation, ignoring mileage surcharge, must be made. When this separate calculation results in a higher fare, such higher fare must be charged.
- (a) One way backhaul
when an itinerary qualifies as a one way, a one way minimum check is necessary for each component of an itinerary. The fare must not be less than the amount obtained from either of the following calculations.
 - (i) Establish the through fare in accordance with normal rules including the higher intermediate fare rule and mileage surcharges when applicable.
 - (ii) Compare the unsurcharged fare from point of origin to the highest intermediate stopover point with the unsurcharged fare from origin to destination. If the fare to the highest intermediate stopover point is greater than the fare to the destination, add the difference between the low fare and the high fare to the high fare.
Note 1: No HIP no backhaul.
Note 2: No stopover no backhaul.
 - (b) Separate fares are assessed for side trip.
 - (c) Circle trip minimum
The fare for a circle trip shall be not less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, including any separately assessed side trips.
Exception: The minimum fare check described in (a) and (c) above shall not be applied to points on the journey permitted to disregard the higher intermediate point rule.
 - (d) Fares for other than round or circle trips.
(the following rules apply to all fares

except rt special fares)

- (i) To all SITI transactions
- (ii) For transportation wholly within tc1
- (iii) For sales made in tc1 for transportation commencing in tc1
- (iv) For sales made in Canada/U.S.A./U.S. territories for international travel commencing outside this area that has its destination or point of turnaround in this area.
- (v) When Travel Originates In Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo, Cote D'Ivoire, Equatorial Guinea, Gabon, Ghana, Liberia, Mali, Niger, Senegal Or Togo and is sold in another of these countries.
 - (aa) Via point check
When one way fares are used and travel is via the country of origin, the fare for the component via the country of origin shall not be less than the highest direct international fare from any ticketed point in the country of origin to any other ticketed point in such fare component. This rule 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 ticketed point(s) in the country of origin is transited on both the outbound and inbound journeys, the fare for the entire journey must not be less than the round or circle trip fare, as applicable, from such common point.
 - (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, as applicable to such common

- point.
- (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 shall apply.
 - (i) Normal fares
(Not applicable to sales in the U.S.A. or U.S. territories)
 - (aa) Component check
 - (1) The fare to be charged shall not be less than the highest direct normal one way fare applicable in either direction between any ticketed points within the fare component for the lowest class of service assessed.
 - (2) More than one fare component (one way fares/half round trip fares) the fare to be charged shall not be less than the highest direct normal one way/half round trip fare applicable in either direction between any ticketed points within each fare component for the lowest class of service assessed, and
 - (bb) Journey check
The total fare for the journey shall not be less than the highest direct normal one way fare applicable in either direction between any ticketed points on the journey, for the lowest class of service assessed.
Exception: The component check and journey check described 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)
 - (aa) Component check
 - (1) The fare to be charged shall not be less than the highest direct normal one way fare applicable in the direction of Travel Between any ticketed points within the fare component for the lowest class of service assessed.

- (2) More than one fare component (one way fares/half round trip fares) the fare to be charged 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 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 used.
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 see whether any round trip fares 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 less than the highest direct normal round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding transpacific round trip fares from the point of origin to the same points. For the purpose of this rule, transatlantic round trip fares must be compared with transpacific round trip fares from point of origin for each stopover point on the routing and the lower of the two will be considered the direct fare.

- (ii) One class of service
the fare for an around the world journey traveled in one class of service must not be less than the highest direct round trip fare from the point of origin and to stopover point on the routing.
- (iii) Different classes of service
the fare for around the world journey involving different classes of service must not be less than the highest direct round trip fare for the lowest class of services assessed, from the point of origin to any ticketed point on the routing plus applicable differentials for sectors travelled in higher class of services.
- (g) Unpublished fares
when an itinerary includes a ticketed point for which no through fare is published, or for which a fare is published in only one global direction, the fare for such point/global direction should be constructed by using whatever particular combination of fares results in the lowest fare.
 - (i) Normal fare construction principles apply.
 - (ii) If the itinerary includes more than one unpublished point/global direction, separate fare calculations must be made for each such point/global direction.
- (11) Maximum fares
(Applicable to normal fares for travel via the same or different classes of service) a combination of fares of the same or different class of service (see note below) shall not exceed the lowest of the following fares or combination of fares via the same carrier(s) between and via the same point:
 - (a) A combination of fares via the class of service used for a portion of the transportation and fares for a higher class of service for the remainder of the transportation, or
 - (b) A combination of fares via higher class of service, or
 - (c) A through published fare via a higher class of service.

Note: For the purpose of paragraphs (a), (b) and (c) only, fares are published in the following descending order of classes of service.

 - (i) First class sleeperette
 - (ii) First class
 - (iii) Business class/executive class
 - (iv) Economy class

Rule 132 Fares

- (A) General
 Fares/rules apply for carriage from the airport at the point of origin to the airport at the point of destination and do not include ground transfer service between airport or between airports and city centres except where rule 35 specifically provides that such ground transfer service will be furnished without additional charge.
- (B) Acronyms, sequence of checks, international sales indicators (ISI).
 list of common acronyms used for fare constructions.
 - (1) List of common acronyms used for fare construction:
 - BHC One Way Backhaul Check
 - COM Country Of Unit Origin Minimum
 - COP Country Of Payment Check
 - CPM Common Point Minimum
 - CTM Circle Trip Minimum
 - DMC Directional Minimum Check
 - EMA Ticketed Point Mileage Deduction (Previously Extra Mileage Allowance)
 - EMS Extra Mileage Surcharge
 - HIP Higher Intermediate Fare Check
 - MPM Maximum Permitted Mileage
 - OSC One Way Subjourney Check
 - RSC Return Subjourney Check
 - RWM Round The World Minimum
 - TPM Ticketed Point Mileage
 - (2) Sequence of checks
 - (a) All fare constructions shall be accomplished in NUCS.
 - (b) In applying fare construction checks, the following sequence shall apply to such checks.

Name	Acronym	Applicable Fares
Mileage checks	TPM/MPM/ EMS/EMA	All
Higher intermediate point	HIP	All
One WAY backhaul check	BHC	OW
One WAY subjourney check	OSC	Normal OW
Country of unit origin minimum	COM	OW
Directional minimum	DMC	OW, Normal OJ

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Circle trip/Round the world minimum	CTW/RWM	CT/RTW
Common point minimum	CPM	Normal OJ
return subjourney check	RSC	Normal CT, OJ, RT
Local currency fare check	COP	Normal CT, RT

(C) Application

- (1) Fares specified in this tariff between any two points are subject to:
 - (a) The maximum permitted mileage, referred to herein as mileage fares, provided that when a journey exceeds the MPM, the fare must be surcharged in accordance with the procedures for excess mileage surcharges, or;
 - (b) A specified diagrammatic or linear routing, referred to herein as routing fares.
- (2) Applicable fares
Fares to be assessed for the total journey shall be the applicable fares effective on the date of departure on the first international sector, provided Canada and the USA are considered as one country.
- (3) Arbitrary construction
Fares published by use of a published arbitrary and a published international gateway fare. These fares are referred to as constructed fares. When construction with arbitraries is used, travel need not be via the point of combination.
- (4) Non-adherence to precedence of through published fares
Except for the provisions in paragraphs (8 below) and (e)(6) the combination of two or more fares may be applied between any two points even if the amount results in less than the through published fare in this tariff. All rules of such fares combined must be observed.
- (5) Lowest combination principle (LCP)
when no through fare is published between any two ticketed points, a fare must be constructed for the purpose of applying fare construction checks. the applicable fare must be constructed using sector fares over an intermediate ticketed point for the class of service used.
 - (a) The fare must be constructed in the direction of travel except that for any fare component into the country of pricing unit origin, the fare applicable from the country of pricing unit origin shall be used.
 - (b) when the same fare construction point is used both for the outbound and inbound fare, the provisions of end-on combinations apply.
 - (c) when used for fare checks, the constructed

fare must be shown on the ticket as "c"/.
when used for other purposes, the fares must
be shown separately on the ticket.

(6) Direction of fares

- (a) Fares shall be assessed in the direction of travel, except that the fare component into the country of pricing unit origin shall be assessed in the direction from such country, i.e. not in the direction of travel.

Note: Canada and the U.S.A. shall be considered the same country. Denmark, Norway and Sweden shall be considered the same country.

Example: Travel: FRA-MAD-JNB-MAD-FRA
Construction could be:

FRA-JNB RT 1 pricing unit
or

FRA-MAD RT 1 pricing unit
MAD-JNB RT 1 pricing unit

TOTAL of 2 pricing units

component JNB-MAD must be in the direction from MAD to JNB.

Exception 1: Except for RT pricing units, fare components between Canada and the U.S.A. and between Denmark, Norway and Sweden shall be assessed in the direction of travel.

Exception 2: (Applicable to open jaw special fares only) for travel originating and terminating in Europe (where an open jaw applies between countries in Europe) for the last fare component into the country of unit destination the fare applicable from the country of unit destination shall be used.

- (b) Fares shall be assessed in the direction of travel, except that when a pricing unit for a one way subjourney terminates in a country from which a previous pricing unit has been assessed, the pricing unit for the one way subjourney into such country shall be assessed from such country, i.e. not in the direction of travel.

Example: Travel ATL-LON-STO-LIS-GLA

Construction: ATL-LON OW 1 pricing unit
LON-STO OW 1 pricing unit
STO-LIS OW 1 pricing unit
GLA-LIS OW 1 pricing unit
Total of 4 pricing units

Fare component LIS-GLA must be in the direction of GLA-LIS because the termination point (GLA) is in the same country from which a previous pricing unit (LON-STO) was assessed.

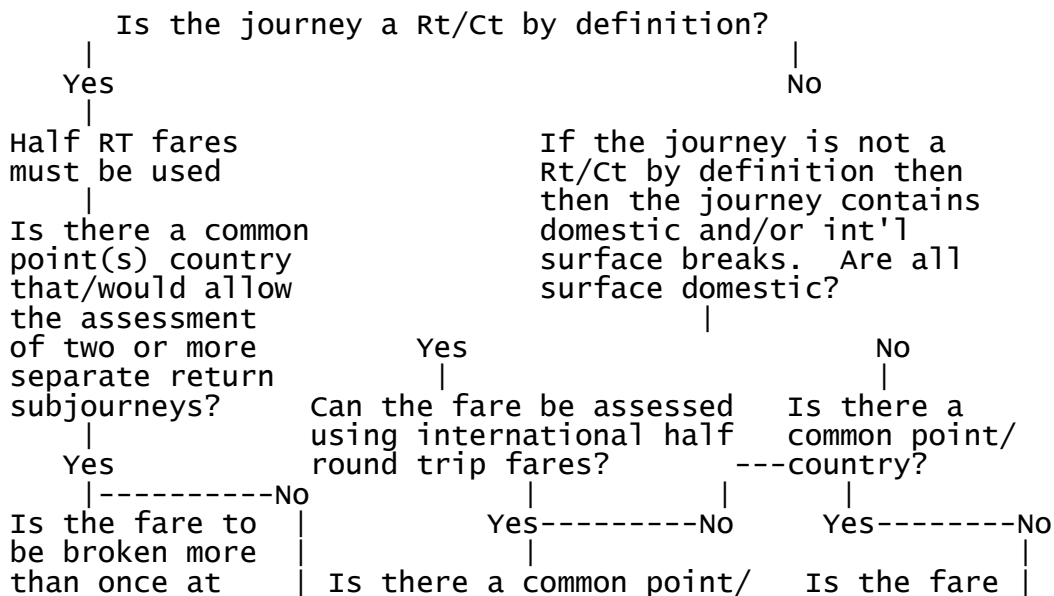
- (7) End of combinations
When two or more fares are combined end-on, the provisions of round trip, circle trip, one way or open jaw journeys, as applicable, shall apply separately to each.
- (8) Combination of fares - U.S.A.
(a) Combination of U.S. domestic normal/special fares with international fares to construct a through fare which is less than the published fare from the point of origin to the point of destination is permitted; provided the passenger complies with all conditions of the fares.
Exception 1: The minimum tour price, if any, required by the U.S. domestic fare will not be applicable when the minimum tour price of the international fare is higher.
Exception 2: The advance purchase, if any, required by the U.S. domestic fare will not be applicable when combining with an international fare which has a greater advance purchase for transportation to/from points outside the U.S.A./Canada/Mexico/Bermuda/Bahamas/West Indies.
Exception 3: The requirement of ticketing within a specified time after reservations are made, if any, required by the U.S. Domestic fare will not be applicable when combining with international fares for transportation to/from points outside the U.S.A./Canada/Mexico/Bermuda/Bahamas/West Indies.
- (b) The maximum permitted mileage shall apply from the gateway used for fare construction/combination.
(c) Travel must be via the fare combination point(s).
- (9) When fares are expressed as a percentage of another fare and different 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

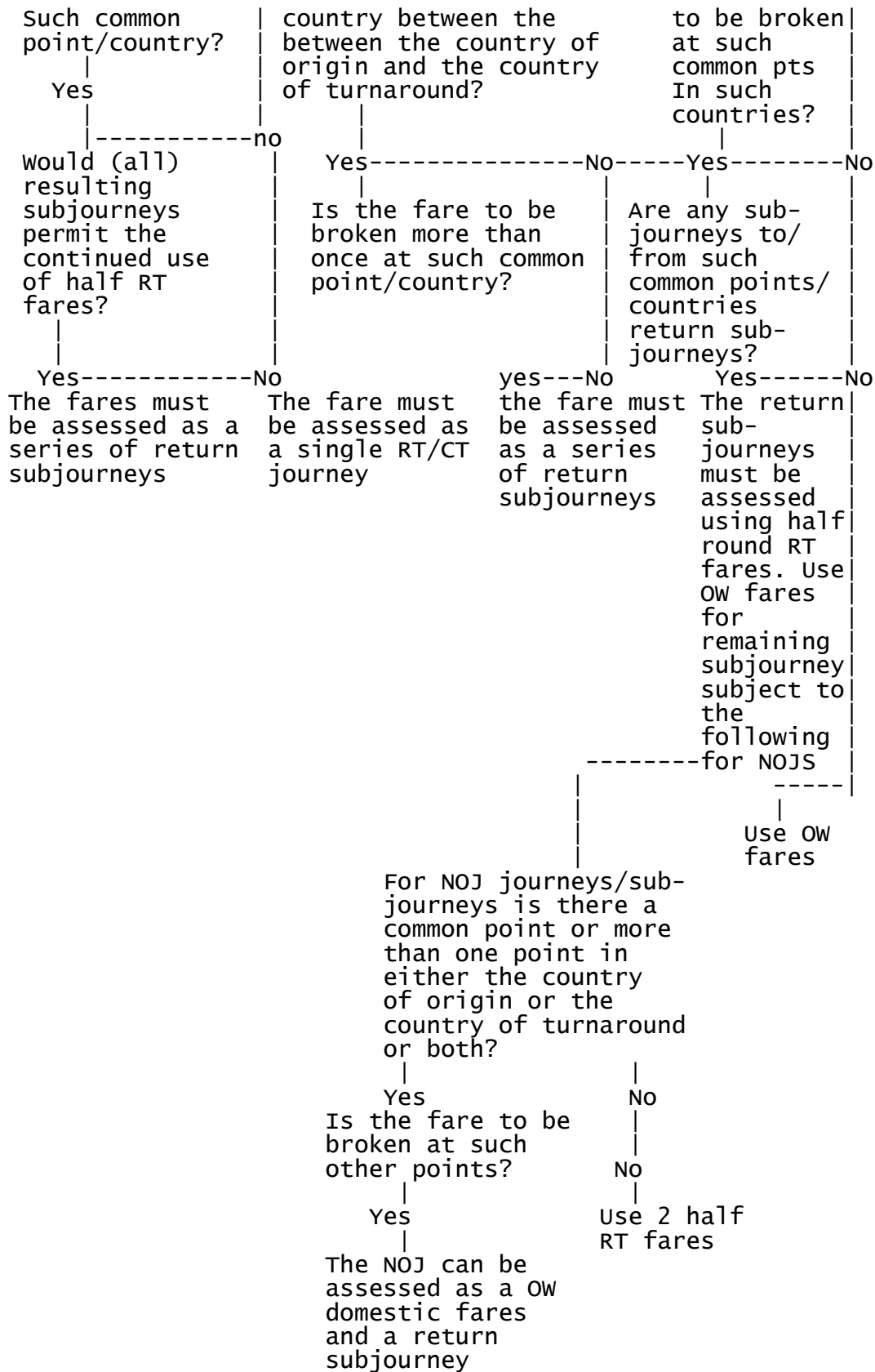
Example: Journey A-B-C-D-A
 Children's Fares

- 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 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.
- (D) Defining journey or pricing unit concept
 - (1) The fare for a journey (excluding side trips assessed separately) shall be the lowest of:
 - (a) A single pricing unit for the journey, or
 - (b) any series of end-on combined pricing units, which collectively comprise the journey being traveled.
 - (2) To determine the fares for 1) above using normal fares refer to the flow chart below:

Normal fare flow chart





General notes:

1. If for pricing purposes the journey is changed (e.g. closing surface gap or adding a sector that creates a surface gap) then the new journey will determine which path of the flow chart should be taken.
2. For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart.
3. The flow chart does not apply for local combination of normal and special fares - refer to the special fares rule.

- (3) (a) If the journey fulfills the definition of a round trip or circle trip or normal/special fare open jaw trip, the pricing unit must be assessed as a round trip, or circle trip or normal/special fare open jaw trip as applicable and must use half round trip fares. The use of one way fares is not permitted. For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart.

Example: Travel: LON-MIL-STO-LON

Construction:

LON-MIL 1/2 RT
MIL-STO 1/2 RT 1 pricing unit
LON-STO 1/2 RT

- OW fares are not permitted as travel is continuous, circuitous and returns to the same point
- CTM check LON-MIL RT and LON-STO RT
- Last fare component from country of origin

- (b) If there is a common point/country on the routing, the journey may be broken into more than one pricing unit provided these must be for return subjourneys using half round trip fares.

Example: Travel: HEL-BKK-TYO-SEL-TYO-BKK-HEL

Construction could be:

HEL-BKK RT 1 pricing unit
BKK-TYO RT 1 pricing unit
TYO-SEL RT 1 pricing unit

or

HEL-TYO RT 1 pricing unit
TYO-SEL RT 1 pricing unit

or

HEL-BKK RT 1 pricing unit
BKK-SEL RT 1 pricing unit

- (c) A return subjourney only occurs if the fare is broken more than once at the common point/country. The fare for Travel Between such fare break points must be priced as a round trip; circle trip or normal/special fare open jaw, as applicable, and must use half round trip fares.

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

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Construction could be:

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

LON-JNB 1/2 RT
MAN-JNB 1/2 RT 1 pricing unit

- Both Subjourneys fall within the definition of OJ

- (Note that above journey could also be constructed as NYC-JNB RT)

- (d) If Travel Between such fare break points would required the use of one way fares, this is not permitted.

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

Construction could not be:

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

- Travel LON-RIO-JNB-MAN is not within the definition of an OJ

- Use of OW fares is not permitted.

- total journey falls within

Definition of CT and may only be constructed as

a single pricing unit.

- (4) If the routing of the journey fulfills the definition of a normal/special fare open jaw trip, the pricing unit shall be assessed as two half round trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or other points and a one way subjourney(s) for the domestic sector(s). If this type of pricing option is used then one way pricing units must be assessed using one way fares and the return subjourney must be assessed using half round trip fares.

Example: Travel: KHH-TPE-SIN-TPE

Construction could be:

KHH-SIN 1/2 RT
TPE-SIN 1/2 RT 1 pricing unit

or

KHH-TPE OW 1 pricing unit
TPE-SIN RT 1 pricing unit

whichever is the lower.

Example 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE

Construction could be:

KHH-DPS 1/2 RT)
TPE-JKT 1/2 RT) 1 pricing unit

or

KHH-TPE OW 1 pricing unit
TPE-JKT RT 1 pricing unit

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	JKT-DPS	OW	1 pricing unit
or	KHH-TPE	OW	1 pricing unit
	TPE-DPS	1/2 RT)	
	TPE-JKT	1/2 RT)	1 pricing unit
or	KHH-TPE	1/2 RT)	
	TPE-JKT	1/2 RT)	1 pricing unit
	JKT-DPS	OW	1 pricing unit
	whichever is the lower		

Example 3: Travel GLA-MAN-ROM-LON

Construction could be:

	GLA-ROM	1/2 RT)	
	LON-ROM	1/2 RT)	1 pricing unit
or	GLA-MAN	OW	1 pricing unit
	MAN-ROM	1/2 RT)	
	LON-ROM	1/2 RT)	1 pricing unit

- (5) a) If the routing of a journey does not fulfill the definition of round trip, circle trip or normal/special fare open jaw trip, it shall be assessed as follows, subject to the routing
- i) As a one way journey
 - ii) As a series of one way subjourneys
 - iii) As a round trip or circle trip journey with the surface sector assumed flown
 - iv) If there is a common point/country - as a mix of a one way subjourney and a return subjourney (as shown in (3)(c) above).

Example 1: Travel PAR-ATH

Construction: PAR-ATH OW 1 pricing unit
 does not qualify for RT, CT, or normal fares
 OJ

Example 2: Travel PAR-BKK-VIE-ROM

Construction could be:

	PAR-BKK	OW	1 pricing unit
	BKK-VIE	OW	1 pricing unit
	VIE-ROM	OW	1 pricing unit
or	PAR-BKK	OW	1 pricing unit
	BKK-ROM	OW	1 pricing unit

No return to country of origin, fares in direction of travel

Example 3: Travel STO-NBO surface SEZ-NBO-STO

Construction could be:

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- | | | | |
|----|---------|----|----------------|
| | STO-NBO | OW | 1 pricing unit |
| | STO-SEZ | OW | 1 pricing unit |
| or | | | |
| | STO-NBO | RT | 1 pricing unit |
| | SEZ-NBO | OW | 1 pricing unit |
| or | | | |
| | STO-SEZ | RT | 1 pricing unit |
- b) The one way journey/subjourney(s) above must be assessed using one way fares. The use of half round trip fares is not permitted. The round trip journey/subjourney(s) above must be assessed using half round trip fares.

(E) Limitations on indirect travel/inclusion of surface sectors on a through mileage calculator

(1) Limitation on indirect travel

- a) General limitations: A fare component must not include more than:
- i) One departure from fare component origin or
 - ii) One arrival at fare component destination or
 - iii) More than one stopover at any one intermediate ticketed point
- b) Additional limitations
- i) for a journey originating in Europe (not applicable for travel wholly within Europe) a fare component must not include more than one international departure and one international arrival at any ticketed point in the country where travel originates; provided that when the country of origin is transited, to/from another point in Europe; stopovers will not be permitted in such country.
 - Example 1: AMS-TYO-AMS-LON-RTM with a stopover in AMS between TYO and LON at a through TYO-LON fare is not permitted (country of origin is transited to another point in Europe)
 - Example 2: LON-NYC-LON-TYO with a stopover in LON between NYC and TYO at a through NYC-TYO fare is permitted (country of origin is not transited to/from another point in Europe)
 - ii) The restriction in (i) above shall also apply for the country of payment in Europe if not identical to the European country where travel originates.
 - Example 1: ZRH-MIL-TYO sold in MIL with a stopover in MIL at a through fare ZRH-TYO is

- not permitted.
(country of sale is transited from another point in Europe)
- Example 2: LON-NYC-X/LON-AMS-TYO sold in FRA with a stopover is AMS at a through fare NYC-TYO is permitted.
(Country of origin is transited to another point in Europe but no stopover is made)
- iii) A fare component within TC1 or between TC1 and TC3 (via the Pacific) must not include more than one arrival and one departure at any ticketed point.
- iv) For a journey originating in TC1, no fare component within TC1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates.
- Example 1: POA-BUE-SAO-NYC-through fare not permitted because of two international departures from Brazil. Additionally, this restriction applies for the country of payment if not identical to the country where travel originates.
- Example 2: NYC-SAO-BUE-POA sold in brazil - through fare not permitted because of two international arrivals in brazil which is the country of sale.
- v) Applicable for travel commencing in Brazil (except for journeys wholly within South America) irrespective of where the fare is paid, the first international fare component must not include more than one Brazilian domestic flight coupon. where more than one Brazilian domestic flight coupon is issued, the first international fare component must be assessed from the point immediately prior to the point of commencement of the international sector.
- Example 1: BSB-RIO-NYC at a through fare BSB-NYC is permitted.
- Example 2: POA-RIO-SSA-LIS at a through fare POA-LIS is not permitted. The

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international fare component must be assessed from RIO and POA-RIO charged separately.

Example 3: FLN-X/CWB-/CWB-IGU-XSAO-LON at a through fare FLN-LON is not permitted. this first international fare component must be assessed from IGU and FLN-CWB-IGU charged separately.

vi) For a pricing unit originating in Germany, a fare component from/to a point in Germany must not include more than two domestic sectors in Germany.

vii) Journey application
A journey on a ticket or conjunction ticket, at the time of original issue or when reissued, must not include more than four international arrivals and four international departures in any one country; except in Europe, not more than three international arrivals and three international departures in one country in Europe; provided for the counting of arrivals and departures surface sectors are considered to be flown

(2) Inclusion of a surface sector on a through mileage calculation
Surface of a transportation between two intermediate ticketed points must be included in the ticketed point mileage computation. in the absence of a single ticketed point mileage, the lowest combination of ticketed point sector mileage will apply.

Exception: When Travel Between the following ticketed points are by surface transportation, and neither point is the point of origin or destination of the fare sector, the mileage between such points will be disregarded.

Between
Alicante, Spain
Alicante, Spain
Almeria, Spain
Amman, Jordan
Amritsar, India
Amsterdam, Netherlands
Netherlands
Antwerp, Belgium
Arica, Chile
Barcelona, Spain
Barcelona, Spain

And
Murcia, Spain
Valencia, Spain
Malaga, Spain
Jerusalem
Lahore, Pakistan
Rotterdam,
Brussels, Belgium
Tacna, Peru
Gerona, Spain
Reus, Spain

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Basle, Switzerland
Berlin, Germany
Berlin, Germany
Berne, Switzerland
Switzerland
Berne, Switzerland
Switzerland
Bilboa, Spain
Spain
Bilboa, Spain
Bilboa, Spain
Bologna, Italy
Italy
Brazzaville, Congo Rep.
Bremen, Germany
Bremen, Germany
Brownsville, U.S.A.
Catania, Italy
Ciudad Juarez, Mexico
Cologne, Germany
Germany
Cologne, Germany
Curitiba, Brazil
Cuzco, Peru
Detroit, U.S.A.
Dresden, Germany
Dubai, United Arab Emirates
Arab Emirates
Dusseldorf, Germany
Grenada, Spain
Guatemala, Guatemala
Guayamerin, Bolivia
Brazil
Hamburg, Germany
Hamburg, Germany
Hilo, Hawaii, U.S.A.
U.S.A.
Hong Kong Sar, Hong Kong
Iguassu Falls, Argentina
Brazil
Jerez De La Frontara, Spain
Kabul, Afghanistan
Pakistan
La Coruna, Spain
Compostela, Spain
Laredo, Texas, U.S.A.
Mexico
Larnaca, Cyprus
Leticia, Columbia
Livingstone, Zimbabwe
Zimbabwe
Livramento, Brazil
Ljubijana, Yugoslavia
Yugoslavia
Mcallen, Texas, U.S.A
Milan, Italy
Munich, Germany
Germany

Mulhouse, France
Dresden, Germany
Leipzig, Germany
Geneva,
Zurich,
San Sebastian,
Santander, Spain
Vitoria, Spain
Florence/Pisa,
Kinshasa, Zaire
Hamburg, Germany
Munster, Germany
Matamores, Mexico
Palermo, Italy
El Paso, U.S.A.
Dusseldorf,
Munster, Germany
Joinville, Brazil
La Paz, Bolivia
Windsor, Canada
Leipzig, Germany
Sharjah, United
Munster, Germany
Malaga, Spain
Tapachula, Mexico
Porto Velho,
Hanover, Germany
Munster, Germany
Kona, Hawaii,
Macau, Macau
Iguassu Falls,
Seville, Spain
Peshawar,
Santiago De
Nuevo Laredo,
Paphos, Cyprus
Tabatinga, Brazil
Victoria Fall,
Rivera, Uruguay
Zagreb,
Reynosa, Mexico
Turin, Italy
Nuremberg,

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Nagoya, Japan	Osaka, Japan
Paso De Los Libres, Argentina	Uruguiana,
Brazil	
Podgorica, Yugoslavia	Tivat, Yugoslavia
Puerto Montt, Chile	San Carlos De
Bariloche,	
Argentina	
San Diego, U.S.A.	Tijuana, Mexico
Santiago De Compostela, Spain	Vigo, Spain
Split, Yugoslavia	Zadar, Yugoslavia
Stockholm, Sweden	Vasteras, Sweden
Swakopmund, Namibia	Walvis Bay,
Namibia	

- (F) Construction rules for fare components
- (1) Mixed class travel (travel via different class of service) (applicable to normal fares only).
- (a) Mixed class travel is when travel involves two or more classes of service:
- (i) on a sector(s) within a fare component
Or,
- (ii) In an entire fare component of a journey/subjourney with more than one fare component
- (b) The fare for entire fare component traveled in a higher class of service shall be the applicable fare for the class used.
- (c) All fares used in differential calculations will be based on qualifying fares.
- (d) The fare for mixed class travel within a fare component is assessed as the sum of the through fare in the lowest class of service used to assess the fare and, for each sector traveled in a higher class of service; the difference between the lowest applicable fare for the lowest class used for the sector concerned and the lowest applicable fare for the higher class used for the same sector. this process will be referred to as 'differential'.
- (e) If consecutive sectors within the fare component are flown in the higher class of service, the differential may be assessed as the difference between the applicable through fare for the lowest class of service used and the applicable through fare for the higher class of service for the sectors concerned.
- (f) HIPS must be checked when calculating differentials, however the BHC does not apply.
Note: Minimum checks are not applicable when calculating a differential.
- (g) The differential is assessed in the same direction as the fare used for the lowest class of service.
- (h) When half round trip fares are used, the differential is assessed using half round

- trip fares. When one way fares are used, the differential is assessed using one way fares.
- (i) Special fares may not be used in mixed class differential calculations.
 - (j) The above rules may not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service used.
 - (k) The total fare for a fare component assessed with a class differential need not be higher than:
 - (i) The through fare for the highest class of travel, or
 - (ii) The sum of fares for sectors flown in different classes of service
 - (l) Fare component checks (DMC, COM) will be applied:
 - (i) In the lowest class used of a mixed class component where a differential has been applied
 - (ii) In the applicable class used for an entire component flown in a higher class
 - (m) Journey subjourney checks which apply to more than one fare component (CTM, COP, CPM, OSC, RSC) will be applied in the lowest class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used
 - (n) where two applicable same class fares exist in a market, the applicable fare used for the through fare component and any intermediate fares used for hip check purposes to the breakpoint, is also the same fare used in calculating the differential, i.e. y and y2 fares exist in a market. If the lower level Y2 fare is used as the hip check fare, it must also be used when calculating the differential.
 - (o) Class differentials may not be assessed over a fare break point.
 - (p) (Applicable between area 1 and area 2) when the transatlantic sector is flown in intermediate class and other sectors are in the same class or a lower class, the applicable through intermediate class fare shall be applied. A differential between economy and intermediate class is not permitted.
 - (q) (Applicable between area 1 and area 3 via the Atlantic) when the area 2-3 and transatlantic sectors are flown in intermediate class, the applicable through intermediate class fare shall be applied.
 - (r) (Applicable for Travel Between area 1 and Europe only) when transatlantic travel is flown in economy class and the intra European sector is flown in intermediate class, the through applicable intermediate class fare

- applies, unless charging sector fares for the mixed class point(s) results in a lower fare. a differential between economy and intermediate class is not permitted.
- (s) (Applicable via the Atlantic-Pacific oceans for Travel Between Europe and South West Pacific) when the sector between Europe and area 1 and the sector between area 1 and the south west pacific are flown in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.
 - (t) (Applicable to Atlantic-Pacific travel between Europe and Japan/Korea) when the sector between Europe and area 1 is in economy class and the sector between area 1 and Japan/Korea is in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.
 - (u) (Applicable to Atlantic-Pacific travel between Europe and South East Asia) when the sector between the last point of departure in Europe and the first point in arrival in area 3 are flown in intermediate class, the applicable intermediate class fare applies. a differential between economy and intermediate class is not permitted.
- (2) Surface sectors
- (a) Apply the through fare or the sum of fares over the sectors actually flown, whichever is lower.
 - (b) In the case of normal fare travel, where the mileage for an international surface break is greater than the ticketed point mileage over the routing traveled from origin of the journey up to the point of commencement of the surface break when normal fares are on both sides of the surface break and journey up to the surface break must be ticketed separately.
 Example: Travel: NYC-LON surface
 BKK-PAR-LON-NYC
 TPMS 3458 5919 5860 220 3458
 Construction could be:
 NYC-LON RT 1 pricing unit
 BKK-PAR OW 1 pricing unit
 PAR-LON OW 1 pricing unit
 * Notwithstanding separate pus, the tpm is undertaken from NYC
 - (c) The surface break is measured using TPMS. If no tpm exists for the points concerned, the shortest operated mileage shall be used (i.e. MPM divided by 1.20); provided that in the event there is no shortest operated mileage, the ticketed point mileage shall be established by a combination of TPMS.

- (d) Surface breaks in section (e)(7) and between Canada and the USA may be ignored.
- (3) Higher Intermediate Point
 - (a) Normal fares
 - (i) If in any routing otherwise permissible at the direct route normal fare, there is a direct route normal fare(s) of the same class of service between any two ticketed points which is higher than the direct route normal fare between the fare construction points, the fare shall not be less than the highest fare referred to (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 applicable fare (by seasonality 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 normal fare(s) of the same class of service between the fare construction points, the fare for the indirect route shall be no less than the highest fare referred to above (higher intermediate fare), and the surcharge percentage applicable to the through fare shall be applied to such higher intermediate fare.
 - (iii) When there is no direct route fare between two ticketed points, a fare must be constructed over an intermediate ticketed point in order to apply the provisions of (i) or (ii) above.
note: the constructed fare is considered a 'direct route fare' and must be shown on the ticket as 'c/'.
 - (iv) When comparing normal fares of the 'same class of service' in order to determine if there is a higher fare, the following sequence shall be followed:
 - (aa) Sleeper seat fare is compared with sleeper seat; if no sleeper seat fare, compare with first class fare
 - (bb) First class fare is compared with first class; if no first class fare, compare with intermediate class fare (or next lower class fare)
 - (cc) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with economy class fare; provided

that where more than one economy class fare is published, compare with the highest economy class fare.

- (dd) Economy class fare is compared with economy class fare
- (v) When comparing normal fares, the comparison shall be made in the same direction as the fare component. When using half round trip fares the comparison shall be made using half round trip fares. When using one way fares the comparison shall be made using one way fares.
- (vi) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used subject to any stopover, transfer, seasonality, day of week limitations, or flight restrictions of the lower/lowest fare (excluding application of the stopover charges.)
- (a) Normal fares
 - (vii) In establishing the day of week fare level to be used for the hip check, the application of the day of week fares shall be applied solely to the sector(s) for which the check is being made. The day of travel on such sector(s) shall be used to determine the day of week fare level for the hip check.
 - (viii) In establishing the seasonal fare level to be used for the hip check, the rule for the application of the seasonal fare shall be applied solely to the sector(s) for which the check is being made. The seasonal rule for such sector shall be used to determine the seasonal fare level to be used for the hip check. where reference in a seasonal rule is to a specific segment of travel e.g. first international sector, the specific segment shall be assessed within the sector(s) for which the hip level is being established.
Example: Routing A-B-C-B-A
1st fare component (A to C)
 - Fare A-C is a non-seasonal fare
 - Fare A-B is a non-seasonal fare
 - There are seasonal fares B-C with the rule that the first international sector determines the seasonal fare to BE charged.
 - TO ESTABLISH THE SEASONAL FARE LEVEL TO BE USED FOR THE

- HIP check on
the sector B-C the date of
travel B to C will be used
2nd fare component (fare in
the direction from A to C)
- Fare A-C is a non-seasonal
fare
 - Fare A-B is a non-seasonal
fare
 - There are seasonal fares B-C
with the rule that the first
international sector
determines the seasonal fare
to be charged.
 - To establish the seasonal
fare level to be used for the
hip check on
the sector C-B the date of
travel C to B will be used
- (ix) For the purpose of the higher
intermediate fare check, when the ticket
shows no stopover at both the unit
origin and the unit destination point of
a side trip which has been charged for
separately (due to transfer connections
on both occasions) a stopover shall be
considered to be taken at such point
unless the time interval between the
arrival immediately preceding the side
trip and the departure immediately
following the side trip does not
constitute a stopover as defined in rule
1.
- (x) When an itinerary required checking
fares in the next higher class of
service due to rule/stopover
restrictions, hips must be checked in
the next higher class of service for all
points on that fare component.
- (xi) When tickets are issued
in the country of
commencement of travel, a higher
intermediate point check shall
be applicable only at intermediate
ticketed stopover point(s).
the points checked are:
- (aa) The point of origin to any
intermediate stopover point; or
 - (bb) Any intermediate stopover point to
the destination; or
 - (cc) Any intermediate point 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: HIP'S will not be checked when routing fares are used for travel wholly within area 1, or for Travel Between area 1 and area 2 via the Atlantic or for Travel Between area 1 and area 3 via the pacific.

Exception 3: For journeys originating western Africa, higher intermediate points checked in each fare component shall be applied on all ticketed points in western Africa.

Exception 4: Applicable for travel originating in Israel. HIP's will be checked on fare components from Israel to all ticketed points in the fare component whether there is a stopover or not. this does not apply to the hip check from an intermediate point or an intermediate point to the fare construction point.
Example: TLV-FRA-X/
LON-NYC/
TLV
the HIP

check is
TLV-FRA;
TLV-LON
and FRA-
NYC and
through
LON is a
transfer
point,
TLV-LON is
checked
but
LON-NYC is
not.

Note: this does not
apply to fares
published with
specified
routings.

Exception 5: Applicable for
travel originating
in Australia/ New
Zealand, (except
for
travel wholly within
area 3). The hip
check shall apply in
each international
fare component
to/from

Australia/New
Zealand from the
point of unit origin
to all ticketed
points in
the fare component.

Exception 6: For journeys
originating in
the republic of
Yemen, the hip
check in each fare
component shall be
applied on all
ticketed points
in the republic
of Yemen.

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.

(xii) For the purpose of this
rule, when there is a

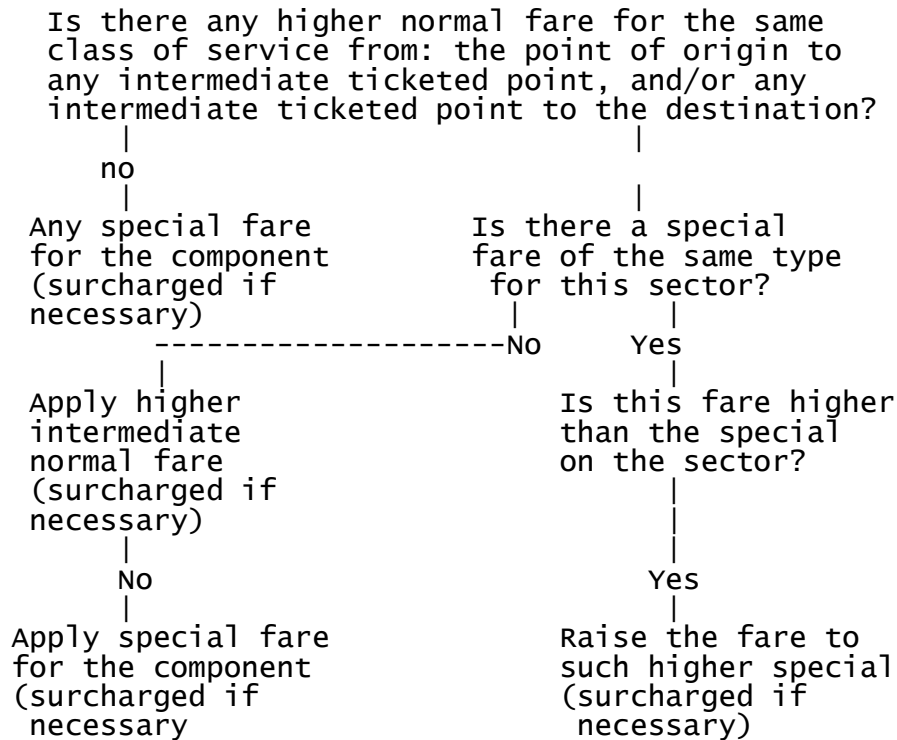
surface break, the higher intermediate fare check applies to the point of arrival by air immediately preceding the surface sector and to the point of departure immediately following the surface sector, unless the time interval between the arrival and departure does not constitute a stopover as defined in rule 1.

- (xiii) When tickets are issued outside the country of commencement of travel, a higher intermediate fare shall be applicable at all intermediate ticketed point(s).
- (b) Special fares
 - (i) A special fare may be applied if between either fare construction point and any intermediate ticketed point there is not higher normal fare for the same class of service than the normal fare between the fare construction points as determined in accordance with the normal fares section (a) above.
 - (ii) If there is a higher normal fare, as determined in accordance with (a) above, the special fare for the component shall not be less than such higher normal fare, except:
 - (aa) If there is a special fare of the same type at the same level or a lower level on the sector for which the normal fare applies, the special fare from the origin to the destination (surcharged if necessary) shall apply, or
 - (bb) If there is a special fare of the same type at a higher level on the sector for which the higher normal fare applies, the special fare for the component shall not be less than such higher special fare (surcharged if necessary).
 - (cc) If there is no special fare of the same type on the sector for which the higher normal fare applies, the fare shall not be less than the lowest of any higher type of special fare within the same column as shown below:
 - (dd) In defining a 'fare of the same type', the comparison of special fares shall be limited to the class of service and

Column 1	Column 2	Column 3
Late booking fare or	GIT fare or	Group fare or
APEX fare or	individual IT or	excursion fare
PEX fare or	excursion fare	
Excursion fare		

- (ee) If there is more than one special fare of the same type on the sector for which the higher normal fare applies, the fare with conditions most similar to those of the special fares for the component shall be used for the comparison.
- (ff) All conditions attached to the special fare for the component apply.

Flow chart (for special fares)



- (4) One way backhaul minimum
 - (a) This paragraph does not apply:
 - (i) For journeys wholly within 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 or special one way fares.
 - (c) If in any fare component travel is via a higher rated intermediate stopover point, the fare for such fare component shall be the higher of:
 - (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 as stated in section 3 (hips) above.
- (5) Directional minimum fare check (DMC)
the following
Additional rules will apply.
- (a) normal fares
- (i) One way fares: the fare to be charged shall not be less than the direct route one way fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within the fare component.
 - (ii) Normal open jaw fares: the fare to be charged shall not be less than the direct route half round trip fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within each fare component.
 - (iii) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used.
- (b) Special one way fares
- (i) Only one fare component: the fare to be charged shall not be less than the highest one way direct route fare of the same type in either direction between any ticketed points within the fare component. In the absence of a fare of the same type, the next higher one way fare shall be used.
 - (ii) More than one fare component: the rule in (b)(i) above shall apply to each fare component.
 - (iii) Fare of the same type will be as defined in section (3)(b)(ii)(dd).
- (c) Applicable fares
The fares to be used shall be those applicable on the date of commencement of the

outbound transportation or in the case of seasonal fares, those applicable on the date which determines the seasonal level to be used. This will apply in each component.

- (d) Exceptions
The provisions in subparagraphs (a)(b)and (c) above will not apply:
- (i) For transportation wholly within TC1
 - (ii) For sales made in TC1 for transportation commencing in TC1
 - (iii) For sales made in Canada, USA/US territories for transportation to Canada, USA/us territories.
 - (iv) When travel originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo (Brazzaville), Equatorial Guinea, Gabon, Ivory Coast, Mali, Niger, Senegal or Togo and is sold in these countries.
 - (v) For sales made in EC member states for travel wholly within the Europe sub-area when all fare construction points are in EC member states.

(G) Construction rules for pricing units

(1) Round trip fares

- (a) Unless otherwise specified, the fare for a round trip will be twice the outbound one way fare.
- (b) The reference to two fare components only, found in definitions, does not prohibit fares for end-on combination or side trips paid for separately, being shown on the same ticket.
- (c) Round trip fares are combinable with other round trip fares.

(2) Circle trip fares

- (a) The fare for a circle trip shall be the lowest combination of half round trips in the direction of travel, beginning the calculation from the point of unit origin of the trip; provided that for any fare component which terminates in the country of unit origin, the fare applicable to such fare component from the country of unit origin shall be used.
- (b) Circle trip minimum (CTM)
 - (i) (Not applicable for travel commencing in Australia/New Zealand other than within TC3): the fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal or special round trip fare, the highest rated pair of points applicable to the class of service used from the point of unit origin to any stopover point on the route of travel.
 - (ii) (Applicable for travel commencing in

- Australia/New Zealand other than within TC3). The fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal or special round trip fare, for the highest rates pair of points applicable to the class of service used from the point of unit origin to any ticketed point on the route of travel.
- (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.
 - (vi) 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 of subparagraph iv) below shall not apply.
 - (iv) The total fare for around the world journey (excluding any side trip charged separately) shall not be less than the lower of the two direct route normal round trip fares applicable to the class of service used from the point of unit origin to all stopover point(s) in both global directions. If more than one such lower fare exists, the highest of these lower fares is used for the RWM.
 - (v) Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used for the minimum check.
 - (vi) When there are round trip fares with different global indicators from the point of unit origin to any stopover point, the fare to be used for the check must be that applicable to the flown itinerary.
 - (vii) When the flown itinerary incorporates such different global indicators, the fare must not be less than the lower of such round trip fares from the point of unit origin.

Example: Travel
 CHI-ZRH-BOM-CMB-HKG-YVR-CHI

Calculation based on: CHI-BOM AT fare and CHI-BOM PA fare

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

- . The missing CHI-ZRH PA and CHI-YVR AT fares need to be constructed by lowest combination. However, as the resulting fares would most likely be higher than existing fares in the opposite global direction, they are ignored.
- . The highest RT fare between each city pair is disregarded.
- . Of the remaining lower RT fares, the highest RT fare CHI-CMB PA constitutes the

RWM.

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

(3) Open jaw fares

(a) Normal fare open jaw

Common point minimum check (CPM)

- (i) The fare for a normal fare open jaw pricing unit shall be the sum of the applicable round trip fares for both international legs of the open jaw, assessed from the country of unit origin.

- (ii) (aa) If there is a surface sector in the country of unit origin and there is a common ticketed point(s) in the country of unit origin, the fare shall not be less than the highest applicable fare from the common point(s).

- (bb) If there is a surface sector in the country of unit turnaround and there is a common ticketed point(s) in the country of unit turnaround, the fare shall not be less than the highest applicable fare to the common point(s).

- (cc) If there is a common ticketed point(s) in both the country of unit origin and the country of unit turnaround, the fare shall not be less than the highest applicable round or circle trip fare from the common ticketed point(s) in the country of unit origin to the common ticketed point(s) in the country of unit turnaround.

- (dd) In applying the above, for travel origination in Canada or USA, the surface break may be permitted between countries in the Europe sub-area provided:

- (i) Travel in both directions is via the Atlantic

- (ii) The application of (a)(i) and (i) above, the CPM check shall only apply to a common point(s) in the country of origin and/or the country of the terminal point of a fare component. It shall not apply to intermediate common point in other countries

Example: YMQ-LON-ZRH XXX

ROM-ZRH-LON-YMQ

the CPM check is to be applied YMQ-ZRH but not applied to

YMQ-LON as LON is not in the country of a terminal point of a fare component.

(ee) The reference in the normal fare open jaw definition referencing two international fare components does not preclude fares for end-on combinations or side trips paid for separately being shown on the same ticket.

(b) special fares open jaw
Except as specified in a fare rule, the fare for an open jaw shall be the sum of half the applicable round trip fares for both legs of the open jaw; provided that when a fare component terminates in the country of unit origin, the fare applicable from the country of unit origin shall be used.

Exception: For travel originating and terminating in Europe (except for travel wholly within Europe): where an open jaw applies between countries in Europe, where a fare component terminated in the country of unit destination the fare applicable from the country of unit destination shall be used.

Example: AMS-WAS-MAD

Fare construction: AMS - WAS
1/2 RT PEX
fare
MAD - WAS
1/2 RT PEX
fare

- (4) One way fares
- (a) For one way journeys, one way fares must be used
- (b) Country of unit origin check (com): when one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced.
- (c) For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit, the direction of the last pricing unit will be assessed in the reverse direction of

travel.

Example: GVA-LON-ATL-X/ZRH-LON using OW
fares for each sector

- . Both ZRH and Lon have been used to assess a previous pricing unit so the direction of the pricing unit for the sector ZRH-LON shall be from LON to ZRH.
- (H) Minimum check for consecutive normal fare pricing units
- (1) Return subjourneys check (RSC) not applicable for travel to/from Canada
- (a) The RSC will not apply between consecutive 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 each stopover point in any subsequent consecutive pricing

units.

Example: Travel:

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

. Minimum check - total fare for pricing units must not be less than the sum of 1/2 RTS NCE-BRU > LYS-JNB, whichever is the highest.

- (bb) If any subsequent pricing unit is for an origin open jaw the pricing unit will be considered as a round trip pricing unit and 1.b above will apply (i.e. close the surface sector)
- (ii) If the last pricing unit is for a turnaround open jaw trip the direct route round trip fare to stopover/terminal points in the open jaw pricing unit will be half the direct route round trip fare from the unit origin of the first consecutive pricing unit to the highest rate stopover/terminal point in the open jaw pricing unit on the outbound component and half the direct route round trip fare from the unit origin of the first consecutive pricing unit to the highest rated stopover/terminal point in the open jaw pricing unit on the inbound component.

Example:

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

Construction could be:

BRU-NBO	RT	1 pricing unit
NBO-LUN	RT	1 pricing unit
LUN-DUR	1/2 RT	
LUN-CPT	1/2 RT	1 pricing unit

. Minimum check - total fare for the pricing units must not be less than the BRU-LUN RT or the sum of 1/2 RTS BRU-CPT > BRU-CPT, whichever is the highest

- (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.
- (c) where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used.
- (d) (i) when there are round trip fares with different global indicators from the point of origin to any stopover point, the fare to be used for the check must

- be the applicable fare to the flown itinerary.
- (ii) when the flown itinerary incorporates such different global indicators (including round the world journeys), the fare must not be less than the lower round trip fares from the point of origin.
- (e) when there are round trip fares from the point of origin to any stopover point which differ according to carrier(s) used on the outbound and the inbound journeys, the fare to be used for the checks shall be the lower of such round trip fares.
- (2) One way subjourneys check (OSC) not applicable for travel to/from Canada
 - (f) If there is a surface break between two return subjourneys, the minimum check is not applied.
 - (g) Multiple pricing units assessed from a common pricing unit are not considered consecutive to each other and the minimum check is not applied to these pricing units.
 - (H) Example: Travel:
 TYO-SFO-LON-SFO-TYO-HKG-BOM-HKG-TYO
 Construction could be:
 TYO-SFO RT 1 pricing unit
 SFO-LON RT 1 pricing unit
 TYO-HKG RT 1 pricing unit
 HKG-BOM RT 1 pricing unit
 . Minimum check is applied twice: TYO-SFO > SFO-LON and TYO-HKG > HKG-BOM
 . There is no minimum check other than above.

(Not applicable to journeys to/from via the us/us territories)

- (a) A specified through fare must not be undercut by a combination of fares
- (b) The OSC will apply between consecutive pricing units for one way subjourneys.

example 1 (SITI):

A-----	B-----	C-----	D-----
100		100	100
A-----		C-----	
	300		
	B-----		D-----
		250	
A-----			D-----
			500

P	A				
P	B	100			
	C	100			
	D	100			
	H	A-C	100		
	H	A-D	100		
	Total	500			

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

Example 2: CPH-DEL-JED-BKK

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

- . CPH-DEL plus DEL-JED < 1500 NUC. Compared to CPH-JED results in a plus of 100 NUC.
- . CPH-JED plus JED-BKK < 2075 NUC. Compared to CPH-BKK results in a plus of 125 NUC.
- . The itinerary must be raised 225 NUC shown separately in the fare calculation.

P	CPH	
P	DEL	900
	JED	600
	BKK	475
	H	100
	H	125
	TOTAL	2200

- (c) where more than one normal fare published for The carrier and the class of service used the Lower/lowest level may be used.
 - (d) if the OSC is applied and two or more pricing units are merged, the new single pricing unit is used for any further fare checks.
 - (e) If in a series of pricing units for one way subjourneys there is a surface break between fare construction points the osc is applied to the pricing units for one way subjourneys up to the start of the surface break and then applied separately from the point at which air transportation recommences (even if this point is a previous fare construction point)
 Example: Travel: MAD-NBO-DAR surface
 NBO-LUN-JNB
 - . One way fare components MAD-NBO, NBO-DAR, NBO-LUN, LUN-JNB
 - . The osc is performed on MAD-DAR and NBO-JNB
- (3) Mixture of return subjourneys and one way subjourneys
- (a) when a journey comprises pricing units that are a mixture of pricing units for return subjourneys and one way subjourneys no overall checks will be applied. however, if there are two or more consecutive pricing units using the same fare types, (half round trip or one way) then the applicable checks will be applied for those pricing units. i.e. if there are two or more consecutive pricing units for one way subjourneys the OSC will be applied between those pricing units. If there are two or more consecutive pricing

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

Units for return subjourneys the RSC will be Applied from the unit origin of the first of Such pricing units to all stopover points within the consecutive pricing unit(s) and The osc will not be applied.

Example: Travel: LON-PAR-AMS-HKG-TYO-HKG-AMS

Construction could be:

LON-PAR	OW	1 pricing unit
PAR-AMS	OW	1 pricing unit
AMS-HKG	RT	1 pricing unit
HKG-TYO	RT	1 pricing unit

- . OSC Applies on the consecutive OWS LON-PAR and PAR-AMS; RSC applies on the consecutive RTS AMS-HKG and HKG-TYO

Example: Travel: LON-PAR-HKG-TYO-HKG surf PAR-LON

Construction could be:

LON-PAR	RT	1 pricing unit
PAR-HKG	OW	1 pricing unit
HKG-TYO	RT	1 pricing unit

- . No checks across the pricing units are required since there are no consecutive RT pricing units or consecutive OW pricing units.

- (I) If two or more pricing units for return subjourneys have a common fare construction point but are separated by a pricing unit for a one way subjourney, the minimum check shall apply from the unit origin of the first of these pricing units to all stopover points in the order contiguous/consecutive pricing units(s).

Example: Travel: JNB-ATH-IST surf ATH-STO-ATH-JNB

Construction could be:

JNB-ATH	RT	1 pricing unit
ATH-IST	OW	1 pricing unit
ATH-STO	RT	1 pricing unit

- . as ATH is a common point on 2 contiguous RT pricing units, the RSC is applied on the contiguous RT pricing units JNB-ATH and ATH-STO.

- (ii) If two or more pricing units for OW subjourneys have a common fare construction point but are separated by a RT pricing unit, the OSC is applied to all fare construction points in the contiguous/consecutive pricing unit(s).

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Example: Travel:
NRK-X/CPH-GLA-CPH-FRA-X/M
AD-PMI

Construction could be:

NRK-CPH OW 1 pricing unit
CPH-GLA RT 1 pricing unit
CPH-PMI OW 1 pricing unit

. As CPH is a common point on 2 contiguous OW pricing units, the OSC is applied

NRK-CPH-CPH-PMI

(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.

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Rule 135 Stopovers

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

Rule 145 Currency Applications

Local currency fares and charges

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

(A)

Afghanistan	Lebanon
Angola	Liberia
Anguilla	Madagascar
Antigua and Barbuda	Malawi
Argentina	Maldives
Bahamas	Mexico
Bangladesh	Mongolia
Barbados	Montserrat
Belize	Nicaragua
Bermuda	Nigeria
Bolivia	Palestinian Territory
Bonaire	Panama
Brazil	Paraguay
Burundi	Peru
Cambodia	Philippines
Cayman Islands	Rwanda
Chile	Saba
Colombia	Saint Eustatius
Congo, Dem. Rep. of	Saint Kitts
Costa Rica	and Nevis
Cuba	Saint Lucia
Dominica	Saint Vincent and
Dominican Republic	The Grenadines
Ecuador	Sao Tome and
El Salvador	Principe
Eritrea	Sierra Leone
Ethiopia	Somalia
Gambia	Suriname
Ghana	Tanzania, United
Grenada	Republic of
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

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Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Cape Verde
Croatia
Cyprus
Estonia
Finland
France except French Polynesia
(including Wallis and Futuna)
New Caledonia (including Loyalty Islands)
Georgia
Germany
Greece
Ireland
Italy
Kyrgyzstan
Latvia
Lithuania
Luxembourg
Macedonia (FYROM)
Malta
Moldova, Republic of Monaco
Montenegro
Netherlands
Portugal
Romania
Russia
Serbia
Slovakia
Slovenia
Spain
Tajikistan
Turkey
Turkmenistan
Uzbekistan

- (2) All add-ons shall be established in the currency of the country concerned, or where agreed, in U.S. dollars or in Euro or in any other currency.
Combination of local currency fares
To combine two or more local currency fares, convert all local currency fares into the currency of the country of commencement of transportation.
- Step 1: (a) Establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA Rate of Exchange (ROE) shown in the Currency Conversion Table below for the country in which the currency is denominated.
(b) Calculate the resultant amount to two decimal places, ignoring any further decimal places.
- Step 2: Add the resultant NUC amounts for the sectors involved.
- Step 3: (a) Established the through local currency

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

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

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

Other Charges

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

MCOs for unspecified transportation and PTAs.

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

Currency Table

For IATA Rate of Exchange (ROE) currency conversion table see pages 259-275.

Local Currency Rounding Table

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

Currency Table

Abu Dhabi

(See United Arab Emirates)

Afghanistan

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

Albania

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

Algeria

Algerian Dinar	DZD	ROE:120.675876	Note -
Round Up: Local Currency - 1			Other Charges - 1

American Samoa

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

Angola

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

Anguilla

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

Antigua and Barbuda

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US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Argentina			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Armenia			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Aruba			
Aruban Guilder	AWG	ROE:1.8000000	Note -
Round Up: Local Currency - 1			Other Charges - 1
Australia			
Australian Dollar	AUD	ROE:1.468910	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Austria			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Azerbaijan			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Bahamas			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Bahrain			
Bahraini Dinar	BHD	ROE: .376100	Note -
Round Up: Local Currency - 1			Other Charges - 1
Bangladesh			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Barbados			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Belarus			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Belgium			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Belize			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Benin, Rep. Of			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Bermuda			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Bhutan			
NGULTRUM	BTN	ROE:71.969032	Note -
Round Up: Local Currency - 1			Other Charges - 1
Bolivia			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Bonaire			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Bosnia and			

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Herzegovina			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Botswana			
PULA	BWP	ROE:11.113232	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Brazil			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
British Virgin Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Brunei			
Darussalam			
Brunei Dollar	BND	ROE:1.385105	Note -
Round Up: Local Currency - 1			Other Charges - 1
Bulgaria			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Burkina Faso			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Burundi			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Cambodia			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 1.0
Cameroon			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Canada			
Canadian dollar	CAD	ROE:1.323867	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cape Verde			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Cayman Islands			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Central African Republic			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Chad			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Chile			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
China			
Yuan Renminbi	CNY	ROE:7.145291	Note -
Round Up: Local Currency - 10			Other Charges - 1
Chinese Taipei			
Dollar	TWD	ROE:31.279394	Note -
Round Up: Local Currency - 1			Other Charges - 0.5
Colombia			

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US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Comoros			
Comoro			
Franc	KMF	ROE:446.758035	Note -
Round Up: Local Currency - 100			Other Charges - 50
Congo (Brazzaville)			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Congo (Kinshasa)			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cook Islands			
New Zealand			
Dollar	NZD	ROE:1.568442	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Costa Rica			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cote d'Ivoire			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Croatia			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Cuba			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Curacao			
Netherlands			
Antilles			
Guilder	ANG	ROE:1.790000	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cyprus			
Euro	EUR	ROE:0.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.05
Czech			
Republic			
Czech Koruna	CZK	ROE:23.484744	Note -
Round Up: Local Currency - 1			Other Charges - 1
Denmark			
DANISH KRONE	DKK	ROE:6.773884	Note -
Round Up: Local Currency - 5			Other Charges - 1
Djibouti			
Djibouti Franc	DJF	ROE:177.721000	Note -
Round Up: Local Currency - 100			Other Charges - 100
Dominica			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Dominican			
Republic			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Ecuador			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Egypt			
EGYPTIAN Pound	EGP	ROE:16.560000	Note -

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

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

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

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LOTI	LSL	ROE:15.071386	Note -
Round Up: Local Currency - 10			Other Charges - 0.1
Liberia			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Libyan Arab			
Jamahiriya			
Libyan Dinar	LYD	ROE:1.431813	Note -
Round Up: Local Currency - 0.1			Other Charges - 0.05
Lithuania			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Luxembourg			
Luxembourg			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Macao			
Pataca	MOP	ROE:8.076385	Note -
Round Up: Local Currency - 10			Other Charges - 1
Madagascar			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 100			Other Charges - 50
Malawi			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Malaysia			
Malaysian			
Ringgit	MYR	ROE:4.194384	Note -
Round Up: Local Currency - 1			Other Charges - 1
Maldives			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Mali			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Malta			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Marshall Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Martinique			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Mauritania			
Ouguiya	MRO	ROE:37.391920	Note -
Round Up: Local Currency - 20			Other Charges - 10
Mauritius			
Mauritius Rupee	MUR	ROE:37.445118	Note -
Round Up: Local Currency - 5			Other Charges - 1
Mayotte			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Mexico			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Micronesia			
US Dollar	USD	ROE:1.00	Note -

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

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

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

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

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

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Vanuatu			
Vatu	VUV	ROE:114.140000	Note -
Round Up: Local	Currency - 100		Other Charges - 10
Venezuela			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local	Currency - 1		Other Charges - 0.1
Vietnam			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local	Currency - 1		Other Charges - 0.1
Wallis and Futuna Islands			
CFP Franc	XPF	ROE:108.365631	Note -
Round Up: Local	Currency - 100		Other Charges - 10
Yemen, Republic of			
Yemini Rial	YER	ROE:250.000000	Note G
Round Up: Local	Currency - 1		Other Charges - 0.1
Zambia			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local	Currency - 1		Other Charges - 0.1
Zimbabwe			
Zimbabwe Dollar	USD	ROE:1.0	Note -
Round Up: Local	Currency - 1		Other Charges - 0.1

Notes:

- D International Fares from this country are published in US Dollars. This rate of exchange is to be used solely to convert local currency domestic fares to US Dollars. This will allow combination of domestic fares and international fares from this country on the same ticket and provide a common industry base.
- E International Fares from this country are published in Euro. This rate of exchange is to be used solely to convert local currency domestic fares to Euro. This will allow combination of domestic fares and international fares from this country on the same ticket and provide a common industry base.
- G This rate of exchange is established by Government Order and does not result from the application of Resolution 024c.

Local Currency Rounding Table

For those countries where fares are expressed in USD and the USD is not the local currency, and when payment is tendered in the local currency, the amounts shall be rounded up to next unit as per the following table, unless otherwise shown:

Afghanistan			
Afghani	AFA		Note -
Round Up: Local	Currency - 1		Other Charges - 1
Albania			
Lek	All		Note -
Round Up: Local	Currency - 1		Other Charges - 1
Angola			
KWANZA	AOK		Note -
Round up: Local	Currency - 1000000		Other Changes - 0.1
Kwanza			
Reajustado	AOR		Note -
Round Up: Local	Currency - 100		Other Charges - 100

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

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

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Round Up: Local Currency - 1	Other Charges - 0.1
Guatemala	
Quetzal GTQ	Note 3
Round Up: Local Currency - 1	Other Charges - 0.1
Guinea	
Guinea Franc GNF	Note -
Round Up: Local Currency - 100	Other Charges - 100
Guyana	
Guyana Dollar GYD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Haiti	
Gourde HTG	Note -
Round Up: Local Currency - 1	Other Charges - 0.5
Honduras	
Lempira HNL	Note 1
Round Up: Local Currency - 1	Other Charges - 0.2
Indonesia	
Rupiah IDR	Note -
Round Up: Local Currency - 100	Other Charges - 100
Israel	
Shekel ILS	Note 3
Round Up: Local Currency - 1	Other Charges - 1
Jamaica	
Jamaican Dollar JMD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Kazakhstan	
Kazakhstan	
Tenge KZT	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Kenya	
Kenyan Shilling KES	Note -
Round Up: Local Currency - 5	Other Charges - 5
Kyrgyzstan	
Som KGS	Note -
Round Up: Local Currency - 1	Other Charges - .1
Laos, People's	
Democratic	
Republic of	
Kip LAK	Note -
Round Up: Local Currency - 10	Other Charges - 10
Latvia	
Latvian Lats LVL	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Lebanon	
Lebanese Pound LBP	Note -
Round Up: Local Currency - 100	Other Charges - 100
Liberia	
Liberian Dollar LRD	Note -
Round Up: Local Currency - 100	Other Charges - 100
Lithuania	
Lithuanian Litas LTL	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Macedonia, The	
Former Yugoslav	
Republic of	
Dener MKD	Note 3
Round Up: Local Currency - 1	Other Charges - 1
Madagascar	

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

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and Nevis			
EC Dollar	XCD		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Saint Lucia			
EC Dollar	XCD		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Saint Vincent and The Grenadines			
EC Dollar	XCD		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Sao Tome and Principe			
Dobra	STD		Note -
Round Up: Local Currency	- 10		Other Charges - 10
Sierra Leone			
Leone	SLL		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Somalia			
Somali Shilling	SOS		Note -
Round Up: Local Currency	- 1		Other Charges - 1
Surinam			
Surinam Guilder	SRG		Note -
Round Up: Local Currency	- 1		Other Charges - 1
Tajikistan			
Tasik Ruble	TJR		Note -
Round Up: Local Currency	- 100		Other Charges - 10
Tanzania, United Republic of			
Tanzanian Shilling	TZS		Note -
Round Up: Local Currency	- 10		Other Charges - 10
Trinidad and Tobago			
Trinidad and Tobago Dollar	TTD		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Turkey			
Turkish Lira	TRL		Note -
Round Up: Local Currency	- 1000		Other Charges - 100
Turkmenistan			
Turkmenistan Manat	TMM		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Uganda			
Uganda Shilling	UGX		Note -
Round Up: Local Currency	- 1		Other Charges - 1
Ukraine			
Hryvnia	UAH		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Uruguay			
Uruguayan Peso	UYU		Note -1,3
Round Up: Local Currency	- 100		Other Charges - 100
Uzbekistan			
Uzbekistan Sum	UZS		Note -
Round Up: Local Currency	- 100		Other Charges - 10
Venezuela			

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Bolivar	VEB	Note -
Round Up: Local Currency - 10		Other Charges - 10
Viet Nam		
Dong	VND	Note -
Round Up: Local Currency - 1		Other Charges - 1
Yemen, Republic of		
Yemeni Rial	YER	Note -
Round Up: Local Currency - 1		Other Charges - 1
Yugoslavia		
New Dinar	YUM	Note 4
Round Up: Local Currency - 1		Other Charges - 1
Zaire		
New Zaire	ZRN	Note -
Round Up: Local Currency - 1		Other Charges - 0.05
Zambia		
Kwacha	ZMK	Note -
Round Up: Local Currency - 1		Other Charges - 5

Notes:

1. For documents issued in the local currency of this country, refunds shall only be made in this country and in the currency of this country.
2. No rounding is involved, all decimals beyond two shall be ignored.
3. Rounding of fares and other charges shall be to the nearest rounding unit.
4. Rounding shall be accomplished by dropping amounts of 50 paras and less and increasing amounts of more than 50 paras to the next higher New Dinar.

Rule 200 Children's and Infants' Fares

Note: as used herein, "adult" shall mean someone at least 12 years of age.)

- (A) Accompanied children (infant(s)) under two years of age
- (1) 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.
 - (2) 75 percent of the applicable adult fare for children under two years of age occupying individual seats or children in excess of one accompanying an adult passenger.
- (B) Accompanied children two years of age or over, but under 12
when accompanied by an adult passenger the fare for children who have reached their second birthday but have not reached their twelfth birthday on the date of commencement of their outward journey, will be 75 percent of the applicable adult fare.
- (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 fare.
Exception: Unaccompanied children under five years of age on the date of commencement of their outward journey will not be accepted for carriage via OS.
- (D) Other conditions for accompanied/unaccompanied children
- (1) Unless otherwise specified in an applicable fare rule, children's and infants' discounts apply to any charge or surcharge and any cancellation or refund fee.
 - (2) "Adult passenger" as used herein, shall mean a passenger 12 years of age and older.
 - (3) 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.

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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

- A) For change requests made before departure of the journey:
- 1) All changes must be made within the ticket validity.
 - 2) If an OS domestic fare component is in combination with an OS international fare component, the international provisions will apply.
 - 3) No charge will apply to any change.
 - 4) If a refund is due to the passenger, it will be returned to the original form of payment.
 - 5) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsement of the new fare.
 - 6) The ticket must be re-priced per one of the following options:
 - a) 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, measure from the original ticket issue date to the departure of the pricing unit.
 - b) Use OS fares that were in effect at the time the ticket was issued provided;
 - i) No change is made to stopover/connection fare break points.
 - ii) The replacement fare is the same 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.

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- 2) If an OS domestic fare component is in combination with an OS international fare component, the international provisions will apply.
- 3) No charge will apply to any change.
- 4) If a refund is due to the passenger, it will be returned to the original form of payment.
- 5) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsement of the new fare.
- 6) The ticket must be re-priced per one of the 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.
 - ii) Fully flown fare components are not extended to further points.
 - 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) 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.
 - ii) Fully flown fare components are not extended to further points.
 - iii) No change is made to stopover/connection/fare break points.
 - iv) The replacement fare is the same fare class code governed by the same tariff and rule as the previously ticketed fare.
 - v) 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.

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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)

A) Voluntary changes

- 1) For change requests made before departure of the journey and before departure of the original scheduled flight:
 - a) All changes must be made within the tickets validity.
 - b) 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.
 - d) If more than one fare component exist on the ticket, the fee for each changed fare component within the journey will be assessed.
 - e) If a refund is due to the passenger, it will be returned to the original form of payment.
 - f) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.
 - g) The ticket must be re-priced per one of the 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;
 - a) No change is made to stopover/connection fare break points.
 - b) No change is made to the 1st flight coupon of the ticket.
 - c) The replacement fare is governed by the same tariff and rule as the previously ticketed fare.

- d) 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.
- 2)
3) For change requests made after departure of the journey and before departure of the originally scheduled flight:
- a) All changes must be made within the ticket validity.
 - b) If an OS domestic fare component is in combination with an OS international fare component, the international fare component may override certain reissue provisions of the domestic fare component.
 - c) 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.
 - d) If more than one fare component exists on the ticket, the fee for each changed fare component within the journey will be assessed.
 - e) If a refund is due to the passenger, it will be returned to the original form of payment.
 - f) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsement of the new fare.
 - g) The ticket must be re-priced per one of the following options:
 - i) 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.
 - b) Fully flown fare components are not extended to further points.
 - c) 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.
 - ii) Use OS fares that were in effect at the time the ticket was issued provided;
 - a) when no international coupons remain all new travel must be domestic.
 - b) Fully flown fare components are not extended to further points.
 - c) No change is made to stopover/connection/fare break points.
 - d) No change is made the 1st flight coupon of the ticket.
 - e) The replacement fare is the same fare class code governed by the

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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.

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

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

Rule	CHANGE 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;
 - (2) When transportation is for the purpose of vacation: transportation will be issued free of charge to the general agent or to general agency officials or employees (including members of their immediate families) by the carriers when transportation is for the purpose of personal vacation of the general agent or an official or employee of a general agency, but not to exceed one trip per person per calendar year.
 - (3) Eligibility: to be eligible for the reductions specified above, the general agent, the official or employee of the general agency must devote all, or substantially all, of his time to the business of the carrier; and with respect to sub-paragraph (2) above, the appointment of the general agency must have been in effect continuously for at least 12 months prior to the commencement of the reduced fare transportation.
 - (4) Application for fare reductions: in order to obtain the above fare reductions, application must be made in writing by the general agent or a senior official of the general agency to the carrier which is to furnish the transportation. transportation will not be issued until approval has been given by an authorized official of the carrier which is furnishing the transportation.
- (B) Passenger sales agents located outside the United States
- (1) Application: owners, officers, directors and employees of an authorized passenger sales agency of the carrier, will be allowed transportation over the lines of each such carrier on the following basis:
 - (a) Reduced fare transportation at twenty-five (25) percent of the applicable fare;
 - (b) Not more than two trips per calendar year per Authorized agency office location;
 - (c) The outward portion of travel must be Commenced during the calendar year in which

- The ticket is issued, and all travel must be completed within three (3) months from date of issuance;
- (d) Owners, officers, directors or employees of the passenger sales agency may pool the total number of tickets which carrier will grant pursuant to subparagraphs (a) and (b) above within each country.
- (2) 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;
 - (b) Not more than one trip per calendar year for each spouse via each carrier;
 - (c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.
 - (3) Eligibility:
 - (a) Reduced fare transportation will be granted provided that the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the issuance of the transportation.
 - (b) The reduced fare transportation will be granted whether or not there is a standard IATA sales agency agreement between each carrier participating in the transportation and the agent; provided that a standard IATA sales agency agreement exists between the carrier issuing the ticket and the agent.
 - (4) Application for transportation: in order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the passenger sales agency. such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.
- (C) Passenger sales agents located in the United States
 - (1) Application: owners, officers, directors and employees of an authorized passenger sales agency of the carriers will be allowed transportation over the lines of such carriers on the following basis:
 - (a) Reduced fare transportation at twenty-five (25) percent of the applicable fare;
 - (b) Not more than two trips per calendar year for each qualified person at each approved location will be permitted provided that no carrier will honor more than two such reduced fare tickets per approved location per calendar year; provided further the carrier may pool among the qualified personnel of the agent the total number of tickets which the carrier is entitled to grant within the United States;
 - (c) The outward portion of travel must be

- commenced during the calendar year in which the ticket is issued, and all travel shall be completed within three months from the date of issuance of ticket;
- (d) Owners, officers, directors or employees of The passenger sales agency may pool the total number of tickets which carrier(s) will grant Pursuant to subparagraphs (a) and (b) above, within the United States.
- (2) Spouses: the spouse of a person eligible under paragraph (1) above will be allowed:
- (a) Reduced fare transportation at 50 percent of the applicable fare;
 - (b) Not more than one trip per calendar year for each spouse via each carrier;
 - (c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.
- (3) Eligibility:
- (a) Reduced fare transportation will be granted by the carrier(s) as indicated above provided the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation and provided the passenger has been in the service of the agent continuously and without interruption for a period of not less than one year immediately prior to the date of application for such reduced fare transportation.
Exception: A person previously eligible for reduced rate transportation in the employ of another approved location or agent, may be granted such transportation after three months service with another approved location or agent provided the new employment is taken up immediately on termination of the old.
 - (b) The reduced fare transportation will be granted whether or not there is a standard IATA sales agency agreement between each carrier participating in the transportation and the agent; provided that a standard IATA sales agency agreement exists between the carrier issuing the ticket and the agent.
- (4) Application
- (a) On or before December 1 of each year, passenger sales agents desiring to establish eligibility for the foregoing transportation for the next calendar year shall submit the names of agency personnel eligible or to become eligible during the subsequent calendar year for reduced fare transportation to the secretary, traffic conference 1 of the international air transport association.

- (b) The secretary of traffic conference 1 shall furnish each agent with one educational travel development trip authorization for each permissible trip.
 - (c) In order to obtain the foregoing transportation application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the passenger sales agency, and countersigned by the person(s) who will make the trip(s). such application shall be accompanied by the trip authorization as received in (3)(b) above and must be received by the carrier at least 14 days prior to commencement of travel.
- (D) Cargo sales agents located 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.
 - (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:
 - (1) 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.
- (5) 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 agent.
 - (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.
- (iii) Notwithstanding subparagraph (i) 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 travel.
- (6) Duration daily instructions:
The duration of the training course 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 may include instruction conducted at the carrier's cargo terminal facilities at the specified training location.
- (7) 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.
- (8) Absorption of expenses: carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:
- (i) 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.
- (ii) En route: hotel and meal expenses, ground transportation, airport service charges and transit taxes.
- (9) 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
- (ii) That the absorption of expenses 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:
- (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 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.

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- (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 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.

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

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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.

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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.

- (1) 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.
- (2) 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.
- (4) 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.

(C) Fares

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.

(E) Periods of application

These fares are valid all year.

(F) Length Of Stay

Minimum stay: none.

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Maximum stay: 3 months.

(G) Stopovers

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

(H) Children/infant fares

Children: 67 percent
Infants: 10 percent for infants not occupying
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: V

(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.

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(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.

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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

(D) 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

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- be used for segments covered in
(c) fares above.
- (F) Children's and infants' fares
Rule 200 (children's and infants' fares) is not applicable.
 - (G) 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: c.
 - (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.
 - (O) Rules and discounts
 - (1) The following rules are not applicable:
205 (Free and reduced rate transportation for agents)
 - (2) No discounts IE. Youth/student/senior citizen apply to upgrade amounts indicated in (c) above.

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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.

- (A) Carrier and class of service
applicable only on the services of OS except flights originating from Japan. Applies in economy class.
- (B) Application
 - (1) 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).
 - (3) In case passenger has already travelled, application for refund must be filed within 90 days of travel.
 - (4) Policy does not apply when travel is due to illness which is not immediately life-threatening or for the purpose of settling an estate.
- (C) 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
 - (1) minimum stay: none.
 - (2) maximum stay: 30 days.
- (E) Reservations
 - (1) Travel must be round trip. Flights must be booked in M class.
 - (2) Travel must originate within 7 days of reservations.
 - (3) A copy of the death certificate or a letter from 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.
 - (4) Travel agents must contact OS directly for authorization.
 - (5) Open return not permitted.
 - (6) Stopovers not permitted.
- (F) Ticketing
 - (1) Ticketing on OS ticket stock (257).
 - (2) When a ticket involves travel on an airline other than OS separate tickets with independent fare construction must be issued.
 - (3) Prepaid tickets permitted.
 - (4) Tickets by mail not permitted.
 - (5) Endorsement - ticket must be endorsed:

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- "bereavement travel valid on OS only - non endorsable."
- (6) Travel agents must obtain an authorization number from OS and OS authorization number must be entered in tour code box and in endorsement box of the ticket.
 - (G) Combinations
 - (1) 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:
 - (H) Refund guidelines
 - Fare application guidelines
 - the following refunds may be offered upon ticketing provided all necessary documents as specified in
 - (i) Below.
 - (1) Between Canada to Europe/Israel/Middle East and area 3 will be 75 percent of the round trip economy y or yow fare.
 - (2) 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 that credit card.
 - (I) Special conditions
 - (1) Cancellation permitted without penalty before departure. After departure ticket is non-refundable.
 - (2) Refund will only apply if bereavement travel fare was not used prior to departure and passenger paid full applicable fare.
 - (3) No refund due if bereavement fare is higher than fare purchased.
 - (4) In the case of deferred refund and within 90 days of travel, passenger must submit:
 - (a) 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. (no prescription pads).
 - (b) Original passenger coupons of tickets.
 - (c) All boarding passes for entire journey.
 - (J) Discounts
 - 91) No other discounts apply.

Rule 1100 Senior Citizen Discount Fares from the U.S.A. to Europe

- (A) Application
 - (1) These discounts apply for travel from points in the U.S.A. to points in Europe.
 - (2) These fares apply on first, business and economy class service.
- (B) Fares
 - (1) Passengers ticketed at fares governed by this rule receive a 10 percent fare discount from the OS fares published in this tariff, unless the rule prohibits the discount.
 - (2) The discount applies to any applicable surcharge/stopover charges.
- (C) Eligibility
 - (1) 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.
 - (2) 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
 - (1) 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.
 - (2) 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.
 - (4) the ticket for the senior citizen shall show the date of birth in the "endorsement box".
- (E) 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
 - (1) 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.
 - (2) Only one senior citizen companion is permitted per trip. However, a different companion may be selected for each trip.
- (I) Cancellations and refunds

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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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