

Tariff: ET1
Carrier: Ethiopian Airlines – ET

CTA No. 504 DOT No. 750

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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules And Fares

Tariff No. ET1

Containing
Local Rules, Fares & Charges
on behalf of

Ethiopian Airlines, Inc.

Applicable to the
Transportation of Passengers and Baggage
between points in

The U.S.A./Canada
and points in
Area 2/3

For list of participating carriers, see IPGT-1, DOT:581, CTA:373

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

Issued by:
Rolf Purzer, President
Airline Tariff Publishing Company, Agent

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Rule 1 Definitions

Africa means the area comprised of all the countries on the continent of Africa, other than Algeria, Morocco, Sudan, Tunisia and United Arab Republic, but including the following islands: Cape Verde, Comoro, Fernando Poo, Malagasy, Mauritius, Reunion, Sao Tome and Seychelles.

Arbitrary means an amount published for use only in combination with other fares for the construction of through fares. It is also referred to as "proportional fare", "basing fare", and "add-on-fare".

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

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

Area no. 3 means all of Asia except that portion included in Area no. 2 above; all of the East Indies; Australia; New Zealand, all islands of Indonesia, Malaysia, Micronesia and Polynesia (except Midway and Palmyra Islands); Guam 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 passengers' checked baggage and which are issued by carrier as a receipt for passengers' checked baggage.

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

Banker's buying rate means the rate at which, for the

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

Caribbean area means the area comprising Anguilla, Antigua, Aruba, Barbados, Bonaire, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Nevis, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad and Tobago.

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

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

Central Africa means Malawi, Zambia and Zimbabwe.

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 group.

Civil Aeronautics board means department of transportation.

Civil Aeronautics board of the United States of America means Department of Transportation.

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 passenger as the consequence of the loss, damage, or delay in the delivery of such personal property.

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Continental U.S.A. means the 48 contiguous federated states and the Federal District of Columbia of the United States of America.

Convention means, unless the context requires otherwise, the convention for the unification of certain rules relating to international carrier 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 trip means an open jaw trip with an open sector at both the origin/destination and the turnaround ends.

East Africa means the area comprising Ethiopia, Kenya, Uganda and Tanzania.

Eastbound means travel from a point in Area 1 to a point in Areas 2 and 3 via the Atlantic ocean, or travel from a point in Area 3 to a point in Area 1 via the Pacific ocean.

Eastern hemisphere means the area comprised of Africa, Asia/Area 3, Europe, and the Middle East for travel via the Atlantic ocean.

Economy class fare means the full fare established for a normal, regular or usual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances. Unless otherwise specified, for the application of the provisions of this tariff, economy fares shall be considered to include all year OW, RT, CT and on-season (peak) and off-season (basic) fares for coach/economy class travel.

Europe means that area comprised of Albania; Algeria;

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Andorra; Austria; Azores; Belgium; Bulgaria; Canary islands; Czechoslovakia; Denmark; Finland; France; Germany; Gibraltar; Greece; Hungary; Iceland; Ireland; Italy; Lichtenstein; Luxembourg; Madeira; Malta; Monaco; Morocco; the Netherlands; Norway; Poland; Portugal; Romania; San Marino; Spain; Sweden; Switzerland; Tunisia; Turkey (in Europe and Asia); United Kingdom; Russian Federation (west Of the Urals); and Yugoslavia.

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

Fare component means the fare charged between two points.

First class fare means the full fare established for a normal regular or usual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances. Unless otherwise specified, for the application of the provisions of this tariff, first class fares shall be considered to include all year OW, RT, CT travel.

Freedom rights

- (1) Third Freedom the right to deplane traffic in the foreign country that has been enplaned in the home country of the carrier.
- (2) Fourth Freedom the right to enplane traffic in the foreign country that is bound for the home country of the carrier.
- (3) Fifth Freedom the right to enplane traffic in one foreign country and to deplane traffic in another foreign country.

Flight coupon means a portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.

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

Gateway refers to the last U.S.A./Canadian point prior to Departure on the transatlantic/transpacific leg of a trip or The first point of arrival in the U.S.A./Canada.

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

Iberian Peninsula means the area comprised of 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.

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Indian Ocean Islands means Comoros, Madagascar, Mauritius, Mayotte, Reunion and Seychelles.

Interline transfer point means any point at which the Passenger transfers from the services of one carrier to the Services of another carrier.

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 OW, RT, CT or OJ 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 is 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.

International sector means a sector of uninterrupted air travel for which the arrival and departure points are in two different countries, however, when transoceanic travel is involved in a fare component, travel on the transoceanic sector shall be considered the international sector.

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

Local currency fares means fares and related charged expressed in the currency of the country of commencement of travel.

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

Miscellaneous Charges Order (MCO) means a document issued by A carrier or its agents requesting issue of an appropriate

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passenger ticket and baggage check or provision of services to the person named in such document.

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

Normal fare means the full fare established for 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.

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

NUC means the neutral unit of construction.

On-line tariff data base means the remotely accessible, on-line version, maintained by the filer, of (1) the electronically filed tariff data submitted to the "official D.O.T. tariff database," and (2) the departmental approvals, disapprovals and other actions, as well as departmental notations concerning such approvals, disapprovals or other actions, that subpart w of the proposed part 221 requires the filer to maintain in its database. The term "official D.O.T. tariff database" means those data records (as set forth in sections 221.283 and 221.286 of the rule) which would be in the custody of, and maintained by the Department of Transportation.

Online transfer point means any point at which the passenger transfers from one service of a carrier to another service of the same carrier (bearing a different flight number).

Open-jaw trip means travel which is essentially of a round trip nature except that:

- (1) the outward point of arrival and inward point of departure are not the same; or
- (2) the outward point of departure and inward point of arrival are not the same; or
- (3) both the outward and inward points of arrival and departure are not the same.

Other charges means charges such as taxes, fees, etc. not intended to be shown in the fare construction box of the ticket (excluding excess baggage charges).

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

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

Passenger coupon means that portion of the passenger ticket constituting the passenger's written evidence of the contract of carriage.

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Prepaid ticket advice (PTA) means the notification by teletype commercial wire or mail that a person in one city has requested the issuance of prepaid transportation to a person in another city.

Proportional fare see "arbitrary"

Related charges means those charges intended to be shown in the fare construction box of the ticket and excess baggage charges.

Resident means a person normally living in a country of which he may/may not be a citizen.

Roundtrip which is equivalent to return journey, means travel from one point to another and return by an 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.

Scandinavia means the area comprising Denmark, Norway and Sweden.

Side trip means a trip that occurs on any fare component for which a one way/half round trip fare is charged that includes a transit more than once at any ticketed point en route for the through fare component.

Single open-jaw trip means travel which is essentially of a round trip nature except that:

- (1) the outward point of arrival and inward point of departure are not the same; or
- (2) the outward point of departure and inward point of arrival are not the same.

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

SITO means sale in but ticket issuance outside the country of commencement of transportation.

SOTI means sale outside but ticket issuance in the country of commencement of transportation.

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

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

South East Asia means the area comprised of Brunei, Burma, China, Guam, Hong Kong, Indonesia, Kampuchea, Laos, Malaysia, Mongolia, Philippines, Singapore, Taiwan, Thailand, Russian Federation (east of the Urals) and Vietnam.

South west Pacific means that portion of area 3 which includes Australia, Cook Islands, Ellice Islands, Fiji Islands, Gilbert Islands, Loyalty Islands, Polynesian Islands, Samoa Islands, Society Islands, Solomon Islands, New Caledonia, New Zealand, New Hebrides Islands, Norfolk Islands, Papua, New Guinea, Tasmania and Tonga.

Special fare means a fare other than a normal fare.

Special drawing right means a special unit of currency, the currency values of which fluctuate and are recalculated each banking day. These values are known to most commercial banks and are reported in some newspapers and in the IMF Survey, published weekly by the International Monetary Fund, Washington, D.C. 20431.

Stopover means an interruption of a journey by the Passenger, agreed to in advance by the airline, at a point between the place of departure and the place of destination. A stopover occurs 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.

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

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 any point shown in the "good for passage" section of the passenger ticket plus any other point(s) used for fare construction and shown in the 'fare construction box' for 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.

Transatlantic or transatlantic sector means the portion of

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travel covered by a single flight coupon from the point of departure in area 1 to the point of arrival in area 2, and vice versa.

Transfer points means any point at which the passenger transfers from the services of one carrier to another service of the same carrier (bearing a different flight number) or to the service of another carrier.

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

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 and Northern Ireland.

"United States of America" or "the United States" or "the U.S.A." each means, unless otherwise specified, the area comprising of forty-eight (48) contiguous federated states; The Federal District of Columbia; Alaska; Hawaii; Puerto Rico; St. Croix and St. Thomas of the Virgin Islands; American Samoa; the canal zone; Canton, Guam, Midway and Wake Islands.

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

Western Africa means Angola, Benin, Burkino Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Cote Ivoire (Ivory Coast), Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome & Principe, Senegal, Sierra Leone, Togo and Zaire.

Westbound means travel from a point in area 2 or 3 to a point in area 1 via the Atlantic Ocean, or from a point in area 1 to a point in area 2 or 3 via the Pacific Ocean.

Rule 2 Standard Format of Electronic Rules

Application and other conditions (Category 50)

- (A) Application
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 with every rule with at least the rule title.
- (B) Capacity limitations
(Not applicable to specified S.F.F.L. fares) ET shall limit the number of passengers carried on any flight at fares governed by this rule and such fares will not necessarily be available on all flights. The number of seats that ET shall make available on any given flight will be determined by ET's best judgement.

Eligibility (Category 1) Intentionally left blank

Day/Time (Category 2)

- (A) Unless otherwise specified "midweek" (x) fares are valid for travel Monday, Tuesday, Wednesday and Thursday only.
- (B) Unless otherwise specified "weekend" (w) fares are valid for travel Friday, Saturday, and Sunday only.
- (C) The date of departure on the transatlantic/transpacific sector in each direction will determine the applicable midweek or weekend fare.

Seasonality (Category 3)

- (A) Fares apply all year, except when designated as the seasons shown therein (see the table within the rules, when applicable).
- (B) The date of commencement of the outbound transoceanic sector shall determine the seasonal fare to be charged round trip, except as specified in each individual rule. Where country of arrival and departure differ, the correct seasonal fare to be charged for the inbound portion of an open jaw or circle trip is also determined by the date of the outbound transoceanic segment. For example, when the outbound transoceanic season is basic but that same date falls within the peak season for the country from which the passenger returns, the correct fare to be charged is: 50 percent of the basic outbound and 50 percent of the peak fare inbound.

Flight Application (Category 4) Intentionally left blank

Advance Reservations/Ticketing (Category 5)

(A) Reservations

- (1) If no provisions are included in the specific rule, then reservations may be made any time prior to departure of a desired flight subject to availability of space.
- (2) Unless otherwise specified in the specific rule, any advance reservation requirement in this paragraph refers to the number of days prior to the date of commencement of travel (from point of origin) that reservations must be confirmed. The actual date of departure may not be included in counting the advance reservation requirement.
- (3) If the fare has an advance reservations requirement, the waitlist segments may not be retained beyond the reservation deadline.

(B) Payment and ticketing

- (1) If no specific provisions are included in the specific fare rule, or the rule states "prior to departure", the payment/ticketing may be completed any time prior to departure from point of origin.
- (2) Any advance payment/ticketing requirements stated in this paragraph refer to the number of days prior to the date of commencement of travel that payment/ticketing must be completed. The actual date of departure may not be included in counting the advance payment/ticketing requirement.

Minimum Stay (Category 6)

Unless otherwise stated in the specific rule, return travel may begin at any time and the passenger will be allowed to travel within the normal validity of the ticket which is one year from the date of travel commences from the point of origin. The following general rule shall apply in determining Minimum stay requirements.

Note: minimum stay means return international travel must not commence prior to the required number of days after the date of travel commences on the first outbound international sector.

Maximum stay (Category 7)

Unless otherwise stated in the specific rule, return travel may begin at any time and passenger will be allowed to travel within the normal validity of the ticket which is one year from the date travel commences from the point of origin. The following general rules shall apply in determining maximum stay limitations.

Maximum stay means return travel on the last continuous sector must commence by midnight of the required number of days after the date of commencement of travel from the point of origin.

Stopovers (Category 8)

(A) stopovers

- (1) Stopovers will be permitted under the following conditions:

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- (a) Stopovers must be arranged in advance and specified on the ticket.
 - (b) Stopovers will be permitted at any point which can be included in an itinerary constructed either by the use of a mileage system or based on a published routing, unless such stopover is prohibited by rule 135 or a specific fare rule.
 - (c) Except as otherwise provided stopovers will be free of charge.
 - (d) All fares permit a stopover at the point of turnaround and/or fare break points.
 - (e) Only one stopover is permitted at any single point on the itinerary of a journey travelled at a one way or half round trip fare, unless such stopover is prohibited by rule 135 or a specific fare rule.
 - (f) The arrival and departure points of a surface break will be counted as one stopover.
 - (g) The terminal points of a single open jaw will be considered to be the point of turnaround.
- (2) For the purpose of this rule "stopover" means a deliberate interruption of a journey at an intermediate point from which the passenger is not scheduled to depart within 24 hours of arrival.
- (B) Children's and infants' fares
Infants'/children's discounts shall not apply on stopover charges.

Transfers (Category 9)

This paragraph contains special provisions for routing restrictions and limitations on the rerouting of itineraries covered by the fare, either prior to or after departure. permitted combinations (Category 10)

- (A) Construction
- (1) In the case of open jaw travel, the fare to be charged for the open jaw shall be the higher round trip fare on the open jaw.
 - (2) Unless otherwise indicated these fares may not be used in round-the-world fare construction.
- (B) Combinations
- (1) Subject to individual fare rules, any fares may be combined with any other fare, which by its own terms is combinable provided all conditions of the fare are met.
 - (2) Unless otherwise restricted by the specific fare rule, 50 percent of a roundtrip fare published in this tariff may be combined with 50 percent of a same type fare published in this or any other tariff.
 - (3) When combinations of special roundtrip fares are made they must be in the same global direction.
 - (4) One half of fares designated as midweek maybe combined with one half of fares designated as weekend unless otherwise prohibited by the governing fare rule.
 - (5) Unless otherwise specified these fares may not be combined with arbitraries.

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- (6) Unless restricted by the specific fare rule, all fares may be combined end on end with any one way or round trip fare permitting such combination.
- (7) Unless otherwise specified travel must be via the fare construction point.
- (8) When 50 percent of a published round trip fare is combined with another fare, and the governing rules differ, the following will apply in determining the most restrictive conditions:
 - (a) Minimum/maximum stay
 - (i) The longer minimum stay requirement will apply to the entire fare combination.
 - (ii) The shorter maximum stay limitation will apply to the entire combination.
 - (b) Stopovers
The stopover restriction of each fare will apply to the appropriate fare component over which the fare is assessed provided that the passenger will not receive more than the maximum allowable number of stops in the most restrictive rule.
 - (c) Reservations and ticketing
 - (i) The most restrictive advance reservation/ticketing requirement will apply to the entire fare combination.
 - (ii) If a deposit is required in conjunction with the advance reservations, the largest requirement will apply to the entire fare combination.
 - (d) Routing/rerouting
 - (i) The routing conditions of each fare will apply to the appropriate fare component over which the fare is assessed.
 - (ii) The voluntary rerouting conditions and penalty of the most restrictive fare rule will apply to the entire fare combination.
 - (iii) The transfer restriction of each fare used will apply to the appropriate fare component(s) over which the fare is assessed.
 - (e) Cancellation/refunds
The largest cancellation penalty will apply to the entire fare combination.
 - (f) Discounts
The applicable discounts of each fare will apply to the appropriate fare component(s) over which the fare is assessed.

Blackout Dates (Category 11)

Restricted travel dates when applicable, apply per half round trip, no segment of the trip may be flown on these days.

Surcharges (Category 12)

Surcharges

- (1) This paragraph will include any special surcharges (for example weekend surcharges, holiday surcharges, etc.)

which must be added to the published fare.

- (2) The surcharge provisions of each fare shall apply to the appropriate sector over which the fare is assessed.

Accompanied Travel (Category 13)
Intentionally left blank

Travel Restrictions (Category 14)
Intentionally left blank

Sales Restrictions (Category 15)

- (A) Fares apply only when tickets are purchased at such fares prior to commencement of travel and provided ticket is issued on ET plate or stock.
- (B) Payment and ticketing
The purchase of a prepaid ticket advice will constitute the purchase of a ticket; therefor, any provision outlined in the rule for tickets shall apply to PTA's.
Exception: For purpose of the sale and ticket indicators, (SITI, SITO, SOTI, SOTO) purchase of a prepaid ticket advice (PTA) will constitute purchase to meet the special reservations and ticket requirements, but not the issuance of a ticket. The place of ticket issuance will be determined by the location where the ticket is actually generated.

Penalties (Category 16)

- (A) Children's and infants' fares
children's discounts do not apply on any cancellation or refund fee.
- (B) Involuntary rerouting
Unless otherwise amended by the provisions in the specific fare rules, Rule 85 (schedules, Cancellations of Flights), is applicable to fares governed by this rule.
- (C) Voluntary rerouting
As used herein, "voluntary rerouting" shall refer to any changes in reservations of flights requested by a passenger.
- (1) In case of voluntary rerouting involving a change of a totally unused ticket where the original fare no longer applies, the original ticket may be reissued and fare recalculated from point of origin using the fares and rate of exchange applicable at the time of reissue.
- (2) If there is a voluntary rerouting on any downline itinerary after departure, the fare and charges must be reassessed using fares, rules and rate (s) of exchange effective at the time that travel commenced from the point of origin.
- (3) If there are no specified restrictions on rerouting in the specific fare rule, then voluntary rerouting shall be permitted.
- (4) If voluntary rerouting is not permitted in the specific fare rule, the cancellation provisions (outlined in paragraph m of the specific rule)

shall apply whenever a passenger voluntarily changes confirmed reservations.

(D) Cancellation and refunds

(1) Unless otherwise amended by the provisions in the specific fare rules, Rule 85 (Schedules, Cancellations of Flights) and 90 (Refunds) are applicable to fares governed by this rule.

(2) Unless otherwise specified, the following will apply:

(a) Prior to departure

(i) Full refund will apply in the event of death or illness, as substantiated by a Medical certificate, of a passenger or member of his immediate family, as described in Rule 1 (definitions). (applicable between the U.S.A. And the Caribbean) in the event of death of the passenger, fares will be refunded to such passengers estate in accordance with the provisions in Rule 90 (refunds). Any applicable administrative service charge will apply.

(ii) In the event of cancellation or a failure to use confirmed space as ticketed for any reason other than those outlined in Rule 90 or in paragraph (i) above, the passenger will forfeit the amount stated in the individual rule, where applicable.

(iii) Credit towards further transportation in the event of failure to use confirmed space as ticketed, the full amount of the fare paid can be used as a credit towards the upgrade to any other type of fare subject to the provisions of such fare and provided that such fare does not restrict the upgrade. In the event of an upgrade, the original amount shall remain non-refundable.

(iv) Unless otherwise stated in a specific fare rule, one way fare penalties will be accessed per ticket.

(b) After departure

(i) Partial refund in the event a passenger discontinues his journey en route for any reason other than those specified in Rule 65 (tickets), the amount of refund shall be the difference between the fare paid and the fare for the transportation used less the "forfeiture amount" stated in the individual rule, where applicable.

(ii) Credit towards further transportation in the event of cancellation or failure to use confirmed space as ticketed, the full amount of the fare paid may be applied as credit toward purchase of

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transportation at any other applicable fare calculated from the original point of origin, subject to all provisions of such fare; provided that such fare does not restrict the upgrade. In the event of an upgrade, the original amount shall remain non-refundable.

Higher Intermediate Point (Category 17)
Intentionally left blank

Ticket Endorsements (Category 18)
Intentionally left blank

Discounts (Category 19)
Children's and infants' fares

Rule 200 (Children's and Infants' Fares) is applicable to fares governed by this rule, unless otherwise prohibited by a specific fare rule.

Tour Conductor Discounts (Category 20)
Intentionally left blank

Agent Discounts (Category 21)
Intentionally left blank

All other discounts (Category 22)
Intentionally left blank

Miscellaneous provisions (Category 23)
Unless otherwise indicated, these fares may not be used for differential construction.

Category 24
Currently not available

Category 25
Currently not available

Groups (Category 26)
Unless otherwise specified for fares discounted for group travel the following provisions will apply:

- (A) Group size
 - (1) The minimum number of passengers required to qualify for transportation at these fares shall be stated in the individual rule, where applicable.
 - (2) For the purpose of determining the number of passengers, infants and children paying the discounted fare shall not be considered in determining the number of passengers in the group.
- (B) Travel together
all members of the group must travel together on the same aircraft, except that when lack of seating accommodations or operating conditions prevent their doing so, members may be carried on preceding and/or succeeding flight on which space is available.

Tours (Category 27)

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Intentionally left blank

Visit another country (Category 28)
Intentionally left blank

Deposits (Category 29)
Intentionally left blank

Rule 5 Application of Tariff

(A) General

- (1) Except as provided below, the provisions of this tariff apply locally via the services of ET.
- (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 (d) with respect to tariff C.A.B. no. To be assigned, issued by airline tariff publishing company, agent, filed with the department of transportation. Nothing in this tariff modified or waives any provision of the warsaw convention.
- (3) This tariff shall apply to carriage of passengers and baggage including all services incidental thereof performed by carrier under local and joint rates and charged of carrier contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage.
- (4) Fares and charges of monetary amounts shown in dollars or cents are stated in terms of U.S. currency except where fares and charges or monetary amounts are specifically stated as being published in Canadian currency of other currency.
- (5) Rules in this tariff govern the application of all fares and charges published in tariff which specifically refer to and made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.
- (6) The rates, fares, charges, classifications, rules, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty convention or agreement entered into between that country and Canada in accordance with the provisions of the applicable treaty, convention or agreement.
- (7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitratives contained in the on-line tariff database maintained by airline tariff publishing company, agent on behalf of ET are considered to be part of this tariff.

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

(E) Effective rules, fares and charges except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by carrier and shall be those in effect on the date of commencement 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: (applicable only sales and tickets issued in the U.S.A. For transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in the fare level, a change in conditions governing the fare, or a cancellation of the fares itself, provided:

- (1) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);
- (2) The originating transatlantic flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.;
- (3) This provision shall apply only to the passenger to whom the ticket was originally issued. furthermore, this provision will not apply to sales made outside the U.S.A. For tickets to be issued in the U.S.A. This will also apply to groups at any fare for tickets issued after effective date but in exchange of an MCO covering full payment/deposit prior to the effective date of the fare.

Rule 6 Classes of Service

- (A) Economy class or class "y" fares apply when travel is on flights designated as economy class flights in the carrier's schedule or in the economy class compartment of combination compartment flights operated with jet aircraft.
Description/conditions of service
- (a) The economy class section will be located immediately behind the business class compartment.
 - (b) Passengers seated in the economy class section will be afforded in-flight amenities such as complimentary beverages (including wine) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in-flight).
- (B) Business class
Business class or "c" fares apply when travel is in the business class compartment of combination compartment flights operated with jet aircraft.
description/conditions of service
- (a) The business class section will be located at the forefront section of the aircraft.
 - (b) Passengers seated in the business class section will be afforded inflight amenities such as complimentary beverages (including wine), complimentary toilet articles, hot towels, etc., and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).

Rule 10 Special Airport Lounge Facilities

- (A) Number and location of facilities in conjunction with other carriers
Carrier(s) utilizes lounges maintained by other carriers which provide lavatories, refreshments and alcoholic beverages (subject to local laws) free of charge at Dulles International Airport, Chantilly, Virginia.
- (B) Admission to lounge
Admission to carrier's lounges is limited to the following persons:
- (1) Executives and directors of the carrier(s).
 - (2) Executives of other airlines.
 - (3) At the discretion of the carrier's airport terminal manager on the day of the passenger's flight:
 - (a) Prominent public persons or celebrities whose presence in the public area might cause undue disruptions and/or congestion leading to unsafe and/or uncontrolled environment for the passenger and/or for other passengers.
 - (b) Any person requiring special attention or handling because of health, documentation or local governmental regulations.
 - (c) Delayed or stranded passengers.
 - (d) Members of the family and/or guests accompanying any persons entitled to admission.

Rule 21 Transport of Disabled Passengers

- (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) MEDA (medical case) - company medical clearance may be required, not to be used for incapacitated passengers who only require special assistance or handling and who do not require a medical clearance.
 - (2) STCR - stretcher passenger - the passenger is unable to travel in a seat and must be accommodated in a horizontal position.
 - (3) WCHR - wheelchair for ramp-passenger can ascend/descend steps and can make own way to/from cabin seat. A wheelchair is required to cover the distance to/from the aircraft.
 - (4) WCHS - wheelchair for steps - the passenger cannot ascend/descend steps and is able to make his/her way to/from the seat.
 - (5) WCHC - wheelchair for cabin-the passenger although they can occupy a seat completely, is completely immobile.
 - (6) 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.
 - (7) Non-self-reliant - a person who is incapable of self-care during a flight.
 - (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 incapacitated passenger
ET shall refuse to transport or will remove at any point any passengers:
- (1) who on the basis of established facts, medical conditions or other evidence etc. could pose a threat to the safety of other passengers and their property, the aircraft or the crew.
 - (2) who refuse to, or do not submit themselves to the specific conditions of carriage required by ET.
 - (3) who have not obtained a medical clearance when required to do so.
 - (4) Disabled passengers will be accepted for transportation as outlined in the following:

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Disability	Assistant Required
Blind	NO
Deaf	NO
Blind and deaf	Yes
Mentally handicapped/ Self-reliant	NO
Mentally handicapped/ non-self-reliant	Yes
Ambulatory/self-reliant	No
ambulatory/non-self-reliant	Yes
note: the maximum no. per flight: no limit.	
Non-ambulatory/non- self-reliant	Yes
Non-ambulatory/self- reliant	Yes

Note: a maximum of two passengers on jet aircraft and one passenger f50/d-6 aircraft may be accepted for carriage per flight leg on international and or domestic services.

(5) Medical clearance

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

(C) Seating restrictions

Disabled passengers will not be permitted to occupy seats in designated emergency exit rows, over-wing emergency exit rows or where the ventral stair may have to be used as an emergency exit or the upper deck of the b747.

(D) Acceptance of mobility aids

In addition to the regular free baggage allowance provided in Rule 115, carrier will accept the following items which must be stowed in the baggage compartment:

- (1) Manually operated wheelchairs and walkers
- (2) wheelchairs with nonspillable batteries with terminals disconnected and taped.
- (3) Crutches and canes may be retained in the passenger's custody provided they are stowed in accordance with carrier's safety regulations.
- (4) wheelchairs with spillable wet cell batteries
 - (a) On containerized aircraft such as b747/b767/a320 when loaded in a 1d3 baggage container in an upright position (at no cost to the passenger). batteries must be disconnected at both terminals, capped to prevent short circuits and must be secured to the wheelchair with non-conductive material;
 - (b) wheelchair in a non upright position: on narrow-body aircraft such as dc9/b727 the battery must be removed and stored in a Kimpack battery kit which is available from the carrier at no cost to the passenger.
 - (c) Passengers are requested to check in at least 1 (one) hour prior to flight departure.

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- (E) Refusal to transport
Carrier is not liable for its refusal to transport any passenger or for its removal of any passenger in accordance with the preceding paragraphs of this rule, but such carrier will, at the request of the passenger, refund in accordance with Rule 90 (Refunds - Involuntary).
- (F) Applicable rules
The following rules are applicable:
Rules 55 (Liability of Carriers)
80 (Revised Routings, Failure to Carry and Missed Connections)
85 (Schedules, Delays and Cancellation of Flights)
87 (Denied Boarding Compensation)
90 (Refunds - Involuntary) are applicable.

Rule 25 Refusal to Transport/Limitation of Carriage

- (A) Refusal, cancellation or removal
- (1) Carrier will refuse to carry, cancel the reserved space of, or remove en route any passenger:
 - (a) when such action is necessary for reasons of safety;
 - (b) when such action is necessary to prevent violation of any applicable laws, regulations, or orders of any state or country to be flown from, into or over;
 - (c) when the conduct, age, status or mental or physical condition of the passenger is such as to:
 - (i) Require special assistance of carrier; or
 - (ii) Cause discomfort or make himself objectionable to other passengers; or
 - (iii) Involve any hazard or risk to himself or to other persons or to property;
 - (d) when the passenger refuses on request to produce positive identification.

Note: Carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft.
 - (e) when the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.
 - (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 with respect to 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 rules published

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herein as part of the tariff filed with governments other than the united states and not as part of tariff C.A.B. no. 750 issued by airline tariff publishing company, agent, filed with the department of transportation of the united states.

- (C) Carriage of unaccompanied children
 - (1) Children under twelve (12) years of age will be accepted for carriage unaccompanied only under the following conditions:
 - (a) They are accompanied to the airport at the time of departure by a parent, guardian or responsible adult who shall remain with the child until enplaned and evidence is presented by such parent, guardian or responsible adult that the child will be met at the airport of stopover or destination by another parent, guardian or responsible adult upon deplaning;
 - (b) The flight on which space is held is not expected to terminate short of or by-pass the destination due to weather conditions.
 - (2) Children under five (5) years of age will not be accepted unless advance arrangements have been made with the carrier.

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Rule 36 Fuel Surcharges

Between	and	USD/CAD	via
ADD	USA/Canada	70.00	WAS

The tax is applicable on ET sectors only. To be applied for all tickets issued on/before 31mar08.
The YR tax is applicable per coupon. Revision of the YR tax shall not be applicable on passengers who have already started their trip. Children will pay the same amounts as adults. The revision shall apply on all other reduced rates such as id60, ad75 etc....

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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.

Rule 50 Preplanned Oxygen Service

ET will provide online in-flight oxygen service on all flights subject to the following conditions:

- (1) Passenger will be required to give ET at least 48 hours notice that in-flight oxygen will be needed. It will be the passenger's responsibility to make arrangements for oxygen service via other carriers involved in interline transportation, if required.
- (2) Passengers' attending physician must obtain the approval of an ET medical officer as to the passenger's ability to travel and to determine the rate of oxygen flow to be maintained.
Note: the oxygen equipment is voluntarily maintained to a standard in full compliance with FAA Rule 121.574.
- (3) The charge for preplanned oxygen service supplied free of charge on ET services only.
- (4) Passenger must be accompanied by an attendant who is knowledgeable as to the passenger's needs and in the operation of the equipment, and who will operate the equipment however, when authorized to do so by a ET medical officer, a passenger requiring oxygen may be permitted to travel unaccompanied on ET online services.
- (5) When oxygen is also required at airports (boarding, connecting and upon arrival), the passenger is responsible to make those arrangements separately.

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) Carriage hereunder is subject to the rules and limitations relating to liability established by the convention (Rule 1 Definitions herein) unless such carriage is not "international carriage" as defined by the convention (Rule 1 Definitions herein).
 - (2) To the extent not in conflict with the provisions of paragraph (1) above, all carriage under this tariff and other services performed by each carrier are subject to:
 - (a) Applicable laws (including national laws implementing the convention or extending the rules of the convention to carriage which is not "international carriage" as defined in the convention), government regulations, orders and requirements.
 - (b) Provisions set forth in the passenger's ticket.
 - (c) Applicable tariffs; and
 - (d) Except in transportation between a place in the united states and any place outside thereof, and also between a place in Canada and any place outside thereof, conditions of carriage, regulations and timetables (but not the times of departure and arrival therein specified) of carrier, which may be inspected at any of its offices and at airports from which it operates regular services.
 - (3) Carrier's name may be abbreviated in the ticket and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket; and for the purpose of the convention, the agreed stopping places are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith or as shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name, and its abbreviations of each carrier concurring in this tariff is set forth herein.
 - (4) For the purpose of international carriage governed by the Montreal convention, the liability rules set out in the Montreal convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.
- (C) Limitation of liability

except as the convention or other applicable law may otherwise require:

- (1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.
- (2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered the passenger by carrier's employees in loading, unloading or 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 to the passenger to comply with same, or out of any cause beyond the carrier's control.
- (4) (a) The carrier shall avail itself of the limitation of liability provided in the convention for the unification of certain rules relating to international carriage by air signed at Warsaw, October 12, 1929, or provided in the said convention as amended by the protocol signed at the Hague September 29, 1955. However, in accordance with article 22(i) of said convention, or said convention amended by said protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said convention or said convention as amended by said protocol, which, according to the contract of carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place.
 - (i) The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of USD 75,000, 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 exclusive of legal fees and costs.
 - (ii) The carrier shall not, with respect to any claim arising out of the death, wounding or other bodily injury of a passenger, avail itself of any defense under article 20 (i) of said convention or said convention as amended by said

- Protocol. Nothing herein shall be deemed to affect the rights and liabilities of the carrier with regard to any claim brought by, or on behalf of or in respect of any person who has willfully caused damage which resulted in death, wounding or other bodily injury of a passenger.
- (b) Carrier shall avail itself of the limitation of liability to passengers as provided in the convention (see Rule 65 (Tickets) herein); and, in the international transportation of passengers, except as provided in 4(a) above the liability of the carrier for personal injury or death of each passenger shall be limited to the sum of USD 10,000.00 CAD 10,000.00 or USD 20,000.00 CAD 20,000.00 if the Hague protocol amendment of the convention is applicable.
 - (c) In any event liability of carrier for delay of passenger shall not exceed the limitation set forth in the convention.
- (5) Any liability of carrier is limited to USD 20.00, CAD 20.00, per kilogram in the case of checked baggage, and USD 400.00 CAD 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 carriers 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.
 - (6) 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 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.
 - (7) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damaged to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.
 - (8) Liability for fragile, irreplaceable or perishable articles
 - (a) 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.
- (b) Carrier will refuse to accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability and shall be subject to the published rates and charges of carrier.
- (9) Liability - services of other airlines
- (a) A carrier issuing a ticket or checking baggage for carriage over the lines of others does so only as agent.
- (b) No carrier shall be liable for the delay of a passenger, or the loss, damage or delay of unchecked baggage, not occurring on its own line; and no carrier shall be liable for the loss, damage or delay of checked baggage not occurring on its own line, except that the passenger shall have a right of action for such loss, damage or delay on the terms herein provided against the first carrier or the last carrier under the agreement to carry.
- (c) No carrier shall be liable for the death or injury of a passenger not occurring on its own line (see note).
Note: except to the extent provided in Rule 25 (Refusal to Transport Limitations of Carriage) (d) with respect to tariff C.A.B. no. 750 issued by airline tariff publishing company, agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the united states and Rule 25 (Refusal to Transport Limitations of Carriage) (j) (3) 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. 750 issued by Airline Tariff Publishing Company, agent, filed with the department of transportation.
- (10) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred.
- (11) Whenever the liability of carrier is excluded or limited under these conditions, such exclusion or limitation shall apply to agents, servants or representatives of the carrier and also any carrier whose aircraft is used for carriage and its agents, servants or representatives.
- (D) Gratuitous transportation
- (1) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraphs (2) and (3) which follow, and by all other applicable rules of this tariff.

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- (a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.
 - (b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.
 - (c) Transportation of persons, which is required by, and authorized pursuant to part 223 of the economic regulations of the department of transportation.
 - (d) Transportation of persons which is subject to the convention.
 - (e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.
- (2) Except in respect of gratuitous transportation of persons described in paragraph (d) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rule 25 (Refusal to Transport Limitations of Carriage) (a) through (1) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.
- (3) Except in respect of gratuitous transportation of persons described in paragraph (d) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rule 25 (Refusal to Transport Limitations of Carriage) (a) through (1) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses) for any and all death or injury, to such person (see note).
- Note: except to the extent provided in Rule 25 (Refusal to Transport Limitations of Carriage) (d) with respect to tariff C.A.B. no. 750 issued by Airline Tariff Publishing Company, agent, rules affecting liability of carriers for personal injury or death are not permitted to be included

in tariffs filed pursuant to the laws of the united states, and Rule 25 (Refusal to Transport Limitations of Carriage) (n) (3) 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. 750, 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 of carrier forthwith after the discovery of the damage, and at the latest, within seven (7) days from the date of receipt; and in the case of delay or loss, unless the complaint is made at the latest within twenty-one (21) days for all carriers from the date on which the baggage has been placed at his disposal (in the case of delay) or should have been placed at his disposal (in the case of loss). Every complaint must be in writing and dispatched within the times aforesaid. Where carriage is not "international carriage" as defined in the convention, failure to give notice shall not be a bar to suit where claimant proves that:
 - (a) It was not reasonably possible for him to give such notice, or
 - (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 and provisions of the contract of carriage or of this tariff.

Rule 60 Reservations

(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 and compliance with the payment provisions of paragraph (d) below, 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. 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.

(C) 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 made for him, 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.

(D) Check-in time limits

(1) The passenger is recommended to present himself/herself for check-in at locations designated for such purposes at least 180 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 45 minutes prior to scheduled departure time of the flight on which he/she holds a reservation and must

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arrive properly documented and ready to travel. if the passenger fails to meet any of these requirements, the carrier will reassign any 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.

(E) Reconfirmation of reservations

(1) Applicable for travel to/from Canada/USA.

(a) Reconfirmation required except as provided in (b) below, the carrier will cancel the reservation (including the complete remaining itinerary) of any passenger from any point named on his ticket or exchange order unless the passenger advises the carrier of his intention to use his reservation by communicating with a reservation or ticket office of the carrier at such point at least 72 hours before his scheduled departure time.

(b) Reconfirmation not required departure less than 72 hours after arrival reconfirmation is not required where the passenger's scheduled departure is less than 72 hours after his planned arrival (via carrier or other mode of transportation).

(2) Carrier is not liable when it cancels a passenger's reservation pursuant to this rule, but will refund in accordance with Rule 90(e).

Rule 65 Tickets

(A) General

- (1) A ticket will not be issued and in any case carrier will not be obligated to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by carrier.
- (2) 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.
- (3) Flight coupons will be honored only in the order in which they are issued, and only if all unused flight coupons and passenger coupons are presented together.
Exception: 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 for travel Rome-Paris-New York, and the passenger actually commences travel in Paris instead of Rome, the fare must be reassessed at the Paris-New York, French franc level.
- (4) A ticket which has not been validated, or which has been altered, mutilated or improperly issued, shall not be valid.
- (5) Tickets are not transferable but carrier is not liable to the owner of a ticket for honoring or refunding such ticket when presented by another person.
- (6) Tickets may be purchased on credit installment or time payment plans lawfully in effect.

(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 the period of time specified or referred to in paragraph (2) below. 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, accommodations will be

reserved upon application, subject to the availability of space. The place and date of issue are set forth on the flight coupons.

- (2) Period of validity
The period of validity for transportation will be one year from the date on which transportation commences at the point of origin designated on the original ticket, or if no portion of the ticket is used, from the date of issuance of the original ticket.
 - (a) Normal fare tickets - the above period of validity applies, however a ticket for a normal fare trip which limits the carriage to specific periods of the day, week, month or year, is good for carriage only during the period to which the fare applies.
 - (b) Excursion or special fare tickets - if the ticket is for an excursion or special fare having a shorter period of validity than indicated above, such shorter period of validity applies only in respect to such excursion or special fare transportation.
 - (3) "Open exchange order"/Miscellaneous Charges Order
an exchange order or 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.
 - (4) Expired ticket
An expired ticket or exchange order will be accepted for refund in accordance with Rule 90(e), (Voluntary Refunds).
 - (5) Computation of validity
when determining ticket validity, return limits and all other calendar periods specified herein, the first day to be counted shall be the day following that upon which the ticket is issued or the transportation commenced.
 - (6) Expiration of validity
Tickets expire at midnight on the date of expiration of ticket validity.
Exception: in the case of normal fare tickets or special fare tickets which have the same period of validity as normal fare tickets, travel under each flight coupon must be scheduled to commence before midnight local time at the airport of departure of the date of expiry shown on such flight coupon.
- (C) Extension of ticket validity
- (1) Carrier's operations
If a passenger is prevented from travelling within the period of validity of his ticket because carrier:
 - (a) Cancels the flight upon which the passenger holds confirmed space;
 - (b) Omits a scheduled stop, provided this is the

- passenger's place of departure, place of destination, or place of stopover;
- (c) Fails to operate a flight reasonably according to schedule;
 - (d) Causes the passenger to miss a connection;
 - (e) Substitutes a different class of service, or
 - (f) Is unable to provide previously confirmed space;
- Carrier will, without additional collection of fare, extend the validity of such passenger's ticket until the first service of carrier, on the class for which the fare has been paid, on which space is available, but not for more than 30 days.
- (2) Lack of space
When a passenger in possession of a normal fare ticket, or a special fare ticket that has the same validity as a normal fare ticket, is prevented from travelling within the period of validity of his ticket because carrier is unable to provide space on the flight, the validity of such passenger's ticket will be extended until the first flight, of the same class of service paid for, upon which space is available, but not for more than seven days.
Exception: this provision is not applicable to north Atlantic economy class group fare tickets.
- (D) Extension of ticket validity and waiver of minimum/maximum stay provisions
 - (1) In the event of death of a family member not accompanying passenger no minimum/maximum stay waiver for illness and/or death of a family member.
 - (2) Waiver of special fare provisions for downgrading upon the introduction of a new fare type which results in a lower fare than originally ticketed, carrier will refund the fare difference and reissue the ticket applying to the new fare.
 - (a) That the ticket has been issued for transportation on carriers routes;
 - (b) That no portion of original ticket has been used;
 - (c) That all conditions of new fare are complied with and no change has been made to itinerary or reservations as originally ticketed.
 - (3) Upgrading
 - (a) Before commencement of travel a passenger holding a ticket for return, circle trip or open jaw travel entirely on the services of ET may upgrade the total fare to a normal or excursion type fare only (not applicable to advance purchase type fares) having a higher value to any ET destination in the world provided travel is in accordance with (c) below.
 - (b) After departure, a passenger holding a ticket for return, circle trip or open jaw travel may upgrade the total fare in accordance with

- the rule of the fare paid.
- (c) Passengers upgrading in accordance with (a) above, may do so provided:
 - (i) The advance purchase and ticketing requirements applicable to the new fare have been met and,
 - (ii) Travel is via ET and,
 - (iii) Reservations have been rebooked in the booking class applicable to the new fares and,
 - (iv) The difference in fares has been paid.
 - (d) The original fare paid (including all additional charges) shall be used as a full credit toward the fare applicable to the upgraded journey.
 - (e) In the event travel at such new fare is subsequently changed and/or cancelled, the higher fee(s) applicable to either the original or new fare shall be assessed.
Exception: for travel which has been upgraded to a fare type for which there are no fees, changes may be made without additional charge; however, the cancellation fee from the original fare will be carried forward to such new fare.
 - (f) Compensation fees are waived when a fare is upgraded in accordance with the provisions of this rule.
- (E) Coupon sequence and production of the ticket flight coupons must be used 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 and surrender any applicable portion to carrier.
- (F) Absence, loss, or irregularities of ticket
- (1) Carrier is not obligated to accept a ticket if any part of it is mutilated or if it has been altered by other than carrier or if it is presented without the passenger coupon and all unused flight coupons.
 - (2) Carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or nonpresentation 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.
 - (3) 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 that carrier may sustain by reason thereof.

- (G) Nontransferability
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. If a ticket is in fact used by any person other than the person to whom it was issued, carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property or the death or injury of such unauthorized persons arising from or in connection with such unauthorized use.
- (H) Teleticket
Tickets may be transmitted by mechanical means (such as teletype) provided such transmission is in accordance with the ticketing time limit specified in the rule governing the applicable fare.
- (I) Telemail
Arrangements may be made for the carrier to mail tickets to the passenger either at the time reservations are made or subsequent to making the reservations, provided that there is sufficient time for the carrier to issue and validate tickets in accordance with the ticketing time limit specified in the rule governing the applicable fare. The mutually agreed upon ticket issue date established when payment is made by credit card, or the ticket invoice date established when payment is made by check, will constitute ticket purchase and issuance for the purpose of this rule.
- (J) Prepaid ticket advice
- (1) Unless otherwise provided, payment for a PTA will constitute 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 reservation requirements are met and shown in the pta. Any cancellation, refund or rerouting will result in penalties against the PTA in the same manner as though a ticket were issued. an open PTA will not constitute ticketing for any special fare requirements.
- (2) Carrier will impose a service charge, as specified in the table below, for each prepaid ticket advice issued by the carrier. For countries not listed below, a charge of USD 35 (or the equivalent amount in local currency) will be collected. This service charge is not subject to any discount, is non-refundable and Non-commissionable.
- | Country of issuance | Service |
|---------------------|---------|
|---------------------|---------|

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	Charge
Algeria	DZD 850.00
Anguilla	USD 35.00
Antigua/Barbuda	USD 35.00
Aruba	AWG 65.00
Australia	AUD 65.00
Austria	EUR 35.00
Barbados	USD 35.00
Belgium	EUR 35.00
Benin	XOF 15,000
Bermuda	USD 35.00
Botswana	BWP 120
Bulgaria	USD 25.00
Burkina Faso	XOF 15,000
Cameroon	XAF 15,000
Canada	CAD 125.00
Cayman Island	USD 35.00
Central African Republic	XAF 15,000
Chad	XAF 15,000
China (excluding HKG)	CNY 300
Comoros	KMF 10,700
Congo	XAF 15,000
Cote D'ivoire	XOF 15,000
Cuba	USD 35.00
Cyprus	CYP 10
Czech Republic	CZK 900
Denmark	DKK 350
Dominica	USD 35.00
Dominican Republic	USD 35.00
Egypt	EGP 60
Equatorial Guinea	XAF 15,000
Fiji	FJD 20
Finland	EUR 35.00
France	EUR 35.00
French Guyana	EUR 35.00
French Polynesia	XPF 4,000
Gabon	XAF 15,000
Germany	EUR 35.00
Gibraltar	GIP 25
Greece	EUR 35.00
Grenada	USD 35.00
Haiti	USD 35.00
Hong Kong	HKD 280
Hungary	HUF 3,900
Iceland	ISK 4,000
India	INR 1000
Iran, Islamic Republic of	IRR 128.000
Ireland	EUR 35.00
Italy	EUR 35.00
Jamaica	USD 35.00
Japan	JPY 3,500
Jordan	JOD 15
Kenya	USD 35.00
Korea	KRW 30,000
Kuwait	KWD 6
Lebanon	LBP 30,300
Lesotho	LSL 100
Libyan Arab Jamahiriya	LYD 10

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Luxembourg	EUR 35.00
Macau	MOP 300
Malawi	USD 35.00
Mali	XOF 15,000
Malta	MTL 15
Martinique/Guadeloupe	EUR 35.00
Mauritania	MRO 5,600
Mayotte	EUR 35.00
Monaco	EUR 35.00
Morocco	MAD 100
Mozambique	USD 35.00
Namibia	NAD 100
Netherlands	EUR 35.00
Netherlands Antilles	ANG 60
Nevis/St. Kitts	USD 35.00
New Caledonia	XPF 4,000
New Zealand and Cook Islands	NZD 30
Niger	XOF 15,000
Norway	NOK 350
Pakistan	PKR 1,200
Papua New Guinea	PGK 30
Poland	USD 30.00
Portugal	EUR 35.00
Reunion	EUR 35.00
Romania	USD 20.00
St. Pierre & Miquelon	EUR 35.00
Saudi Arabia	SAR 60
Senegal	XOF 15,000
Slovakia	SKK 900
South Africa	ZAR 100
Spain	EUR 35.00
St. Lucia	USD 35.00
St. Vincent/Grenadines	USD 35.00
Sudan	SDD 550
Suriname	USD 40.00
Swaziland	SZL 100
Sweden	SEK 350
Switzerland	CHF 50
Syria	SYR 1,150
Thailand	THB 1,200
Togo	XOF 15,000
Trinidad/Tobago	USD 35.00
Tunisia	TND 35
Turks & Caicos Islands	USD 35.00
United Kingdom	GBP 25
United States	USD 75.00
Venezuela	USD 35.00
Yemen, Republic of	YER 4,300

Rule 75 Currency of Payment

The provisions of this rule are subject to applicable Exchange laws and government regulations.

- (A) Payment in the country of commencement of transportation
 - (1) Payment of fares shall be made in the currency of the country of commencement of transportation;
 - (2) Payment of fares shall be made in any currency acceptable to the carrier, provided that the equivalent of the local currency fare is collected at the bankers' buying rate of exchange in effect on the date of issuance of the airline transportation document.
 - (3) When a transportation document issued outside the country of commencement of transportation is tendered for payment (in total or in part), the provisions of paragraph (b) below shall apply.
- (B) Payment outside the country of commencement of transportation
 - (1) The amount to be paid shall be determined by converting the total amount to be collected, expressed in the currency of the country of commencement of transportation, into the currency of the country of payment at the applicable bankers' selling rate of exchange in effect on the date of the transaction.
 - (2) Payment shall be made either in the currency of the country of payment, or in any currency acceptable to the carrier, provided that the equivalent of the local currency amount of the country of payment established in accordance with paragraph (b)(1) above is collected at the bankers' buying rate of exchange in effect on the date of the transaction.
- (C) Voluntary rerouting
In the event that voluntary rerouting or cancellation results in the reassessment of the fare:
 - (1) The fare will be reassessed in the currency of the country of commencement of transportation.
 - (2) The local currency fares to be used will be those applicable at the time of commencement of transportation.
 - (3) The IATA rate of exchange to be used will be that applicable at the time of original ticket issuance.
- (D) Refunds
 - (1) The amount of refund shall be converted using the bankers' rate applicable on the date of the original payment.
 - (2) When the original payment has been made in a currency other than the currency of the country of commencement of transportation, refunds in the same currency as originally tendered will be made at the exchange rate used for the original payment.

- (E) Additional collection
When an additional collection is made in a country other than the country of commencement of transportation, the amount to be collected shall be converted using the bankers' selling rate applicable on the date of the additional collection.
- (F) Rates of exchange
The bankers' rates referred to in paragraphs (a) through (e) above are defined as follows:
- (1) In Canada: the bankers' buying rate or bankers' selling rate means the unit rate published each Friday in the Toronto globe & mail under the heading foreign exchange mid market rate in Canadian funds. For currencies not quoted in such publication, the bankers' rate shall mean the bank buying rate quoted by the Royal Bank of Canada, main office in winnipeg, as of the close of business on Thursday of each week. These rates will be applicable from Monday of the following week up to and including the following Sunday.
 - (2) In U.S.A.: the bankers' rate means the rate published each Tuesday in the wall Street Journal under the heading foreign exchange. This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week. when a national holiday falls on Monday, foreign exchange rates do not appear in the Tuesday edition of the wall Street Journal. In such exceptional cases the previous week's rates are used through Wednesday instead of Tuesday and the Wednesday edition of the wall Street Journal will be used for the period Thursday through Tuesday.

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 as an officer 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 his 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) (Not applicable to/from points in the U.S.A.) - If the destination is unchanged, the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the fare construction point shown on the ticket submitted for rerouting, beyond which the original fare construction remains applicable:

NOTE: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.
 - (b) (Not applicable to/from points in the U.S.A.) - If the destination is changed, the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting to the new destination.

NOTE 1: The points of origin and destination, as well as the point of outward destination in the case of a round trip ticket, shall also be fare construction points, and the fares and charges to be used for the construction of the new fare shall be those which would have been applicable as of the date of commencement of carriage.

NOTE 2: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.

- (c) (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.
- (d) 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.
- (B) Involuntary Revised Routings
- (1) 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 - Limitations of Carriage) herein, carrier will either:
- (a) Carry the passenger on another of its passenger aircraft on which space is available; or
 - (b) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or
 - (c) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from Rule 90 (Refunds), and charges for the revised routing are lower; or
 - (d) Make involuntary refund in accordance with the provisions of this rule.
- (2) In the event of death, the following provisions will apply for passenger's travelling at a fare with rerouting or change of reservation restrictions:
- (a) In the case of death of a passenger, the accompanying passengers may terminate or interrupt travel but no later than 45 days after the travel is interrupted.
 - (b) In the case of death in the immediate family, a group fare passenger or an individual passenger may return to the place of origin shown on the ticket, without stopovers en route, at the same fare on the next available flight, if death occurred at the point at which travel is interrupted, but no later than 45 days after the travel is interrupted.
 - (c) The ticket of returning passengers will be endorsed "RETURN ACCOUNT DEATH(name)" and such endorsement shall be authenticated by validation or other official stamp.
 - (d) A death certificate must be presented at the time of re-ticketing or in the country where death occurred.
- (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 this rule.
- (D) Free Baggage Allowance: an involuntary rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a First Class flight to an Economy/Tourist/Coach/Thrift Class flight and is entitled to a fare refund.

Rule 85 Schedules, Delays and Cancellations of Flights

(A) Schedules

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

(B) Cancellations

- (1) Carrier may, without notice, substitute alternate carriers or aircraft.
- (2) Carrier may, without notice cancel, terminate, divert, postpone or delay any flight or the further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made, without any liability except to refund in accordance with its tariffs the fare and baggage charges for any unused portion of the ticket if it would be advisable to do so:
 - (a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of God, force majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances, or unsettled international conditions) actual, threatened or reported or because of delay, demand, conditions, circumstances or requirement due, directly or indirectly, to such fact; or
 - (b) Because of any fact not to be foreseen, anticipated or predicted; or
 - (c) Because of any government regulation, demand or requirement; or
 - (d) Because of shortage of labor, fuel or facilities, or labor difficulties of carrier or others.
- (3) Carrier will cancel the right or further right of carriage of the passenger and his baggage upon the refusal of the passenger, after demand by carrier, to pay the fare or the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefor except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.

Rule 87 Denied Boarding Compensation

(Applicable between Canada/USA and points in Area 2/3. When ET is unable to provide previously confirmed space due to there being more passengers holding confirmed reservations and tickets than for which there are available seats on a flight, ET shall implement the provisions of this rule.

- (A) Definitions: for the purpose of this rule, the following definitions shall apply:
- (1) Airport is:
 - (a) That at which the direct or connecting flight on which the passenger holds confirmed and ticketed reservations is scheduled to arrive; or,
 - (b) Another airport in the same metropolitan area as (a) which is also served by ET and is acceptable to the passenger.
 - (2) Alternate transportation is air transportation provided by a carrier licensed by the NTA(a) or other transportation used by the passenger which, at the time such arrangements are made, will provide for arrival at the passenger's destination or next point of stopover, within 4 hours of his originally scheduled arrival time.
 - (3) Carrier means an air carrier, except a helicopter operator, holding a commercial air service license issued by the NTA(a) authorizing the transportation of persons.
 - (4) Comparable air transportation is provided by air carriers to passengers at no extra cost.
 - (5) Confirmed space (reservations) is that which applies to a specific ET flight, date and fare type as requested by a passenger and which is verified in ET reservations system and is so noted on his ticket.
 - (6) Oversold is that condition which is the result of there being more passengers with confirmed reservations and tickets than there are seats available on a flight.
 - (7) Stopover is a deliberate interruption of journey requested by the passenger which is scheduled to exceed 24 hours at a place between the points of origin and destination.
 - (8) Ticket lift point/boarding area is the point where the passenger's flight coupon is lifted and retained by ET.
- (B) Request for volunteers
- (1) ET will request volunteers from among the confirmed passengers to relinquish their seats in exchange for compensation as defined in (e).
 - (2) 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 amount of compensation to which he would be entitled.
 - (3) The request for volunteers and the selection of

passengers to be denied boarding shall be in a manner solely determined by ET.

(C) Boarding priorities

- (1) If a flight is oversold, no passenger may be involuntarily denied boarding until ET has first requested volunteers to relinquish their seats.
- (2) In the event there are not enough volunteers, other passengers may be involuntarily denied boarding in accordance with ET boarding priority policy. Passengers with confirmed reservations who have not received a boarding pass, will be permitted to board in the following order until all available seats are occupied:
 - (a) Physically handicapped passengers, unaccompanied children under 12 years of age and others for whom, in ET assessment, failure to carry would cause severe hardship.
 - (b) Passengers paying business (J) or full economy (Y) class fares.
 - (c) All other passengers, including tour conductors accompanying a group. These passengers will be accommodated in the order in which they present themselves for check-in and boarding.

(D) Transportation for passengers denied boarding a passenger who has been denied boarding, either voluntarily or involuntarily, will be provided transportation in accordance with the following:

- (1) The passenger will be transported without stopover on the next available ET flight on the same class of service as originally paid.
- (2) Should ET not be able to provide onward transportation, acceptable to the passenger, on the services of ET, transportation via the services of another carrier(s) will be provided as follows:

The passenger will be accommodated in the class of service and/or booking class applicable to his transportation on ET.

(E) Compensation

In addition to providing transportation in accordance with (d), a passenger who has been denied boarding will be compensated by ET as follows:

- (1) Conditions for payment
 - (a) The passenger must present himself for carriage at the appropriate time and place:
 - (i) Having complied fully with ET applicable reservation, ticketing, check-in and reconfirmation procedures; and,
 - (ii) Being acceptable for transportation in accordance with ET published tariffs.
 - (b) It must not have been possible to accommodate the passenger on the flight on which he held confirmed reservations and the flight must have departed without him.

Exception: the passenger will not be eligible for compensation: when the flight

on which he holds a confirmed and ticketed reservation is cancelled or space has been requisitioned by the government.

(2) Amount of compensation

Flight distance (TPM)	Amount of compensation in USD cloud nine (J class) Economy class			
	Adult	Child	Adult	Child
up to 2000 kms	200	140	100	70
2001-6000 kms	350	245	200	140
over 6000 kms	450	315	300	210

flight distance (TPM)	Amount of compensation in CAD cloud nine (J class) Economy class			
	Adult	Child	Adult	Child
Up to 2000 kms	200	195	140	95
2001-6000 kms	485	340	280	195
over 6000 kms	625	440	415	290

(3) Time of offer of compensation

Compensation will be offered to, and if accepted, receipted by the passenger on the day and at the place where the denied boarding occurs.

(F) Notice provided to passengers

The following written notice shall be provided to all passengers who are involuntarily denied boarding on flights for which they hold confirmed reservations.

Volunteers and boarding priorities when a flight is oversold, no passenger may be denied boarding until ET has requested volunteers from among the confirmed and ticketed passengers to relinquish their seats in exchange for a payment of ET choosing.

In the event there are not enough volunteers, other passengers may be involuntarily denied boarding in accordance with ET boarding priority policy. Passengers with confirmed reservations who have not received a boarding pass, will be permitted to board in the following order until all available seats are occupied:

- (a) Physically handicapped passengers, unaccompanied children under 12 years of age and others for whom, in ET assessment, failure to carry would cause severe hardship.
- (b) Passengers paying business (J) or full economy (Y) class fares.
- (c) All other passengers, including tour conductors accompanying a group. These passengers will be accommodated in the order in which they present themselves for check-in and boarding.

Compensation for involuntary denied boarding
 If you are denied boarding involuntarily, you are

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entitled to "denied boarding compensation" unless:

- (1) You have not fully complied with ET applicable reservation, ticketing, check-in, and reconfirmation procedures or you are not acceptable for transportation in accordance with ET published tariffs; or,
- (2) You are denied boarding because the flight is cancelled; or,
- (3) You are denied boarding because of government requisition of space; or,

method of payment

If you are eligible for denied boarding compensation, you must be offered an MCO (credit voucher) good for further travel on ET for the amount specified above. If a passenger insists on being compensated in cash, 50% of the specified rate can be used as a settlement.

Rule 90 Refunds

(A) General

Refund by carrier for an unused ticket or portion thereof, exchange order or Miscellaneous Charges Order will be made in accordance with the following conditions, except as otherwise provided in paragraph (f) of this rule.

- (1) Persons requesting refund must surrender to carrier all unused flight coupon(s) of the ticket, exchange order or Miscellaneous Charges Order.
- (2) Carrier will refuse 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 the carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.
- (3) Carrier shall make all or any individual refunds through its general accounting offices of regional sales or accounting offices, and require prior written applications for refunds to be prepared by passengers on special forms furnished by carrier.

(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. Refunds will be made subject to the following provisions:

- (1) Voluntary refunds of tickets, exchange orders or deposit receipts purchased in currency other than Canadian dollars shall be made only in currency used for such purchases, and only in country where such purchase was made.
- (2) Involuntary refunds of tickets, exchange orders, or deposit receipts shall be made in the currency used for such purchase and in the country where such purchase was made, whenever possible.
- (3) Refunds of tickets, exchange orders, or deposit receipts purchased in currency other than Canadian dollars will only be made in an amount equal 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, using the same rate of exchange as was applied in computing the original cost of the ticket.

(C) Person to whom refund is made

Carrier will refund in accordance with this rule to the person named as the passenger on the ticket, except as provided below:

- (1) Ticket refund will be made for tickets issued as described in column a and only to the purchaser described in column b below:

Carrier	Column A
ET	in exchange for a prepaid ticket

ET advice
against a transportation request
issued by a government agency

Carrier Column B
ET the purchaser of the prepaid ticket
advice
ET the government agency that
issued the transportation
request

- (2) If, at the time of purchase, the purchaser designates on the ticket another person to whom refund shall be made, refund will be made to the person so designated. A refund made in accordance with this procedure to a person representing himself as the person so designated in the ticket, exchange order or Miscellaneous Charges Order will be deemed a valid refund and the carrier will not be liable to the true passenger for another refund.

(D) Involuntary refunds

- (1) For the purpose of this paragraph, the term "involuntary refund" shall mean any refund made in the event the passenger is prevented from using the carriage provided for in his/her ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or 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 "acceptance of children" provisions of Rule 25.

- (2) Amount of involuntary refunds
the amount of involuntary refunds will be as follows:
(a) when no portion of the trip has been made, the amount of refund will be the fare and charges paid.
(b) when a portion of the trip has been made, the amount of refund will be the difference between the fare paid and the fare for transportation used.

- (3) Time limitation for refund requests
application for refund should be made during the period of validity of the ticket or exchange order, and the carrier reserves the right to refuse refund when application therefore is made more than one year after the expiry date of the ticket or exchange order.

(E) Voluntary refunds

- (1) The term "voluntary refund," for the purpose of this paragraph, shall mean any refund of a ticket or portion thereof other than an involuntary refund as defined in paragraph (d) above.

- (2) Amount of voluntary refund
the amount of voluntary refunds will be as follows:

- (a) When no ticket coupons have been used, the amount of refund will be the fare paid less any applicable communication expenses, service charges or cancellation penalty.
- (b) When any ticket coupons have been used, the amount of refund will be the difference, if any, between the fare paid and the fare applicable for transportation used, less any applicable communication expenses, service charges or cancellation penalty.
- (3) Time limitation for refund request
application for refund should be made during the period of validity of the ticket or exchange order, and the carrier reserves the right to refuse refund when application therefore is made more than one year after expiry date of the ticket or exchange order.
- (F) Lost tickets, Miscellaneous Charges Orders, deposit receipts and excess baggage tickets the following provisions will govern refund or replacement of lost tickets, etc., or unused portions thereof.
 - (1) Time limitation for refund request
 - (a) Subject to Rule 90(a)(1), carrier will refund a lost ticket or lost portion thereof upon receiving written request for refund from the passenger.
 - (b) Application for refund should be made during the period of validity of the ticket or exchange order, and the carrier reserves the right to refuse refund when application therefor is made more than one year after expiry date of the ticket or exchange order.
 - (2) Basis for refund
 - (a) Refund will be made on one of the following bases, whichever is applicable:
 - (i) If no portion of the ticket has been used:
 - (aa) If the passenger has not purchased a replacement ticket, refund will be the full amount of the fare paid less any carrier compensation, if applicable; in the case of non-refundable tickets, the full amount of the fare paid may be used towards the purchase of a ticket at an applicable higher fare or, alternately, an MCO for future travel annotated "non-ref".
 - (bb) If the passenger has purchased a replacement ticket, the carrier that issued the original ticket will refund to the passenger the fare paid for such replacement ticket.
 - (ii) If a portion of the ticket has been Used:
 - (aa) If the passenger has not purchased

- a replacement ticket, refund will be an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has actually been used;
- (bb) If the passenger has purchased a replacement ticket, the carrier that issued the original ticket will refund the fare paid for such replacement ticket;
- (iii) The refunds described in paragraphs (i) and (ii) above, shall be subject to any expenses incurred by the carrier as a result of such loss.
- (3) The foregoing provisions for lost tickets shall also apply to lost exchange orders, deposit receipts, and excess baggage tickets.
- (4) Application and conditions for refund
- (a) Form of application. Application must be made on forms prescribed by carrier for such refunds.
- (b) Conditions for refund
refund will only be made provided that the lost ticket or lost 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 carrier and hold carrier harmless against any and all loss, damage, claim or expense, including without reasonable limitation attorney fees, which carrier may suffer or 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.

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

- (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) Carrier shall receive baggage on board any flight upon a baggage check for the flight having been presented for carriage and upon a baggage tag having been affixed thereto. Baggage for which a baggage check has been issued by carrier shall be delivered to the bearer of the baggage check provided however that carrier shall not be liable for any loss, damage or expense arising out of or in connection with its failure to ascertain that the person claiming the baggage is the bearer of the baggage check applicable thereto. If a person claiming the baggage is unable to present the baggage check, carrier shall deliver the baggage if such person establishes that person's right thereto to carrier's satisfaction and carrier may require such person to furnish adequate security to indemnify carrier for any loss, damage or expense which may be incurred by carrier as a result of such delivery.
- (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 checked baggage items 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 which items by their particular nature (fragile, perishable, valuable) the carrier does not agree to carry. If the weight, size or character of the baggage renders it unsuitable for carriage on the aircraft, carrier may, prior to, or at any stage of the journey, refuse to carry the baggage or any portion thereof. The following items will be carried as baggage only after prior consent of and arrangement with the carrier, with exceptions to the acceptance of certain items clearly indicated:

- (1) Firearms ammunition, firearms, sharp knives belonging to passengers shall not be carried inside the cabin and/or flight deck (cockpit) and passengers must declare such items at the time of check-in. They shall only be accepted for carriage as checked baggage. Such firearms shall be carried free of ammunition and suitably packed for such carriage with approval of concerned security authority. Small arms ammunition for sporting purposes in quantities not exceeding 5kg (10lbs) gross weight per passenger, securely boxed can be carried for personal use. However, those with explosive or incendiary projectiles are totally prohibited for carriage by air. Specified government authorities or a police officer escorting a prisoner may carry firearm and ammunition upon duly identifying himself/herself to the checking agent. Firearms carried by these individuals may be loaded if the official concerned substantiates that a loaded weapon is necessary for the fulfillment of his/her mission.
- (2) Explosives, munitions, corrosives and articles, which are easily ignited:
includes all items listed in the IATA (international air transport association) restricted articles regulations.
exception: ammunition will be carried as checked baggage only and must be securely packed in strong outside containers of wood, metal or fibreboard, plainly marked, ammunition.
- (3) Live animals will be carried on ET flights in accordance with IATA regulation.
advance booking and confirmation should be obtained prior to the commencement of travel.
owners assume all risk for injury, sickness or death of any animal accepted for transportation, and assumes responsibility for compliance with all governmental regulations and restrictions. Et will not be responsible in the event that any animal is refused carriage into or through any state, country or territory.
- (4) Photo flash bulbs, when appropriately marked and contained in the original package of the manufacturer.
- (5) Fragile items: carrier does not agree to carry fragile items as checked baggage, or when otherwise placed in the care of the carrier, unless they are appropriately packaged in the original factory-sealed carton, a cardboard mailing tube, or a container or case specifically designed for shipping such items.
 - (a) Electronic: for example: televisions, radios, CB's, calculators, audio and video equipment, electron microscopes, electrographs and electronic medical equipment that includes transistors, tubes and glass.
 - (b) Musical: for example: guitars, violins,

- Violas, cellos, organs, harps, drums and amplifiers/speakers used in conjunction with electronic instruments.
- (c) Pottery: for example: ceramics, pots, bowls, dishes, crockery, ornaments or other containers made of baked clay or porcelain.
 - (d) Glass: for example: glassware, crystal, mirrors, bottles and any liquids contained therein (excluding reasonable quantities of toiletries), telescopes, binoculars, barometers and eyeglasses and contact lenses.
 - (e) Artwork: for example: paintings, drawings, statues or other sculptures, plastics, plaster of Paris, molds and casts.
 - (f) Photographics: for example: cameras (excluding one camera per passenger carried as unchecked baggage), photoflash equipment, photometers, spectrosopes, phototubes or other devices using sensitive tubes or plates. Film (still or movie) exposed and unexposed.
 - (g) Attached articles: any articles which are tied, taped, wired or strapped to the exterior of any checked baggage.
 - (h) Mechanical: for example: typewriters, sewing machines, watches and clocks, sensitive calibrated tools and instruments.
 - (i) Paper: for example: mechanical drawings and blueprints, maps, charts, historical documents, and photographs (includes negatives/prints/portraits/slides).
 - (j) Recreational/sporting: for example: tennis rackets, fishing rods, sculls, surfboards, scuba diving masks and pressure gauges, scopes, and sporting trophies such as animal horns and antlers, back packs.
 - (k) Otherwise unsuitable articles: for example: cosmetic cases, hat boxes, wig boxes, and suit/dress covers of light, flimsy plastic or vinyl and their contents.
- (6) Articles not acceptable in checked baggage or when otherwise placed in the care of the carrier: carrier does not accept in checked baggage or when otherwise placed in the care of the carrier, money, jewelry, silverware, negotiable papers, securities or other valuables, business documents, samples, liquids, computers, prescription drugs, photographic equipment, video equipment and cellular telephones.
- (7) Perishable items: carrier does not agree to carry perishable items unless they are appropriately packed and checked as a separate piece of baggage.
- (a) Fresh or frozen foodstuffs such as fruits, vegetables, meats, fish and seafood, poultry, bakery products, dairy products, animal hides.
 - (b) Floral and nursery stock such as flowers,

- fruit and vegetables plants, cut flowers, foliage and floral displays.
- (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
 - (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) In accordance with current tariffs, regardless of weight of other baggage, seeing eye dogs if accompanying a passenger who is dependent on the dog and if the dog is properly harnessed, and muzzled may be carried in the cabin on all ET passenger aircraft without charge and without taking a seat. Such carriage is dependent on any local or governmental restrictions and only one seeing eye dog is permitted in the same cabin of the same aircraft. Any other kind of pets shall not be carried in the cabin on all ET aircraft.
- (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 business class service to tourist class or economy class service 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

- (i) (transmitters/receivers);
 - (ii) Portable televisions 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 device 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) When a passenger wishes to declare the value of his checked baggage, the valuation charge shall be assessed at not less than USD 0.50 for each USD 100.00 or portion thereof. Acceptance of value declared baggage for carriage shall be limited to ET destinations only.
 - (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/economy class fares
The free baggage allowance for each passenger paying the adult J/C/Y 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) One piece of carry-on baggage per passenger is acceptable free of charge provided it is

- suitable for placing in closed overhead rack or under the passenger's seat. The sum of the three dimension of which (l x w x h) shall not exceed 115 cm and/or 45 inches and weight must not exceed 7kgs (15 lb).
- (2) Free baggage allowance for children
- (a) Free baggage allowance for children 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), 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.
- (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.
- (3) (a) The following articles irrespective of their actual dimensions may be considered as a piece of baggage at 62 inches (158 cms):
- (i) One sleeping bag or bedroll;
- (ii) One rucksack or knapsack or book pack;
- (iii) One pair of snow skis with one pair of ski poles and one pair of ski boots or one snow board and one pair of ski boots.
- (iv) One golf bag containing golf clubs and one pair of golf shoes
- (v) One duffle-type bag;
- (vi) One suitably packed bicycle (single seat touring or racing bicycle, non-motorized) provided that handlebars are fixed sideways and the pedals are removed.
- (vii) One pair of standard water skis or one slalom water ski;
- (viii) Suitably packed fishing equipment consisting of not more than two rods, one reel, one landing net, one pair of fishing boots and one fishing tackle box;
- (ix) Sporting firearms consisting of not more than one rifle case containing not more than two rifles, 5 kgs. (11 lbs.) of ammunition, one shooting mat, noise suppressor and small rifle tools, or two shotguns and two shotgun cases, or one pistol case containing not more than five pistols, 5 kgs. (11 lbs) of

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- ammunition, noise suppressors, one pistol telescope and small pistol tools.
- (b) Any portable musical instrument not exceeding 39 inches (100 cms) in length may be considered as one piece at 39 inches (100 cms).

(4) Excess charges

- (a) Baggage in excess of the free allowance set out in (o)(1), (2), and (3) above will be accepted upon payment of the applicable rate shown in sub-paragraph (c) below which will be charged in the following manner:
 - (i) The applicable excess baggage charge shall apply to:
 - (aa) any bag or piece in excess of the number of pieces allowed.
 - (bb) Any bag or piece exceeding the permissible dimensions but not exceeding 62 inches (158 cms.) provided the weight of each piece does not exceed 32 kilos (70 pounds).
 - (b) No discount applies on articles of sporting equipment if they are carried in excess of the free allowance. Rate under o(5)(d) shall apply.
 - (c) The charge for each piece of excess baggage between points in the USA/Canada and points in area 2/3 is shown below.

From/to	Via	Zone 1	Zone2	Zone1 definition
Add, JIB/KRT/ NBO, EBB, KJL BJM, DAR, JRO	WAS/NYC	USD/CAD USD 135 CAD 290	USD/CAD USD 150 CAD 210	Zone 1 NYC, WAS, BOS, GSO, CMH, PHL, AVP, HFD, BDL, ALB, PVD, BGM, HAR, MDT, BWI, MHT, SYR, ROC, BTV, PWM, RIC, ORF, BUF, PIT, YOW, YMQ, YYZ, ROA, CLE, RDU, TOL, CLT, DAY, LAN, CVG, YHZ, CAE, GSP, AZO, GRR, CHS, SBN, SDN, SDF, TVC, IND, CHI, MKE, ATL, BNA, FMY, MSN, PIA, MLI, MIA, MLB, RSW, DTT, ORL, MEM, TPA, PBI, SRQ, FLL, JAN
CAI, DXB, JED KHI, TLV, LUN,	WAS/NYC	USD 150 CAD 210	USD 180 CAD 250	Zone 2 STL, DAB, GRB, CID, ORL, RSW, MSP, MKC,

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FIH, HRE, LAD,
BOM, LOS, JNB,
LFW, ACC, DEL,
ABJ, BKO, BKK,
BJS, RUH, LLW

OMA, DSM, OKC, DFW,
HOU, MSY, TUL, CRP,
DEN, COS, AUS, SAT,
SLC, YYC, TUS, ABQ,
ELP, ONT, SAN, YVR,
PHX, SEA, LAX, SMF,
SJC, PDX, SNA, SFO,
LIT, HNL

- (5) Charges for baggage retained in the passenger's custody other than articles listed in paragraph (e)(4) above.
- (a) 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 the normal excess baggage rate with the minimum charge of one full adult one-way passenger fare for the class of service used. such baggage will be subject to the following conditions:
- i) Block seat baggage must be placed forward of all seated passengers in the aircraft. it must be secured in the seatbelt and seat belt extensions. Articles too large or bulky will not be accepted.
 - ii) 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.
 - iii) The baggage is packaged or covered in such a manner to avoid possible discomfort or injury to another passenger.
 - iv) 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 116 Interline Baggage Acceptance

- (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 ET 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 ET 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, ET 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"

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Carrier: Ethiopian Airlines - ET

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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 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.

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"Selected carrier":

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

"Selecting carrier":

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

Rule 130 Fares

(A) General

Except as provided in paragraph (m) below, published fares apply only for carriage from the airport at the point of origin to the airport at the point of destination.

for the purposes of this rule

- (1) U.S.A. and Canada shall be considered as one country, and
- (2) Denmark, Norway and Sweden shall be considered one country.

(B) Precedence of fares

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

(C) Round trip fares

Unless otherwise specified, the fare for a round trip shall be:

- (1) The round trip fare published in the applicable tariff(s) of carrier(s) via the desired routing and for the class of service used, or
- (2) Twice the through one way fare applicable to the outbound journey, or
- (3) Round trip fares which by their own terms are combinable may be used with other fares on the basis of half the round trip instead of one way fare, provided that the more restrictive fare conditions apply to the entire round trip journey.
- (4) For round trip normal fare journeys sold outside member countries and destined to or via member countries, the total fare (excluding any class differentials/surcharges) shall in no event be less than the highest direct round trip fare from any ticketed point in member countries to any ticketed point on the itinerary.

(D) Circle trip fares

Unless otherwise specified, the fare for a circle trip shall be the lowest combination of half round trip fares in the direction of travel along respective sections involved in the trip, beginning the calculation from the point of origin of the trip; provided that:

- (1) For the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used,
- (2) Only those fares, which by their own terms are combinable, shall be used in a construction of circle trip fares, and
- (3) The more restrictive fare conditions shall apply to the entire round trip journey.
- (4) The fare for a circle trip shall not be 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 and to any stopover point on the route of travel, INCLUDING separately assessed side trips.
- (5) In case of around the world journeys, if round trip fares in opposite global directions exist between the point of origin and any stopover point, the fare shall not be less than the lower of such round trip fares from the point of origin.
 - (6) The provisions in paragraphs 4 and 5 above need not be applied for points on a journey which have been excluded from the higher intermediate point rule, subject to the same conditions contained in the exclusion.
- (E) Fares other than round or circle trips
- (1) These rules apply to:
 - (a) Normal one way fares;
 - (b) Special one way fares;
 - (c) One way fares based on a percentage of normal one way fares;
 - (d) Half round trip normal fares as permitted in paragraph (2)(c) below.
 - (2) For SITI/SOTI/SITO/SOTO transactions:
 - (a) Fares shall be applicable in the direction of travel except, when more than one fare component is involved, for any component which terminates in the country of origin, the fare applicable to such fare component from the country of origin shall be used.
 - (b) 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 higher international fare from any ticketed point in the country of origin in the fare component to any other ticketed point in such fare component. This rule applies whether or not a stopover is made at the point(s) in the country of origin.
 - (c) Where a single open jaw journey comprises not more than two international fare components and has a surface break in one country, either at a 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 the U.S.A. or Canada, the surface break may be permitted between the countries in the Europe sub-area, provided travel in both directions is via the Atlantic.
 - (d) In the case of a single open jaw trip where the outward point of departure and the inward point of arrival are not the same, and where a common ticketed point(s) in the country of origin is used in 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(s).
- (e) In the case of a 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 the country of turnaround is used in both the inbound and 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(s).
- (3) For SOTI/SITO/SOTO transactions the following additional rules will apply: "(see note)"
- (a) Normal fares
- (i) Only one fare component, the fare to be charged shall not be less than the highest direct normal one way fare applicable in either direction for the class of service used between any ticketed points within the fare component.
- (ii) More than one fare component (one way fares)
- (aa) The fare charged shall not be less than the highest direct normal one way fare applicable in either direction for the class of service used between any ticketed points within each fare component, and
- (bb) The total fare for the journey shall not be less than the highest direct normal one way fare applicable to either direction for the class of service used between any ticketed point on the journey.
- (iii) More than one fare component (half round trip fares)
- (aa) The fare to be charged shall not be less than the highest direct normal half round trip fare applicable in either direction for the class of service used between any ticketed points on the journey.
- (bb) The total fare for the journey shall not be less than the highest direct normal half round trip fare applicable in either direction for the class of service used between any ticketed point on the journey.
- (b) Special fares
- (i) Only one fare component, the fare to be charged shall not be less than the highest one way direct 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
 - (a) The above rule shall apply to each fare component, and
 - (b) The total fare for the journey shall not be less than the highest one way direct fare of the same type in either direction between any ticketed points in the journey. in the absence of a fare of the same type, the next higher one way fare shall be used.
 - (iii) In defining a fare of the same fare type, the comparison shall be limited to the class of service and
 - (a) Late booking fare or APEX fare or PEX fare or excursion fare
 - (b) GIT fare or individual IT fare or excursion fare
 - (c) Public group fare or excursion fare
- (c) Exception:
The foregoing provisions shall not apply:
- (1) For transportation wholly within area 1,
 - (2) For sales made in area 1 for transportation commencing in area 1,
 - (3) For sales made in U.S.A., U.S. territories and Canada for transportation to U.S.A., U.S. territories and Canada,
 - (4) When travel originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo, Cote d'Ivoire, Equatorial Guinea, Gabon, Liberia, Mali, Niger, Senegal or Togo and is sold in another of these countries.
 - (5) For sales made in the U.S.A. and US territories of fares between foreign points, the fares to be charged shall be based on the actual direction of travel.
- (F) Construction of fares
Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service used, the applicable fare for such transportation shall be constructed as provided below:
- (1) One class of service
Where the journey from point of origin to point of destination is in one class of service, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used, but in no event shall such constructed fare exceed the through one-factor fare applicable to or from a more distant point

- via the same routing.
- (2) Travel partly in one class and partly in another class of service
 - (a) The provisions for fare construction shall apply to the lowest class of service used.
 - (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, and
 - (iii) Shall be charged in addition to the fares resulting from subparagraph (a) above.
 - (3) Combining U.S. or Canadian domestic special fares with international fares
 - (a) A special fare application within the U.S.A. or Canada may be combined with an international fare to construct a through fare, which is less than the published fare from the point of origin to the point of destination, provided that:
 - (i) 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 domestic special fare within the U.S.A. Or Canada will not be applicable when the fare is combined with an international inclusive tour fare having a minimum tour price of the same or a higher amount.
 - (ii) The passenger travelling under a fare constructed in accordance with this paragraph must be routed via the routing of the particular international fare used, regardless of the fare construction point(s).
 - (b) Mileage routings set forth in mpm-1 tariff C.A.B. 424 (published by airline tariff publishing company, agent) may be applied to a fare constructed under paragraph (a) above, either for the entire journey between the point in U.S.A. Or Canada and the point in area 2/3 or between the U.S.A. Or Canadian gateway point and the point in area 2/3.
- (G) Carriage via more than one carrier
- (1) Entirely via air
When a ticket is purchased prior to commencement of carriage for a round trip or circle trip which is partly via the services of one carrier and partly via the services of another scheduled air carrier(s), the fare for each section of carriage will be fifty (50) percent of the applicable round

trip fare for such section of the round or circle trip, as the case may be.

- (2) Partly via air and partly via sea
- (a) When tickets are purchased prior to commencement of carriage for a round trip or circle trip for combined air and sea travel, the air fare for each one way section of the air journey will be fifty (50) percent of the all year round trip fare published in tariffs governing by this tariff and applicable between the points and via the class of service used. A break in the round trip or circle trip is permitted to allow passengers to make their own way by means of transportation between airports and adjacent seaports.
- (b) The fares specified above will apply only via the routings published in connection with the all-year fares in tariffs making reference to this tariff for governing provisions.
exception: when an excursion fare is used, the routing published in connection with such excursion fare will apply.

(H) Routing

- (1) Unless otherwise provided in carrier(s) tariffs, fares apply only to the service and routings of carrier(s) published in connection therewith. If there is more than one routing at the same fare, the passenger, prior to issuance of the ticket, may specify the routing, and in respect to any open date portion of such ticket, may specify optional routings. If no routing is specified by the passenger, carrier may determine the routing.
- (2) Routings are published in one direction only, but apply for carriage in either direction, unless otherwise specified, and only to the fares published in connection therewith. An intermediate point(s) specified along the routing may be omitted provided that successive segments are flown non-stop on a single carrier named in the respective segments along the published routing.

(I) Higher intermediate fares

- (1) Normal and special fares
When reference is made to the higher intermediate fare check, the following procedures apply:
- (a) SITI/SOTI transactions: the higher intermediate fare check applies only to intermediate stopover points.
exception: when the ticket is issued in Western Africa, higher intermediate points shall be checked from all ticketed points en-route in Western Africa Except when travel en-route is via a point(s) in Angola, Nigeria and/or Zaire, the higher intermediate

- points shall be checked only if a stopover is made at such point.
- (b) SITO/SOTO transactions: the higher intermediate fare check applies to all intermediate ticketed points.
 - (c) 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.
- (2) Normal fares
- (a) A through normal 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.
 - (b) 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 fare.
 - (c) when the total of ticketed point mile's for an itinerary exceeds the MPM, the normal fare must be surcharged in accordance with the procedures for excess mileage surcharges, C.A.B. 424 maximum permitted mileage and airline tariff publishing company, agent. 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.
 - (d) All conditions of the normal fare between origin and destination apply.
 - (e) when comparing normal fares, fares of the same type shall mean the same class of service and the same seasonal application.
- (3) special fares
- (a) If there is no higher fare between:
 - (i) Point of origin and any intermediate ticketed point; or
 - (ii) Destination point and any intermediate ticketed point,then the special fare (surcharged, if necessary) between origin and destination applies.
 - (b) If there is a higher normal fare between:
 - (i) point of origin and any intermediate ticketed point; or
 - (ii) Destination point and any intermediate ticketed point,

- then the special fare must be raised to the level of such higher normal fare (surcharged, if necessary) unless:
- (iii) The same or lower special fare of the same type exists between such points, in which case the special fare (surcharged, if necessary) between origin and destination applies; or
 - (iv) A higher special fare of the same type exists between such points in which cases such higher special fare (surcharged, if necessary) applies.
- (c) When comparing special fares, fares of the same fare type shall mean the same class of service, the same seasonably application, the same general conditions, except ticket validity and minimum stay requirements, and limited to:
- (i) Late booking fare or APEX fare or PEX fare or excursion fare
 - (ii) GIT fare or individual IT fare or excursion fare
 - (iii) Public group fare or excursion fare
- (d) In the case of more than one special fare of the same type for any given sector, the fare with conditions most similar to those of the special fare between the terminal points is to be used for comparison.
- (e) All conditions of the special fare between origin and destination apply.
- (K) One way backhaul rule
When a passenger purchases a one way ticket for transportation via a higher rated intermediate stopover point (as defined in section "higher intermediate fares"), the fare for such transportation will be constructed by calculating the round trip fare for transportation from the point of origin to the higher rated intermediate stopover point and subtracting therefrom the one way fare for direct (not involving a higher rated intermediate point) transportation between the point of origin and destination.
- (L) Combination of international flight coupons from separate tickets
Two or more international flight coupons from separate tickets will not be accepted for carriage on a direct service between the terminal points on the two coupons at less than the applicable through fare.
- (M) Ground transfers
Published fares do not include ground transfers service between airports nor between airport and town centers unless carrier's tariff specifically provided that such ground transfers service will be furnished without additional charge. (see Rule 30-ground transfer service herein).

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 and Nevis
Costa Rica	Saint Lucia
Cuba	Saint Vincent and The Grenadines
Dominica	Sao Tome and Principe
Dominican Republic	Sierra Leone
Ecuador	Somalia
El Salvador	Suriname
Eritrea	Tanzania, United Republic of
Ethiopia	Timor Leste
Gambia	Trinidad and Tobago
Ghana	Uganda
Grenada	Ukraine
Guatemala	United States and U.S. Territories
Guinea	Uruguay
Guyana	Venezuela
Haiti	Viet Nam
Honduras	Zambia
Indonesia	Zimbabwe
Iraq	
Israel	
Jamaica	
Kenya	
Laos	

(B)

Albania
Armenia
Austria
Azerbaijan

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

US Dollar	USD	ROE:1.0	Note D
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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 Herzegovina	

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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			
US Dollar	USD	ROE:1.0	Note D

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

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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
Gibraltar

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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
Round Up: Local Currency - 0.1			Other Charges - 0.05

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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			
LOTI	LSL	ROE:15.071386	Note -

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

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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 -
Round Up: Local Currency - 100			Other Charges - 100

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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	PLN	ROE:3.948006	Note -	
Round Up: Local Currency	-	1	Other Charges	- 0.1
Portugal				
Portuguese				
Euro	EUR	ROE:.908104	Note -	
Round Up: Local Currency	-	1	Other Charges	- 0.01
Puerto Rico				
US Dollar	USD	ROE:1.0	Note -	
Round Up: Local Currency	-	1	Other Charges	- 0.1
Qatar				
Qatari Rial	QAR	ROE:3.640000	Note -	
Round Up: Local Currency	-	10	Other Charges	- 10
Reunion				
Euro	EUR	ROE:.908104	Note -	

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

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

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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
Vanuatu			

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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 Charges - 0.1
Kwanza			
Reajustado	AOR		Note -
Round Up: Local Currency - 100			Other Charges - 100
Anguilla			

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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		
Cape Verde		

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

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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			
Malagasy Franc	MGF		Note -

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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 and Nevis	

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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		
Bolivar	VEB	Note -

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

- (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 will be assessed 10 percent of the applicable adult fare for one child (infant) not occupying an individual seat.
 - (2) Only one infant per adult passenger, 15 years of age or older, is permitted.
- (B) Accompanied children two years of age or over, but under 12 when accompanied by an adult passenger (see note), 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 (except as otherwise provided in the applicable fare rules).
- Note: "adult passenger," as used herein, shall mean a passenger 12 years of age and older.
- (C) Unaccompanied children over 2 and under 5 years (for conditions governing the acceptance of unaccompanied children see Rule 25 (Refusal to Transport-Limitations of Carriage)).
- children under 2 and over 5 should travel with an adult.
 - applicable charge shall be 100% of the adult fare if company escort is requested.
 - the escort shall pay one way fare for round trip ticket.

Rule 205 Free and Reduced Rate Transportation for Agents

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:

- (a) When transportation is for the purpose of carrier's business: transportation may be issued free of charge to the general sales agent, its officials and employees at the discretion of the carrier.
- (b) When transportation is for the purpose of vacation: transportation may be issued at twenty-five(25) percent of the applicable fare, to the general sales agent, its officials and employees (including members of their immediate families) at the discretion of the carrier. The annual allotment may not exceed two tickets, for one-way, round trip or circle trip transportation in respect of each approved location of the agent per calendar year.
- (c) 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 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.
- (d) 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. exception for Canada: the free and/or reduced fare transportation specified above is not applicable to carriage solely between points in Canada on the one hand and points in continental U.S.A. Or Alaska on the other.

Rule 500 Passengers on Stretchers

- (A) Passengers traveling on stretchers will be accepted for transportation, subject to Rule 25 (Refusal to Transport - Limitations of Carrier) 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 the cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher.
- (B) Carrier(s) will carry an incapacitated passenger on a stretcher subject to the following conditions and charges:
- (1) Such passengers will be accommodated in the economy class section of the aircraft only.
 - (2) The incapacitated passenger must be accompanied by an attendant competent to care for him/her during the flight and who will be required to pay the normal adult economy fare.
 - (3) All reservations for flights on which the stretcher is to be used must be confirmed before departure.
 - (4) The incapacitated passenger must present a medical certificate stating that he may safely travel by air, and he must sign a waiver of responsibility.
 - (5) The one-way charge for the incapacitated passenger will be one normal adult one-way economy class fare plus an additional charge of three normal adult economy class fares for each segment on which the stretcher will be used and for which a flight coupon is issued.
 - (6) Baggage allowance:
the normal free baggage allowance specified in Rule 115 (baggage) will apply to both the stretcher passenger and his/her attendant.

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