RULE

SECTION V - FARES - GENERAL RULES

127 BAGGAGE REGULATIONS (Continued)

(I) EXCESS BAGGAGE CHARGES (Continued)
(2) Excess Piece Charges (Continued)
(g) Between points in the U.S.A. and points in Areas 2 and 3 via the Atlantic Ocean.

BETWEEN AND	EWR/LGA/BOS/ PHL/IAD/DCA
(i) Albania	USD 90.00
Algeria	USD 90.00
Armenia	USD 109.00
Austria	USD 90.00
Azerbaijan	USD 109.00
Azores	USD 90.00
Belarus	USD 109.00
Belgium	USD 90.00
Bosnia and Herzegovina	USD 90.00
Bulgaria	USD 90.00
Croatia	USD 90.00
Czech Republic	USD 90.00
Denmark	USD 90.00
Estonia	USD 109.00
Finland	USD 90.00
France	USD 90.00
Germany	USD 90.00
Georgia	USD 109.00
Gibraltar	USD 90.00
Greece	USD 90.00
Hungary	USD 90.00
Iceland	USD 90.00
Ireland	USD 90.00
Italy (EB)	USD 90.00
Italy (WB)	ITL 119000
Kazakhstan	USD 109.00
Latvia	USD 109.00
Lithuania	USD 109.00
Luxembourg	USD 90.00
Macedonia, The Former Yugoslav Republic of	USD 90.00
Malta	USD 90.00
Moldova, Republic of	USD 109.00
Morocco	USD 90.00
Netherlands	USD 90.00
Norway	USD 90.00
Poland	USD 90.00
Portugal (Including Madeira)	USD 110.00
Romania	USD 90.00
Russian Federation	USD 109.00
Slovakia	USD 90.00
Slovenia	USD 90.00
Spain	USD 90.00
Sweden	USD 90.00
Switzerland	USD 90.00
Tunisia	USD 90.00
Turkey	USD 90.00
Ukraine	USD 109.00
United Kingdom	USD 90.00
Uzbekistan	USD 109.00
Yugoslavia	USD 90.00
Former Republics of the U.S.S.R. not specified above:	USD 109.00
All Other Countries in Europe not specfied above:	USD 110.00

(Continued on next page)

For provisions of Rule 127 in effect prior to the effective date, see 16th Revised Page 128-P.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE | SECTION V - FARES - GENERAL RULES

127 BAGGAGE REGULATIONS (Continued)

(I) EXCESS BAGGAGE CHARGES (Continued)
(2) Excess Piece Charges (Continued)
(g) (Continued)

	BETWEEN	AND	ALL OTHER INTERIOR POINTS NOT SPECIFIED
(i)	Albania		USD 110.00
	Algeria		USD 110.00
	Armenia		USD 124.00
	Austria		USD 110.00
	Azerbaijan		USD 124.00
	Azores		USD 124.00
	Belarus		USD 124.00
	Belgium		USD 110.00
	Bosnia and Herzegovina		USD 110.00
	Bulgaria		USD 110.00
	Croatia		USD 110.00
	Czech Republic		USD 110.00
	Denmark		USD 110.00
	Estonia		USD 124.00
	Finland		USD 110.00
	France		USD 110.00
	Germany		USD 110.00
	Georgia		USD 124.00
	Gibraltar		USD 110.00
	Greece		USD 110.00
	Hungary		USD 110.00
	Iceland		USD 110.00
	Ireland		USD 110.00
	Italy (EB)		USD 110.00
	Italy (WB)		ITL 142000
	Kazakhstan		USD 124.00
	Latvia		USD 124.00
	Lithuania		USD 124.00
	Luxembourg		USD 110.00
	Macedonia, The Former Yugoslav Republic of		USD 110.00
	Malta		USD 110.00
	Moldova, Republic of		USD 124.00
	Morocco		USD 110.00
	Netherlands		USD 110.00
	Norway		USD 110.00
	Poland		USD 110.00
	Portugal (Including Madeira)		USD 110.00
	Romania		USD 110.00
	Russian Federation		USD 124.00
	Slovakia		USD 110.00
	Slovenia		USD 110.00
	Spain		USD 110.00
	Sweden		USD 110.00
	Switzerland		USD 110.00
	Tunisia		USD 110.00
	Turkey		USD 110.00
	Ukraine		USD 124.00
	United Kingdom		USD 110.00
	Uzbekistan		USD 124.00
	Yugoslavia		USD 110.00
	Former Republics of the U.S.S.R. not specified above:		USD 124.00
	All Other Countries in Europe not specfied above:		USD 110.00

(Continued on next page)

For provisions of Rule 127 in effect prior to the effective date, see 16th Revised Page 128-P.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE | SECTION V - FARES - GENERAL RULES

127 BAGGAGE REGULATIONS (Continued)

(I) EXCESS BAGGAGE CHARGES (Continued)
(2) Excess Piece Charges (Continued)
(g) (Continued)

BETWEEN AND	EWR/LGA/BOS/ PHL/IAD/DCA
(ii) Middle East, other than the countries listed below:	USD 135.00
(a) Cyprus, Egypt, Jordan, Lebanon and Syrian Arab Republic	USD 135.00
(b) Israel	USD 135.00
(iii) Africa, other than the countries listed below:	USD 135.00
(a) Benin, Burkina Faso, Cape Verde, Gambia, Ghana, Guinea, Guinea-Bissau, Cote d' Ivoire, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, and Togo	USD 120.00
(b) South Africa	USD 135.00
(iv) Points in Area 3, other than those listed below:	USD 145.00
(a) Afghanistan, Bangladesh, India, Maldives, Myanmar, Nepal and Sri Lanka	USD 130.00
(b) Pakistan	USD 130.00
(c) Southwest Pacific	USD 150.00

(Continued on next page)

For provisions of Rule 127 in effect prior to the effective date, see 6th Revised Page 128-Q.

RULE | SECTION V - FARES - GENERAL RULES

127 BAGGAGE REGULATIONS (Continued)

(I) EXCESS BAGGAGE CHARGES (Continued)
(2) Excess Piece Charges (Continued)
(g) (Continued)

BETWEEN AND	ALL OTHER INTERIOR POINTS NOT SPECIFIED
(ii) Middle East, other than the countries listed below:	USD 150.00
(a) Cyprus, Egypt, Jordan, Lebanon and Syrian Arab Republic	USD 150.00
(b) Israel	USD 150.00
(iii) Africa, other than the countries listed below:	USD 150.00
(a) Benin, Burkina Faso, Cape Verde, Gambia, Ghana, Guinea, Guinea-Bissau, Cote d' Ivoire, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, and Togo	USD 135.00
(b) South Africa	USD 150.00
(iv) Points in Area 3, other than those listed below:	USD 160.00
(a) Afghanistan, Bangladesh, India, Maldives, Myanmar, Nepal and Sri Lanka	USD 145.00
(b) Pakistan	USD 145.00
(c) Southwest Pacific	USD 160.00

(h) Between Papua New Guinea and Japan/points in Micronesia: USD 41.00 per excess piece.
(i) Between Papua New Guinea and Manila: USD 82.00 per excess piece.

(Continued on next page)

For provisions of Rule 127 in effect prior to the effective date, see 6th Revised Page 128-Q.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE

SECTION V - FARES - GENERAL RULES

127 BAGGAGE REGULATIONS (Continued)

(I) EXCESS BAGGAGE CHARGES (Continued)

(3) Excess Piece Charges For Travel from a Country in Area 2 or 3 to U.S.A.
To determine the charges, the U.S. dollar amounts in paragraph (2) above must be converted into the local currency by the Bankers Buying Rate of Exchange.

(4) Oversize Baggage Charges
Where the free baggage allowance is a piece allowance, the charge for a piece which is acceptable under the terms of paragraph (A) but which exceed the maximum outside linear dimensions and/or weight accepted free (paragraph (H) will be:

(a) (Not applicable to/from Mexico/Caribbean/Central America/South America or between the U.S.A. and the Philippines.) Each piece of baggage will be assessed the applicable charge listed above when:
(i) The sum of the three dimensions exceeds those permitted but does not exceed 80 inches.
(ii) The weight exceeds the weight permitted but does not exceed 32 kgs. (70 pounds)

(b) (Not applicable to/from Mexico/Caribbean/Central America/South America or between the U.S.A. and the Philippines/Papua New Guinea) Each piece of baggage will be assessed 200 percent of the applicable charge listed above when it is both in excess of the number permitted and when:
(i) The sum of three dimensions exceeds those permitted but does not exceed 80 inches.
(ii) The weight exceeds the weight permitted but does not exceed 32 kgs. (70 pounds)

(c) (Not applicable to/from Mexico/Caribbean/Central America/South America or between the U.S.A. and the Philippines.) Each piece of baggage whose sum of the three dimensions exceeds 80 inches but does not exceed 115 inches and/or whose weight exceeds 32 kgs. but does not exceed 45.4 kgs. will be carried as accompanied baggage only if advance arrangements are made with CO. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed above.

(d) (Between points in the U.S.A./Canada and points in Mexico)
(i) When the oversize piece is a single piece which weighs more than 70 lbs. but less than 100 lbs. or the maximum outside linear dimensions are more than 62 inches but do not exceed 115 inches, the charge will be USD 60.00/CAD 77.00.
(ii) When the oversize piece is a single piece which weighs more than 70 lbs. but less than 100 lbs. and the maximum outside linear dimensions are more than 62 inches but do not exceed 115 inches, the charge will be USD 75.00/CAD 96.00.

(e) (Applicable between the U.S.A. and the Philippines only) Items weighing 71-100 lbs, whose total outside linear dimensions do not exceed 63 inches, will be accepted as checked baggage only upon payment of the excess baggage charge, as listed in Paragraph (2) above, for the first 70 lbs., plus USD 3.00 for each additional pound.

(f) (Between the U.S.A./Canada and points in Central/South America)
(i) Items weighing 71-100 lbs. will be accepted as checked baggage upon payment of 150 percent of the applicable charge listed in (2) above.
(ii) Items whose total outside linear dimensions are 62-80 inches will be accepted as checked baggage upon payment of 200 percent of the applicable charge listed in (2) above, per item.
(iii) Items whose total outside linear dimensions are 81-115 inches will be accepted as checked baggage upon payment of 300 percent of the applicable charge listed in (2) above, per item.
C (iv) [N]Items weighing 71-100 lbs and whose total outside linear dimensions are 8-115 inches will be accepted as checked baggage upon payment of 300 percent of the applicable charge listed in (2) above, per item.

(g) (Between points in the U.S.A./Canada and the Caribbean)
(i) Items weighing 71-100 lbs. will be accepted as checked baggage upon payment of the excess charges specified in (I)(2)(e) above.
(ii) Items whose total outside linear dimensions are 62-80 inches will be accepted as checked baggage upon payment of USD 80/CAD 102 per item.
(iii) Items whose total linear dimensions are 81-115 inches will be accepted as checked baggage upon payment of USD 115.00/CAD 146.00 per item.
(iv) Items whose weight exceeds 70 lbs., but does not exceed 100 lbs and whose outside linear dimensions exceed 71 inches but does not exceed 115 inches will be accepted as checked baggage upon payment of USD 115.00/CAD 146.00 per item.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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RULE | SECTION V - FARES - GENERAL RULES

C&130 FARES (Not applicable to EI, SK, [N]QF)

(A) GENERAL
Fares apply only for carriage from the airport at the point of origin to the airport at point of destination and do not include ground transfer service between airports or between airports and city centers except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge.

EXCEPTION 1: (Applicable to SN and TZ only.) The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket. If international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the Drachma fare for travel Athens-Brussels-New York and the passenger actually commences travel in Brussels instead of Athens, the fare must be reassessed at the Brussels-New York Belgian Franc level.

EXCEPTION 2: (Applicable to AZ only) The fare paid shall only be applicable when international travel commences in the country of origin shown on the ticket, i.e. if international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the Drachma fare for travel Athens-Rome-New York and the passenger actually commences travel in Rome instead of Athens, the fare must be reassessed at the Rome-New York Italian Lire level.

C EXCEPTION 3: [CANCELLED]

(B) APPLICABLE FARES

(1) Except as provided in (C)(1) below, where a fare is published via the desired routing from point of origin to point of destination, such fare is applicable over such route notwithstanding that it is higher or lower than the combination of intermediate fares via the same routing. For the purpose of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare. Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service and the type of aircraft used, the applicable fare for such transportation shall be constructed as provided below:

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 (Not applicable to AZ) but in no event shall such constructed fare exceed the through one way fare applicable to or from a more distant point via the same routing.

EXCEPTION 1: (Applicable to SN only) Except as provided in subparagraph (B)(1) above, fare construction must be via the actual itinerary of the passenger. The addition of points not on the passenger's itinerary shall not be permitted. This does not preclude fare construction with add-on amounts within a fare component.

EXCEPTION 2: (Applicable to AZ only) Except as provided in subparagraph (B)(1) above, the addition of points not in the passenger's itinerary shall not be permitted. Fare construction must be via the actual itinerary of the passenger. This does not preclude construction with add-on amounts.

(2) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with the provisions governing travel via a higher-rated intermediate point (paragraph (C)(3)). Mileage routings (see Maximum Permitted Mileage Tariff No. MPM-1, C.A.B. No. 424, NTA(A) No. 239) may be applied to any published or constructed fare; however, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare.

(3) (Applicable to AZ only for local or joint transportation) When AZ is the transatlantic carrier for travel between points in the U.S.A. and Italy, the higher fare shall be assessed only if the passenger makes a stopover at Rome for which a higher fare is published.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

&130 FARES (Continued)

(C) CONSTRUCTION OF FARES

(1) Combining Domestic U.S. Fares with International Fares

(a) Domestic U.S. Normal Fares (Applicable to AZ and SN only.)
A normal fare applicable within the U.S.A. may be combined end on end with an international fare to construct a through fare, which is less than the published international through fare from point of origin to point of destination, provided travel is via the fare construction points.

(b) Domestic U.S. Special Fares

(i) A special fare applicable within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from point of origin to point of destination, provided that the passenger complies with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare.
EXCEPTION: Any minimum tour price required by the special fare within the U.S.A. will not be applicable when that fare is combined with an international inclusive tour fare having a minimum tour price of the same or a higher amount.

(ii) Passengers travelling under a fare constructed in (i) above may be routed via any gateway city regardless of the fare construction point(s).

(2) Combining Arbitraries With International Fares
When a through fare is not published via a desired routing between a point in Canada or the U.S.A. and a point in Area 2 or 3, the fare for such transportation will be constructed by combining the carrier's published arbitrary and published international fare for the fare class applicable to the transportation. Passenger may be routed via any gateway city regardless of the fare construction point(s).

(3) Travel Via a Higher-Rated Intermediate Point

(a) (Not applicable to AZ, TZ.) Except where specified, no fare governed by this tariff is applicable for travel via a higher-rated intermediate point on an itinerary. An intermediate point on an itinerary is a higher-rated point when the normal fare between such intermediate point and:
(i) the point of origin of the itinerary;
(ii) the point of destination of the itinerary; or
C (iii) another intermediate point of the itinerary, is higher than the normal fare between the points of origin and destination of the itinerary. ([X]) At no time will a point on a specified routing for a published fare be considered a higher-rated intermediate point.

(b) (Not applicable to TZ.) Except as provided in (c), (d), (e), (f), (g), (h), (i), (j), (k), (l), (m), (n), (o), (p) and (q) below, when travel is via a higher-rated intermediate point, the applicable fare for the itinerary will be the highest of the fares applicable between such intermediate point and:
(i) the point of origin of the itinerary;
(ii) the point of destination of the itinerary; or
(iii) another intermediate point of the itinerary.

(c) (Not applicable to TZ.) For travel to a point in the U.S.A. which commences and is paid for in the United Kingdom or Ireland and which is via a point in Europe (other than in the United Kingdom or Ireland), the provisions of paragraph (c) above will not apply. The fare for such travel will be the combination of the applicable fare between the point in the United Kingdom or Ireland and the point in Europe and the fare between the point in Europe and the point in the United States.

(d) (Not applicable to TZ.) When a passenger purchases a one-way ticket for transporation via a higher-rated intermediate point, the fare for such transportation will be constructed by calculating the round trip fare for transportation via the higher-rated intermediate point and subtracting therefrom the one way fare for direct (not involving a higher-rated intermediate point) transportation between the points involved.

(e) NOT USED

(f) (Not applicable to TZ.) For travel between a point in the U.S.A. (other than a point in the States of California, Oregon or Washington) and a point in Area 2 or 3, which is via a point in the States of California, Oregon or Washington, the provisions of paragraph (c) will not apply. The fare for such travel will be the lowest fare constructed by combining:
(i) the applicable fare between the point of origin or destination in the U.S.A and Los Angeles, Portland, Ore., Sacramento, San Diego, San Francisco, or Seattle and
(ii) the applicable fare between those points and the point of origin or destination in Area 2 or 3.
Travel at a fare so constructed need not be via the point over which the fare was constructed.

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
&130	FARES (Continued)
	(C) CONSTRUCTION OF FARES (Continued)
	(3) Travel Via a Higher-Rated Intermediate Point (Continued)
C	(g) (Not applicable to AC, AZ, CO, CP, SN or †[N]TZ) For travel between a point in the U.S.A. and a point in Italy when travel is via the higher-rated intermediate point of Rome, the fare for such travel will be the fare applicable between the point of origin and the point of destination. The higher fare shall be assessed only if the passenger makes a stopover at Rome for which a higher fare is published.
	(h) NOT USED

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† - Effective November 24, 1993 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 16489.

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RULE | SECTION V - FARES - GENERAL RULES

130 FARES (Continued)

(C) CONSTRUCTION OF FARES (Continued)
(3) Travel Via a Higher-Rated Intermediate Point (Continued)
(i) NOT USED
C (j) (Applicable to AZ, [X], SN only)
(i) Normal Fares
(aa) A through normal fare between origin and destination must not be lower than:
(1) the normal fare between the point of origin and any intermediate ticketed point along the routing;
(2) the normal fare between the destination and any intermediate ticketed point along the routing;
(3) the normal fare between any two ticketed intermediate points along the routing.
(bb) When the direct normal fare for a segment of an itinerary is lower than an intermediate point normal fare, the direct normal fare must be raised to the highest of any such intermediate point normal fares.
(cc) 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. If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is 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.
(dd) All conditions of the normal fare between origin and destination apply.
(ee) When tickets are issued in the country of commencement of travel (SITI/SOTI), a higher intermediate fare is deemed to be applicable only in the case of intermediate ticketed points at which a stopover is made.
EXCEPTION: (Applicable to SN only when travel between the SN U.S.A. gateway and the fare breakpoint is entirely on the services of SN) For sales made in the U.S.A. and for travel commencing in the U.S.A., the higher intermediate fare check is not applicable to normal fares.
(ff) For the purposes of sub-paragraph (ee) above, the following geographical areas are considered one country:
(1) Denmark, Norway and Sweden
(2) Canada and U.S.A.
(gg) When tickets are issued in the country of commencement of travel (SITI/SOTI), in West Africa, higher intermediate points in each fare component must be checked at all ticketed points in West Africa except when travel is via Angola, Nigeria and/or Zaire, in which case, the higher intermediate points must be checked only if a stopover is made at such point.
(hh) When comparing normal fares of the same class of service in order to determine if there is a higher intermediate fare, the following sequence shall be followed:
(1) First class fare is compared with first class fare, if no first class fare, compare with intermediate class fare (or next lower class fare).
(2) Intermediate class fare is compared with intermediate class fare, if no intermediate class fare, compare with the highest economy class fare.
(3) Economy class fare is compared with Economy Class fare.
C (ii) [CANCELLED]
(jj) Fares in the direction of travel are used when comparing normal fares. However, for the last fare component into the country of origin, the fare applicable to such fare component from the country of origin must be used for round trip, circle trip or open jaw travel terminating in the country of origin.

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
&130	FARES (Continued) (C) CONSTRUCTION OF FARES (Continued) (3) Travel Via a Higher-Rated Intermediate Point (Continued) (j) (Continued) (ii) Special Fares (aa) If there is no higher normal fare between: (1) point of origin and any intermediate ticketed point; or (2) destination point and any intermediate ticketed point than the normal fare between origin and destination, the special fare (surcharged, if necessary) between origin and destination applies. (bb) If there is a higher normal fare between: (1) point of origin and any intermediate ticketed point; or (2) destination point and any intermediate ticketed point than the normal fare between origin and destination, the special fare must be raised to the level of such higher normal fare (surcharged if necessary), unless (3) 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 (4) a higher special fare of the same type exists between such points, in which case such higher special fare (surcharged, if necessary) applies. (cc) In defining a "fare of the same type", the comparison is limited to the class of service and the following: (1) (a) Late booking fares or (b) APEX fares or (c) PEX fares or (d) Excursion fares (2) (a) Group Inclusive Tour fares (b) Individual Inclusive Tour fares (c) Excursion fares (3) (a) Group fares (b) Excursion fares

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES

130 +[C]FARES (Continued)

(C) CONSTRUCTION OF FARES (Continued)

(3) Travel Via a Higher-Rated Intermediate Point (Continued)

(j) (Continued)

(ii) (Continued)

(dd) If, from the origin ticketed point to any intermediate ticketed point, there is no special fare of the same type as the through special fare, the fare must not be less than the lowest of any higher type of special fare or normal fare (in the absence of a special fare) in the same class of service.

(ee) Ticket validity and minimum stay requirement need not be the same.

(ff) In case there is more than one special fare of the same type for comparison on any given sector, the fare with conditions most similar to those of the special fare between the terminal ticketed points are used for comparison.

(gg) When tickets are issued in the country of commencement of travel, a higher intermediate fare is deemed to be applicable only in the case of intermediate ticketed points at which a stopover is made.

(hh) For the purposes of sub-paragraph (gg) above, the following geographical areas are considered one country:
(1) Denmark, Norway and Sweden.
(2) Canada and USA.

(ii) When tickets are issued in country of commencement of travel (SITI/SOTI) in West Africa, higher intermediate points in each fare component must be checked at all ticketed points in West Africa except when travel is via Angola, Nigeria and/or Zaire, in which case, the higher intermediate points must be checked only if a stopover is made at such point.

(jj) All conditions of the special fare between origin and destination apply.

(KK) One Way Backhaul
When a passenger purchases a one way ticket for transportation via a higher rated intermediate stopover point, 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 stopover intermediate point and subtracting the one way fare for direct (not involving a higher rated intermediate point) transportation between the point of origin and destination.

(k) NOT USED

*(l) (Applicable to SN for transportation between the U.S.A. and Africa) Travel may be permitted via any higher intermediate point provided that stopovers at the higher intermediate point shall not be permitted and passenger/baggage must be through booked/checked. Travel must be entirely via the services of SN.

(m) (Applicable to SN:) The higher intermediate point of Brussels can be ignored on all routing fares.

(4) Round Trip Fares

(a) (Not applicable to AC, AZ, CO and CP) When a round trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the round trip fare published for the desired routing and the class of service used. If no round trip fare is published, the applicable fare will be the sum of the one-way fares published for the segments of the desired routing and for the class of service used.

(b) (Not applicable to AC, CO and CP) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:

(i) fares which, by their terms, are not combinable with other fares, shall not be used in the construction of round trip fares;

(ii) the most restrictive provisions applicable to any fare used in the constuction will apply to the entire trip;

(iii) This provision will not apply when any part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.

(Continued on next page)

For Rule 130(c)(3)(l) through (m), shown in effect hereon, see 36th R.P. 132-A.
For Rule 130(c)(4)(a) through (b)(iii) shown in effect hereon, see 13th R.P 132-C.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

† - Effective October 2, 1998 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 47236 and on not less than one (1) day's notice under NTA(A) Special Permission No. 44183.

RULE	SECTION V - FARES - GENERAL RULES

130 †[C]FARES (Continued)

(C) CONSTRUCTION OF FARES (Continued)

(4) Round Trip Fares (Continued)

(c) (Applicable to AC, AZ, CO, CP and SN only)

(i) Unless otherwise specified, the fare for a round trip journey shall be twice the through one way fare applicable to the outbound journey.

(ii) Round trip fares which by their own terms are combinable may be used with other fares on the basis of half the round trip fare instead of the one way fare.

(d) (Applicable to CP only) When travel involves combinations of fares governed by different fare rules, and provision is made that the most restrictive conditions of either rule must govern transportation, this provision shall apply to all conditions except children's and infants' fares, period of validity, routings and transfers.

(5) Circle Trip Fares

(a) (i) (Not applicable to AC, AZ, CO and CP only) When a circle trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the sum of 50 percent of the applicable round trip fares for the class of service to be used for the respective sections of the itinerary, constructed from point of origin via the route of travel to point of destination, that produces the lowest fare for the circle trip for the class of service used and/or;

(ii) (Not applicable to AC, CO and CP) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:

(aa) fares which, by their terms, are not combinable with other fares, shall not be used in the construction of circle trip fares;

(bb) the most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;

(cc) (This provision will not apply when any part of the circle trip is via the services of a nonscheduled carrier or on a charter or military flight.

(iii) (Not applicable to CP only.) If a circle trip so constructed is less than the highest direct route round trip fare applicable via the same class of service between any two points on the circle trip route, such highest direct round trip fare shall apply.

(iv) (Applicable to AC, AZ, CO and SN only)

(aa) 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 for the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used.

(bb) For the purpose of the foregoing:
(a) Denmark, Norway and Sweden shall be considered as one country,
(b) Canada and the U.S.A. shall be considered as one country.

(cc) The fare for a circle trip shall be not less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, including any separately assessed side trips.

(v) (Applicable to CP only.)

(aa) 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 for the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used.

(bb) For the purpose of the foregoing:
(a) Denmark, Norway and Sweden shall be considered as one country,
(b) Canada and the U.S.A. shall be considered as one country.

(cc) The fare for a circle trip shall be not less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, excluding any separately assessed side trips.

(Continued on next page)

For Rule 130(C)(4) through (5)(a)(cc) shown in effect hereon, see 13th R.P. 132-C.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

† - Effective October 2, 1998 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 47236 and on not less than one (1) day's notice under NTA(A) Special Permission No. 44183.

RULE	SECTION V - FARES - GENERAL RULES

130 †[C]FARES (Continued)

(C) CONSTRUCTION OF FARES (Continued)

(5) Circle Trip Fares (Continued)

(b) (Not applicable to AC, AZ, CO and TZ) Round trip fares may only be used to construct a circle trip fare in accordance with the provisions governing travel via a higher-rated intermediate point in paragraph (3) above.

(c) Round-the-World Fares (Applicable to SN only)

(i) Definition

Round-the-world fares are circle trip fares and apply to continuous EB or WB travel via both the Atlantic and Pacific, commencing from and returning to the same point.

(ii) Fare Construction

(aa) Calculation of such fares is always to be made from point of origin. The total round-the-world fare, excluding any side trip, shall not be less than the round trip fare from the point of origin to any point on the route of travel excluding the side trip fare for which a separate fare is assessed. In case of different round trip fares between such point of origin in opposite global directions the fare shall not be less than the lower of such round trip fares from the point of origin to any point on the circle trip excluding the side trip for which a separate fare is assessed.

(bb) In case of round-the-world fares involving travel from or via the South West Pacific such undercut need not be assessed. If a circle trip fare, established in accordance with the aforementioned provisions, would permit travel between the point of origin in Area 1 and Tokyo via the Atlantic and Copenhagen, thence via India, thence between Tokyo and the point of origin in Area 1 via the North or Central Pacific, such circle fare may also be applied when the portion of the journey between Copenhagen, on the one hand, and Tokyo, on the other, is travelled on a Polar service.

(d) Partly Via Air and Partly Via Sea

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

(e) (Applicable to CP only) When travel involves combinations of fares governed by different fare rules, and provision is made that the most restrictive conditions of either rule must govern transportation, this provision shall apply to all conditions except children's and infants' fares, period of validity, routings and transfers.

(6) Open-Jaw Trip Fares

When a ticket is purchased prior to commencement of carriage for an open-jaw trip, the fare for such open-jaw trip will be constructed as follows:

(a) When the point of departure and final destination are the same, the sum of 50 percent of the applicable round-trip fare from the point of departure to each outer point of the open-jaw, and

(b) Where the points of departure and final destination are not the same, the sum of 50 percent of the applicable round-trip fare from the point of departure to the outer point of the outward section plus 50 percent of the round-trip fare from the point of destination to the outer point of the inbound section.

(c) (Applicable to CP only) When travel involves combinations of fares governed by different fare rules, and provision is made that the most restrictive conditions of either rule must govern transportation, this provision shall apply to all conditions except children's and infants' fares, period of validity, routings and transfers.

(Continued on next page)

For Rule 130(C)(3)(l) through (m) previously published on 36th R.P. 132-A, see 78th R.P. 131.
For Rule 130(C)(5) through (6)(c) shown in effect hereon, see 14th R.P. 132-D.

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RULE	SECTION V - FARES - GENERAL RULES

130 †[C]FARES (Continued)

(C) CONSTRUCTION OF FARES (Continued)

(7) FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS (Applicable to AC, AZ, CO, CP, SN and TZ only)

(a) These rules apply as follows:
- (i) normal one way fares;
- (ii) special one way fares;
- (iii) one way fares based on a percentage of normal one way fares;
- (iv) half round trip normal fares as permitted in paragraph c below.

(b) (Applicable to SITI/SOTI/SITO/SOTO transactions only)

(i) Fares shall be applicable in the direction of travel except, when more than one fare component is involved, for any fare component which terminates in the country of origin, the fare applicable to such fare component from the country of origin shall be used.

(ii) When one way fares are used and travel is via the country of origin, the fare for the component via the country of origin shall not be less than the highest 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.

(iii) (aa) (Not applicable to CP) Where a single open jaw journey comprises not more than two international fare components and has a surface break in one country, either at destination or origin, and where a double open jaw comprises, and has a surface break both in the country of destination and in the country of origin, half round trip normal fares shall be used for each fare component. For travel originating in Canada or the USA, the surface break may be permitted between countries in the Europe sub-area, provided travel in both directions is via the Atlantic.

(bb) (Applicable to CP only)

Normal Fares

Fifty percent of round trip normal fares shall be charged when published for any fare component of a journey from one country and return to the same country with:

(aa) a surface break at origin and/or,

(bb) a surface break at destination, provided that
- (i) travel to/from points of surface break may not be via the Atlantic Ocean in one direction and the Pacific Ocean in the other, or vice-versa, and/or
- (ii) neither point of surface break may be in the tariff subarea of the point of origin of the journey, and/or
- (iii) except for travel between Areas 2 and 3, and except for travel between Area 1 and Area 3 via the Pacific, travel must be via fares of the same global indicators to and from points of the surface break.

Note: For purpose of this provision, the following are considered tariff subareas:

Area 1: North America, Central America (including Panama), South America (excluding Panama), IATA Caribbean

Area 2: IATA Europe, Africa, Middle East.

Area 3: Asia (excluding Southwest Pacific), Southwest Pacific.

(iv) 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).

(v) 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).

(Continued on next page)

For Rule 130(C)(7)(a) through (b)(v) shown in effect hereon, see 20th R.P. 132-E.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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RULE

SECTION V - FARES - GENERAL RULES

&130 FARES (Continued)

(C) CONSTRUCTION OF FARES (Continued)

(4) Round Trip Fares

C (a) (Not applicable to AC, AZ, CO, CP and X) When a round trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the round trip fare published for the desired routing and the class of service used. If no round trip fare is published, the applicable fare will be the sum of the one-way fares published for the segments of the desired routing and for the class of service used.

C (b) (Not applicable to AC, CO, CP and X) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:

(i) fares which, by their terms, are not combinable with other fares, shall not be used in the construction of round trip fares;

(ii) the most restrictive provisions applicable to any fare used in the constuction will apply to the entire trip;

(iii) This provision will not apply when any part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.

C (c) (Applicable to AC, AZ, CO, CP, X and SN only)

(i) Unless otherwise specified, the fare for a round trip journey shall be twice the through one way fare applicable to the outbound journey.

(ii) Round trip fares which by their own terms are combinable may be used with other fares on the basis of half the round trip fare instead of the one way fare.

(d) (Applicable to CP only) When travel involves combinations of fares governed by different fare rules, and provision is made that the most restrictive conditions of either rule must govern transportation, this provision shall apply to all conditions except children's and infants' fares, period of validity, routings and transfers.

(5) Circle Trip Fares

C (a) (i) (Not applicable to AC, AZ, CO, CP and X only) When a circle trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the sum of 50 percent of the applicable round trip fares for the class of service to be used for the respective sections of the itinerary, constructed from point of origin via the route of travel to point of destination, that produces the lowest fare for the circle trip for the class of service used and/or;

C (ii) (Not applicable to AC, CO, CP and X) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:

(aa) fares which, by their terms, are not combinable with other fares, shall not be used in the construction of circle trip fares;

(bb) the most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;

(cc) (This provision will not apply when any part of the circle trip is via the services of a nonscheduled carrier or on a charter or military flight.

(iii) (Not applicable to CP only.) If a circle trip so constructed is less than the highest direct route round trip fare applicable via the same class of service between any two points on the circle trip route, such highest direct round trip fare shall apply.

C (iv) (Applicable to AC, AZ, CO, X and SN only)

(aa) 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 for the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used.

(bb) For the purpose of the foregoing:

(a) Denmark, Norway and Sweden shall be considered as one country,

(b) Canada and the U.S.A. shall be considered as one country.

(cc) The fare for a circle trip shall be not less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, including any separately assessed side trips.

(v) (Applicable to CP only.)

(aa) 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 for the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used.

(bb) For the purpose of the foregoing:

(a) Denmark, Norway and Sweden shall be considered as one country,

(b) Canada and the U.S.A. shall be considered as one country.

(cc) The fare for a circle trip shall be not less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, excluding any separately assessed side trips.

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
130	FARES (Continued)
C	(C) CONSTRUCTION OF FARES (Continued) (8) Travel Via Different Classes of Service (Applicable to EI, PH, [X] and SN.) 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 (see Note 1): (a) Combination of First Class and Executive/Business/Economy/Tourist Class Where the journey from point of origin to point of destination is partly in First Class service and partly in Executive/Business/Economy/Tourist Class service the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in Note 2: (i) Where a through one-factor fare for Executive/Business/Economy/Tourist/ Coach Class service is published from point of origin to point of destination via the route of movement the applicable fare shall be such through one-factor fare, plus the difference between the First Class and highest Executive/Business/Economy/Tourist fare, between the points where First Class service is used. EXCEPTION: Not applicable to the Qantas JP2/JP2C fares governed by Rule 6072. (ii) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used. (b) Combination Executive/Business/Economy/Tourist, and One-Class Standard Service/Standard Service Where the journey from point of origin to point of destination is partly in Executive/ Business/Economy/Tourist Class service and partly in One-Class Standard service or Standard service, the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in NOTE 2: (i) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is published from point of origin to point of destination via the route of movement, the applicable fare shall be such through one-factor fare plus the difference between the fare for one class Standard service or Standard service and the highest fare for Executive/Business/Economy/Tourist Class service between the points where one-class Standard service or Standard service is used. (ii) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used. (iii) (Applicable to EI only.) Where a through one-factor fare for Super Executive Class service is not published from point of origin to point of destination via the route of movement, a passenger will be permitted to travel on transatlantic sectors in Super Executive Class at a differential of FCU 300.00 one-way over the applicable normal economy fare. (c) Combination of Executive/Business/Economy/Tourist/Statesman and Thrift Class Service Where the journey from point of origin to point of destination is partly in Executive/Business/Economy/Tourist Class service and partly in Thrift Class service, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used but in no event shall such constructed fare exceed that provided in NOTE 2.

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NOTE: Issued in lieu of 16th Revised Page 132-D rejected by the NTA(A). Cancels 14th Revised Page 132-D. 15th Revised Page 132-D has not and will not be issued.

RULE	SECTION V - FARES - GENERAL RULES
130	FARES (Continued)
	(C) CONSTRUCTION OF FARES (Continued)
	(8) Combinations of First/Pacific/Economy Class (Applicable to NZ only) For itineraries involving travel in the First/Pacific service between Los Angeles and Honolulu only, the fare will be the charge for the through one-factor fare for Pacific/Economy Class plus a surcharge shown in the table below.
	Between Economy (Y) to Pacific (J) USD/100.00 Between Economy (Y) to First (P) USD/200.00 Between Pacific (J) to First (P) USD/100.00
C	(9) [CANCELLED]
	(10) Travel Via Different Classes of Service (Applicable to AZ, SN and TZ only.)
	(a) A through fare which provides for a combination of different classes of service shall be the lowest fare resulting from the following:
	(i) The combination of sector fares for the class of service used.
	(ii) The applicable through fare for the lowest class of service used plus a differential for each portion where a higher class of service is used; such differential being the difference between the one way or half round trip fares for the lowest class of service used for the portion(s) concerned and the corresponding one way or half round trip higher class fare.
	(iii) The through fare for the highest class of service used.
	(b) The application of paragraph (1) above shall not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service used.
	(c) Class differentials as described in paragraph (1) above.
	(i) may not be added to special fares;
	(ii) must be assessed within each fare component;
	(iii) must be assessed in the direction of travel except that for travel into the country of origin, assess the class differential from the country of orign.
	(11) Surface Transportation (Applicable to AZ only) A through fare must not be charged over a surface sector at the point of origin/destination of an itinerary.

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

130 FARES (Continued)

(E) EXTRA MILEAGE ALLOWANCES AND PERMISSION SPECIFIED ROUTINGS

Extra Mileage Allowances (Applicable to SN only)

Extra mileage allowances are permitted in certain markets in addition to the published MPM, however, only one extra mileage allowance is permitted per fare component. Extra mileage allowance apply only in connection with the through fares between the points or area specified; and the route of travel, including scheduled stopover. Intermediate travel points, and connecting points, must be ticketed via the point(s) specifically indicated. The extra mileage allowance should be deducted from the sum total of the TPM's before making the comparison between the total TPM and the applicable MPMs.

	BETWEEN	AND	EXTRA MILEAGE ALLOWANCE	VIA
(aa)	Oregon/Washington	Austria/ Belgium/ Denmark/ Finland/ France/ Germany/ Italy/ Netherlands/ Norway/ Spain/ Sweden/U.K./ Czech Republic/ Ireland/ Slovakia	750	U.S.A (except MIA)
			1500	MIA/[N]CHI/ [N]DFW
(bb)	Anchorage	Spain/Greece	2600	--
(cc)	Canada	Area 2/3	850	U.S.A.
	Canada	Europe	1100	ZRH/BRU
	Canada/USA	West Africa	2300	ZRH/BRU
(dd)	Caribbean	Europe	1000	MIA
			500	SJU
			550	NYC/EWR
(ee)	Mexico/United States/Canada	South Africa	660	TLV
(ff)	United States	Portugal/ Algeria/ Morrocco/ Tunsia	250	RDU/MIA and LON/PAR
C		[C]West Africa	2300	ZRH/BRU
(gg)	Portugal	BOS/NYC/EWR	500	LON/PAR/ MAD/BRU/ ZRH/MIL/ ROM/FRA
		CHI/DFW/ MIA	150	

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

130 FARES (Continued)

(E) EXTRA MILEAGE ALLOWANCES AND PERMISSION SPECIFIED ROUTINGS (Continued)

	BETWEEN	AND	EXTRA MILEAGE ALLOWANCE	VIA
(hh)	Points in Connecticut, District of Columbia, Delaware, Florida, Georgia, Maryland, Maine, Massachusetts, New Hampshire, New York, New Jersey, North Carolina, Pennsylvania, South Carolina, Rhode Island, Virginia, Vermont, West Virginia	Area 2/3	1000	CHI and/ or DFW
	Points in Connecticut/ Massachusetts/ New York/New Jersey/Pennsylvania	Area 2/3	1500	MIA
	Points in Delaware/Florida/ District of Columbia/ Georgia/Maryland/ Maine/New Hampshire/ North Carolina/ Rhode Island/ South Carolina/ Virginia/Vermont/ West Virginia	Area 2/3	1000	MIA
	Points in Puerto Rico and the U.S. Virgin Islands	Area 2/3	1200 1000 500	CHI MIA BOS and/ or NYC/ EWR
	Points in Kentucky/TYS	Area 2/3	650	DFW
	Points in the U.S.A. other than those specified above	Area 2/3	550	DFW and/ or CHI and/or MIA and/or RDU
C	[N]Points in the U.S.A.	Europe	1100	ZRH/BRU
(ii)	Points in Illinois/Indiana/ Iowa/Michigan/ Minnesota/Missouri/ Ohio/Misconsin	Spain	1000	MIA
(jj)	SCL/LIM	PAR/LON	1000	DFW and/or BOS
C	[N]RIO/SAO	Europe	1800	CHI/DFW
(kk)	Washington	Belarus/ Estonia/ Latvia/ Lithuania/ Ukraine	800	BRU/FRA/ LON/STO/ ZRH
	Oregon		700	
	California		200	
(ll)	Washington	Russia	1400	BRU/FRA/ LON/STO/ ZRH
	Oregon		1200	
	California		600	

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE	SECTION V - FARES - GENERAL RULES

131 FARES (Applicable to EI only)

(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 round trip travel shall be:
(1) the round trip fare published in the applicable tariff(s) of carrier(s) via the desired routings 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.

(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 construction of circle trip fares, and the more restrictive fare conditions shall apply to the entire round trip journey.
(3) 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 to any stopover point on the route of travel, including separately assessed side trips.
(4) In the case of around the world journeys, if round trip fare in opposite global directions exit 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.
(5) The provisions in paragraphs 3 and 4 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, and
(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 highest international fare from any ticketed point in the country of origin in the fare component to any other ticketed point in such fare component. This rule applies whether or not a stopover is made at the 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 USA 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.

(Continued on next page)

For Rule 131(A) through (E)(b), shown in effect hereon, see Revised Page 13th Revised Page 134-C.

For Rule 131(E) (2)(c) shown in effect hereon, see 13th Revised Page 134-D.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE	SECTION V - FARES - GENERAL RULES

131 FARES (Continued)

(E) FARES OTHER THAN ROUND OR CIRCLE TRIPS (Continued)

(2) (Continued)

(d) In the case of a single open jaw trip where the outward point of departure and the inward point or 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):

(a) 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

(b) The total fare for the journey 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 on the journey.

(iii) More than one fare component (half round trip fares):

(a) 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.

(b) 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 points 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 fares

(b) GIT fare or
IIT fare or
Excursion fare

(c) Public Group fare or
Excursion fare

(c) Exceptions:

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, Ghana, Liberia, Mali, Niger, Senegal or Togo and is sold in another of these countries.

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For Rule 131 (E)(2)(b) through (3)(c), shown in effect hereon, see Revised Page 13th Revised Page 134-D.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE

SECTION V - FARES - GENERAL RULES

131 FARES (Continued)

(F) CONSTRUCTION OF FARES
When 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 tranportation 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. to 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 traveling under a fare constructed in accordance with this paragraph must be routed via the routing of this particular international fare used, regardless of the fare construction point(s).
(b) Mileage routings set forth in MPM-1 tariff C.A.B. No. 424 (issued 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 of Area 2/3 or between the U.S.A. or Canadian gateway point and the point of Area 2/3.

(G) CARRIAGE VIA MORE THAN ONE CARRIER
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 schedule 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.

(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 segements 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 intermediat 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.

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For Rule 130 (c)(8) through (9)(c) previously published on 46th Revised Page 133, see 15th Revised Page 132-D.

For Rule 131(F) through (H) shown in effect hereon, see 13th Revised Page 134-E.

For Rule 131(I)(1)(c) shown in effect hereon, see 13th Revised Page 134-C.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE | SECTION V - FARES - GENERAL RULES

131 FARES (Continued)

(I) HIGHER INTERMEDIATE FARES (Continued)

(2) NORMAL FARES

(a) A through normal fare between origin and destintion 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 points along the routing:

(iii) the normal fare between any two ticketed intermediate points along the routing.

(b) When the direct normal fare for 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. No. 424 (issued by Airline Tariff Publising Company, Agent). If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is the normal fare betwen 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 for the same type shall mean the same class of service and same seasonal application.

(3) SPECIAL FARES

(a) If there is no 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 (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 case 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 seasonal 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
IIT 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 purchased 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 substracting 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 and town centers unless Carrier's tariff specifically provides that such ground transfer service will be furnished without additional charge. (See Rule 30-GROUND TRANSFER SERVICE herein).

For Rule 130 (c)(9) through (D) previously published on 45th Revised Page 134, see 21st Revised Page 132-E.

For Rule 131(I)(2) through (3)(e) shown in effect hereon, see 13th Revised Page 134-F.

For Rule 131(K) through (L) shown in effect hereon, see 7th Revised Page 134-G.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Applicable to TW only.)

(A) FARES

(1) GENERAL

Fares apply only for carriage from the airport at the point of origin to the airport at point of destination and do not include ground transfer service between airports or between airports and city centers except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge.

(2) APPLICABLE FARES

(a) For the purpose of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare. Where no through fare is published from point of origin to point of destination via the route of travel for the class of service and the type of aircraft used, the applicable fare for such transportation shall be constructed. Such constructed fare must not be less than the lowest amount obtained by one of the following principles:

(i) Mileage System

(ii) Lowest Combination of Fares

This comparison must be made for each fare component. (For round trip journeys, the outbound and inbound sectors of travel must be compared separately.)

NOTE: Fares constructed by the use of add-ons are considered through fares.

(b) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with the provisions governing
C travel via a higher-rated intermediate point [C](G) below. Mileage routings (see Maximum Permitted Mileage Tariff No. M.P.M. 1, C.A.B. No. 424, NTA(A) No. 239) may be applied to any published or constructed fare. However, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare.

(3) SALES AND TICKET INDICTATORS

C The following indicators will be used in determining the [C]application of fare construction principles as noted in each paragraph. In the absence of such note, the construction principle will apply to all fares regardless of indicators. These indicators must be shown in the "Origin/Destination": box of tickets.

C (1) SITI: Ticket sold and issued inside country of commencement of [C]transportation.

C (2) SOTI: Ticket sold outside but issued inside country of commencement of [C]transportation.

C (3) SITO: Ticket sold inside but issued outside country of commencement of [C]transportation.

C (4) SOTO: Ticket sold and issued outside country of commencement of [C]transportation.

NOTE: Country of commencement of transportation means the country from which the first international sector occurs.

NOTE: For the purpose of this paragraph, Canada and the U.S. will be considered one country and Denmark, Norway and Sweden shall be considered one country.

(B) CONSTRUCTION OF FARES

(1) CONSTRUCTION OF FARES

(a) Mileage System

(i) When to Apply The Mileage System:

The mileage system should be used whenever a desired itinerary between two points is not included in an applicable routing published in conjunction with a fare.

EXCEPTION: Whenever a fare is assigned only a routing number, the mileage system may not be used to establish routings for that fare.

(a) Basic Elements of the Mileage System"

There are three basic elements involved in the application of the mileage system

(aa) maximum Permitted Mileages.

(bb) Ticketed Point Mileages.

(cc) Excess Mileage Surcharges.

(b) Supplementary Factors:

C In addition to the three [C]basic elements outlined above, other factors must be taken into consideration when the [C]mileage system is used. The most frequently [C]applied are:

(aa) Specified Routings

(bb) TPM/MPM Deductions

(cc) Stopovers

(dd) Side Trips

(ee) Indirect Travel Limitations

(ff) Higher Intermediate Fares

(gg) Minimum Fare Checks

(hh) Special Provisions

(ii) Maximum Permitted Mielages (MPMs)

The maximum permitted mileage published in conjunction with a fare is the maximum distance a passenger is allowed to travel between the terminal points of a fare component at the one way or half round trip fare.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(B) CONSTRUCTION OF FARES (Continued)
(1) (Continued)
(a) Mileage System (Continued)
(iii) Ticketed Point Mileages (TPMs)
(a) Ticketed points are points shown in the "Good For Passage" section of a passenger ticket.
(b) Ticketed point mileages are used to compute the total mileage of the journey flown.
(c) Only those ticketed point mileages published in the current list of ticketed point mileages may be used.

(iv) Application of Mileage System
In order to determine whether a desired routing between two points is permissible at the through fare:
(a) Determine the applicable MPM between the two points.
C (b) Add up the mileages for sectors between ticketed points. Sectors traveled by surface within a fare component must be included in the sum of TPMs (except those sectors shown in (Surface sectors) [C](c)(1)(d). If a (TPM) is not published for the surface sector, use a combination of TPMs to establish a TPM for the surface sector.
(c) Compare the total TPMs with the MPM for the fare component as follows:
(aa) Use the TPMs, MPMs and fares with the same global indicator. For journeys between Areas 2 and 3, the sector flown between these Areas will determine the global indicator.
(bb) Mileages specified in the TPM deductions table below must be deducted from the sum of the TPMs before the comparison with the MPM for a fare component is made. These TPM deductions apply only for fare components which include intermediate ticketed points shown in the table. Additional intermediate ticketed points may also be included between the points named in the table. Only one TPM deduction per fare component is permitted.

(v) Routing Within MPM
When the sum of TPMs does not exceed the comparable MPM, apply the applicable direct route fare.

(vi) Routings Exceeding MPM (Indirect Routings)
C When the sum of the ticketed point [C]mileages for the routing is greater than the maximum permitted mileage by:

Over	Up To And Including	The Fare Shall Be The Direct Route Fare Plus
0%	5%	5%
5%	10%	10%
10%	15%	15%
15%	20%	20%
20%	25%	25%

NOTE: Permitted mileages calculated in allowance with above procedures are rounded down to the next lower whole mile.

(vii) TPM DEDUCTIONS, EXTRA MILEAGE ALLOWANCE TABLES AND SPECIFIED ROUTINGS TABLES
C The mileage specified below must be deducted from the sum of TPMs before [C]comparison with the MPM for a fare component is made. These TPM deductions apply only for fare components which include intermediate ticketed points shown in the routings below. Additional intermediate ticketed points may be also be included between the points named below. Only one TPM deduction per fare component is permitted.

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(B) CONSTRUCTION OF FARES (Continued)
(1) (Continued)
(vii) (Continued)
(a) TPM Deductions (EMA) Tables

EXTRA MILEAGE BETWEEN	AND	ALLOWANCE	VIA
North Atlantic			
New York Toronto	Johannesburg Barcelona/Cairo/ Lisbon/London/ Madrid/Milan/ Paris/Riyadh/ Rome/Tel Aviv	210 750	Tel Aviv USA
Portland/Seattle	France/Italy/U.K.	200 Miles	---
Puerto Rico, Virgin Islands	Area 2/3	1200 (Note 1)	---
Transpacific			
USA (Except Hawaii)/ Canada	Area 3	800	Hawaii (For North/ Central Pacific fares only

(b) Specified Routings Tables

C The specified routings listed below are permitted at the direct route fare. These routings apply only in [C]connection with fares between the points specified and via the point(s) listed. However, an intermediate point(s) may be omitted if a more direct routing is used and no additional point(s) is added. Higher intermediate point checks may be ignored for these specified routings.

BETWEEN AREA 1 AND AREA 2: BETWEEN	AND	VIA
Canada/Mexico/USA Montreal/Ottawa	Canary Islands Bologna/Florence/ Genoa/Milan/Pisa/ Trieste/Turin/Venice Verona	Madrid Toronto-Rome
USA	Funchal/Las Palmas Porto [C]Santo/Tenerife	TW via Lisbon/Madrid

C

BETWEEN AREA 1 AND AREA 3: BETWEEN	AND	VIA
North/Central Pacific Seattle, WA USA	Japan	Los Angeles San Francisco

(viii) If the sum total of TPMs exceeds the adjuted MPM shown at 25 percent in the Excess Mileage Percentage Table, the applicable fare will be the combination of two or more fares along the desired routing which produces the lowest fare.
NOTE 1: All travel within Area 1 must be via the services of TW.

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RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(C) SURFACE SECTORS

(1) Surface Sectors

(a) Fare Calculations

When a journey by air includes one or more surface sectors between points not listed in sub-paragraph [C](d) below, the total through fare for any one way or half round trip journey is assessed as the lower of either:

(aa) The sum of the through fares for the sectors for which air transportation is used.

(bb) A one way, round or circle trip fare covering all portions of the itinerary whether traveled by air or surface transportation.

(cc) A round or circle trip fare for that portion of the itinerary which meets the requirements of a round or circle trip, plus one or more one way fares for those portions not included in the round or cirle trip fare.

NOTE: A surface break may occur on a routing fare provided both points of the surface break are on the specified routing.

C †[C](dd) A through fare must not be charged over a surface sector at the point of original destination of an itinerary.

(b) Normal Fares

In the case of normal fare travel, if the mileage for an international surface break is greater than the TPM over the routing traveled from the point of origin to the point of commencement of the surface break, and the surface break is not included in the through fare, the journey from the point of origin up to the surface break must be ticketed separately. The remainder of the journey is assessed in accordance with "Journeys Other Than Round Trip/Circle Trip". paragraphs (1) through (7).

(c) For the purpose of this rule, the surface break is measured by using TPMs. If no TPM exists for the point concerned, the shortest operated mileage (which is equal to the MPM divided by 1.2) may be used. However, if there is no shortest operated mileage, a combination of ticketed point mileages must be used. Surface sectors between Canada and the U.S., and those listed in sub-paragraph (d) below may be disregarded.

(d) Permissible Surface Transportation Sectors

When a fare component includes surface transportation between certain intermediate points (see list below) the mileage between such intermediate points may be disregarded when computing sector mileages. These sectors may not be used as points of origin/destination.

BETWEEN	AND
Alicante, Spain	Murcia, Spain
Alicante, Spain	Valencia, Spain
Almeria, Spain	Malaga, Spain
Amman, Jordan	Jerusalem, Israel
Amsterdam, Netherlands	Rotterdam, Netherlands
Antwerp, Belgium	Brussels, Belgium
Arica, Chile	Tacna, Peru
Barcelona, Spain	Gerona, Spain
Barcelona, Spain	Reus, Spain
Berlin, Germany	Dresden, Germany
Berlin, Germany	Leipzig, Germany
Berne, Switzerland	Geneva, Switzerland
Berne, Switzerland	Zurich, Switzerland
Bilbao, Spain	San Sebastian, Spain
Bilbao, Spain	Santander, Spain
Bilbao, Spain	Vitoria, Spain
Bologna, Italy	Florence/Pisa, Italy
Brazzaville, Congo	Kinshasa, Republic of Congo
Bremen, Germany	Hamburg, Germany
Bremen, Germany	Munster, Germany
Brownsville, U.S.	Matamoros, Mexico
Catania, Italy	Palermo, Italy
Ciudad Juarez, Mexico	El Paso, U.S.
Cologne, Germany	Dusseldorf, Germany
Cologne, Germany	Munster, Germany
Curitiba, Brazil	Joinville, Brazil
Cuzco, Peru	La Paz, Bolivia

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† - Effective April 14, 1999 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 49151.

RULE

SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(C) SURFACE SECTORS (Continued)
(d) (Continued)

	BETWEEN	AND
	Detroit, U.S.	Windsor, Canada
	Dresden, Germany	Leipzig, Germany
	Dubai, United Arab Emirates	Sharjah, United Arab Emirates
	Dusseldorf, Germany	Munster, Germany
	Granada, Spain	Malaga, Spain
	Guatemala, Guatemala	Tapachula, Mexico
	Guayaramerin, Bolivia	Porto Velho, Brazil
	Hamburg, Germany	Hanover, Germany
	Hamburg, Germany	Munster, Germany
	Hanover, Germany	Munster, Germany
	Hilo, U.S.	Kona, U.S/
C	Hong Kong, Hong Kong	[C]Macau, Macau
	Iguassu Falls, Brazil	Iguazu, Argentina
	Jerez De La Frontera, Spain	Seville, Spain
	Kabul, Afghanistan	Peshawar, Pakistan
	La Coruna, Spain	Santiago De Compostela, Spain
	Lahore, Pakistan	Amritsar, India
	Laredo, U.S.	Nuevo Laredo, Mexico
	Larnaca, Cyprus	Paphos, Greece
	Leticia, Colombia	Tabatinga, Brazil
	Livingstone, Zimbabwe	Victoria Falls, Zimbabwe
	Livramento, Brazil	Rivera, Uruguay
	Ljubljana, Slovenia	Zagreb, Croatia
	McAllen, U.S.	Reynosa, Mexico
	Milan, Italy	Turin, Italy
	Munich, Germany	Nuremberg, Germany
	Munich, Germany	Stuttgart, Germany
	Nagoya, Japan	Osaka, Japan
	Paso De Los Libres, Brazil	Uruguaiana, Brazil
	Podgorica, Yugoslavia	Tivat, Yugoslavia
	Puerto Monti, Chile	San Carolos De Bariloche, Argentina
	San Diego, U.S.	Tijuana, Mexico
C	Santiago De Compostela, Spain	[C]Vigo, Spain
	Split, Croatia	Zadar, Croatia
	Stockholm, Sweden	Vasteras, Sweden
C	Swakopmund, Namibia	[C]Walvis Bay, Namibia

(e) Circle Trip Surface Transportation Due to Lack of Reasonably Direct Air Service

C When no reasonably direct scheduled air service is [C]available between two points of a circle trip, a break in the circle may be traveled by any other means of transportation without changing the status of the circle trip. Except as provided in sub-paragraph [C](d) above, a break in the circle trip is not permitted within a fare component when applying the mileage system. The break may only appear between two fare components if the circle trip status is to be retained.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(D) FARE CONSTRUCTION POINTS
(1) Construction Points
(a) Via Itinerary Of Passenger
C Fare construction [C]must be via the itinerary of the passenger. The addition of points not on the passenger's itinerary is not permitted. This principle does not preclude:
(i) Add-on Constructions Within A Fare Component Via Points Not on the Itinerary.
When a through fare is not published via a desired routing between a point in Area 1 and a point in Areas 2/3, the fare for such transportation will be
C constructed by combining the carrier's published [C]arbitrary and published international fare for the fare class applicable to the transportation. Passenger may be routed via any gateway city regardless of the fare construction point(s).
(ii) Combination of International Fares and Normal/Special Fares Within the U.S.
(aa) Domestic U.S. Normal/Special Fares: A normal/special fare applicable within the U.S. may be combined with an international fare to construct a through fare, which is less than the published international through fare from point of origin to point of destination, provided travel is via the fare construction point. When special fares are used, the passenger must comply with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirement, etc.) of the special fare.
EXCEPTION: (Applicable to Transpacific transportation via DL/TW) Travel need not be via the fare construction point(s).
NOTE: MPMs may be applied to a fare constructed in accordance with (aa) above either for the entire journey, between the point in the U.S. and the point in Area 2/3 or between the gateway point and the point in Area 2/3.
(b) Lowest Combination of Fares Principle
When a required fare between two points is unpublished, it may be constructed by the particular combination of two or more sectional fares over a ticketed point on the itinerary. This principle does not preclude combination of international fares and normal/special fares within the U.S.
(c) Precedence of Published Fares
Two or more international/domestic fares may be combined to undercut a through published fare provided travel is via the points over which the fares are combined.

(E) INDIRECT TRAVEL LIMITATIONS
(1) Indirect Travel Limitations
(a) General Limitations
A fare component must not include more than:
(i) One departure from origin, or
(ii) One arrival at destination, or
(iii) One stopover at any one ticketed point.
(b) Additional Limitations
(i) Departure/Arrival/Stopover Restrictions:
(aa) For travel originating in Area 1, no fare component within Area 1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates.
NOTE: When the fare is paid in another country in Area 1, the same restriction will also apply to the country of payment.
(bb) For fare components within Area 1 or between Area 1 and Area 3 (via the Pacific: No more than one arrival and one departure at any ticketed point may be included.
(cc) For travel originating in Europe (except wholly within Europe): A fare component must not include more than one international departure and one international arrival at any ticketed point in the country where travel originates. When the country of origin is transited, to/from another point in Europe, stopovers will not be permitted in that country.
NOTE: This restriction also applies for the country of payment in Europe if not identical to the European country where travel originates.
EXCEPTION: One stopover is permitted in Italy when payment is made in Italy.
EXCEPTION: The stopover restriction will not apply for travel originating in Italy.
C (dd) For travel via Europe: A journey on a ticket or [C]conjunction ticket, at the time of original issue or when reissued, must not include more than three international arrivals and three international departures in one country in Europe.
(ee) For travel originating in Germany: A fare component from/to a point in Germany must not include more than two domestic sectors in Germany.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(F) COMBINATIONS
(1) Combination of Fares
(a) General
(i) Fares may be combined with other fares, provided that such fares permit combinability.
(ii) When conditions of the fares differ, refer to General Rule 2, Combinations.
(iii) Fares used in combination must be shown separately on the ticket.
(iv) The international sales indicator applies to all combined fares shown on the ticket.
(b) End-on-End Combinations
When two or more one-way/round trip/circle trip/open jaw fares are combined end-on-end, the provisions of (J) round trips, or (K) circle trips, or (N) journeys other than round trip/circle trip apply separately to the additional journey.
(c) Establishing Unpublished Fares
When no direct route fare is published between two ticketed points, it may be necessary to construct a fare for such travel, or for the purpose of fare checks. The following provisions will apply for such constructions.
(i) General
(aa) The fare will be the lowest combination of sector fares over an intermediate ticketed point for the class of service used.
(bb) The fare must be constructed in the direction of travel, except that for the fare component into the country of origin, the fare applicable from the country of origin is used.
(cc) When the same fare construction point is used both for the outbound and inbound fare, the provisions of end-on-end combinations apply.
(ii) Ticketing
(aa) When used for fare construction checks: The constructed fare is considered a direct route fare and must be shown on the ticket as "C/".
(bb) For other uses: The fares used must be shown separately on the ticket.
(iii) This principle does not preclude combination of international fares and normal/special fares within the U.S.
(d) Combination of U.S. Domestic Fares With International Fares
(i) Normal/special domestic fares within the U.S. may be combined with international fares, even though such combination undercuts a published through international fare. All conditions of such normal/special fares must be complied with, e.g., period of application, maximum/minimum validity, combinations, etc. However, the term "conditions" does not include domestic routings. Standby fares may not be combined. Travel must be via the fare construction point(s).
EXCEPTION: (Applicable to Transpacific transportation) Travel need not be via the fare construction point(s).
(ii) When a domestic fare is combined with an international fare, the resultant combination constitutes a through international fare and is therefore subject to the routing governing that particular international fare.
(iii) Through MPMs may be used either between an interior U.S. point and destination, or between a U.S. gateway and destination, unless prohibited by rules applicable to one of the sector fares.
(e) Arbitraries
When a through fare is not published via a desired routing between a point in Canada or the U.S. and a point in Area 2/3, the fare for such transportation will be constructed by combining the carrier's published arbitrary and published international fare for the fare class applicable to the transportation. The passenger may be routed via any gateway city regardless of the fare construction point(s).

(G) TRAVEL VIA HIP
Travel Via a Higher Intermediate Point (HIP) (Not applicable between points in the U.S. and points in Area 1)
(1) 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.

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(G) TRAVEL VIA HIP (Continued)

(1) Normal Fares (Continued)

C (b) When the direct normal fare for a segment of an itinerary is lower than an intermediate [C]ticketed point fare, the direct normal fare must be raised to the highest of any such intermediate point normal fares.

(c) When the total of ticketed point mileages for any itinerary exceeds the MPM, the normal fare must be surcharged in accordance with the procedures for excess mileage surcharges. If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is the normal fare between the origin and destination of that segment which has been raised to the level of the higher intermediate ticketed point normal fares.

(d) All conditions of the normal fare between origin and destination apply.

(e) When comparing normal fares, the lowest normal fare for the same class of service for which the passenger's itinerary qualifies (to/from/between intermediate points) should be used for comparison.

(f) When tickets are issued in the country of commencement of travel (SITI/SOTI), a higher intermediate [C]fare is deemed to be applicable only if a stopover is made at the higher intermediate point.

(g) For the purpose of sub-paragraph (vi) above, the following geographical areas are considered to be one country:

(i) The U.S. and Canada

(ii) Denmark, Norway and Sweden

(iii) European Community Member States (EC) will be considered as one country, provided:

(aa) All travel is wholly within Europe and all fare construction points are in EC member states, and

(bb) Travel commences in the country of the point of origin shown on the ticket.

(h) When SITI/SOTI travel originates in Australia/New Zealand, the following additional HIP check applies in each international fare component to/from the country of origin (except within Area 3): From the point of origin to all ticketed transfer points in the fare component.

(i) When comparing normal fares of the same class of service in order to determine if there is a higher intermediate fare, the fare to be used is the lowest qualifying fare for the class of service booked for each point.

(j) Normal fare means the lowest one-way or half round trip fare for same class of service for which the passenger's itinerary qualifies. However, upgrade fares may not be used for the purpose of a HIP check.

NOTE: An upgrade fare is any fare which permits a one-class upgrade.

(k) When two fares exist for the same class of service, use the lowest qualifying fare for HIP Check purposes. If only one normal fare exists in the market, use that fare for the HIP check regardless of whether it qualifies. However, an upgrade fare as defined in sub-paragraph (x) above may not be used for the purpose of a HIP check.

(l) (Applicable for SITI/SOTI tickets originating in Israel) Higher intermediate fares will be checked for all ticketed points from Israel, whether there is a stopover or not. This does not apply to the HIP check from an intermediate point to another intermediate point or the fare construction point, or to fares with specified routings. For example, if a journey is TLV-FRA-X/LON--NYC, the HIP check is TLV-FRA,TLV-LON and FRA-NYC. (LON-NYC is not checked).

(m) For SITI/SOTI tickets issued in Western Africa for travel commencing in Western Africa, HIPS are checked from all ticketed points en route in the Western Africa.

(2) Special Fares

C (a) When applying a special fare with intermediate ticketed points [C]the following procedures apply:

(i) Compare the normal fares between the origin and destination to the normal fares via the same class of service for intermediate ticketed points. This comparison should be made as shown in sub-paragraph (a) normal fares above. If there is no such higher intermediate normal fare, the check for higher intermediate special fares is not required.

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
132	FARES (Continued)

(G) TRAVEL VIA HIP (Continued)
(2) Special Fares (Continued)
(a) (Continued)
(ii) If there is a higher normal fare (as determined by sub-paragraph (g)(1) above), the special fare for the component shall not be less than the higher normal fare, except
(aa) If there is a special fare of the same type at the same or lower level on the sector for which the normal fare applies, the special fare for the component may be applied, or
(bb) If there is a special fare of the same type at a higher level on the sector for which the normal fare applies, the special fare for the component will not be less than the higher special fare, or
(cc) If there is no special fare of the same type on the sector for which the higher normal fare applies, the fare will not be less than the lowest of any higher type of special fare for the same class of service. This comparison is to be made within the following fare groups:
(i) Late Booking fare, or Apex fare, or Pex fare or Excursion fare
(ii) GIT fare, or ITX fare or excursion fare
(iii) Public Group fare or Excursion fare.
NOTE: Upgrade fares may not be used for the purpose of a HIP check. (An upgrade fare is any fare which permits a one class upgrade).
(dd) Ticket validity and minimum stay requirement need not be the same.
(ee) If there is more than one special fare of the same type for comparison on any given sector, the fare with conditions most similar to those of the special fare between the terminal ticketed points is used for comparison.
NOTE: This rule applies to special round-trip and capacity controlled one way fares.
(ff) When tickets are issued in the country of commencement of travel (SITI/SOTI) a higher fare is deemed to be applicable only if a stopover is made at a higher intermediate point.
(gg) For the purposes of sub-paragraph (ee) above, the following geographical areas are considered to be one country:
1. The U.S. and Canada
2. Denmark, Norway and Sweden
3. European Community Member States (EC) will be considered as one country, provided all travel is wholly within Europe, all fare construction points are in EC member states, and travel commences in the country of the point of origin shown on the ticket.
(hh) When SITI/SOTI travel originates in Australia/New Zealand, the following additional HIP check applies in each international fare component to/from the country of origin (except within Area 3): From the point of origin to all ticketed transfer points in the fare component.
C [C](ii) For SITI/SOTI tickets issued in Western Africa, for travel commencing in Western Africa, HIPS are checked for all ticketed points en route in Western Africa.
(jj) All conditions of the special fare between origin and destination apply.

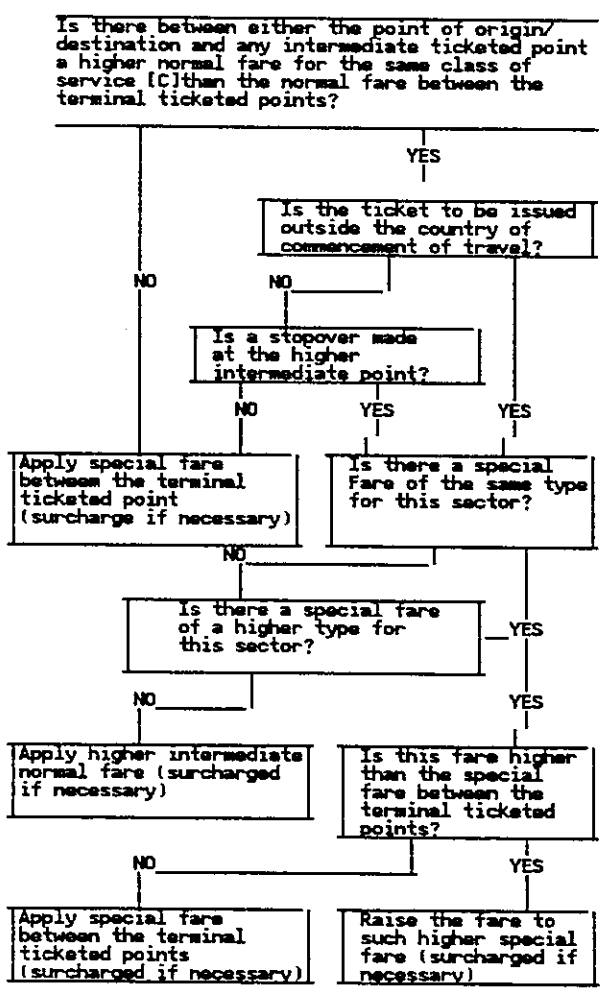
(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(G) TRAVEL VIA HIP (Continued)
(2) Special Fares (Continued)
(b) FLOW CHART FOR SPECIAL FARES CHECK

C



C NOTE 1: This comparison [C]is to be made within one of the subgroups shown below:

A. Late booking fare (if none available) compare with APEX fare (if none available) compare with PEX fare (if none available) compare with excursion fare (if none available) compare with normal fare.

C B. GIT fare (if none available) compare with individual IT fare (if none available) compare with [C]excursion (if none available) compare with normal fare.

C. Public group fare (if none available) compare with excursion fare (if none available) compare with normal fare.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(G) TRAVEL VIA HIP (Continued)
(2) Special Fares (Continued)
NOTE 2 Capacity controlled one way fares: Point-to-Point First, Point-to-Point Business, Point-to-Point Economy, (if none available) compare with special economy with stopover, coupon and/or routing restrictions, (if none available) compare with economy fare. (Not applicable to fare carrying advance purchase or penalty restrictions.

C (i) Higher intermediate point checks are applicable to all one way and half round trip [C]fare segments used in the fare construction.

(ii) Exceptions to the Higher Intermediate Point Rule
(aa) Higher intermediate points as listed in the HIP Exception Chart below may be disregarded.
(bb) The following conditions must be complied with:
1. No stopover is permitted at the "via" points.
C 2. The passengers and their baggage must be booked beyond [C]via point(s).
3. Any expenses incurred by the passenger at the "via" point(s) will not be absorbed by the carrier.

(H) HIP EXCEPTION CHART
(1) TW Transatlantic HIP Exception Chart

FOR TRAVEL	VIA THE HIGHER RATED INTERMEDIATE TICKETED POINT OF	PERMISSIBLE STOPOVERS AND OTHER CONDITIONS
Between Area 1 and Areas 2/3	Paris/St. Louis	1. Stopovers not permitted 2. Applicable to SITI/SOTI/SITO/SOTO tickets.
Between Area 1 and Areas 2/3	Any Point other than Paris/St. Louis	1. Stopovers are not permitted 2. Applicable to SITI/SOTI tickets
Between Santo Domingo and France	New York	1. Stopovers at New York will be permitted. 2. Applicable to SITI/SOTI/SITO/SOTO tickets.
From India to U.S./Canada	Europe	1. Stopovers in Europe are permitted. 2. Applicable to SITO/SOTI tickets.
From Pakistan to U.S.	Europe	1. Stopovers in Europe are permitted. 2. Applicable to SITI/SOTI tickets.

NOTE: The above HIP Exception Chart applies to all fares whether MPM or specified routings.

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(H) HIP EXCEPTION CHART (Continued)
(2) TW Transpacific HIP Exception Chart

FOR TRAVEL	VIA THE HIGHER RATED INTERMEDIATE TICKETED POINT OF	PERMISSIBLE STOPOVERS AND OTHER CONDITIONS
Between Area 1 and Area 3	Any Point	1. Stopovers are not permitted 2. Applicable to SITI/SOTO tickets.

C NOTE: In certain cases, conditions governing North/Central Pacific [C]fares differ from those governing South Pacific fares. The particular fare used determines the provisions to be applied, e.g. when South Pacific fare is charged, the South Pacific rule applies, irrespective of whether travel is via the North/Central or South Pacific.

(I) SIDE TRIPS
(1) The provisions of the following rules apply separately to each side trip fare. The sales indicator of the ticket (SITI/SITO/SOTI/SOTO) applies to all side trip fares shown on the ticket: (J) round trips, or (K) circle trips, or (N) journeys other than round trip/circle trip, as applicable.
(2) The combination of one way normal fares with international side trip one way fares to or via the country of commencement of transportation is not permitted.

(J) ROUND TRIPS
(1) When a round trip ticket is purchased prior to commencement of travel, the fare for such trip will be the round trip fare published for the desired routing and the class of service used. If no round trip fare is published, the applicable fare will be the sum of the one way fares published for the segments of the desired routing and for the class of service used.
(2) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that;
(i) fares which, by their terms, are not combinable with other fares, shall not be used in the construction of round trip fares;
(ii) the most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;
(iii) this provision will not apply when any part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(K) CIRCLE TRIPS

(1) When a circle trip ticket is purchased prior to commencement of travel, the fare for such trip will be the sum of 50 percent of the applicable round trip fares for the class of service to be used for the respective sections of the itinerary, constructed from point of origin via the route of travel to point of destination, that produces the lowest fare for the circle trip for the class of service used and/or;

(2) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a
C through round trip or circle [C]trip fare provided that:

(a) fares which, by their terms, are not combinable with other fares, shall not be used in the construction of circle trip fares;

(b) the most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;

(c) this provision will not apply when any part of the circle trip is via the services of a nonscheduled carrier or on a charter or military flight.

(3) For the purpose of this section the following geographical areas are considered to be the same country:

(a) The U.S.A. and Canada

(b) Denmark, Norway and Sweden

(4) The fare for a circle trip shall be the lowest combination of one way or half round trip fares in the direction of travel along respective sectors involved, beginning the calculation from the point of origin of the trip. For the fare component returning to the country of origin, the applicable fare used is the fare from the country of origin.

(5) Travel in One Class of Service Circle Trip Minimum Fare Check

(a) The fare for a circle trip (excluding any side trip for which the fare has been
C charged separately) must not be [C]less than the direct route normal or special round trip fare (as appropriate) for the highest rated pair of points applicable to the class of service used from the point of origin to any stopover point on the route of travel.

NOTE 1: This provision will not apply for travel commencing in New Zealand/Australia to/via Areas 1 or 2.

NOTE 2: Where more than one normal fare is published for the carrier and class of service used, the lowest level may be used.

(b) For travel commencing in Australia/New Zealand (except for travel wholly within Area 3): The fare for a circle trip (excluding any side trip for which the fare has been charged separately) must not be less than the direct route normal or special round trip fare (as appropriate) for the highest rated pair of points applicable to the class of service used from the point of origin to any ticketed point on the route of travel.

NOTE: Where more than one normal fare is published for the carrier and class or service used the lowest level may be used.

(c) When there are round trip fares with different global indicators from the point of origin to any stopover point, the fare to be used for the check must be that applicable to the flown itinerary.

(d) When the flown itinerary incorporates such different global indicators (including round-the-world journeys), the fare must not be less than the lower of such round trip fares from the point of origin.

C NOTE: Sub-paragraphs [C](a) through (d) do not apply for round-the-world fares originating in Australia/New Zealand.

(e) When used in circle trip constructions, fare components between Canada and the U.S. and between Denmark, Norway and Sweden shall be assessed in the direction of travel.

C (f) When checking the circle trip minimum fare, when special [C]round trip fares are used, the comparison will be as provided in (G) Higher Intermediate Point Fares (2)(b), special fares. When no special direct round trip fare is available from the point of origin to any higher rated normal fare stopover point, the total fare will not be less
C than the direct round trip normal economy class fare from [C]the point of origin to such point.

(6) When there are round-trip fares from the point of origin to any stopover point which differ according to carrier(s) used on the outbound and inbound journeys, the fare used for the minimum fare check will be the lower of the round trip fares.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

132 FARES (Continued)

(K) CIRCLE TRIPS (Continued)

(7) Travel Partly in One Class of Service and Partly in Another Class of Service

C (a) The provisions of sub-paragraphs [C](8)(e) through (f) apply to the lowest class of service used to assess the fare.

(b) Class Differentials are assessed as follows:

(i) Assess the class differential within each fare component;

(ii) Assess the class differential in the same direction as the fare component used;

C (iii) The class differentials are charged in addition to the fares resulting from sub-paragraphs [C](8)(e) through (f).

(8) HIP Exception

The foregoing provisions need not be applied for points on a journey permitted to disregard provisions of the higher intermediate point rule. The same conditions contained in the HIP exception chart must be observed.

(L) ROUND-THE-WORLD FARES

(1) A round-the-world fare is constructed by using that particular combination of two or more half round trip fares which produce the lowest total fare from the point of origin and return to the same point, subject to the minimum fare checks specified in sub-paragraphs

C [C](8)(e) through (f).

(2) Unless otherwise specified, only normal fares may be used to construct round-the-world fares.

EXCEPTION: Via TM, all applicable one way fares may be used for circle trip/open jaw fare constructions.

(M) OPEN JAW TRIPS

(a) Travel which is essentially of a round trip nature with the exception that either:

C (i) The [C]outbound point of arrival and [C]inbound point of departure are not the same (Single Open Jaw)

C (ii) The [C]outbound point of departure and the [C]inbound point of arrival are not the same (Single Open Jaw)

C (iii) Both [C]outbound and [C]inbound point of arrival and departure are not the same (Double Open Jaw)

C (b) When a ticket is purchased prior to commencement of [C]travel for an open jaw trip, the fare for such open jaw trip will be constructed as follows:

(i) When the point of departure and final destination are the same, the sum of 50 percent of the applicable round trip fare from the point of departure to each outer point of the open jaw, and

(ii) When points of departure and final destination are not the same, the sum of 50 percent of the applicable round trip fare from the point of departure to the outer point of the outbound section plus 50 percent of the round trip fare from the point of destination to the outer point of the inbound section.

(N) JOURNEYS OTHER THAN ROUND TRIP/CIRCLE TRIP

(1) This rule also applies for both normal and special one way fares, for one way fares based on a percentage of normal one way fares and for half round trip fares as defined in

C sub-paragraph [C](N)(5).

(2) Where more than one normal fare is published for the carrier and class of service flown, the lowest level may be used.

(3) Applicable Fares

C Subject to the conditions of (f) and (g) below, for one way journeys and/or journeys from one country and return thereto containing an open sector(s), one way normal fares applicable in the direction of travel are used. However, with regard to:

(a) Travel in One Class of Service

For the fare component into the country of origin, the fare applicable to such fare component from the country of origin is used.

C (b) Travel Partly in One Class [C]and Partly in Another Class of Service

(i) Assess the class differential within each fare component and in the same direction as the fare component for the lowest class of service used to asses the fare:

(ii) Apply any one way directional minimum check to the fares for the lowest class of service used to assess the fare:

(iii) Add the differential from (aa) to the fare resulting from (bb).

C NOTE: Also see sub-paragraph (Q) contruction of fares via different classes of service.

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Applicable to SK only)

(A) GENERAL
The mileage routings or specified routing contained in this tariff shall apply only when transportation between the last point of departure in the Area comprising Area 1 and the first point of arrival outside such area, or vice versa, is via the service of SK unless otherwise prohibited by said tariff. Fares apply only for carriage from the airport at the point of origin to the airport at the point of destination and do not include ground transfer service between airports and city centers except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge.
All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with all the provisions governing travel as stated herein. Mileage routings (see Maximum Permitted Mileage Tariff No. MPM-1, C.A.B. No. 424, NTA(A) No. 239) may be applied to any published or constructed fare; however, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion on the transportation covered by that fare.

(B) APPLICABLE FARES
General
(1) The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket.
(2) If international travel actually commences in a different country, the fare must be reassessed from such country.
Example: If a ticket is purchased at the Drachma fare for travel between Athens-Copenhagen-New York and the passenger actually commences travel in Copenhagen instead of Athens, the fares must be reassessed at the Copenhagen-New York, Danish Krone level.
(3) All fare constructions shall be accomplished in NUCs.
(4) In applying fare construction checks, the following sequence shall apply to such checks

	Name	Acronym	Applicable Fares
	mileage checks	TPM/MPM/EMS/EMA	All
	higher intermediate point	HIP	All
	one way backhaul check	BHC	OW
	normal fare check	OSC	Normal OW
	directional minimum check	DMC	OW, Normal OJ
	circle trip minimum/ round the world minimum	CTM/RWM	CT/RW
C	[N]common point minimum check	CPM	Normal OJ
C	[C]return subjourney check	RSC	Normal CT, OJ, RT
C	[C]country of payment check	COP	Normal CT, RT

(C) CONSTRUCTION RULES FOR JOURNEYS - APPLICATIONS
(1) (a) The fare for a journey (excluding side trips assessed separately) shall be the lowest of
(i) a single pricing unit for the journey, or
(ii) any series of end-on combined pricing units which collectively comprise the journey being travelled
(b) to determine the fares for Paragraph 1)a) above using normal fares refer to the flow chart attached hereto

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Applicable to SK only) (Continued)

(C) CONSTRUCTION RULES FOR JOURNEYS - APPLICATIONS (Continued)

C [C](2) Fares to be assessed for the total journey shall be the applicable fares effective on the date of departure on the first sector.

(a) If the routing of the journey is determined as fulfilling the definition of a round trip, circle trip or normal/special fare open jaw trip in Resolution 012, the pricing unit must be assessed as a round trip, circle trip or normal/special fare open jaw trip as applicable and must use half round trip fares; the use of one way fares is not permitted. For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart

```
Example:  Travel         LON-MIL-STO-LON
          Construction   LON-MIL   1/2 RT)
                         MIL-STO   1/2 RT)  1 pricing unit
                         LON-STO   1/2 RT)
```

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

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

```
Example:  Travel    HEL-BKK-TYO-SEL-TYO-BKK-HEL
          Construction could be
                    HEL-BKK   RT   1 pricing unit
                    BKK-TYO   RT   1 pricing unit
                    TYO-SEL   RT   1 pricing unit
          or
                    HEL-TYO   RT   1 pricing unit
                    TYO-SEL   RT   1 pricing unit
          or
                    HEL-BKK   RT   1 pricing unit
                    BKK-SEL   RT   1 pricing unit
```

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

C [C]Example: Travel NYC-LON-JNB-MAN-NYC

```
          Construction could be
                    NYC-LON   1/2 RT)   1 pricing unit
                    NYC-MAN   1/2 RT)   1 pricing unit
                    LON-JNB   1/2 RT)   1 pricing unit
                    MAN-JNB   1/2 RT)   1 pricing unit
```

* both subjourneys fall within definition of OJ
* (note that above journey could also be constructed as NYC-JNB RT)

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

```
Example:  Travel    NYC-LON-RIO-JNB-MAN-NYC
          Construction could NOT be
                    NYC-LON   1/2 RT) )
                    NYC-MAN   1/2 RT) )

                    LON-RIO   OW      )  not possible
                    RIO-JNB   OW      )
                    MAN-JNB   OW      )
```

* travel LON-RIO-JNB-MAN is not within definition of OJ
* use of OW fares not permitted
* total journey falls within definition of CT and may only be constructed as a single pricing unit

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

```
Example:  Travel    FRA-MAD-JNB-MAD-FRA
          Construction could be
                    FRA-JNB   RT   1 pricing unit
          or
                    FRA-MAD   RT   1 pricing unit
                    MAD-JNB   RT   1 pricing unit
                                   Total of 2 pricing units
```

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

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(C) CONSTRUCTION RULES FOR JOURNEYS - APPLICATIONS (Continued)

(3) (a) If the routing of the journey is determined as fulfilling the definition of round trip, circle trip or normal/special fare open jaw trip, it shall be assessed as follows, subject to the routings

(i) as a one way journey

(ii) as a series of one way subjourneys

(iii) as a round trip, or circle trip journey with the surface sector assumed flown

C [N](iv) as an open jaw using two half round trip fares (subject to paragraph, (C)(2)(d))

(v) if there is a common point/country - as a mix of one way subjourney and a return subjourney (subject to Paragraph (c)(2)(c) and (2)(d))

Example: Travel PAR-ATH
Construction PAR-ATH OW 1 pricing unit

* does not qualify for RT, CT or normal fare OJ

Example: Travel PAR-BKK-VIE-ROM
Construction could be
PAR-BKK OW 1 pricing unit
BKK-VIE OW 1 pricing unit
VIE-ROM OW 1 pricing unit
or
PAR-BKK OW 1 pricing unit
BKK-ROM OW 1 pricing unit

* no return to country of origin, fares in direction of travel

Example: Travel STO-NBO XXX SEZ-NBO-STO
Construction could be
STO-NBO OW 1 pricing unit
STO-SEZ OW 1 pricing unit
or
STO-NBO RT 1 pricing unit
STO-SEZ OW 1 pricing unit
or
STO-SEZ RT 1 pricing unit

C (b) [X]

C (c) [X]

Example 1: Travel KHH-TPE-SIN-TPE
Construction could be
KHH-SIN 1/2 RT)
TPE-SIN 1/2 RT) 1 pricing unit
or
KHH-TPE OW 1 pricing unit
TPE-SIN RT 1 pricing unit
whichever is the lower

Example 2: Travel KHH-TPE-JKT-DPS XXX JKT-TPE
Construction could be
KHH-DPS 1/2 RT)
TPE-JKT 1/2 RT) 1 pricing unit
or
KHH-TPE OW 1 pricing unit
TPE-JKT RT 1 pricing unit
JKT-DPS OW 1 pricing unit
or
KHH-TPE OW 1 pricing unit
TPE-DPS 1/2 RT)
TPE-JKT 1/2 RT) 1 pricing unit
or
KHH-JKT 1/2 RT)
TPE-JKT 1/2 RT) 1 pricing unit
JKT-DPS OW 1 pricing unit
whichever is the lower

Example 3: Travel GLA MAN ROM LON
Construction could be
GLA-ROM 1/2 RT)
LON-ROM 1/2 RT) 1 pricing unit
or
GLA-MAN OW 1 pricing unit
MAN-ROM 1/2 RT)
LON-ROM 1/2 RT) 1 pricing unit

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
133	FARES (Applicable to SK only) (Continued)
	(C) CONSTRUCTION RULES FOR JOURNEYS - APPLICATIONS (Continued)
C	(4) (a) [X]
C	(b) In the case of paragraph (C)(3)(a) i), ii) and the one way subjourney in iv) [N]and v), the journey/subjourney must be assessed using one way fares; the use of half round trip fares is not permitted.
	(c) Fares shall be assessed in the direction of travel, except that when a pricing unit for a one way subjourney terminates in a country from which a previous pricing unit has been assessed, the pricing unit for the one way subjourney into such country shall be assessed from such country, i.e. not in the direction of travel
	Example: Travel ATL-LON-STO-LIS-GLA
	Construction ATL-LON OW 1 pricing unit
	LON-STO OW 1 pricing unit
	STO-LIS OW 1 pricing unit
	GLA-LIS OW 1 pricing unit
	Total of 4 pricing units
	* fare component LIS-GLA must be in the direction of GLA-LIS because the termination point (GLA) is in the same country from which a previous pricing unit (LON-STO) was assessed.
	(5) In applying the provisions of Subparagraphs 2)d) and 3)c) and except for round trip pricing units, fare components between Canada and USA and between Denmark, Norway, Sweden shall be assessed in the direction of travel.
	(6) Fare construction must be via the itinerary of the passenger. The addition of points not on the passenger's itinerary is not permitted.
	EXCEPTION: Constructions using add-on amounts

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(C) CONSTRUCTION RULES FOR JOURNEYS - APPLICATIONS (Continued)

(7) Unpublished Fares

When it is necessary to establish a fare between any two ticketed points on a journey, the following provisions shall apply, subject to (D)(4):

(a) the fare shall be the lowest combination of sector fares over an intermediate ticketed point for the class of service used.

(b) The fare shall be constructed in the direction of travel, except that when the fare is for a fare component which terminates in the country of unit origin or in a country from which a previous pricing unit has been assessed, the fare shall be in the direction from the country, i.e. not in the direction of travel.

(c) If the same construction point is used for the outbound and inbound fare, the fare shall be constructed in accordance with Section B, Paragraph 1

Example: i A to B to C to D to A
ii A to D to C to B to A

Fares	A to B	50	B to A	45
	B to C	40	C to B	50
	C to D	60	D to C	90
	D to A	90	A to D	50
	No fare A to C		No fare C to A	

Construction: i A to B 50 plus B to C 40 plus C to D 60 plus A to D 50: Total 200
ii A to D 50 plus D to C 90 plus C to B 50 plus A to B 50: Total 240

C (d) [X] The fares used must be shown separately on the ticket.

C [C](e) For purposes of fare construction checks, a fare need not be constructed over another ticketed point when there are no published fares to/from/between an intermediate point(s) in the routing

(8) Fares Expressed as a Percentage

When fares are expressed as a percentage of another fare and different percentages apply in a pricing unit, the following rule applies:

a) apply the percentage to the base fare to establish the fare level as an amount

b) use such fare level for the application of all fare construction rules

Example: A - B - C - D - A
children's fare: A - C 50% of adult fare
B - C 67% of adult fare
A - D 50% of adult fare

* calculate amounts resulting from application of above percentages
* apply HIP/CTM etc. rules using the resultant levels

(9) A journey on a ticket or conjunction ticket, at the time of original issue or when reissued, must not include more than four international arrivals and four international

C departures in any one country; [X]; provided for the counting of arrivals and departures surface sectors are considered to be flown.

(10) Unless otherwise specified, for the purpose of:
Resolution 017a (except Section A Paragraphs 6 and 8, Section B Paragraph 3)
Resolution 017b

C Resolution 017c (except Paragraphs 3 and [X])
Resolution 017f (except Section B Paragraph 1, Section C, Section D)

(a) Canada and USA shall be considered as one country

(b) Scandinavia shall be considered as one country

(D) CONSTRUCTION RULES FOR JOURNEYS - COMBINATIONS

(1) (a) Combinations are only permitted with fares which by their own terms are combinable
EXCEPTION: Combinations to/from USA

(b) Fares used in combination are to be shown separately on the ticket

(2) Round the world: one way special fares shall not be used to calculate fares for round the world travel.

(3) Combination of one way normal pricing units with international side trip one way pricing units to or via the country of commencement of transportation shall not be permitted.

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

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(E) GENERAL
(1) Combination of fares USA: nothing precludes the combination of international fares and normal/special fares within USA provided that any conditions attached to such fares are complied with; stand-by fares must not be so combined.
(2) Notwithstanding any other Resolution, the normal fare check will not apply within pricing units.

(F) ROUND TRIP FARES
(1) Unless otherwise specified in an IATA Resolution, the fare for a round trip shall be twice the outbound one way fare.
(2) The reference in the round trip definition in Resolution 012 to two fare components only, does not preclude fares for end-on combination or side trips paid for separately being shown on the same ticket.
(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 fare instead of the one way fare.

(G) CIRCLE TRIP FARES
C (1) The [C]applicable 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 unit origin of the trip; provided that for any fare component which terminates in the country of unit origin, the fare applicable to such fare component from the country of unit origin shall be used.
(2) (a) The applicable fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal or special round trip fare, as appropriate, for the highest rated pair of points applicable to the class of service used from the point of unit origin to any stopover point on the route of travel.
C [N](i) The foregoing provisions shall not apply to local combinations of normal and special fares.
(ii) When there are round trip fares with different global indicators from the point of unit origin to any stopover point, the fare to be used for the check must be that applicable to the flown itinerary.
(iii) When the flown itinerary incorporates such different global indicators (including round the world travel), the fare must not be less than the lower of such round trip fares from the point of unit origin provided that, only direct route fares between two points with the appropriate Global Indicators shall be used; if there is no direct route fare with the appropriate Global Indicators or there is no Global Indicator for the routing, it is not necessary to construct such fares.

Example 1
HKG
MOW
IST M
PAR 1500
X/SEL M
HKG 1450
Fare Component 1: HKG-PAR (EH) 1/2 roundtrip 1500
Fare Component 2: HKG-PAR (TS) 1/2 roundtrip 1450
Total CT 2950

(b) Circle Trip Minimum Check
(i) Identify the RT fares from HKG to all stopover points based on the routing flown outbound and inbound
C [C](ii) Delete the higher of the two fares
HKG-MOW (FE) RT 1600 and (TS) RT
HKG-IST (EH) RT 3000 and (TS) RT
HKG-PAR (EH) RT and (TS) RT 2900
(iii) From the remaining lower RT amounts, select the highest (HKG-IST RT 3000) as the minimum fare and compare to the CT total
(iv) As this is higher, the circle trip is raised to 3000

Example 2
Itinerary - LON-HKG-YVR-NYC-LON
Fare construction - 1/2 RT LON-HKG (EH) plus 1/2 LON-HKG (AP)
Fares to be used for the check

Sector	Outbound	Inbound
LON-HKG	EH	AP
LON-YVR	EH plus PA	AT
LON-NYC	EH plus PA	AT

as no direct route fares exist between LON and YVR/NYC for travel via TC3 and as there is no Global Indicator, there is no need to construct such fares and the AT fares alone will be used.

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
133	FARES (Applicable to SK only) (Continued)
	(G) CIRCLE TRIP FARES (Continued)
	(2) (Continued)
	(c) When there are round trip fares from the point of unit origin to any stopover point which differ according to carrier(s) used outbound and inbound, the fare to be used for the check shall be the lower of such round trip fares.
	(d) Where more than one normal fare is published for the carrier(s) and the class of services used, the lower, lowest level may be used subject to seasonality (including blackout dates) and day of week application
	(e) For round the world travel originating in Australia/New Zealand the provisions of Subparagraphs 2)a) and 2)b) shall not apply.
	(f) When checking the circle trip minimum fare, when special fares are used the comparison shall be as provided in Resolution 017c, Subparagraph 5)b); provided that when no special direct round trip fare is available from the point of unit origin to any higher rated normal fare stopover point, the total fare shall not be less than the direct round trip normal economy class fare from the point of unit origin to such point.
	(g) The foregoing provisions need not be applied for points which have been excluded from the higher intermediate point rule, subject to the same conditions contained in the exclusion.
	(h) Special fares only the foregoing provisions need to be applied for points which have passed the HIP check and have not qualified to be a HIP point.
C	(3) [X]
	(H) OPEN JAW FARES
	(1) Normal Fare Open Jaw
	(a) General
	(i) The fare for a normal fare open jaw pricing unit shall be the sum of half the applicable round trip fares for both international legs of the open jaw, assessed from the country of unit origin.
	(ii) Canada, USA shall be considered as one country.
	(iii) Except for pricing units wholly within Scandinavia, Scandinavia shall be considered as one country.
C	[N](iv) Aruba, Netherlands Antilles shall be cosidered one country.
C	[N](v) Except for pricing units wholly within Europe, Europe shall be considered as one country.
	(b) Origin Open Jaw
C	(i) Only domestic surface sectors are permitted, except as provided in 1)a)(ii) thru (v) above
C	[X]

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
133	FARES (Applicable to SK only) (Continued)
	(H) OPEN JAW FARES (Continued)
	(1) Normal Fare Open Jaw (Continued)
	(c) Turnaround Open Jaw
	(i) Both domestic and international surface breaks are permitted
	(ii) [X]
	(iii) When the surface sector is an international sector
	(aa) The distance of such surface sector must not be greater than the flown distance of the shorter of the two fare components (measurement of the surface sector shall be in accordance with Resolution 017c, Paragraph 4)c)
C	EXCEPTION: [CANCELLED]
C	(bb) [CANCELLED]
	(d) Double Open Jaw
	(i) Combination of an Origin Open Jaw and a Turnaround Open Jaw with a Domestic Surface Sector
C	(aa) [CANCELLED]
C	(bb) [CANCELLED]
	(ii) Combination of an Origin Open Jaw and a Turnaround Open Jaw with an International Surface Sector
C	(aa) [CANCELLED]
C	(bb) [CANCELLED]
C	(e) [CANCELLED]
	(2) Special Fare Open Jaw
	Except as otherwise specified in a fare Resolution, the fare for an open jaw shall be the sum of half the applicable round trip fares for both legs of the open jaw; provided that when a fare component terminates in the country of unit origin, the fare applicable from the country of unit origin shall be used.
	EXCEPTION: For travel originating and terminating in Europe (except for travel wholly within Europe): Where an open jaw applies between countries in Europe, the fare component which terminates in Europe shall be assessed in the direction from Europe.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Applicable to SK only) (Continued)

(I) ONE WAY FARES
(1) For one way subjourneys, one way fares must be used.
(2) For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit, the direction of the last pricing unit will be assessed in the reverse direction of travel.
Example: GVA-JED-ATL-RIO-RUH using OW fares for each sector.
Since both Saudi Arabia and Switzerland have been used for the assessment of previous pricing unit direction of the pricing unit ZRH-RUH shall be from RUH to ZRH.

(J) CONSTRUCTION RULES FOR FARE COMPONENTS
(1) Application
The provisions of this Resolution must be used to calculate the fare for a fare component in one class of service; if different classes are used the fare shall be calculated as per Resolution 017e.

C [C](2) Fares
The fare shall not be less than the lower amount obtained by either of the following principles.
(a) Mileage Principle
(i) (aa) total TPMs shall be compared with the MPM for the fare component
(bb) routings within MPM
where the sum of the TPMs does not exceed the comparable MPM, apply the applicable direct route fare. Such comparison must be made using TPMs, MPMs and fares with the same global indicator provided that, to ascertain the applicable MPM between TC2 and TC3, the sector flown between TC2 and TC3 shall determine the global indicator; if within a fare component there is more than one sector that transits between TC2 and TC3 the sector attracting the highest TPM will be used to determine the MPM
(cc) Routings Exceeding MPM
- where the sum of the TPMs is in excess of the MPM: divide the sum of TPMs by the MPM, and surcharge inaccordance with the table below. When dividing the sum of TPMs by the MPM the result of the calculation shall be truncated at 5 decimals; the result indicates the mileage percentage to be applied

if the result is over	up to and including	the fare shall be not less than the direct route fare plus
1.00	1.05	5%
1.05	1.10	10%
1.10	1.15	15%
1.15	1.20	20%
1.20	1.25	25%
	over 1.25	lowest combination

(dd) Notwithstanding Paragraphs bb) and cc) above, for travel wholly within TC1 which originates, terminates or has a fare construction point in Rio de Janeiro or Sao Paulo and neither city is an intermediate ticketed point on such fare component.
(1) If the fare to or from Rio de Janeiro falls within the MPM, and the fare for the same route to or from Sao Paulo exceeds the MPM, the fare to and from the latter point need not be surcharged.
(2) If the fare to or from Sao Paulo falls within the MPM, and the fare for the same route to or from Rio de Janeiro exceeds the MPM, the fare to and from the latter point need not be surcharged.
(3) If the fare to or from Rio de Janeiro must be surcharged, the fare for the same routing to or from Sao Paulo need not take a higher surcharge (or vice versa).

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)

C [C](2) (a) (Continued)

(ii) Specified Routings
When the fare component coincides with the routing in Attachment 'A', the direct route fares apply disregarding Subparagraph i) above and Paragraph 5), provided that an intermediate point(s) may be omitted if a more direct routing is used and no additional point(s) is added.

(iii) MPM Deductions
Mileages specified in Attachment 'B' must be deducted from the MPM before the comparison with the sum of TPMs is made. These MPM reductions only apply when the fare component and the global indicator coincide with the provisions in the Attachment.

(iv) TPM Exceptions

(aa) TPM Deductions
Mileages specified in Attachment 'C' must be deducted from the total TPM before comparison with the MPM is made
- these TPM deductions only apply when the fare component includes intermediate ticketed points shown in the applicable routing in the Attachment; provided additional intermediate ticketed points may be added to the routing.
- only one TPM deduction per fare component is permitted.

(bb) Surface Sector TPMs
Any intermediate sector(s) travelled by surface within a fare component must be included in the sum of TPMs, except for intermediate sectors specified in Attachment 'D'. In the absence of a TPM for an intermediate sector not listed in Attachment 'D', a TPM shall be established by a combination of TPMs.

(cc) South Atlantic TPMs

(1) TC12
For transportation between Argentina, Brazil, Chile, Paraguay, Uruguay and Europe, Middle East where a passenger travels on a direct single flight coupon service from a point in Argentina, Brazil, Chile, Paraguay, Uruguay to Miami or Montreal or New York or Toronto and on a direct single flight coupon service from such point (i.e. arrival and departure city in North America must be the same) to a point in Europe, Middle East or vice versa, the mileage for these two sectors shall be deemed to be equal to the ticketed point mileage between the last point of departure in Argentina, Brazil, Chile, Paraguay, Uruguay to the first point of arrival in Europe, Middle East or vice versa.

(2) TC123
For transportation between Argentina, Brazil, Chile, Paraguay, Uruguay and TC3 where a passenger travels on a direct single flight coupon service from a point in Argentina, Brazil, Chile, Paraguay, Uruguay to Atlanta or Miami or Montreal or New York or Toronto or Washington and on a direct single flight coupon service from such point (i.e. arrival and departure city in North America must be the same) to a point in TC3 or vice versa, the mileage for these two sectors shall be deemed to be equal to the ticketed point mileage between the last point of departure in Argentina, Brazil, Chile, Paraguay, Uruguay to the first point of arrival in TC3 or vice versa.

NOTE: If a ticketed point mileage is not published for these sectors, calculate the mileage by dividing the maximum permitted mileage by 1.20

The following examples are shown to illustrate the application of the above.

Example 1: VIE-FRA-NYC-RIO-BUE
Maximum permitted mileage VIE-RIO is 8838
Ticketed point mileages are

	TPM
VIE-FRA	385
FRA-NYC)	
NYC-RIO)	5948
RIO-BUE	1232
Total	7565

No mileage surcharge applicable

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)
(2) (a) (Continued)
(iv) (Continued)
(cc) South Atlantic TPMs (Continued)
(2) TC123 (Continued)

Example 2: MVD-SCL-YTO-AMS-PAR-FRA-ZRH-ROM-ATH-RUH
Maximum permitted mileage MVD-RUH is 10948
Ticketed point mileages are

	TPM
MVD-SCL	849
SCL-YTO)	
YTO-AMS)	7597
AMS-PAR	261
PAR-FRA	289
FRA-ZRH	178
ZRH-ROM	435
ROM-ATH	657
ATH-RUH	1627
Total	11893

A 10% mileage surcharge applicable

Example 3: RIO-NYC-KHI-HKG
Maximum permitted mileage RIO-HKG is 14077
Ticketed point mileages are

	TPM
RIO-NYC)	
NYC-KHI	9013*
KHI-HKG	2980
Total	11993

* RIO-KHI maximum permitted mileage of 10816 divided by 1.20 - no mileage surcharge applicable.

(b) Lowest Combination Principle
except as provided in Resolution 017a, Section B; Paragraph 4, the lowest combination of fares over a ticketed point on the itinerary.

(3) Limitations on Indirect Travel
A fare component must not include more than one departure from fare component origin or more than one arrival at fare component destination or more than one stopover at any one intermediate ticketed point, Additionally

(a) A fare component within TC1 or within TC31 must not include more than one arrival and one departure at any ticketed point.

(b) For a journey originating in TC1 no fare component within TC1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates.
Example: POA-BUE-SAO-NYC - through fare not permitted because of two international departures from Brazil.

(c) Except for Journeys wholly Within South America
For a pricing unit originating in Brazil, a fare component from a point in Brazil must not include more than 2 domestic sectors in Brazil.
Examples:
1. BSB-RIO-NYC at a through fare BSB-NYC is permitted
2. POA-RIO-SSA-LIS- at a through fare POA-LIS is not permitted. The international fare component must be assessed from RIO and POA-RIO charged separately
3. FLN-X/CWB-IGU-X/SAO-LON at a through fare FLN-LON is not permitted. The first international fare component must be assessed from IGU and FLN-CWB-IGU charged separately.

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

C [N](e) A fare component from/to/via a point in Japan must not include more than three domestic sectors in Japan.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)

(4) Fare Components with a Surface Sector(s)

(a) Apply the through fare or the sum of fares over the sectors actually flown, whichever is lower

(b) In the case of normal fare travel, where the mileage for an international surface break is greater than the ticketed point mileage over the routing travelled from origin of the journey up to the point of commencement of the surface break when normal fares are on both sides of the surface break and the surface break is not included in the through fare, travel from origin of the journey up to the surface break will be ticketed separately, the remainder of the journey being assessed in accordance with Resolution 024e.

Example: Travel NYC LON PAR xxx FRA LON NYC

Construction could be

NYC-LON	RT	1 pricing unit
LON-PAR	OW	1 pricing unit
FRA-LON	OW	1 pricing unit

* notwithstanding separate PUs, the TPM is undertaken from NYC

(c) in the application of Subparagraph b), the surface break shall be measured using ticketed point mileages; if no ticketed point mileage exists for the points concerned, the shortest operated mileage shall be used (i.e. MPM divided by 1.20); provided that in the event there is no shortest operated mileage, the ticketed point mileage shall be established by a combination of ticketed point mileages. For the purpose of this rule, surface breaks in Attachment 'D' and between Canada and USA may be ignored.

(5) Higher Intermediate Fare

(a) Normal Fares

C (i) If in any routing otherwise permissible at the direct route normal fare there is a direct route normal fare(s) of the same class of service [C]involving stopover points which is higher than the direct route normal fare between the fare construction points, the fare shall be not less than the highest fare referred to above (HIP). In the case of fares that are established by seasonality (including blackout dates) or day of week or flight application, the check will be based on the applicable fare (by seasonality (including blackout dates) or by day of week or by flight application).

C (ii) If in any indirect routing otherwise permissible at the direct route normal fare plus a percentage, there is a direct route normal fare(s) of the same class of service [C]involving stopover points which is higher than the direct route normal fare between the fare construction points, the fare for the indirect route shall be not less than the highest fare referred to above (HIP), and the surcharge percentage applicable to the through fare shall be applied to such higher intermediate fare.

C (iii) [X]

C (iv) In applying the above HIP check, the sector [C]to be checked shall be

C (aa) From fare component origin to each intermediate [C]stopover point

(bb) From each intermediate stopover point to each subsequent intermediate stopover point

(cc) From each intermediate stopover point to the subsequent fare break point.

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)
(5) Higher Intermediate Fare (Continued)
(a) Normal Fares (Continued)

(v) When comparing normal fares of the 'same class of service' in order to determine if there is a higher intermediate fare, the following sequence shall be followed sleeper seat fare is compared with sleeper seat fare; if no sleeper seat fare, compare with first class fare first class fare is compared with first class fare; if no first class fare, compare with intermediate class fare (or next lower class fare) intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with economy class fare; provided that where more than on economy class fare is published, compare with the highest economy class fare.

(vi) When comparing normal fares in accordance with the foregoing, the comparison shall be made in the same direction as the fare component. When using half round trip fares the comparison shall be made using half round trip fares. When using one way fares the comparison shall be made using one way fares.

C (vii) [X] the lower/lowest level may be used subject to any stopover, transfer, seasonality, day of week limitations of the lower/lowest fare (excluding application of stopover charges).

(viii) When the ticket shows no stopover at both the unit origin and the unit destination point of a side trip which has been charged separately (due to transfer connections on both occasions) a stopover shall be considered to be taken at such point unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in Resolution 012.

(ix) When there is an imbedded surface sector the HIP check applies to the point of arrival by air immediately preceding the surface sector and to the point of departure immediately following the surface sector, unless the time interval between the arrival and the departure does not constitute a stopover as defined in Resolution 012.

(x) When there is a fare construction surface sector, the HIP check applies to the point of such surface sector that is not the fare construction point.

(xi) Notwithstanding the above.
(aa) For journeys originating in Western Africa, the HIP check in each fare component shall be applied on all ticketed points in Western Africa.
(bb) For journeys wholly between Kilimanjaro and Nairobi, the HIP check in each fare component shall be applied on all ticketed points.
(cc) For journeys originating in Malawi, the HIP checks in each fare component shall be applied on all ticketed points in Malawi.
(dd) [X]

(xii) Day-of-Week Application: In establishing the day-of-week fare level to be used for the HIP check the rule for the application of the day-of-week fares shall be applied solely to the sector(s) for which the check is being made. The day of travel on such sector(s) shall be used to determine the day of week fare level to be used for the HIP check.

C [N]EXAMPLE:
Routing: A-B-C-D-A
First Fare Component (A to C)
. Fare A - C is a fare established using the day of the week of the first international sector A-B
. Fare A-B is a non day of week fare
. There are day of week fares B-C with the rule that the first international sector determines the day of week fare to be applied
. To establish the day of week fare level to be used for the HIP check on the sector B-C the date of travel B to C will be used
. Second fare component (fare in the direction from A to C)
. Fare A-C is a fare established using the day of week of the first international sector A-D
. Fare A-D is a non day of week fare
. There are day of week Fares D-C with the rule that the first international sector determines the day of week fare to be applied
. To establish the day of week fare level to be used for the HIP check on the sector C-D the date of travel C to D will be used

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)
(5) Higher Intermediate Fare (Continued)
(a) Normal Fares (Continued)
(xiii) In establishing the seasonal fare level to be used for the HIP check the rule for the application of the seasonal fares shall be applied soley to the sector(s) for which the check is being made. The seasonal rule for such sector shall be used to determine the seasonal fare level to be used for the HIP check. Where reference in a seasonal rule is to a specific segment of travel e.g. first international sector, the specific segment shall be assessed within the sector(s) for which the HIP level is being established.

Example
Routing A - B - C - B - A
First fare component (A to C)
- fare A-C is a non seasonal fare
- fare A-B is a non seasonal fare
- there are seasonal fares B-C with the rule that the first international sector determines the seasonal fare to be applied
- to establish the seasonal fare level to be used for the HIP check on the sector B-C the date of travel B to C will be used

Second fare component (fare in the direction from A to C)
- fare A-C is a non seasonal fare
- fare A-B is a non seasonal fare
- there are seasonal fares B-C with the rule that the first international sector determines the seasonal fare to be applied
- to establish the seasonal fare level to be used for the HIP check on the sector C-B the date of travel C to B will be used

C [C](b) Special Fares
C [C](i) Having established an applicable special fare for a pricing unit, such special fare may be applied subject to the following
C [C](aa) Compare special fare of pricing unit to applicable special fares for the same fare type
C [C](bb) Compare special fare of the pricing unit to applicable special fares within the same fare type group from fare component origin to each intermediate stopover point to the fare component destination
[C](1) if there is no applicable special fare within the same fare type group on the sector concerned, the fare shall not be less than the lowest of any applicable special fares within the next higher fare type group shown in subparagraph (b). Continued to the next grouping only if an applicable special fare is not found.
NOTE: Where more than one special fare is published within the same fare type group, the lower/lowest level may be used subject to any stopover, transfer, seasonality (including blackout dates), flight application, routing validation, day of week limitations of the lower/lowest fare (excluding application of stopover charges)
C [C](2) if the lowest applicable fare from fare component origin to each intermediate stopover point or from intermediate stopover point to fare component destination within the same fare type group is less than or equal to the through special fare, the special fare for the component may be applied

Fare Type Groups (from Lowest to Highest):

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4 One Way Fares Only
Apex Fare, or	GIT Fare, or	RT First/ Intermediate class special fare	OW APEX Fare, or
PEX fare,or	Individual IT fare		OW PEX fare, or
Excursion Fare, or			All other individual OW special fares (except status fares)
All other individual special fares (except status fares)			

(Continued on next page)

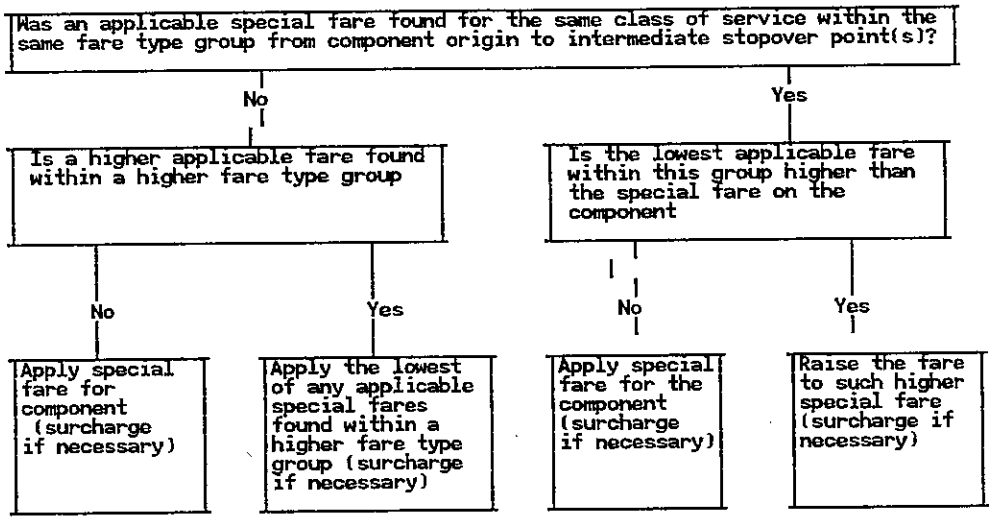
RULE

SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)
(5) Higher Intermediate Fare (Continued)
C [C](b) Special Fares (Continued)
(i) (Continued)
(bb) (Continued)
. In applying the HIP check for GIT Fares, if no GIT or IT fare is found on the sectors being checked, no HIP will apply.
. In applying the HIP check for IT fares, if no IT fare is found on the sectors being checked, no HIP will apply.
. When status fares are being charged the HIP check will only look at the same status fare for sectors being checked; if there is no same status fare then no HIP is applied. In this respect status fares are fares that are only available to designated categories of passengers e.g. students, teachers, missionaries, seamen
. When public group fares are being charged no HIP check will apply
(ii) All conditions attached to the special fare for the component apply.

FLOW CHART (for Special Fares)



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RULE | SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)

(5) Higher Intermediate Fare (Continued)

C [C](b) Special Fares (Continued)

[C](iii) When comparing special fares in accordance with this Paragraph, comparision shall be made in the same direction as the fare component. When using half round trip fares the comparison shall be made using half round trip fares. When using one way fares the comparison shall be made using one way fares.

(iv) When the ticket shows no stopover at both the unit origin and the unit destination point of a side trip which has been charged separately (due to transfer connections on both occasions) a stopover shall be considered to be taken at such point unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in Resolution 012.

(v) When there is an imbedded surface sector the HIP check applies to the point of arrival by air immediately preceding the surface sector and to the point of departure immediately following the surface sector, unless the time interval between the arrival and the departure does not constitute a stopover as defined in Resolution 012, however, such check shall not apply between the terminal points of the unflown sector.

(vi) When there is a fare construction surface sector, the HIP check applies to the point of such surface sector that is not the fare construction point.

(vii) Notwithstanding the above.

(aa) For journeys originating in Western Africa, the HIP check in each fare component shall be applied on all ticketed points in Western Africa.

(bb) For journeys wholly between Kilimanjaro and Nairobi, the HIP check in each fare component shall be applied on all ticketed points.

(cc) For journeys originating in Malawi, the HIP checks in each fare component shall be applied on all ticketed points in Malawi.

(viii) Day Of Week Application: In establishing the Day Of Week Fare level to be used for the HIP check the rule for the application of the Day Of Week Fares shall be applied solely to the sector(s) for which the check is being made. The day of travel on such sector(s) shall be used to determine the Day Of Week Fare level to be used for the HIP check.

EXAMPLE: Routing: A-B-C-B-A
First Fare Component (A to C)
. Fare A-C is a non Day Of Week Fare
. Fare A-B is a non Day Of Week Fare
. There are Day Of Week Fares B-C with the rule that the first international sector determines the seasonal fare to be applied
. To establish the Day Of Week Fare level to be used for the HIP check on the sector B-C the date of travel B to C will be used
Second fare component (fare in the direction from A to C)
. Fare A-C is a non Day Of Week Fare
. Fare A-B is a non Day Of Week Fare
. There are Day Of Week Fares B-C with the rule that the first international sector determines the seasonal fare to be applied
. To establish the Day Of Week Fare level to be used for the HIP check on the sector C-B the date of travel C to B will be used

(ix) Seasonality Application: In establishing the seasonal fare level to be used for the HIP check the rule for the application of the seasonal fares shall be applied solely to the sector(s) for which the check is being made. The seasonal rule for such sector shall be used to determine the seasonal fare level to be used for the HIP check. Where reference in a seasonal rule is to a specific segment of travel e.g. first international sector, the specific segment shall be assessed within the sector(s) for which the HIP level is being established.

EXAMPLE: Routing: A-B-C-B-A
First Fare Component (A to C)
. Fare A-C is a non Day Of Week Fare
. Fare A-B is a non Day Of Week Fare
. There are Day Of Week Fares B-C with the rule that the first international sector determines the seasonal fare to be applied
. To establish the Day Of Week Fare level to be used for the HIP check on the sector B-C the date of travel B to C will be used
Second fare component (fare in the direction from A to C)
. Fare A-C is a non Day Of Week Fare
. Fare A-B is a non Day Of Week Fare
. There are Day Of Week Fares B-C with the rule that the first international sector determines the seasonal fare to be applied
. To establish the Day Of Week Fare level to be used for the HIP check on the sector C-B the date of travel C to B will be used

(6) One Way Backhaul Rule (BHC)

(a) This Paragraph does not apply.

(i) for journeys wholly within TC1

(ii) for journeys wholly between Argentina, Brazil, Chile, Paraguay, Uruguay and TC2

(iii) for pricing units wholly within Europe

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)

(6) One Way Backhaul Rule (BHC) (Continued)

(b) This Paragraph applies only when using normal one way fares and special one way fares.

(c) If in any fare component travel is via higher rated intermediate stopover point, the fare for such fare component shall be the higher of:

(i) the applicable fare between the fare construction points, or

(ii) the fare from fare component origin to the highest rated intermediate stopover point plus the difference between such fare and the direct route fare between the fare construction points.

Example: A - B - C - D

Fares	A to B	NUC	50
	A to C		150
	A to D		140
	B to C		175
	B to D		160

Fare to be charge is
B to C NUC 175

or

A to C		NUC	150
plus the difference between A to C and A to D			10
	Totoal	NUC	160

whichever is higher

the one way backhaul rule check need not be applied for points which have been excluded from the provisions of this Resolution, subject to the same conditions contained in the exclusion.

C [X]

TC12 North Atlantic Canada-Europe

Between	And	Miles	Applicable Routings
TC12 North Atlantic			
Alberta/British Columbia/Yukon	Europe	400	via St. Johns-Halifax-Montreal-Ottawa-Toronto
Cancun	Europe	550	via Mexico City
Merida	Europe	150	via Mexico City
New Brunswick/ and Labrador Newfoundland/Nova Scotia/Prince Edward Island	Europe	1500	via Montreal-Ottawa-Toronto
Newfoundland and Labrador	Europe	700	via Halifax
New Brunswick/ Nova Scotia/ Prince Edward Island	Israel	500	via Halifax-Montreal-Toronto
Newfoundland	Israel	1600	via St. Johns-Halifax-Montreal-Toronto
South Africa	Canada/ Mexico/USA	660	via Tel Aviv

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)
(6) (Continued)

C SURFACE SECTOR TPMs-
FILINGS IN ACCORDANCE WITH
RESOLUTION [C]001Z

Between		And	
Alghero	IT	Olbia	IT
Alicante	ES	Murcia	ES
Alicante	ES	Valencia	ES
Almeria	ES	Malaga	ES
Amman	JO	Jerusalem	
Amritsar	IN	Lahore	PK
Amsterdam	NL	Rotterdam	NL
Antwerp	BE	Brussels	BE
Arica	CL	Tacna	PE
Barcelona	ES	Gerona	ES
Barcelona	ES	Reus	ES
Basle	CH	Mulhouse	FR
Beijing	CN	Tianjin	CN
Berlin	DE	Dresden	DE
Berlin	DE	Leipzig Halle	DE
Berne	CH	Geneva	CH
Berne	CH	Zurich	CH
Bilbao	ES	San Sebastian	ES
Bilbao	ES	Santander	ES
Bilbao	ES	Vitoria	ES
Bologna	IT	Florence	IT
Brazzaville	CG	Kinshasa	CD
Bremen	DE	Hamburg	DE
Bremen	DE	Munster	DE
Brownsville	US	Matamoros	MX
Catania	IT	Palermo	IT
Ciudad Juarez	MX	El Paso	TX
Cologne	DE	Dusseldorf	DE
Cologne	DE	Munster	DE
Curitiba	BR	Joinville	BR
Cuzco	PE	LaPaz	BO
Detroit	US	Windsor	CA
Dresden	DE	Leipzig Halle	DE
Dubai	AE	Sharjah	AE
Dusseldorf	DE	Munster	DE
Florence	IT	Pisa	IT
Granada	ES	Malaga	ES
Guatemala	GT	Tapachula	MX
Guayaramerin	BO	Porto Velho	BR
Hamburg	DE	Hanover	DE
Hamburg	DE	Munster	DE
Hanover	DE	Munster	DE
Hilo	US	Kona	US
Hong Kong SAR	HK	Macau	MO
C Hong Kong SAR	HK	Shenzhen	CN
C Hong Kong SAR	HK	Zhuhai	CN
Iguassu Falls	BR	Iguazu	AR
Jerez de la Frontera	ES	Seville	ES
Kabul	AF	Peshawar	PK
Krabi	TH	Phuket	TH
LaCoruna	ES	Santiago de Compostela	ES
Laredo	US	Nuevo Laredo	MX

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
133	FARES (Applicable to SK only) (Continued)
	(J) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)
C	(7) [CANCELLED]
	(K) MINIMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING UNITS
C	[CANCELLED]

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Applicable to SK only) (Continued)

(K) MINIMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING UNITS

C [C](1) (Continued)

(a) (Continued)

Exceptions:

(i) (aa) if the first pricing unit is for an origin open jaw trip the direct route round trip fare shall be assessed as the sum of half the direct route round trip fare from the unit origin of such open jaw pricing unit and half the direct route round trip fare from the unit destination of such open jaw pricing unit to each stopover point in any subsequent consecutive pricing units.

Example Travel NCE-BRU-NBO-JNB-NBO-BRU-LYS
Construction could be
NCE-BRU 1/2 RT)
LYS-BRU 1/2 RT) 1 pricing unit
BRU-NBO RT 1 pricing unit
NBO-JNB RT 1 pricing unit

* minimum check - total fare for the pricing units must not be less than the sum of 1/2 RTs NCE-BRU plus LYS-BRU or NCE-NBO plus LYS-NBO or NCE-JNB plus LYS-JNB, whichever is the highest

(bb) if any subsequent pricing unit is for an origin open jaw then such pricing unit will be considered as a round trip pricing unit and paragraph 1)a) will apply (i.e. close the unflown sector)

(ii) if the last pricing unit is for a turnaround open jaw trip the direct route round trip fare to stopover/terminal points in the points in the open jaw pricing unit shall be assessed as the sum of half the direct route round trip fares from the unit origin of the first consecutive pricing unit to the highest rated stopover/terminal point in the open jaw pricing unit on the outbound component and half the direct route round trip fare from the unit origin of the first consecutive pricing unit to the highest rated stopover/terminal point in the open jaw pricing unit on the inbound component

Example: Travel BRU-NBO-LUN-DUR XXX CPT-JNB-LUN-NBO-BRU
Construction could be
BRU-NBO RT 1 pricing
NBO-LUN RT 1 pricing unit
LUN-DUR 1/2 RT)
LUN-CPT 1/2 RT) 1 pricing unit

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

(iii) if both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i) andii) above shall apply

(b) Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used [N]subject to seasonality (including blackout dates) or day of week application

(c) (i) When there are round trip fares with different global indicators from the point of origin to any stopover point, the fare to be used for the check must be that applicable to the flown itinerary

(ii) when the flown itinerary incorparates such different global indicators (including round the world journeys), the fare must not be less than the lower of such round trip fares from the point of origin

(d) when there are round trip fares from the point of origin to any stopover point which differ according to carrier(s) used on the outbound and inbound journeys, the fare to be used for the check shall be the lower of such round trip fares

(e) if there is surface break between two return subjourneys, the minimum check is not applied

(f) multiple pricing unit assessed from a common pricing unit origin are not considered consecutive in relation to each other and the minimum check is not applied to such pricing units

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Applicable to SK only) (Continued)

(K) MINIMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING UNITS (Continued)

C [C](1) (Continued)

(f) (Continued)

Example: Travel TYO-SFO-LON-SFO-TYO-HKG-BOM-HKG-TYO
Construction could be

TYO-SFO	RT	1 pricing unit
SFO-LON	RT	1 pricing unit
TYO-HKG	RT	1 pricing unit
HKG-BOM	RT	1 pricing unit

. minimum check is applied twice: TYO-SFO plus SFO-LON and TYO-HKG plus HKG-BOM
. there is no minimum check other than those shown above

C (2) ONE WAY SUBJOURNEYS [C]CHECKS (OSC) (NOT APPLICABLE TO JOURNEYS TO/FROM/VIA USA/US TERRITORIES)

a) a specified through fare must not be undercut by a combination of fares

b) the normal fare check (OSC) will apply between consecutive pricing units for one way subjourneys

Example

```
A          B          C          D
     100        100        100
           300
                      250
                 500
P    A
  P  B    100
     C    100
     D    100
     ----------
     H    A-C   100
     H    A-D   100
     ----------
          Total 500
```

(c) where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used subject to any stopover and transfer
C limitations [N]seasonality (including blackout dates) and day of week application of the lower/lowest fare (excluding application of stopover charges)

C (d) if the [C]OSC is applied and two or more pricing units are merged, the new single pricing unit is used for any further fare checks

(e) if in a series of pricing units for one way subjourneys there is a surface break between fare construction points the [C]OSC will be applied to the pricing units for one way subjourneys up to the start of the surface break and then applied separately from the point at which air transportation recommences (even if this point is a previous fare construction point)

Example: Travel MAD-NBO-DAR XXX NBO-LUN-JNB

. one way fare components MAD-NBO, NBO-DAR, NBO-LUN, LUN-JNB
. normal fare check MAD-DAR and NBO-JNB

(3) MIXTURE OF RETURN SUBJOURNEYS AND ONE WAY SUBJOURNEYS

(a) when a journey comprises pricing units which are a mixture of pricing units for return subjourneys and pricing units for one way subjourneys no overall checks will be applied. However, if there are two or more consecutive pricing units using the same fare types (half round trip or one way) then the applicable checks will be applied for such pricing units, i.e. if there are two or more consecutive pricing units for one
C way subjourneys the [C]OSC will be applied between such pricing units; if there are
C two or more consecutive/contiguous pricing units for return subjourneys the [C]RSC will be applied from the unit origin of the first of such pricing units to all stopover points within the consecutive/contiguous pricing (units)

Example: Travel LON-PAR-AMS-HKG-TYO-HKG-AMS
Construction could be

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

. [C]OSC applies on the consecutive OWs LON-PAR and PAR-AMS;
. [C]RSC applies on the consecutive RTs AMS-HKG and HKG-TYO

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Applicable to SK only) (Continued)

(K) MINIMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING UNITS (Continued)

(3) MIXTURE OF RETURN SUBJOURNEYS AND ONE WAY SUBJOURNEYS (Continued)

Example: Travel LON-PAR-HKG-TYO-HKG XXX PAR-LON
Construction could be
LON-PAR RT 1 pricing unit
PAR-HKG OW 1 pricing unit
HKG-TYO RT 1 pricing unit

. no checks across the pricing units since there are no consecutive RT pricing units or consecutive OW subjourneys
additionally

(i) if two or more pricing units for return subjourneys have a common fare construction point but are separated by a pricing unit for a one way subjourney, the minimum check shall be applied from the unit origin of the first of such units to all stopover points in the other contiguous/consecutive pricing unit(s)

Example: Travel JNB-ATH-IST xxx ATH-STO-ATH-JNB
Construction could be
JNB-ATH RT 1 pricing unit
ATH-IST OW 1 pricing unit
ATH-STO RT 1 pricing unit

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

(ii) if two or more pricing units for one way subjourneys have a common fare construction point but are separated by a pricing unit for a return subjourney, the normal fare check shall be applied to all fare construction points in the contiguous/consecutive pricing unit(s)

Example: Travel NRK-xCPH-GLA-CPH-FRA-xMAD-PMI
Construction could be
NRK-CPH OW 1 pricing unit
CPH-GLA RT 1 pricing unit
CPH-PMI OW 1 pricing unit

. as CPH is common point on 2 contiguous OW pricing units, normal fare check is applied NRK-CPH plus CPH-PMI

(b) where a journey involves travel to/from/via USA/US Territories the one way subjourney check will not be applied

C [C](4) Unpublished Fares

(a) Where there is no direct route fare between two ticketed points, a fare must be constructed over an intermediate ticketed point in order to apply the provisions of Paragraphs 1) and 3)

Example 1 A to B to C to D to E to C to A (2 Pricining Unites A-C-A and C-E-C)
fares: No round trip fare A to D
RSC: The round trip fare A to D will be established by the lowest combination of two round trip fares using intermediate points between A and D. i.e.
A-B plus B-D or
A-C plus C-D
whichever is lower

Example 2 A to B to C to D to E to F to C to G to A (2 Pricining Unites A-C-A and C-E-C)
fares: No round trip fare A to D, nor A to F
RSC: The round trip fare A to D will be established by the lowest combination of two round trip fares using intermediate points between A and D. i.e.
A-B plus B-D or
A-C plus C-D
whichever is lower

The round trip fare A to F will be established by the lowest combination of two round trip fares using intermediate points between A and F. i.e.
A-G plus G-F or
A-C plus C-F
whichever is lower

(b) The constructed fare shall be considered a 'direct route fare' and mus tbe shown on the ticket as 'C/'

(5) This Resolution is not applicable for journeys originating and/or terminating in Canada.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

(L) MIXED CLASS

(1) General

(a) Mixed class travel is when an itinerary involves travel in two or more classes of service:

(b) In assessing the fare for the mixed class transportation, special fares must not be used

(c) The application of this Resolution shall not be used to circumvent any stopover/transfer restrictions applicable to the through fare for the lowest class of service used.

(d) Differentials are assessed in the same direction as the fare used for the lowest class of service

(e) when half round trip fares are used, differentials are assessed using half round trip fares. When one way fares are used, differentials are assessed using one way fares.

(f) Class differential calculation is only subject to the HIP check, no further minimum checks apply.

C [N](g) When comparing normal fares of the 'Same class of Service' in order to determine the fares to be used in a class differential calculation, the following sequence shall apply
If no sleeper seat fare, use first class fare;
If no first class fare, use intermediate/business class fare;
If no intermediate/business class fare, use economy class fare;
Use the highest economy class fare;

(2) Fare Calculation

(a) Establish the fare for the itinerary in the lowest class of service used applying all applicable fare construction checks

(b) Establish whether as a result of (a) above the mixed class sector(s)

(i) Apply within a fare component, or

(ii) Constitute an entire fare component, or

(iii) Constitute an entire pricing unit

(3) Mixed Class Sector(s) Within a Fare Component

(a) If the calculation in the lower class of travel establishes that the mixed class sector(s) fall within a fare component, the differential for the sector(s) travelled in a higher class shall be the lowest of the following

(i) The difference between the lower class fare for the sectors flown in the higher class and the fare for the higher class of travel on thoses sectors

(ii) The difference between the applicable fare for the fare component in the lower class of service and the applicable are for the component in the higher class of service.

Example LON-BKK-HKG-LON Class of service Y except BKK-HKG F

Fares (half RT in NUC)	First	Economy
LON-BKK	4626.10	1929.54
LON-HKG	4895.92	2188.27
BKK-HKG	291.13	207.96

The fare shall be assessed in economy class: LON-HKG-LON-RT equals NUC 4376.54
The differential shall be the lowest of

BKK-HKG F	291.13		
less			
BKK-HKG Y	207.96	Differential	83.17
LON-HKG F	4895.92		
less			
LON-HKG Y	2188.27	Differential	2707.65

The total fare shall be LON-HKG-LON RT Y 4376.54
Plus differential 83.17
Total 4459.71

(b) For consecutive sectors within a fare component travelled in a higher class of service, the difference shall be the lower of

(i) The difference between the lowest applicable fare for the lowest class of service used and the lowest applicable fare for the higher class used, or

(ii) Lowest applicable through fare for the lowest class used for the sectors concerned and the lowest applicable through fare for the higher class used for such sectors

Example
Travel BKK
HKG C
SIN F
ZRH F

Sum of the through C fare plus lower differential of the following

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Applicable to SK only) (Continued)

(3) Mixed Class Sector(s) Within a Fare Component (Continued)
(b) (Continued

Calculation 1	HKG-SIN	F Fare	876.94
	HKG-SIN	C Fare	741.73
	difference		135.21
	SIN-ZRH	F2 Fare	2421.28
	SIN-ZRH	C Fare	2122.39
	difference		298.89
	total difference		434.10
Calculation 2	HKG-ZRH	F Fare	*3613.68
	HKG-ZRH	C Fare	2566.70
	difference		1046.98

(*subject to mileage rules and HIP check)

the differential to be applied shall be 434.10

(4) An Entire Fare Component in a Higher Class
If the calculation in the lower class of travel establishes that the mixed class sector(s) constitute an entire fare component(s), the differential shallbe the difference between the applicable fare for the lower class of travel for the fare component and the applicable fare for the higher class of travel for the fare component

Example LON-BKK-HKG-LON Class of service Y except HKG-LON F

Fares (half RT in NUC)	First	Economy
LON-BKK	4626.10	1929.54
LON-HKG	4895.92	2188.27
BKK-HKG	291.13	207.96

The fare shall be assessed in economy class
LON-HKG-LON-RT Y 4376.54

The differential shall be

LON-HKG F		4895.92	
less			
LON-HKG Y	2188.27	Differential	2707.65
Total			7084.19

(5) An Entire Pricing Unit in a Higher Class
(a) If the calculation in the lower class of travel establishes that the mixed class sector(s) constitute an entire Pricing Unit, the differential shall be the difference between the applicable fare for the lower class of travel for the Pricing Unit and the applicable fare for the higher class of travel for the Pricing Unit
(b) In applying this methodology the resultant level will only be applied if it gives a lower level than other calculations

Example LON-BKK-HKG-BKK-LON
Class of service LON-BKK-LON F BKK-HKG-BKK Y

Fares (half RT in NUC)	First	Economy
LON-BKK	9256.20	3859.08
LON-HKG	9791.84	4376.54
BKK-HKG	582.26	415.92

The fare shall be
LON-BKK RT Y 3859.08

Plus differential

LON-BKK RT F	9256.20	
less		
LON-BKK RT Y	3859.08	5397.12
plus		
BKK-HKG RT Y		415.92
Total		9672.12

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES

133 FARES (Applicable to SK only) (Continued)

C [C](M) EXCHANGE, REISSUE, AND REFUNDS

SECTION A - GENERAL

(1) all applicable fare construction rules shall apply to the recalculation of the fare for the new routing

(2) additional transportation at the through fare shall not be permitted unless the request has been made prior to arrival at the unit destination named on the ticket submitted for rerouting

(3) when the only coupons remaining in the ticket are for domestic transportation, such ticket shall not be rerouted for further international carriage

SECTION B - VOLUNTARY [C]CHANGES (for partly used pricing units reissue)

Except when a one way journey/subjourney is to be converted into a return journey/subjourney or a return journey/subjourney is to be converted into a one way journey/subjourney the new fares and related charges shall be recalculated from the point of origin/unit origin for the journey/subjourney to be travelled.

(1) Fares and charges shall be recalculated:
From the last fare construction point preceding the point from which the flight coupon(s) will be uplifted (unless flight coupons are being uplifted at a fare break point when the recalculation shall be assessed from such fare break point)
To the destination or to the next fare construction point beyond which the original fare calculation remains applicable

(2) (a) Once travel on a fare component has been completed such fare calculation point shall not be changed in assessing the new fare

(b) the fare to be used shall be those applicable to the new journey/subjourney

(c) for the application of the above, all applicable fare construction rules shall apply to the recalculation of the fare

(3) The difference between the fare for the original journey and the fare for the new journey will be assessed in the currency of the country of commencement of transportation

(4) The fares to be used will be those applicable at the time of commencement of transportation using the IATA rate of exchange applicable at the time of the original transaction

(5) When collection is in a country other than the country of commencement of transportation, the amount to be collected will be the amount in the currency of the country of commencement of transportation, converted to the currency of the country of collection at the bankers selling rate in effect at the time of rerouting

(6) Nothing herein shall be deemed to permit a passenger travelling on an inclusive tour to voluntarily change his routing to a carrier not participating in the tour and still retain the inclusive tour benefits

SECTION C - TOTALLY UNUSED TICKETS

(1) Voluntary changes to the first flight coupon (exchange)

(a) When a passenger requests a change to the carrier, flight, date or sector of the first flight coupon, a new ticket must be issued

(b) The new fare shall be calculated from origin to destination of the new journey based on the fares applicable at the time of commencement of the new transportation and the IATA Rate of Exchange applicable at the time of reassessment (current fares and IROE)

(c) All other changes to the first flight coupon are reissues and the provisions of Paragraph 2 shall apply

(2) Other Voluntary Changes (reissue)

(a) When a passenger request a change other than as in 1)a) above, the fare for the revised journey shall be assessed based on teh fares applicable at the time of commencement of transportation and the IATA Rate of Exchange applicable at the time fo the original transaction

(b) The fare and related charges shall be recalculated from origin/unit origin for the journey/subjopurney to be travelled

SECTION D - REFUNDS (for partly unused tickets)

refunds will be assessed as follows:

(1) The amount of the refund will be assessed in the currency of the country of commencement of transportation

(a) the fare for the travel undertaken will be assessed using the fare(s) applicable at the time of commencement of transportation and the IATA rate of exchange applicable at the original transaction

(b) (i) When 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

(ii) Refunds other than outlined in Subparagraph

(2) RESOLVED that,

(a) For the application of circle trips, a fare construction surface sector break may be travelled by any other means of transportation without prejudice to the circle trip on the sectors listed in Table 1. These sectors considered to have no reasonable direct scheduled air service

(b) Any TC member may introduce, delete or amend a route in Table 1 by notification to the Secretary for circulation to all TC Members

(Continued on next page)

RULE

SECTION V - FARES - GENERAL RULES

C133 [C]FARES (Continued)

(M) REROUTINGS AND REFUNDS (Continued)

SECTION D - REFUNDS (for partly unused tickets) (Continued)

TABLE (I)

Circle Trip - Normal and Special Fares
Routes considered to have no reasonable direct scheduled air service

	Aalborg	AAL	DK	Aarhus	AAR	DK	Halmstad	HAD	SE	Vaxjo	VXO	SE
	Aalborg	AAL	DK	Karup	KRP	DK	Hamburg	HAM	DE	Hanover	HAJ	DE
	Aarhus	AAR	DK	Karup	KRP	DK	Hamburg	HAM	DE	Munster	FMO	DE
	Alicante	ALC	ES	Murcia	MJV	ES	Hanover	HAJ	DE	Munster	FMO	DE
	Alicante	ALC	ES	Valencia	VLC	ES	Helsingborg	AGH	SE	Malmo	MMA	SE
	Almeria	LEI	ES	Malaga	AGP	ES	Hong Kong	HKG	HK	Macao	MFM	MO
	Altenrhein	ACH	CH	Innsbruck	INN	AT	Hong Kong	HKG	HK	Shenzhen	SZX	CN
	Annecy	NCY	FR	Geneva	GVA	CH	Hong Kong	HKG	HK	Zhuhai	ZUH	CN
	Avignon	AVN	FR	Marseille	MRS	FR	Innsbruck	INN	AT	Munich	MUC	DE
	Basle	BSL	CH	Mulhouse	MLH	FR	Instanbul	IST	TR	Thessaloniki	SKG	GR
	Basle	BSL	CH	Strasbourg	SXB	FR	Jerez De La F	XRY	ES	Malaga	AGP	ES
	Beijing	BJS	CN	Tianjin	TSN	CN	Jerez De La F	XRY	ES	Seville	SVQ	ES
	Berlin	BER	DE	Dresden	DRS	DE	Jonkoping	JKG	SE	Malmo	MMA	SE
	Berlin	BER	DE	Leipzig Halle	LEJ	DE	Kalmar	KLR	SE	Ronneby	RNB	SE
C	[N]Berlin	BER	DE	Wroclaw	WRO	PO	Kalmar	KLR	SE	Vaxjo	VXO	SE
	Berne	BRN	CH	Zurich	ZRH	CH	Karlstad	KSD	SE	Orebro	ORB	SE
	Bilbao	BIO	ES	San Sebastian	EAS	ES	Klagenfurt	KLU	AT	Ljubljana	LJU	SI
	Bilbao	BIO	ES	Santander	SDR	ES	Klagenfurt	KLU	AT	Maribor	MBX	SI
	Bilbao	BIO	ES	Vitoria	VIT	ES	Klagenfurt	KLU	AT	Salzburg	SZG	AT
	Billund	BLL	DK	Esbjerg	EBJ	DK	Kristianstad	KID	SE	Helsingborg	AGH	SE
	Birmingham	BHX	GB	East Midlands	EMA	GB	Kristianstad	KID	SE	Kalmar	KLR	SE
	Birmingham	BHX	GB	London	LON	GB	Kristianstad	KID	SE	Malmo	MMA	SE
	Bol	BWK	HR	Split	SPU	HR	Kristianstad	KID	SE	Ronneby	RNB	SE
C	[N]Bologna	BLQ	IT	Florence	FLR	IT	La Coruna	LCG	ES	Santiago Comp	SCQ	ES
C	[N]Bologna	BLQ	IT	Pisa	PSA	IT	Leeds	LBA	GB	Manchester	MAN	GB
	Bournemouth	BOH	GB	Southampton	SOU	GB	Linkoping	LPI	SE	Malmo	MMA	SE
	Bratislava	BTS	SK	Vienna	VIE	AT	Linz	LNZ	AT	Munich	MUC	DE
	Bremen	BRE	DE	Hamburg	HAM	DE	Lisbon	LIS	PT	Malaga	AGP	ES
	Bremen	BRE	DE	Hanover	HAJ	DE	Lisbon	LIS	PT	Seville	SVQ	ES
C	[N]Bremen	BRE	DE	Munster	FMO	DE	Liverpool	LPL	GB	Manchester	MAN	GB
C	[N]Bremen	BRE	DE	Paderborn	PAD	DE	Livingstone	LVI	ZM	Seville	SVQ	ES
	Brussels	BRU	BE	Eindhoven	EIN	NL	Ljubljana	LJU	SI	Victoria Fal	VFA	ZW
C	[N]Catania	CTA	IT	Palermo	PMO	IT	Ljubljana	LJU	SI	Trieste	TRS	IT
	Cologne	CGN	DE	Dortmund	DTM	DE	Ljubljana	LJU	SI	Venice	VCE	IT
	Cologne	CGN	DE	Dusseldorf	DUS	DE	Lugano	LUG	CH	Zagreb	ZAG	HR
	Cologne	CGN	DE	Munster	FMO	DE	Malaga	AGP	ES	Tangier	TNG	MA
	Cologne	CGN	DE	Paderborn	PAD	DE	Malmo	MMA	SE	Norrkoping	NRK	SE
	Dortmund	DTM	DE	Dusseldorf	DUS	DE	Malmo	MMA	SE	Ronneby	RNB	SE
	Dresden	DRS	DE	Leipzig Halle	LEJ	DE	Maribor	MBX	SI	Trieste	TRS	IT
	Dusseldorf	DUS	DE	Luxembourg	LUX	LU	Maribor	MBX	SI	Zagreb	ZAG	HR
	Dusseldorf	DUS	DE	Munster	FMO	DE	Montevideo	MVD	UY	Puerto Montt	PMC	CL
	Faro	FAO	PT	Malaga	AGP	ES	Munich	MUC	DE	Nuremberg	NUE	DE
	Faro	FAO	PT	Seville	SVQ	ES	Munich	MUC	DE	Salzburg	SZG	AT
	Florence	FLR	IT	Pisa	PSA	IT	Munich	MUC	DE	Stuttgart	STR	DE
	Frankfurt	FRA	DE	Strasbourg	SXB	FR	Norrkoping	NRK	SE	Vasteras	VST	SE
	Geneva	GVA	CH	Grenoble	GNB	FR	Norrkoping	NRK	SE	Linkoping	LPI	SE
	Geneva	GVA	CH	Lyon	LYS	FR	Orebro	ORB	SE	Stockholm	STO	SE
	Genoa	GOA	IT	Nice	NCE	FR	Ornskoldsvik	OER	SE	Lulea	LLA	SE
	Gibraltar	GIB	GI	Malaga	AGP	ES	Ornskoldsvik	OER	SE	Lycksele	LYC	SE
	Gothenburg	GOT	SE	Helsingborg	AGH	SE	Ornskoldsvik	OER	SE	Skelleftea	SFT	SE
	Gothenburg	GOT	SE	Jonkoping	JKG	SE	Ornskoldsvik	OER	SE	Umea	UME	SE
	Gothenburg	GOT	SE	Malmo	MMA	SE	Pula	PUY	HR	Trieste	TRS	IT
	Gothenburg	GOT	SE	Trollhattan	THN	SE	Pula	PUY	HR	Venice	VCE	IT
	Gothenburg	GOT	SE	Vaxjo	VXO	SE	Pula	PUY	HR	Verona	VRN	IT
	Granada	GRX	ES	Malaga	AGP	ES	Ronneby	RNB	SE	Vaxjo	VXO	SE
	Graz	GRZ	AT	Ljubljana	LJU	SI	Santiago Comp	SCQ	ES	Vigo	VGO	ES
	Graz	GRZ	AT	Maribor	MBX	SI	Stockholm	STO	SE	Vasteras	VST	SE
	Graz	GRZ	AT	Zagreb	ZAG	HR	Strasbourg	SXB	FR	Stuttgart	STR	DE
	Halmstad	HAD	SE	Angelholm	AGH	SE	Swakopmund	SWP	NA	Walvis Bay	WVB	NA
	Halmstad	HAD	SE	Gothenburg	GOT	SE	Trieste	TRS	IT	Zagreb	ZAG	HR
	Halmstad	HAD	SE	Jonkoping	JKG	SE	Umea	UME	SE	Lycksele	LYC	SE
	Halmstad	HAD	SE	Malmo	MMA	SE	Umea	UME	SE	Ornskoldsvik	OER	SE
							Vasteras	VST	SE	Linkoping	LPI	SE
							Vasteras	VST	SE	Orebro	ORB	SE
							Venice	VCE	IT	Verona	VRN	IT

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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RULE	SECTION V - FARES - GENERAL RULES

&135 STOPOVERS

†[C](A) (Applicable to AC, AZ, CO, CP, CU, EI, NZ, PH, QF, SK, SN and TZ only) Stopovers will be permitted under the following conditions:

(1) Stopovers must be arranged with the carrier in advance and specified on the ticket.

(2) Stopovers will be permitted at any point which can be included in an itinerary constructed either by the use of a mileage routing or as specified in the published routing, unless such stopover is prohibited by the carrier's tariff or government regulations.

(3) Stopover Provisions for Special Fares

(a) (Not applicable to TW) (Applicable to all fares for which stopovers other than at the point of turnaround are prohibited or restricted in number.) When travel at a through fare is interrupted by surface travel, either at intermediate points or at the point of turnaround, the points of disembarkation and reembarkation of the interrupted portion of travel will be considered together as one stopover or the one point of turnaround.

(b) (Applicable to TW only) (Applicable to all fares for which stopovers other than at the point of turnaround are prohibited or restricted in number.) When travel at a through fare is interrupted by surface travel, either at intermediate points or at the point of turnaround, the points of disembarkation and reembarkation of the interrupted portion of travel will be considered together as one stopover or provided this occurs in the same country, the point of turnaround.

(4) Only one stopover is permitted at any single point on the itinerary of a journey travelled at a one way or half a round trip fare.

(a) The origin and destination or point of turnaround, as the case may be, may not be included in such itinerary more than once, regardless as to whether or not a stopover is made at such point.

(b) (Not applicable to travel which originates or terminates in Nigeria.) If travel involves a side trip to/from or via the country or origin, for which a separate fare is assessed, such side trip must be ticketed separately.

(c) (Applicable to SK only) When a transit point is used as the origin, destination of a side trip, that point will be counted as a stopover unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in Rule 1.

(5) Special Stopover Arrangments in Alaska (Applicable to SN only.)
Passengers and their accompanied baggage, transported by SN between Brussels, Belgium, Copenhagen, Denmark and Tokyo, Japan may disembark and subsequently re-embark at Anchorage, Alaska in accordance with the original routing as specified on the ticket, and provided such re-embarkation occurs at any time during the validity of the ticket.

(B) (Applicable to CO only) Except as otherwise provided, stopovers will be permitted free of charge at all intermediate points on routings applicable to fares between points in the Continental U.S.A. on the one hand and points outside the Continental U.S.A./Canada on the one hand and points outside the Continental U.S.A./Canada on the other hand.

(C) (Applicable to TW only)
Stopovers will be permitted under the following conditions:

(1) Stopovers will be arranged with the carrier in advance.

(2) Stopovers will be specified on the passenger ticket.

(3) Only one stopover is permitted at any single point on the itinerary of a journey traveled at a one way or half round trip fare.

(D) Counting (Applicable to TW only)
To count the number of stopvoers, (as defined in Rule 1), the following applies:

(1) In the case of round or circle trips, the stopover at the point of turnaround (fare construction point) is not counted.

(2) In the case of turnaround open-jaw trips, the outward point of arrival and the inward point of departure together constitute one stopover which is not counted.

(3) When one or more portions of a journey are traveled by surface the last point of arrival by air and the first points of departure by air on each such break in the journey together count as one stopover, provided that:

(a) If stopovers are restricted to a specific area and there is a surface sector involved, both points in the surface sector must be in such specific area.

(b) Where a specific routing permits stopovers at a named point, surface sectors to/from that named point are not permitted unless surface sectors are permitted between the named stopovers points.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

† - Effective October 6, 1998 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 47536.

RULE	SECTION V - FARES - GENERAL RULES
140	ROUTINGS (A) APPLICATION Fares governed by this tariff apply only via the routings specified in connection with such fares. (B) ROUTINGS (1) Routings are applicable in either direction. (2) Any routing published between two points shall apply via any nonstop or local service of the specified carrier provided carriage is in a generally continuous direction. (3) If more than one routing is applicable via the same fare, the passenger, prior to the issuance of the ticket, may specify the routing. If no routing is specified by the passenger, the carrier will determine the routing.
141	[C]PERSONAL DATA (Applicable to AC only) The passenger recognizes that personal data has been given to carrier for the purposes of making a reservation for carriage, obtaining ancillary services, facilitating immigration and entry requirements, and making available such data to government agencies. For these purposes the passenger authorizes carrier to retain such data and to transmit it to its own offices, other carriers or the providers of such services, in whatever country they may be located.
142	APPLICABILITY OF FARE (Applicable to AC only) The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket, i.e. if international travel actually commences in a different country, the fare must be reassessed from such country.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE

SECTION V - FARES - GENERAL RULES

C143 †[C]BAGGAGE REGULATIONS (See also Rule 27(F)) (Applicable to CP only)

(A) CHECKED BAGGAGE

(1) Upon delivery to CP of the baggage to be checked, CP will insert on the ticket the number of pieces and/or the weight of the checked baggage (which act shall constitute the issuance of the baggage check). In addition, CP will issue for identification purposes only, a baggage claim tag for each piece of baggage so delivered and covered by the baggage check.

(2) All checked baggage must be properly packed in suitcases or similar containers in order to ensure safe carriage with ordinary care in handling. CP will not be responsible for fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications or other similar valuables submitted as checked baggage.

(3) Except as otherwise provided in this Rule, CP will, upon presentation by a fare-paying passenger of a valid ticket covering transportation over the routes of CP, or over the routes of CP and one or more other participating Carriers, check personal property which is tendered by the passenger for transportation as baggage, when tendered at a location and within the time limits prescribed by CP, but no participating Carrier will check property so tendered:

(a) to a destination or a stopover point other than the destination or stopover point designated on such ticket;
(b) beyond a point of transfer to any other Carrier, if the passenger has declared a valuation in excess of the amounts specified in Paragraph (J)(1) below;
(c) to a point other than a point to which a passenger holds a reservation;
(d) beyond a multi-airport city if travel involves a change of airports in that city;
(e) beyond a point at which the passenger desires to resume possession of such property or any portion thereof; or
(f) to a point to which all applicable charges have not been paid.
(g) unless the passenger is travelling on the same flight.

(4) All checked baggage must bear the name and address of the passenger.

(B) MOVEMENT OF BAGGAGE

(1) CP will make its best efforts to carry checked baggage in the same aircraft as the passenger unless such carriage is deemed impractical by CP in which event the carrier will transport the baggage on the next preceding or subsequent flight on which space is available.

(2) Passengers travelling on international flights must present their baggage to CP for check-in at least 30 minutes prior to the scheduled departure time of the flight. Failure to abide by check-in time limits may jeopardize CP's ability to transport checked baggage on the same flight as the passenger.

(C) INSPECTION OF BAGGAGE

CP has the right, but not the obligation, to verify in the presence of the passenger the contents of his/her 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, express or implied, by CP to carry such contents as would otherwise be excluded from carriage.

(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE

A passenger must not include in checked or carry-on baggage articles which are likely to endanger the aircraft, persons or property. In addition, CP will not assume responsibility for articles which are likely to be damaged by air carriage or are unsuitably packed or which are forbidden by any applicable laws, regulations or order of any state to be flown from, into or over when submitted as checked baggage. If the weight, size or character of baggage renders it unsuitable for carriage on the aircraft, CP will, at any stage of the journey, refuse to carry the baggage. The following articles will be carried as baggage only with the prior consent of and arrangement with CP, in accordance with the carrier's regulations:

(1) Firearms of any description (except those for sport purposes) will not be carried. Firearms for sport purposes will be carried as checked baggage when accompanying the passenger, provided that the passenger is in possession of entry permits for countries of transit and/or destination and provided that such firearms are disassembled or packed in a suitable case. Firearms are not acceptable as cabin baggage except when the passenger is an officer of the law carrying side-arms;
(2) Explosives, munitions, corrosives (such as acids and wet batteries) and articles which are easily ignited;
(3) Non-flammable or flammable liquids (such as lighter fuels or rubbing alcohol);
(4) Live animals other than pets, dogs trained to lead the blind or dogs trained to assist the deaf (see Paragraph (E)(6) below);
(5) Pets, including dogs, cats and birds, when properly housed in leakproof containers and accompanied by valid health and rabies vaccination certificates, entry permits and other documents required by countries of entry or transit will be accepted for carriage at the owner's risk, and subject to the requirements of CP who may limit the number and type of pets, may refuse to carry pets in any one aircraft either in the baggage compartment or in the cabin, or refuse to carry pets which require attention in transit.
(6) Compressed gases (flammable, non-flammable, or poisonous), flammable solids (such as matches), oxidizing materials, poisons, radioactive materials;
(7) Other restricted articles (such as mercury, magnetic materials, offensive or irritating material).
(8) Bicycles will be accepted for carriage provided the handlebars are fixed at a 90 degree angle to the frame and the pedals are removed (see also paragraph (F)(4) below);

(Continued on next page)

† - Effective January 15, 1994 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 20327.

RULE	SECTION V - FARES - GENERAL RULES
143	BAGGAGE REGULATIONS (Continued)
	(E) FREE BAGGAGE ALLOWANCE Subject to provisions elsewhere in this rule, the free baggage allowance and excess baggage charges will be as shown below.
C	†[C](1) Free Allowance for Passengers Other Than Children (Not applicable to flights operated on behalf of Air St. Pierre) Two checked bags, the overall dimensions (length, plus width, plus height) of which do not exceed 158 cm. for each bag. In addition, the weight of each bag must not exceed 32 kg. EXCEPTION 1: NOT USED EXCEPTION 2: (Applicable only for local traffic between Tokyo/Bangkok and Hong Kong) Any number of pieces of checked baggage provided that the total weight of all pieces combined does not exceed 40 kg. for passengers travelling in First Class, 30 kg. for passengers travelling in Business Class and 20 kg. for passengers travelling in Economy Class. EXCEPTION 3: (Applicable only for local traffic between Auckland/Sydney and Nadi) Any number of pieces of checked baggage provided that the total weight of all pieces combined does not exceed 30 kg. for passengers travelling in First Class, 30 kg. for passengers travelling in Business Class and 20 kg. for passengers travelling in Economy Class. EXCEPTION 4: For the purposes of computing overall dimensions, the following articles shall be considered to have overall dimensions of 135 cm regardless of the actual dimensions: (a) a sleeping bag, bedroll, rucksack, knapsack or backpack; (b) a pair of skis with a pair of poles and a pair of ski boots; (c) a golf bag containing golf clubs and a pair of gold shoes; (d) a bicycle with the handlebars fixed at a 90 degree angle to the frame and the pedals removed; (e) a duffel bag or a B-4 bag. EXCEPTION 5: In addition to the maximum allowance for checked baggage provided for above, each fare-paying passenger may carry kidney dialysis equipment as checked baggage without additional charge, provided the passenger is dependent upon such equipment.

(Continued on next page)

† - Effective October 7, 1994 for transportation to/from Canada

RULE	SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(E) FREE BAGGAGE ALLOWANCE (Continued)

C †[C](2) Free Allowance for Children (Not applicable to flights operated on behalf of Air St. Pierre)

(a) Children carried free of charge will not be granted a free baggage allowance.

(b) Children paying 10 percent of the normal adult fare will be allowed one piece of checked baggage whose overall dimensions (length plus width plus height) does not exceed 115 cm plus one checked fully collapsible child's stroller.

(c) Children paying more than 10 percent of the normal adult fare will be granted a free allowance as described in Paragraph (E)(1) above.

C †[N](3) Free Baggage allowance for flights operated on behalf of Air St. Pierre

The free baggage allowance for flights operated between Canada and St. Pierre/Miquelon on behalf of Air St. Pierre is 23KG/50LB per person.

(4) Carry-on Baggage

(a) In addition to the free baggage allowance provided above, each passenger may carry, without additional charge, the following articles of baggage into the passenger cabin only when retained in the passenger's custody:

(i) a handbag, pocketbook or purse which is appropriate to normal travelling dress and which is not being used as a container for the transport of articles regarded as baggage;

(ii) an overcoat, wrap or blanket;

(iii) an umbrella or cane;

(iv) a small camera;

(v) one garment bag, subject to availablity of space;

(vi) a reasonable amount of reading material for the flight;

(vii) infant's food for consumption in flight;

(viii) an infant's carrying basket and/or a collapsible baby stroller;

(ix) a fully collapsible 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.

(x) a briefcase

(b) Normal carry-on cabin allowance must be limited to articles which can be stowed under the seat directly in front of the passenger (one or more pieces totalling 28 cm by 41 cm by 51 cm) or in an overhead compartment.

EXCEPTION 1: Framed or unframed pictures without glass may be carried onboard subject to availability of space in the cabin.

EXCEPTION 2: Liquids in sealed glass containers (e.g. pickles, beer, wine) may be carried on board provided they may be safely stowed under the seat directly in front of the passenger. Such items may not be stowed in an overhead compartment. A passenger's own liquor may not be consumed in flight.

EXCEPTION 3: Human organs intended for transplant within Canada will be accepted in the cabin without charge whether accompanied or unaccompanied.

EXCEPTION 4: A small musical instrument (e.g. piccolo, flute, violin) in an appropriate case may be carried on board provided the passenger is not seated in a window seat adjacent to an emergency exit.

(c) Notwithstanding Paragraphs (E)(4)(a) and (E)(4)(b) above, CP shall determine whether or not property of a passenger, because of weight, size or character, may be carried in the passenger cabin. Cabin baggage stowage must not:

(i) jeopardize passenger or crew movement in any aisle;

(ii) interfere with passenger or crew movement towards or activation of any emergency exit or equipment;

(iii) interfere with general passenger comfort or cabin services;

(iv) jeopardize safety in the event of turbulence or during an accelerated stop.

(d) Articles other than those listed above shall not be carried in addition to the free allowance and CP shall limit such other articles for carriage in the passenger cabin in order to conform with security regulations and/or interline limitations.

(5) Combination of Free Baggage Allowances

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

(6) Service Animals

(a) Canadian Airlines will accept for transportation without charge in the passenger cabin specially-trained, certified, accompanied service animals in the following categories:

(i) search and rescue dogs;

(ii) dogs used to sniff explosives;

(iii) a service animal required to assist a person with a disability provided the animal is properly harnessed and certified as having been trained at a professional service animal institution; such an animal will be permitted to accompany the person with a disability into the cabin and to remain on the aircraft floor at the person's seat.

(b) For the comfort of all passengers, Canadian Airlines staff (in consultation with the person with a disability) will determine where passengers and service animals accepted under this rule will be seated.

(Continued on next page)

† - Effective October 7, 1994 for transportation to/from Canada

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(E) FREE BAGGAGE ALLOWANCE (Continued)

C †[C] (6) Service Animals (Continued)

(c) Service animals do not require a muzzle.

(d) Service animals will not be carried unless proper permits are obtained for entry into the countries of transit/final destination and such permits are presented prior to reservations being made. If any country enroute prohibits the entry of such animals, carriage will be refused. Canadian Airlines will not be responsible in the event any such animal is refused entry into or passage through any country. Except as may otherwise be provided for in this tariff Canadian Airlies will not be responsible in the event of injury, sickness or death of such an animal.

EXCEPTION: Should an injury to or death of a service animal result from the negligence of Canadian Airlines Representatives, Canadian Airlines liability will be limited to expeditiously providing, at its own expense, for the medical care, and if necessary replacement of the animal.

(7) Seat-loaded Baggage

Each passenger may carry on board the aircraft baggage of a bulky or fragile nature so as to require 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 same as charged for the first seat. Such baggage will be subject to the following conditions:

(a) the baggage is located either across the aisle from the passenger or forward of the foremost seated passenger in the aircraft compartment in which the passenger is travelling;

(b) the baggage is secured by a tie down system having enough strength to eliminate shifting of the baggage during most normal flight and ground conditions;

(c) the baggage is packaged or covered in such a manner to avoid possible discomfort or injury to another passenger;

(d) the baggage's 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.

C †[N](8) Mobility Aids as defined in Rule 27(A) shall be carried at no charge and shall not be considered as part of the free allowance.

(F) EXCESS BAGGAGE CHARGES (Applicable only where the baggage piece system applies) Baggage in excess of that provided for in Paragraph (E) above will be accepted only upon payment of the charges listed below.

(1) Excess Pieces OR Oversize to 203 cm:

Each piece of baggage in excess of the number provided for above OR whose sum of the outside linear dimensions exceeds those permitted above but does not exceed 203 cm will be assessed the applicable charge listed in Paragraph (F)(6) below.

(2) Excess Pieces AND Oversize to 203 cm:

Each piece of baggage in excess of the number provided for above and whose sum of the outside linear dimensions exceeds those permitted above but does not exceed 203 cm will be assessed 200 percent of the applicable charge listed in Paragraph (F)(6) below.

(3) Oversize More Than 203 cm AND/OR Overweight:

Each piece of baggage whose sum of the outside linear dimensions exceeds 203 cm AND/OR whose weight exceeds 32 kg will be carried as checked baggage only if advance arrangements are made with CP. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in Paragraph (F)(6) below for the first 45 kg or fraction thereof. Each additional 10 kg or fraction thereof will be assessed the applicable charge in Paragraph (F)(6) below.

(4) Sporting equipment will be assessed the charges published below for each item submitted for carriage:

(a) one golf bag containing golf clubs and one pair of golf shoes will be considered to be one piece and will be included in determining the free baggage allowance and, if in excess, will be assessed 50 percent of the applicable charge listed in Paragraph (F)(6) below; any golfing equipment in excess of the above will not be included in the free allowance and will be assessed applicable charges listed in Paragraph (F)(6) below;

(b) one pair of skis, one pair of ski poles and one pair of ski boots will be considered to be one piece and will be included in determining the free baggage allowance and, if in excess will be assessed 25 percent of the applicable charge listed in Paragraph (F)(6) below; any ski equipment in excess of the above will not be included in the free allowance and will be assessed applicable charges listed in Paragraph (F)(6) below;

(c) one bicycle (non-motorized) with the handlebars fixed at a 90 degree angle to the frame and the pedals removed will be included in determining the free baggage allowance and, if in excess, will be assessed the applicable charge in Paragraph (F)(6) below.

(Continued on next page)

† - Effective January 15, 1994 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 20327.

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)

(5) Accompanied pets are subject to three conditions outlined in paragraph (D)(5) above and will not be included in determining the free baggage allowance and will be assessed 200 percent of the applicable charge listed in paragraph (F)(6) below.

C †[C]EXCEPTION 1: (Applicable for travel between Canada and France): Accompanied pets will be assessed 100 percent of the applicable charge listed in paragraph (F)(6) below.

C †[N]EXCEPTION 2: (Applicable for travel between Canada and Germany)

(i) Accompanied pets in kennels which have an outside linear dimension (sum of length/width/height) which is less than 158cm - assess 100 percent of the applicable charge listed in paragraph (F)(6) below.

(ii) For accompanied pets in kennels which have an outside linear dimension (sum of length/width/height) of equal or greater than 158cm - assess 200 percent of the applicable charge listed in paragraph (F)(6) below.

(6) The charge for each piece of excess or oversize baggage shall be as listed below.

(a) Between points in the U.S.A. and points in Areas 2 and 3 via the Atlantic (in USD):

BETWEEN AND	BOS/NYC/BWI/ PHL/WAS
EUROPE	
Algeria	92.00
Austria	88.00
Belarus	109.00
Belgium	85.00
Bulgaria	99.00
Czech Republic	96.00
Denmark	85.00
Estonia	109.00
Finland	85.00
France	85.00
Germany	88.00
Gibraltar	84.00
Greece	89.00
Hungary	93.00
Iceland	81.00
Ireland	81.00
Italy	89.00
Latvia	109.00
Lithuania	109.00
Luxembourg	85.00
Malta	89.00
Morocco	81.00
Netherlands	85.00
Norway	83.00
Poland	96.00
Portugal	81.00
Romania	96.00
Russian Federation	109.00
Spain	71.00
Sweden	83.00
Switzerland	88.00
Tunisia	89.00
Turkey	89.00
Ukraine	109.00
United Kingdom	85.00
Yugoslavia	89.00
All other countries in Europe not specified	89.00
MIDDLE EAST	
All Points	123.00
AFRICA	
Benin	101.00
Botswana	128.00
Burkina Faso	101.00
Cape Verde	101.00
Cote d'Ivoire	101.00
Gambia	101.00
Ghana	101.00
Guinea	101.00

(Continued on next page)

† - Effective August 17, 1996 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)
(6) (Continued)
(a) (Continued)

BETWEEN AND	BOS/NYC/BWI/ PHL/WAS
AFRICA (Continued)	
Guinea Bissau	101.00
Lesotho	128.00
Liberia	101.00
Libyan Jamahiriya	128.00
Mali	101.00
Mauritania	101.00
Namibia	128.00
Niger	101.00
Nigeria	101.00

BETWEEN AND	All Other in Points Continental U.S.A. not Specified	Hawaii
EUROPE		
Algeria	107.00	112.00
Austria	103.00	108.00
Belarus	124.00	129.00
Belgium	100.00	105.00
Bulgaria	114.00	119.00
Czech Republic	111.00	116.00
Denmark	100.00	105.00
Estonia	124.00	129.00
Finland	100.00	105.00
France	100.00	105.00
Germany	103.00	108.00
Gibraltar	99.00	104.00
Greece	104.00	109.00
Hungary	108.00	113.00
Iceland	96.00	101.00
Ireland	96.00	101.00
Italy	104.00	109.00
Latvia	124.00	129.00
Lithuania	124.00	129.00
Luxembourg	100.00	105.00
Malta	104.00	109.00
Morocco	96.00	101.00
Netherlands	100.00	105.00
Norway	98.00	103.00
Poland	111.00	116.00
Portugal	96.00	101.00
Romania	111.00	116.00
Russian Federation	124.00	129.00
Spain	86.00	91.00
Sweden	98.00	103.00
Switzerland	103.00	108.00
Tunisia	104.00	109.00
Turkey	104.00	109.00
Ukraine	124.00	129.00
United Kingdom	100.00	106.00
Yugoslavia	104.00	109.00
All other countries in Europe not specified	104.00	109.00
MIDDLE EAST		
All Points	138.00	143.00
AFRICA		
Benin	116.00	121.00
Botswana	143.00	148.00
Burkina Faso	116.00	121.00
Cape Verde	116.00	121.00

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)
(6) (Continued)
(a) (Continued)

BETWEEN AND	All Other in Points Continental U.S.A. not Specified	Hawaii
AFRICA (Continued)		
Cote d'Ivoire	116.00	121.00
Gambia	116.00	121.00
Ghana	116.00	121.00
Guinea	116.00	121.00
Guinea Bissau	116.00	121.00
Lesotho	143.00	148.00
Liberia	116.00	121.00
Libyan Jamahiriya	143.00	148.00
Mali	116.00	121.00
Mauritania	116.00	121.00
Namibia	143.00	148.00
Niger	116.00	121.00
Nigeria	116.00	121.00

BETWEEN AND	BOS/NYC/BWI/ PHL/WAS
AFRICA	
Senegal	101.00
Sierra Leone	101.00
Togo	101.00
South Africa	128.00
Swaziland	128.00
Zimbabwe	128.00
All other countries in Africa not specified	128.00
ASIA	
Afghanistan	123.00
Bangladesh	123.00
Bhutan	149.00
India	123.00
Japan	149.00
Korea	149.00
Maldives	149.00
Nepal	123.00
Pakistan	123.00
Sri Lanka	123.00
South East Asia	149.00
Southwest Pacific	165.00

BETWEEN AND	All Other Points in Continental U.S.A. not Specified	Hawaii
AFRICA		
Senegal	116.00	121.00
Sierra Leone	116.00	121.00
Togo	116.00	121.00
South Africa	143.00	148.00
Swaziland	143.00	148.00
Zimbabwe	143.00	148.00
All other countries in Africa not specified	143.00	148.00

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)

(6) (Continued)

(b) Between points in the Canada and points in Areas 2 and 3 via the Atlantic (local currency codes are displayed in brackets):

BETWEEN / AND	All Other Points in Continental U.S.A. not Specified	Hawaii
ASIA		
Afghanistan	137.00	143.00
Bangladesh	137.00	143.00
Bhutan	164.00	169.00
India	137.00	143.00
Japan	164.00	169.00
Korea	164.00	169.00
Maldives	164.00	169.00
Nepal	137.00	143.00
Pakistan	137.00	143.00
Sri Lanka	137.00	143.00
South East Asia	164.00	169.00
Southwest Pacific	180.00	185.00

BETWEEN / AND	EASTERN CANADA NS/QUE/ONT/NFLD/PEI/NB LOCAL CURR		CAD
EUROPE			
Albania	(USD)	120	140
Algeria	(DZD)	95	140
Austria	(ATS)	1500	140
Belarus	(USD)	120	140
Belgium	(BEF)	4100	140
Bulgaria	(USD)	120	140
Czech Republic of	(CSK)	3300	140
Denmark	(DKK)	825	140
Estonia	(USD	120	140
Finland	(FIM)	600	140
France	(FRF)	500	140
Germany	(DEM)	215	140
Gibraltar	(GIP)	60	140
Greece	(GRD)	25000	140
Hungary	(HUF)	8000	140
Iceland	(ISK)	8000	140
Ireland	(IEP)	75	140
Italy	(ITL)	145000	140
Latvia	(USD)	120	140
Lithuania	(USD)	120	140
Luxembourg	(LUF)	4100	140
Malta	(MTL)	48	140
Morocco	(MAD)	1050	140
Netherlands	(NLG)	240	140
Norway	(NOK)	825	140
Poland	(USD)	120	140
Portugal	(PTE)	17000	140
Romania	(USD)	120	140

BETWEEN / AND	WESTERN CANADA MAN/SASK/ALTA/BC/YUK/NWT LOCAL CURR		CAD
EUROPE			
Albania	(USD)	145	165
Algeria	(DZD)	95	165
Austria	(ATS)	1800	165
Belarus	(USD)	145	165
Belgium	(BEF)	5000	165
Bulgaria	(USD)	145	165
Czech Republic of	(CSK)	3600	165
Denmark	(DKK)	950	165
Estonia	(USD	145	165
Finland	(FIM)	700	165
France	(FRF)	600	165

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)
(6) (Continued)
(b) (Continued)

BETWEEN		WESTERN CANADA MAN/SASK/ALTA/BC/YUK/NWT	
AND		LOCAL CURR	CAD
EUROPE (Continued)			
Germany	(DEM)	260	165
Gibraltar	(GIP)	70	165
Greece	(GRD)	29000	165
Hungary	(HUF)	9600	165
Iceland	(ISK)	9000	165
Ireland	(IEP)	90	165
Italy	(ITL)	170000	165
Latvia	(USD)	145	165
Lithuania	(USD)	145	165
Luxembourg	(LUF)	5000	165
Malta	(MTL)	60	165
Morocco	(MAD)	1250	165
Netherlands	(NLG)	290	165
Norway	(NOK)	950	165
Poland	(USD)	145	165
Portugal	(PTE)	20000	165
Romania	(USD)	145	165

BETWEEN		EASTERN CANADA NS/QUE/ONT/NFLD/PEI/NB	
AND		LOCAL CURR	CAD
EUROPE			
Slovakia	(SKK)	3600	140
Slovenia	(USD)	120	140
Spain	(ESP)	12800	140
Russian Federation	(USD)	120	140
Sweden	(SEK)	825	140
Switzerland	(CHF)	190	140
Tunisia	(TND)	106	140
Turkey	(USD)	120	140
Ukraine	(USD)	120	140
United Kingdom	(GBP)	60	140
Yugoslavia/ Macedonia, Former Yugoslav Republic of	(USD)	119	140

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)
(6) (Continued)
(b) (Continued)

BETWEEN	EASTERN CANADA NS/QUE/ONT/NFLD/PEI/NB		
	LOCAL CURRENCY		CAD
MIDDLE EAST			
Bahrain	(BHD)	55	170
Cyprus	(CYP)	60	150
Egypt	(EGP)	350	150
Iran, Islamic Republic of	(IRR)	10000	170
Iraq	(IQD)	45	170
Israel	(USD)	96	150
Jordan	(JOD)	85	150
Kuwait	(KWD)	36	170
Lebanon	(USD)	127	150
Oman	(OMR)	56	170
Qatar	(QAR)	530	170
Saudi Arabia	(SAR)	540	170
Sudan	(SDD)	-	170
Syrian Arab Republic	(SYP)	5115	150
United Arab Emirates (comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras-el-Khaimah, Sharjah, Umm Al Qaiwain)	(AED)	530	170
Yemen, Republic of	(YER)	1768	170

BETWEEN	WESTERN CANADA MAN/SASK/ALTA/BC/YT/NWT		
	LOCAL CURRENCY		CAD
MIDDLE EAST			
Bahrain	(BHD)	61	190
Cyprus	(CYP)	70	170
Egypt	(EGP)	400	170
Iran, Islamic Republic of	(IRR)	90400	190
Iraq	(IQD)	50	190
Israel	(USD)	112	170
Jordan	(JOD)	98	170
Kuwait	(KWD)	42	190
Lebanon	(USD)	145	170
Oman	(OMR)	62	190
Qatar	(QAR)	590	190
Saudi Arabia	(SAR)	605	190
Sudan	(SDD)	-	190
Syrian Arab Republic	(SYP)	5795	170
United Arab Emirates (comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras-el-Khaimah, Sharjah, Umm Al Qaiwain)	(AED)	590	190
Yemen, Republic of	(YER)	2004	190

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RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)
(6) (Continued)
(b) (Continued)

BETWEEN		NFLD/PEI/ NS/NB		QUEBEC/ ONTARIO	
AND		LOCAL CURR	CAD	LOCAL CURR	CAD
Africa	(USD)	-	180	-	180
Asia					
Afghanistan	(USD)	131	173	131	173
Bangladesh	(USD)	131	173	131	173
Bhutan	(USD)	131	173	131	173
India	(USD)	131	173	131	173
Japan	(USD)	135	178	135	178
Korea	(USD)	135	178	135	178
Maldives	(USD)	131	173	131	173
Nepal	(USD)	131	173	131	173
Pakistan	(USD)	131	173	131	173
Sri Lanka	(USD)	131	173	131	173
South East Asia	(USD)	135	178	135	178
Southwest Pacific	(USD)	135	178	135	178

BETWEEN		MANITOBA/ SASKATCHEWAN		ALTA/BC/ NWT/YUKON	
AND		LOCAL CURR	CAD	LOCAL CURR	CAD
Africa	(USD)	-	200	-	200
Asia					
Afghanistan	(USD)	140	185	148	196
Bangladesh	(USD)	140	185	148	196
Bhutan	(USD)	140	185	148	196
India	(USD)	140	185	148	196
Japan	(USD)	143	189	152	201
Korea	(USD)	143	189	152	201
Maldives	(USD)	140	185	148	196
Nepal	(USD)	140	185	148	196
Pakistan	(USD)	140	185	148	196
Sri Lanka	(USD)	140	185	148	196
South East Asia	(USD)	143	189	152	201
Southwest Pacific	(USD)	143	189	152	201

RULE

SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)

(6) (Continued)

(c) Between points in Canada/U.S.A. and points in Area 3 via the Pacific (local currencies in brackets):

BETWEEN VANCOUVER AND		OTHER POINTS IN CANADA LOCAL CURR	CAD	LOCAL CURR	CAD
AREA 3					
Afghanistan	(USD)	133	150	142	165
Bangladesh	(USD)	133	175	152	200
Brunei Darussalam	(BND)	220	160	240	185
Cambodia	(USD)	120	160	135	185
China	(CNY)	870	142	1020	167
C Hong Kong	(HKD)	†[I]860	142	†[I]1100	167
India	(INR)	4320	175	4605	200
Indonesia	(USD)	120	160	135	185
Japan (See NOTE 1)	(JPY)	19800	125	22000	150
Okinawa	(JPY)	23300	125	25600	150
Korea, Republic of	(KRW)	79600	131	91600	156
Laos, People's Democratic Republic of	(USD)	120	160	135	185
Macau	(MOP)	800	142	900	167
Malaysia	(MYR)	320	160	360	185
Myanmar	(MMK)	740	160	820	185
Nepal	(USD)	133	175	152	200
Pakistan	(PKR)	3248	175	3584	200
Philippines	(USD)	150	200	165	225
Singapore	(SGD)	220	160	240	185
Sri Lanka	(LKR)	-	175	-	200
Taiwan, Province of	(TWD)	3000	142	3500	167
Thailand	(THB)	3100	160	3600	185
Viet Nam	(USD)	120	160	135	185
Australia	(AUD)	150	150	175	175
Fiji	(FJD)	110	115	125	140
New Caledonia	(NZD)	165	125	190	150
New Zealand	(NZD)	165	125	190	150

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† - Effective January 28, 2000 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 54602.

RULE

SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)

(6) (Continued)

(c) Between points in Canada/U.S.A. and points in Area 3 via the Pacific (local currencies in brackets):

BETWEEN	LAX/PDX/SFO/HAWAII SEA		OTHER POINTS IN U.S.A.			
AND	LOCAL CURR	USD	LOCAL CURR	USD	LOCAL CURR	USD
AREA 3						
Afghanistan	(USD)	121	121	--	129	129
Bangladesh	(USD)	121	121	--	129	129
Brunei Darussalam	(BND)	-	109	--	-	117
Cambodia	(USD)	109	109	--	117	117
China	(CNY)	-	89	--	-	96
C Hong Kong	(HKD)	†[C]110	-	--	†[C]130	
India	(INR)	-	121	--	-	129
Indonesia	(USD)	109	109	--	117	117
Japan (See NOTE 1)	(JPY)	19800	77	--	22000	86
Okinawa	(JPY)	23300	91	--	25600	100
Korea, Republic of	(USD)	89	89	--	96	96
Laos, People's Democratic Republic of	(USD)	109	109	--	117	117
Macau	(MOP)	-	-	--	-	-
Malaysia	(MYR)	-	109	--	-	117
Myanmar	(MMR)	-	121	--	-	129
Nepal	(USD)	-	121	--	-	129
Pakistan	(PKR)	-	121	--	-	129
Philippines	(USD)	150	150	--	160	160
Singapore	(SGD)	-	109	--	-	117
Sri Lanka	(LKR)	-	121	--	-	129
Taiwan, Province of	(TWD)	-	89	--	-	96
Thailand	(THB)	-	109	--	-	117
Viet Nam	(USD)	109	109	--	117	117
Australia	(AUD)	110	97	100 85	118	105
Fiji	(FJD)	71	68	60 56	77	76
New Caledonia	(NZD)	129	80	112 68	140	88
New Zealand	(NZD)	129	80	112 68	140	88

NOTE 1: Excludes Okinawa.
NOTE 2: Excess baggage charges not published in local currency may be converted at the applicable bank rate.

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† - Effective January 28, 2000 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 54602.

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)

(6) (Continued)

(d) Between points in Canada/U.S.A. and points in Area 1 (local currencies in brackets):

BETWEEN		MONTREAL/ TORONTO		OTHER POINTS IN CANADA	
AND		LOCAL CURR	CAD	LOCAL CURR	CAD
CARIBBEAN					
Bahamas	(USD)	38	45	50	58
Bermuda	(USD)	38	45	50	58
Cayman Is.	(KYD)	42	60	51	73
Cuba	(CUP)	58	60	73	73
French West Indies	(FRF)	335	60	405	73
Puerto Rico	(USD)	38	45	50	58
All other countries in the Caribbean not listed	(USD)	55	60	65	73

BETWEEN		MIAMI	OTHER POINTS IN CONTINENTAL U.S.A.
AND		USD	USD
CARIBBEAN			
Bahamas	(USD)	-	-
Bermuda	(USD)	-	-
Cayman Is.	(KYD)	-	-
Cuba	(CUP)	-	-
French West Indies	(FRF)	-	-
Puerto Rico	(USD)	-	-
All other countries in the Caribbean not listed	(USD)	-	-

BETWEEN		MONTREAL/ TORONTO		OTHER POINTS IN CANADA	
AND		LOCAL CURR	CAD	LOCAL CURR	CAD
CENTRAL AMERICA					
Belize	(USD)	55	65	68	80
Costa Rica	(USD)	55	65	68	80
El Salvador	(USD)	55	65	68	80
Guatemala	(USD)	55	65	68	80
Honduras	(USD)	55	65	68	80
Nicaragua	(USD)	55	65	68	80

BETWEEN		MIAMI	OTHER POINTS IN CONTINENTAL U.S.A.
AND		USD	USD
CENTRAL AMERICA			
Belize	(USD)	-	-
Costa Rica	(USD)	-	-
El Salvador	(USD)	-	-
Guatemala	(USD)	-	-
Honduras	(USD)	-	-
Nicaragua	(USD)	-	-

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RULE

SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)
(6) (Continued)
(d) Between points in Canada/U.S.A. and points in Area 1 (local currencies in brackets):

BETWEEN CANADA AND	NO OF BAGS	LOCAL CUR	CAD
NORTH AMERICA			
C Mexico	†[C]1-2	USD 45.00	CAD 66.00
C	†[C]3-4	USD 75.00	CAD 110.00
C	†[C]5-7	USD 100.00	CAD 146.00
C	†[C]8 OR MORE	USD 200.00	CAD 292.00

BETWEEN		MIAMI	OTHER POINTS IN CONTINENTAL U.S.A.
AND		USD	USD
NORTH AMERICA			
Mexico	(USD)	-	-

BETWEEN		MONTREAL/ TORONTO		OTHER POINTS IN CANADA	
AND		LOCAL CURR	CAD	LOCAL CURR	CAD
SOUTH AMERICA					
Argentina	(USD)	102	120	114	135
Bolivia	(USD)	76	90	89	105
Brazil	(USD)	102	120	114	135
Chile	(USD)	102	120	114	135
Colombia	(USD)	-	75	-	90
Ecuador	(USD)	-	75	-	90
Fr. Guiana	(FRF)	335	60	405	73
Guyana	(USD)	55	60	65	73
Panama	(USD)	64	75	76	90
Paraguay	(USD)	102	120	114	135
Peru (See NOTE)	(USD)	-	90	-	105
Surinam	(USD)	60	60	65	73
Uruguay	(USD)	102	120	114	135
Venezuela	(USD)	-	65	-	80

BETWEEN		MIAMI	OTHER POINTS IN CONTINENTAL U.S.A.
AND		USD	USD
SOUTH AMERICA			
Argentina	(USD)	117	117
Bolivia	(USD)	64	72
Brazil	(USD)	75	85
Chile	(USD)	102	85
Colombia	(USD)	-	-
Ecuador	(USD)	-	-
Fr. Guiana	(FRF)	-	-
Guyana	(USD)	-	-
Panama	(USD)	72	79
Paraguay	(USD)	75	85
Peru (See NOTE)	(USD)	-	65
Surinam	(USD)	-	-
Uruguay	(USD)	75	85
Venezuela	(USD)	-	-

(Continued on next page)

† - Effective May 10, 2000 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(G) EXCESS BAGGAGE CHARGES

(1) (Not applicable to flights operated on behalf of Air St. Pierre) Where the weight system applies (see Paragraph (E)(1) EXCEPTIONS 1 through 4) excess weight is calculated using one percent of the full normal First Class fare per kg. of excess weight.

(2) (Applicable to flights operated on behalf of Air St. Pierre) Excess baggage charges apply as shown below:

BETWEEN	AND	CHARGE
FSP	YQY	CAD1.08 PER KG OVER 23 KG
FSP	YHZ	CAD2.05 PER KG OVER 23 KG
FSP	YMQ	CAD3.85 PER KG OVER 23 KG

(3) (Applicable to flights operated on behalf of Air St. Pierre) Dogs, cats and common household pets are acceptable as excess baggage but they are not considered part of the free baggage allowance and excess baggage charges as outlined below shall always apply.

WEIGHT OF LOADED KENNEL	YQY-FSP	YHZ-FSP	YMQ-FSP
UNDER 10 KG	CAD20	CAD20	CAD40
10 - 30 KG	CAD30	CAD40	CAD60
OVER 30 KG	CAD40	CAD60	CAD80

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

143 BAGGAGE REGULATIONS (Continued)

(H) DELIVERY OF CHECKED BAGGAGE

(1) Checked baggage will be delivered to the bearer of the baggage check upon payment of all unpaid sums due to CP under contract of carriage and upon return to CP of the baggage claim tag(s) issued in connection with such baggage. CP is under no obligation to ascertain that the bearer of the baggage check and baggage claim tag(s) is entitled to delivery of the baggage and CP is not liable for any loss, damage or expense arising out of or in connection with such delivery of the baggage. Except as otherwise provided in sub-paragraph (3) below, 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, CP will deliver the baggage only on condition that such person establishes to it's satisfaction his/her rights thereto, and if required by CP, such person shall furnish adequate security to indemnify the carrier of any loss, damage or expense which may be incurred as a result of such delivery.

(3) At the request of the bearer of the baggage check and baggage claim tag(s), checked baggage will be delivered at the place of departure or an intermediate stopping place upon the same condition provided for in sub-paragraph (1) above, unless precluded by government regulations, or unless time and circumstances do not permit. In delivering baggage at the place of departure or at any intermediate stopping place, CP shall be under no obligation to refund any charges paid.

(4) In the event of damage to/loss of checked baggage, the bearer of the baggage check and baggage claim tag(s) must register a written complaint with CP within the time limits prescribed by the Warsaw Convention as amended by the Hague Protocol. Failure to do so shall be considered presumtive evidence that the baggage has been delivered in good condition and in accordance with the contract of carriage.

(I) PAYMENT AND COLLECTION OF CHARGES

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

(2) At the passenger's option, excess weight, oversize and/or additional piece charges will be payable either at the point of origin for the entire journey to final destination, or, at the point of origin to a stopover point, in which event, when carriage is resumed, charges will be payable from the point of stopover to the next point of stopover or destination.

(3) Should there be an increase in the amount of excess baggage carried on a journey for which a through excess baggage ticket has already been issued, CP will issue a separate excess baggage ticket for such an increase and collect charges to the next point of stopover or destination as the case may be.

(J) EXCESS VALUE CHARGES

C †[C](1) A passenger may declare a value for baggage in excess of 250 French gold francs (approximately $20.00) per kilogram in the case of checked baggage and 5000 French gold francs (approximately $400.00) per passenger in the case of unchecked baggage or other property. When such 4 declaration is made, a charge for excess value will be assessed by each carrier participating in the carriage at the rate of $0.50 for each $100.00 or fraction thereof.

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

(2) 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 CP's custody.

(3) Excess value charges referred to herein apply only on the services of CP and are payable at point of origin for the entire journey to final destination (if all travel is via CP) or to the point of transfer to another carrier. Where excess value charges are to be applied to interline transportation, such checked baggage may only be checked to the point of transfer to the other carrier (see Paragraph (A)(3)(b) above).

(4) 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 refunding of excess value charges. No refund shall be made when a portion of the carriage has been completed.

(K) GENERAL CONDITION OF APPLICABILITY

Conditions, limitations and restrictions on the acceptance of baggage as outlined in this rule apply locally on CP or for interline transportation where CP is involved in the routing.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

† - Effective March 4, 2000 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 52023.

RULE	SECTION V - FARES - GENERAL RULES
144	SK SURCHARGES (Applicable to SK only) (A) APPLICATION Applicable to SK between the United States and Areas 2/3 from Scandinavia to Area 1 and from Iceland to US. For SK fuel/insurance/paper ticket surcharge (B) ELIGIBILITY NOT USED (C) PERIOD OF VALIDITY This surcharge is applicable all year. (D) SURCHARGES C A fuel/insurance surcharge of USD [I]170.00 when originating in US or the fuel surcharge of EUR C [I]115.00 when originating in Scandinavia per direction will be added to the applicable fare for departure on each intercontinental/transatlantic sectors. NOTES: - General Information 1. A fuel/Insurance surcharge will be assessed for any fare paying passenger when travel involves enplanement on any SK flight. 2. For passengers travelling via SK in both directions the fuel/insurance surcharge outlined below shall be applied twice except as noted. 3. The amount to be charged will be the USD/EUR amount converted into NUCs using the applicable IATA Rate of Exchange (IROE) at the time of ticketing. 4. The fuel/insurance surcharge will not apply to passengers who are travelling on any SK free ticket. 5. The fuel/insurance surcharge applies in addition to all other charges and is not subject to any discount. 6. A surcharge of EUR 15.00 per ticket will be added to the applicable fare for travel if a paper ticket issued originating Europe to US when electronic ticket exists. 7. The fuel/insurance surcharge will be shown in the fare calculation linear as a -Q-.

(Continued on next page)

RULE	SECTION V - FARES - GENERAL RULES
144	SK SURCHARGES (Continued)
	(E) CHILDREN'S AND INFANTS' FARES
C	[C]Rule 200 (CHILDREN'S AND INFANTS' FARES) is not applicable to surcharges offered by this rule. Children pay the full fuel/insurance/paper ticket surcharge. EXCEPTION: Infants under 2 years of age not occupying a seat shall not be charged any fuel surcharge offered by this rule.
C	[C](F) RESERVATIONS AND TICKETING The fuel/insurance/paper ticket surcharge will be shown in the fare calculation linear as a -Q-.
	(G) RULES AND DISCOUNTS NOT APPLICABLE
C	(1) [CANCELLED]
	(2) For SAS fuel/Insurance surcharge Not applicable on Eurobonus award tickets Not applicable on ID tickets
C	[C] Not applicable for infants under 2 years of age not occupying a seat.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

RULE | SECTION V - FARES - GENERAL RULES

C150 [N]FARES (Applicable to QF only)

(A) GENERAL
Fares apply only for carriage from the airport at the point of origin to the airport at point of destination and do not include ground transfer service between airports or between airports and city centers except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge.
EXCEPTION: The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket. If international travel actually commences in a different country, the fare must be reassessed from such country.

(B) APPLICABLE FARES
(1) Except as provided in (C)(1) below, where a fare is published via the desired routing from point of origin to point of destination, such fare is applicable over such route notwithstanding that it is higher or lower than the combination of intermediate fares via the same routing. For the purpose of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare. Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service and the type of aircraft used, the applicable fare for such transportation shall be constructed as provided below:
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 way fare applicable to or from a more distant point via the same routing.
EXCEPTION: Except as provided in subparagraph (B)(1) above, fare construction must be via the actual itinerary of the passenger. The addition of points not on the passenger's itinerary shall not be permitted. This does not preclude fare construction with add-on amounts within a fare component.
(2) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with the provisions governing travel via a higher-rated intermediate point (paragraph (C)(3)). Mileage routings (see Maximum Permitted Mileage Tariff No. MPM-1, C.A.B. No. 424, NTA(A) No. 239) may be applied to any published or constructed fare; however, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare.

(C) CONSTRUCTION OF FARES
(1) Combining Domestic U.S. Special Fares with International Fares
(a) A special fare applicable within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from point of origin to point of destination, provided that the passenger complies with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare.
EXCEPTION: Any minimum tour price required by the special fares within the U.S.A. will not be applicable when that fare is combined with international inclusive tour fares having a minimum tour price of the same or a higher amount.
(b) Passengers travelling under a fare constructed in (a) above may be routed via any gateway city regardless of the fare construction point(s).

(2) Combining Arbitraries With International Fares
When a through fare is not published via a desired routing between a point in Canada or the U.S.A. and a point in Area 2 or 3, the fare for such transportation will be constructed by combining the carrier's published arbitrary and published international fare for the fare class applicable to the transportation. Passenger may be routed via any gateway city regardless of the fare construction point(s).
(3) Travel Via a Higher-Rated Intermediate Stopover Point
(a) Except where specified, no fare governed by this tariff is applicable for travel via a higher-rated intermediate stopover point on an itinerary. Higher intermediate checks are applicable to all one way and half round trip fare components used in a fare construction.
NOTE 1: For the purpose of the higher intermediate point fare check, when ticket shows no stopover at both the origin and the destination point of a side trip (due to transfer connections on both occasions) a stopover shall be considered to be taken at such point unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in Rule 1.

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RULE | SECTION V - FARES - GENERAL RULES

C150 FARES (Applicable to QF only) (Continued)

C [N](C) CONSTRUCTION OF FARES (Continued)

(3) Travel Via a Higher-Rated Intermediate Stopover Point (Continued)

(a) (Continued)

NOTE 2: Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used for the HIP check subject to the stopover, routing/transfer conditions, seasonality (including blackout dates), flight application, and day of week of the lower/lowest fare. An intermediate stopover point on an itinerary is a higher-rated point when the normal fare between such intermediate stopover point and:

(i) the point of origin of the itinerary;
(ii) the point of destination of the itinerary; or
(iii) another intermediate stopover point of the itinerary, is higher than the normal fare between the points of origin and destination of the itinerary.

(b) Except as provided in (c), below, when travel is via a higher-rated intermediate point, the applicable fare for the itinerary will be the highest of the fares applicable between such intermediate point and:

(i) the point of origin of the itinerary;
(ii) the point of destination of the itinerary; or
(iii) another intermediate point of the itinerary.

(c) Normal Fares

(aa) A through normal fare between origin and destination must not be lower than:

(1) The normal fare between the point of origin and any intermediate ticketed stopover point along the routing;
(2) The normal fare between the destination and any intermediate ticketed stopover point along the routing;
(3) The normal fare between any two ticketed intermediate stopover points along the routing.

(bb) When the direct normal fare for a segment of an itinerary is lower than an intermediate point normal fare, the direct normal fare must be raised to the highest of any such intermediate point normal fares.

(cc) 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. If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is 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.

(dd) All conditions of the normal fare between origin and destination apply.

(ee) Applicable for journeys originating in West Africa, higher intermediate points in each fare component must be checked at all ticketed points in West Africa.

(ff) When comparing normal fares of the same class of service in order to determine if there is a higher intermediate fare, the following sequence shall be followed:

(1) First class fare is compared with first class fare, if no first class fare, compare with intermediate class fare (or next lower class fare).
(2) Intermediate class fare is compared with intermediate class fare, if no intermediate class fare, compare with the highest economy class fare.
(3) Economy class fare is compared with Economy Class fare.

(gg) For the purposes of comparison, where more than one normal fare exists for the class of service and carrier used between the intermediate stopover point and:

(1) The point of origin,
(2) The point of destination, or
(3) Another intermediate stopover point of the itinerary, the fare to be compared with the origin-destination fare shall be the lowest of such available normal fares.

(hh) Fares in the direction of travel are used when comparing normal fares. However, for the last fare component into the country of origin, the fare applicable to such fare component from the country of origin must be used for round trip, circle trip or open jaw travel terminating in the country of origin.

(ii) Special Fares

(aa) If there is no higher normal fare between:

(1) point of origin and any intermediate ticketed stopover point; or
(2) destination point and any intermediate ticketed stopover point than the normal fare between origin and destination, the special fare (surcharged, if necessary) between origin and destination applies.

(bb) If there is a higher normal fare between:

(1) point of origin and any intermediate ticketed stopover point; or
(2) destination point and any intermediate ticketed stopover point than the normal fare between origin and destination, the special fare must be raised to the level of such higher normal fare (surcharged if necessary), unless
(3) 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
(4) a higher special fare of the same type exists between such points, in which case such higher special fare (surcharged, if necessary) applies.

(Continued on next page)

RULE | SECTION V - FARES - GENERAL RULES

C150 FARES (Applicable to QF only) (Continued)

C [N](C) CONSTRUCTION OF FARES (Continued)

(3) Travel Via a Higher-Rated Intermediate Stopover Point (Continued)

(c) Normal Fares (Continued)

(ii) Special Fares (Continued)

(cc) In defining a "fare of the same type", the comparison is limited to the class of service and the following:

(1) (a) Late booking fares or
(b) APEX fares or
(c) PEX fares or
(d) Excursion fares

(2) (a) Group Inclusive Tour fares
(b) Individual Inclusive Tour fares
(c) Excursion fares

(3) (a) Group fares
(b) Excursion fares

(dd) If, there is no special fare of the same type as the through special fare to such intermediate point, the fare must not be less than the lowest of any higher type of special fare or normal fare (in the absence of a special fare) in the same class of service.

(ee) Ticket validity and minimum stay requirement need not be the same.

(ff) In case there is more than one special fare of the same type for comparison on any given sector, the fare with conditions most similar to those of the special fare between the terminal ticketed points are used for comparison.

(gg) (Applicable for Journeys Originating in West Africa) Higher intermediate points in each fare component must be checked at all ticketed points in West Africa.

(hh) All conditions of the special fare between origin and destination apply.

(ii) One way backhaul when a passenger purchases a one way ticket for transportation via a higher rated intermediate stopover point, the fare for such transportation will be the higher of the applicable fare between the fare construction points. The fare from the fare component origin to the highest rated intermediate stopover point plus the difference between such fare and the direct route fare between the fare construction points.

(4) Round Trip Fares

(a) When a round trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the round trip fare published for the desired routing and the class of service used. If no round trip fare is published, the applicable fare will be the twice the outbound one-way fares published for the segments of the desired routing and for the class of service used.

(b) When transportation is partially via fares governed by this tariff and partially via fares published inother tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip fare provided that:

(i) Fares which, by their terms, are not combinable with other fares, shall not be used in the construction of round trip fares;

(ii) The most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;

(iii) This provision will not apply when any part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.

(5) Circle Trip Fares

(a) (i) When a circle trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the sum of 50 percent of the applicable round trip fares for the class of service to be used for the respective sections of the itinerary, constructed from point of origin via the route of travel to point of destination, that produces the lowest fare for the circle trip for the class of service used and/or;

(ii) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:

(aa) Fares which, by their terms, are not combinable with other fares, shall not be used in the construction of circle trip fares;

(bb) The most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;

(cc) This provision will not apply when any part of the circle trip is via the services of a nonscheduled carrier or on a charter or military flight.

(iii) If a circle trip so constructed is less than the highest direct route round trip fare applicable via the same class of service between any two points on the circle trip route, such highest direct round trip fare shall apply.

(b) Round trip fares may only be used to construct a circle trip fare in accordance with the provisions governing travel via a higher-rated intermediate point in paragraph (3) above.

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RULE	SECTION V - FARES - GENERAL RULES

C150 FARES (Applicable to QF only) (Continued)

C [N](C) CONSTRUCTION OF FARES (Continued)

(5) Circle Trip Fares (Continued)

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

(6) Open-Jaw Trip Fares

When a ticket is purchased prior to commencement of carriage for an open-jaw trip, the fare for such open-jaw trip will be constructed as follows:

(a) When the point of departure and final destination are the same, the sum of 50 percent of the applicable round-trip fare from the point of departure to each outer point of the open-jaw, and

(b) Where the points of departure and final destination are not the same, the sum of 50 percent of the applicable round-trip fare from the point of departure to the outer point of the outward section plus 50 percent of the round-trip fare from the point of destination to the outer point of the inbound section.

(7) Travel Via Different Classes of Service

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 (see (a)(i):

(a) Combination of First Class and Executive/Business/Economy/Tourist class where the journey from point of origin to point of destination is partly in First Class service and partly in Executive/Business/Economy/Tourist Class service the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in (ii):

(i) Where a through one-factor fare for Executive/Business/Economy/Tourist/ Coach Class service is published from point of origin to point of destination via the route of movement the applicable fare shall be such through one-factor fare, plus the difference between the First Class and highest Executive/Business/Economy/Tourist fare, between the points where First Class service is used.

EXCEPTION: Not applicable to the Qantas JP2/JP2C fares governed by Rule 6072.

(ii) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used.

(b) Combination Executive/Business/Economy/Tourist and One-Class Standard Service/Standard Service where the journey from point of origin to point of destination is partly in Executive/ Business/Economy/Tourist Class service and partly in One-Class Standard service or Standard service, the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in (ii):

(i) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is published from point of origin to point of destination via the route of movement, the applicable fare shall be such through one-factor fare plus the difference between the fare for one class Standard service or Standard service and the highest fare for Executive/Business/Economy/Tourist Class service between the points where one-class Standard service or Standard service is used.

(ii) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used.

(c) Combination of Executive/Business/Economy/Tourist/Statesman and Thrift Class Service where the journey from point of origin to point of destination is partly in Executive/Business/Economy/Tourist Class service and partly in Thrift Class service, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used but in no event shall such constructed fare exceed that provided in (b)(ii) above.

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RULE	SECTION V - FARES - GENERAL RULES
C150	FARES (Applicable to QF only) (Continued)
C	[N](C) CONSTRUCTION OF FARES (Continued) (8) Combination of First/Business/Economy Class on QF Service within North America (a) For itineraries involving travel in First/Business Class service between Los Angeles/San Francisco and one of the QF codeshare cities of NYC/BOS/CHI/WAS, the fare to be charged will be the through one factor fare for Business/Economy Class plus a surcharge shown in the table below: Between Economy (Y2/B2) and Business (J2) USD 161.00 Between Economy (Y2/B2) and First (P2) USD 482.00 Between Business (J2) and First (P2) USD 321.00 (b) For itineraries involving travel in First/Business Class service between Los Angeles/San Francisco and Honolulu, the fare to be charged will be the through one factor fare for Business/Economy Class plus a surcharge shown in the table below: Between Economy (Y2/B2) and Business (J2) USD 107.00 Between Economy (Y2/B2) and First (P2) USD 214.00 Between Business (J2) and First (P2) USD 107.00 (c) For itineraries involving travel in First/Business/Economy Class service between Los Angeles/San Francisco and Honolulu, then combined with a promotional fare from/to the Southwest Pacific, the amount to be charged on the LAX/SFO-HNL portion is shown in the table below: Economy (Y2/B2) USD 375.00 Business (J2) USD 482.00 First (P2) USD 589.00