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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. WK1

Containing
Local Rules, Fares & Charges
on Behalf of
Edelweiss Air AG
(Herein referred to as “Carrier”, “Edelweiss” or “WK”)

Applicable to the
Transportation of Passengers and Baggage
Between Points in

Canada/USA
and Points in
Area 1/2/3

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

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

Issued by:

Brett Burgess, President
Airline Tariff Publishing Company, Agent

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Rule 1 Definitions

Adult means a person who has reached his/her 12th birthday as of the date of commencement of travel.

Affected flight means a flight involved in a schedule irregularity.

Africa means the area comprising all the countries on the continent of Africa, other than Algeria, Egypt, Morocco and Tunisia, but including the following islands: Comoros, Madagascar, Mauritius, Reunion and Seychelles.(refer also to West Africa).

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

A resident means a person normally living in a country; provided that a more restricted definition may form part of an agreement reached locally.

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

Alternate transportation means another flight (or flights) on the services of the same carrier or a flight (or flights) on the services of another carrier.

“APPR” means the Air Passenger Protection Regulations for flights to, from and within Canada.

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

Area 1 means all of the North and South American continents;Greenland; Bermuda; Cuba; Haiti; Dominican Republic; Puerto Rico; Jamaica; Netherlands Antilles; Trinidad; Bahamas,Leeward, Virgin and Windward islands; the state of Hawaii;Midway and Palmyra islands.

Area 2 means all of Europe (including that part of the Russian Federation lying west of the Urals) and the adjacent islands; Iceland; the Azores; all of Africa and the adjacent islands(including Ascension); that part of Asia lying wes tof and including Iran, Islamic Republic of and all of the middle east.

Area 3 means all of Asia except that portion included in Area 2 above; all of the East Indies; Australia; new Zealand; all islands of Indonesia, Melanesia, Micronesia and Polynesia (except Midway and Palmyra islands); Guam islands;Wake Island; Marshall Islands; Mariana Islands (except Guam); Caroline Islands; Society Islands; Fiji Islands; Samoa islands; New Caledonia; Norfolk Island; and Tasmania.

Asia means the area comprised of the South Asian subcontinent and south east Asia.

“ATPDR” means the Accessible Trasportation for Persons with Disabilities Regulations for flights to,from and within Canada.

Australasia - Australia; New Caledonia; New Zealand; new Hebrides; Fiji; Samoa; Cook Islands; Tahiti and the adjacent islands.

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

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

Baggage rules means the conditions associated with the acceptance of baggage, services incidental to the transportation of baggage, allowances and all relatedcharges. For example, baggage rules may address the following topics:

. The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
. The number of checked and unchecked passenger bags that can be

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

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

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

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

Boarding area means the point where the passenger's flight coupons are lifted and kept by the carrier or the point where the carrier examines the passenger's boarding pass prior to the passenger being permitted on the aircraft.

Boarding time deadline means the time limit specified by the carrier by which the passenger must be present at the designated boarding area for

their flight.

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

Canada means the ten provinces of Canada, the Yukon territory, the districts and Islands comprising the northwest territories of Canada and Nunavut.

Calendar week means a period of seven days starting at 12:01 a.m. Sunday and ending at 11:59 p.m. Of the following Saturday; provided that when a carrier offers only once a week service between two points, it shall mean a period of eight days commencing with 12:01 a.m. On the day the flight operates.

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

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

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

Central Africa means the area comprising Malawi, Zambia and Zimbabwe.

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

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

Check-in deadline means the time limit specified by the carrier by which the passenger must have completed check-in formalities and received a boarding pass.

Child means a person who has reached his/her second birthday but not his/her 12th birthday as of the date of commencement of travel.

Circle trip - Normal fares means travel from a point and return thereto by a continuous, circuitous air route including travel comprising two fare components but which do not meet the conditions of the round trip definition.

Circle Trip - Special Fares means travel from a point and return thereto by a continuous, circuitous air route including travel comprising only two international fare components which do not meet the conditions of the round trip definition.
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Civil Aeronautics Board means Department of Transportation.

Codeshare refers to a marketing arrangement in which two or more airlines i.e. marketing carrier(s) sell seats using their own airline code on a flight that one of them operates (i.e. the operating carrier).

Comparable air transportation means similar transportation provided by the carrier at no extra cost to the passenger in lieu of the passenger's original flight reservation.

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

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

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

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

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

Point of Commencement – the initial geographical point of commencement of travel of any passenger ticket.

Point of Sale – geographical point where a ticket is sold.

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

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

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

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

Denial of Boarding occurs when a passenger is not permitted to occupy a seat on board a flight because the number of seats that may be occupied on the flight is less than the number of passengers who have checked in by the required time, hold a confirmed reservation and valid travel documentation and are present at the boarding gate at the required boarding time.

Domestic transportation means air transportation between points in Canada, from and to the same point in Canada or between and a point outside Canada that is not in the territory of another country.

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

East Africa means the area comprising Burundi, Djibouti,Ethiopia, Rwanda, Somalia, Kenya, Uganda and Tanzania.

Eastbound means travel from a point in Area 1 to a point in areas 2 and 3 via the Atlantic Ocean, or travel from a point in Area 3 to a point in

Area 1 via the Pacific Ocean.

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

Eco light means a non changeable fare product with no free baggage allowance.

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

Electronic ticket - the itinerary/receipt and electronic flight coupon issued by a carrier or its authorized agent.

EMD - electronic miscellaneous document issued by a carrier for the collection of ancillary fees. .

Endorsement - The transfer of authority required when a passenger with an international ticket wishes to rebook to a carrier other than the carrier shown on the ticket.Specific guidelines are outlined in Rule 80 of this tariff.

Europe means the area comprised of Albania, Algeria, Andorra, Austria, Azores, Balearic islands,Belgium, Bulgaria, canary islands, Czech Republic, Denmark,Finland, France, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy, Liechtenstein, Luxembourg, Madeira, Malta, Monaco, Morocco, Netherlands, Norway, Poland,Portugal, Romania, San Marino,Spain, Sweden, Switzerland,Tunisia,Turkey (in Europe and Asia), United Kingdom, Russian Federation (west of the Urals), and Yugoslavia.

European Union (EU) means any one of the sovereign nation states that have acceded to the EU. In accordance with Article 229(2) Of the treaty establishing the EU, this tariff applies to overseas departments, namely Guadeloupe, French Guyana, Martinique, Reunion Island, the Azores, Madeira and the Canary Islands.

Exchange mean the issuance of a new ticket for a totally unused ticket

necessitated by a change to the carrier,flight,date, class of service or sector of the first flight coupon of the ticket.

Fare(s) means the amount that is displayed pursuant to a search for an itinerary and is to be paid in exchange for carriage. If not provided otherwise, fares are not inclusive of fees, taxes, charges and surcharges,or any additional services that may be purchased.Fares displayed pursuant to a search for an itinerary represent maximal amount payable, as discounts may be applied by carrier.

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

Fare component means a portion of an itinerary between two consecutive fare construction points. If the journey has only one fare component, the points of origin and destination are the only fare construction points.

Fare construction points - The terminal points of a fare component (these are also termed fare break points)

fare, direct - For fare construction purposes, a fare between two points without the application of fare construction calculations.

Flight coupon means that portion of the ticket that bears the notification good for passage or in the case of an electronic ticket, the electronic coupon, and indicates the particular places between which you are entitled to be carried.

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

Force majeure means unusual and unforeseeable circumstances beyond your control, the consequences of which could not have been avoided even if all due care had been exercised.

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

Freedom rights

(1) Third freedom - The right to deplane traffic in the foreign country that has been enplaned in the home country of the carrier.

(2) Fourth freedom - The right to enplane traffic in the foreign country that is bound for the home county of the carrier.

(3) Fifth freedom - The right to enplane traffic in one foreign country and to deplane traffic in another foreign country.

Gateway refers to the last U.S.A./Canadian point prior to departure on the Transatlantic/Transpacific leg of a trip or the first point of arrival in the U.S.A./Canada.

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

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

Iberia or Iberian peninsula means the area comprised of Gibraltar, Portugal (including Madeira), and Spain(including the Balearic and Canary islands).

Immediate family except as otherwise indicated, shall mean spouse, children, adopted children, sons-in-law,daughters-in-law, grandchildren, brothers, brother-in-law,sisters, sisters-in-law, parents, fathers-in-law,mothers-in-law and grandparents.

Indian subcontinent means the area comprising Afghanistan,Bangladesh, India, Nepal, Pakistan and Sri Lanka.

Indirect route - Means any scheduled continuous air route other than a direct route.

Interline agreement means an agreement between two or more carriers to CO-ordinated the transportation of passengers and their baggage from the flight of one air carrier to the flight of another air carrier (through to the next point of stopover).

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

Interline travel means travel involving multiple air carriers listed on a single ticket that is purchased via a single transaction.

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

International carriage means (except when the Warsaw convention is applicable) carriage in which according to the contract of carriage,the place of departure and any place of landing are situated in more than one state. As used in this definition, the term "state" includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof, international carriage as defined by the Montreal Convention means any carriage in which, according to the agreement between the parties, the place of departure and the place of destination, whether or not there be a break in the carriage or a transshipment, are situated either within the territories of two States Parties, or within the territory of a single State Party if there is an agreed stopping place within the territory of another State, even if that State is not a State Party. Carriage between two points within the territory of a single State Party without an agreed stopping place within the territory of another State is not international carriage for the purposes of this Convention.

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

Issuing carrier means the carrier whose ticket will be issued to persons forming a group.

International transportation means air transportation between Canada and a point in the territory of another country.

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

Involuntary refunds means a refund of an unused ticket or potion thereof of an unused electronic miscellaneous document (EMD) or a miscellaneous charges order (MCO) required as a result of the carrier cancelling a flight,failing to operate a flight according to schedule, failing to stop at a point to which the passenger is destined or is ticketed to stop over, or causing the passenger to miss a connecting flight, being unable to provide previously confirmed space, substituting a different type of equipment or class of service or where because of safety or legal requirements or the condition or conduct of the passenger, carriage is refused.

Itinerary/receipt means a travel document or documents the carrier or its agent issues to the passenger travelling on a ticket.
The itinerary/receipt contains the passenger's name, flight information and notices relevant to the journey. This document is to be retained by the passenger during the entire journey.

Journey means all points on the ticket. Also called the itinerary.

Large Carrier is a carrier that has transported a worldwide total of two million passengers or more during each of the two preceding calendar years.

Local combination - Combination of two fare components (normal and special fare or two different special fare types) to create a single pricing unit - provided the second fare component returns to the country of origin of the first fare component.
Note: 1) Canada and USA are considered one country.
2) Scandinavia is considered one country.

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

Marketing carrier means the carrier that sells flights under ist code.

Medical certificate means the following:
(A) In the case of illness a note issued by a doctor on letterhead or

prescription pad.

(B) In the case of hospitalization - a copy of any document certifying hospitalization issued by the hospital administration involved.

Micronesia means the area comprising Johnston Island, Koror, Kwajalein, Majuro, Ponape, Saipan, Truk and Yap.

Mid-Atlantic means the area comprised of Antigua, Aruba, Bahamas, Barbados, Bermuda, Bonaire, Cayman Islands, Cuba, Curacao, Dominica, Dominican Republic, French Guiana, Grenada, Guadeloupe, Guyana, Haiti, Jamaica, Martinique, St.Kitts-Nevis-Anguilla, Saint Lucia, St. Martin, St, Vincent,Surinam, Trinidad and Tobago.

Middle East means the area comprised of Bahrain Island;Cyprus; Egypt; Iran, Islamic Republic of; Iraq; Israel;Jordan; Kuwait state; Lebanon; Oman; People’s democratic;Republic of Yemen (southern Yemen);Qatar; Saudi Arabia; Sudan; Syrian Arab Republic; United Arab Emirates and Yemen Arab Republic.

Minor means an infant who has not reached his/her second birthday, a child over two years who has not reached his/her twelfth birthday.

Miscellaneous charges order (MCO) means a document issued by a carrier or its agents requesting issue of an appropriate passenger ticket and baggage check or provision of services to the person named in such document. This is also referred to as electronic miscellaneous document (EMD).

Month means a period of time starting with any date in a month and ending with the same date in the following month. In the event the same date does not occur in the following month, then this period will end on the last day of that month.

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

baggage rules through an itinerary.

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

National – A person who has the citizenship of a country, either by birth or by naturalization.

Normal fare means the highest fare established for first, economy, business class service, the application of which i snot dependent upon any specially limited period of ticket validity or other special circumstances.

Normal fare open jaw means travel from one country and return thereto, comprising two international fare components only and where

a) Origin open jaw: The outward point of departure in the country of unit origin and the inward point of arrival in the country of unit origin are different, or
b) Turnaround open jaw: The outward point of arrival and the inward point of departure are different,or
c) Double open jaw: The outward point of departure in the country of unit origin and the inward point of arrival in the country of unit origin are different (origin jaw) and the outward point of arrival and the inward point of departure are different (turnaround open jaw).

No show means a passenger who fails to use reserved accommodations for reasons other than missed connections.

North America means the area comprising Alaska, Canada ,continental U.S.A. And Mexico.

North/central Pacific means all routes between points in the U.S.A And points in Area 3, except points in the southwest Pacific, as defined below via the Pacific Ocean.

NUC means the neutral unit of construction.

Online service means travel over the services of the same carrier.

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

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

One way sub journey means part of a journey wherein travel from one country does not return to such country and for which the fare is assessed as a single pricing unit using one way fares.

Open-jaw - (Special fares) means travel comprising only two international fare components with a surface break(s) which, unless otherwise specified in a special fares resolution ,may be between any two points/countries in the area(s) of unit origin and/or turnaround for which the special fare resolution applies and for which the fare is assessed as a single pricing unit using half round trip fares in this context.

a) For a "turnaround open jaw" the outward point of arrival and the inward point of departure are different, or
b) For "origin open jaw" the outward point of departure and the inward point of arrival are different, or
c) For "single open jaw" either (a) or (b) applies,or
d) For "open jaw" any combination of the above may apply.

Operating carrier means the carrier that operates the actual flight.

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

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

Origin means the initial starting place of the journey as shown on the ticket.

Overbooked/oversold means the result of selling more seats than the available number of seats on a flight.

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

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

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

Person with a disability means any person who by virtue of a locomotor, sensory, intellectual or other impairment, requires services or assistance beyond those normal offered by the carrier.

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

Point of Commencement – The initial geographical point of commencement of travel of any passenger ticket.

Point of Sale – Geographical point where a ticket is sold.

Point of turnaround - The farthest geographical fare break on the pricing unit measured from the point of unit origin(Not applicable to one way pricing units).

Pricing unit means a journey or part of a journey which is priced as a separate entity, i.e. Is capable of being ticketed separately.

Rebooking means a change to the reservation data without a change to the ticketed points.

Reissue means the issuance of a revised ticket necessitated by a change to other than the first flight coupon of the ticket or a change to other than the carrier, flight, date or sector of the first flight coupon of the ticket.

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

"Required for Safety Purposes" means required by law in order to reduce risk to passenger safety and includes required by safety decisions made within the authority of the pilot of the aircraft or any decision made in accordance with a safety management system as defined in subsection 101.01(1) of the Canadian Aviation Regulations but does not include scheduled maintenance in compliance with legal requirements.

Rerouting means any change to ticketed points.

Reservations means the allotment in advance of seating or sleeping accommodation for a passenger or of space or weight capacity for baggage or goods.

Resident means a person legally living in a given country.

Return sub journey means part of a journey wherein travel is from a point/country and return thereto and for which the fare is assessed as a single pricing unit using half round trip fares - round trip, circle trip, normal fare open jaw, also applicable to special fare open jaw returning to the same or another country.

Revalidation means the authorized stamping or writing upon the passenger ticket evidencing that it has been officially altered by the carrier.

Round trip means travel entirely by air from a point to another point and return to the original point comprising two half round trip fare components only, for which the applicable half round trip fare for each fare component,measured from the point of unit origin, is the same for the routing travelled; provided that this definition shall not apply to round the world travel.If the fare to be used differ through class of service/seasonality/day of week/ carrier variations, the outbound fare

shall be used also for the inbound fare component for the purpose of determining if the pricing unit is a round trip.

Round the world (RTW) means travel from a point and return thereto which involves only one crossing of the Atlantic Ocean and one crossing of the Pacific Ocean.

Routing means the establishment of the possible points via which travel may take place for a specific fare.Scandinavia means the area comprising Denmark (excluding Greenland), Norway and Sweden.

Schedule irregularities means the following:

(A) Delays in the scheduled departure or arrival of the carrier's flight resulting in the passenger missing his/her onward connecting flight(s) or any other delay or interruption in the scheduled operation of the carrier's flight, or;

(B) Cancellation of flight, or omission of a scheduled stop, or;

(C) Substitution of aircraft or of a different class of service, or;

(D) Schedule changes which require rerouting of a passenger at departure time of his or her original flight.

Scandinavia means the areas comprised of Norway, Sweden and Denmark (excluding Greenland).

Selected carrier means the carrier whose baggage rules apply to the entire interline itinerary.

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

Self-reliant means that a person does not require services related to a disability beyond that normally provided by the carrier, or beyond that which applicable rules or regulations require the carrier to provide.

Service animal means an animal that is required by a person with a disability for assistance and is certified, in writing, as having been trained by a professional service animal institution to assist a person with a disability and which is properly harnessed in accordance with

standards established by a professional service animal institution.

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

Single Open Jaw trip means travel which is essentially of a Round Trip nature, except that the outward point of arrival and the inward point of departure are not the same; or the outward point of departure and the inward point of arrival are not the same.

Small Carrier means any carrier that is not a large carrier. The small carrier has the same obligations as a large carrier towards a passenger that it carries on behalf of a large carrier under a commercial agreement with that carrier.

Single ticket means a document that permits travel from origin to destination. It may include interline/code-share and intra-line segments. It may also include end-to-end combinations (i.e., stand alone fares that can be bought separately but combined together to form one price).

South America means the area comprising Argentina, Bolivia,Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana,Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela.

South Asian subcontinent means the area comprised of Afghanistan, Bangladesh, Bhutan, India, Maldive Islands,Nepal, Pakistan and Sri Lanka.

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

Southern Africa means the area comprised of Lesotho,Mozambique, South Africa, south West Africa (Namibia) and Swaziland.

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

Special fare means a fare other than normal fare.

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

Stopover means a stop at an intermediate point from which the passenger is not scheduled to depart on the date of arrival; if there is no connecting departure scheduled on the date of arrival, departure on the next day within 24 hours of arrival shall not constitute a stopover. A portion of the routing travelled by surface transportation shall be counted as one stopover.

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

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

Tariff means a schedule of fares, rates, charges or terms and conditions of carriage applicable to the provision of an air service and other incidental services.

Tarmac Delay occurs when a flight is delayed on the tarmac after the doors of the aircraft are closed for take-off or after the flight has landed.

Through fare means a fare applicable for travel between two consecutive fare construction points via an intermediate point(s).

Ticket means either the document entitled "passenger ticket and baggage check" or an electronic ticket.

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

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

Traffic document means ticket, MCO or any other accountable passenger traffic document.

Traffic means any person or goods that are transported by air.

Transatlantic sector means that portion of travel covered by a single flight coupon from the point o departure in area l to the point of arrival in Area 2, and vice versa.

Transfer point means any point in which a passenger transfers from the flight of one carrier to the flight of another carrier or change to another carrier flight (that is) a service bearing a different flight number of the same carrier, irrespective of whether or not a change of aircraft occurs.

Transit point means any stop at an intermediate point on the route to be travelled (whether or not a change of planes is made) which does not fall within the definition of a stopover.

Transpacific sector means the portion of travel covered by a single flight coupon from the point of departure in area l to the point of arrival in Area 3 and vice versa.

Trust territory or trust territory of the Pacific islands means the area comprising the Caroline Islands, Mariana Islands and Marshall Islands.

Ultimate ticketed destination means in situations where a passenger's origin is a non-Canadian point and the itinerary includes at least one stop in Canada, as well as at least one stop outside of Canada. If the stop in Canada is the farthest checked point and the stop is more than 24 hours, the Canadian Transportation Agency would consider the

ultimate ticketed destinationto be Canada.

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

Unit destination means the ultimate stopping place of a pricing unit.

Unit origin means the initial starting point of a pricing unit.

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

United Kingdom or U.K. Means England, Scotland, Wales and Northern Ireland.

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

Voluntary refunds means a refund of an unused or partially used ticket, or an unused electronic miscellaneous document (EMD) or a miscellaneous charges order (MCO) for reasons other than those mentioned under the definition of an involuntary refund.

Voucher means a monetary credit provided either in paper or electronic format to a passenger that may be used towards future travel services or the provision of incidental services such as meals, ground transportation, and hotel accommodation.

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

West Africa means the area comprised of Angola, Benin,Burkino Faso, Cape Verde (Republic of), Cameroon, Central African Republic, Chad, Congo, Equatorial Guinea, Gabon,Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome, Senegal, Sierra Leone, Togo and Zaire.

Westbound means travel from a point in Area 2 or 3 to a point in Area 1

via the Atlantic Ocean, or from a point in Area 1 to a point in Area 2 or 3 via the Pacific Ocean.

West coast means, except as otherwise indicated, Los Angeles,California; Portland, Oregon; San Francisco,California; Seattle, Washington; and Vancouver, British Columbia.
Exception:(Applicable to Transpacific Arbitraries of ThisTariff Only)
West Coast Means Los Angeles,California, Portland,Oregon; San Francisco,and Seattle, Washington.

v

Rule 2 Standard Format of Electronic Rules

Application and other conditions (Category 50**)
This category contains the rule title and defines the application of the rule. It will be used to indicate:

(1) The geographical application of the rule
fares shall apply to one way, round trip, circle trip, or open jaw travel between points in Area 1 and areas 2 and 3 via the Atlantic; and for travel wholly within areas 1, 2 or 3.

(2) The type of service (first, intermediate, economy)
The applicable fare shall apply to the class of service booked, applying all provisions and principles in rule 130.

(3) The type of transportation (one way or round trip)

(4) The type of journey (one way, round trip, circle trip, single open jaw, double open jaw or round the world)
In the case of open jaw travel, the fare to be charged for the open jaw shall be the sum of 50 percent of the applicable round trip fare for each leg in the open jaw.

(5) Provisions for capacity limitations
The carrier shall limit the number of passengers carried on any one flight at fares governed by this rule and such fares will not necessarily be available on all flights. The number of seats the carrier makes available on any given flight will be determined by the carriers best judgement.

(6) General rules which are not applicable
Rule 35 (passenger expenses enroute) is not applicable to any fare other than those designated as "full, normal, unrestricted" fares.

(7) Any miscellaneous information, which is not category specific, will also appear here.

Eligibility (Category 1)
If eligibility requirements exist, ID is required at time of ticketing.

Day/time (Category 2)
Unless otherwise stated in the specific fare Rule

(A) Midweek (X) fares are valid for travel Monday through Thursday

(B) Weekend (w) fares are valid for travel Friday through Sunday.

(C) The date of departure on the Transatlantic sector in each direction will determine the applicable midweek or

weekend fare.

Seasonality (Category 3)

(A) Fares apply all year, except when designated with a seasonal indicator (as shown below)

(B) When fares apply only during certain periods (referred to as a season), travel must commence during such period(s).

(C) (Applicable to Transatlantic fares). The date of commencement of the outbound Transatlantic sector shall determine the seasonal fare to be charged round trip.

(D) (Applicable to travel between areas) The date of commencement of the first outbound international sector shall determine the seasonal fare to be charged round trip.

(E) (Applicable to open jaw journeys/pricing units.) Where the country of arrival and the country of departure differ, the correct seasonal fare to be charged for the inbound portion of an open jaw is also determined by the outbound date of the Transatlantic, Transpacific or first international sector.
For example, CHI-PAR surface LON-CHI. Passenger is departing 01oct. The applicable season for CHI-PAR (01oct) is k-season (based on the outbound Transatlantic sector) however, that same outbound date (01oct) for the CHI-LON fare falls in the l-season. The correct fare to be charged is 50 percent of the CHI-PAR-k-season fare outbound and 50 percent of the CHI-LON-l- season fare inbound.

Standard seasonal indicators

H - Highest level of fare having more than one seasonal level

K - 2nd highest level of fare having more than two seasonal levels

J - 3rd highest level of fare having more than three seasonal levels

L - Lowest level of a fare having more than one seasonal level

Flight application (Category 4)

Unless otherwise stated in the specific fare rule, travel is only valid via any WK designated flight.

Advance reservations/ticketing (Category 5)

(A) Reservations

(1) Unless otherwise specified in the specific fare rule, reservations may be made any time prior to departure of a desired flight provided space is available.

(2) Unless otherwise specified in the specific fare rule, any advance reservation requirement in this category refers to the number of days prior to the date of commencement of travel, from the point of origin, that reservations must be confirmed. The actual date of departure may not be included in counting the advance reservation requirement. When an advance reservation requirement is stated in months, reservations must be confirmed no later than the same day of the month when reservation deadline occurs. When there is no similar numerically designated day in the month in which the deadline occurs, the last day of the month will be considered as the deadline.

(3) If the fare has an advance reservations requirement, the waitlist segments may not be retained beyond the reservation deadline.

(B) Payment and ticketing

(1) Payment and ticketing must be completed any time prior to departure from the point of origin; furthermore, such fares may be retroactively applied in the calculation of refunds. If, however, the specific fare rule specifically states "prior to departure", then payment and ticketing must occur any time prior to departure, but retroactive application for refund calculation shall not be permitted.

(2) Any advance payment/ticketing requirements stated in this paragraph refers to the number of days prior to the date of commencement of travel that payment/ticketing must be completed. The actual date of departure may not be included in counting the advance payment/ticketing requirement. When the advance payment/ticketing requirement is stated in months, a ticket must be purchased no later than the same day of the month when the advance purchase deadline occurs. When there is no similar day of the month in which the deadline occurs, the last day of the month will be considered as the deadline.

(c) Special fare type provisions

(1) Passengers holding confirmed reservations for special fare tickets may not standby for other flights.

(2) Confirmed reservations are required for all sectors.

(3) These fares apply only when purchased prior to commencement of travel.

Minimum stay (Category 6)
Unless otherwise stated in the specific fare rule, return travel may commence at any time within the normal validity

of the ticket which is one year from the date travel commences from the point of origin.
Minimum stay - The number of days/months counting from the day after departure, from the Transatlantic, Transpacific, or first international sector to the earliest day return travel may commence from the last stopover point outside the country of origin (including for this purpose the point of turnaround).

maximum stay (Category 7)
Unless otherwise stated in the specific fare rule, return travel may commence at any time within the normal validity of the ticket which is one year from the date travel commences from the point of origin.
Maximum stay – The number of days/months counting from the date or origin to the last day return travel may commence from the last stopover point (including for this purpose the point of turnaround).
Note: Unless otherwise stated in the specific rule, waivers may apply for death/illness of the passenger, traveling companion, or immediate family member.

Stopovers (Category 8)
(A) Unless otherwise stated in a specific fare rule, stopovers, as defined below, will be permitted in accordance with Rule 135 (stopovers) as shown in this tariff.
(B) A stopover will occur when a passenger arrives at an intermediate point from which the passenger is not scheduled to depart on the date of arrival. If there is no connecting departure scheduled on the date of arrival, departure on the next day, within 24 hours of arrival, shall not constitute a stopover.

Transfers (Category 9)
(A) Unless otherwise stated in a specific fare rule, for mileage based fares: unlimited transfers will be permitted on the publishing carrier.
Note: For the purpose of this rule, transfers are defined as:
(i) From the services of the governing carrier to the same governing carrier-online.
(ii) From the services of a carrier (other than the governing carrier) to the services of the same carrier (other than the governing carrier)-online.
(iii) From the services of the governing carrier to the services of another carrier-interline.
(iv) From the services of a carrier (other than the governing carrier) to the services of another carrier (other than the governing carrier)-interline.

(B) For routing based fares: Travel must be via the specified diagrammatic routing associated with the fare on file with ATPCO. If any portion of the ticket is open, the passenger must follow the original specified routing.

Permitted combinations (Category 10)

(A) Construction
- (i) Fares may not be combined with arbitraries.
- (ii) All fares may be combined end-on with any fare permitting such combination.
- (iii) When fares are used in end-on combination, travel must be via the fare construction points.

(B) Combinations
- (i) Subject to individual fare rules, any fare may be combined with any other fare, which by its own terms is combinable, provided all conditions of the fare are met subject to conditions and fare Construction principles as stated in Rule 130.
- (ii) Fifty percent of a round trip fare published in this tariff may be combined with fifty percent of the same fare type published with the same global indicator by any carrier in any tariff.
- (iii) (Applicable for combination of special fares) Where combination is permitted, the conditions of the special fare (including the application section) apply only to the use of the special fare and not to any combined fares.
- (iv) All fares governed by the same rule are combinable.
- (v) A maximum of two international fare components is permitted.
- (iv) One half of fares designated as midweek may be combined with one half of fares designated as weekend.
- (vii) Only normal fares may be used to construct round the world journeys.
- (viii) Unless otherwise specified, travel must be via the fare construction point.
- (ix) When fifty percent of a published round trip fare is combined with fifty percent of another fare, and the governing provisions differ, the most restrictive conditions apply. The following provisions will determine the most restrictive conditions:
  - (aa) Minimum stay (Category 6)
    The longer minimum stay requirement shall apply to the entire pricing unit.
  - (bb) Maximum stay (Category 7)
    The shorter maximum stay limitation shall apply to the entire pricing unit.
  - (cc) Stopovers (Category 8)

(Applicable to special and promotional type fares) The stopover provisions of each fare shall apply to the appropriate fare component for which the fare is assessed provided that the passenger will not receive more than the maximum number of permitted stops (whether free or at a charge) in the most restrictive rule.

(dd) Reservations and ticketing (Category 5)

(i) The longer advance reservation requirement will apply to the entire pricing unit.

(ii) The longer advance-ticketing requirement will apply to the entire pricing unit.

(iii) Any rule provision requiring simultaneous reservations and ticketing shall apply in addition to the longer advance-ticketing deadline.

(ee) Routing/rerouting

(i) The routing conditions of each fare shall apply to the appropriate fare component for which the fare is assessed.

(ii) The voluntary rerouting provisions of each fare shall apply to the appropriate fare component for which the fare is assessed.

(iii) The involuntary rerouting provisions of each fare shall apply to the appropriate fare component for which the fare is assessed.

(ff) Cancellation and refunds

The highest cancellation penalty will apply to the entire pricing unit.

Blackout dates (Category 11)

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

Surcharges (Category 12)

A so called q - surcharge may be applicable on specific fares and/or point of sales. In this case the application is stated in a specific fare rule.

Accompanied travel (Category 13)

Unless otherwise stated in the specific fare rule, when travel with one or more other passengers is necessary to qualify for a fare, all passengers must travel together for the entire journey.

Travel restrictions (Category 14)

Intentionally left blank

Sales restrictions (Category 15)

(1) Applicable to special/promotional fares: Unless specifically stated in the individual fare rule, fares apply only when tickets are purchased at such fares prior to commencement of travel.

(2)
(3) Unless otherwise stated in the specific fare rule, extension of ticket validity may apply for death/illness of the passenger/traveling companion/immediate family member. Refer to Rule 65 (tickets) for conditions of extension.

Penalties (Category 16)

As used herein "voluntary rebooking" shall refer to changes only for the flight, date or time (origin, destination and connection/stopover points are unchanged) requested by a passenger not requiring ticket reissue. Rebooking is also referred to as revalidation.

As used herein, "Voluntary rerouting" shall refer to any changes in reservations of flights requested by a passenger requiring reissuance of the ticket. Rerouting is also referred to as reissue.

As used herein "Inbound and outbound" shall refer to the inbound/outbound fare components.

(A) Changes - Before departure:

(i) When voluntary rerouting involving a change of a totally unused ticket and where the original fare no longer applies, the original ticket may be reissued and the fare recalculated from the point of origin using the fare(s) and rate(s) of exchange applicable at the time of reissue.

(ii) Unless otherwise stated in the specific fare rule, voluntary rebooking/rerouting shall be permitted. The revised routing must conform to the provisions of the original fare.

(iii) In case of fares that have advance reservations restrictions, voluntary rerouting will be permitted without penalty prior to ticket issuance (Advance ticketing deadline).

(iv) If there is a penalty charge for rerouting, reservations for the revised itinerary will only be confirmed prior to advance reservations deadline or upon simultaneous reissue/revalidation of the passenger's ticket and collection of the penalty charge.

(v) If a penalty charge is applicable, the charge applies once the ticket is issued.'

(vii) If a penalty charge is applicable, the charge applies each time the ticket is presented for a change.

(vii) All changes must be made prior to the date of the originally scheduled flight as shown on the affected flight coupon.

(viii) Any changes to non-refundable fare type tickets must be made on or before the departure date of the scheduled flight as shown on the affected flight coupon. Failure to make the change prior to the scheduled flight as shown on the affected flight coupon, results in the ticket having no value for travel or exchange.

(ix) Changes are not permitted within the ticketing time limit.

(X) If voluntary rerouting is not permitted in the specific fare rule, the cancellation provisions (outlined in the cancellation section of category 16 of the specific rule) shall apply whenever a passenger voluntarily changes confirmed reservations.

(xi) Unless otherwise stated in a specific fare rule, one way fare penalties will be assessed per one way fare component.

(B) Changes - After departure

(i) If there is a voluntary rerouting on any down line flight(s) after departure, the fare and charges must be reassessed using fares, rules and rate(s) Of exchange effective at the time that travel commenced from the point of origin.

(ii) When a ticket is presented for rerouting after departure and the only coupons remaining in the ticket are for domestic transportation, the ticket may not be reissued for further international travel.

(iii) If a penalty charge is applicable, the charge applies each time the ticket is presented for a change.

(iv) All changes must be made prior to the date of the originally scheduled flight as shown on the affected flight coupon.

(v) If a penalty charge is applicable for rerouting, reservations for the revised itinerary will only be confirmed upon simultaneous reissue/revalidation of the passenger's ticket and collection of the penalty charge.

(vii) When 50 percent of a published round trip fare is combined with another fare, and the governing provisions differ, the following routing/rerouting provisions will apply as stated in the applicable specific fare rule.

(i) The routing conditions of each fare shall apply to the appropriate sector over which the fare is assessed.

(ii) The voluntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.

(iii) The involuntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.

Standard application for special fares:

(i) Unless otherwise stated in the specific fare rule, no change is permitted to the first or subsequent flight coupon(s) up to and including the first international flight coupon.

(ii) There is no limit to the number of changes made

within a pricing unit when the ticket is presented for a change.

(C) Cancellation - before departure
Unless otherwise stated in the specific fare rule, rule 80 revised routing, failure to carry and missed connections) and 90 (refunds) are applicable to fares governed by this rule.

(a) Full refund will apply:

(i) In the event of death or illness, as substantiated by a medical/death certificate of the passenger, immediate family member or traveling companion as described in Rule 1 (definitions). In the event of death of the passenger, fares will be refunded to such passengers state in accordance with the provisions in rule 90 (refunds). Any applicable administrative service charge will apply.

(ii) In the event that cancellations are made after an increase in airfare occurs between the initial payment and the date of commencement of travel.

(b) In the event of a cancellation or a failure to use confirmed space as ticketed for any reason other than those outlined in paragraphs (a)(i) Through (iii) above, the passenger will forfeit the penalty amount as stated in the specific fare rule except for any ticket governed by the APPRs, as amended.

(c) Credit toward further transportation:
In the event of failure to use confirmed space as ticketed, the full amount of the fare paid can be used as a credit towards the upgrade to any other type of fare, subject to the provisions of such fare and provided that such fare does not restrict the upgrade.

(D) Cancellations - after departure

(a) Partial refund
In the event a passenger discontinues his/her journey EN route for any reason other than those specified in 4Y general Rule 65 (tickets); the amount of refund shall be the difference between the fare paid and the fare for the transportation used, less the penalty charge as stated in the specific fare rule, if any.

(b) Credit toward further transportation

(i) In the event of cancellation or failure to use confirmed space as ticketed, the full amount of the fare paid can be used as a credit towards the upgrade to any applicable fare calculated from the point of origin,

subject to all provisions of such fares; provided that such fare does not restrict the upgrade.

(ii) Any fare with the statement "these fares apply only when purchased prior to commencement of travel", may not be used as the upgraded/reissued fare.

(iii) All rules of the new fare must be validated and the correct booking code used for the new fare.

(vii) A new ticket must be reissued and the new reservation must be repriced using current fares on the day of reissue.

(v) In the event of an upgrade, the original non-refundable amount shall remain non-refundable and is carried over to the new ticket. In this case, the change fee will not apply. Unless stated in a specific fare rule.

(vi) Any tickets governed by the APPRs will be refunded, in accordance to the rule 90, Refunds.

(E) Schedule changes

In the event, after ticket issuance, scheduled changes are made by WK that:

(a) Affects a passenger's departure and/or arrival by 2 or more hours;

(b) Results in the addition of an intermediate stop on the passenger's itinerary;

(c) Results in a substitution of equipment not acceptable to the passenger; or

(d) If a cancellation or a change in either air or tour itinerary is initiated either by UA or its tour operators which is unacceptable to the passenger, the passenger will have the option of cancelling without penalty, or rerouting on different flights to/from the same or different destination. However, the passenger must pay any additional amounts resulting from the rerouting.

(F) Group fares

(a) Prior to departure

(i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.

(ii) In the event of voluntary cancellation by the group or a member of the group less than the number of days stated in the rule prior to commencement of outbound travel, except as provided in (iii) below, a portion of the group fare paid will be deemed non-refundable and will be forfeited by the non-departing group member(s). The applicable

non-refundable amount will be specified in each group rule.

(iii) Full refund will be made in the case of:

(aa) death or illness of the passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);

(bb) replaced passenger, if substitutions are permitted in the rule being detailed;

(cc) cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.

(b) After departure

(i) Normal cancellation and refund procedures will apply provided that in the event of cancellation or rerouting by a member of the group due to:

(aa) death of the passenger EN route, the difference, if any, by which the group fare paid exceeds the applicable fare for the portions actually flown by the passenger, calculated from the original point of origin, will be refunded;

(bb) a death in the immediate family of a passenger, the amount of the group fare paid by the passenger will be applied as a credit (but not in cash) towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements may be made for other members of the travel group who belong to the immediate family of such passengers;

(cc) a passenger being unable to complete or continue his/her journey with the group due to illness, which must be substantiated by a medical certificate, the amount of the group fare paid will be applied as a credit towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements for transportation may be made for other members of the inclusive tour group who belong to the immediate family of such passenger.

(ii) Except as provided above, in case of voluntary cancellation of the group or a member of the group, refund will be an amount equal to the excess of the group fare paid

over the all-year fare applicable for transportation from the point of origin to the point of cancellation, less the percentage/penalty specified in the applicable rule.

(iii) In the event a passenger discontinues his/her journey EN route for any reason, the amount of the fare paid will be applied as a credit toward the purchase of transportation at the applicable fare calculated from the point of origin.

(c) In any of the circumstances described above, the remaining members of the travel group, regardless of their number, shall commence or continue with the itinerary, subject to all other conditions of the rule.

Higher Intermediate Point (Category 17)
Hip checks only apply from origin to (intermediate) stopover points or between intermediate stopover points. Transfer points are not considered. Unless otherwise stated in a specific fare rule hip check and mileage surcharge apply.
Ticket endorsements (Category 18)
Intentionally left blank
Children's discounts (Category 19)
Unless otherwise stated in a specific fare rule charge 75 percent of the applicable adult fare for accompanied child's travel 2-11 years. Unless otherwise specified in a specific fare rule charge 10 percent of the applicable adult fare for infant travel 0-2 years. For infants turning 2 years enroute, due to safety regulations, a booked seat will be required for the remaining portion of the journey. When a separate seat is required on a portion of the journey the child fare has to be used for the entire journey.
tour conductor discounts (Category 20)
Intentionally left blank
Agent discounts (Category 21)
Intentionally left blank
All other discounts (Category 22)
Intentionally left blank
Miscellaneous provisions (Category 23)
Intentionally left blank

(Category 24)
Currently not available

(Category 25)
Fare by rule
Groups (Category 26)
(1) Group size

(a) The minimum number of passengers required to qualify for transportation at the group fare will

be stated in the individual fare rule, where applicable.

(b) For the purpose of determining the number of passengers.

(i) Two children each paying the applicable children's discounted fares shall be counted as one member of the group.

(ii) Infants paying 10 percent of the fare shall not be considered in determining the number of passengers in the group.

(2) Travel together

all members of the group must travel together on the same aircraft, except that when lack of seating accommodations or operating conditions prevent their doing so, members may be carried on the preceding and/or succeeding flights on which space is available.

Standard application:
Group must travel together on all outbound and inbound flights.

(3) Eligibility

(a) Affinity group requirements

(i) The travel group must be formed only from affinity groups, i.e., member (or employee) Of the same association, corporation, company or other legal entity (referred to as the 'organization').

(ii) The principal purpose, aims and objectives of the organization, must be other then travel.

(iii) Each member of the travel group must be a member of the organization at the time of application for the group fares discount and must have been a member for at least six months immediately prior to the date of commencement of travel.

(iv) The travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn. In addition, parents living in the same household as a member may be included. However, any such spouse, dependent children or parents must be accompanied on the flight by such member, unless the member has been compelled to cancel his passage.

(v) Limitations of solicitation
With respect to the formation of affinity groups:

(aa) solicitation must be effected only by officials of the organization or members of the travel group.

(bb) if the organizers of the travel group employ a travel agent to assist in the

travel arrangements, he must in no way solicit members of the travel group. However, after the party to be transported is formed, the travel agent may contact members of the group for the purposes of arranging other travel services in addition to assisting in travel arrangements.

(vii) Definition of 'public solicitation'
public solicitation will be considered to exist when the group transportation is described, referred to, announced in advertisements or any other writing or means of public communication. However, a statement in public news other than advertisement which could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group carrier or an agent or representative of any of them, will not be considered public solicitation.

(b) Incentive/own use group requirements
The travel group shall be formed only for own use of one person or a legal entity, such as an association, partnership, company or corporation (referred to as the 'purchaser').

(c) Incentive group requirements

(i) Incentive groups mean groups of employees and/or dealers and/or agents (including their spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations), also referred to as the 'organization', traveling under an established incentive travel program which rewards the employee, dealers and agents for past work or provides an incentive for future activities.

(ii) The incentive travel program is to include air transportation, accommodations, sightseeing, entertainment and other features the cost of which is borne entirely by the business firm, corporation or enterprise and not passed on directly or indirectly to the employees, dealers or agents.

(iii) Officials (and their spouses) of such business firms, corporations or enterprises may also be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program.

(iv) Each member of the incentive group must be a member of the organization at the time of application for the group fare.

(4) Documentation
(a) General requirements for all individual and group inclusive tours
There must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such vouchers, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound Transatlantic travel.
(b) Affinity/incentive/non-affinity/own use group requirement
(i) Written application, in the form required by WK, shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provisions under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).
(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.
(iii) Passenger substitution/additions
If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.
(iv) Each travel group shall be identified by a definite number (group code) assigned by 4Y.

(C)
Tours (Category 27)
(A) Fares used in conjunction with inclusive tours must include land arrangement for the minimum stay period.

(B) Land/tour arrangements
(1) Land/tour arrangements must be published in appropriate tour brochures/literature and must include features or options as specified below which must be paid for prior to commencement of the tour.
(2) Sleeping accommodations for the total duration of the trip in hotels, motels, commercially operated mobile/immobile caravan/trailers, commercially operated pensions or tents, or public transportation, which offers sleeping

accommodations.

(3) A program of one or more of the following for the total duration of the trip.
  (i) Sightseeing
  (ii) Entertainment feature
  (iii) Motor economy trips
  (iv) Rail trips, or
  (v) Car rental (not to include the purchase of cars).

(C) Minimum tour price
  (1) The minimum tour price for each passenger shall not be less than the individual or group inclusive tour fare plus a specific amount for the minimum stay period and a specific amount for each day in excess of the minimum stay period, as specified under each rule where applicable.
  (2) If the tour operator allows a discount on land arrangement for children and infants, the minimum selling price for children and infants may be reduced accordingly.

(D) Modification to approved itineraries shall be permitted only when and to the extent modification of the itinerary of the entire travel group is necessitated by circumstances beyond the control of the tour operator. Other revisions to the approved air itineraries will be considered as cancellation of previously confirmed space and the provisions outlined in UA general rule 90 (refunds) and in the applicable fare rule shall apply.

Visit another country (Category 28)
Intentionally left blank
deposits (Category 29)
Intentionally left blank
Voluntary changes (Category 31)
As used herein "voluntary rebooking" shall refer to changes only for the flight, date or time (origin, destination and connection/stopover points are unchanged) requested by a passenger not requiring ticket reissue. Rebooking is also referred to as revalidation.
As used herein, "Voluntary rerouting" shall refer to any changes in reservations of flights requested by a passenger requiring reissuance of the ticket. Rerouting is also referred to as reissue.
As used herein "inbound and outbound" shall refer to the inbound/outbound fare components.

(A) Changes - Before departure:
  (1) When voluntary rerouting involving a change of a totally unused ticket and where the original fare no longer applies, the original ticket may be reissued and the fare recalculated from the point of origin using the fare(s) and rates(s) of exchange applicable at the time of reissue.

(2) Unless otherwise stated in the specific fare rule, voluntary rebooking/rerouting shall be permitted. The revised routing must conform to the provisions of the original fare.
(3) In case of fares that have advance reservations restrictions, voluntary rerouting will be permitted without penalty prior to ticket issuance (advance ticketing deadline).
(4) If there is a penalty charge for rerouting, reservations for the revised itinerary will only be confirmed prior to advance reservations deadline or upon simultaneous reissue/revalidation of the passenger's ticket and collection of the penalty charge.
(5) If a penalty charge is applicable, the charge applies once the ticket is issued.
(6) If a penalty charge is applicable, the charge applies each time the ticket is presented for a change.
(7) All changes must be made prior to the date of the originally scheduled flight as shown on the affected flight coupon.
(8) Changes are not permitted within the ticketing time limit.
(9) If voluntary rerouting is not permitted in the specific fare rule, the cancellation provisions (outlined in the cancellation section of category 16 of the specific rule) shall apply whenever a passenger voluntarily changes confirmed reservations.
(10) Unless otherwise stated in a specific fare rule, one way fare penalties will be assessed per one way fare component.

(B) Changes - After departure
(1) If there is a voluntary rerouting on any down line flight(s) after departure, the fare and charges must be reassessed using fares, rules and rate(s) Of exchange effective at the time that travel commenced from the point of origin.
(2) When a ticket is presented for rerouting after departure and the only coupons remaining in the ticket are for domestic transportation, the ticket may not be rerouted for further international travel.
(3) If a penalty charge is applicable, the charge applies each time the ticket is presented for a change.
(4) All changes must be made prior to the date of the originally scheduled flight as shown on the affected flight coupon.
(5) If a penalty charge is applicable for rerouting, reservations for the revised itinerary will only be confirmed upon simultaneous

reissue/revalidation of the passenger's ticket and collection of the penalty charge.

(6) When 50 percent of a published round trip fare is combined with another fare, and the governing provisions differ, the following routing/rerouting provisions will apply as stated in the applicable specific fare rule.

(i) The routing conditions of each fare shall apply to the appropriate sector over which the fare is assessed.

(ii) The voluntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.

(iii) The involuntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.

Standard application for special fares:

(a) Unless otherwise stated in the specific fare rule, no change is permitted to the first or subsequent flight coupon(s) up to and including the first international flight coupon.

(b) There is no limit to the number of changes made within a pricing unit when the ticket is presented for a change.

Involuntary changes (Category 33)

Currently not available

Negotiated fares (Category 35)

Intentionally left blank

Rule 5 Application of Tariff

(A) General

(1) This tariff shall apply to carriage of passengers and baggage, and to all services incidental thereto:
(A) Marketed (carrying an WK flight number) including when flights are operated in conjunction with other participating carriers under joint fares, rates and charges contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage, and
(B) For carriage on flights marketed by WK but operated by another carrier, unless otherwise stated in this tariff.

(2) Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in Rule 55 (liability of carrier) with respect to tariff C.A.B. No. 937 published by airline tariff Publishing Company, agent. (US only) Any such limitations or condition in any rule herein except to the extent provided in Rule 55 is not a part of tariff C.A.B. No. 937 filed with the US Department of Transportation. (US and Canada) Nothing in this tariff modifies or waives any provision of the Warsaw or Montreal convention.

(3) This tariff shall apply to carriage of passengers and baggage including all services incidental thereto performed by carrier under local and joint rates and charges of carrier contained in tariffs which make specific references to this tariff for governing rules, regulations and conditions of carriage.

(4) Fares and charges or monetary amounts shown in dollars or cents are stated in terms of U.S. Currency (For the U.S.A.)and inCanadian Dollars (for Canada) except where fares and charges or monetary amounts are specifically stated as being published in other currency.

(5) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly

stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.

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

(B) Gratuitous carriage
With respect to gratuitous carriage, carrier reserves the right to exclude the application of all or any part of this tariff.

(C) Change without notice
Except as may be required by applicable laws, government regulations, orders and requirements, carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.

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

(E) Effective rules, fares and charges
Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by carrier and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not the applicable fares or charges, the differences will be refunded to or collected from the passenger, as may be appropriate.

(1) Applicable only to sales and tickets issued in the U.S.A. For travel originating in the U.S.A. (not applicable to Canada)

(a) No increase will be collected in cases where the 4Y ticket as been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in the fare level, a change in conditions governing the fare, or a

cancellation of the fare itself, provided:

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

(ii) The originating Transatlantic flight shown on the ticket is not voluntarily changed at the passenger's request on/after the effective date of any increase in the applicable fare.

(iii) This provision shall apply only to the passenger to whom the ticket was originally issued. (Not applicable to Canada) Furthermore, this provision will not apply to sales made outside the U.S.A. For tickets to be issued in the U.S.A.

(b) (Applicable to local transportation originating in the U.S.A.)
This guarantee applies only to groups of 25 or more passengers whose fares are paid for and issued in the U.S.A. Upon the execution of a contract between the group organizer and 4Y and payment of USD 100.00 for travel commencing during October 1 through April 30 or 25 percent of the applicable fare for travel commencing May 1 through September 30, the fare to be charged will be either (i) Or (ii) below, whichever produces a lower fare.

(i) The fare in effect on the date of ticket issuance.

(ii) The fare in effect on the date the organizer and 4Y entered into a contractual agreement, plus any fuel increase, war risk insurance, taxes, etc. which becomes effective between the date of the contractual agreement and the date of ticket issuance.

(1) (Applicable to WK for transportation which Originates or terminates in Canada.)
No increase in fares or charges applicable to the carriage of passengers will be collected or more restrictive conditions of such carriage applied in the event that an increase in fares or charges occurs or more restrictive conditions are imposed between the time of ticket issuance and the effective date of any subsequent tariff containing such an increase or more restrictive conditions of carriage, provided:

(a) The ticket is issued with confirmed reservations from point of origin in Canada

to the first point of stopover in areas 1, 2, or 3 at the fares and charges applicable on the date of ticket issuance for the date of commencement of travel. The date of the ticket issuance is determined by the validator stamped or imprinted on the ticket.

(b) The confirmed ticketed reservations are not changed and the ticket is not reissued at the passengers request.

(c) Sale occurs and ticket is issued in Canada.

(F) Air Passenger Protection Regulations (APPR)

The obligations of the carrier under the APPR form part of the tariff and supersede any incompatible or inconsistent term and condition of carriage set out in the tariff to the extent of such inconsistency and incompatibility, but do not relieve the carrier from applying terms and conditions of carriage that are more favorable to the passenger than the obligations set out in the APPR.

(G) Self identification- For Canada Only- Large or Small Carrier

For the purposes of establishing obligations toward passengers under the Air Passenger Protection Regulations (APPR) WK declares that is it a Large Carrier (a carrier that transports a worldwide total of two million passengers or more during each of the two preceding calendar years). WK also self identifies as a Large Carrier under the Accessible Transpiration for Persons with Disabilities Regulations (ATPDR).

Rule 6 Classes of Service and Upgrade†

(A) First class or class "F" fares

First class or class "F" fares apply when travel is in the first class compartment of combination compartment flights operated with jet aircraft.

(1) The first class section will be located in the forward-most compartment of the Carrier's aircraft.

(2) Separate check-in facilities will be provided for passengers eligible for first class seating, when airport space and staffing permit.

(3) Passengers eligible for first class seating will be afforded the use of first class lounges where such facilities exist.

(4) Passengers seated in the first class section will (when flight time permits) be afforded in-flight amenities such as complimentary beverages (including cocktails and wine) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).

(B) Business class or class "C" fares

Business class or "C" fares will apply when travel is in the business class section of combination compartment flights designated as first class, business class, and economy class or business class and economy class in the carrier's schedule description/conditions of service.

(1) The business class section will be located either immediately behind the first class compartment and will extend rearward in the aircraft to that point at which seating for passengers traveling at economy class fares begins; or the business class section will be located in the forward-most compartment of the aircraft and will extend rearward in the aircraft to that point at which passengers travelling at the economy class fares begins.

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 06 are effective September 11, 2026, pursuant to Order No. 2021-A-3 of the CTA.

(2) Separate check-in facilities will be provided for passengers eligible for the business class section where airport space and staffing permit.

(3) Passengers seated in the business class section will (when flight time permits) be afforded inflight amenities such as complimentary beverages (including cocktails, champagne and wine) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).

(C) Premium economy class or class "W"

Premium economy class or class “W” fares apply when travel is in the premium economy class section of combination compartment flights designated as first class, business class, and economy class or business class and economy class in the carrier's schedule description/conditions of service.

(1) The premium economy class section will be located immediately behind the business class compartment.

(2) Passengers seated in the Premium economy class section will (where flight time permits) be afforded in-flight amenities such as complimentary beverages (excluding cocktails, beer and wine) and will be offered headsets for rental for audio/visual entertainment (where such feature is provided in flight).

(D) Economy class or class “Y”

economy class or class “Y” fares apply when travel is in the economy class section of combination compartment flights designated as first class, business class, and economy class or business class and economy class in the carrier's schedule description/conditions of service.

(1) Passengers seated in the economy class section will (when flight time permits) be afforded in-flight amenities such as complimentary beverages (including cocktails, beer and wine) and the complimentary use of headsets for rental for

audio/visual entertainment (where such feature is provided in flight).

~~(A) Business class or class "C" fares~~

~~(1) business class or "C" fares will apply when travel is in the business class section of combination compartment flights designated as first class, business class, and economy class or business class and economy class in the carrier's schedule description/conditions of service. (2) The business class section will be located either immediately behind the first class compartment and will extend rearward in the aircraft to that point at which seating for passengers traveling at economy class fares begins or the business class section will be located in the forward-most compartment of the aircraft and will extend rearward in the aircraft to that point at which passengers travelling at the economy class fares begins.~~

~~(3) Separate check-in facilities will be provided for passengers eligible for the business class section where airport space and staffing permit.~~

~~(4) Passengers seated in the business class section will (when flight time permits) be afforded inflight amenities such as complimentary beverages (including cocktails, champagne and wine) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).~~

~~(B) Premium economy class or class "W"~~

~~(1) Premium economy class or class "W" fares apply when travel is in the premium economy class section of combination compartment flights designated as first class, business class, and economy class or business class and economy class in the carrier's schedule description/conditions of service~~

~~(2) The premium economy class section will be located immediately behind the business class compartment.~~

~~(3) Passengers seated in the economy class section will (where flight time permits) be afforded in-flight amenities such as complimentary beverages (excluding cocktails, beer and wine) and will be offered headsets for rental for audio/visual entertainment (where such feature is provided in flight).~~

~~(C) Economy class or class "Y"~~

~~(1) Economy class or class "Y" fares apply when travel is in the economy class section of combination compartment~~

~~flights designated as first class, business class, and economy class or business class and economy class in the carrier's schedule description/conditions of service.~~

~~(2) Passengers seated in the economy class section will (when flight time permits) be afforded in-flight amenities such as complimentary beverages (cocktails, beer and wine are not included) and the complimentary use of headsets for rental for audio/visual entertainment (where such feature is provided in flight).~~

~~(D) Upgrade offer~~

~~Passengers booked in economy class have the choice to select a bid for a suitable amount they are willing to pay to upgrade to the business class compartment. Edelweiss Air will offer the customer two possibilities to participate in the Edelweiss Air upgrade offer.~~

~~(1) The customer will receive an email invitation from Edelweiss Air.~~

~~(2) For bookings made via flyedelweiss.com it will be possible for the customer to select the suitable amount via the link "bid for upgrade" at the end of the booking process.~~

~~(3) Only those customers who have received and invitation will be allowed to participate in the Edelweiss Air upgrade offer.~~

~~(4) The Edelweiss Air upgrade offer is offered per segment and not for the entire origin and destination in the itinerary. Prices will vary between CAD 500 and CAD 2600.~~

~~(5) Edelweiss Air reserves the right to decide who will receive the invitation and which bids will be accepted. Acceptance will depend on availability of seats in business class as well as the forecast of expected sold business class.~~

~~(6) Passengers must hold a valid ticket and must be booked on WK operated or wet lease flight numbers in economy class on intercontinental flights. The following exceptions are excluded from the upgrade offer:~~

- ~~WK codeshare flight numbers operated by other carriers~~
- ~~Flights to/from Cairo.~~
- ~~Tickets originating in Brazil/India and Japan.~~
- ~~Tickets sold in Brazil/India and Japan~~
- ~~Group bookings~~
- ~~Travel industry and agent discounted tickets~~
- ~~Bookings with the following SSRs *(special service requests):~~
- ~~Infant, animal in hold, PETC in cabin, medical cases, stretchers, extra seat, cabin baggage and deportees.~~

~~(7) Edelweiss Air will evaluate all bids and then decide on the acceptance of the bid within 120 hours and 48 hours before departure.~~
~~(8) All customers who made a bid will receive an email informing them if their bid was accepted or not.~~
~~(9) Customers can withdraw or change their bid any time up to 120 hours prior to departure.~~
~~(10) If the customers bid is successful the bid amount will be charged to their credit card and new electronic tickets will be emailed. The customer will receive business class boarding passes at check-in.~~
~~(11) If the customer's bid is not accepted the original ticket will remain valid at no additional costs or charges.~~
~~(12) Customers whose bids have been accepted are entitled to: priority check-in and boarding, lounge access and earn mileage as per booking code "p".~~

Rule 10 Special Airport Lounge Facilities†

(A) In order to provide special services for full paying passengers and status card holders, Lufthansa offers an extensive number of lounges worldwide.
The lounge strategy is based on 3 types of lounge operators:
(1) Lufthansa Group Lounges
(2) Star Alliance Gold Lounges
(3) Lounges operated by third parties (airports, other airlines)

(B) A list of all Lufthansa Group lounges worldwide with general access for Lufthansa Group (HON, F/CL, SEN, FTL, C/CL,) or Star Alliance passengers are published on the Carriers webpage:

LH www.lufthansa.com/er/en/lounges
LX www.swiss.com/ch/en/fly/airport/lounges
OS www.austrian.com/ca/en/international-lounges
WK www.flyedelweiss.com/ca/en/fly/at-the-airport/lounges-long-haul.html
4Y www.discover-airlines.com/ca/en/book/travel-information/lounges

(C) The services and facilities provided by this Carrier at their own lounges are:
(1) Self-service bar with alcoholic beverages (subject to local laws) and non-alcoholic beverages
(2) Different areas such as for working, eating, and relaxing
(3) Self-service buffet with cold and hot food options

(D) Admission to the lounges in general is restricted to:
(1) First class and Business Class ticket holders
(2) HON Circle Member, Senators and FTL's
(3) Star Alliance gold members
(4) Companions according to Lufthansa Group rules for status card holders

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 10 are effective September 11, 2026, pursuant to Order No. 2021-A-3 of the CTA.

The access rules to Lufthansa Group Lounges
are published on the Carriers webpage:

LH www.lufthansa.com/ca/en/admission-rules
LX www.swiss.com/ca/en/fly/airport/lounges/admission-rules
OS www.austrian.com/ca/en/lounges-vienna-airport
WK www.flyedelweiss.com/ca/en/fly/at-the-airport/lounges-long-haul.html
4Y www.discover-airlines.com/ca/en/book/travel-information/lounges

(E) Exception to the admission requirements:
At the discretion of this Carrier, persons otherwise not
eligible may be admitted to these lounges when, in
the opinion of the station manager, this becomes
necessary in the case of emergencies, other
extraordinary circumstances involving health or
security of passengers, or government regulation.

Rule 15 Electronic Surveillance of Passengers and Baggage†

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

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 15 are effective September 11, 2026, pursuant to Order No. 2021-A-3 of the CTA

Rule 21 Transport of Disabled Passengers

(A) Definitions - Passengers shall be considered Disabled when their physical, mental, intellectual, cognitive, learning, communication or sensory impairment – or a functional limitation – whether permanent, temporary or episodic in nature, evident or not, hinders a person's full and equal participation in society thus requiring said individuals to need further attention on enplaning, deplaning, during flight, in an emergency evacuation or during curb to curb airport transit.

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

(2) Non-ambulatory - A person who is not able to move within the aircraft unassisted.

(3) Self-reliant - A person who is independent,self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on board attention beyond that afforded to the general public. Except that assistance in boarding and deplaning may be required.

(4) Non-self-reliant - A person who is incapable of self-care during a flight.

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

(6) Assistant (personal attendant) (ix) . An able-bodied person physically capable of assisting a disabled passenger to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required.

(7) Wheelchair-bound athlete - A non-ambulatory person with upper body and arm development such as to make him/her physically capable of egressing an aircraft in an emergency with minimal assistance, and who is a member of a bona-fide sports organization.

(8) Random seating - The assignment of any passenger seat on the main deck of an aircraft, except a seat in a row of seats at an emergency exit as required by law and for safety.

(9) Planned seating - The assignment of passenger seats at or near the end of an evacuation line to an exit which, in general, will be floor level exit.

(10) Service Animal – means a dog, regardless of breed or type, that is individually trained to do work or perform tasks for

the benefit of a qualified individual With a Disability, including a visual, sensory, psychiatric, intellectual, or other mental disability. Animal species other than dogs, emotional support animals, comfort animals, companionship animals, and service animals in training are not Service Animals pursuant to U.S. or Canadian regulations.

(B) Acceptance of disabled passenger

(1) This carrier will make every effort to accommodate a person with a disability and will not refuse to transport a person solely based on the person's disability, except as permitted for safety or required by law.

(2) Unless this carrier determines a safety assistant is essential for safety, pursuant to paragraph (b)(3). Below, this carrier will accept the determination made by or on behalf of a person with a disability as to self-reliance. Once advised that the person is "self-reliant", this carrier shall not refuse such passenger transportation on the basis that the person with a disability is not accompanied by a personal attendant or based on the assumption that the passenger may require extraordinary assistance from airline employees in meeting the passenger's needs.

(3) Carrier will refuse to transport or will remove at any point, any passenger whose mental or physical condition is such as to render him/her incapable of caring for himself/herself without assistance unless;

(a) He/she is accompanied by an attendant who will be responsible for caring for him/her en-route, and;

(b) With the care of such attendant, he/she will not require unreasonable attention or assistance from employees of the carrier.

(4) Seating assignments

When a person identifies the nature of his/her disability, this carrier will, to the extent possible, accommodate the passengerwith a seat assignment that suits the passenger's needs, including seating the passenger together with any safety attendant or personal attendant traveling with the passenger.Exit row seating is excluded for safety and by law, and will not be assigned to any person who cannot perform the duties necessary during and evacutaion or emergency situation, as defined by law.

(5) Service animals

(a) Carrier accepts for transportation properly harnessed,

leashed or tethered dog that is accredited, in writing, as a Service Animal, when it accompanies a passenger with a with a disability or medical condition. The dog will be permitted to accompany such passenger into the cabin, but will not be permitted to occupy a seat. Large Service Animals must fit either in the passenger's lap or in the passenger's footspac e, unless transportation would be inconsistent with safety requirements set out by any regulating authority.

(b) Service Animals will be transported free of charge, and Carrier requires 48 hours advance notice of transportation in both the US and Canada.

(c) This carrier limits the maximum number of Service Animals per passenger to two (2) service dogs in the US, and one (1) service dog in Canada.

(d) This carrier may refuse to transport a service dog if:

(e) The service dog poses a direct threat to the health or safety of others;

(f) The service dog causes a significant disruption in the cabin or at an airport gate area, or its behavior on the aircraft or at an airport gate area indicates that it has not been trained to behave properly in public;

(g) If the person with a disability fails to have in their possession documentation at the time of check-in which demonstrates that the dog has all the necessary valid health and vaccination certificates, entry permits and other documents required by countries, states or territories for entry or transit;

(h) The service dog's carriage would violate applicable safety or health requirements of any applicable laws or regulations for any point of the passengers itinerary.

(i) For Canadian Flights only, this carrier will require proof of training of the dog by an accredited person or organization that specializes in training service animals to perform a task. A certificate or ID provided by the trainor or organization must show the owner, dog, task and trainor information.Other information may be requested as well for flights over 8 hours in lenghth. For U.S. flights only: Passegners are required complete and submit to the carrier the following forms:

(1) a U.S. DOT Service Animal Air Transportation form attesting to the health, training and behavior of the dog; and

(2) for flight segements of eight (8) hours or more, a U.S. DOT Service Animal Relief form, certifying that the dog will not need to relieve itself on the flight, or can relieve itself in a way that will not cause a health and sanitation issue.

(3) These forms should be submitted more than 48 hours in advance of travel to this carrier, and are required at the departure gate on your date of travel.

(j) When travel involves more than one carrier, it is the responsibility of the passenger to verify the policy of each carrier involved on the itinerary, and ensure that each carrier is aware and willing to transport the Service Animal.

(6) Reservations

Reservations should be made at least 48 hours in advance of travel (except for oxygen and/or stretchers, which must be made at least 48 hours before departure.) Advanced reservation time for LX and WL is 72 hours, advising the carriers as to the of the disability and assistance required, so that carrier arrangements can be made. Carriers will make every effort to accommodate passengers who fail to make timely reservations.

(7) Seating restrictions

Persons with a disability will not be permitted to occupy seats in designated emergency exit rows in over-wing emergency exit rows, where the ventral stair may be used as an emergency exit, or in upper deck of the aircraft or, otherwise in accordance with safety rules or regulations administered by transport Canada or the relevant department of transportation. Blind passengers are not allowed on the upper deck during flight of aircraft with spiral stairways for their safety.

(8) Assistance to disabled persons.

If requested at least 48 hours before scheduled time of departure of the person's flight, the carrier will provide the following assistance (Canada Only: points with “*” noted require no advanced notice):

(a) Priority registration at the check-in counter*

(b) Proceeding to the boarding area

(c) Boarding and deplaning

(d) Stowing and retrieving the person's carry-on Baggage*

(e) Retrieving the person's checked baggage

(f) Transferring the person:

(i) Between: The person's own wheelchair, scooter or

other mobility aid and: a wheelchair, boarding chair or other mobility aid provided by the carrier

(ii) Between: A wheelchair, boarding chair or other mobility aid and: the person's passengers seat

(g) Assisting the person, other than by carrying the person, in moving to and from an aircraft washroom, including assisting the person in using an on-board wheelchair where one is available

(i) Serving special meal, where available, and providing limited assistance with meals such as opening packages, identifying items and cutting large food portions*

(j) Inquiring periodically about the person's needs when persons in wheelchairs who are not independently mobile are awaiting a flight after check-in, when in transit between flights and during the flight* (wheelchair service itself does require 48 hour advanced notice, although Carrier will make a reasonable effort to provide such services on short notice)

(k) Assembling and disassembling of mobility aids, provided that the passenger provides 4Y with the instructions and any specialized tools needed, plus ample time to prior to departure to perform these tasks and prepare for departure.

(l) Assistance with proceeding to the general public area or to a representative of another carrier;

(m) If the passenger requests for any of these services is not made within 48 hours of the designated departure time, or in the case of assembly/disassembly with no instructions or tools provided, this carrier will make reasonable effort to provide the above listed services.

(9) Pre-boarding

When a request is made by a person for boarding or seating or stowing carry-on baggage, this carrier may require the person to board the aircraft in advance. Persons with disabilities advance. Persons with disabilities needing assistance will be boarded separately (normally prior to all other passengers) and disembarked separately (normally after all other passengers).Passengers with severe allergies will also be allowed to pre-board upon request to clean the area around their seat.

(C) Mobility aids

(1) Wheelchair manual driven (WCMP) and wheelchair battery driven

with dry cell or non-spillable battery (WCBD) are accepted by carrier for passengers booking in need of wheelchair services. Batteries must be disconnected for acceptance for carriage carriage on passenger's flight. Wheelchair battery driven with wet cell or spillable battery (WCBW) are not accepted for carriage on this carrier operated flights.
To a maximum of two (2) 160 Wh batteries (320 Wh total), per mobility device.

(2) As of October 1, 2025, any mobility aid with non-removable (fixed installed) lithium batteries will be restricted a maximum of two (2) 160 Wh batteries (320 Wh total), per mobility device.

(3) Carrier provides on-board wheelchairs for all flights operated from Canada/US and on all connecting flights.Carrier does not make available on-board wheelchairs on any codeshare flights operated by partner airlines.

(4) This carrier will carry, upon request and free of charge, a person with a disability's mobility aid as priority baggage, or if size permits, on-board the aircraft.

(5) This carrier will refuse to transport any mobility aid where the size and weight of the mobility aid exceed the capacity of the aircraft, ramps or lifts; is too large to fit through the baggage compartment doors; or the transportation of the mobility aid would jeopardize the airworthiness and violate safety regulations. As of October 1, 2025, any mobility aid with non-removable (fixed installed) lithium batteries will be restricted to a maximum of two (2) 160 Wh batteries (320 Wh total), per mobility device. This carrier will advise the passenger at the time of refusal, and will provide the reason to the passenger, in writing, within ten (10) days. In the event of a refusal to transport, this carrier will advise the passenger of alternate bookings that would accomidate the mobility aid, and will rebook at no additional cost upon request of the passenger.

(D) Passengers with Severe Allergies (Canada Only) – passengers with severe allergies that self-identify will be seated in a buffer zone to help avoid the risk of exposure. Other passengers seated within the buffer zone will be advised prior to departure to not consume or use products containing the specific allergen, to the best extent possible (balancing the rights of other passengers and subject to the fact that this carrier cannot guarantee an allergen free environment).The buffer zone will be determined by the aircraft

type, cabin and seating configuration.

(E) Retention of Documents (Canada Only)– this carrier will keep, upon request, an electronic copy of all personal health information or documentation provided for at least 3 years. In the case of conditions that evolve or improve/deteriorate over time,this carrier reserves the right to request new or updated documentation to ensure safe travel.

(F) Written Confirmation of Services (Canada Only)- this carrier will indicate at the time of booking, in the passengers reservation record, the services that passenger has requested be provided. This carrier will provide a written confirmation of the services booked in the passenger's itinerary. If services are reserved after booking,
an updated itinerary with confirmation will be forwarded to the passenger without delay.

Rule 24 Carriage of Children

For the purposes of the present rule, a minor means a person who has not reached his/her 18th birthday as of the date of commencement of travel.

(A) Accompanied
Children are accepted for transportation when accompanied on the same flight and in the same compartment by a passenger at least 12 years of age. Only one infant will be accepted for carriage with each fare paying passenger at least 15 years of age occupying the same or adjacent seat occupied by the infant.

(B) Unaccompanied
Minors not accompanied on the same flight and in the same compartment by a passenger 12 years of age or over are accepted for transportation only under the following conditions:
Age of minor at last birthday under 5 years of age via all classes of service not accepted under any conditions.
5 to 11 years age
Unaccompanied minor service is mandatory. Accepted only for transportation on WK-operated flights in either economy or business class.

12 to 17 years of age
unaccompanied minor service is available upon request
but is not mandatory.

(C) Fare
The fare applicable to the transportation of children
is the applicable published fare. Fares applicable to
unaccompanied minors are as follows:
Unaccompanied children 5 through 11 years old:
Applicable adult fare.
Unaccompanied minors 12 through 17 years old:
Applicable adult fare.
A charge will be applied for mandatory service
provided to accompany children 5 through 11
years old and when requested for minors 12 through 17
years old. Unaccompanied minor service charge will be charged
on a per flight/sector basis as follows:
(1) EUR85/CHF95/USD95/CAD135 within Europe;
(2) EUR95/CHF105/USD105/CAD145 between Europe and Lebanon,
Israel, Kazakhstan, Egypt, Jordan, Turkmenistan,
Iraq;
(3) EUR115/CHF130/USD130/CAD175 between Europe and United Arab
Emirates, Qatar, Iran, Nigeria, Saudi Arabia, Ethiopia,
Bahrain, Oman, Kuwait, Cape Verde, Cuba, Jamaica,
Dominican Republic;
(4) EUR125/CHF140/USD140/CAD190 between Europe and Maldives,
India, Equatorial Guinea, Kenya, Tanzania, Angola, Miami,
Toronto, New York, Chicago, Charlotte, Orlando, Montreal,
Washington, Atlanta, Philadelphia, Tampa, Boston, Detroit,
Fort Myers; and
(5) EUR150/CHF170/USD170/CAD230 between Europe and Japan,
China, Republic of Korea, Thailand, Singapore, South
Africa, Seychelles, Mauritius, Colombia, Los Angeles,
Denver, San Francisco, Mexico, Brazil, Dallas, Hong Kong,
Panama, Vancouver, Calgary, San Jose, Argentina, Houston,
Seattle, San Diego, Costa Rica, St Johns.
For example a YVR-ZRH-CTA will be charged at a total
of CAD 325
i.e. YVR-ZRH CAD 190 plus ZRH-CTA CAD 135.
A YVR-ZRH-SSH will be charged at a total of CAD 335
i.e. YVR-ZRH CAD 190 plus ZRH-SSH CAD 145.
The fee is charged per unaccompanied child separately
and not per party of unaccompanied children travelling
together.
The charge will be collected by means of an electronic
miscellaneous document (EMD) made payable to WK.
Infants occupying a seat:
The fare for infants occupying a seat will be 100%
of the applicable adult fare.

(D) Unaccompanied minor acceptance service
(1) The entire journey must be confirmed at time of
ticket issuance.
(2) For routings where other airlines are involved,

the unaccompanied minor is only accepted to WK if the entire trip is in one (1) ticket. Unaccompanied minors travelling on separate tickets are not accepted due to the connection not being secured in case of delay.

(3) Registration for the unaccompanied minor service must be made at least 24 hours prior to departure.

(4) The minor must be brought to the airport of departure by a parent or responsible adult who remains with the minor until carrier starts providing supervision, and who must furnish the carrier with satisfactory evidence that the minor will be met by another parent or responsible adult showing photo identification, upon deplaning at his/her destination. Children of ages 5 to 11 are not accepted if the flight on which the child holds a reservation is excepted to terminate short of, or bypass his destination.

(5) All necessary travel documents are arranged.

(6) The above persons complete and sign the WK handling advice for unaccompanied minors which can be obtained on carrier's web site www.Edelweiss Air.COM or at the airport ticket counter prior to check-in.

(7) Night stops are only allowed if the parents or legal guardians have made arrangements for the minor at the layover airport to be met on arrival and escorted on departure by an adult.

(8) Carrier will provide supervision for the minor from the time of boarding or check-in, where applicable, until the minor is met at destination by a parent or a responsible adult showing photo identification, as identified on the above paragraph.

(9) Medical conditions

Children with medical conditions may not be accepted for travel as unaccompanied minors. Medical approval from the carrier's medical service is required for any unaccompanied minor service to be offered to a minor with a medical condition including customers with disabilities see Rule 0021.

(E) Responsibility of carrier

Limited responsibilities of carrier with the exception of the service specifically provided to an unaccompanied minor in this rule, carrier will not assume any financial or guardianship responsibilities for unaccompanied minor beyond those applicable to an adult passenger.

~~Rule 15 Electronic Surveillance of Passengers and Baggage~~

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

Rule 25 Refusal to Transport-Limitations of Carrier

(A) Refusal, cancellation or removal

(1) Carrier will refuse to carry, cancel the reserved space of, or remove EN route any passenger:

(a) When such action is necessary for reasons of safety;

(b) When such action is necessary to prevent violation of any applicable laws, regulations, or orders of any state or country to be flown from, into or over; this includes but is not limited to when a passenger's travel documents are not in order;

(c) When the conduct, age, status, mental or physical condition of the passenger is such as to:

(i) Require special assistance of carrier above and beyond assistance that is mandated by law;or

(ii) Cause discomfort or make him/herself objectionable to other passengers or the crew; or

(iii) Poses a hazard or risk to him/herself, the crew or to other persons or to property.

(d) When the passenger refuses on request to produce positive identification.

(e) When the passenger refuses to permit search of their person or property for explosives or a concealed, deadly or dangerous weapon or article.

(f) When the passenger refuses to obey the fasten seat belt signs, or announcements by the crew to fasten seat belts, or any instructions given by the crew.

(2) If question arises of any aircraft being overloaded, carrier shall decide which passengers or articles will be carried.

(3) Subject to the provisions of Rule 89, (denied boarding compensation) herein, the sole recourse of any person so refused carriage or remove EN route for any reason specified in the foregoing

paragraphs shall be recovery of the refund value of the unused portion of his/her ticket as hereinafter provided in rule 90 (refunds).

Notwithstanding any provision or rule to the contrary, passengers shall not be entitled to a refund if they have been denied boarding or had a flight cancelled pursuant to Rule 25 (a)(1)(a),(a)(1)(b),(a)(1)(c)(i), (a)(1)(c)(ii), (a)(1)(c)(iii), (a)(1)(d),(a)(1)(e), or (a)(1)(f).

(B) Conditional acceptance for carriage

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

Note: Except to the extent provided in Rule 55 (liability of carrier) with respect to tariff C.A.B. No. 514 issued by airline tariff Publishing Company, agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and rule 25 (refusal to transport- limitations of carrier) is included herein as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. No. 514 issued by airline tariff Publishing Company, agent, filed with the Department of Transportation of the United States.

(2) Medical clearance

(a) If carrier determines, in good faith and using reasonable discretion, that a passenger's medical condition is such that air travel risks causing aggravation to said condition and/or may cause passenger to require urgent medical attention, carrier is

entitled to require passenger to provide a medical certificate.

(b) Carrier will review the medical certificate provided and determine whether it can be accepted and the passenger cleared for carriage. Review and clearance will be performed by medical officers employed by carrier or under contract with carrier. In cases where such officers are not available, external medical authorities (e.g. Local medical doctors or hospital staff) may provide the required review and clearance.

(c) If carrier determines, acting in good faith, that a passenger's medical or physical condition involves an unusual hazard or risk to self or other persons (including, in the case of expectant mothers, unborn children) or property, carrier may refuse transportation to the person posing such hazard or risk.

(d) Pregnant passengers

(i) Expectant mothers with complication free pregnancies can travel on carrier flights up to the 36th week of their pregnancy or up to four weeks before their expected due date without a medical certificate.

(ii) Expectant mothers who are in or beyond the 36th week of their pregnancies must present a physician's certificate dated within 72 hours of the scheduled time of departure. The certificate must state that the physician has examined the patient and found her to be physically fit for travel by air and must state the estimated date of birth.

(C) Carriage of unaccompanied children

(1) Children under five (5) years of age will not be accepted for unaccompanied travel unless advance arrangements have been made with the Carrier, and must be escorted by

an adult.

(2) Children between five and eleven (5-11) years need not be handled as unaccompanied minors if accompanied by a passenger at least 12 years or older.

(3) Children under twelve (12) years of age will be accepted for carriage unaccompanied only under the following conditions:

- Booked on LHG operated flights
- Entire trip is booked in one (1) ticket
- UMNR service is confirmed for all requested segments
- No night stops permitted; the child needs to be supervised by a parent/legal guardian over night
- No airport change permitted, all transfers must be within same airport location
- UMNR booking should be made & confirmed:
  at least 24 hours before departure;
  any request within 24hrs is individually evaluated
- Travel arrangements, including delivery to & pick up from the airport are organized by the parents/legal guardian or somebody authorized by them the airport are organized by the parents/legal guardian or somebody authorized by them
- EOD/EOA can be the parents, a legal guardian or an authorized adult 18 years or over
- Handling Advice forms are signed & completed and sufficient copies printed
- All necessary travel documents are arranged by the parents /legal guardian

Rule 26 Upgrade offer†

(A) Bid Upgrade (BU)

(1) BU is subject to availability
(2) A confirmed booking and an issued electronic ticket (ETKT) is required to be eligible to place bid on LH, LX, OS, SN, VL, and 4Y operated flights including codeshare flights between LH, LX, OS, SN and 4Y only. Flights operated by or marketed in cooperation with any other carrier are excluded.
(3) Up to 49 hours before departure, the bid can be modified or canceled
(4) Within 49 hours before departure, an update/cancelation is not allowed
(5) The passenger will be informed at least 24h before departure about the final status of the bid
(6) BU is possible for the following compartment combinations, provided that the applicable compartment is offered on the operating carrier and the specific flight.

- Economy to Business
- Economy to Premium Economy
- Premium Economy to Business
- Business to First

(7) Prices are charged per flight segment and vary depending on compartment, route and flight. Prices range from €50 (CAD$80) to €4000 (CAD$6500).
Prices are subject to all applicable taxes, no other discounts are permitted.
(8) Refund and Rebooking

Voluntary:

- Rebooking and Refund conditions are according originally booked ticket

For Canada only- for any tickets governed by the APPR's, any ancillary fees or charges will be refunded in full in the case of a flight disruption, aircraft change,

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 26 are effective September 11, 2026, pursuant to Order No. 2021-A-3 of the CTA.

carrier error, and/or the passenger did not receive
their upgrade or paid for it twice.

Involuntary:
· Rebooking and Refund is allowed
(9) Passengers are asked to check the details on
LH: www.lufthansa.com/de/en/bid-upgrade
LX: www.swiss.com/de/en/book-and-manage/swiss-choice/upgrade-options/swiss-bid-upgrade
OS: www.austrian.com/xx/en/upgrades
SN: www.brusselsairlines.com/be/en/extra-services/upgrades
4Y: www.discover-airlines.com/de/en/my-bookings/services/upgrades/bid-upgrade

(B) Fixed-price Upgrade (FU)

(1) FU is subject to availability
(2) A confirmed booking and an issued electronic ticket (ETKT) is required to be eligible to buy a FU on LH, LX, OS, SN, VL and 4Y operated flights.
(3) FU are offered on the following touchpoints:
· LH/LX/OS/SN/4Y webpage and mobile applications
· Service Center / Call Center
· At Airport
· Onboard
(4) Depending on the sales touchpoint, FU are offered up to 365 days before departure
(5) FU are possible for the following compartment combinations provided that the applicable compartment is offered on the operating carrier and the specific flight
· Economy to Business
· Economy to Premium Economy
· Premium Economy to Business
· Business to First
(6) Refund and Rebooking

Voluntary:
· Rebooking and Refund conditions are according originally booked ticket
For Canada only- for any tickets governed by the APPR’s, any ancillary fees or charges will be refunded in full in the case of a flight disruption, aircraft change, carrier error, and/or the passenger did not receive

their upgrade or paid for it twice.

Involuntary:
· Rebooking and Refund is allowed
(7) Prices are charged per segment and vary depending on compartment, route and flight. Prices range from €50 (CAD$80) to €4000 (CAD$6500) Prices are subject to all applicable taxes, no other discounts are permitted.
(8) Passengers are asked to check
LH/VL: www.lufthansa.com/de/en/upgrade-options
LX: www.swiss.com/de/en/book-and-manage/swiss-choice/upgrade-options/upgrade-in-to-business-class
OS: www.austrian.com/xx/en/upgrades
SN: www.brusselsairlines.com/be/en/extra-services/upgrades
4Y: www.discover-airlines.com/de/en/my-bookings/services/upgrades#pay-upgrade

(C) Bid Upgrade (BU) applicable for WK only

(1) BU is subject to availability
(2) A confirmed booking and an issued electronic ticket (ETKT) is required to be eligible to place bid on intercontinental WK operated flights. Flights operated by or marketed in cooperation with any other carrier are excluded.
(3) Up to 120 hours before departure, the bid can be modified or canceled
(4) Within 120 hours before departure, an update/cancelation is not allowed
(5) The passenger will be informed at least 24h before departure about the final status of the bid
(6) BU is possible for the following compartment combinations:
· Economy to Business
· Economy to Premium Economy
· Premium Economy to Business
(7) Prices are charged per flight segment and vary depending on compartment, route and flight. Prices range from €300 (CAD$500) to €1600 (CAD$2600). Prices are subject to all applicable taxes, no other discounts are permitted.

(8) Refund and Rebooking

Voluntary:

· Rebooking and Refund conditions are according originally booked ticket.
For Canada only- for any tickets governed by the APPR's, any ancillary fees or charges will be refunded in full in the case of a flight disruption, aircraft change, carrier error, and/or the passenger did not receive their upgrade or paid for it twice.

Involuntary:
· Rebooking and Refund is allowed
(9) Passengers are asked to check
WK: https://www.flyedelweiss.com/ch/en/book/edelweiss-options/upgrade.html

(D) Currency Conversion or Exchange Fees. Applicable to A, B, and C above. Any banking fees or conversion/exchange rate differentials, including rate shifts between date of charge and date the bank or credit card used processes payment are the responsibility of the passenger/person paying for the bid/upgrade.

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~~‡ Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 35 are effective August 28, 2026, pursuant to Order No. 2021-A-3 of the CTA.~~

†

Rule 40 Taxes

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

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

Rule 43 International/Domestic/and Distribution Environmental and Distribution Cost Surcharge (Applicable Point of Commencement Canada / US Only)

(A) This carrier will collect an international/domestic surcharge on this
carrier flight sectors in addition to the air fare.
(1) The code "YQ-I" will be used.
(a) Following are the exceptions to the Transatlantic surcharge on the Transatlantic journey applicable per one-way
CAD 1270.00 from CA to z000 (except CA)/z160/PA (via IN) for F
CAD 1270.00 from CA to z000 (except CA)/z160/PA (via AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ, XU for F
CAD 1365.00 from CA to z000 (except CA)/z160/PA (via A02) for F
CAD 1270.00 from CA to z000 (except CA)/z160/PA (via IN) for C
CAD 1270.00 from CA to z000 (except CA)/z160/PA (via AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ, XU for C
CAD 1365.00 from CA to z000 (except CA)/z160/PA (via A02) for C
CAD 740.00 from CA to z000 (except CA)/z160/PA (via IN) for W
CAD 740.00 from CA to z000 (except CA)/z160/PA (via AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ, XU for W
CAD 755.00 from CA to z000 (except CA)/z160/PA (via IL) for W
CAD 755.00 from CA to z000 (except CA)/z160/PA (via A02) for W
CAD 505.00 from CA to z000 (except CA)/z160/PA (via IN) for Y
CAD 505.00 from CA to z000 (except CA)/z160/PA (via AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ, XU for Y
CAD 500.00 from CA to z000 (except CA)/z160/PA (via IL) for CY
CAD 500.00 from CA to z000 (except CA)/z160/PA (via A02) for Y
CAD 1320.00 from CA to z210 for F
CAD 1234.50 from CA to GB for C
CAD 1085.00 from CA to MA for C
CAD 1320.00 from CA to z210(except GB/MA) for C
CAD 670.00 from CA to GB for W
CAD 730.00 from CA to z210(except GB) for W
CAD 315.00 from CA to z210 applicable for FBC KZ-/ LZ-
CAD 255.00 from CA to 210 applicable for FBC KJ-/ LJ-
CAD 365.00 from CA to z210 applicable for L Seasonality / FBC &Q&&&&&&
CAD 255.00 from CA to IS for Y

CAD 405.00 from CA to z210 applicable for K Seasonality / FBC &K&&&&&&
CAD 380.00 from CA to z210 applicable for L Seasonality / FBC &L&&&&&&
CAD 420.00 from CA to GB for Y
CAD 445.00 from CA to PT for Y
CAD 415.00 from CA to DZ/MA for Y
CAD 465.00 from CA to Z210 (except GB/IS/PT/DZ/MA/ IE:RBD K L T S and FCC KZ-/LZ-) for Y
CAD 1365.00 from CA to z230 for F

CAD 1365.00 from CA to z230 for C
CAD 740.00 from CA to z230 for W
CAD 505.00 from CA to z230 for Y
CAD 1372.00 from CA to AE for F
CAD 1350.00 from CA to IL for F
CAD 1350.00 from CA to z220 (except AE) for F
CAD 1372.00 from CA to AE for C
CAD 1350.00 from CA to the IL for C
CAD 1350.00 from CA to z220 (except AE/IL) for C
CAD 1365.00 from CA to A02 (except z230,z220) for F
CAD 1365.00 from CA to A02 (except z230,z220) for C
CAD 755.00 from CA to IL for W
CAD 755.00 from CA to z220 (except QA/IL) for W
CAD 755.00 from CA to A02(except z230, z220) for W
CAD 500.00 from CA to IL for Y
CAD 495.00 from CA to LB for Y
CAD 500.00 from CA to z220 (except QA/IL/LB) for Y
CAD 500.00 from CA to A02(except z220,z230) for Y
CAD 1270.00 from CA to IN for F
CAD 1270.00 from CA to AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ, XU for F
CAD 1270.00 from CA to IN for C
CAD 1270.00 from CA to AF, BD, IN, LK, MV, PK, TJ, TM, UZ,KG, KZ, XU for C
CAD 740.00 from CA to IN for W
CAD 740.00 from CA to AF, BD, IN, LK, MV, PK, TJ, TM, UZ KG, KZ, XU for W
CAD 505.00 from CA to IN for Y
CAD 505.00 from CA to AF, BD, IN, LK, MV, PK, TJ, TM, UZ KG, KZ, XU for Y
CAD 525.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJTM, UZ, IN) in sector CA to z210 for F
CAD 500.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ,
TM, UZ, IN) in sector CA to z210 for C
CAD 525.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ,
TM, UZ, IN) in sector 210 to 220 / 230 / A01 / A03 for F
CAD 500.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ,
TM, UZ, IN) in sector 210 to 220 / 230 / A01 / A03 for C
CAD 325.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ,
TM, UZ, IN) in sector 210 to 220 / 230 / A01 / A03 for W
CAD 325.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ,
TM, UZ, IN) in sector 210 to 220 / 230 / A01 / A03 for W
CAD 232.50 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ,
TM, UZ, IN) in sector CA to z210
CAD 232.50 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ,
TM, UZ, IN) in sector 210 to 220 / 230 / A01 / A03
(b) YQ does not apply on this carrier flight numbers operated by

Rule 43 International/Domestic/and Distribution Environmental and Distribution Cost Surcharge (Applicable Point of Commencement Canada / US Only)

ground transportation operated by busses and does not apply for "railfly" services operated by trains.
(c) The charge applies on tickets of this carrier or interlining carrier's ticket (1).
Exception:YQ does not apply to the portion of journeys where this carrier flight numbers are operated by ground transportation (busses) or "railfly" services (trains).
(d) This surcharge applies on departure.
The international/domestic surcharge amount is charged at the time of ticket issuance and shown in the ticket tax/fees /charges box.
(e) The charge applies to all passengers in all flight class on all fare types (2).
Exception: This charge does not apply to infants and ID (industry discount) travel.
(i) Provided the respective interline carrier does collect such surcharges
(ii) Except as noted above

(B) This carrier will collect an Environmental cost surcharge in this carrier flight sectors in addition to the air fare.
This surcharge is applicable for tickets issued from 15 August 2024 for travels on / after 01 January 2025:

(1) The code "YQ-F" will be used.

(a) Below are the surcharge amounts which apply for travels originating point of commencement Canada and USA for flights originating from Europe, Algeria, Morocco, Tunisia to worldwide.
CAD 164.00 for travel from Canada in First class for flights originating from IATA Europe to GB (for travels on / after 01 January 2027)
CAD 115.00 for travel from Canada in First class for flights originating from IATA Europe to GB (for travels on / before 31 December 2026)
CAD 82.00 for travel from Canada in Business class for flights originating from IATA Europe to Great Britain (for travels on / after 01 January 2027)
CAD 55.00 for travel from Canada in Business class for flights originating from IATA Europe to Great Britain (for travels on / before 31 December 2026)
CAD 39.00 for travel from Canada in Premium Economy class for flights originating from IATA Europe to Great Britain (for travels on / after 01 January 2027)
CAD 26.00 for travel from Canada in Premium Economy class for flights originating from IATA Europe to Great Britain (for travels on / before 31 December 2026)
CAD 27.00 for travel from Canada in Economy class for flights originating from IATA Europe to Great Britain (for travels on / after 01 January 2027)
CAD 18.00 for travel from Canada in Economy class for flights originating from IATA Europe to

Great Britain (for travels on / before 31 December 2026)

CAD 60.00 for travel from Canada in First class for
flights originating from IATA Europe to
330, A02, 360, KZ, KG, UZ, TM, TJ
CAD 30.00 for travel from Canada in Business class for
flights originating from IATA Europe to
330, A02, 360, KZ, KG, UZ, TM, TJ
CAD 14.00 for travel from Canada in Premium Economy class
for flights originating from IATA Europe to
330, A02, 360, KZ, KG, UZ, TM, TJ
CAD 10.00 for travel from Canada in Economy class for
flights originating from IATA Europe to
330, A02, 360, KZ, KG, UZ, TM, TJ

CAD 60.00 for travel from Canada in First class for
flights originating from IATA Europe to
worldwide (except 330, A02, 360, KZ, KG, UZ, TM, TJ)
CAD 30.00 for travel from Canada in Business class for
flights originating from IATA Europe to
worldwide (except 330, A02, 360, KZ, KG, UZ, TM, TJ)
CAD 14.00 for travel from Canada in Premium Economy class for
flights originating from IATA Europe to
worldwide (except 330, A02, 360, KZ, KG, UZ, TM, TJ)
CAD 10.00 for travel from Canada in Economy class for
flights originating from IATA Europe to
worldwide (except 330, A02, 360, KZ, KG, UZ, TM, TJ)

(C) This carrier will collect a distribution cost surcharge (dcc) for
tickets issued on this carrier ticket stock when this carrier is
participating carrier in the itinerary.
(1) The code "YR-I" will be used.
(a) The charge will only be applicable at original first issue
and only when sales are made with travel agencies or
online agencies.
(b) The charge is not applicable when tickets will be reissued.
(C) Only ad interim code "YR" will be used. The value of this
surcharge is the amount in CAD equivalent to
CAD 37.00 CAD for journeys originating CA.
Decoding:
F: First class fares
C:Business class fares
W: Premium Economy class fares
Y: Economy class fares
AE:United Arab Emirates
AF: Afghanistan
BD:Bangladesh
CA: Canada
DZ:Algeria
GB:Great Britain
IE:Ireland
IL: Israel
IN: India
IS: Iceland

KG: Kyrgyzstan
KZ: Kazakhstan
LB Libanon
LK: Sri Lanka
MA:Morocco
MV: Maldives
PA: Panama
PK: Pakistan
PT: Portugal
QA Qatar
TJ: Tajikistan
TM: Turkmenistan
UZ: Uzbekistan
XU:Russia (east of)
z000: The 50 United States and the District of Columbia, Canada,Puerto Rico, US Virgin Islands and Mexico
z160: Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua
z210: Europe. Refer to Rule 1
z220: Middle East. Refer to Rule 1
z230: Africa. Refer to Rule 1
A02: EUROPE z210, Middle East z220, Africa z230
Refer to Rule 1

Rule 43 International/Domestic/and Distribution Environmental and Distribution Cost Surcharge (Applicable Point of Commencement Canada / US Only)

Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

(A) Compliance with regulations
The passenger shall comply with all laws, regulations, orders, demands or travel requirements of countries to be flown from, into or over, and with all rules, regulations and instructions of carrier. Carrier shall not be liable for any aid or information given by any agent or employee of carrier to any passenger in connection with obtaining necessary documents or complying with such laws, regulations, orders, demands, requirements or instructions, whether given orally or in writing; or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements or instructions.

(B) Passports and visas
(1) The passenger must present all exit, entry and other documents required by laws, regulations, orders, demands or requirements of the countries concerned. Carrier will refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands or requirements or whose documents are not complete. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision.
(2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier, on government order, is required to return a passenger at his point of origin or elsewhere due to the passenger's inadmissibility into a country, whether of transit or of destination. Carrier will apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the passenger in the possession of carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by carrier.

(C) Customs inspection
If required, the passenger must attend inspection of his baggage, checked or unchecked, by customs or other government officials. Carrier accepts no responsibility toward the passenger if the latter fails to observe this condition. If damage is caused to carrier because of the passenger's failure to observe this condition, the passenger shall indemnify carrier

therefor.

(D) Government regulation
No liability shall attach to carrier if carrier in good faith determines that what it understands to be applicable law, government regulation, demand, order or requirement requires that it refuse and it does refuse.

Rule 50 Preplanned Oxygen Service

(A) A passenger requiring oxygen is permitted to travel unaccompanied. Verification and confirmation of their fitness to travel by air, by the WK medical service or by presenting a certificate from an attending physician describing passengers condition and attesting to his/her need for oxygen.

(B) Own oxygen information
Small gaseous oxygen or air cylinders required for all medical use with maximum 2 litres and 200 bar pressure (ttl 400 litres) may be used on board WK-ops aircraft and must be carried in a manufacturer approved outer packaging protection of the outlet value. Own oxygen must not be dependent on aircraft power supply or on batteries but has to be self powered. WK physicians clearance is required. Own oxy equipment may be purchased from suppliers of surgical equipment. (Sanitaetshaeuser).

Rule 55 Liability of Carriers

(A) For the purpose of international carriage governed by the Warsaw Convention and/or the Montreal Convention (whichever applies), the liability rules set out in the applicable Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.

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

(C) Laws and provisions applicable
(1) Carriage hereunder is subject to the rules and limitations relating to liability established by the Convention (Rule 1, (definitions) herein) Unless such carriage is not "international carriage" as defined by the Convention (Rule 1,(definitions) herein).
(2) To the extent not in conflict with the provisions of paragraph (1) above, all carriage under this tariff and other services performed by each carrier are subject to:
(a) Applicable laws (including national) laws implementing the Convention or extending the rules of the Convention to carriage which is not "international carriage" as defined in the Convention), government regulations, orders and requirements;
(b) Provisions set forth in the passenger's ticket;
(c) Applicable tariffs; and
(d) Except in transportation between a place in the United States and any place outside thereof, and also between a place in Canada and any place outside thereof, conditions of carriage, regulations and timetables (but not the times of departure and arrival therein specified) of carrier, which may be inspected at any of its offices and at airports

from which it operates regular services.

(3) Carrier's name may be abbreviated in the ticket and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket; and for the purpose of the convention, the agreed stopping places are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith or as shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name, and ist abbreviation of each carrier concurring is published in this tariff.

(D) Limitation of liability

(1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.

(2) The carrier is liable for damages sustained in the case of destruction or loss of, damage to, or delay of checked and unchecked baggage, as provided in the following paragraphs:

(a) Except as provided below, the liability of the carrier is limited to 1,519 Special Drawing Rights (12/28/2024) for each passenger in the case of destruction loss, damage, or delay of baggage, whether checked or unchecked,under the Warsaw Convention or the Montreal Convention, whichever may apply.

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

(c) The passenger may make a special declaration that their baggage has a higher value than the carrier’s maximum liability. If the passenger does so, then

the passenger must make this declaration to the carrier at the time of check-in and, if required by the carrier, shall as per Rule 55(F), Excess Value Declaration Charge, pay the supplementary charge to allow for additional liability coverage in the case of destruction, loss, damage or delay of their checked baggage.

Note: This provision is not applicable to a person's mobility aid.

Exception: The carrier is not liable for the declared amount if it can prove that it is greater than the passenger’s actual interest in delivery at destination.

In the case of transportation under the Warsaw Convention, no supplementary sum shall apply, no supplementary sum shall apply unless the declared amount exceeds 19 Special Drawing Rights per kilogram of the total recorded weight of the checked baggage at the time the baggage is handed to the carrier.

(d) The carrier is liable for the damage sustained in case of destruction or loss of, or damage to, checked baggage upon condition only that the event which caused the destruction, loss or damage took place on-board the aircraft or during any period within the checked baggage was in the charge of the carrier. However, the carrier is not liable if and to the extent that the damage resulted from the inherent defect, quality or vice of the baggage. Further,the carrier’s liability for the destruction, loss, damage or delay of baggage is subject to the terms, limitations and defences set forth in the Warsaw Convention and the Montreal Convention, whichever may apply, in addition to any limitation of defence recognized by a Court with proper jurisdiction over claim.

(e) The carrier reserves all defences and limitations under the Warsaw Convention and the Montreal Convention, whichever may apply to such claims including , but not limited to, the defence of Article 20 of the Warsaw Convention and Article 19 of the Montreal Convention, and the exoneration defence of Article 21 of the Warsaw Convention and

Article 20 of the Montreal Convention, except that the carrier shall not invoke Article 22(2) and 22(3) of the Warsaw Convention in a manner inconsistent with paragraph 1 hereof. The limits of liability shall not apply in cases described in Article 25 of the Warsaw Convention or Article 22(5) of the Montreal Convention, whichever may apply.

(f) Canada only: Carrier will refund to the passenger any fees paid for the transportation of checked baggage that was delayed, damaged or lost.

(g) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.

(h) Carrier will refuse to accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability and shall be subject to the published rates and charges of carrier.

(3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws or with governmental regulations, orders or requirements, or from failure of the passenger to comply with same, or out of any cause beyond the carrier's control.

(4) Liability - services of other airlines

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

(b) No carrier shall be liable for the delay of a passenger, or the loss, damage or delay of unchecked baggage, not occurring on its own line; and no carrier shall be liable for the loss, damage or delay of checked baggage not occurring on ist own line, except that the passenger shall have a right of action for such loss, damage or delay on the terms herein provided against the first carrier or

the last carrier under the agreement to carry.

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

Note: Except to the extent provided in rule 55 (liability of carriers) with respect to tariff C.A.B. No. 937, issued by Airline Tariff Publishing Company, agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and Rule 55, is included herein, as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. No. 937 issued by Airline Tariff Publishing Company, agent, filed with the department of transportation.

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

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

(7) Passengers must be present at the departure gate by the boarding time printed on the boarding pass. If they fail to do so, carrier reserves the right to cancel the space reserved. Passengers will be responsible for all costs associated with failure to comply with same. Carrier will not be liable for any loss or expense incurred.

(8) (US Only) In any event, liability of carrier for delay of passenger shall not exceed the limitation set forth in the convention.

(9) Mobility aids

Note: Notwithstanding the normal carrier liability as contained in this rule, the limit of liability will be waived for claims involving the loss of, damage to, or delay in delivery of mobility aids, when such items have been accepted as checked baggage or otherwise. In the

event that a mobility aid is lost or damaged, compensation is to be based on the cost of the repair or replacement value of the mobility aid.
In the event that a mobility aid is lost or damaged:

(a) The air carrier will immediately provide a suitable temporary replacement without charge;
(b) If a damaged aid can be repaired, in addition to (a) above, the air carrier will arrange, at its expense, for the prompt and adequate repair of the aid and return it to the passenger as soon as possible;
(c) If a damaged aid cannot be repaired or is lost and cannot be located within 96 hours following the passenger's arrival, the carrier will in addition to (a) above, replace it with an identical aid satisfactory to the passenger, or reimburse the passenger for the replacement cost of the aid.

(E) Gratuitous transportation

(1) Gratuitous transportation by carrier of persons, as hereinafter described, shall be governed by all the provisions of this rule, except paragraphs (2). And (3) Which follow, and by all other applicable rules of this tariff.
    (a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.
    (b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.
    (c) Transportation of persons, which is required by and authorized pursuant to part 223 of the economic regulations of the department of transportation.
    (d) Transportation of persons which is subject to the convention.
    (e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.
(2) Except with respect to gratuitous transportation of persons described in paragraph (d) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rule 55 (liability of carriers) to the the contrary notwithstanding) under any circumstances,

whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, it's officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.

(3) Except with respect to gratuitous transportation of persons described in paragraph (d)(1). Above, carrier, in furnishing gratuitous transportation, shall not be liable (the provisions of Rule 55 (liability of carriers) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, ist officers, agents, representatives and employees from all liability (including cost and expenses) for any and all death or injury, to such person (see note).

Note: Except to the extent provided in Rule 55 (liability of carriers), with respect to C.A.B. No.937,issued by airline tariff Publishing Company, agent rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and Rule 55 (liability of carriers) is included herein as part of the tariff filed with governments other than the United States and not as part of C.A.B. No. 937, issued by airline tariff Publishing Company, agent filed with the Department of Transportation.

(F) Time limitations on claims and actions

(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to an office of carrier forthwith after the discovery of the damage, and, at the latest, within seven (7) days from the date of receipt; and in the case of delay or loss,

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

(a) It was not reasonably possible for him to give such notice, or
(b) That notice was not given due to fraud on the part of carrier, or
(c) The management of carrier had knowledge of damage to passenger's baggage.

(2) Any right to damages against carrier shall be extinguished unless an action is brought within two (2) years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

(G) Overriding law, modification and waiver

(1) Overriding law - insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to mandatory law, government regulations, orders, or requirements, such provision shall remain applicable to the extent that it is not over-ridden thereby. The invalidity of any provision shall not affect any other part.

(2) Modification and waiver
No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.

Rule 60 Reservations

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

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

Exception 1: A reservation of space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent of the carrier and entered in the carrier's computer.

Exception 2: A reservation or seat request (waitlist) is valid only for the passenger in whose name the reservation or request WAS originally made.
Transfer of reservations or seat requests (name changes) from one passenger to another is not permitted.
As an exception to such rule, name changes for totally unused WK documents are permitted free of charge for legal name change reasons (for Example: marriage or divorce) provided supporting and eligible documentation will be presented along with such request (e.g.; copy of the respective passport and/or marriage certificate).
In the event that such transfer occurs without prior approval of WK, WK reserves the right to cancel said reservation, waitlisted or requested space.

Exception 3: Subject to payment or satisfactory credit arrangement, a validated ticket will be issued by the carrier indicating such confirmed space provided the

passenger applies to carrier for such ticket before the expiration of the time agreed upon between the carrier and the passenger when the reservation was confirmed. However, if airport ticketing was agreed upon, at least 90 minutes prior to the scheduled departure time of the flight.

Exception 4:

(a) If the reservation is made within two days of the departure of the flight, the ticket must be issued not later than the times specified below:

(b) If airport ticketing was agreed upon, at least 90 minutes prior to the scheduled departure time of the flight.

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

Exception 5: Carrier may accept reservations of space for specific flights in excess of available space on board the aircraft. The number of excess reservations planned by the carrier for a particular flight is based on the anticipated booking pattern for such flight. The determination of this pattern takes into consideration current conditions which may affect the expected utilization of space on the flight as well as historical factors such as the rate of late cancellations for the flight, failure of persons with confirmed reservations to show for the flight and the absence of any record for certain reservations in the carrier's inventory of the flight.

Exception 6: In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated will be subject to Rule no. 89, (denied boarding compensation), herein.

(C) Communication charges
The passenger will be charged for any communication expense paid or incurred by carrier for telephone, telegraph radio or cable arising from a special request of the passenger concerning a reservation.

(D) Allocation of accommodations
Carrier does not guarantee allocation of any particular seat in the aircraft.

(E) Advance seats selection
(1) The passenger may pre-select a seat when booking a fare. However, a seat selection fee will be assessed if it is a condition of the fare purchased.
Exception: Persons with disabilities will not be charged a seat selection fee. The advance seat selection fee will be charged per passenger and per segment and will be applied as follows.
Applicable fees per segment on WK operated flights:
(i) Within Europe, between Switzerland and Morocco, Egypt:

Purchase via flyedelweiss.com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	21	17	17	15
Preferred Seat	30	25	25	20
Legroom Seat	60	45	45	40
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	31	24	24	22
Preferred Seat	40	32	32	27
Legroom Seat	70	52	52	47

(ii) Between Switzerland and Domenican Republic, Tanzania, Kenya, Cuba, USA Florida, Barbados, Canada Nova Scotia

Purchase via flyedelweiss.com .com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	45	35	35	30
Preferred Seat	65	50	50	45
Legroom Seat	110	85	85	75
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	55	42	42	37
Preferred Seat	75	57	57	52
Legroom Seat	120	92	92	82

(iii) Between Switzerland and other international destinations

Purchase via Ocean .com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	49	40	40	35
Preferred Seat	72	60	60	55
Legroom Seat	165	125	125	110
Premium Economy Class				
Standard Seat	72	60	60	55
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	59	47	47	42
Preferred Seat	82	67	67	62
Legroom Seat	175	132	132	117

(2) Seat selection fees are non-refundable unless:

(i) The carrier must move the passenger from their pre-paid, pre-selected seat to a lower seat category due to an involuntary schedule or airport change or operational reason

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

(iii) If the ticket is governed by the APPRs, and then such ancillary fees shall be refunded as defined in rule 90, (Refunds).

Applicable fees per segment for the Premium Economy Compartment

(i)Between Switzerland and Kenya, Tanzania, Cuba, Dominican Republic, Jamaica and Barbados

Purchase via Ocean .com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Premium Economy Class				
Standard Seat	67	50	50	45
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Premium Economy Class				
Standard Seat	77	57	57	52

(ii)Between Switzerland and USA Florida, Canada Nova Scotia

Purchase via Ocean .com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Premium Economy Class				
Standard Seat	67	55	55	50
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Premium Economy Class				
Standard Seat	77	62	62	57

(iii)Between Switzerland and Mauritius, Namibia, Mexico, Panama

Purchase via Ocean .com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Premium Economy Class				
Standard Seat	82	60	60	55

Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Premium Economy Class				
Standard Seat	92	67	67	62

(iii)Between Switzerland and other intercontinental destinations

Purchase via Ocean .com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Premium Economy Class				
Standard Seat	90	65	65	60
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Premium Economy Class				
Standard Seat	100	72	72	67

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

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

(a) in the case of a child who is 4 years of age or younger, a seat that is adjacent to their parent, guardian or tutor’s seat;

(b) in the case of a child who is 5 to 11 years of age, a seat that is in the same row as their parent, guardian, or tutor’s seat and that is separated from that parent, guardian or tutor’s seat by no more than one seat; and

(c) in the case of a minor who is 12 or 13 years of age, a seat that is in a row that is separated from the row of their parent, guardian or tutor’s seat by no more than one row.

(d) In the event that there is no seating availability on the date of travel, volunteers will be approached for reseating to accommodate family seating.

(G) Cancellation of reservations

Carrier will cancel reservations of any passenger:

(1) To comply with any government regulations; or

(2) To comply with any government request for emergency transportation; or

(3) Advisable by reason of weather or other conditions beyond its control (including, but without limitation, acts of god, force majeure, labor disturbances, strikes, civil commotions, embargoes, wars, hostilities or disturbances) Actual, threatened or reported.

(G) Communications costs upon cancellation

Whenever a passenger cancels reservations made for

himself/herself and such cancellation is not subject to a service charge, carrier will require payment from the passenger to cover the communications costs of making such reservations and subsequent cancellation thereof. The passenger will be charges for any communication expense paid or incurred by carrier including, but not limited to: telephone, telex, facsimile, courier, radio or cable.

(H) Failure to occupy seat
If a passenger fails to occupy space which has been reserved by/for him/her and the carrier is not notified of the cancellation of such reservation up to and until the departure of that flight, the carrier will cancel all continuing or return reservations held by the passenger provided WK originally reserved the space.

(I) Check-in time limits
The passenger must present him/herself at the WK check-in counter of the airport in U.S.A./Canada with his/her baggage for the flight for which such passenger holds a reservation to permit completion of government formalities and departure procedures, in accordance with the following minimum check-in times prior to departure:

First and Business Class	Economy Class
At least 60 minutes	At least 90 minutes
except as provided below	except as provided below
Montreal	Montreal
At least 40 minutes	At least 90 minutes

If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, carrier(s) will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Carrier(s) is not liable to the passenger for loss or expense due to passenger's failure to comply with this provision.

(J) Liability
WK is not liable when it cancels reservations of any passenger in accordance with this rule however:
(1) If such reservation is cancelled in accordance with paragraph (e) of this rule, WK will take such action as is provided in the following rules:
Rule 80 (B) Involuntary Revised Routings
Rule 90 (D) Involuntary Refunds
(2) If such reservation is cancelled in accordance with paragraph (g), or (h) of this rule, WK will take such action as is provided in the following rules:
Rule 80 (a) Changes Requested by Passenger

Rule 90 (E) Voluntary Refunds

(I) Reconfirmation of reservation
Carrier will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it:
(1) From any stopover point

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

Rule 65 Tickets

(A) General

(1) A ticket will not be issued and in any case carrier will not be obliged to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by carrier.

(2) A ticket which has not been validated or which has been altered, mutilated or improperly issued, shall not be valid.

(3) No person shall be entitled to transportation except upon presentation of a valid ticket. Such ticket shall entitle the passenger to transportation only between points of origin and destination and via the routing designated thereon.

Note: 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 example, if the was ticket issued at the Hong Kong dollar fare for travel HKG-TYO-LAX and the passenger actually commences travel in Tokyo instead of Hong Kong, the fare must be reassessed at the TYO-LAX, Japanese yen fare level.

(4) Name changes

Name changes for totally unused documents are permitted free of charge for legal name change reasons (for Example: marriage or divorce) provided supporting and eligible documentation will be presented along with such request (e.g.: copy of the respective passport and/or marriage certificate)

(5) Airline tickets issued outside the Philippines for international transportation of passengers originating in the Philippines shall not be valid for such transportation. (see notes 1 and 2 below)

Note 1: For the purpose of this rule, a passenger traveling abroad from the Philippines shall be deemed originating in the Philippines if:

(a) He is a resident of the Philippines; or

(b) His travel abroad from the Philippines is subject to the

payment of the travel tax imposed under pd1183, as amended; or

(c) The first leg of his actual trip starts in the Philippines, as verified by the absence of the corresponding immigration entry on his passport, subsequent to the date of issuance of the airline ticket abroad.

Note 2: For the purpose of this rule, an airline ticket is deemed issued outside the Philippines if it shows on its face that it has been issued outside the Philippines.

(B) Validity

(1) General

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

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

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

(2) Periods of validity

Tickets expire at midnight on the date of expiration of ticket validity, except that such period of validity will be extended by carrier, without additional collection of fare, as follows:

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

(b) For no longer than thirty days beyond the original limit when carrier is unable to provide previously confirmed space; or a flight is cancelled or postponed during the period of validity; a scheduled stop which is either a stopover or destination for the passenger is omitted; carrier substitutes a different class of service; or causes a passenger to miss a connection; or fails to operate a flight reasonably according to schedule.

(c) Until the date when the passenger, who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point, provided that when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger.

(d) For no longer than forty-five (45) days after the date of death of a passenger for tickets of the persons accompanying the deceased passenger.

(e) A miscellaneous charges order issued without definite date of passage must be presented for a ticket within one year from date of issue; otherwise it will not be honored for a ticket.

(3) Reissue of ticket's that is/are used out of sequence definition "Out of sequence"
A ticketed coupon of an (already partially flown) Itinerary is not used. This means the processing described below applies in a scenario before and after departure in case the coupon is not used in the booked order.
Example: CAI-FRA-SAO-MUC-CAI itinerary - Cai-FRA not used
CAI-FRA-Sao-MUC-CAI itinerary - MUC-CAI not used or a ticketed coupon of an itinerary was/is/will be used after a subsequent ticketed coupon of the same itinerary.
Example: CAI-FRA-Sao-MUC-CAI itinerary - FRA-SAO and Sao-MUC used, remaining coupons are to be used

thereafter.
Reissue processing for all tickets
This rule applies to all fares any time.
Reissue must be based on the lowest applicable fare in the highest originally ticketed booking class to/from final destination per direction or if no fare is available in the originally ticketed booking class any higher applicable fare. As long as the passenger continues on originally booked flights.
Example: CAI-W/CL-FRA-W/CL-SAO-Q/CL-MUC-Q/CL-CAI
Reissue to FRA-W/CL-SAO-Q/CL-MUC only possible if applicable fare in w/cl and q/cl exists
CAI-W/CL-FRA-W/CL-SAO-Q/CL-MUC-Q/CL-CAI
reissue to FRA-V/CL-SAO-Q/CL-MUC if no applicable fare in w/cl but only in V/cl exists
across pricing units (end-on-end combinations)
CAI-W/CL-FRA-Q/CL-SAO-W/CL-MUC-H/CL-CAI
CAI-FRA/MUC-CAI (pricing unit 1)
FRA-SAO-MUC (pricing unit 2)
Reissue to CAI-Q/CL-FRA// Sao-h/cl-MUC
if applicable booking class is not available, contact carrier for confirmation.
Reissue will always be based on the original ticket issue date (past date pricing) incl BSR applicable at time of original ticket issue date.
All fare conditions including advance purchase of the new applicable fare must be complied with.
For restricted fare (all fares that originally allow changes against charge or do not allow changes at all), collect charge for reissue according to original fare conditions or minimum of EUR 60 for travel within Europe and EUR 190 for all other travel.
In case the passenger requests further changes in and out of sequence itinerary (e.g. Flight date or reroutings), the standard reissue processing applies, i.e. It must based on actual booking class availability at the time of reissue and performed according to the penalty conditions of the originally ticketed fare.
Originally paid amount is credited towards the payable amount of the reissued fare, though the original non-refundable amount remains non-refundable.
If the new applicable fare is lower than the originally ticketed fare, no refund is granted in case of non-refundable fares. Reissue is mandatory for any case of out of sequence travel.
The passenger is always entitled to refund the old ticket and to purchase a new ticket according to the fare conditions of the respective fare. In this case the new ticket has to be annotated: "Voluntary new purchase due to out of sequence":
Changes that do not fall under the "out of sequence" provisions will be regularly processed according to the penalty conditions of the respective fare.

(D) Absence, loss or irregularities of ticket
Carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or non-presentation of the ticket or the applicable portion thereof, carriage will not be furnished for that part of the trip covered by such ticket or that portion thereof until the passenger purchases another ticket at the current applicable fare for the carriage to be performed. Carrier will not accept a ticket if any part of it is mutilated or if it has been altered by other than carrier or it is presented without the passenger's coupon and all unused flight coupons. Notwithstanding the foregoing, carrier will issue, at the passenger's request, a new ticket to replace the lost one, upon receipt of proof of loss satisfactory to carrier, and if the circumstances of the case in carrier's opinion warrant such action; provided that the passenger agrees, in such form as may be prescribed by carrier, to indemnify carrier for any loss or damage which carrier may sustain by reason thereof.

(E) Non-transferability
(1) A ticket is not transferable, but carrier shall not be liable to the person entitled to be transported or to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith.
(2) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property arising from or in connection with such unauthorized use.
(3) If a ticket is in fact used by any person other that the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unauthorized use (see note).
Note: Except to the extent provided in Rule 55 (liability of carriers), rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and this rule is included herein as part of the tariff filed with governments other than that of the United States.

(G) Waiver of minimum/maximum stay requirements

(1) When a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived on presentation of a death certificate, or copy thereof, for passengers who are:

(a) Members of the immediate family of a passenger who dies EN route, or

(b) Other persons actually accompanying a passenger who dies EN route.

(2) If a passenger holding a special fare ticket with a minimum stay requirement desires to commence the return before the expiration of the minimum stay period owing to the death of an immediate family member not accompanying the passenger, and a death certificate or copy thereof is not immediately available, the passenger will be entitled to a refund of the additional amounts paid to permit earlier return on presentation of a death certificate attesting to the death of such family member after the passenger's commencement of travel.

(H) Acceptance of tickets

(1) All airlines operating to, from or through the Philippines, including off-line carriers with sales offices and/or general sales agents in the Philippines, are hereby prohibited from importing into the Philippines airline tickets issued outside the Philippines for international air transportation of passengers originating in the Philippines.

(2) All airlines operating to, from and/or through the Philippines, shall ascertain whether or not the tickets for international air transportation of passengers originating in the Philippines, presented by such passengers at the airline check-in counters at the manila international airport, have been issued outside the Philippines. If so, said airlines shall not honor such tickets.

Rule 75 Currency of Payment

Except as otherwise provided below, fares and charges are payable in any currency acceptable to carrier. When payment is made in currency other than the currency in which the fare is published such payment will be made at the rate of exchange established for such purpose by carrier, the current statement of which is available for inspection by the passenger at carrier's office where the ticket is purchased. The provisions of this paragraph are subject to applicable exchange laws and government regulations.

(1) Payment of fares in the U.S. For travel originating in the U.S. Shall be in U.S. Dollars.

(21) Payment of fares in Canada for travel originating in Canada shall be in Canadian dollars.

(3)2) Payment of fares for travel originating at a point outside the U.S. or Canada and destined to a point in the U.S. or Canada shall be in the currency of the country of origin, except as provided in (4) below.

(3) Payment of fares for travel originating at a point outside the U.S. or Canada and destined to a point in the U.S. or Canada may also be made in the U.S. or Canada in U.S. or Canadian dollars. When the fare in U.S. or the currency of the country of origin is converted to Canadian dollars the local bankers' buying rate of exchange will apply.

(4) (a) When a transportation document is presented for either rerouting or refund at:
(i) Points in the U.S.A. Canada
(ii) Points outside the U.S.A. or Canada Covering travel originating and paid for in the U.S.A.; Canada and the difference between the value of the revised journey and the value of the original transportation document shall be calculated in the currency of the country in which travel commenced; and

(b) If the value of the revised journey exceeds the value of the original transportation document, the difference in value shall constitute an additional collection and it shall be converted from the currency in which calculated into the currency being collected from the passenger or purchaser at the local bankers' buying rate of exchange in effect at the time of such transaction; or

(c) If the value of the original transportation document exceeds the value of the revised journey, the difference in value shall constitute a refund and it shall be converted from the currency in which calculated into the currency being refunded to the passenger or purchaser at the local

bankers' buying rate of exchange in effect at the time of such transaction.

Note: Carrier will pay the refund in the same form (i.e., cash, check, credit card etc.) that was used in purchasing the original transportation document. Carrier, in making the refund, will observe any refund restriction that may be published in the applicable rules governing the original transportation document. Further, carrier will observe any government or carrier restriction imposed on the conversion and refund of currencies outside the country whose currency WAS originally collected.

(6) For travel commencing in Area 1 (except U.S.A./Canada/Area 2/Area 3 via a point in the U.S.A. When tickets are issued and paid for in the U.S.A.)

(a) Where one way, round trip, circle trip or open jaw transportation originates outside the U.S.A./Canada and travel is via the U.S.A. On any portion of the journey, the applicable fare shall be the sum of:

(i) The applicable U.S. Dollar fare(s) from the first ticketed point of arrival or the last point of departure in the U.S.A. To the first Construction point outside the U.S.A.; plus

(ii) The applicable local currency fare for all other portions of the journey, calculated in the currency of the country of origin, converted to U.S. Dollars at the bankers' buying rate.

(b) Separate ticket(s) must be issued for any portion of travel calculated in accordance with (a) above where the fare for such portion is based on the U.S. Dollar fare from the U.S.A.

Rule 80 Revised Routings, Failure to Carry and Missed Connections

(A) Changes requested by passenger

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

(a) Such carrier issued the original ticket or;

(b) Such carrier is the carrier designated in the "via carrier" box, or no carrier is designated in the "via carrier" box, of the unused flight coupon or miscellaneous charges order for the first onward carriage from the point on the route at which the passenger desires the change to commence, however, where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and has an office or general agent, who is authorized to make endorsements, at the point on the route where the change is to commence or where the passenger makes his request for such change, the reissuing carrier shall obtain such issuing carrier's endorsement; or

(c) Such carrier has received written or telegraphic authority to do so from the carrier entitled, under (a) or (b) above, to effect the change.

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

(a) (Not applicable to/from points in the U.S.A.)

(1) Partly used tickets
Where the rerouting results in a fare change, the new fare and charge(s) shall be recalculated from the last fare Construction point preceding the point from which the flight coupon(s) will be uplifted to the destination or the next fare construction point beyond which the original fare calculation remains applicable; provided once travel on a fare component has been completed such fare component may not be used for subsequent voluntary rerouting.

Note 1: for the purpose of this rule, fare Construction point, as used herein,

means the point to which the previous fare was calculated. Charges to be used for the construction of the new fare shall be those which would have been applicable as of the date of commencement of carriage.

Note 2: for the purpose of this rule, fare Construction point, as used herein, means the point to which the previous fare was calculated.

(2) Totally unused tickets

Unless otherwise specified in the applicable fare rule used:

(a) When a totally unused ticket is presented for a change in routing, the ticket shall be refunded and a new ticket shall be issued.

(b) The fare for the new itinerary shall be assessed based on the fares applicable at the time of commencement of the new transportation and the rate of exchange applicable at the time of the new assessment.

(c) The ticket issuance details from the old ticket shall not be carried forward to the new ticket.

(b) (Applicable only from/to points in the U.S.A.) -

(1) Partly used tickets

(a) The new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.

(b) Additional passage at the through fare and charges shall not be permitted unless request therefor has been made prior to arrival at the destination named on the original ticket or miscellaneous charges order; and, after carriage has commenced:

(i) A one-way ticket shall not be

converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will only be applied only to any rerouted portion of the trip and only from the point of rerouting, not based on any portion of the trip already flown;

(ii) A round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefor is made prior to arrival at the destination named on the original ticket or miscellaneous charges order.

(2) Totally unused tickets
Unless otherwise specified in the applicable fare rule used:

(a) When a totally unused ticket is presented for a change in routing, the ticket shall be refunded and a new ticket shall be issued.

(b) The fare for the new itinerary shall be assessed based on the fares applicable at the time of commencement of the new transportation and the rate of exchange applicable at the time of the new assessment.

(c) The ticket issuance details from the old ticket shall not be carried forward to the new ticket.

(3) Any difference between the fares and charges applicable under paragraph (2) (b) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting who will also pay to the passenger any amounts due to account of refunds.

(4) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or miscellaneous charges order.

(5) Time limits on cancellations and charges for late cancellations will be applicable to revised

routings requested by passenger.

(B) Involuntary revised routing
In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with rule 25 (refusal to transport- limitations of carrier) herein, carrier will either:

(1) Carry the passenger on another of its passenger aircraft on which space is available; or
(2) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or
(3) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from rule 90 (refunds) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower; or
(4) Make involuntary refund in accordance with the provisions of rule 90 (refunds) herein.
(5) (Canada Only) Any additional rights due to passengers are defined in Rule 85 (Part II) and Rule 89 (Part II).

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

(D) (cancelled)

(E) (cancelled)

Rule 85 Schedules, Delays and Cancellations

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

(B) Carrier not responsible
Carrier assumes no responsibility for passenger making connections not included as part of the itinerary set out in the ticket. Carrier is not responsible for changes, errors or omissions either in timetables or other representations of schedules. The carrier will not guarantee and will not be held liable for cancellations or changes to flight times that appear on passengers' tickets due to force majeure, including labour disruptions or strikes.
If applicable, a passenger may invoke the provisions of the APPR (in Canada) or of the applicable convention regarding liability in the case of delay.

(B) Delays and cancellations

Part I (EU 261 Applies): Applicable only to flights or portions of flights originating in the EU and terminating in Canada

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

(1) Applicability
The following rules shall apply:
(a) In respect of flights departing from an airport in the European Union (EU) and flights departing from an airport in a third country bound to an airport in the EU unless passenger received benefits or compensation and were given assistance in that third country;
(b) On condition that passengers have a confirmed reservation on the flight concerned and presents

himself/herself for check-in at the time indicated in advance and in writing or electronically; or; if no time is indicated; not later than 60 minutes before the published departure time;

(c) Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
   (i) Presents himself at the appropriate place and has observed published minimum check-in times
   (ii) Has complied with WK 's ticketing and reconfirmation procedures
   (iii) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her

(d) Where WK is the operating carrier of the flight exceptions:
   The following passengers will not be entitled to compensation:
   (i) Passengers travelling to EU who have received benefits or compensation in a third country
   (ii) Passengers travelling between two airports outside the EU unless the sector is part of a flight (same flight number) that originated in the EU
   (iii) Passengers without confirmed reservations
   (iv) Passengers who have not presented themselves for check-in on time
   (v) Passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and ad tickets

(e) The passenger is accommodated on the flight for which he/she holds confirmed reservations, but is seated in a compartment of the aircraft other than that reserved, provided that when the passenger is accommodated in a class of service for which a lower fare is charged, the passenger will be entitled to the appropriate refund.

(2) Cancellation of flights

(a) In case of cancellation of a flight the passengers will be entitled to the following:
   (i) Right to compensation according to paragraph (c) and
   (ii) Right to choose between reimbursement/rerouting with the same options as mentioned under (a)(1) above and
   (iii) Right to care including
      - Meals and refreshments, reasonably related to the waiting time
      - 2 telephone calls or telex, e-mails, fax

- If necessary, hotel accommodation plus transfer between airport and hotel

(b) Amount of compensation payable

(i) The amount of compensation depends on the distance of the scheduled flight or the alternative flight proposed.
Compensation amounts in EUR:

Flight km between and	Amount in EUR
0-1500	250
1500 – 3500	400
Intra EU flights of more than 1500	400
Greater than 3500	600

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

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

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

- Validity is 1 year from the date of issue
- If, after one year the voucher has not been used, it will be refunded but only at the cash values as applicable in (b)(i) and (b)(ii).
- Lost vouchers will not be replaced
- A ticket may only be issued in exchange for the voucher in the same name as that on the voucher
- If the value of a desired ticket exceeds the value of the voucher, the passenger shall pay the applicable difference
- If the value of the voucher exceeds the value of a desired ticket, the difference will not be refunded.

(3) Long delay

This rule is only applicable when a flight is delayed at

departure, not when a flight leaves on time and is subsequently delayed. A long delay is considered a flight that is delayed according to the following parameters:

Trips less than 1,500 km	More than 2 hours
Trips between 1,500-3,500 km & all intra EU flights in excess of 1,500 km	More than 3 hours
Trips more than 3,500 km (non intra EU)	More than 4 hours

In this case the passengers are entitled to the following

(a) Right to care provided this does not result in a further delay of the flight including
- Meals and refreshments, reasonably related to the waiting time
- 2 telephone calls or telex, e-mails, fax
- If necessary, hotel accommodation plus transfer between airport and hotel; in case the flight is delayed until the next day hotel accommodation and transfer are mandatory.

(b) If flight is delayed more than 5 hours right to be reimbursed within 7 days:
(i) Outbound passenger: Cost of ticket
(ii) Inbound passenger: Cost of non-used coupon
(iii) Transit passenger: Cost of non-used coupon, if the flight no longer serves any purpose; also cost of the tickets for parts of the journey already made and if relevant return flight to the first point of departure
(iv) For package tour passengers the value of reimbursement will have to be assigned to unused flight coupon(s)

Part II (Canadian APPR applies): Applicable only to flights or portions of flights originating Canada and/or terminating in the Canada

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

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

before the published departure time;

(c) Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
   (i) Presents himself at the appropriate place and has observed published minimum check-in times
   (ii) Has complied with WK 's ticketing and reconfirmation procedures
   (iii) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her

(d) Where WK is the operating carrier of the flight exceptions:
The following passengers will not be entitled to compensation:
   (i) Passengers travelling to EU who have received benefits or compensation in the EU or a third country
   (ii) Passengers travelling between two airports outside of Canada unless the sector is part of a flight (same flight number) that originated in Canada
   (iii) Passengers without confirmed reservations
   (iv) Passengers who have not presented themselves for check-in on time
   (v) Crew members, airline employees or passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and AD tickets

(2) When a flight is delayed or cancelled (including before the day of travel), an airline has minimum obligations to passengers. The obligations depend on whether the disruption is:

(a) Within the control of the airline, such as staff issues, aircraft preparation activities, decisions to consolidate flights because of low demand and disruptions due to routine and scheduled maintenance (including any work to address issues found during that maintenance).

(b) Within the airline’s control but required for safety. In this category “required for safety” means “required by law to reduce risk to passengers”. Generally, these are situations in which an airline must delay or cancel a flight to follow rules put in place to make sure the flight and people on board are safe. These rules include the Canadian Aviation Regulations and its standards, or

(c) Outside the airline’s control, such as security incidents, medical emergencies, bad weather or orders from applicable authorities.

(3) Obligations in situations within the airline’s control

(a) Standards of treatment

If WK does not notify passengers of a flight disruption at least 12 hours before the scheduled departure time, it will provide passengers with certain amenities, free of charge, when it cancels a flight or when a flight delay reaches two hours. These are described below.

(i) WK will provide a meal voucher and means of communication.

(ii) In the event the passenger will wait overnight for the new flight, WK will provide a voucher for hotel accommodation in the vicinity of the airport, if the airport is not within a reasonable distance to the passenger's residence.

(iii) WK may limit or refuse to provide the standards of treatment if doing so would further delay the passenger.

(b) Alternate travel arrangements

When a flight is cancelled, or once a flight delay has reached three hours, WK will offer to make alternate travel arrangements free of charge. The passenger may also choose to continue to wait for their original flight.

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

- May take any reasonable route out of the same airport to the passenger's final destination; and
- Must depart within nine hours of the departure time on the passenger's original ticket.

(ii) If WK cannot meet the obligations in (3)(b)(i) above, it must provide the passenger with a confirmed reservation as soon as possible, on a flight that is operated by any carrier on any reasonable route out of the same airport to the passenger's destination.

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

(c) Refund

If the alternate travel arrangements an airline offers do not meet the passenger's needs, the passenger is entitled to a refund of the unused portion of the ticket and all unused ancillary charges. However, if the disruption has caused the passenger's travel to no longer serve a purpose and the passenger is no longer at the point of origin on their itinerary, WK will provide the passenger with a confirmed reservation back to the point of origin on the ticket and refund the full amount of the ticket.

Refund will be made to the person who purchased the ticket, in the same form of payment the ticket or additional service was purchased In any other case,WK will refund the unused portion of the ticket, including any unused ancillary services that were charged, pursuant to rule 90 (Refunds).

(d) Compensation

(i) If WK informs the passengers 14 days or less before their original departure time, they will compensate the passengers for the inconvenience of the disruption. The compensation is determined by the time of arrival at destination compared to the arrival time on their original itinerary and is as follows:

- $400 if the passenger arrives three or more hours late, but less than six hours
- $700 if the passenger arrives six or more hours late, but less than nine hours; and
- $1000 if the passenger arrives nine or more hours late.

(ii) Passengers who choose to take a ticket refund instead of alternative travel arrangements must still be compensated for inconvenience. The compensation is $400.

(e) Responding to a claim

A passenger has one year to make a compensation claim with WK from the date the flight delay or cancellation happened. WK has 30 days to respond by issuing a payment or saying why it believes compensation is not owed.

(i) WK will offer compensation in monetary form; this can include cash, cheque, bank drafts, and electronic bank transfers.

(ii) WK may offer another form of compensation, e.g., vouchers, but only if:

- It tells the passenger the monetary amount they are entitled to;
- The voucher has no expiration date;
- It tells the passenger in writing the value of the other form of compensation it is offering;
- The other form is greater in value than the monetary amount the passenger is entitled to;
- The other form of compensation has no expiry date; and
- The passenger confirms in writing they know that monetary compensation is available, but they choose the other form of compensation.

(f) Communicating with passengers

WK will give passengers key information, including the reason for the delay or cancellation, available compensation, standards of treatment, and their rights and options for making a complaint.

During flights delays, WK will provide regular flight status updates until a new departure time or flight arrangement has been confirmed.

(4) Obligations in situations within the airline's control, but required for safety
If an airline delays or cancels a flight for reasons within its control, but required for safety, it does not have to compensate passengers as defined in section 3(d) above. All other obligations such as rebooking and care referenced above will be provided to the passenger, including section 3(c) Refund.

(5) Obligations in situations outside the airline's control
If an airline delays or cancels a flight for reasons outside its control, it does not have to compensate affected passengers, and the minimum standards of treatment do not apply. However, WK will follow the communication requirements described in (3)(f) above. WK will also make alternative travel arrangements for passengers as follows.

(a) Alternate travel arrangements
WK will ensure that the passengers complete their journey. If a flight is cancelled or once a flight delay has reached (3) three hours, WK will offer to make alternate travel arrangements for passengers free of charge.

(i) WK will provide the passenger with a confirmed reservation on the next available flight operated by WK or that is operated by another carrier with which they have a commercial agreement. The new flight:
- May take any reasonable route out of the same airport to the passenger's final destination; and
- Must depart within 48 hours of the end of the event that caused the delay or cancellation.

(ii) If WK cannot meet the obligations in (5)(a)(i) above, then WK will provide the passenger with a confirmed reservation, on a flight that is operated by any carrier on any reasonable route out of the same airport to the passenger's destination that departs within 48 hours of the original depature time on the ticket.

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

(b) Refunds

If WK cannot provide a confirmed reservation in accordance with section 5(a)above, the carrier will, at the passenger´s choice either (a)provide a refund for any unused portion of the ticket, including any unused ancillary services, or (b) if the disruption has caused the passenger´s travel to no longer serve a purpose and the passenger is no longer at the point of origin on their intinery, WK will provide the passenger with a confirmed reservation back to the

point of origin on the ticket and refund the full amount of the ticket.

Refund will be made to the person who purchased the ticket, in the same form of payment the ticket or the additional service was purchased, In any other case, WK will refund the unused portion of the ticket, or the full ticket in unused, including any unused ancillary services that were charged to rule 90 (Refunds)

(C) Cancellations

(1) Carrier may, without notice, substitute alternate carriers or aircraft.

(2) Carrier may, without notice cancel, terminate, divert, postpone or delay any flight or the further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made, without any liability except as further defined in this Rule 85:

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

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

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

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

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

Rule 89 Denied Boarding Compensation

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

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

(A) Applicability

The following rules shall apply:

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

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

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

(a) Presents himself at the appropriate place and has observed published minimum check-in times

(b) Has complied with Lufthansa's ticketing and reconfirmation procedures

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

(4) Where this Carrier is the operating carrier of the flight exceptions:

The following passengers will not be entitled to compensation:

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

(b) Passengers travelling between two airports outside the EU unless the sector is part of a flight (same flight number) that originated in the EU
(c) Passengers without confirmed reservations
(d) Passengers who have not presented themselves for check-in on time
(e) Passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and AD tickets

(5) The passenger is accommodated on the flight for which he/she holds confirmed reservations, but is seated in a compartment of the aircraft other than that reserved, provided that when the passenger is accommodated in a class of service for which a lower fare is charged, the passenger will be entitled to the appropriate refund.

(B) Passenger rights

(1) Denied boarding

Volunteers

Volunteers have the right of mutually agreed benefits plus the right to choose between reimbursement and rerouting with the following options:

(a) Reimbursement within 7 days of coupons not used or
(b) Rerouting to final destination at the earliest opportunity under comparable transport conditions or
(c) Rerouting to final destination at a later date according to passenger's convenience but subject to availability of space. Volunteers are not entitled to care, such as phone calls, food, accommodation etc.

(2) Involuntary denied boarding

In case of involuntary denied boarding the passengers are entitled to the following:

(a) Right to compensation according to paragraph (3) and
(b) Right to choose between reimbursement/rerouting with the same options as mentioned under (a)(1) above and

(c) Right to care including
- Meals and refreshments, reasonably related to the waiting time
- 2 telephone calls or telex, e-mails, fax
- If necessary, hotel accommodation plus transfer between airport and hotel

(3) Amount of compensation payable
The amount of compensation depends on the distance of the scheduled flight or the alternative flight proposed.

Distance in km	New arrival time	Amount EUR	Amount GBP for flights ex UK
0-1500	less than 2 hours	125	110
0-1500	2 hours or more	250	220
1501-3500 (and all flights within EU/UK more than 3500)	less than 3 hours	200	175
1501-3500 (and all flights within EU/UK more than 3500)	3 hours or more	400	350
3501 or more	less than 4 hours	300	260
3501 or more	4 hours or more	600	520

(4) Cancellation of flights
(a) In case of cancellation of a flight the passengers will be entitled to the following:
(1) Right to compensation according to paragraph (3) and
(2) Right to choose between reimbursement/rerouting with the same options as mentioned under (a)(1) above and
(3) Right to care including
- Meals and refreshments, reasonably related to the waiting time
- 2 telephone calls or telex, e-mails, fax
- If necessary, hotel accommodation plus transfer between airport and hotel

(b) Amount of compensation payable

The amount of compensation depends on the distance of the scheduled flight or the alternative flight proposed according to paragraph (3) as shown above.

(5) Long delay

This rule is only applicable when a flight is delayed at arrival. A long delay is considered a flight that is delayed according to the following parameters:

Distance in km	Arrival delay
0-1500	2 hours or more
1501-3500 (and all flights within EU/UK more than 3500)	3 hours or more
3501 or more	4 hours or more

In this case the passengers are entitled to the Following

(a) Right to compensation according to paragraph (3)

(b) Right to care provided this does not result in a further delay of the flight including

- Meals and refreshments, reasonably related to the waiting time
- 2 telephone calls or telex, e-mails, fax
- If necessary, hotel accommodation plus transfer between airport and hotel; in case the flight is delayed until the next day hotel accommodation and transfer are mandatory.

If flight is delayed 5 hours or more, right to be reimbursed within 7 days:

(a) Outbound passenger: Cost of ticket

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

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

(d) For package tour passengers the value of reimbursement will have to be assigned to

unused flight coupon(s)

(6) Downgrading of passengers

In case of involuntary downgrading to a lower

class of service passengers will be entitled to the following reimbursement within 7 days

(a) 30 percent of the ticket price for all flights of 1500 kilometres or less, or

(b) 50 percent of the ticket price for all intra-Community flights of more than 1500 kilometres, except flights between the European territory of the Member states and the French overseas departments, and for all other flights between 1500 and 3500 kilometres, or

(c) 75 percent of the ticket price for all flights not falling under (a) or (b), including flights between the European territory of the Member states and the French Overseas departments

Note:
In all cases the relevant distance is understood to be the sector on which the passenger is downgraded. The ticket price is understood to be the one way coupon value for the sector on which the passenger is downgraded.

(C) Boarding priority

Passengers holding confirmed reservations will be boarded before:

(1) Any passengers not holding confirmed reservations.

(2) Any who are not entitled to confirmed reservations.

Passengers holding confirmed reservations and a valid ticket for the flight in question will be boarded in the sequence in which they have presented themselves for check-in.

Exceptions:

The following passengers cannot be left behind:

- Lufthansa Group crew members travelling with confirmed reservations
- Lufthansa Group employees on duty travel holding confirmed reservations
- Sick and/or handicapped passengers
- Unaccompanied children (12 years and under)
- Heads of state and other leading statesmen, official government delegations, diplomatic couriers
- Hardship cases as determined by the manager on duty

Part II: Applicable only to flights or portions of flights originating Canada and terminating in the EU
The rules set out in the Canadian APPRs are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.

(A)Applicability

The following rules shall apply:

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

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

(3) Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
(a)Presents themself at the appropriate place and has observed published minimum check-in times
(b) Has complied with Lufthansa's ticketing and reconfirmation procedures
(c) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her

(4) Where this Carrier is the operating carrier of the flight exceptions:
The following passengers will not be entitled to compensation:
(a)Passengers travelling to EU who have received benefits or compensation in the EU or a third country
(b) Passengers travelling between two airports outside of Canada unless the sector is part of a flight (same

flight number) that originated or transits from Canada to the EU
(c)Passengers without confirmed reservations
(d)Passengers who have not presented themselves for check-in on time
(e)Crew members, airline employees or passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and AD tickets

(B) Denied boarding
Denied boarding is defined as when a passenger has a valid ticket for a flight, but is not allowed to occupy a seat on board the aircraft because the number of passengers who have checked in and are at the gate on time is greater than the number of available seats that can be occupied. Passengers presenting themselves for travel must also have confirmed reservations and valid travel documents. The following are the valid denied boarding scenarios:

(1) The flight is intentionally oversold

(2) There are fewer seats than originally anticipated

(3) Exceptions:
(a) When a passenger is denied for health, safety, or security reasons;
(b)When a passenger has failed to follow carrier rules or instructions;
(c) When a passenger does not have appropriate travel documents;
(d) When a passenger has failed to respect check-in and departure gate cut-off time limit.

(C) The obligations discussed in this Rule 89 do not apply to refusal to transport as defined and governed by Rule 25

(D) There are three categories of denied boarding:
(1) Within the carrier’s control, such as overbooking or the switching out of an aircraft to one with fewer seats for commercial reasons.
(2) Within the carrier’s control, but required for safety.
(3) Outside the carrier’s control:

Often, situations outside the carrier's control affect all passengers on the aircraft, which would not be considered denied boarding, but rather a delay or cancellation of the entire flight.

(E) Volunteers
Carrier personnel will ask for volunteers who will give up their reservation willingly to travel on a later flight, in exchange for compensation.
(1) Compensation
(a) $400 for arrival delays up to and including 4 hours after original scheduled arrival time.
(b) $800 for arrival delays over 4 hours after scheduled arrival time.

(F) Involuntary denied boarding
If there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the below boarding priority. If the passenger is denied boarding involuntarily, the passenger is entitled to the services referenced below.

(G)Boarding priority
The following passenger groups are subject to pre-acceptance to avoid involuntary denied boarding
(1) Dead head crews
(2) HON/SEN/Star Alliance Gold passengers
(3) Disabled passengers (WCHR, WCHS, WCHC)
(4) Disabled passengers with support person, or service animal , if any.
(5) Unaccompanied minors (UMNR)
(6) Families with infants (INF)
(7) Families with children (CHD)
(8) Passengers who were previously denied boarding on the same ticket

(H) Obligations in situations within the carrier's control
(1) Alternative travel arrangements
(a) This Carrier will provide the passenger, free of charge, with a confirmed reservation on the next available flight operated by this Carrier or that is operated by another carrier with which they have a commercial agreement. The new flight:
(i) May take any reasonable route out of the same airport to the passenger's destination; and

(ii) Must depart within nine hours of the departure time on the passenger's original ticket.
(b) If this Carrier cannot meet obligations listed in H(1)(a) above, it must provide the passenger with a confirmed reservation on the next available flight that is operated by any carrier on any reasonable route out of the same airport to the passenger's destination.

(2) Comparable conditions
To the extent possible, this Carrier will provide alternative travel arrangements comparable to the ones the passenger originally purchased in terms of:
(a) The class of service;
(b) Added services the passenger purchased.

(3) Refund of additional services if not available or transferable
In the event that a passenger is rebooked into a lower class of service, a refund of the fare differential will be processed to the passenger's original form of payment, as governed by Rule 90. This Carrier will also refund any additional services the passenger purchased if:
(a) They do not receive those services on the alternative flight;
(b) They must pay for those services a second time.

(4) Refund
If the alternate travel arrangements an airline offers do not meet the passenger's needs, the passenger is entitled to a refund of the unused portion of the ticket. However, if the disruption has caused the passenger's travel to no longer serve a purpose and the passenger is no longer at the point of origin on their itinerary, this Carrier will provide the passenger with a confirmed reservation back to the point of origin on the ticket and refund any remaining value of the ticket.

(5) Form of refund
Refund must be made to the person who purchased the ticket, in the same form of payment in which the ticket or additional service was purchased.

(6) Standards of treatment
(a) In the event that there is a layover in the original airport, in excess of one hour, this Carrier will provide a meal voucher and means of communication.
(b) Overnight accommodation
In the event the passenger will wait overnight for the new flight, this Carrier will provide a voucher for hotel accommodation in the vicinity of the airport, if the airport is not within a reasonable distance to the passenger's residence.

(7) Compensation
In all denied boarding cases within the carrier's control, except those required for safety, the passenger will be compensated for the inconvenience.
(a) The compensation is determined by time of arrival at destination and is as follows:
(i) CAD $900 if the passenger's arrival time at their destination on the original ticket is delayed by less than six hours:
(ii) CAD $1800 if the arrival time is delayed by six hours or more, but less than nine hours and
(iii) CAD $2400 if the arrival time is delayed by nine hours or more.
(b) When and how to pay
The compensation is based on delay at arrival. This Carrier must put in writing the compensation agreed to, prior to the flight departure and customer has to sign for compensation other than cash. Compensation is payable within 48 hours or as soon as operationally feasible Compensation other than cash must be of greater value. If the delay at final destination is greater than expected, compensation has to be adjusted

I) Obligations in situations within the carrier's control, but required for safety
If a passenger is denied boarding for reasons within the carrier's control, but required for safety purposes, no compensation is due. All other accommodations such as rebooking and care referenced above will be provided to the passenger.

(J) Obligations in situations outside the carrier's control

If an airline denies boarding for reasons outside its control, it does not have to look for volunteers.

(1) Alternative travel arrangements

(a) This Carrier will provide the passenger, free of charge, with a confirmed reservation on the next available flight operated by this Carrier or that is operated by another carrier with which they have a commercial agreement. The new flight:

(i) May take any reasonable route from the airport where the passenger is located to the passenger's destination; and

(ii) Must depart within 48 hours of the end of the event that caused the airline to deny boarding to the passenger.

(b) However, if this Carrier cannot accommodate the above, then this Carrier will provide the passenger with a confirmed reservation on the next available flight operated by any other airline, free of charge. The new flight:

i) May take any reasonable route to the passenger's original destination, from the airport where the passenger is located or another airport that is within reasonable distance of that airport; and

(ii) If the new departure is from an airport other than one in which the passenger is located, the carrier must provide transportation to that other airport.

(2) Refunds

Refunds in situations outside of the carrier's control will be governed by the provisions of Rule 90.

Rule 90 Refunds

(A) General

(1) In case of refund, whether due to failure of carrier to provide the accommodation called for by the ticket, electronic miscellaneous document or miscellaneous charges order, or to voluntary change of arrangements by the passenger, the conditions and amount of refund will be governed by carrier's tariffs.

(2) Refund by carrier for an unused ticket, electronic miscellaneous document, miscellaneous charges order or portion thereof, will be made to the person named as the passenger in such ticket, electronic miscellaneous document or miscellaneous charges order unless at the time of purchase the purchaser designates on the ticket, electronic miscellaneous document or miscellaneous charges order another person to whom refund shall be made, in which event refund will be made to persons so designated and only upon delivery of the passenger coupon and all unused flight coupons of the ticket, electronic miscellaneous document or miscellaneous charges order. A refund made in accordance with this procedure to a person representing him as the person named or designated in the ticket, electronic miscellaneous document or miscellaneous charges order will be considered a valid refund and Carrier will not be liable to the true passenger for another refund.

Exception 1: Refund in accordance with paragraph (E) below of tickets,electronic miscellaneous documents or miscellaneous charges orders for transportation which have been issued against a credit card will be made only to the credit card account

of the person to whom such credit card has been issued.

(3) Carrier will refuse to refund when application therefore is made later than thirty (30) days after the expiry date of the ticket, electronic miscellaneous document or miscellaneous charges order.

(4) Carrier will refuse to refund on a ticket, electronic miscellaneous document or miscellaneous charges order which has been presented to government officials of a country or to carrier as evidence of intention to depart therefrom, unless the passenger establishes to carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.

(5) Carrier will refuse to refund the distribution cost surcharge (DCC) and optional payment surcharge (OPC) except in involuntary scenarios with completely unused tickets, electronic miscellaneous documents or miscellaneous charges orders.

(B) Currency

All refunds will be subject to government laws, rules, regulations, or orders of the country in which the ticket, electronic miscellaneous document or miscellaneous charges order was originally purchased and of the country in which the refund is being made. Refund will be made subject to the following provisions:

(1) Voluntary refunds of tickets, electronic miscellaneous documents or miscellaneous charges orders or deposit receipts purchased in currency other than U.S. Dollars shall be made in the currency used for such purpose, and in the country where such purchase was made. However, if the government laws, rules, regulations or orders of the country in which the ticket, electronic miscellaneous document or miscellaneous charges order was originally purchased permit refunds outside that country, then such refund can be made outside that country in local funds. Bank charges and conversion fees will the be responsibility of the purchaser, and no liability for such charges will reside with the Carrier.

(2) Voluntary refunds of tickets, electronic miscellaneous documents or miscellaneous

charges orders or depostit receipts purchased in U.S./Canadian dollars may be made in U.S. Dollars or local currency in any country provided such refund is not prohibited by local governmental exchange control regulations at point of refund.

(C) Special handling by carrier

Carrier will make all or any individual refunds through its general accounting offices or regional sales or accounting offices and will require prior written applications for refunds to be prepared by passenger on special forms furnished by carrier.

(1) For Canada only – all refunds required to be provided under the APPRs will be provided within 30 days after the day on which the carrier becomes obligated to pay.

(D) Involuntary refunds

See also Rule 80 (revised routings, failure to carry and missed connections) and Rule 87 (US)/Rule 89 (Canada) (denied boarding compensation) For the purpose of this paragraph, the term "involuntary refund" shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket, electronic miscellaneous document or miscellaneous charges order because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in Rule 25 (refusal to transport- limitations of carrier). Notwithstanding any provision or rule to the contrary, passengers shall not be entitled to a refund under this section if they have been denied boarding or boarding or had a flight cancelled pursuant to rule 25, (A)(2), rule 25,(B) subsections 1 through 4, rule 25, C(2), C(4), rule 25, all subsections 1 through 11, or rule 45, (B)(1)(F)

Except noted above Involuntary refunds will be computed as follows:

(1) When no portion of the trip has been made, the amount of refund will be equal to the fare paid.
For Canada Only:
(i) In the case of delay or cancellation – within the carrier’s control and within the carrier's control but required for safety purposes (as defined in by Rule 85); or
(ii) In the case of denial of boarding – within the carrier’s control and within the carrier's control but required for safety purposes (as defined by Rule 89)

(2) When a portion of the trip has been made, the amount of refund will be:

(a) Either an amount equal to the one-way fare less the same rate of discount, if any, that was applied in computing the original one-way fare (or on round or Circle Trip tickets, one-half of the Round Trip fare) and charges applicable to the unused transportation from the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is to resume, via:

(i) The routing specified on the ticket, if the point of termination was on such routing; or

(ii) The routing of any carrier operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on the lowest fare applicable between such points; or

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

Exception: When a passenger holding a ticket for carrier for a higher class of service between an origin and a destination is required by carrier to use a lower class of service for any portion of such carriage, the amount of refund will be as follows:

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

(2) For Round Trip, Circle Trip or open-jaw tickets: The difference between 50 percent of the round trip fare for the higher class of service and 50 percent of the Round Trip fare for the lower class of service between the points where the lower class of service is used.
For the purpose of this exception fares are published in the following descending order of classes of service.
(a) First class fares.
(b) Business class fares.
(c) Premium economy class fares.
(d) Economy class, tourist class, or coach class fares.

(E) Voluntary refunds

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

(1) If no portion of the ticket has been used, refund will be the full amount of the fare paid, less any cancellation penalty, or if the passenger requests a voluntary change to the first flight coupon of a totally unused ticket (exchanges) and the ticket fare allows such change, then:
(a) When a passenger requests a change to the carrier, flight, date, class of service and/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 respectively

bankers selling rate of exchange (BSR) Applicable at the time of reassessment (current fares and IROE/BSR).

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

(2) Refunds for partly used tickets: If a portion of a ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has been used, as follows

(a) Refunds will be assessed as follows:

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

(ii) 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 respectively bankers selling rate (BSR) applicable at the time of the original transaction.

(iii) (a) 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 original payment.

(b) Refunds other than outlined in subparagraph (iii) (a) will be made at the bank rate in effect on the date of refund.

(3) When the refunding of any portion of a ticket would result in the use of such ticket between any points where the carriage of traffic is prohibited, the refund, if any, will be determined as if such ticket had been used to a point beyond which would not result in the violation of carrier's operating rights or privileges. The passenger will be refunded the difference between

the fare paid from the point of origin to such farther point and the total fare paid.

(4) A penalty for voluntary cancellation shall not apply and the total amount paid shall be refunded if such cancellation is made after an increase in the fare is made applicable between the time of the initial payment and the date of travel.

(F) Refunds in the case of death

If a passenger, or an immediate family member of the passenger, dies before the trip, then the ticket can be completely refunded when the official death certificate is provided. Ticket must be issued prior to death and date on the certificate must be in relation to travel date.

(1) Before the start of the journey:
In case of death of the passenger or death in the immediate family before commencement of travel, a full refund of the ticket and the associated documents can be made.
Distribution cost surcharge (DCC) and optional payment charge (OPC) remain non-refundable.

(2) After the start of the journey:
Death of passenger: Refund of the unused part of the ticket may be assessed according to the rule for irregularity refund, i.e. the passenger is entitled to a refund on involuntary basis, e.g. half round trip basis and all unused taxes. Accompanying passengers may terminate travel until completion of formalities and religious customs, if any, but in no event later than 45 days after travel is interrupted.
In addition, unused associated documents can be refunded.

Should a death certificate not be available at the time of rerouting, the passenger shall absorb all immediate expenses for changed travel and shall apply for refund after travel completion upon the later presentation of the death certificate.

Rule 99 Baggage

Allowance

(1) Free checked baggage allowance
(2) Free carry-on allowance (cabin baggage)
(3) Additional free checked baggage allowance (sporting equipment)
(4) Additional free checked baggage allowance (status passengers)
(5) Special free checked baggage allowance
(specific sectors or products in economy class)
(6) Specific baggage allowance (specific passengers/specific reasons)
(a) Carry-on baggage using additional seats
(EXST means extra seat and CBBG means carry-on baggage)
(b) Incapacitated passengers
(c) Combined first/business or economy class travel
(d) Animals (AVIH means animal in hold)
(e) Animals (PETC means pet in cabin)
(f) Musical instruments (heavy)/large)
(g) Specific carriers fare products
(7) Specific regulations for sporting equipment

Charges

(1) Charges for carriers piece concept (PC)
(2) Charges for sporting equipment
(3) Charges for carry-on baggage
(4) Charges for animals
(a) Animals (AVIH)
(b) Animals (PETC)
(5) Selection of currency for charges and currency exchange

Baggage selection criteria

(1) Origin & destination: to/from the U.S.
(2) Origin & destination: to/from Canada
(3) Origin & destination: any other destination

General baggage conditions

(A) Applicability
(1) Free baggage allowance (FBA)
(2) Excess baggage
(3) Checked baggage
(4) Unchecked baggage (carry-on baggage) allowance
(5) Collections and delivery of baggage
(6) Sporting equipment and special baggage; Canadian Musical Instrument terms
(7) Items unacceptable as baggage
(8) Dangerous goods
(9) Right to refuse carriage of baggage
(10) Right to search

Interline Baggage Acceptance

(A) Applicability
(B) General
(C) Baggage rule determination by selecting carrier
(D) Baggage rule application by participating carrier
(E) Disclosure of baggage rules

Website Disclosure

Note: Any of the allowances listed below will only apply in case this carrier determines the baggage allowance and charges as per the valid industry rules. In case another airline determines the applicable baggage and charges, such allowances and charges may differ from those of this carrier.

ALLOWANCE
(1) Free checked baggage allowance
Intercontinental (PT 1)

	First Class	Business Class (pt4)	Premium Economy Class(pt4)	Economy Class (pt2,4)
Max number of free pieces (PT 3)	3	2	2	1
Max weight of each free piece (PT3)	32 kg	32 kg	23 kg	23 kg
Max dimension of each free	158 CM	158 CM	158 CM	158 CM

Within Europe (PT 5)

	Business Flex (Green)	Business Comfort (Green)	Economy Flex/Comfort	Economy Light/Basic
Max number of free pieces (pt 3)	2	1	1	0
Max weight of each free piece (pt 3)	32 kg	32 kg	23 kg	
Max dimension of each free piece	158 CM	158 CM	158 CM	

(pt 1) Including European feeder traffic for intercontinental flights
(pt 2) For specific exceptions see (6) below
(pt 3) Not applicable to infants (INF is a passenger less than the age of two who does not occupy a seat). The free checked baggage allowance for an INF is one piece with a max weight of 23 kg (Applicable to first, business, premium economy and economy class (except for economy light and Economy Basic tariff within Europe) plus one additional collapsible buggy or carrying

basket or car seat. In case of INF turning 2 years EN-route, a seat must be booked and the applicable children fare has to be applied.

Children and infants with a booked seat have the same allowance as adults.
(pt 4) Not applicable for Light Fares: Economy Light does not include a checked baggage, Premium Economy Light and Business Light include one piece of checked baggage only.
(pt 5) AD, AL, AT, BA, BE, BG, BY, CH, CY, CZ, DE, DK, EE, ES, FI, FO, FR, GB, GE, GI, GR, HU, HR, IE, IS, IT, LI, LT, LU, LV, MA, MC, MD, ME, MK, MT, NL, NO, PL, PT, RO, RS, RU, SE, SI, SK, SM,TN, TR, UA, VA
(pt 6) Exceptions:
Travel between west, east, central Africa and US/CA/MX 2x23kg
Star-Round the World fares, 2x23kg
Travel between US/CA/MX and Afghanistan, Bahrain, Iran, Kuwait, Oman, Pakistan, Qatar, Saudi Arabia, Syria, Arab Republic, Turkey, U.A.E. and Yemen 2x23 kg.

Travel between US/CA and Japan 2 X 23kg (except in Economy Comfort Fare: 1x23kg)
From India to Canada 2x23kg (in Economy Comfort Plus, Comfort Green and Flex Fares)
From Canada to India (in Economy Comfort Plus and Flex Fares) 2x23kg

Note 1: Baggage weight exceeding 32 kg per piece as per the limitations above, the baggage must be checked as air cargo at the respective air cargo charges. In total 100 kg per passenger and per flight allowed. Total excess baggage of more than 100 kg per passenger and per flight or when size per piece exceeds 110 X 120 X 75 CM possible upon request only. Normal excess baggage charges applicable.
Note 2: Pax with reduced mobility:
In case the bag allowance is 1 piece, disabled passengers or passengers with reduced mobility may be granted up to 2 pieces free of charge, provided the total baggage weight does not exceed their original allowance in kilograms, and the passenger can show this special need credibly, e.g. By a medical certificate.

Note 3: Objects which are not suitable for carriage as checked baggage (e.g. delicate musical instruments) will only be accepted for transportation in the passenger cabin of the aircraft if advance notice is given to the carrier and the carrier agrees to carry the object.
Passengers should contact the carrier or review its website for more information about which objects are not suitable for carriage as checked baggage and will only be accepted for transportation in the passenger cabin of the

aircraft upon prior agreement with the carrier.

(2) Free carry-on allowance (cabin baggage)
In addition to the checked baggage allowance each passenger may carry without additional charges carry-on baggage suitable for placement in the closed overhead rack or under the passenger's seat.
Duty free purchases are part of the following allowances.

	First Class	Business Class	Premium Economy Class	Economy Class
Max number of carry-on pieces	2(pt 1) 1(pt 3)	2(pt 1) 1(pt 3)	1(pt 2)	1 (pt 2) (pt4)
Max weight of each carry-on piece	8 kg	8 kg	8 kg	8 kg
Max dimensions of each carry-on piece	55 X 40 X 23 CM	55 X 40 X 23 CM	55 X 40 X 23 CM	55 X 40 X 23 CM
Max dimensions of foldable garment bag	57 X 54 X 15 CM	57 X 54 X 15 CM	57 X 54 X 15 CM	57 X 54 X 15 CM

pt 1 - May consist of two carry-on pieces such as e.g.: Brief case, board case, travel bag, attaché case or one carry-on piece and one foldable garment bag (applies on international flights only)
pt 2 - May consist of one carry-on piece such as e.g.: Briefcase, board case, travel bag, attaché case or one foldable garment bag. Limitation also applicable to HON, SEN, FTL or other status customers
pt 3 - May consist of one carry-on piece such as e.g.: Briefcase, board case, travel bag, attaché case or one foldable garment bag (applies to this carriers regional partners flights)
pt 4 - When travelling on an Economy Basic fare within Europe, the fare includes one personal item (40x30x15CM) only. The Basic fare does not include any other carry-on baggages.

Note 1: Limitations with respect to the max number of carry-on pieces for this carrier may apply, if required by government restrictions (such as to/from the United States, Italy or India) or on this carrier regional Aircraft.

Note 2: In addition, each passenger may carry:
1 personal item (such as 1 ladies' handbag or 1 laptop bag or 1 shoulder-strapped bag).
The allowed max size of such an item is 40 X 30 X 15CM and, in addition, if applicable (for INF and CHD only) 1 baby basket and baby food for consumption during the flight or 1 fully collapsible baby stroller/push chair(pt1), or 1 car seat (pt 1).

For handicapped passengers, the following items will be included if they are needed during the journey:
2 wheelchairs (pt 2)
Crutches, braces and other orthopedic devices on which a passenger is depending (pt 3)
1 small dialysis equipment for personal use (pt 2)

pt 1 - Items will be carried in belly free of charge if the space on board is limited.
1 child restraint device/car type infant seat provided seat model bears an official marking or label that it has been approved for aviation use and child fare to be paid. In case seat model is not permitted, normal free baggage regulations and excess baggage charges apply.

pt 2 - Items will be carried in belly only and must be requested in advance
pt 3 - Items will be carried in belly free of charge if the space on board is limited.

Note 3: All star alliance members have agreed to use the minimum requirement of 2/2/1 pieces of carry-on for international flights in the respective compartment.
Note 4: If a passenger exceeds the maximum number of bags permitted and/or maximum weight allowed for each bag or the maximum dimensions permitted for each carry-on bag, the passenger will be subject to a baggage service charge
Note 5: All star alliance members have agreed to use the minimum requirement of 2/2/1 pieces of carry-on for international flights in the respective compartment.

(3) Additional free checked baggage allowance (sporting equipment)

On SWISS/Edelweiss marketed and operated flights, one piece of Winter Sports Equipment is free of charge in addition to the free checked baggage allowance on all routes(pt 4)

Other Lufthansa Group carriers

Origin & Destination	First Class	Business Class	Premium Economy Class	Economy Class
To/from/via North America (excluding Canada) (pt 1)	NIL	NIL	NIL	NIL
Any other origin & destination (pt 2)	Plus 1 ski or snow board	Plus 1 ski or snow board	Plus 1 ski or snow board	Plus 1 ski or snow board

equipment (pt 3)	equipment (pt 3)	equipment (pt 3)	equipment (pt 3/4)

pt 1 - North America: United States of America, Mexico, Belize, Costa Rica, Guatemala, Honduras, Nicaragua, El Salvador, Panama
pt 2 - Except to/from/via North America (excluding Canada)
pt 3 - Definitions see (7b) below (maximum weight of additional ski or snow board equipment as per the respective compartment ticketed)
pt 4 - Not applicable to economy light and basic tariff

(4) Additional free checked baggage allowance (status passengers)

Status	First Class	Business Class	Premium Economy Class	Economy Class (pt 2)
HON	plus 1 PC	plus 1 PC	plus 1 PC	plus 1 PC
SEN	plus 1 PC	plus 1 PC	plus 1 PC	plus 1 PC
FTL	NIL	NIL	NIL	plus 1 PC
Star Alliance Gold card	plus 1 PC	plus 1 PC	plus 1 PC	plus 1 PC

Note 1: HON/SEN/Star Gold customers can check in one golf bag free of charge (except when travelling on a Light or Basic tariff Ticket) with weight as per travel compartment

Note 2: Maximum weight of additional 1 PC/1 golf as per the respective
compartment ticketed (pt1)

pt 1 - Definitions see (7b) below
pt 2 - Not applicable to economy light and basic tariff. HON/SEN/Star GOLD travelling on a light tariff ticket on intercontinental routes can check in one bag free of charge only at the airport.

(5) Special free checked baggage allowance (specific sectors or products in economy class)
In cases where this carrier is the selected carrier determining the baggage allowance and charges as
per the current industry selection criteria, this carrier economy class passenger(*) will be granted different free baggage allowances with respect to the free number of pieces and partly with respect to the max weight per piece

on selected sectors or for specific fare products(**):

	Max Number of piece	Max Weight per piece	Max Dimension per piece
to/from Japan (pt 3,4)	2	23 kg	158 CM
to/from East-, West-/Central Africa (except Mauritius) from to U.S.A, Canada and Mexico (pt 1) (pt 3)	2	23 kg	158 CM
Between the U.S.A.,Canada, Mexico and Afghanistan, Bahrain, Iran, Kuwait, Oman, Pakistan, Qatar, Saudi Arabia, Syria, Turkey, U.A.E., Yemen (pt. 3)	2	23 kg	158 CM
From India to Canada in Economy Comfort Plus, Green and Flex tariff	2	23 kg	158 CM
From Canada to India in Economy Comfort Plus and Flex fare	2	23 kg	158 CM

(*) Not applicable to infants (INF)
(**) In case of open jaws or multi-stop routings the special free checked baggage allowance may be granted at all or on all segments of the journey.

pt 1 - Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, central Africa Republic, Chad, Congo (Brazzaville), Congo Kinshasa), Cote d'Ivoire, Djibouti, Eritrea, Ethiopia, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Liberia, Mali, Mauritania, Niger, Nigeria, Rwanda, Sao Tome, Senegal, Sierra Leone, Somalia, South Sudan, Sudan, Togo, Tanzania, Uganda

pt 2 - Only applicable from/to Lufthansa destinations in the U.S. (Seattle, San Francisco, Los Angeles, Denver, Chicago, Atlanta, Houston, Dallas, Charlotte, New York, Washington, Boston, Philadelphia, Detroit, Miami, Orlando Tampa and San Jose) and only in case the routing is via Europe. Applicable for the entire journey irrespective of possible stop-over EN route.

pt 3 - Applicable for the entire journey irrespective of possible stop-over EN-route.

pt 4 - In Economy Comfort fare, only 1x23kg is included.

(6) Specific baggage allowance (specific passengers/specific reasons)

(a) Carry-on baggage (CBBG) using additional seats or extra seats (EXST)
Upon requested and advance arrangements, a passenger will be permitted the exclusive use of

two adjacent seats subject to booking class and seat availability. It has to be booked in the same booking class and same brand (new European fares) as the passenger CBBG is not allowed in first cabin.
Not eligible for rebated fares (such as CHD/INF or others).Taxes, refund and change fees shall not be collected for the additional seat (YQ and YR will be charged)
The total FBA is a combination of the passengers ticket and the extra ticket for CBBG/EXST
CBBG: the maximum weight shall be 75 kg per seat.

(b) Incapacitated passengers
Incapacitated passengers may carry two wheelchairs or other mobility devices they are dependent on free of charge

(c) Combined first/business or premium economy/economy class travel
In cases where this carrier is the selected carrier determining the baggage allowances and charges as per the current industry selection criteria and the passenger has a mixed class itinerary (mixed F/C/Y equals "cross compartment"), the FBA on each portion of the itinerary shall be the one applicable to the class of service for which the fare is paid.

(d) Animals (AVIH)
AVIH is generally not included in the free baggage allowance (FBA).
Only cats and dogs will be accepted as accepted as AVIH.
The animal shall be carried in a container which meets the specifications of the "IATA live animals regulations"
The general weight limitation of max 32 kg per piece does not apply for AVIH (exception to the rule)

Size	Container	Max dimensions CM (ins)
Medium	1	60 X 45 X 40 (24x18x16 ins)
Large	4	125 X 75 X 85 (49x29x33 ins)

Note 1: Transporting of AVIH is only permitted on 4Y short- and medium-haul flights operated on an A320 and to/from Frankfurt and Munich (no connection)
Note 2: At LX, suitable containers may be purchased from LX cargo offices.

(e) Animals (PETC)

Accompanied PETC (pet and container) generally not included in the FBA and PETC rates apply.
Max one container per passenger allowed
Only cats or dogs permitted as PETC

Dimensions (CM)	Max weight (kg) (pt 1)
55 X 40 X 23	8 (18 lbs)

pt 1 - Consisting of both container and animal

Note 1: One dog for blind or deaf passenger or comparable services dog is free.

(f) Musical instruments

Heavy/large musical instruments generally not included in the FBA.
Such instruments may - upon confirmation by Carrier and only on tickets where ticket code and all operating flights are operated by the same LH Group Carrier- be carried on this carriers operated flights when the max weight per instrument exceeds the max limitation of 32 kg per piece (defined as a Heavy or Large Instrument).

Such Heavy/Large instruments could be any kind of bass (such as double bass, violonecello, viola dagamba) or heavy/large drums (Kettledrum/timbal or similar)

Dimensions (CM)	Max weight (kg) (pt 1)
Length max 200	52
Width max 75	

(pt 1) Consisting of both container and musical instrument.
Note: Additional Information under the Canadian APPRs for Musical Instruments is contained in the General Baggage Conditions(6) below

(g) Specific Carriers fare products

This carrier may grant specific free baggage allowances for specific customer segments or fare products which are not communicated to the general public.
In such cases, a different FBA may be stipulated in the respective ticket or passenger's receipt with the respective weight attached to the prevailing conditions. Such FBA is binding even if deviation from the normal regulations.

(7) Specific regulations for sporting equipment

This carrier offers special excess baggage charges for sports baggage (pt 1). These changes will be applied per baggage travel unit (BTU equals sector from baggage drop off until next baggage collection). In general, sporting equipment is treated like any other baggage. Thus, sporting equipment is included in the free

baggage allowance (FBA) if the respective limitations (with respect to number and weight) are not exceeded.
Step-by-step approach to determine the applicable sport baggage allowances:

(a) Is the sporting equipment contained in the list below included in the individual FBA with respect to number and weight?
Yes The sporting equipment is transported free of charge within the respective FBA
No Check for (b)

(b) Is the specific sporting equipment within the max. Weight limitation of 32 kg per piece and contained in the list for sports baggage?

Nr	Type of Sporting Equipment	Definition	Pre-RSVN Required Max #bags PC./ctns
3	Bicycle normal	1 regular bike (No motor/no e-bike) or 1 special children's trolley to use with a bike or 1 one-wheel bike	Yes/1
7	Fishing equipment normal	1 tackle box or 1 Haversak or 1 angle's basket, 1 rod, 1 bag or 1 box	Yes/2
8	Golf equipment normal	1 golf bag containing one set of golf clubs, golf balls and tees, 1 pair of golf shoes	Yes/1
9	Hang gliding equipment bulk	1 set of hand gliding equipment Packed in 1 container	Yes/1
10	Hockey equipment normal	1 hockey bag, 1 hockey stick, 1 pair of ice skates, 1 set of body protection (knee, arms, etc.) 1 helmet	Yes/2
19	Scuba equipment normal	1 diving mask, snorkel, fins, wet suit, bcd jacket, regulator, 1 empty tankbottle, (1 lamp switched off, energy source separately packed, removed battery protected against	Yes/2

		short circuit)	
23	Sporting /hunting weapons plus ammunition normal	sporting/hunting guns, pistols, rifles (packed in a bag) plus ammunition max 5 kg. (according to IATA DGR regulations even if packed in separate bag)	Yes/2
	Tandem bike bulk	1 tandem bike with max 2 seats (no motor/no e-bike)	Yes/1
	Winter sport equipment normal	1 pair of ski or One snowboard 1 pair of ski poles 1 helmet	Yes/2 1
	Boards small normal	Boards up to 2m length	Yes/1
	Boards Long bulk	Boards above 2m and up to 3.15m length	Yes/1

Yes Respective charges to be applied - Refer to charges for sporting equipment.
No Check for (c)

(c) Any sporting equipment not contained in the list is treated as normal excess baggage with the respective charges of normal excess baggage (pt 2).

pt 1 - Where applicable, country-specific surcharges for sports baggage and excess baggage will be levied.

pt 2 - Or as cargo with applicable cargo charges in case weight exceeds 32 kg per piece

Note 1: Sporting equipment shall not contain normal luggage items, otherwise, it will be treated as regular excess baggage and charged with the applicable charges

Note 2: Firearms and ammunition for hunting and sporting purposes may be accepted as checked baggage only. It will be handled as sporting equipment and charged when over the free baggage allowance. Weapons and ammunition must be packed in separate containers. Passengers must check in this baggage at least 120 minutes prior to departure. Weapons must be unloaded and packed in a special container. Designed for this purpose. Exception: This shall not apply to police officers who, in performance of their official duties, are required to carry arms. During the

flight they shall hand over their arms to the pilot in command.
Passengers are solely responsible for adhering to customs regulations, for obtaining an import permit and any other necessary documents. This applies both to passengers entering a country and to passengers in transit in a country. A maximum of 5kg (11 lb.) Of ammunition types 1.4s, un 0012 or un 0014 is permitted per passenger. The ammunition must be packed separately from the weapon in a solid container made of wood, metal or fibrewood. This container will protect the ammunition against vibration, movement and unintentional automatic release. On flights to/from South Africa, ammunition must be packed in a lockable ammunition box.
Carriage of ammunition is subject to ICAO and IATA regulations. Requirements for dangerous goods transportation must be adhered to. Due to local security procedures, an additional airport handling fee for weapons will always be charged locally at departures in JNB/CPT: 80 USD, Italy: 60 EUR , Spain: 60 EUR , Turkey: 30 EUR, ZRH: 60CHF, GVA CHF 200 or CHF 250 (if earlier than two hours before departure).

CHARGES

(1) Charges for this carriers piece concept (PC)

Note: Any of the charges listed below will only apply in case this carrier determines the baggage allowance and charges as per the valid industry rules. The below listed charges will be applied per baggage travel unit (BTU equals sector from baggage drop-off until next baggage collection).
In case another airline determines the applicable baggage and charges, such charges may differ from those of this carrier.
This carrier offers flat charges for checked baggage being within the free baggage allowance (with respect to pieces) but possibly exceeding the limits in respect of weight and/or dimensions

Excess baggage charges piece concept per piece

(a) If a passenger exceeds the number of bags permitted and/or the maximum weight allowed for each bag or the maximum dimensions permitted for each checked bag, the passenger will be subject to excess baggage charges set out in the chart in paragraph (e).
Note: In the case or code-share, passengers are advised that the baggage rules applicable

to their transportation are those of the carrier identified on their ticket and not of the carrier operating the flight.

(b) All excess baggage must be assessed and charged for prior to the boarding of the aircraft by the passenger to the next point of stopover:
In effect on the date of issuance of the excess baggage ticket;
in the direction of travel;
per checked portion: from the point for which the checked baggage allowance is exceeded to the first point at which the baggage is collected (excluding any transfer points)
Through charges are not applicable for split ticketing;
local currency rates when not available in CAD/USD shall be based on the CHF/ EUR conversion and rounded.

(c) Excess baggage is collected as flat charges based on a modular concept. The various charges must be combined with each other in order to price the correct fees for the excess baggage items. Flat charges are through rates as long as the onward connecting flight is in the same ticket. Such a flat charge applies per piece within and/or outside the free baggage allowance. For each occurrence one charge applies; multiple occurrences have to be added. Excess baggage charges piece concept per piece definitions:

Definitions:

Standard weight:	Economy/Premium Economy Class: 23kg (50LB)
	Business/First Class: 32kg (70LB)
Standard size:	158cm (62in) (LXWXH)
Heavy:	24-32kg (51-70LB)
Oversized:	Over 158cm (62in)

This carriers' flights:

Within Germany/Switzerland/Belgium/Austria and intra Africa (Generally, in EUR (or the equivalent thereof) when departing from Europe including Algeria, Morocco, Tunisia))

Purchase via carriers' websites and Service Center

	CHF	EUR	USD
First piece eco light:	25-40	20-35	30-45
Extra piece:	65-80	55-70	70-85
Extra piece heavy or oversized	110-115	125-130	130-135
Extra piece heavy and oversized	170-175	150-155	175-180

Purchase via GDS

	CHF	EUR	USD
First Piece Eco light:	30-45	25-40	35-50
Extra piece:	65-80	55-70	70-85
Extra piece heavy or oversized	110-115	125-130	130-135
Extra piece heavy and oversized	170-175	150-155	175-180

Purchase at airport or at the check-in

	CHF	EUR	USD
First piece eco light:	60	55	70
Extra piece:	80	70	85
Heavy or oversized	40	45	50
Heavy and oversized:	90	80	95
Extra piece heavy or oversized	145	130	150
Extra piece heavy and oversized	190	170	195

Within Europe and within third countries (including Morocco, Tunisia and Turkey)
(Generally, in EUR (or the equivalent thereof) when departing from Europe including Algeria, Morocco, Tunisia)

purchase via carriers' websites and service centers

	CHF	EUR	USD
First piece eco light:	40-55	35-50	45-60
Extra piece:	75-90	65-80	80-95
Extra piece heavy or oversized	130-135	125-130	155-160
Extra piece heavy and oversized	205-210	180-185	210-215

purchase via GDS

	CHF	EUR	USD
First piece eco light:	45-60	40-55	50-65
Extra piece:	75-90	65-80	80-95
Extra piece heavy or oversized	130-135	125-130	155-160
Extra piece heavy and oversized	205-210	180-185	210-215

purchase at airport or at the check-in

	CHF	EUR	USD
First piece eco light:	70	65	80
Extra piece:	100	90	105
Heavy or oversized:	60	50	65
Heavy and Oversized:	115	100	125
Extra piece heavy or oversized	170	150	175
Extra piece heavy and oversized	225	200	230

Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY
purchase via carriers' websites and service centers
(generally in EUR (or the equivalent thereof) when departing from Europe including Algeria, Morocco, Tunisia)

	CHF	EUR	USD
First piece eco light:	80-95	70-85	85-100
Extra piece:	90-110	80-100	95-115
Extra piece heavy or oversized	200-205	175-180	205-210
Extra piece heavy and oversized	285-290	250-255	290-295

purchase via GDS

	CHF	EUR	USD

First piece eco light:	90-105	80-95	95-110
Extra piece:	90-110	80-100	95-115
Extra piece heavy or oversized	200-205	175-180	205-210
Extra piece heavy and oversized	285-290	250-255	290-295

purchase via airport at the check-in

	CHF	EUR	USD
First piece eco light:	115	105	120
Extra piece:	125	110	130
Heavy or oversized:	85	75	90
Heavy and Oversized:	170	150	180
Extra piece heavy or oversized	220	195	225
Extra piece heavy and oversized	305	270	310

For short intercontinental flights (i.e. Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY AND AE,BH,BJ,BF,CM,CU,CF,TD,CI, DJ,ER,ET,GM,GH,GN,GW,KW,LR,LY,ML,MR,NE,NG,PS,OM,QA,RU, SA,SN,SL,SS,SD,TG,YE,AG,BS,BB,DM,DO,GD,HT,JM,KN,LC,VC) purchase via carriers' websites and service center or GDS (generally in EUR (or the equivalent thereof) when departing from Europe including Algeria, Morocco, Tunisia))

	CHF	EUR	USD
First piece eco light:	80-95	70-85	85-100
Extra piece:	140-160	120-140	145-165
Extra piece heavy or oversized	285-290	250-255	290-295
Extra piece heavy and oversized	400-405	350-355	405-410

purchase at airport or at the check-in

	CHF	EUR	USD
First piece eco light:	115	105	120
Extra piece:	180	160	185
Heavy or oversized:	115	100	120
Heavy and Oversized:	230	200	240
Extra piece heavy or oversized	305	270	310
Extra piece heavy and oversized	420	370	425

Between Europe and CA/US
Purchase via carriers' websites, service center and GDS and airport

	CHF	EUR	USD	CAD
First piece eco light	90	80	90	90

For medium intercontinental flights between Europe,JO,TM,LB,EG,IQ,IL,IR,SY, and East Coast Canada/East Coast USA

Purchase via airlines' websites, service center or GDS

	CHF	EUR	USD	CAD
Second piece	120	110	120	120
Extra piece:	185-205	160-180	190-210	240-260
Extra piece heavy or oversized	370-375	320-325	375-380	480-485
Extra piece heavy and oversized	505-510	440-445	510-515	660-665

purchase at airport or at check-in

	CHF	EUR	USD	CAD
Second piece:	130	120	130	130
Extra piece:	240	210	245	310
Heavy or oversized:	140	120	145	180
Heavy and Oversized:	275	240	285	360
Extra piece heavy or oversized	390	340	395	500
Extra piece heavy and oversized	525	460	530	680

For medium intercontinental flights
(i.e. Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY AND

AF,AO,BD,BI,CG,CD,GQ,GA,GL,IN,KZ,MV,PK,RW,SC,SO,UL,TJ,TZ,UG,UZ,ZM)

Purchase via airlines' websites, service center or GDS

	CHF	EUR	USD	CAD
Extra piece:	185-205	160-180	190-210	240-260
Extra piece heavy or oversized	370-375	320-325	375-380	480-485
Extra piece heavy and oversized	505-510	440-445	510-515	660-665

purchase at airport or at check-in

	CHF	EUR	USD	CAD
Extra piece:	240	210	245	310
Heavy or oversized:	140	120	145	180
Heavy and Oversized:	275	240	285	360
Extra piece heavy or oversized	390	340	395	500
Extra piece heavy and oversized	525	460	530	680

Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and
West Coast Canada/West Coast USA/MX or between
CA/US/MX and all other destinations.

Purchase via airlines' websites, service center or GDS

	CHF	EUR	USD	CAD
Second piece	120	110	120	120
Extra piece:	230-250	200-220	235-255	300-320
Extra piece heavy or oversized	460-465	400-405	465-470	600-605
Extra piece heavy and oversized	635-640	550-555	640-645	825-830

Purchase at airport at the check-in.

	CHF	EUR	USD	CAD
Second piece:	130	120	130	130

Extra piece:	295	260	300	385
Heavy or oversized:	170	150	175	220
Heavy and Oversized:	345	300	350	440
Extra piece heavy or oversized	480	420	485	620
Extra piece heavy and oversized	655	570	660	845

For long intercontinental flights (between Europe,JO,TM, LB,EG,IQ,IL,IR,SY AND AI,AS,AR,AW,AU,BZ,BM,BT,BO,BQ,SAB, BW,BR,BN,KH,KY,CL,CN,CX,CC,CO,KM,CK,CR,CU,CW,EC,SV,FK,FJ, GF,PF,GP,GU,GT,GY,HN,HK,CN,ID,KI,KR,LA,LS,MO,MG,MW,MY,MP, MH,MQ,MR,MU,YT,FM,MN,MS,MZ,MM,NA,NR,NP,NC,NZ,NI,NU,NF,PW, PA,PG,PY,PE,PH,PR,RE,WS,ST,SG,SX,SB,ZA,SH,PM,SR,SZ,TW,TH, TL,TO,TT,TC,TV,US,UY,VU,VE,VN,VI,WF,ZW) or between any other destinations.

Purchase via airlines' websites, service center or GDS

	CHF	EUR	USD	CAD
Extra piece:	230-250	200-220	235-255	300-320
Extra piece heavy or oversized	460-465	400-405	465-470	600-605
Extra piece heavy and oversized	635-640	550-555	640-645	825-830

flights purchase at airport or at the check-in.

	CHF	EUR	USD	CAD
Extra piece:	295	260	300	385
Heavy or oversized:	170	150	175	220
Heavy and Oversized:	345	300	350	440
Extra piece heavy or oversized	480	420	485	620
Extra piece heavy and oversized	655	570	660	845

For travel to/from Japan

	CHF	EUR	USD	CAD
Extra piece:	180	150	200	200
Heavy:	120	100	150	150
Oversized:	240	200	300	300
Heavy and Oversized:	360	300	450	450
Extra piece heavy:	300	250	350	350
Extra piece oversized	420	350	500	500
Extra piece heavy and oversized	540	450	650	650

(2) Charges for sporting equipment
Category normal (golf, bicycle, scuba, fishing, Sporting/hunting plus ammunition, hockey, winter sport, boards small on this carriers' flights for travel: pt1

	CHF	EUR	USD	CAD
Within Germany/Switzerland/ Belgium/Austria	80	70	85	105
Within Europe (incl. MA,TR, TN) or within	90	80	95	120

third countries:				
Between Europe and JO,TM,LB, EG,IQ,IL,IR,SY:	115	100	120	150
Between Europe JO,TM,LB,EG,IQ, IL,IR,SY and short intercontinental:	170	150	175	225
Between Europe, JO,TM,LB,EG,IQ, IL,IR,SY and medium intercontinental or East Coast Canada and USA:	230	200	235	300
Between Europe, JO,TM,LB,EG,IQ, IR,SY and long intercontinental or West Coast Canada and USA or any other destinations:	285	250	290	375

Category bulk on LH flights for travel
(Tandem bike, hang gliding, boards long) (pt 2)

	CHF	EUR	USD	CAD
Within Germany/Switzerland/ Belgium/Austria	125	110	130	165
Within Europe (incl. MA,TR, TN) or within third countries:	150	130	155	195
Between Europe and JO,TM,LB,EG, IQ,IL,IR,SY:	200	175	205	260
Between Europe JO,TM,LB,EG,IQ, IL,IR,SY and short intercontinental:	285	250	290	375
Between Europe, JO, TM,LB,EG,IQ,IL,IR, SY and medium inter-continental or east coast Canada or east coast USA:	370	320	375	480
Between Europe, JO, TM,LB,EG,IQ,IL,IR,SY and long intercontinental	460	400	465	600

or West Coast Canada or
West Coast USA or any other
destinations:

pt 1: category normal on WK flights is carried free of charge.
pt 2: Prices for bulk are not valid for WK flights

(3) Charges for carry-on baggage
No specific charges for carry-on baggage available
since no additional carry-on baggage is permitted.
Exception: For flights booked separately only within Europe (and not as transfer
flights) a carry-on baggage per passenger can be booked when travelling on a
Basic fare. A basic fare does not contain any carry-on baggage, but a small personal item only (max. 40 x 30 x 15 cm)

(4) Charges for animals

(a) Animals (AVIH)
Note:
Animals are not included in the free baggage allowance and always to be charged.

For animals in the hold, a surcharge of EUR 150 / CHF 170 / USD 170 is charged for transfers via Brussels, Geneva, Frankfurt, Vienna and Zurich.
For an overnight stay in Zurich, an additional fee of CHF 200 per carrying
container must be paid.

- AVIH medium: Containers up to a maximum size of 60x45x40 CM
- AVIH large: Containers up to a maximum size of 125x75x85 CM

AVIH medium (point-to-point journeys), prepaid or at the airport:
(a) Within Germany, Switzerland, Belgium or Austria: CHF 90, EUR 80, USD 95, CAD 120

(b) Within Europe or within third countries: CHF 115 EUR 100, USD 120, CAD 150
(c) Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY: CHF 150, EUR 130,USD 155, CAD 195
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY short intercontinental: CHF 170, EUR 150, USD 175, CAD 225
(e) Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and medium intercontinental or East Coast Canada or East Coast USA: CHF 195, EUR 170, USD 200, CAD 255
(f) Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and long intercontinental or West Coast Canada or west USA or any other destinations: CHF 220, EUR 190, USD 225, CAD 285

AVIH large (point-to-point journeys) prepaid or at the airport:
(a) Within Germany, Switzerland, Belgium or Austria:

CHF 185, EUR 160, USD 190, CAD 240

(b) Within Europe or within third countries: CHF 230, EUR 200, USD 235, CAD 300
(c) Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY CHF 300, EUR 260, USD 305,CAD 390
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and short intercontinental: CHF 345, EUR 300, USD 350, CAD 450
(e) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and medium intercontinental or East Coast Canada or East Coast USA: CHF 390, EUR 340, USD 395, CAD 510
(f) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and long intercontinental or West Coast Canada or West Coast USA or any other destinations: CHF 440, EUR 380, USD 445, CAD 570

Note: Local currency rates in CAD/USD shall be based on the EUR conversion and rounded.

(b) Animals (PETC)
PETC max 8 kg, prepaid
(a) Domestic: CHF 75, EUR 65, USD 80, CAD 90
(b) Within Europe or within third countries: CHF 90, EUR 80, USD 95, CAD 110
(c) Between Europe and JO,TM,LB,EG,IQ,LB,IR,SY: CHF 105, EUR 100, USD 110, CAD 135
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and short intercontinental: CHF 115, EUR 105, USD 120, CAD 150
(e) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and medium intercontinental or East Coast Canada or East Coast USA: CHF 130, EUR 115, USD 135, CAD 165
(f) Between Europe,JO,TM,LB,EG,IQ,IL,SY and long intercontinental or West Coast Canada or West Coast USA or any other destinations: CHF 140, EUR 125, USD 145, CAD 180

PETC, max 8 kg, at the airport

(a) Domestic: CHF 95, EUR 85, USD 100, CAD 110
(b) Within Europe or within third countries: CHF 110, EUR 100, USD 115, CAD 130
(c) Between Europe and JO,TM,LB,EG,IQ,LB,IR,SY: CHF 125, EUR 120, USD 130, CAD 155
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and short intercontinental: CHF 135, EUR 125, USD 140, CAD 170
(e) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and medium intercontinental or East Coast Canada or East Coast USA: CHF 150, EUR 135, USD 155, CAD 185
(f) Between Europe,JO,TM,LB,EG,IQ,IL,SY and long intercontinental or West Coast Canada or West Coast USA or any other destinations: CHF 160, EUR 145, USD 165, CAD 200

(5) Selection of currency for charges and currancy conversion (pt. 1)

Herein, charges may be published in different currencies. In cases where charges are published in more than one currency, the following currencies are used as basis for calculation, however the charges will be converted from this currency into the respective local currency (if applicable: CAD (if baggage check-in in Canada). EUR (if baggage check-in in Europe), JPY(pt 2) (if baggage check-in Japan), or otherwise USD (if baggage check-in in places other than mentioned before).
Itineraries to/from the US or Canada do have a different allocation of currency: The currency applicable at the point of origin (not the point of baggage check-in will be used to determine the charges for the whole itinerary. Charges may be converted into local currency following this selection of currency rule.

Currency conversion or exchange fees: any banking fees or conversion/exchange rate differentials, including rate shifts between date of charge and date the bank or credit card used processes the payment are the responsibility of the passenger/person paying.

pt 1 - Not applicable for "charges for OAL weight concept (WC)" and new European fares.
pt 2 - Valid where charge is explicitly published in JPY

BAG SELECTION CRITERIA

(1) Origin & destination: To/from the U.S.
US DOT order 2009-9-20 (government reservation to IATA resolution 302)

Background: In July 2012, the United States Department of transportation (US DOT) Rule 399.87 came into effect. Under this rule, all carriers selling transportation to passengers, whose ultimate ticketed origin or destination is in the United States, must apply the same baggage policy and fees throughout a passenger's journey (including the return portion), regardless of the number of baggage check-ins during the journey.

Accordingly, the US DOT requirements stipulate that it is only the first marketing carrier(pt 1) on the first flight segment of an itinerary that has the right to establish the baggage rules (consisting of the free baggage allowance, the dimensions and weight of each of the bags, the level of any charges that may be incurred and carry-on luggage regulations) to apply for the entire journey.

This is irrespective of stopovers or other carrier flights listed on the single ticket. If this carrier is listed on the first flight segment of the ticket, then

this carriers baggage regulations will apply throughout the entire journey (pt 2) - both on the outbound and the return flight. Charges, if any, will apply from the point of "baggage check-in" until the next stopover, or the next point of baggage collection. Thus, each time baggage is re-checked by the passenger, the same charges will apply.

However, if this carrier is not the first marketing carrier on the itinerary, such carrier has the right to choose to apply its baggage rules, the rules of the MSC (most significant carrier), or those of any other carrier on the single ticket. In case of itineraries where the first flight is operated on a codeshare basis, the rules of the marketing carrier do apply.

Consequently, this carrier cannot guarantee that - though the ticket might have been issued on Lufthansa ticket stock - the Lufthansa baggage rules will apply in such cases. Other airlines often have baggage rules which differ from those of this carrier.

(2) Origin & destination: to/from Canada
CTA decision no. 144-a-2014 (government reservation to IATA resolution 302)

(a) Applicability
Paragraph (2) is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada. It establishes how the carrier will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.

(b) General
For the purposes of interline baggage acceptance:
(i) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.
(ii) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.

(c) Baggage rule determination by selecting carrier
(i) Checked baggage
The selecting carrier will:
(aa) Select and apply its own baggage rules as set out in its tariff to the entire interline itinerary or;
(bb) Select the most significant carrier, as determined by IATA resolution 302 and conditioned by the Canadian transportation agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary. The carrier identified by means of (aa) or (bb) will be known as the selected carrier.

(ii) Carry-on baggage
Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.

(iii) Where the carrier is not the selected carrier on an interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued, the carrier will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.

(d) Disclosure of baggage rules
Summary page at the end of an online purchase and e-ticket disclosure

(i) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e., the passenger's "standard" baggage allowance), when the carrier sells and issues a ticket for an interline itinerary, it will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in paragraph (ii) below. The disclosed information will reflect the baggage rules of the selected carrier.

(ii) The carrier will disclose the following information:

(aa) Name of the carrier whose baggage rules apply;

(bb) Passenger's free baggage allowance and/or applicable fees;

(cc) Size and weight limits of the bags, if applicable;

(dd) Terms or conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. Frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card);

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

(ff) Application of baggage allowances and charges (i.e., whether they are applied once per direction or if they are applicable at each stopover point).

(iii) The carrier will provide this information in text format on the passenger's e-ticket confirmation. Any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific

charges.

Web site disclosure

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

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

(3) Origin & destination: Any other origin or destination (except to/from the U.S./Canada)
IATA resolution 302(pt 1)
Background: Recognizing the industry requirement for more flexible baggage allowance and fees, on April 1, 2011, IATA resolution 302 came into force which sets out a new methodology to determine which carrier's baggage rules would apply in the case of any given journey, whether via an interline or code-share arrangement. Such new rule is based on the most significant carrier (MSC) approach to baggage allowance and charge determination and defines which airline's baggage rules would apply with respect to both allowance (i.e. Number of free pieces, size, weight, etc.) and charges (baggage fees and excess baggage fees).
The MSC shall be determined in the following order.

1) The marketing carrier crossing from one TC area to another, or otherwise(pt 2)
2) The marketing carrier crossing from one TC sub-area to another sub-area, or otherwise
3) The marketing carrier performing the first international sector within a TC sub-area

MSC rule applies on each portion of an itinerary where

baggage is through checked (from where a passenger checks a bag to the point the passenger collects the bag). Baggage rules of the MSC are applicable from the point of "baggage check-in" until the next stop-over, or the next point of baggage collection. Thus, each time baggage is re-checked by the passenger, a MSC is once again defined and such MSC's baggage rules do apply.

pt 1 - not applicable to/from the United States or Canada

pt 2 - Exception: For itineraries from tc1 to TC 3 (via tc2): First carrier on the Transatlantic portion

GENERAL BAGGAGE CONDITIONS

(A) Applicability

this rule applies to all online and interline transportation of baggage issued on a single ticket whose origin, ultimate ticketed destination or furthest checked point in the itinerary is in the USA or Canada where this carrier is the selecting carrier according to IATA resolution 302. This carrier will select and apply its own baggage rules as set out in this rule to the entire interline itinerary. Where this carrier is not the selected carrier on the interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued the carrier will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.

The carrier will accept for transportation as baggage, any good that is necessary or appropriate for the wear, use, comfort or convenience of the passenger for the purpose of the trip, subject to the following:

(1) Free baggage allowance

In case this carrier determines the free baggage allowance (FBA) of a journey, the piece concept of respective carrier applies per checked portion of the baggage (Note: Exception may apply to/from the U.S. And Canada)

The FBA shall always be handled as shown on the respective ticket or the passenger receipt with the weight per piece attached to carriers' conditions.

A passenger may carry some baggage free of charge, subject to the respective carriers' conditions and limitations which are mentioned in the ticket and according to the terms of the respective carrier. The weight of each piece of baggage must not exceed 32 kg.

2) Excess baggage

In case of baggage in excess of the free allowance a passenger has to pay the charges as published by this carrier

and a pre-reservation is mandatory.

(3) Checked baggage
Checked baggage will be accepted according to the general conditions of carriage which can be found on www.LH.com, swiss.com, austrian.com, brusselsairlines.com, discover-airlines.com under terms & conditions.

(a) Once the carrier takes possession of the passenger's checked baggage, the carrier will issue a baggage identification tag for each piece of checked baggage. A portion of this tag will be provided to the passenger and each bag will be affixed with the corresponding remaining portion of the tag.
(b) Checked baggage must bear the passenger's name or other personal identification affixed to it.
(c) Checked baggage will be carried on the same aircraft as the passenger, unless the baggage is delayed or the carrier decides that it is impractical to carry the baggage on the same aircraft. In case of delay, the carrier will take necessary steps to inform the passenger on the status of the baggage, ensure the passenger has their incidentals covered or an overnight kit is provided as practicable and arrange to deliver the baggage to the passenger as soon as possible unless applicable laws require the presence of the passenger for customs clearance.
Note: This provision does not apply to aids for persons with disabilities, see Rule 21(d)

(4) Unchecked baggage (carry-on baggage) allowance
In addition to the checked baggage allowance, each passenger may carry, without additional charges, carry-on baggage. The carry-on baggage must be within the carrier's size and weight limits to be taken on board the aircraft. It must fit in the overhead rack or under the passenger's seat. If baggage cannot be stored by this means or exceeds the limitations in regards of weight, size and number or is considered unsafe for any reason, it must be checked as checked baggage in the cargo compartment.
Note: This provision does not apply to aids for persons with disabilities.

Liquids in unchecked baggage (carry-on baggage)
Liquids carried in hand baggage are subject to special regulations.
(a) Gels, creams and lotions are also considered as liquids. Liquids must be carried in a

container with a maximum capacity of 100 ml. These containers must be kept in a resealable transparent plastic bag with a maximum capacity of 1 litre. Only one bag is permitted per person. The bag and all the containers in it must be presented completely sealed at the security check.
Exception: Medication and special foods passengers are permitted to carry on board urgently required medication in liquid form however, this is limited to the amount required on the flight. Passengers are recommended to carry a medical certificate (in English) for such medication. Passengers travelling with small children may carry milk and liquid baby formula in their hand baggage. Liquid foods for passengers with allergies (lactose intolerance) may also be carried in their hand baggage.

(b) Liquid duty free items
liquid duty free items must be packaged and sealed properly (as per ICAO rules). The packaging must also contain a proof of purchase. Any items that were bought before the security check and do not comply with the regulations will be confiscated.

(c) Special rules for flights to the USA
passengers with a connecting flight within the USA must pack such liquid duty free items with their checked and registered baggage after landing in the USA.

(5) For Canada only – any excess to baggage fees or ancillary charges charged but not used, or charged a second time due to alternate travel
arrangements, will be refunded pursuant to Rule 90 (Refunds).

(5) Collections and delivery of baggage

(1) The passenger has the right to retrieve his/her baggage without delay.

(2) Only the passenger who was given a baggage identification tag when the carrier took possession of the baggage is entitled to accept delivery of the baggage.

(3) If the passenger claiming the checked baggage is unable to produce his/her portion of the baggage identification tag and identify the baggage by means of its baggage identification tag, the carrier must receive satisfactory proof that the baggage belongs to the passenger in question before delivering the baggage to the passenger.

(4) Acceptance of the baggage without complaint, within the time limits stipulated in Rule 55(c), by the passenger in possession of the baggage identification tag is evidence that the carrier delivered the baggage in good condition and in accordance with this tariff.

(6) Sporting equipment and special baggage

(1) For interlining and through check-in on routings where other carriers are involved, please check the rates and conditions applicable on the sectors of the transporting carrier. A confirmed "SSR" special service request-reservation is mandatory. Sporting equipment shall not contain normal luggage items, otherwise it will be treated as regular excess baggage and charged with the applicable flat rates.

(a) All normal sporting equipment is included in the free baggage allowance and will only be charged when exceeding either the weight per piece or number of permitted pieces. All bulk sporting equipment will always be charged.

(b) One set of ski equipment is permitted free of charge for LX/WK marketed and operated flights worldwide.
One set of ski equipment is permitted free of charge for LH/OS/SN/VL flights except for journeys
from/to the USA, Mexico & Central America.
Exception for all LH/OS/SN/VL/LX/WK flights:
Does not apply for economy light or Economy Basic fares.

(c) One set of sports equipment category normal maximum weight 23 kg (50 lb) is permitted free of charge on LX codeshare flights operated by edelweiss air.

(d) When exceeding the free baggage allowance frequently checked sport equipment will be charged according to a table of flat amounts assigned to two categories, "normal" and "bulk" and charged accordingly (see table (2) Charges for Sports equipment.)
Items not included in the table will be charged the normal excess baggage rates.

(e) Items that are explicitly mentioned in the tables below will always be charged according to that category, irrespective of their size and/or eight and even if they are bigger or heavier.

(2) For Canada Only - Musical instruments under the APPR

"(1) Applicability"
"(a) This Rule applies to all passengers travelling to/from Canada, that are travelling with "
musical instruments irrespective of the type of fare on which they are travelling or have purchased
"(b) In case of damage, loss or delay of musical instruments, the limits "
of liability for baggage as found in Rule 55, in keeping with the applicable Convention will apply.
(2) Small musical instruments as carry-on baggage
"(a) The carrier will permit a passenger to bring on-board the aircraft "
cabin a small musical instrument, such as a violin or flute, as part of
passenger's carry-on baggage allowance according to the number and size
dimensions set out in Rule 99 above, if:
i.the instrument can be stowed safely in a suitable baggage compartment in the aircraft cabin or under the passenger seat, in accordance with the carrier's requirements for carriage of carry-on baggage; and,
ii.there is space for such stowage at the time the passenger boards the aircraft.
"(3) Musical instruments as carry-on baggage (cabin seat " baggage)
"(a) The carrier will permit a passenger to bring on-board the" aircraft cabin, and be transported as cabin seat baggage, a musical instrument if:
"i. the instrument is contained in a case or covered so as to avoid" injury to other passengers;
"ii. the weight of the instrument, including the case or covering, does "
not exceed 75 kilograms (165 pounds) or the applicable weight restrictions for the aircraft;
"iii. the instrument can be stowed safely and securely in accordance with "
the carrier's requirements;
"iv. neither the instrument nor the case contains any object not " otherwise permitted to be carried in an aircraft cabin; and,
"v. the passenger wishing to carry the instrument in the aircraft cabin "
has purchased an additional seat to accommodate the instrument, and the ticket and all ticket
segments are operated by the ticketing carrier.
vi. Musical instruments too large for the cabin may be carried as checked baggage. (See (6) below)
"(4) Carrier unable to carry musical instruments in cabin due to" substitution of aircraft
"(a)If, due to substitution of aircraft, there is insufficient space to "
safely stow the musical instrument in the cabin, the carrier will offer,
"at no additional charge:"
i.to carry the instrument as cabin seat baggage, if space on-board and
the nature of the instrument allows it; or alternatively
ii.to accept the instrument as checked baggage

(b) If neither (1)(a) nor (b) are satisfactory, the carrier will offer
the passenger rerouting options, at no additional charge, and if no rerouting options are satisfactory, the carrier will involuntarily refund the passenger pursuant to Rule 125(B).
"(5) Fees"
"(a) Musical instruments will be considered as part of the passenger's"
baggage allowance, carriage of which may be dependent on the fare purchased.
(b) In case the free baggage allowance is exceeded, the published additional baggage charges apply.

(7) Items unacceptable as baggage
Passengers should contact carrier or review its website for more information on these items. Certain items will be carried only under certain restrictions or special packaging conditions. (see "special items", below).
In accordance with the carriers conditions of carriage, the following items are unacceptable as checked and unchecked baggage and will not be transported by the carrier.
(1) Items whose carriage is prohibited by the applicable laws, regulations, or orders of any country to be flown from, to or over.
(2) Items, which in the carrier's opinion, are unsuitable for carriage because of their weight, size or character, for example fragile or perishable items.
(3) Live animals except as provided in Rule 75, acceptance of animals (service animals and pets).
(4) Firearms and ammunition other than for hunting or sporting purposes as provided in section above (7) Note 2 Above are prohibited from carriage as baggage.
(5) Weapons such as antique firearms, swords, knives and other similar items may be accepted as checked baggage at the carrier's discretion, provided they are suitably packed. Please contact carrier for details.
(6) The passenger shall not include in the checked baggage fragile or perishable items, money, medication, keys, jewelry, precious metals, computers (laptops, pcs, tablets), personal electronic devices, cameras, cellular phones, negotiable papers, securities, or other valuables, business documents, passports, other identification documents or samples.
(7) Without prejudice to applicable safety rules, passengers are not permitted to carry the following articles in hand baggage into security restricted areas and on board an aircraft:
(a) Guns, firearms and other devices that

discharge projectiles - devices capable or appearing capable, of being used to cause serious injury by discharging a projectile including:
Firearms of all types such as pistols, revolvers, rifles, shotguns.
Toy guns, replicas and imitation firearms capable of being mistaken for real weapons.
Component parts of firearms, excluding telescopic sights.
Compressed air and cc2 guns, such as pistols, pellet guns, rifle and ball bearing guns.
Signal flare and starting pistols.
Bows and arrows, cross bows and spear guns.
Slingshots and catapults

(b) Stunning devices - devices designed specifically to stun or immobilize including:
Devices for shocking, such as stun guns, tasers and stun batons.
Animal stunners and animal killers.

(c) Objects with a sharp point or sharp edge-capable of being used to cause injury including:
Items designed for chopping such as axes, hatches and cleavers
ice axes and ice picks
razor blades
box cutters
knives with blades of more than 6cm
scissors with blades more than 6cm as measured from the fulcrum
martial arts equipment with a sharp point or sharp edge
swords and sabers

(d) Workmen's tools - tools capable of being used either to cause serious injury or to threaten the safety of aircraft, including:
Crowbars
drill and drill bits, including cordless portable power drills
tools with a blade or a shaft of more than 6 CM capable of use as a weapon, such as screwdrivers and chisels
saws, including portable power saws
bolt and nail guns

(e) Blunt instruments - objects capable of causing injury including:
Baseball and softball bats
clubs or batons, such as billy clubs, blackjacks and night sticks, martial arts equipment

(8) If, in spite the above prohibitions, any items specified in paragraph (6) above are included in passenger's checked baggage, the carriers shall not be responsible for any loss or damage of such items except to the extent provided in the convention.

(9) For the purpose of international carriage governed by the convention, the liability rules set out in

the convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.

(8) Dangerous goods

(1) Dangerous goods are articles or substances which are capable of posing a risk to health, safety and/or property when transported by air.
(2) Dangerous goods are divided into two categories.
(a) Dangerous goods that prohibited from carriage in checked and unchecked baggage.
(b) Dangerous goods that can be carried under certain conditions.
(c) Items that may not be carried in checked and unchecked baggage.
(i) Items which are likely to endanger the aircraft or persons or property on board the aircraft including those items specified in the international civil aviation organization (ICAO) technical instructions for the safe transport of dangerous goods by air and the International Air Transport Association (IATA) dangerous goods regulations.
(ii) The following items cannot be accepted:
(aa) Briefcases and security type attaché cases with installed alarm devices operated by explosive pyrotechnic material. Briefcases and security type attaché cases are accepted (except to/from USA) under the following conditions:
(1) With installed lithium batteries that comply with the following IATA provisions:
(a) For a lithium metal cell, the lithium content is not more that 1g;
(b) For a lithium metal battery, the aggregate lithium content in not more than 2g;
(c) For lithium ions cells, the watt-hour rate is not more than 20wh;
(d) For lithium ion batteries, the watt-hour rating is not more than 100 WH;
(e) Each cell or battery is of the type proven to meet the requirements of

each test in the un manual of tests and criteria, part iii section 38.3

(2) With explosive/pyrotechnic material excluded from class 1 by the national authority of state of manufacture

(3) With gases to expel ink or dye not exceeding 50ml, other than division 2.2

(bb) Blue flame or cigar lighters.

(cc) Corrosives (such as mercury) Which may be contained in thermometers, acids, alkalis and wet-cell batteries.

(dd) Christmas crackers, party poppers, sparklers.

(ee) Disabling devices such as mace, pepper spray, etc. containing an irritant or an incapacitating substance.

(ff) E-bikes

(gg) Electroshock weapons (e.g. Tasers) containing dangerous goods such as explosives, compressed gases, lithium batteries etc..

(hh) Explosives, fireworks and flares.

(ii) Flammable liquids such as lighter fuels, paints and thinner.

(jj) Flammable solids such as matches and articles which are easily ignited. Substances liable to spontaneous combustion; substances which on contact with water emit flammable gases.

(kk) Gases (flammable, non-flammable, deeply refrigerated and poisonous), such as camping gas and aerosols.

(ll) Infectious substances (Category a) and biological substances (Category B)

(mm) Magnetized materials and other miscellaneous dangerous goods as listed in the IATA DGR.

(nn) Oxidizing substances such as bleaching powder and peroxides.

(oo) Poisonous and toxic substances.

(pp) Radioactive materials.

(qq) Any lithium-battery powered personal transportation device regardless of the watt-hour rating of the battery (e.g. hover

boards, Mini-Segways, Air wheels or luggage scooters etc.)

(rr) Samsung galaxy note 7 smartphones are prohibited on all flights. The phone must not be carried on board, carry-on baggage or checked baggage or boarding will be denied.

(ss) Strike anywhere matches.

(iii) The following items will be accepted in limited quantities in checked-baggage only with pre-notification to the carrier.

(aa) Firearms and ammunition as provided in section (f)(6) above shall be pre-notified.

(bb) Battery-powered wheelchair/mobility devices with non-spillable, spillable or lithium-ion batteries with prior registration.

(cc) Oxygen or air, gaseous, cylinders required for medical use not allowed for use during the flight. The cylinder must not exceed 5 kg (11 lbs) gross weight. Personal medical oxygen devises that utilize liquid oxygen are forbidden.

(dd) Security type equipment.

(iv) The following items will be accepted in limited quantities in carry-on baggage with pre-notification to the carrier;

(aa) Heat producing articles such as underwater torches and soldering irons.

(bb) Lithium ion batteries exceeding a watt-hour rating or 100wh but not exceeding 160wh for portable electronic devices (including medical devices). No more than two individually protected spare batteries per person may be carried. Consumer electronic devices containing such batteries may be checked or carry-on baggage. Batteries must be of a type that meets the requirements of the un manual of tests and criteria, part iii, subsection 38.3.

(cc) Portable medical electronic devices such as portable oxygen concentrators, POC, CPAP, nebulizers containing lithium metal or lithium ion cells or batteries exceeding the limits for consumer electronic devices may be

carried in carry-on baggage only by passengers for personal medical use.

(v) The following items will be accepted in limited quantities in checked or carry-on baggage with pre-notification to the carrier:

(aa) One avalanche rescue backpack per passenger.
(not permitted to/from the USA)

(bb) Chemical agent monitoring equipment.

(cc) Dry ice (carbon dioxide, solid) Not exceeding 2.5 kg (6 lbs).

(dd) Non-flammable gas cartridges (fitted into self-inflating device e.g. life jacket)

(vii) The following pre-notification process applies for carrier approval of all articles mentioned above:
The passenger carrying such articles must inform the carrier in advance. Such articles shall be booked and approved with the appropriate notation(s) in the passenger name record. Carrier approval will be provided by reservation or passenger handling staff when permitted as baggage and limits have been checked.

(vii) The following articles may be accepted in limited quantities in checked baggage or carry on without pre-notification to the carrier:

(aa) Medicinal or toilet articles non-radioactive such as hair sprays, perfumes and medicines containing alcohol.
Maximum quantities:
-of each article: 0.5kg (1.1 lbs) Or 0.5 litres (0.53 quarts)
- Per passenger: 2 kg (4.4 lbs or 2 litres (2.11 quarts)

(bb) Alcoholic beverages containing more than 24% but not exceeding 70% alcohol by volume.
Maximum quantity of each single receptable and per passenger: 5 litres (5.3 quarts).

(cc) One small medical or clinical thermometer which contains mercury, for personal use, when in its protective case.

(viii) The following articles may be accepted in limited quantities on one's person without pre-notification

(aa) Personal smoking materials such as safety matches or one gas lighter containing liquified gas, but not

including lighters with other unabsorbed liquid fuel, lighter fuel or lighter refills.

(ix) The following articles are not permitted for use on board the aircraft: Electronic, simulated smoking materials (e-cigarettes, e-pipes, e-cigars) are forbidden in checked baggage and from use at all times. They can however be accepted on board in the passenger's carry-on baggage only, for passenger use at destination provided:

(aa) They remain stowed at all times and

(bb) Unused in the passenger's carry-on baggage

(cc) Recharging of electronic cigarettes and their batteries on board the aircraft.

(9) Right to refuse carriage of baggage

(1) The carriers will refuse to carry as baggage any bag that the carrier has discovered to contain any unacceptable item mentioned in sections (g) and (h) above and when the passenger fails to provide the carrier with prior notice that they wish to carry such an item in their baggage.

(2) The carriers will, at its sole discretion refuse to carry any item reasonably considered to be prohibited or unsuitable for carriage because of its size, shape, weight, content or character.

(3) Unless advance arrangements have been made with the carrier,the carriers may carry on later flights baggage which is in excess of the free baggage allowance.

(4) The carriers will refuse to carry checked baggage if it determines that the baggage has not been properly and securely packed in suitable suitcases or containers.

Note: This provisions does not apply to aids for persons with disabilities. See Rule 21(d).

(10) Right to search

for reasons of safety and security, the carriers may request the passenger to permit a search and scan to be conducted of his/her person and a search, scan or X-ray of his/her baggage. The carrier may search baggage in the passenger's absence. These activities are designed to determine whether the passenger is in possession of or the baggage contain items mentioned in sections (g) and (h) above or any arms or ammunition which have not been presented to the carrier. If the passenger refuses to comply with the request for search, the carrier may refuse to carry the passenger and/or his/her baggage.

INTERLINE BAGGAGE ACCEPTANCE

(A) Applicability
This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination or furthest checked point in the itinerary is in the US or Canada.
It establishes how LH/LX/SN/OS/4Y will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.

(B) General
For the purpose of interline baggage acceptance:
(1) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.
(2) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.

(C) Baggage rule determination by selecting carrier
(1) Checked baggage
The selecting carrier will:
(a) Select and apply its own baggage rules as set out in its tariff to the entire itinerary; or
(b) Select the most significant carrier, as determined by IATA resolution 302 and conditioned by the Canadian transportation agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary.
The carrier identified by means of A) or B) will be known as the selected carrier. When selected, the carrier will apply its own baggage rules regardless of stopovers to the entire interline itinerary as set out in Rule 115.
(2) Carry-on baggage (hand baggage)
Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.

(D) Baggage rule application by participating carrier
Where LX/LH/SN/OS/4Y is not the selected carrier on an interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued, the respective carrier will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.

(E) Disclosure of baggage rules
Summary page at the end of a purchase and e-ticket disclosure

(1) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e. the passenger's "standard" baggage allowance), when LH/LX/SN/OS/4Y sells and issues a ticket for an interline itinerary, it will disclose on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in (2) below. The disclosed information will reflect the baggage rules of the selected carrier.

(2) LH/LX/SN/OS/4Y will disclose the following information:
   (a) Name of the carrier whose baggage rules apply;
   (b) Passenger's free baggage allowance and/or applicable fees;
   (c) Size and weight limits of the bags, if applicable;
   (d) Terms and conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. frequent flyer status, other status, early check-in, pre-purchasing baggage allowances);
   (e) Existence of any embargoes that may be applicable to the passenger's itinerary; and,
   (f) Application of baggage allowances and charges (i.e. whether they are applied once per direction or if they are applicable at each stopover point).

(3) LH/LX/SN/OS/4Y will provide this information in text format on the passenger's e-ticket confirmation. Any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific charges.

WEBSITE DISCLOSURE

Allowance
(1) Free checked baggage allowance
(2) Free carry-on allowance (cabin baggage)
(3) Additional free checked baggage allowance (sporting equipment)
(4) Additional free checked baggage allowance (status passengers)
(5) Special free checked baggage allowance (specific sectors or products in economy class)
(6) Specific baggage allowance (specific passengers/specific reasons)
   (a) Carry-on baggage using additional seats (EXST means extra seat and CBBG means carry-on baggage)
   (b) Incapacitated passengers
   (c) Combined first/business or economy class travel
   (d) Animals (AVIH means animal in hold)
   (e) Animals (PETC means pet in cabin)
   (f) Musical instruments (heavy)/large)
   (g) Specific carriers fare products

(7) Specific regulations for sporting equipment

Charges
(1) Charges for this carriers' piece concept (PC)
(2) Charges for sporting equipment

Rule 105 Acceptance of Pets and Animals

Note: This rule does not apply to certified Service Animals accompanying a passenger.

(A) General conditions of acceptance
- (1) Pets, limited to dogs, cats and household birds, when properly crated and accompanied by valid health and rabies vaccination certificate, entry permits and other documents required by countries of entry or transit will be accepted for carriage subject to the following requirements.
- (2) Pets will be accepted as baggage only when accompanied by a passenger traveling on the same aircraft.
- (3) Advance arrangements must be made with the carrier before any animal will be accepted for carriage as either checked or carry-on baggage.
- (4) The passenger must make all arrangements and assume full responsibility for complying with any applicable laws. Customs, and/or other government regulations, requirements or restrictions of the country, state or territory to which the animal is being transported.
- (5) The passenger must assume all financial obligations involved in transporting the animal, including but not limited to the cost of obtaining vaccinations, health certificates, quarantine charges, etc.
- (6) Acceptance is subject to the availability of space at departure time.
- (7) The animal will be transported in the passenger cabin of the aircraft.
- (8) The animal must be harmless, inoffensive, odorless, and require no attention during transit.
- (9) Environmental conditions must pose no hazard to the safety or comfort of the animal.
- (10) Animals will not be accepted as checked baggage for interline carriage.

(B) Containers
- (1) The animal must be confined in a cage or container subject to inspection and approval by WK prior to acceptance.
- (2) The passenger is responsible for insuring that the container meets all governmental requirements for the safe and humane transportation of the animal being transported.
- (3) The container cannot exceed 21 inches in length, 13 inches in width and during take off and landing must collapse to a maximum of 9 inches of height if transported in the passenger cabin.
- (4) The maximum outside linear dimensions of the container checked as baggage may not exceed 97

inches.

(5) Only one container is permitted in passenger cabin per passenger.

(6) Containers must be leak proof.

(C) Pets in the passenger cabin

(1) Maximum number of animals

(a) Widebody aircraft
Carriage of pets in the passenger compartment is limited to 5 pets per aircraft: 2 per cabin in business class, 1 per cabin in premium economy class, 2 per cabin in economy class

(2) Container and animal storage
The container must be stored under the seat directly in front of the passenger. The animal will not be carried in the first (bulkhead) row or adjacent to an emergency exit. The animal must remain in the container while in the boarding area, during boarding or deplaning and at all time while on board the aircraft.

(3) Provisions of carriage
In the event the animal becomes offensive or causes a disturbance during transit, the animal may be removed at the captain's discretion. compartment for continuing transportation.

(4) Animals will not be permitted to travel with unaccompanied minors.

(5) Acceptance of animals as carry-on will be in lieu of one (1) piece of carry-on baggage and subject to charges in (D) below.

(D) Charges

(1) (Except to/from Japan, within Switzerland and for certified service animals trained to assist the disable) The animal and it's container will not be included in determining the free baggage allowance and will always be subject to a charge as follows:

(a) For an animal traveling in a small or medium container (maximum dimensions 27x20x19 inches 68x50x48 CM), 100 percent of an excess baggage charge as listed in rule 99, paragraph (g).

(b) For an animal traveling in a large or extra large container, 200 percent of an excess baggage charge.

(E) Refunds

For Canada Only- any pet carriage fees or ancillary charges charged but not used, or charged a second time due to alternate travel arrangements, will be refunded pursuant to Rule 90 (Refunds).

Rule 130 Fares

(A) General
The mileage routings or specified routing contained in this tariff shall apply only when transportation between the last point of departure in the area compromising Area 1 and the first point of arrival outside such area, or vice versa, is via the service of WK unless otherwise prohibited by said tariff. Fares apply only for carriage from the airport at the point of origin to the airport at the point of destination and do not include ground transfer service between airports and city centers except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge.

(B) Applicable fares
(1) Fare construction definitions
(a) One way trip/one way subjourney
Part of a journey where travel from one country does not return to such country and for which the fare is assessed as a single pricing unit using a one way fare.
(b) Round trip
(i) The term "round trip" is equivalent to a return journey and means travel entirely by air from a point to another point and return to the original point comprising two half round trip fares components only, for which the applicable half round trip fare for each fare component, measured from the point of unit origin, is the same for the routing travelled; provided that this definition shall not apply to round the world travel if the fares to be used differ through class of service/seasonality/
day-of-week/carrier variations, the outbound fare shall be used also for the inbound fare component for the purpose of determining if the pricing unit is a round trip.
(ii) When a round trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the round trip fare published for the desired routing and
the class of service used. If no round trip fare is published, the applicable

fare will be the sum of the one way fares published for the segments of the desired routing and for the class of service used. When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:

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

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

(cc) the most restrictive provisions applicable to any fare used in the Construction will apply to the entire trip.

(c) Circle trip

(1)

(2) Circle trip -

travel from a point and return thereto by a continuous, circuitous air route, including travel comprising only two fare components but which do not meet the conditions of the round trip definition.

(a) 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.

(b) (1) 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.

(2) (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.

(iii)

Example
HKG
MOW
IST m
PAR 1500
X/SEL m
HKG 1450
fare component 1:
HKG-PAR(EH) half RT 1500
fare component 2:
HKG-PAR(TS) half RT 1450

total CT
2950

(iv) Circle trip minimum check (for the above example)

(1) Identify the RT fares from HKG to all stopover points based on the routing flown outbound and inbound.

(2) Delete the higher of the two fares
HKG-MOW (FE) RT 1600 and (TS) RT 2000
HKG-IST (EH) RT 3000 and (TS) RT 4200
HKG-PAR (EH) RT 3000 and (TS) RT 2900

(3) From the remaining lower RT amounts, select the highest (HKG-IST RT 3000) As the minimum fare and compare to the CT total.

(4) As this is higher, the circle trip is raised to 3000.

(3) 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 check shall be the lower of such round trip fares.

(4) Where more than one normal fare is published for the carrier(s) and the class of service used, the lower, lowest level may be used subject to seasonality (including black out dates) and day of week application.

(5) For round the world travel originating in Australia/New Zealand the provisions of subparagraph (b)(1) and (2) Shall not apply.

(6) When checking the circle trip minimum fare, when special fares are used the comparison shall be as provided the subparagraph for hip checks in this rule.

(7) 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.

(8) Special fare only: the foregoing provisions need not be applied for points which have passed the hip check and have not qualified to be a hip point.

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

(e) Around the world fares
Circle trip fares which apply to continuous EB or WB travel via both the Atlantic or Pacific, commencing and returning to the same point.

(f) Open jaw trips

(i) Normal fare open jaw
Travel from one country and return thereto, comprising two international fare components only and where.

(aa) The outward point of departure in the country of unit origin and the inward point of arrival in the country of unit origin are different (origin open jaw)

(i) Only domestic surface sectors are permitted.

(bb) The outward point of arrival and the inward point of departure are different (turnaround open jaw)

(i) Both international and domestic surface breaks are permitted.

(ii) When the surface sector is an international sector the distance of such surface sector must not be greater than the flown distance of the longer of the two fare components.

(cc) The outward point of departure in the country of unit origin and the inward point of arrival in the country of unit origin are different (origin jaw) and the

outward point of arrival and the inward point of departure are different (turnaround open jaw)

(i) Combination of an origin open jaw and a turnaround open jaw with a domestic surface sector.

(ii) Combination of an origin open jaw and a turnaround open jaw with an international surface sector.

(dd) The fare for a normal open jaw pricing unit shall be the sum of half the applicable round trip fares for both international leg 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.
Note:
For the purpose of a normal open jaw Canada, USA shall be considered as one country; except for pricing units wholly within Scandinavia, Scandinavia
shall be considered as one country; Aruba, Bonaire, St. Eustatius, Saba, Curacao, St. Maarten shall be considered as one country; except for pricing units wholly within Europe, Europe shall be considered as one country.

(ii) Special fares open jaw
Except as otherwise specified in a fare rule, the fare for a special fares 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.

(g) Side trip
A side trip is defined as travel from and/or to an enroute point of a fare component and

which will be a separately charged air fare(s) that interrupts a through international fare.

(h) Surface sectors

(i) Imbedded surface sector
Imbedded surface sector means a domestic or international surface sector within a fare component but not to or from a fare Construction point. Imbedded surface sectors are allowed in any itinerary at the passenger's request unless restricted in a specific fare rule.

(ii) Fare construction surface sector
Fare construction surface sector means either the origin point or the terminal point of a domestic or international surface sector is at a point of turnaround or destination of a pricing unit. Fare construction surface sectors are allowed in any itinerary at the passenger's request unless restricted in a specific fare rule. A fare Construction surface sector from the point of origin of a PU shall not be permitted. A fare construction surface sector at the beginning or end of the journey shall not be permitted. Origin of a PU shall not be permitted.

(i) Special area definitions
Each of the following areas will be considered one country, for the purpose of fare construction;

(i) Canada, U.S.A. are considered one country

(ii) Denmark, Norway, Sweden are considered one country

(C) Applicable fares

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

(2) Where no through fare is specifically published for a desired itinerary, for the class of service used, it must be constructed. Such constructed fares must not be less than the lowest amount obtained by combining two or more sectional fares along the desired routing which produces the

lowest fare.

(3) Fares must be used directionally outbound until the component which returns to the country of international travel origin. The fare for such component will be applied directionally from the country of origin. For fares assessed on side trips, the point of fare interruption will be considered as the point of origin for determining the fare directionally of the separately assessed side trip components.

(4) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with all the provisions governing travel as stated herein. Mileage routings (see maximum permitted mileage tariff no. MPM-1 C.A.B. No. 424. May be applied to any published or constructed fare; however, if a diagrammatic or linear routing is specified in connection with a fare, such routings must be observed for that portion of the transportation covered by that fare.

(5) The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket, i.e. If international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the swiss francs fare for travel between Zurich-Frankfurt-New York and the passenger actually commences travel in Frankfurt instead of Zurich, the fares must be reassessed at the Frankfurt-New York, Euro level.

(6)

(D) Construction of fares

(1) Combinations
fares may be combined with other fares, provided that such fares permit combinability.

(a) Unless otherwise stated in a particular fare rule, half of a round trip fare governed by one rule must not be combined with half of another round trip fare governed by a different rule in order to construct a different type of round or circle trip fare.

(b) Special round trip fares must not be used for Construction of around-the-world fares, nor must one-half of a round or circle trip special fare be used to construct another type of round or circle trip special fare.

(c) When constructing open jaw or circle trip special fares involving cities with different conditions, (advance purchase requirements,

minimum/maximum stay, cancellation penalty) The most restrictive conditions govern the entire journey.

(d) Unless otherwise stated in an applicable fare rule, when combining special fares with other types of fares, the restrictive provisions of the special fare apply only to special fare and not to any other fare used in combination.

(e) Combinations with other fares must not extend the validity period.

(2) Combining domestic U.S.A. Fares with international fares

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

(b) Domestic U.S.A. Special fares

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

(ii) Passengers traveling under a fare constructed in (i) above may be routed via any gateway city regardless of the fare construction point(s), subject to the routing conditions governing the international fare.

(iii) When a mileage routing applies to the international fare, mileage routings provided for (see maximum permitted mileage tariff no. MPM-1, C.A.B. No. 424, NTA(A) no. published by airline tariff Publishing Company, agent) may be

applied to a fare constructed under (i) Above either for the entire journey between the point in the U.S.A. And the point in Area 2 or 3, or between a U.S.A. Gateway and the point in Area 2 or 3.

(3) Combining arbitraries with international fares.
Between a point in Area 1 and a point in Area 2 or 3, the fare for such transportation will be established by combining the published arbitrary and the published international fare for the fare class applicable to the transportation. The passenger may be routed via any gateway city regardless of the point(s) used in establishing the fare, subject to the provisions of (c) above. In case a specified fare is published for the desired itinerary and a combination of arbitraries would be possible as well as the specified fare always take precedence.

(4) Surface transportation segments

(a) Surface transportation due to lack of reasonably direct air service

(i) When no reasonably direct scheduled air service is available between two points of a circle trip, a break in the circle may be travelled by any other means of transportation without changing the status of the circle trip.

(ii) A break in the circle trip is not permitted within a fare component when applying the mileage system. The break may only appear between two fare components if the circle trip status is to be retained.

(b) Itineraries containing both air and surface transportation segments.
When a journey by air is interrupted by the use of surface transportation between points not listed in sub-paragraph (c) below, the fare should be constructed by whichever of the following methods produces the lowest fare:

(i) The sum of two or more applicable one way fares.

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

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

(c) Permissible surface transportation sectors

(i) When an itinerary includes surface transportation between certain intermediate points, the mileage between such intermediate points may be disregarded when computing sector mileages.

(ii) The exclusion of these mileages will not affect the status of a round or circle trip.

(iii) These sectors may not be used as points of origin/destination.

(iv) When routing itinerary includes surface transportation between intermediate points, one of the intermediate points may be disregarded, and the through fare shall be applied.

Exception: Permissible surface transportation sectors

Between	and
Alghero, Italy	Olbia, Italy
Alicante, Spain	Valencia, Spain
Alicante, Spain	Murcia, Spain
Almeria, Spain	Malaga, Spain
Amman, Jordan	Jerusalem, Israel
Amritsar, India	Lahore, Pakistan
Amsterdam, Netherlands	Rotterdam, Netherlands
Antwerp, Belgium	Brussels, Belgium
Arica, Chile	Tacna, Peru
Barcelona, Spain	Gerona, Spain
Barcelona, Spain	Reus, Spain
Basle, Switzerland	Mulhouse, France
Beijing, China	Tianjin, China
Berlin, Germany	Dresden, Germany
Berlin, Germany	Leipzig Halle, 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	

Republic	Kinshasa, Zaire
Bremen, Germany	Hamburg, Germany

Sectors

Between	And
Bremen, Germany	Munster, Germany
Brownsville, United States	Matamores, Mexico
Catania, Italy	Palermo, Italy
Ciudad Juarez, Mexico	El Paso, United States
Cologne, Germany	Dusseldorf, Germany
Cologne, Germany	Munster, Germany
Curitiba, Brazil	Joinville, Brazil
Cuzco, Peru	LA Paz, Bolivia
Detroit, United States	Windsor, Canada
Dresden, Germany	Leipzig, Germany
Dubai, United Arab Emirates	Sharjah, United Arab Emirates
Dusseldorf, Germany	Munster, Germany
Florence, Italy	Pisa, Italy
Granada, Spain	Malaga, Spain
Guatemala, Guatemala	Tapachula, Mexico
Guayaramerin, Bolivia	Porto Velho, Brazil
Hamburg, Germany	Munster, Germany
Hanover, Germany	Hamburg, Germany
Hanover, Germany	Munster, Germany
Hilo, United States	Kona, United States
Hong Kong, Hong Kong	Macao, Macao
Hong Kong, Hong Kong	Shenzhen, China
Hong Kong, Hong Kong	Zhuhai, China
Iguazu, Argentina	Iguassu Falls, Brazil
Jerez DE LA Frontera, Spain	Seville, Spain
Kabul, Afghanistan	Peshawar, Pakistan
Krabi, Thailand	Phuket, Thailand
LA Coruna, Spain	Santiago DE Compostela,

	Spain
Larnaca, Cyprus	Paphos, Cyprus
Laredo, United States	Nuevo Laredo, Mexico
Leticia, Columbia	Tabatinga, Brazil
Livingston, Zimbabwe	Victoria Falls, Zimbabwe
Livramento, Brazil	Rivera, Uruguay
Ljubljana, Slovenia	Zagreb, Croatia
McAllen, United States	Reynosa, Mexico
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg, Germany
Osaka, Japan	Nagoya, Japan
Paso DE Los Libres, Brazil	Uruguaiana, Brazil
Podgorica, Serbia And Montenegro	Tivat, Serbia And Montenegro
Puerto Montt, Chile	San Carlos DE Bariloche, Argentina
San Diego, United States	Tijuana, Mexico
Santiago DE Compostela, Spain	Vigo, Spain
Split, Croatia	Zadar, Croatia
Stockholm, Sweden	Vasteras, Sweden
Swakopmund, Namibia	Walvis Bay, Namibia
Venice, Italy	Verona, Italy

(5) Mileage system

The maximum permitted mileage (MPM) published in connection with a fare governs the maximum distance a passenger is allowed to travel EN route between two particular points at the direct through one way or half round trip fare. In order to determine whether a desired routing between two points is permissible at the through one way or half round trip fare, the following steps should be taken;

(a) Determine the applicable MPM between the terminal points of the fare.

(b) Add up the ticketed point mileages (TPM) Between the cities on the itinerary, including all intermediate ticketed points, and fictitious construction points. Intermediate points of through flights are not taken into account when computing mileages. The ticketed point mileages to be used to determine the actual mileage for the itinerary are those published in the

International Air Transport Association
ticketed point mileage manual.
Note: "ticketed points" are shown in the "good for passage" section of a passenger ticket, plus any other points used for fare construction shown in the fare construction box. Two flight numbers or two carriers (such as an interchange flight) are not permitted on the flight coupon.

(i) If on a through fare, a portion of the journey is to be traveled by means of surface transportation, the direct or lowest combination of currently published ticketed point mileages is to be used, whether or not air services exist over such sectors.

(ii) Limitations 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 an any one intermediate ticketed point.
Additionally,

(aa) A fare component within tc1 or within tc31 must not include more than one arrival and one departure at any ticketed point.

(bb) 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.

(cc) 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 two 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 permitted.

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 CWB and FLN-CWB charged separately.

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

(ee) A fare component from/to/via Japan must not include more than three domestic sectors in Japan.

(iii) Extra mileage allowances are permitted in certain markets in addition to the published MPM's; however, only one extra mileage allowance is permitted in connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and the route of travel, including scheduled stopovers, intermediate transit points and connecting point(s), must be ticketed via the point(s) specifically indicated. The extra mileage allowance should be deducted from the sum total of the TPM's before making the comparison between this total and the applicable MPM's.

Between	and	via	Allowance
Or/WA	Europe	USA	750
USA (Except Or/WA)	Europe	HOU	750
Anchorage	Europe		2600
Boston	Europe	Washington, Dc	200
Maryland/ Pennsylvania/ Washington, Dc	Ireland	London	500
CA	Area 2/3	USA	1200
United States	Portugal	Frankfurt/ London/Paris	800
USA	Togo	PAR-DLA	1500
USA	Angola, Benin,		

	Burkina Faso, Cameroon, Cape Verde, Central Africa Republic, Chad, Congo, Congo (Dem. Rep. of), Cote d'Ivoire, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome & Principe, Senegal, Sierra Leone, Togo	Europe	2300
Points In Alberta, Yukon, British Columbia	Europe	Montreal and/or Toronto And /Or Ottawa and/or St Johns, Halifax	400
Points In New Brunswick, Nova Scotia, Prince Edward Island	Europe	Boston and/or Montreal and/or Toronto and/or Ottawa	1500
New Brunswick, Nova Scotia, Prince Edward Island	Israel	YHZ/YMQ/YTO	500
Newfoundland	Europe	YHZ	700
Newfoundland	Israel	YYT/YHZ/ YMQ/YTO	1600
Caribbean	Europe	SJU-EWR	1000
Caribbean	Europe	New York	550
Puerto Rico	Europe	EWR/NYC/WAS	500
Puerto Rico	Europe	HOU-CHI	2400
Bergen	New York	OSL And CPH	50

(iv) Polar route mileage computation must be applied when an itinerary includes a flight between Europe and Japan/Korea via Area 1 on any routing which does not touch a point in North America south of 60 degrees North latitude.

(aa) When a Europe-Japan/Korea polar flight is included in the itineraries between points in area 1 and points in Japan/Korea, the

regular fares and maximum mileages appropriate to travel via the Atlantic should be applied. TPM's should be calculated over the actual route of travel.

(bb) When an itinerary involving Polar Route travel extends to points beyond Japan/Korea, the TransAtlantic fare must be broken over Fukuoka/Nagoya/Osaka/Seoul/Tokyo and then combined with an appropriate fare in accordance with the lowest combination principle.

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

(c) Compare the total TPM's to the applicable MPM permitted at the direct fare between the two points. If the total TPM's is equal to or less than the MPM, the itinerary is allowed at the published direct fare.

(d) If the total TPM for a desired routing exceeds the MPM published in connection with a fare, a surcharge becomes necessary.

Note: If a surcharged fare exceeds a combination of sector fares, such combination of fares may be used provided it is not less than the unsurcharged direct fare between the points of origin and destination.

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

Divide the sum of the ticketed point percentage the mileages by the maximum permitted fare shall be mileage.

If the result is:	Surcharged by:
Over 1.00 but less than or equal to 1.05	5
Over 1.05 but less than or equal to 1.10	10
Over 1.10 but less than or equal to 1.15	15
Over 1.15 but less than or equal to 1.20	20
Over 1.20 but less than or equal to 1.25	25

(e) If the sum total of TPM exceeds the adjusted MPM shown at 25 percent in the excess mileage percentage table, the applicable fare will be the combination

of two or more fares along the desired routing which produces the lowest fare.

(6) Travel via a higher-rated intermediate point

(a) Normal fares

except as provided in 6(c)(f) below, a through fare between origin and destination must not be lower than:

(i) The normal fare between the point of origin and any intermediate stopover point along the routing;

(ii) The normal fare from each intermediate stopover point to each subsequent fare break point.

(iii) The normal fare from any intermediate stopover point to each subsequent stopover point along the routing.

(iv) When the direct normal through fare is lower than any of the fares applicable fares checked under (i) To (iii) above, the direct normal fare must be raised to the highest of any such intermediate point normal fares.

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

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

(b) Special fares (except as provided in (6)(c)-(f) below)

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

(aa) The point of origin and any intermediate stopover point; or

(bb) From any intermediate stopover point to each subsequent stopover point/fare break point along the routing the special fare (surcharged, if necessary) applies between origin and destination.

(ii) If there is a higher normal fare between

the points checked under (i)(aa) and (i)(bb) above:

(aa) The special fare must be raised to the level of such higher normal fare (surcharged, if necessary), unless;

(bb) The same or lower special fare of the same type exists between such points, in which case the special fare (surcharged, if necessary) Applies;

(cc) A higher special fare of the same type exists between such points, in which case such higher special fare (surcharged, if necessary) Applies.

(iii) When comparing special fares, fares of the same type must be used and shall mean the same class of service, the same seasonal application and the same general conditions. In defining a fare of the same type, the comparison shall be limited to the class of service and:

Column 1	Column 2	Column 3
Unreserved	Excursion	Promotional
Normal	Budget	fare of the
Reserved	Instant	same fare
Normal	Purchase	type.
	OW APEX	
	RT APEX	

when fares are not available for the same fare type in Column 2, the component should be repriced at the next higher fare type shown in Column 2.

Note 1: Ticket validity and minimum/maximum stay requirements need not be the same.

Note 2: In case there is more than one special fare of the same type for comparison on any given sector, the fare with the conditions most similar to those of the special fare between the terminal points should be used for comparison.

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

(c) Higher Intermediate Point checks will apply as follows:

(1) Normal fares

(a) 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 from

(i) Fare component origin to each subsequent intermediate stopover point

(ii) Each intermediate stopover point to each subsequent intermediate stopover point

(iii) Each intermediate stopover point to the subsequent fare break point which is higher than the direct route normal fare between the fare Construction points, the fare shall not be less than the highest fare referred to above (hip). In the case of fares which are established by season (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).

(b) If in any indirect routing otherwise permissible at the direct route normal fare plus a percentage (EMS), there is a direct route normal fare(s) of the same class of service involving points as specified in (a),(i),(ii),(iii) above which is higher than the direct route normal fare between the fare construction points, the fare for the indirect route shall not be less than the highest fare referred to above (hip), and the milage surcharge percentage (EMS) applicable to the through fare shall be applied to such higher intermediate fare.

(c) 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:

(i) Sleeper seat fare is compared with sleeper seat; if no sleeper seat fare, compare with the highest first class fare ignoring any fare rule provision.

(ii) First class fare is compared with first class (provided that where more than one first class fare is published, compare with the highest first class); if no first class fare, compare with the highest intermediate/ business class fare (or next lower class fare) ignoring any fare rule provisions.

(iii) Intermediate/business class fare is compared with intermediate/ business class fare; if no intermediate/business class fare, compare with the highest premium economy class fare; (or next lower class fare).

(iv) Premium economy class fare is compared with premium economy class fare.
If no premium economy class fare, compare with the highest economy class fare, ignoring any fare rule provisions.

(v) Economy class fare is compared with economy class fare; if no economy class fare to compare, no check is required.

(d) 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 comparision shall be made using half round trip fares. When using one way fare the comparison shall be made using one way fares.

(e) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used subject to any stopover, transfer, seasonality (including blackout dates), flight application, routing validation, day of week

limitations, of the lower/lowest fare (excluding application of the stopover charges).

(f) When a 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.

(g) 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 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.

(h) 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 unless the time interval between the arrival and departure at such point does not constitute a stopover as defined in resolution 012; however, such check shall not apply between the terminal points of the unflown sector.

(i) Notwithstanding the above

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

(bb) For journey 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 check in each fare component shall be applied on all ticketed points in Malawi.

(j) 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 AHLL 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: GVA-FRA-CAI-AMS-GVA
first fare component (GVA-CAI)
Fare GVA-CAI is established using the day of week of the first international sector GVA-FRA
fare GVA-FRA is a non-day-of-week fare
there are day-of-week fares FRA-CAI with the rule that the first international sector determines the day of the week fare to be applied
to established the day-of-week fare level to be used for the hip check on the sector FRA-CAI the date of travel FRA-CAI will be used
second fare component (fare in the direction from GVA-CAI)
Fare GVA-CAI is established using the day of the week of the first international sector GVA-AMS.
Note: The first international sector is taken in the direction of the fare component
fare GVA-AMS is a non-day-of-week fare
there are day-of-week fares AMS-CAI 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 CAI-AMS the date of travel CAI to AMS will be used.

(k) 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-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.

(2) Special fares

(a) If any routing otherwise permissible at the direct route special fare there is a direct route special fare(s) of the same class of service from.

(i) Fare component origin to each intermediate stopover point.

(ii) Each intermediate stopover point to the fare component destination which is higher than the direct route special fare between the fare

Construction points, the fare shall not be less than the highest applicable fare referred to above (hip).

(b) If any indirect routing otherwise permissible at the direct route special fare plus a percentage (EMS), there is a direct route special fare(s) of the same class of service involving points as specified in (a) (i) and (ii) Above, which is higher than the direct route special fare between the fare construction points, the fare for the indirect route shall not be less than the highest applicable special fare referred to above (hip), and the surcharge percentage (EMS) applicable to the through fare shall be applied to such higher intermediate fare.

(c) The sequence described below shall be followed for each sector indicated in (a) (i) and (ii) above.

(aa) The special fare of the fare component shall not be less than the lower/lowest applicable special fare of the same fare type.

(bb) If there is no matching applicable special fare of the same type, the special fare of the fare component shall not be less than the lower/lowest applicable special fare within the same fare type group.

(cc) If there is no applicable special fare within the same fare type group, the special fare of the fare component shall not be less than the lower/lowest applicable special fare within the next higher fare type group. Continue to the next group only if there is no applicable special fare found.

(dd) If there is no applicable special fare within any higher fare type group, the direct route special fare,

surcharged if necessary, should be used.
Note: The conditions which define "applicable fare" are listed in resolution 012c (hip). Any stopover/transfer charges which apply to an intermediate stopover point are excluded.

(d) In defining a "special fare of the same fare type group", the comparison shall be from the lowest to the highest of the following fare type groups:

Fare type groups Column 1	Column 2	column 3	column 4
(a) APEX fare or,	(a) GIT fare, or	public group status	fare Note: if no status fare of the same fare type is found, no hip will apply
(b) instant purchase/PEX fare, or (c) excursion fare, or (d) all other individual special fares (except status, IT fares)	(b) individual IT fare		

(E) All conditions attached to the special fare for the fare component will apply.
Exception: Hips will not be checked when routing fares are used.

Flow chart (for special fares)
(when no matching applicable special fare type is found)

```
|is an applicable special fare(s) found for the    |
|same class of service within the same fare type   |
|group from fare component origin to intermediate  |
|stopover point(s) and from an intermediate        |
|stopover point(s) to fare component destination?  |
          |                            |
          no                          yes
          |                            |
```

```
|is an applicable   |         |is the lowest applicable|
|special fare(s)    |         |fare within this group  |
|found in a higher  |         |higher than the special |
|fare type group(s)?|         |fare for the component? |
          |                        |
 no--------------------------yes
                                                   no--------
                                                   ------yes
                                  |
                                  |
|apply special fare|     |is the lowest applicable|   |apply
                         the special|
|for the component |     |fare within this group  |   |fare
                         for the     |
|  (surcharge if   |     |higher than the special |
                         |component        |
|    necessary)    |     |fare for the component? |
                         |(surcharge if    |
                                   |
                                                   |necessary
                                                   )       |
          |                        |
          |    no                 yes
          |                             |
          |                             |
|apply the special|           |raise the fare to such  |
|fare for the     |           |higher special fare     |
|component        |           |(surcharge if necessary)|
|(surcharge if    |
| necessary)      |
```

(F) When comparing special fares in accordance with the foregoing, comparison shall be make with the following provisions.

(i) In the same direction as the fare component.

(ii) Half round trip fare(s) compared to half round trip fare(s); one way fare(s) compared to one way fare(s).

(iii) Limited to their same class of service
first class fare is compared with first class fare;
intermediate/business class fare is compared with intermediate/business class fare.
Premium economy class fare is compared with premium economy class fare.
Economy class fare is compared with economy class fare.

(g) When the ticket shows no stopover at both the unit origin and the unit destination point of side trip which has been charged separately (due to transfer connection points on both occasions) a stopover

shall be considered to be taken at such point unless the time interval between the arrival immediately proceeding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in resolution 012.

(h) 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.

(i) 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 surface sector unless the time interval between the arrival and departure at such point does not constitute a stopover as defined in resolution 012. However, such check shall not apply between the terminal points of the unflown sector.

(j) Notwithstanding the above

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

(bb) For journey 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 check in each fare component shall be applied on all ticketed points in Malawi.

(k) 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: GVA-FRA-CAI-AMS-GVA

first fare component (GVA-CAI)
Fare GVA-CAI is established using the day of week of the first international sector GVA-FRA
fare GVA-FRA is a non-day-of-week fare
there are day-of-week fares FRA-CAI with the rule that the first international sector determines the day of the week fare to be applied
to established the day-of-week fare level to be used for the hip check on the sector FRA-CAI the date of travel FRA-CAI will be used
second fare component (fare in the direction from GVA-CAI)
Fare GVA-CAI is established using the day of the week of the first international sector GVA-AMS.
Note: The first international sector is taken in the direction of the fare component
fare GVA-AMS is a non-day-of-week fare
there are day-of-week fares AMS-CAI 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 CAI-AMS the date of travel CAI to AMS will be used.

(l) 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: GVA-PAR-CAI-PAR-GVA
first fare component (a to c)
fare GVA-CAI is a non-seasonal fare
fare GVA-PAR is a non-seasonal fare
there are seasonal fares PAR-CAI
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 PAR-CAI the date of travel PAR-CAI will be used
second fare component (fare in the direction from a to c)
Fare GVA-CAI is a non-seasonal fare
fare GVA-PAR is a non-seasonal fare
there are seasonal fares PAR-CAI
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 CAI-PAR the date of travel CAI to PAR will be used.

(7) Mixed class travel (Applicable to normal f, c and y fares only)
- (a) Mixed class travel is when an itinerary involves travel in two or more classes of service:
  - (i) On a sector(s) within a fare component
  - (ii) In an entire fare component of a journey/subjourney with more than one fare component
  - (iii) In an entire pricing unit (PU)
- (b) In assessing the fare for mixed class transportation, special fares must not be used.
- (c) Differentials are assessed in the same direction as the fare used for the lowest class of service.
- (d) 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.

(e) Class differential calculation is only subject to the hip check; no further minimum checks apply

(f) When comparing normal fares of the "same class of service", in order to determine the fare 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 business class fare. If no business class fare, use premium economy class fare.
If no premium economy class fare, use economy class fare provided that where more than one economy class fare is published, use the highest economy class fare.

(g) Fare calculation

(i) Establish the fare for the itinerary in the lowest class of service used applying all necessary fare construction checks; provided that if no fare is found in the lowest class of service used, drop down to the next lower class of service common to all the fare components in the pricing unit.
Example:
TYO C SEL F TSN C DLC C TYO (sector fares) when there is no C fare available for SEL TSN, calculate with premium economy fare for the entire pricing unit and apply ctm check using premium economy fares.

(ii) Establish whether as a result of (i) Above the mixed class sector(s).
(aa) apply within a fare component; or
(bb) constitute an entire fare component; or
(cc) constitute an entire pricing unit

(iii) Mixed class sector(s) within a fare component 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:
(a) The difference between the lower class fare for the sectors flown in the higher class and the fare for the higher class of travel in those sectors.
(b) The difference between the applicable fare for the fare component in the lower class of service and the applicable fare for the fare component in the higher

class of service for consecutive sectors within a fare component travelled in a higher class of service, the difference shall be the lower of (1) The difference between the lowest of applicable fare for the lowest class of service used and the lowest applicable fare for the higher class of service used, or (2) 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.

(iv) 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 shall be 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.

(v) An entire pricing unit in a higher class 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.

In applying this methodology the resultant level will only be applied if it gives a lower level than other calculations.

(8) Minimum fares

having established the international fare for a one way, open jaw, circle trip, or around the world journey in accordance with normal rules, including the higher intermediate fare rule and mileage surcharge where applicable, a separate calculation, ignoring mileage surcharge, must be made. When this separate calculation results in a higher fare, such higher fare must be charged.

(a) One way backhaul

(i) This paragraph does not apply

(aa) For pricing units wholly within tc1

(bb) For pricing units between

Argentina, Brazil, Chile,
Paraguay, Uruguay and tc2.

(ii) This paragraph applies only when using normal one way pricing units.

(iii) If any fare component travel is via a higher rated immediate stopover point, the fare for such fare component shall be the higher of:

(aa) The applicable fare between the fare construction points, or

(bb) 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.

Examples: A-B-C-D
fares a to b NUC 50
A to C 150
A to D 140
B to C 175
B to D 160
fare to be charged is B to C NUC 175 or
A to C NUC 150 plus the difference between a to c and a to d 10 ttl NUC 160 (whichever is higher)
The one way backhaul rule check need not to be applied for points which have been excluded from the provisions of this resolution, subject to the same conditions contained in the exclusion.

(b) Separate fares are assessed for side trips.

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

(d) Fares for other than round or circle trips (the following rules apply to all fares except round trip special fares) (see note)

(i) For transportation wholly within Area 1

(ii) For sales made in Area 1 for transportation commencing in Area 1

(iii) For sales made in Canada/U.S.A./U.S. Territories for international travel commencing outside this area that has its destination or point of turnaround in this area.

(iv) 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.

(v) For the sale in the U.S.A. And US territories of fares between foreign points, the fare to be charged shall be based on the actual direction of travel.

(aa) Common point check

(i) Fares sold in foreign countries for transportation to/from Canada and fares sold in Canada for foreign originating travel are the fare and conditions of carriage as stated in the lawful tariffs on file and in effect with the national transportation agency or the competent foreign air authority and in each case be calculated in the direction of travel.

(ii) For sales in Canada in Canadian dollars, the fare shall be converted into Canadian dollars at the applicable banker's buying rate of exchange in effect on the day of transaction at the Canadian point of sale.

(f) Around the world minimum

(i) After an around the world fare has been constructed, all stopover points on the routing, including fictitious Construction points, must be checked to see whether any round trip fares exist from the point of origin to any stopover points on the routing including points on a side trip which are higher than the constructed fare. The fare for an around the world journey must be less than the highest direct normal round trip fare applicable to the cabin of service used from the point of origin to any stopover point on the route of travel. In general, Transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding Transpacific round trip fares from the point of origin to

the same points. For the purpose of this rule, Transatlantic round trip fares must be compared with Transpacific round trip fares from point of origin for each stopover point on the routing and the lower of the two will be considered the direct fare.

(ii) One class of service
the fare for an around the world journey traveled in one class of service must not be less than the highest direct round trip fare from the point of origin to any ticketed point on the routing.

(iii) Different classes of services
the fare for an around the world journey involving different classes of service must not be less than the highest direct round trip fare for the lowest class of service assessed, from the point of origin to any ticketed point on the routing plus applicable differentials for sectors traveled in higher classes of service.

(g) Unpublished fares
when an itinerary includes a ticketed point for which no through fare is published, or for which a fare is published in only one global direction, the fare for such point/global direction should be constructed by using whichever particular combination of fare results in the lowest fare.

(i) Normal fare construction principles apply.

(ii) If the itinerary includes more than one unpublished point/global direction, separate fare calculations must be made for each such point/global direction.

Rule 135 Stopovers

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

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

(C) Cancelled

(D) 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. When there is no WK connecting departure scheduled on the date of arrival, departure on a WK flight the following day shall not be deemed a stopover.

Rule 145 Currency Applications

Local Currency Fares and Charges

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

(A)

Afghanistan
Angola
Anguilla
Antigua and Barbuda
Argentina
Bahamas
Bangladesh
Barbados
Belize
Bermuda
Bolivia
Bonaire
Brazil
Burundi
Cambodia
Cayman Islands
Chile
Colombia
Congo, Dem. Rep. of
Costa Rica
Cuba
Dominica
Dominican Republic
Ecuador
El Salvador
Eritrea
Ethiopia
Gambia
Ghana
Grenada
Guatemala
Guinea
Guyana
Haiti
Honduras
Indonesia
Iraq
Israel
Jamaica
Kenya
Laos
Lebanon
Liberia
Madagascar
Malawi
Maldives
Mexico
Mongolia
Montserrat
Nicaragua
Nigeria
Palestinian Territory
Panama
Paraguay
Peru
Philippines
Rwanda
Saba
Saint Eustatius
Saint Kitts and Nevis
Saint Lucia
Saint Vincent and the Grenadines
Sao Tome and Principe
Sierra Leone
Somalia
Suriname
Tanzania, United Republic of
Timor Leste
Trinidad and Tobago
Uganda
Ukraine
United States and U.S. Territories
Uruguay
Venezuela
Vietnam
Zambia
Zimbabwe

(B)

Albania
Armenia
Austria
Azerbaijan

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

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

Combination of Local Currency Fares

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

Step 1: (a) Establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA rate of exchange (ROE) shown in the currency conversion table below for the country in which the currency is denominated.

(b) Calculate the resultant amount to two decimals places, ignoring any further decimal places.

Step 2: Add the resultant NUC amounts for the sectors involved.

Step 3: (a) Established the through local currency

fare by multiplying the total NUC amounts (derived from steps 1, 2, and 3 above) by the IATA rate of exchange (roe) shown in the currency conversion table below for the country of commencement of travel.

(b) Calculate the resultant amount of one decimal place beyond the number of decimal places shown next to the local currency in the conversion table below, ignoring any further decimal places.

(c) Round up to the next higher rounding unit shown next to the local currency in the currency conversion table, unless otherwise indicated.

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

Other Charges
Other charges shall be separately converted to the currency of the country of sale using the bankers' selling rate using the rounding units shown next to other charges in the currency conversion table.

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

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

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

Currency Table

Abu Dhabi
(See United Arab Emirates)

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

Albania
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01

Algeria
Algerian Dinar DZD ROE:119.700963 Note -
Round Up: Local Currency - 1 Other Charges - 1

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

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

Anguilla
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Antigua and
Barbuda
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Argentina
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Armenia
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Aruba
Aruban Guilder AWG ROE:1.8000000 Note -
Round Up: Local Currency - 1 Other Charges - 1
Australia
Australian
Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Austria
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Azerbaijan
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Bahamas
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Bahrain
Bahraini Dinar BHD ROE: .376100 Note -
Round Up: Local Currency - 1 Other Charges - 1
Bangladesh
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Barbados
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Belarus
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Belgium
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Belize
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Benin, Rep. of
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Bermuda
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Bhutan
Ngultrum BTN ROE:69.344359 Note -
Round Up: Local Currency - 1 Other Charges - 1
Bolivia
US Dollar USD ROE:1.0 Note D

Round Up: Local Currency - 1 Other Charges - 0.1
Bonaire
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Bosnia and
Herzegovina
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Botswana
Pula BWP ROE:11.007161 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Brazil
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
British Virgin
Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Brunei
Darussalam
Brunei Dollar BND ROE:1.366139 Note -
Round Up: Local Currency - 1 Other Charges - 1
Bulgaria
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Burkina Faso
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Burundi
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Cambodia
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 1.0
Cameroon
CFA Franc XAF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Canada
Canadian Dollar Cad ROE:1.339292 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Cape Verde
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Cayman Islands
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Central African
Republic
CFA Franc XAF ROE:582.696007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Chad
CFA Franc XAF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Chile
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
China
Yuan Renminbi CNY ROE:6.909927 Note -

Round Up: Local Currency - 10 Other Charges - 1
Chinese Taipei
Dollar TWD ROE:31.396602 Note -
Round Up: Local Currency - 1 Other Charges - 0.5
Colombia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Comoros
Comoro
Franc KMF ROE:437.014505 Note -
Round Up: Local Currency - 100 Other Charges - 50
Congo (Brazzaville)
CFA Franc XAF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Congo (Kinshasa)
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Cook Islands
New Zealand
Dollar NZD ROE:1.511449 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Costa Rica
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Cote D'Ivoire
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Croatia
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Cuba
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Curacao
Netherlands
Antilles
Guilder ANG ROE:1.790000 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Cyprus
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.05
Czech
Republic
Czech Koruna CZK ROE:22.838593 Note -
Round Up: Local Currency - 1 Other Charges - 1
Denmark
Danish Krone DKK ROE:6.633619 Note -
Round Up: Local Currency - 5 Other Charges - 1
Djibouti
Djibouti Franc DJF ROE:177.721000 Note -
Round Up: Local Currency - 100 Other Charges - 100
Dominica
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Dominican
Republic
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1

Ecuador
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Egypt
Egyptian Pound EGP ROE:17.880000 Note -
Round Up: Local Currency - 1 Other Charges - 1
El Salvador
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Equatorial Guinea
CFA Franc XAF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Eritrea
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Estonia
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 5 Other Charges - 0.1
Ethiopia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - . Other Charges - 0.1
European M. Union
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.5
Falkland Islands
Falkland Islands Pound FKP ROE:.787961 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Faroe Islands
Danish Krone DKK ROE:6.633619 Note -
Round Up: Local Currency - 5 Other Charges - 0.1
Fiji
Fiji Dollar FJD ROE:2.167769 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Finland
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
France
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
French Guiana
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
French Polynesia
CFP Franc XPF ROE:106.002240 Note -
Round Up: Local Currency - 5 Other Charges - 1
Gabon
CFA Franc XAF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Gambia
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Georgia
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Germany
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01

Ghana
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Gibraltar
Gibraltar
Pound GIP ROE:.787961 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Greece
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 100 Other Charges - 10
Greenland
Danish Krone DKK ROE:6.633619 Note -
Round Up: Local Currency - 5 Other Charges - 1
Grenada
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Guadeloupe
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Guam
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Guatemala
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Guinea
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Guinea-Bissau
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Guyana
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 1
Haiti
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Honduras
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Hong Kong
Hong Kong Dollar HKD ROE:7.840588 Note -
Round Up: Local Currency - 10 Other Charges - 1
Hungary
Forint HUF ROE:286.079249 Note -
Round Up: Local Currency - 10 Other Charges - 10
Iceland
Iceland Krone ISK ROE:124.101625 Note -
Round Up: Local Currency - 100 Other Charges - 10
India
Indian Rupee INR ROE:69.344359 Note -
Round Up: Local Currency - 5 Other Charges - 1
Indonesia
Indonesian Rupiah IDR ROE:14354.200000 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Iran, Islamic
Republic of
Iranian Rial IRR ROE:110241.000000 Note -

Round Up: Local Currency - 100 Other Charges - 100
Iraq
Iraq Dinar IQD ROE:1196.998378 Note D
Round Up: Local Currency - 0.1 Other Charges - 0.05
Ireland
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Israel
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Italy
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Jamaica
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Japan
Yen JPY ROE:108.210074 Note -
Round Up: Local Currency - 100 Other Charges - 10
Jordan
Jordanian Dinar JOD ROE: .709000 Note -
Round Up: Local Currency - 1 Other Charges - 0.05
Kazakhstan
Tenge KZT ROE:383.850000 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Kenya
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Kiribati
Australian
Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Korea,
Democratic
People's
Republic of
North Korean
Won KPW ROE:107.250000 Note -
Round Up: Local Currency - 1 Other Charges - 1
Korea,
Republic of
Korean Won KRW ROE:1128.635244 Note -
Round Up: Local Currency - 100 Other Charges - 100
Kuwait
Kuwait Dinar KWD ROE:.304962 Note -
Round Up: Local Currency - 1 Other Charges - 0.05
Kyrgyzstan
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Laos, People's
Democratic
Republic of
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Latvia
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Lebanon

US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Lesotho
Loti LSL ROE:14.694945 Note -
Round Up: Local Currency - 10 Other Charges - 0.1
Liberia
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Libyan Arab
Jamahiriya
Libyan Dinar LYD ROE:1.420540 Note -
Round Up: Local Currency - 0.1 Other Charges - 0.05
Lithuania
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Luxembourg
Luxembourg
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Macao
Pataca MOP ROE:8.075805 Note -
Round Up: Local Currency - 10 Other Charges - 1
Macedonia, the
Former Yugoslav
Republic of
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Madagascar
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 100 Other Charges - 50
Malawi
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Malaysia
Malaysian
Ringgit MYR ROE:4.165836 Note -
Round Up: Local Currency - 1 Other Charges - 1
Maldives
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Mali
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Malta
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Marshall Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Martinique
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Mauritania
Ouguiya MRO ROE:369.921158 Note -
Round Up: Local Currency - 20 Other Charges - 10
Mauritius
Mauritius Rupee MUR ROE:36.799593 Note -
Round Up: Local Currency - 5 Other Charges - 1

Mayotte
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Mexico
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Micronesia
US Dollar USD ROE:1.00 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Moldova,
Republic of
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Monaco
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Mongolia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Montenegro
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Montserrat
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Morocco
Moroccan Dirham MAD ROE:9.719251 Note -
Round Up: Local Currency - 5 Other Charges - 1
Mozambique
Metical MZM ROE:62.910000 Note -
Round Up: Local Currency - 10000 Other Charges - 10000
Myanmar
Kyat MMK ROE:1546.516236 Note D
Round Up: Local Currency - 1 Other Charges - 1
Namibia
Namibian Dollar NAD ROE:14.694945 Note -
Round Up: Local Currency - 10 Other Charges - 1
Nauru
Australian
Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Nepal
Nepalese Rupee NPR ROE:110.950975 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Netherlands
Netherlands
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Netherlands
Antilles
Netherlands
Antillean
Guilder ANG ROE:1.790000 Note -
Round Up: Local Currency - 1 Other Charges - 1
New Caledonia
CFP Franc XPF ROE:106.002240 Note -
Round Up: Local Currency - 100 Other Charges - 10
New Zealand

New Zealand
Dollar NZD ROE:1.511449 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Nicaragua
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Niger
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Nigeria
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Niue
New Zealand Dollar NZD ROE:1.511449 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Norfolk Island
Australian Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Northern
Mariana Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Norway
Norwegian Krone NOK ROE:8.695266 Note -
Round Up: Local Currency - 5 Other Charges - 1
Occupied Palestinian Territory
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Oman
Rial Omani OMR ROE: .384500 Note -
Round Up: Local Currency - 1 Other Charges - 1
Pakistan
Pakistan Rupee PKR ROE:148.387683 Note -
Round Up: Local Currency - 10 Other Charges - 1
Palau
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Panama
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Papua New Guinea
Kina PGK ROE:3.459640 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Paraguay
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Peru
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Philippines
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Poland
Pln PLN ROE:3.799713 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Portugal
Portuguese
Euro EUR ROE:.888299 Note -

Round Up: Local Currency - 1 Other Charges - 0.01
Puerto Rico
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Qatar
Qatari Rial QAR ROE:3.640000 Note -
Round Up: Local Currency - 10 Other Charges - 10
Reunion
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Romania
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Russian
Federation
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Rwanda
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saba
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Helena
Saint Helena
Pound SHP ROE:.787961 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Kitts and
Nevis
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Lucia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Maarten
Guilder Netherlands ANG ROE:1.790000 Note -
Antilles
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Pierre and
Miquelon
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 0.01 Other Charges - 0.01
Saint Vincent and
the Grenadines
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Samoa
Tala WST ROE:2.713072 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Sao Tome and
Principe
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saudi Arabia
Saudi Riyal SAR ROE:3.750000 Note -
Round Up: Local Currency - 1 Other Charges - 1
Senegal
CFA Franc XOF ROE:582.686007 Note -

Round Up: Local Currency - 100 Other Charges - 100
Serbia
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Seychelles
Seychelles
Rupee SCR ROE:14.529489 Note -
Round Up: Local Currency - 1 Other Charges - 1
Sierra Leone
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Singapore
Singapore
Dollar SGD ROE:1.366139 Note -
Round Up: Local Currency - 1 Other Charges - 1
Slovakia
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 1
Slovenia
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 100 Other Charges - 1
Solomon Islands
Solomon Islands
Dollar SBD ROE:8.481025 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Somalia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
South Africa
Rand ZAR ROE:14.694945 Note -
Round Up: Local Currency - 10 Other Charges - 1
South Sudan
South Sudanese Pound SSP ROE:157.810800 Note G
Round Up: Local Currency - 1 Other Charges - 1
Spain
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Sri Lanka
Sri Lanka Rupee LKR ROE:177.065044 Note -
Round Up: Local Currency - 100 Other Charges - 1
Sudan
Sudanese Dinar SDG ROE:45.225000 Note G
Round Up: Local Currency - 1 Other Charges - 1
Suriname
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Swaziland
Lilangeni SZL ROE:14.557967 Note -
Round Up: Local Currency - 10 Other Charges - 1
Sweden
Swedish Krone SEK ROE:9.438611 Note -
Round Up: Local Currency - 5 Other Charges - 1
Switzerland
Swiss Franc CHF ROE:.992589 Note -
Round Up: Local Currency - 1 Other Charges - 0.5
Syrian Arab
Republic
Syrian Pound SYP ROE:436.000000 Note G

Round Up: Local Currency - 1 Other Charges - 1
Tajikistan
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Tanzania, United
Republic of
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Thailand
Baht THB ROE:31.839020 Note -
Round Up: Local Currency - 5 Other Charges - 5
Timor - Leste
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 5 Other Charges - 0.1
Togo
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Tonga
Pa'anga TOP ROE:2.352005 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Trinidad
and Tobago
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Tunisia
Tunisian Dinar TND ROE:3.095804 Note -
Round Up: Local Currency - 0.5 Other Charges - 0.5
Turkey
Turkish
Lira Try ROE:5.866640 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Turkmenistan
New Manat TMT ROE:3.500000 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Turks and
Caicos Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Tuvalu
Australian
Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Uganda
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Ukraine
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
United Arab Emirates
(Comprised of
Abu Dhabi, Ajman,
Dubai, Fujairah,
Ras-El-Khaimah,
Sharjah,
Umm Al Qaiwain)
UAE Dirham AED ROE:3.672750 Note -
Round Up: Local Currency - 10 Other Charges - 10
United Kingdom

Pound Sterling GBP ROE:.787961 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
United States
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Uruguay
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Uzbekistan
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Vanuatu
Vatu VUV ROE:114.140000 Note -
Round Up: Local Currency - 100 Other Charges - 10
Venezuela
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Viet Nam
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Wallis and
Futuna Islands
CFP Franc XPF ROE:106.002240 Note -
Round Up: Local Currency - 100 Other Charges - 10
Yemen,
Republic of
Yemini Rial YER ROE:250.000000 Note G
Round Up: Local Currency - 1 Other Charges - 0.1
Zambia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Zimbabwe
Zimbabwe Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Notes:

D International fares from this country are published in US dollars. This rate of exchange is to be used solely to convert local currency domestic fares to US dollars. This will allow combination of domestic fares and international fares from this country on the same ticket and provide a common industry base.

E International fares from this country are published in Euro. This rate of exchange is to be used solely to convert local currency domestic fares to euro. this will allow combination of domestic fares and international fares from this country on the same ticket and provide a common industry base.

G This rate of exchange is established by government order and does not result from the application of resolution 024C.

Local Currency Rounding Table

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

Afghanistan
Afghani AFA Note -
Round Up: Local Currency - 1 Other Charges - 1
Albania
Lek All Note -
Round Up: Local Currency - 1 Other Charges - 1
Angola
Kwanza AOK Note -
Round Up: Local Currency - 1000000 Other Changes - 0.1
Kwanza
Reajustado AOR Note -
Round Up: Local Currency - 100 Other Charges - 100
Anguilla
EC Dollar XCD Note 3
Round Up: Local Currency - 1 Other Charges - 0.1
Antigua and
Barbuda
EC Dollar XCD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Argentina
Argentine Peso ARS Note 1,3
Round Up: Local Currency - 1000 Other Charges -
1000
Armenia
Armenian Dram AMD Note -
Round Up: Local Currency - 100 Other Charges - 10
Azerbaijan
Azerbaijanian
Manat AZM Note -
Round Up: Local Currency - 100 Other Charges - 10
Bahamas
Bahamian Dollar BSD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Bangladesh
Taka BDT Note -
Round Up: Local Currency - 1 Other Charges - 1
Barbados
Barbados Dollar BBD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Belarus
Belarussian
Ruble BYB Note -
Round Up: Local Currency - 100 Other Charges - 10
Belize
Belize Dollar BZD Note 1
Round Up: Local Currency - 1 Other Charges - 0.1
Bermuda
Bermudian
Dollar BMD Note 3
Round Up: Local Currency - 1 Other Charges - 0.1
Bolivia
Boliviano BOB Note 1
Round Up: Local Currency - 1 Other Charges - 0.1
Bosnia and
Herzegovina
Dinar Bad Note -
Round Up: Local Currency - 1 Other Charges - 1
Brazil

Brazilian Real BRL Note 1,2
Round Up: Local Currency - 1 Other Charges - 1
Burundi
Burundi Franc BIF Note -
Round Up: Local Currency - 10 Other Charges - 5
Bulgaria
Lev BGL Note -
Round Up: Local Currency - 1 Other Charges - 1
Cambodia
Riel KHR Note -
Round Up: Local Currency - 10 Other Charges - 10
Cape Verde
Cape Verde
Escudo CVE Note -
Round Up: Local Currency - 100 Other Charges - 100
Cayman
Islands
Cayman Island
Dollar KYD Note 3
Round Up: Local Currency - 0.1 Other Charges - 0.1
Chile
Chilean Peso CLP Note 1
Round Up: Local Currency - 1 Other Charges - 1
Colombia
Colombian Peso Cop Note 1
Round Up: Local Currency - 100 Other Charges - 100
Costa Rica
Costa Rican
Colon CRC Note 1
Round Up: Local Currency - 10 Other Charges - 10
Croatia
Croatian Kuna HRK Note 3
Round Up: Local Currency - 1 Other Charges - 1
Cuba
Cuban Peso CUP Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Dominica
EC Dollar XCD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Dominican
Republic
Dominican Peso DOP Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Ecuador
Sucre ECS Note 1,3
Round Up: Local Currency - 1 Other Charges - 0.1
El Salvador
El Salvador
Colon SVC Note -
Round Up: Local Currency - 1 Other Charges - 1
Eritrea
Ethiopian Birr ETB Note -
Round Up: Local Currency - 1 Other Charges - 1
Estonia
Kroon EEK Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Ethiopia
Ethiopian Birr ETB Note -

Round Up: Local Currency - 1 Other Charges - 1
Gambia
Dalasi GMD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Georgia
Lari GEL Note -
Round Up: Local Currency - 100 Other Charges - 10
Ghana
Cedi GHC Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Grenada
EC Dollar XCD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Guatemala
Quetzal GTQ Note 3
Round Up: Local Currency - 1 Other Charges - 0.1
Guinea
Guinea Franc GNF Note -
Round Up: Local Currency - 100 Other Charges - 100
Guyana
Guyana Dollar GYD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Haiti
Gourde HTG Note -
Round Up: Local Currency - 1 Other Charges - 0.5
Honduras
Lempira HNL Note 1
Round Up: Local Currency - 1 Other Charges - 0.2
Indonesia
Rupiah IDR Note -
Round Up: Local Currency - 100 Other Charges - 100
Israel
Shekel ILS Note 3
Round Up: Local Currency - 1 Other Charges - 1
Jamaica
Jamaican Dollar JMD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Kazakhstan
Kazakhstan
Tenge KZT Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Kenya
Kenyan Shilling KES Note -
Round Up: Local Currency - 5 Other Charges - 5
Kyrgyzstan
Som KGS Note -
Round Up: Local Currency - 1 Other Charges - .1
Laos, People's
Democratic
Republic of
Kip LAK Note -
Round Up: Local Currency - 10 Other Charges - 10
Latvia
Latvian Lats LVL Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Lebanon
Lebanese Pound LBP Note -
Round Up: Local Currency - 100 Other Charges - 100

Liberia
Liberian Dollar LRD Note -
Round Up: Local Currency - 100 Other Charges - 100
Lithuania
Lithuanian Litas LTL Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Macedonia, the
Former Yugoslav
Republic of
Dener MKD Note 3
Round Up: Local Currency - 1 Other Charges - 1
Madagascar
Malagasy Franc MGF Note -
Round Up: Local Currency -1000 Other Charges - 50
Malawi
Kwacha MWK Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Maldives
Rufiyaa MVR Note 1
Round Up: Local Currency - 1 Other Charges - 1
Mexico
Mexican
Peso MXN Note -
Round Up: Local Currency - 1 Other Charges - 1
Moldova,
Republic of
Moldovan Leu MDL Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Mongolia
Tugrik MNT Note -
Round Up: Local Currency - - Other Charges - -
Montserrat
EC Dollar XCD Note 3
Round Up: Local Currency - 1 Other Charges - 0.1
Nepal
Nepalese Rupee NPR Note -
Round Up: Local Currency - 1 Other Charges - 1
Nicaragua
Cordoba Oro NIO Note 1
Round Up: Local Currency - 1 Other Charges - 1
Nigeria
Naira NGN Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Panama
Balboa PAB Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Paraguay
Guarani PYG Note 1
Round Up: Local Currency - 1000 Other Charges - 1000
Peru
Nuevo Sol PES Note -
Round Up: Local Currency - 0.1 Other Charges - 0.1
Philippines
Philippine Peso PHP Note -
Round Up: Local Currency - 1 Other Charges - 1
Poland
Zloty PLN Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Romania
Leu ROL Note -
Round Up: Local Currency - 1 Other Charges - 1
Russian
Federation
Belarussian
Ruble BYB Note -
Round Up: Local Currency - 100 Other Charges - 10
Rwanda
Rwanda France RWF Note -
Round Up: Local Currency - 10 Other Charges - 5
Saint Kitts
and Nevis
EC Dollar XCD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Lucia
EC Dollar XCD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Vincent and
the Grenadines
EC Dollar XCD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Sao Tome and
Principe
Dobra Std Note -
Round Up: Local Currency - 10 Other Charges - 10
Sierra Leone
Leone SLL Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Somalia
Somali Shilling SOS Note -
Round Up: Local Currency - 1 Other Charges - 1
Surinam
Surinam Guilder SRG Note -
Round Up: Local Currency - 1 Other Charges - 1
Tajikistan
Tasik Ruble TJR Note -
Round Up: Local Currency - 100 Other Charges - 10
Tanzania,
United Republic
of
Tanzanian
Shilling TZS Note -
Round Up: Local Currency - 10 Other Charges - 10
Trinidad
and Tobago
Trinidad and
Tobago Dollar TTD Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Turkey
Turkish Lina TRL Note -
Round Up: Local Currency - 1000 Other Charges - 100
Turkmenistan
Turkmenistan
Manat TMM Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Uganda
Uganda Shilling UGX Note -

Round Up: Local Currency - 1 Other Charges - 1
Ukraine
Hryvnia UAH Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Uruguay
Uruguayo Peso UYU Note -1,3
Round Up: Local Currency - 100 Other Charges - 100
Uzbekistan
Uzbekistan
Sum UZS Note -
Round Up: Local Currency - 100 Other Charges - 10
Venezuela
Bolivar VEB Note -
Round Up: Local Currency - 10 Other Charges - 10
Viet Nam
Dong VND Note -
Round Up: Local Currency - 1 Other Charges - 1
Yemen,
Republic of
Yemeni Rial YER Note -
Round Up: Local Currency - 1 Other Charges - 1
Yugoslavia
New Dinar YUM Note 4
Round Up: Local Currency - 1 Other Charges - 1
Zaire
New Zaire ZRN Note -
Round Up: Local Currency - 1 Other Charges - 0.05
Zambia
Kwacha ZMK Note -
Round Up: Local Currency - 1 Other Charges - 5

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

Rule 200 Children's and Infants' Fares

Note 1: For this rule only, "adult" shall mean someone at least 12 years of age. This definition does not apply in regards to seating of family members.
Note 2: The provisions/percentages in paragraphs (A), (B), (C) and (D) of this rule apply only to the extent provided/specified in the applicable fare rule making reference to this rule.

(A) Accompanied children (infant(s)) under two years of age
(1) When accompanied by an adult passenger, children who are less than two years of age throughout the journey and not occupying an individual seat will be assessed 10 percent of the applicable adult fare.
(2) Children under two years of age occupying individual seats or if more than 1 infant is travelling with one accompanying adult second infant is charged with the applicable child fare (75 percent).

(B) Accompanied children two years of age or over, but under 12
When accompanied by an adult passenger the fare for children who have reached their second birthday but have not reached their twelfth birthday on the date of commencement of their
outward journey, will be 75 percent of the applicable adult fare.

(C) Unaccompanied children under twelve years of age
(1) Unaccompanied children under twelve years of age on the date of commencement of their outward journey will be 75 percent of the full applicable adult fare.
Exception: Unaccompanied children under five years of age on the date of commencement of their outward journey will not be accepted for carriage via WK.
(2) A service charge for unaccompanied child applies. The service will be offered on WK operating flights only.

(D) Other conditions for accompanied/unaccompanied children
(1) Unless otherwise specified in an applicable fare rule, children's and infants' discounts apply to stopover charges, weekend surcharges, cancellation

charges etc.
Exception: For travel ex Germany: if not specified otherwise in a fare rule no children's discount applies on penalty charges.

(2) "Adult passenger" as used herein, shall mean a passenger 12 years of age and older for this Rule 200 only. This definition does not impact the age definitions used for seating arraignments.

(3) When Rule 200 is not applicable to a fare, as indicated in paragraph (g) of a fare-rule, the full adult fare will apply instead of the discounted fares stated in this rule; provided that the passenger qualifies for such airfare in accordance with the other provisions of the fare-rule. When the application of Rule 200 is modified by the applicable fare-rule in paragraph (g), that modification will be applicable to unaccompanied as well as accompanied children in Rule 200; for example, when the exception for children (2 through 11 years old) is given as 67 percent, the "percent of the applicable adult fare" in Rule 200 paragraphs (b)(c) and (d) will be 67 percent instead of the 75 percent shown in Rule 200, and infants (under 2 years old) paying the children's fare as in paragraph (a)(2) Of Rule 200 will pay 67 percent, not 75 percent, of the applicable adult fare.

(4) Each unaccompanied minor travelling on WK shall be charged:

(a) EUR70/CHF80/USD80/CAD110 within Europe;
(b) EUR80/CHF90/USD90/CAD120 between Europe and Lebanon, Israel, Kazakhstan, Egypt, Jordan, Turkmenistan, Iraq;
(c) EUR100/CHF115/USD115/CAD150 between Europe and United Arab Emirates, Qatar, Iran, Nigeria, Saudi Arabia, Ethiopia, Bahrain, Oman, Kuwait;
(d) EUR125/CHF140/USD140/CAD190 between Europe and Maldives, India, Equatorial Guinea, Kenya, Tanzania, Angola, Miami, Toronto, New York, Chicago, Charlotte, Orlando, Montreal,

Exception 1: If a brother and/or sister residing at/destined to the same address travel together for the entire journey, the charges for one child as outlined above shall apply.

Exception 2: In case full adult fare has been charged no unaccompanied minor charge shall apply.

(5) Please refer to the carrier's website for additional information and forms for unaccompanied minor bookings.

(6) Age limits - the age limits referred to in this rule shall be those in effect on the date of commencement of travel except.

(a) For infants who will reach their second birthday during the journey, in that case, due to safety regulations, a booked seat will be required for the remaining portions of the journey. When a separate seat is required on a portion of the journey child fare has to be used for the entire journey. Combinations are not required within a fare component.

(b) Children who will turn twelve years enroute, will have to pay the applicable adult fare for the entire journey.

Rule 500 Passengers on Stretchers

(A) Passengers traveling on a stretcher will be accepted for transportation subject to Rule 25 (Refusal to Transport- Limitations of Carrier) herein, provided advance arrangements are made and space and appropriate equipment for mounting within the aircraft are available; and subject to the conditions and charges indicated provided that:
   (1) The cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher.
   (2) Except as otherwise provided, the normal free baggage allowances will apply to each fare paid.

(B) Carrier will carry an incapacitated passenger on a stretcher provided such passenger is accompanied by at least one able-bodied attendant who shall care for the stretcher passenger during the trip. The one-way charge for the stretcher will be 3 one-way business class fares. The stretcher passenger and accompanying attendant will each be charged the applicable business class fare.

Rule 550 Passengers Occupying Two Seats

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

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

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

Rule 600 Attendant Accompanying Cargo Shipment

Carrier will transport attendants and their personal baggage on all-cargo aircraft or in the cargo compartment of a mixed cargo-passenger aircraft for the purpose of accompanying the consignment. The fare for such attendant shall be as follows: Lowest fare level irrespective of applicable conditions (i.e. Special fare conditions may be ignored, except that seasonal levels must be observed). This fare is only applicable on WK services and it must be in accordance with the routing actually flown. The airway bill number must be shown in the endorsement box of the ticket.

Rule 1100 Miles & More Loyalty Programme

(A) Eligibility
Persons eligible for membership are exclusively individuals (natural persons) who are at least two years old and who are residents in a country in which Miles & More is offered. In the case of minors, representation by and consent of a legal representative (such as a parent or legal guardian) are required for the effective conclusion of a contract.
The place of residence shall be the actual physical home (primary residence) of the member. Members shall provide their correct contact information and always keep such up to date. Upon request, proof of personal details and place of residence shall be provided by the member. Members are required to provide a valid email address.
There is no legal entitlement to membership of Miles & More. The operators may refuse anyone acceptance as a member of Miles & More with no reason provided.
(B) General terms

(1) This Rule does not purport to set forth the rules, conditions and limitations of the program, or any right of any member to acquire or claim benefits under the program.
Furthermore, complete content of the program rules is not presented here but may be obtained on
https://www.miles-and-more.com/row/en/general-information/terms-and-conditions.html

(2) Miles & More reserves the right to change or modify the program rules, conditions, limitations, rewards and special offers at any time.
(3) Other Partners in the program are solely responsible for the conditions under which they will award miles in conjunction with their services.
Both Miles & More and Lufthansa Group disclaim all responsibility in connection with the furnishing of services by other partners in the program.
Any claims by members relating to those services must be made directly to the partner supplying the services.
(C) Earning Miles
(1) Miles can be earned with the operators as soon as membership begins. Miles can only be credited for services purchased by the member for themselves. When using the services of the Miles & More partner companies, the member must be the one utilising the services in order for the miles to be credited by the operators. The person who is invoiced for such services of the Miles & More partner companies is

irrelevant in this case. Miles cannot be acquired for a payment in cash.

(2) For each segment of a fully paid scheduled flight actually flown (provided this is confirmed by the airline operating the flight) that is operated by Lufthansa, a co-issuing partner or a Miles & More partner company, the member's account will be credited with miles – subject to the provisions in sections 2.2.6 and 2.2.7 of the general terms and conditions. The basic precondition for this is that the name recorded for the passenger fully matches the name that applies to the Miles & More member account.
The miles credited are based, depending on the booking procedure used, on the ticket price paid incl. airline surcharges or the booking class paid for. Booking classes that qualify for earning miles, as well as the type and quantity of miles, are calculated for flights according to the rules that applied and were published in the Miles & More communication channels at the time of booking.
(D) Flight Awards
Flight awards can be claimed for selected scheduled flights operated by Lufthansa, a co-issuing partner or a Miles & More partner company as well as for selected charter flights. The number of miles required for each and the terms and conditions of booking for the relevant flight award can be found in the current general terms and conditions for Miles & More flight awards at the time of booking and the Miles & More communication channels. The operating airline's general terms and conditions of carriage shall apply to the flight claimed as a flight award, except where otherwise specified in the general terms and conditions for Miles & More flight awards.