Note: Whenever Fares in LCF or in NUC, as well as IROE are provided, they are for examination purposes only.

Refer to the PAT extracts included with this examination paper to answer questions 1 – 4.

1. For which of the following journeys can the Backhaul Check (BHC) be disregarded?
   A. TLV – BUE – ASU – SAO
   B. SFO – MEX – LIM – UIO
   C. MAD – BER – MOW – WAW
   D. All of the above

2. Identify which of the following journeys is subject to a RWM exception.
   A. JKT – BKK – PAR – LAX – TYO – JKT
   B. BRU – MAD – CHI – SFO – HKG – DEL – CPH – BRU
   C. YMQ – VIE – SIN – NYC – YMQ
   D. None of the above is subject to an RWM exception.

3. Identify which itinerary is subject to a specified routing.
   A. CAI – SIN – BKK – TYO
   B. SEL – TPE – MNL – KUL
   C. BUE – MVD – UIO – PTY
   D. AMM – DMM – RUH

4. Identify which itinerary is subject to the South Atlantic TPM shortcut.
   A. LPB – LIM – MIA – LIS
   B. TLV – YTO – SCL – MVD
   C. SAO – CHI – MAD – PRG
   D. DAM – CAI – NYC – SEA

Refer to the following electronic fare display to answer questions 5 to 9. Consult the PAT IROE table included with this exam paper to answer question 9.

```
FARE CALCULATION
BOM AI E/DEL SQ X/SIN SQ TPE 25M1223.62NUC1223.62END ROE44.328
```

5. The journey is which of the following?
   A. OW
   B. RT
   C. CT
   D. RW

6. There is a(n) _____ in this journey.
   A. Circle Trip Minimum (CTM) plus up
   B. differential adjustment
   C. security surcharge for Japan
   D. Extra Mileage Allowance (EMA)

7. The Applicable Fare (AF) is _____.
   A. equal to the origin to destination published fare
   B. increased by a HIP
   C. increased by an Excess Mileage Surcharge (EMS)
   D. increased by an EMS and a HIP

8. If the ticket is purchased in Singapore, the equivalent fare paid in Singapore Dollars (SGD) is calculated using which of the following rates?
   A. The Bankers Selling Rate (BSR)
   B. The Bankers Buying Rate (BBR)
   C. The IATA Rate of Exchange (IROE)
   D. SQ rate of exchange

9. The LCF is which of the following?
   A. INR 54240.00
   B. INR 54241
   C. INR 54243
   D. INR 54245

10. Journey: Seattle – AC – Vancouver – KE – Seoul

    Fare Type: Y normal

    TPMs: SEA
    127 WH YVR
    5092 PA SEL

    The governing carrier for fare selection purposes is KE.

    A. True
    B. False

11. What is the Global Indicator (GI) for the following routing?
    SIN – MRU – JNB – RIO
    A. AT
    B. PA
    C. AP
    D. SA

For questions 12 and 13, refer to the set of PAT extracts of this exam paper.

Journey: Tel Aviv – X/Mumbai – X/Singapore – Bangkok
Fare type: C
TPMs: TLV-BOM 2519, BOM-SIN 2437, SIN-BKK 869

Include surcharges in your calculations, if and where required.

12. The LCF is which of the following?
    A. USD 2936.00
    B. USD 3376.00
    C. USD 3616.00
    D. USD 3144.00

13. Which of the following checks should be made?
    A. SBTC
    B. CTM
    C. HIPs
    D. RWM

For questions 14 to 16, refer to the set of PAT extracts of this exam paper.

Journey: Mumbai – AI – Zurich – AC – X/Toronto – AC – Vancouver
Fare Type: Y
TPMs: BOM-ZRH 4064, ZRH-YTO 4042, YTO-YVR 2083

14. The Global Indicator (GI) for this journey is which of the following?
    A. PA
    B. AT
    C. EH
    D. AP

15. For carrier selection, the fare to be used corresponds to which carrier?
    A. AI
    B. AC
    C. Any carrier

16. The LCF is _____.
    A. INR 192310
    B. INR 125235
    C. INR 119270
    D. INR 201925

Read the following fare calculation carefully in order to answer questions 17 and 18.

FARE CALCULATION
SIN MH KUL MH T/NYC AA BUE LA SCL M4800.12NUC4800.12END ROE1.527670

17. T/NYC is the ticketing entry for which of the following?
    A. The South Atlantic TPM shortcut
    B. The Brazilian mileage provision
    C. A mileage increase when traveling to South America
    D. The TPM mileage deduction

18. The Global Indicator (GI) to be used is which of the following?
    A. AT
    B. SA
    C. PA
    D. AP

For questions 19 and 20 refer to the following journey and the PAT extracts included with this examination paper.

Journey: Lisbon – Munich – SURFACE – Nuremberg – Frankfurt – Moscow

19. To construct the fare for this journey, it is necessary to calculate a through fare.
    A. True
    B. False

20. Why is the mileage for the MUC NUE sector not considered in the fare construction?
    A. There is a surface break TPM check (SBTC)
    B. There is a permissible surface transportation
    C. A surface is never subject to mileage calculation
    D. MUC and NUE are located in the same country

Questions 21 and 22 refer to the following journey.

Journey: Rome – Milan – Geneva – SURFACE – Zurich – London

21. The fare may be calculated by using which of the following methods?
    A. The actual routing flown only
    B. The through fare construction method only
    C. Either of the above methods

22. When the fare is constructed as a single pricing unit, the TPM of the surface sector _____.
    A. must be added to the TPM calculation
    B. must not be added if there is an EMS in the indirect routing from ROM to LON
    C. must never be added to the TPM calculation
    D. must be added when there is an EMA in the indirect routing from ROM to LON

Refer to the following electronic fare display to answer questions 23 to 26.

```
FARE CALCULATION
CLE CO NYC AV BOG TA LIM LA SCL LA SAO B/RIO20M CLESCL3545.50NUC3545.50END
ROE1.00
```

23. The code B/RIO stands for which of the following?
    A. Brazilian mileage equalization rule
    B. South Atlantic mileage shortcut
    C. Reduction mileage between SAO and RIO
    D. None of the above

24. The EMS used for the ticket routing is from _____.
    A. CLE to SAO
    B. NYC to SAO
    C. NYC to RIO
    D. CLE to RIO

25. The fare is constructed using which of the following fares?
    A. CLE to SAO fare
    B. CLE to RIO fare
    C. NYC to RIO fare
    D. NYC to SAO fare

26. Which of the following statements is true?
    A. The MPM CLE to RIO is higher than the MPM CLE to SAO
    B. The MPM CLE to RIO is equal to the MPM CLE to SAO
    C. The MPM CLE to RIO is lower than the MPM CLE to SAO
    D. None of the above statements is true

Refer to the following electronic fare display and the PAT extracts included in this examination to answer questions 27 to 31.

Journey: Malaga – IB – Barcelona – OA – Athens – MS – Cairo – IB – Madrid – TP – Oporto – TP – Lisbon

```
FARE CALCULATION
AGP IB BCN OA ATH MS CAI M1087.56IB MAD TP OPO TP LIS M CAIOPO815.54P
AGPCAI272.02NUC2175.12END ROE0.7616
```

27. There is _____ in this journey.
    A. a surface transportation
    B. an unreasonable connection
    C. a permissible surface sector
    D. None of the above

28. For fare construction pricing purposes, the journey is treated as which of the following?
    A. An open jaw
    B. Two one-way journeys
    C. A circle trip
    D. A round the world journey

29. A _____ check is applied.
    A. BHC
    B. CTM
    C. RWM

30. The journey was constructed using which type of fares?
    A. OW fares
    B. ½ RT fares
    C. OW and ½ RT fares

31. The inbound fare component of the journey is assessed _____.
    A. from CAI to LIS
    B. from LIS to CAI
    C. from AGP to CAI

Refer to the following electronic fare display to answer questions 32 to 39.

```
FARE CALCULATION
ZRH LX DEL2689.56JL TYO AC YVR M TYOYVR1484.51 AC YMQ LX ZRH M3337.12P
ZRHTYO1064.84NUC8576.03END ROE1.223060
```

32. The Global Indicator (GI) for the first fare component is _____.
    A. EH
    B. FE
    C. TS
    D. RU

33. The Global Indicator (GI) for the second fare component is _____.
    A. AP
    B. PA
    C. PN
    D. WH

34. The Global Indicator (GI) for the third fare component is _____.
    A. AP
    B. PA
    C. AT
    D. WH

35. The Applicable Fare (AF) for the first fare component is _____.
    A. the direct fare from origin to destination
    B. the direct fare increased by an EMS
    C. the direct fare increased by a HIP
    D. the direct fare increased by an EMS and a HIP

36. The second fare component of the journey includes a HIP from _____.
    A. the point of origin to the breakpoint
    B. an intermediate stopover point to the breakpoint
    C. there is no HIP in the second fare component

37. The amount of 1064.84 is the value for which of the following?
    A. AF of the third fare component
    B. BHC plus up
    C. RWM plus up
    D. CTM plus up

38. The fare was calculated using an end-on combination.
    A. True
    B. False

39. The (rounded) LCF is _____.
    A. CHF 10488.00
    B. CHF 10489.00
    C. CHF 10490.00
    D. CHF 10500.00

Consider the following journey and answer question 40.

Journey: Copenhagen – Vienna – Copenhagen
The passenger ticket is issued and sold in Denmark and the LCF is DKK 10790.
The passenger lives in Denmark and pays for the fare in USD.

The BSR is 1 USD = DKK 5.82319
The BBR is 1 USD = DKK 5.13500
The IROE is 1 USD = DKK 5.32543

40. The equivalent fare paid (EQFP) by the passenger is _____.
    A. USD 1853.00
    B. USD 2101.00
    C. USD 2026.00

41. When an involuntary change of routing is necessary, the carrier selected for onward carriage is known as the _____.
    A. validating carrier
    B. issuing carrier
    C. operating carrier
    D. new receiving carrier

42. A travel agency can make a change to an original e-ticket if _____.
    A. all coupon flights of the ticket are in "open" status
    B. the ticket was created by the same travel agency
    C. A and B

For questions 43 to 46, identify the permitted combinations of sub journeys and fare types.

43. Journey: MAD – MEX – CCS – NYC – WAS
    A. One single pricing unit using ½ RT fares
    B. Two OW pricing units using OW fares
    C. Two return sub journeys using ½ RT fares
    D. Two return sub journeys using OW fares

44. Journey: BJS – ZRH – AMM – BJS
    A. Two OW pricing units using OW fares
    B. Two RT pricing units using ½ RT fares
    C. One pricing unit using ½ RT fares
    D. One pricing unit using OW fares

45. Journey: YTO – PAR – SURFACE – EDI – LON – YMQ
    A. One single pricing unit using ½ RT fares
    B. One return pricing unit plus OW domestic pricing unit
    C. Two OW pricing units using OW fares
    D. Only A and B

46. Which of the following statements is true about security surcharges (Q)?
    A. Security surcharges are always part of the fare calculation
    B. Security surcharges are only part of the fare calculation for special fares
    C. Security surcharges are only part of the fare calculation when there are no other TFCs
    D. Security surcharges are only part of the fare calculation when using normal fares

For the routing shown in question 47, select the correct fare breakpoint to avoid the limitation on indirect travel.

47. Journey: KUL – OSA – TYO – X/OSA – LAX
    A. Pricing unit 1 (KUL – OSA – TYO) plus pricing unit 2 (TYO – OSA – LAX)
    B. Pricing unit 1 (KUL – OSA – LAX) plus side trip pricing unit 2 (OSA – TYO – OSA)
    C. Pricing unit 1 (KUL – OSA) plus pricing unit 2 (OSA – TYO – X/OSA – LAX)
    D. A and B only

Refer to the following electronic fare display to answer questions 48 to 52.

```
FARE CALCULATION
SEL LH X/FRA BA EDI EI DUB EI ORK M SELEDI1791.29EI DUB EI MAN BA LON KE SEL
M SELMAN 1686.32P SELEDI104.97D SELLON900.78NUC4483.36END ROE948.1500
```

48. Which of the following statements is true?
    A. There is a HIP in the outbound fare component
    B. There is a HIP in the inbound fare component
    C. There are HIPs in the outbound and inbound fare components
    D. There are no HIPs

49. The journey is travelled in different classes of service.
    A. True
    B. False

50. Which of the following is true?
    A. There is a BHC to apply
    B. There is a CTM to apply
    C. There is a RWM to apply
    D. There are no fare checks to apply

51. The amount of `900.78` is the amount of _____.
    A. a CTM plus up
    B. a BHC adjustment
    C. a class differential
    D. None of the above

52. Special Fares were used to calculate the price for this journey.
    A. True
    B. False

For questions 53 to 57 refer to the following rerouting situation:

Original Routing:	SIN – SQ – MRU – MK – JNB – SQ – SIN
Type of fare:	C class
Place and date of original issue:	SIN, 14 JUL 2009
Ticket was issued by:	SQ
Date of commencement of travel:	15 AUG 2009
Fare breakpoint:	JNB

On SEP 01, the passenger submits the ticket in Johannesburg to SA for rerouting.

Rerouted journey: JNB – SA – TLV – AI – DEL – SQ – SIN – PR – MNL

53. An endorsement is necessary by which airline?
    A. SQ
    B. AI
    C. PR
    D. SA

54. The first ticketed point of the re-routed journey is which of the following?
    A. JNB
    B. TLV
    C. DEL
    D. SIN

55. Has travel been completed on the outbound fare component?
    A. Yes
    B. No

56. Which of the following statements is true?
    A. The fare is recalculated from the point of origin (SIN)
    B. The fare is recalculated from JNB
    C. The fare is recalculated from MRU
    D. The fare is recalculated from TLV

57. The fare is recalculated using the fares applicable on which date?
    A. 14 JUL 2009
    B. 15 AUG 2009
    C. 01 SEP 2009
    D. 30 SEP 2009

Refer to the following electronic fare display to answer question 58.

FARE CALCULATION
LAX DL MIA125.00 AA BGI327.00 LI GEO69.00NUC521.00END ROE1.00

58. The fare is constructed using _____.
    A. the mileage system
    B. a specified routing
    C. the lowest combination principle
    D. a local combination

Refer to the following electronic fare display to answer questions 59 to 62.

```
FARE CALCULATION
JNB SA HRE241.93MK MRU CX HKG BR TPE Q4.22M1100.22 MK MRU MK HRE
M1100.22 SA JNB241.93NUC2688.52END ROE7.422480
```

59. The journey is which of the following?
    A. A local combination of three pricing units
    B. A local combination of two circle trip pricing units
    C. An end on combination of two RT pricing units
    D. None of the above

60. The fare is calculated _____.
    A. using a side trip
    B. using OW and ½ RT fares
    C. with a local combination of normal and special fares
    D. with the inbound fare TPE – HRE assessed in the direction HRE – TPE

61. Which of the following statements is true?
    A. There is a stopover charge for a specified point in the journey
    B. There is a stopover charge for a non-specified point in the journey
    C. There is a specified charge for the stopover at HKG
    D. There are no stopover charges in this journey

62. The amount of `4.22` represents which of the following?
    A. A security surcharge applied by TPE
    B. A security surcharge applied only by CX
    C. A security surcharge applied for departures from JNB
    D. A security surcharge applied by HKG

For questions 63 and 64 refer to the industry add-ons included in the set of PAT extracts of this exam paper.

63. What is the MPM from Galapagos (Ecuador) to Caracas?
    A. 2381
    B. 1507
    C. 1798
    D. 1807

64. What is the MPM between Tabriz (Iran) and Malindi (Kenya)?
    A. 3313
    B. 4016
    C. 3706
    D. 3623

For Questions 65 to 70, refer to the PAT extracts included with this examination paper. Calculate the lowest applicable adult normal fare in C class for the following journey using a single pricing unit.

Include surcharges in your calculations, if and where required.

Journey: Moscow – SU – Tokyo – NH – Hong Kong – CX – X/London – BA – Moscow
Fare Type: C

TPMs	MOW
4664 RU	TYO
1823 EH	HKG
5970 EH	x/LON
1556 EH	MOW

65. The MPM for the outbound fare component is _____.
   A. EH 6487
   B. EH 8026
   C. RU 7783
   D. RU 7526

66. The Applicable Fare (AF) for the outbound fare component is _____.
   A. 3453.91
   B. 6443.01
   C. 3221.50
   D. 5088.00

67. The MPM for the inbound fare component is _____.
   A. RU 7783
   B. EH 6487
   C. EH 8026
   D. RU 7526

68. The EMS for the inbound fare component is _____.
   A. M (no EMS)
   B. 5M
   C. 10M
   D. 25M

69. There is a CTM adjustment applicable to this fare construction.
   A. True
   B. False

70. The LCF is which of the following?
   A. EUR 5088.00
   B. EUR 6675.41
   C. NUC 6443.01
   D. NUC 8416.49

END OF QUESTIONS

Fare Construction formula for RT and CT journeys.

This table is for your notes only. It will not be graded.

I.		II.	
FCP		FCP	
NUC		NUC	
RULE		RULE	
MPM		MPM	
TPM		TPM	
EMA		EMA	
EMS		EMS	
HIP		HIP	
RULE		RULE	
AF		AF	
SUBTOTAL			
CHECK			
IROE			
LCF			

1. Abbreviations and Definitions

1.1. Abbreviations

1.1.3. Global Indicators

(As used in routing column on the fare pages, TPM pages and in the MPM-Manual)

AP between Area 2 and Area 3 via the Atlantic and the Pacific

AT between Area 1 and Area 2/ Area 3 via the Atlantic (other than SA)

EH -between Area 2 and Area 3 via Eastern Hemisphere (other than TS/RU/FE)
-within Area 2 or within Area 3

FE between Russia (in Europe)/Ukraine and Area 3 with nonstop service between Russia (in Europe)/Ukraine and Area 3 other than Japan, Korea (Dem. Rep. of), Korea (Rep. of)

PA -between Area 3 and Area 1 via Pacific (other than between SWP and South America via North America and North/ Central Pacific; other than PN)
-not applicable for routings on non-stop services between Canada/USA and South Asian Subcontinent

PN between South America and South West Pacific via North America but not via Area 3 except SWP

RU between Russia (in Europe) and Area 3 with nonstop service between Russia (in Europe) and Japan, Korea (Dem. Rep. of), Korea (Rep. of); not via another country (ies) in Europe

SA between Argentina/Brazil/Chile/Paraguay/ Uruguay and South East Asia via the Atlantic and only via point(s) in Central Africa, Southern Africa, Indian Ocean Islands or via direct services

TS between Area 2 and Area 3 (Trans Siberian route) with a sector having nonstop service between Europe and Japan, Korea (Dem. Rep. of), Korea (Rep. of) (other than RU/FE)

WH within Area 1 (Western Hemisphere)

1.2. Definitions

1.2.2. Areas

- ***Area 1***
  All of the North and South American Continents and the islands adjacent thereto, Greenland, Bermuda, the West Indies and the Islands of the Caribbean Sea, the Hawaiian Islands (including Midway and Palmyra) (see map of IATA Traffic Conference Areas at the beginning of chapter 1).
- ***Area 2***
  Europe (as defined below), Africa and the islands adjacent thereto, Ascension Island and that part of Asia west of Ural mountains, including Iran and the Middle East as defined below (see map of IATA Traffic Conference Areas at the beginning of chapter 1).
- ***Area 3***
  Asia and the islands adjacent thereto except the portion included in Area 2; the East Indies, Australia, New Zealand and the islands of the Pacific Ocean except those included in Area 1 (see map of IATA Traffic Conference Areas at the beginning of chapter 1).
- ***TC1, TC2, TC3***
  See Area 1, Area 2, Area 3

1.2.3. Tariff Coordinating Conference Sub-areas

TC1 Mexico sub-area
between:Canada, USA (excluding Puerto Rico and the Virgin Islands, US)
and: Mexico

TC1 Caribbean sub-area (see Note 1)
a) between: USA (excluding Puerto Rico and the Virgin Islands, US)
and: Bermuda, Bahamas, The Caribbean Islands, Guyana, Suriname, French Guiana
b) between: Canada, Mexico
and: Bermuda, Bahamas, the Caribbean Islands (including Puerto Rico and the US Virgin Islands), Guyana, Suriname, French Guiana
c) i) within the area composed of Bermuda, Bahamas, The Caribbean Islands (including Puerto Rico and the Virgin Islands, US)
ii) between the area referred to in (i) above and Guyana, Suriname, French Guiana

TC1 Longhaul sub-area (see Note 1)
a) between: Canada, Mexico, USA
and: Central America, South America
b) between: Bermuda, Bahamas, the Caribbean Islands, Guyana, Suriname, French Guiana
and: Central America, South America
c) between Central America and South America
d) within Central America

TC1 Within South America sub-area
Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela.

TC2 Within Europe sub-area
Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, France, Georgia, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland (Republic of), Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Macedonia FYROM (Former Yugoslav Republic of), Malta, Monaco, Moldova (Republic of), Morocco, Montenegro, Netherlands, Norway, Poland, Portugal (including Azores and Madeira), Romania, Russia (in Europe), San Marino, Serbia, Slovakia, Slovenia, Spain (including Canary Islands), Sweden, Switzerland, Tunisia, Turkey, Ukraine, United Kingdom.

TC2 Within Middle East Sub-area
Bahrain, Egypt, Iran (Islamic Republic of), Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, United Arab Emirates (comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras Al Khaimah, Sharjah, Umm al Qaiwain), Yemen (Republic of).

TC2 Within Africa sub-area
Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon (Republic of), Cape Verde (Republic of), Central African Republic, Chad, Comoros, Congo (Brazzaville), Congo (Kinshasa), Côte d'Ivoire, Djibouti, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mayotte, Mozambique, Namibia, Niger, Nigeria, Reunion, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Swaziland, Tanzania (United Republic of), Togo, Uganda, Zambia, Zimbabwe.

TC2 Europe – Middle East sub-area
between the TC2 Within Europe sub-area and the TC2 Within Middle East sub-area

TC2 Europe – Africa sub-area
between the TC2 Within Europe sub-area and the TC2 Within Africa sub-area

TC2 Middle East – Africa sub-area
between the TC2 Within Middle East sub-area and the TC2 Within Africa sub-area

TC3 South Asian Subcontinent sub-area
Afghanistan, Bangladesh, Bhutan, India (including Andaman Islands), Maldives, Nepal, Pakistan, Sri Lanka.

TC3 South East Asia sub-area
Brunei Darussalam, Cambodia, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Guam, Hong Kong SAR (China), Indonesia, Kazakhstan, Kyrgyzstan, Lao (People's Democratic Republic), Macao SAR (China), Malaysia, Marshall Islands, Micronesia (includes Caroline Islands except Palau Islands Group), Mongolia, Myanmar, Northern Mariana Islands, Palau, Philippines, Russia (in Asia), Singapore, Tajikistan, Thailand, Timor Leste, Turkmenistan, Uzbekistan, Vietnam.

TC3 South West Pacific sub-area
American Samoa, Australia, Cook Islands, Fiji, French Polynesia, Kiribati (Canton and Enderbury Islands), Nauru, New Caledonia (including Loyalty Islands), New Zealand, Niue, Papua New Guinea, Samoa (Independent State of), Solomon Islands, Tonga, Tuvalu, Vanuatu, Wallis and Futuna Islands.

TC3 Japan/Korea sub-area
within the area composed of Japan and Korea

TC3 South Asian Subcontinent – South East Asia sub-area
between the TC3 South Asian Subcontinent sub-area and the TC3 South East Asia sub-area

TC3 South Asian Subcontinent – South West Pacific sub-area
between the TC3 South Asian Subcontinent sub-area and the TC3 South West Pacific sub-area

TC3 South Asian Subcontinent – Japan/Korea sub-area
between the TC3 South Asian Subcontinent sub-area and the TC3 Japan/Korea sub-area

TC3 South East Asia – South West Pacific sub-area
between the TC3 South East Asia sub-area and the TC3 South West Pacific sub-area

TC3 South East Asia – Japan/Korea sub-area
between the TC3 South East Asia sub-area and the TC3 Japan/Korea sub-area

TC3 South West Pacific - Japan/Korea sub-area
between the TC3 South West Pacific sub-area and the TC3 Japan/Korea sub-area

TC12 North Atlantic–Europe sub-area
between:Canada, Mexico, USA, Puerto Rico, US Virgin Islands
and: the TC2 Within Europe sub-area

TC12 North Atlantic – Middle East sub-area
between: Canada, Mexico, USA, Puerto Rico, US Virgin Islands
and: the TC2 Within Middle East sub-area

TC12 North Atlantic – Africa sub-area
between:Canada, Mexico, USA, Puerto Rico, US Virgin Islands
and:the TC2 Within Africa sub-area

TC12 Mid Atlantic – Europe sub-area
between:the TC2 Within Europe Sub-area
and:Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Bermuda, Bolivia, British Virgin Islands, Cayman Islands, Colombia, Costa Rica, Cuba, Dominica, Dominican Republic, Ecuador, El Salvador, French Guiana, Grenada, Guadeloupe (including St. Barthelemy and Northern St. Martin), Guatemala, Guyana, Haiti, Honduras, Jamaica, Martinique, Montserrat, Netherlands Antilles, Nicaragua, Panama, Peru, St. Kitts-Nevis, Saint Lucia, St. Vincent and the Grenadines, Suriname, Trinidad and Tobago, Turks and Caicos Islands, Venezuela

TC12 Mid Atlantic – Middle East sub-area
between the TC1 area defined in the Mid Atlantic–Europe sub-area and the TC2 Within Middle East sub-area

TC12 Mid Atlantic – Africa sub-area
between the TC1 area defined in the Mid Atlantic–Europe sub-area and TC2 Within Africa sub-area

TC12 South Atlantic – Europe sub-area
between Argentina, Brazil, Chile, Paraguay, Uruguay and the TC2 Within Europe sub-area

TC12 South Atlantic – Middle East sub-area
between Argentina, Brazil, Chile, Paraguay, Uruguay
and TC2 Within Middle East sub-area

TC12 South Atlantic – Africa sub-area
between Argentina, Brazil, Chile, Paraguay, Uruguay and the TC2 Within Africa sub-area

TC123 (via TC2) North Atlantic – South Asian Subcontinent sub-area
between: Canada, Mexico, USA, Puerto Rico, US Virgin Islands
and: TC3 South Asian Subcontinent sub-area

TC123 (via TC2) North Atlantic – South East Asia sub-area
between: Canada, Mexico, USA, Puerto Rico, US Virgin Islands
and: TC3 South East Asia sub-area

TC123 (via TC2) North Atlantic – Japan/Korea sub-area
between: Canada, Mexico, USA, Puerto Rico, US Virgin Islands
and: TC3 Japan/Korea sub-area

TC123 (via TC2) North Atlantic – South West Pacific sub-area
between: Canada, Mexico, USA, Puerto Rico, US Virgin Islands
and: TC3 South West Pacific sub-area

TC123 (via TC2) Mid Atlantic – South Asian Subcontinent sub-area
between: the TC1 area defined in the TC12 Mid Atlantic–Europe sub-area
and: TC3 South Asian Subcontinent sub-area

TC123 (via TC2) Mid Atlantic – South East Asia sub-area
between: the TC1 area defined in the TC12 Mid Atlantic–Europe sub-area
and: TC3 South East Asia sub-area

TC123 (via TC2) Mid Atlantic – Japan/Korea sub-area
between:the TC1 area defined in the TC12 Mid Atlantic–Europe sub-area
and:TC3 Japan/Korea sub-area

TC123 (via TC2) Mid Atlantic – South West Pacific sub-area
between:the TC1 area defined in the TC12 Mid Atlantic–Europe sub-area
and:TC3 South West Pacific sub-area

TC123 (via TC2) South Atlantic – South Asian Subcontinent sub-area
between: Argentina, Brazil, Chile, Paraguay, Uruguay
and: TC3 South Asian Subcontinent sub-area

TC123 (via TC2) South Atlantic – South East Asia sub-area
between: Argentina, Brazil, Chile, Paraguay, Uruguay
and: TC3 South East Asia sub-area

TC123 (via TC2) South Atlantic–Japan/Korea sub-area
between: Argentina, Brazil, Chile, Paraguay, Uruguay
and: the TC3 Japan/Korea sub-area

TC123 (via TC2) South Atlantic – South West Pacific sub-area
between: Argentina, Brazil, Chile, Paraguay, Uruguay
and: TC3 South West Pacific sub-area

TC23/TC123 (via TC1) Europe – South Asian Subcontinent sub-area
between the TC2 Within Europe sub-area and the TC3 South Asian Subcontinent sub-area

TC23/TC123 (via TC1) Europe – South East Asia sub-area
between the TC2 Within Europe sub-area and the TC3 South East Asia sub-area

TC23/TC123 (via TC1) Europe – South West Pacific sub-area
between the TC2 Within Europe sub-area and the TC3 South West Pacific sub-area

TC23/TC123 (via TC1) Europe – Japan/Korea sub-area
between the TC2 Within Europe sub-area and the TC3 Japan/Korea sub-area

TC23/TC123 (via TC1) Middle East – South Asian Subcontinent sub-area
between the TC2 Within Middle East sub-area and the TC3 South Asian Subcontinent sub-area

TC23/TC123 (via TC1) Middle East – South East Asia sub-area
between the TC2 Within Middle East sub-area and the TC3 South East Asia sub-area

TC23/TC123 (via TC1) Middle East – South West Pacific sub-area
between the TC2 Within Middle East sub-area and the TC3 South West Pacific sub-area

TC23/TC123 (via TC1) Middle East – Japan/ Korea sub-area
between the TC2 Within Middle East sub-area and the TC3 Japan/Korea sub-area

TC23/TC123 (via TC1) Africa – South Asian Subcontinent sub-area
between the TC2 Within Africa sub-area and the TC3 South Asian Subcontinent sub-area

TC23/TC123 (via TC1) Africa – South East Asia sub-area
between the TC2 Within Africa sub-area and the TC3 South East Asia sub-area

TC23/TC123 (via TC1) Africa – South West Pacific sub-area
between the TC2 Within Africa sub-area and the TC3 South West Pacific sub-area

TC23/TC123 (via TC1) Africa – Japan/Korea sub-area
between the TC2 Within Africa sub-area and the TC3 Japan/Korea sub-area

TC31 North and Central Pacific – South Asian Subcontinent sub-area (see Note 2)
between all countries in TC1 and the TC3 South Asian Subcontinent sub-area

TC31 North and Central Pacific – South East Asia sub-area (see Note 2)
between all countries in TC1 and the TC3 South East Asia sub-area

TC31 North and Central Pacific – Japan/Korea sub-area (see Note 2)
between all countries in TC1 and the TC3 Japan/Korea sub-area

TC31 South Pacific sub-area (see Note 2)
between all countries in TC1 and the TC3 South West Pacific sub-area

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NOTES

1 For the purpose of definition of the Caribbean and Longhaul sub-areas, 'The Caribbean Islands', 'Central America' and 'South America' are defined as follows:
- ***Caribbean Islands***
  Anguilla, Antigua and Barbuda, Aruba, Barbados, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Virgin Islands (British).
- ***Central America***
  Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua.
- ***South America (Note)***
  Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Panama, Paraguay, Peru, Uruguay, Venezuela.

2 Unless otherwise specified the following definitions shall apply to the rules pertaining to TC31 fares:
- ***Caribbean***
  Anguilla, Antigua and Barbuda, Aruba, Barbados, British Virgin Islands, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe (including St. Barthelemy and Northern St. Martin), Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands
- ***South America***
  Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela.

1.2.4. Other sub-groupings

- ***ASEAN Countries***
  Brunei, Indonesia, Laos, Malaysia, Myanmar, Philippines, Singapore, Thailand, Viet Nam.
- ***Baltic States***
  Estonia, Latvia, Lithuania.
- ***Benelux***
  Belgium, Netherlands, Luxembourg
- ***British Dependent Territories***
  Anguilla, Bermuda, British Antarctic Territory, British Indian Ocean Territory, Cayman Islands, Falkland Islands, Gibraltar, Montserrat, Pitcairn Islands, St. Helena and Dependencies, South Georgia and the South Sandwich Islands, Turks and Caicos Islands, Virgin Islands (British).
- ***Central Africa***
  Malawi, Zambia, Zimbabwe.
- ***Commonwealth of Independent States (CIS)***
  Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russia, Tajikistan, Turkmenistan, Ukraine, Uzbekistan.
- ***Continental USA***
  The 48 contiguous States and the District of Columbia (this does not include Alaska and Hawaii).
- ***Common Monetary Area (CMA)***
  Lesotho, Namibia, South Africa, Swaziland
- ***Eastern Africa***
  Burundi, Djibouti, Eritrea, Ethiopia, Kenya, Rwanda, Somalia, Tanzania, Uganda.
- ***ECAA (European Common Aviation Area) and related states***
  (IATA definition for tariff purposes)
  Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.
- ***EMU (European Economic and Monetary Union)***
  Austria, Belgium, Finland, France and French territories, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Slovenia, Spain
- ***France***
  A **Metropolitan France:** Continental France and Corsica
  B **French Overseas Departments (DOM):** French Guiana, Guadeloupe (including St. Barthelemy, Northern St. Martin, Les Saints, La Desirade, Marie-Galante-Grand Bourg), Martinique, Mayotte, Reunion, St. Pierre and Miquelon
  C **French Overseas Territories (TOM):** New Caledonia (including Loyalty Islands), French Polynesia (including Wallis and Futuna)
- ***Gulf States***
  Bahrain, Oman, Qatar, United Arab Emirates.
- ***IATA Conference Areas (see also map of IATA Traffic Conference Areas)***
  As explained under 'Areas' above.
- ***Iberian Peninsula***
  Gibraltar, Portugal including Azores and Madeira, Spain including Balearic and Canary Islands.
- ***Indian Ocean Islands***
  Comoros, Madagascar, Mauritius, Mayotte, Reunion, Seychelles.
- ***Mid Atlantic countries***
  Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Bermuda, Bolivia, British Virgin Islands, Cayman Islands, Colombia, Costa Rica, Cuba, Dominica, Dominican Republic, Ecuador, El Salvador, French Guiana, Grenada, Guadeloupe (including St. Barthelemy and Northern St. Martin), Guatemala, Guyana, Haiti, Honduras, Jamaica, Martinique, Montserrat, Netherlands Antilles, Nicaragua, Panama, Peru, St Kitts-Nevis, St Lucia, St Vincent and the Grenadines, Suriname, Trinidad and Tobago, Turks and Caicos Islands, Venezuela
- ***North Amercia***
  Canada, Mexico, USA
- ***North Atlantic countries***
  Canada, Mexico, USA, Puerto Rico, US Virgin Islands
- ***North Central Pacific***
  All of Area 3 except South West Pacific
- ***SASC***
  See South Asian Subcontinent Sub-area
- ***Scandinavia***
  Denmark, Norway, Sweden.
- ***SEA***
  See South East Asia Sub-area
- ***South Atlantic countries***
  Argentina, Brazil, Chile, Paraguay, Uruguay.
- ***Southern Africa***
  Botswana, Lesotho, Mozambique, Namibia, South Africa, Swaziland.
- ***SWP***
  See South West Pacific Sub-area
- ***United Kingdom***
  England, Wales, Scotland, Isle of Man, Northern Ireland and the Channel Islands.
- ***USA***
  The 50 states and the District of Columbia, Puerto Rico, Virgin Islands (US).
- ***US possessions***
  Saipan, Wake Island and Puerto Rico
- ***US territories***
  The overseas territories of the United States of America including but not limited to: American Samoa, Baker Island, Guam, Howland Island, Jarvis Island, Johnston Atoll, Kingman Reef, Midway Islands, Northern Mariana Islands, Palmyra Island, Saipan, Swains Island, Wake Island.
- ***Western Africa***
  Angola, Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo (Brazzaville), Congo (Kinshasa), Côte d'Ivoire, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo.

2. Application of Tariff

2.3. Carrier fare selection criteria within Europe

A When a fare component includes travel on the services of more than one carrier, the carrier whose fares are to be used for pricing such component must be selected according to 2.3.1.
B After determining the selected carrier, the fares to be used will be those applicable to that carrier and may be either
1 carrier specific fares, or
2 if none of the carrier specific fares can be used, the YY (IATA) fares (provided that the carrier accepts the use of YY fares) or
3 if the carrier does not have a complete structure of carrier specific fares, YY fares will be used for the remainder of the structure (unless the carrier has advised that such YY fares will not apply)

EXAMPLES

1 the selected carrier has carrier specific normal fares only - the special fares structure for that carrier will be the YY fares
2 the selected carrier has only a single fare record for a carrier specific PEX fare - the normal fares and all other special fares for that carrier will be the YY fares
3 the selected carrier has no carrier specific fares - all fares for that carrier will be the YY fares

2.3.1. Fare Components within the Europe Sub-area

The fares to be used will be the lowest of
1 the fares for the carrier who performs the carriage on the first international sector (the last international sector for components terminating in the country of unit origin), and
2 the fares for the carrier who performs the greatest part of the international carriage measured by TPM

NOTES:

a If the first/ last international sector is also the longest international TPM sector, then only the fares for the carrier on such sector will be selected
b if the selected sector is a surface sector, then YY fares will be selected
c Travel between Denmark, Norway and Sweden will be considered international for the purpose of this rule e.g. for a component STO-CPH-LON the first international sector will be STO-CPH

EXAMPLE 1

Journey: LIS-IB-MAD-LH-MOW-AY-HEL-IB-LIS

Fare Component: LIS-MOW
IB is the carrier for the first international sector (LIS-MAD)
LH is the carrier with the highest TPM sector(s) (MAD-MOW)
the fares for IB and LH will be used and the lowest will apply

Fare Component: MOW-LIS
IB is the carrier for the last international sector (HEL-LIS)
IB is the carrier with the highest TPM sector(s) (HEL-LIS)
the fares for IB will be used

EXAMPLE 2

Journey: HEL-AY-TKU-SK-CPH-LH-FRA-LH-LUX
Fare Component: HEL-LUX
SK is the carrier for the first international sector (TKU-CPH)
LH is the carrier with the highest TPM sector(s) (CPH-FRA and FRA-LUX)
the fares for SK and LH will be used and the lowest will apply

2.4. Mileage system/ routings

Following information is needed to apply the mileage system:

- ***MPM***
  "Maximum permitted mileage" published against a fare in the Fares Part. This is the maximum distance a passenger may travel at a OW or half RT fare between the terminal points of a fare component.
- ***TPM***
  "Ticketed point mileage" published in the last part of the Passenger Air Tariff showing effective mileage between two consecutive ticketed points of the passenger's routing.
- ***Excess mileage surcharge table***
  Shown on the inside back cover of the Passenger Air Tariff to establish the surcharge percentage.

2.4.1. Mileage calculation

- Add up the "ticketed point mileages" for all ticketed sectors between the terminal points of the through fare.
- Compare the sum to the maximum mileage as shown against the fare in the Fares Part. A ticketed sector means the portion for which a separate flight coupon is issued.
- Sectors travelled by surface within a through fare component must be included (except those shown in Rule 2.10.2.).
- If a TPM is not published for the surface sector, the lowest combination of TPMs over another point may be used.
- TPMs and MPMs must be used according to the global direction of the fare being applied. For travel between Areas 2 and 3, the flown sector between the last ticketed point in Area 2 and the first ticked point in Area 3 (or vv) will determine the global direction (indicator) of the fare/ MPM to be applied. If there is more than one sector transitting Areas 2 and 3, that having the highest TPM will determine the applicable fare/ MPM.

2.4.1.1. Applicable fare when mileage within MPM

Where the sum of the ticketed point mileages over the indirect route in the same global direction is either equal to or less than the maximum permitted mileage the fare shall be the direct route fare.

2.4.1.2. Applicable fare when mileage exceeded

Where the sum of the TPMs is in excess of the MPM, divide the sum of TPMs by the MPM, and surcharge in accordance with the table below. When dividing the sum of TPMs by the MPM the result of the calculation shall be truncated at 5 decimals; the result indicates the mileage percentage to be applied

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

EXAMPLE 1

Mileage calculation via indirect routing
Problem: Mileage calculation for an indirect routing from CAI to MIL via ZRH

Routing	Relevant miles	
CAI		
ZRH	CAI-ZRH	TPM 1705
MIL	ZRH-MIL	TPM 133
	Cumulative TPM:	1838
	MPM: CAI-MIL	1929

EXPLANATION
Since the total TPM (1838) is lower than the MPM between CAI-MIL (1929), no mileage surcharge applies. The fare is assessed according to Rules 2.5. - 2.13.

EXAMPLE 2

Mileage calculation via indirect routing
Problem: Mileage calculation for an indirect routing from OSL to GVA via CPH-FRA-PAR

Routing	Relevant miles	
OSL		
CPH	OSL-CPH	TPM 314
FRA	CPH-FRA	TPM 422
PAR	FRA-PAR	TPM 289
GVA	PAR-GVA	TPM 250
	Cumulative TPM:	1275
	MPM: OSL-GVA	1173

EXPLANATION
Since the total TPM (1275) is higher than the MPM between OSL-GVA (1173), a mileage surcharge is applicable.
The excess mileage table on the inside cover at the back of this book enables you to determine the applicable mileage surcharge by which the fare via this indirect routing must be multiplied.
In this case a 10% surcharge must be added to the applicable direct fare.

EXAMPLE 3

Mileage calculation for a return journey
Problem: Mileage calculation for an indirect journey from OSL via CPH - DUS - PAR - GVA - LON - CPH back to OSL (turnaround point - GVA)

	Routing	Relevant miles	
Out	OSL		
	CPH	OSL-CPH	TPM 314
	DUS	CPH-DUS	TPM 422
	PAR	DUS-PAR	TPM 289
	GVA	PAR-GVA	TPM 250
	LON	GVA-LON	TPM 466
	CPH	LON-CPH	TPM 594
	OSL	CPH-OSL	TPM 314
		Cumulative TPM: OSL-GVA	1275
		MPM: OSL-GVA	1173
In		Cumulative TPM: GVA-OSL	1374
		MPM: OSL-GVA	1173

EXPLANATION
In case of return journeys, the journey is divided into separate fare components for the outbound and inbound portions.
A separate mileage calculation must be done for each fare component.
The total TPM (1275) for the outbound component exceeds the MPM requiring 5% surcharge to be applied. The inbound fare component requires a 20% surcharge to permit travel via LON and CPH.

EXAMPLE 4

Mileage calculation via a routing for which a special two letter direction code applies
*Problem:*Mileage calculation for an indirect routing from VIE via LON - FRA - TYO. The portion FRA - TYO is flown via Siberia (TS).

Routing	Relevant miles	
VIE		
LON	VIE-LON	TPM 780
FRA	LON-FRA	TPM 396
TYO	FRA-TYO (TS)	TPM 5927
	Cumulative TPM:	7103
	MPM: VIE-TYO (TS)	6837

EXPLANATION
Since the passenger is travelling via Siberia, also the mileage and fare calculations are carried out with miles and fares via Siberia. The direction code is TS. As the TPM exceeds MPM, a 5% mileage surcharge is applicable.

2.4.2. Mileage exceptions

2.4.2.1. Europe - Japan, Korea: MPM deduction

When transportation is performed on 1 single flight coupon between Europe and China (excl. Hong Kong SAR, Macao SAR) and another single flight coupon between China (excl. Hong Kong SAR, Macao SAR) and Japan, Korea (Dem. Rep. Of), Korea (Rep. Of), the EH MPM must be reduced by 1,000 miles.

2.4.2.2. Area 1 - Rio de Janeiro/ Sao Paulo: TPM/ MPM provisions

With regard to travel wholly within Area 1 which originates, terminates or has a point of turnaround in Rio de Janeiro or Sao Paulo the following shall apply:
If the fare to or from Rio de Janeiro falls within the maximum mileage, and the fare for the same route to or from Sao Paulo exceeds the maximum mileage, the fare to and from the latter point need not be surcharged.
If the fare to or from Sao Paulo falls within the maximum mileage, and the fare for the same route to or from Rio de Janeiro exceeds the maximum mileage, the fare to and from the latter point need not be surcharged.
If the fare to or from Rio de Janeiro must be surcharged, the fare for the same routing to or from Sao Paulo need not take a higher surcharge (or vv.)

NOTE:

via AA: this provision only applies to fare components within Area 1

2.4.2.3. South Atlantic - Area 3: TPM provisions

For transportation between Argentina, Brazil, Chile, Paraguay, Uruguay and Area 3 where a passenger travels on a direct single flight coupon service from a point in Argentina, Brazil, Chile, Paraguay, Uruguay to Atlanta or Miami or Montreal or New York or Toronto or Washington and on a direct single flight coupon service from such point (i.e. arrival and departure city in North America must be the same) to a point in TC3 or vice versa, the mileage for these two sectors shall be deemed to be equal to the ticketed point mileage between the last point of departure in Argentina, Brazil, Chile, Paraguay, Uruguay to the first point of arrival in Area 3 or vice versa.

EXCEPTION: **via AA:** When travel is on a direct service from a point in South America and from Chicago/ Dallas/ Miami/ New York to a point in Area 3, the mileage for these two sectors shall be the TPM between the last point of departure in South America directly to the first point of arrival in Area 3 (v.v.) In addition, this provision will apply when Boston/ Chicago/ New York is the gateway to/ from a point in Area 3 and Dallas/ Miami is the gateway to/ from a point in South America if travel is via AA single plane service between Boston/ Chicago/ New York and Dallas/ Miami

2.4.2.4. South Atlantic - Europe/ Middle East: TPM provisions

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

EXCEPTION: **via AA:** When travel is on a direct service from a point in South America and from Chicago/ Dallas/ Miami/ New York to a point in Europe/ Middle East, the mileage for these two sectors shall be the TPM between the last point of departure in South America directly to the first point of arrival in Europe/ Middle East (v.v.) In addition, this provision will apply when Boston/ Chicago/ New York is the gateway to/ from a point in Europe/ Middle East and Dallas/ Miami is the gateway to/ from a point in South America if travel is via AA single plane service between Boston/ Chicago/ New York and Dallas/ Miami

EXAMPLE 1

Mileage calculation for an indirect routing between Europe and the South Atlantic Area when travel is via New York.

Routing		*Relevant miles*	
VIE	TPM	VIE-FRA	385
FRA	TPM	(FRA-NYC 3851)	
NYC	TPM	(NYC-RIO 4816)	
RIO	TPM	FRA-RIO	5948
BUE	TPM	RIO-BUE	1232
			7565
	MPM VIE-BUE		8838

EXPLANATION

As explained above, the direct TPM between FRA (last point in Europe) and RIO (first point in South Atlantic Area) can be applied. The total TPM is lower than the MPM between VIE-BUE and therefore the fare need not be surcharged.

EXAMPLE 2

How to arrive at missing TPM between the gateways:

Routing		*Relevant miles*	
RIO	TPM	RIO-BEL	1526
BEL	TPM	(BEL-MIA	2835)
MIA	TPM	(MIA-LON	4430)
LON	TPM	BEL-LON	5135
			6661
	MPM RIO-LON		6913
	MPM BEL-LON		6162

EXPLANATION

As no direct flights operate between Belem and London, no TPM is published. TPM can be calculated by dividing MPM by 1.20 (6162: 1.20 = 5135)

EXAMPLE 3

A journey from Montevideo to Riyadh via Santiago/ Chile - Toronto - Amsterdam - Paris - Frankfurt - Zurich - Rome - Athens.

The mileage of this routing is as follows:

MVD	SCL	849	
SCL	YTO	>	7597
YTO	AMS		
AMS	PAR		261
PAR	FRA		289
FRA	ZRH		178
ZRH	ROM		435
ROM	ATH		657
ATH	RUH		1627
			11893

As the Montevideo - Riyadh fare has a maximum mileage of 10948 miles, the above routing is not permitted at the direct fare; according Rule 2.4.1.2. a mileage surcharge of 10% is required.

Note that the TPM SCL-YTO (5373 miles) and YTO-AMS (3720 miles) are not considered but the direct published TPM SCL-AMS of 7597 miles is used.

2.4.2.5. Construction of normal fares to/ from interior points in Pakistan

When constructing through normal fares to/ from interior points in Pakistan by use of add-ons over Karachi and when transportation on the sector to/ from the interior Pakistani point and Karachi is on a single flight coupon, the following mileage rules will apply:

A the mileage for the entire fare component shall be assessed to/ from Karachi and the fare construction point in TC3 outside Pakistan

B if the routing to/ from Karachi requires a mileage surcharge such surcharge shall be applied to the through fare for the fare component to/ from the interior point in Pakistan and the fare construction point in TC3 outside Pakistan

EXAMPLE

Routing: LYP-KHI-HKG-BKK-SYD

Mileage deviation is only measured from KHI

TPMs:	KHI			
	HKG	2962		
	BKK	1049		
	SYD	4676	Total	8687
MPM:	KHI-SYD			8215
Mileage surcharge:				10M

the through fare LYP-SYD constructed by use of the add-on amount over KHI is surcharged by 10%

2.4.2.6. Ethiopian Government Order

See 2.4.5. Specified Routings

2.4.2.7. Canary Islands - Canada/ Mexico/ USA

via AA:

Applicable to fare components between the Canary Islands and Canada/Mexico/USA via Madrid. If a mileage surcharge is required, the surcharge to the direct fare shall be the surcharge applicable to/from Madrid only, if resulting in a lower percentage than the normal surcharge to the direct fare to/from the Canary Islands.

EXAMPLES:

- if a fare requires a 10% surcharge to the Canary Islands, but only 5% to Madrid, only a 5% surcharge will apply to the fare component to the Canary Islands
- if a fare requires a 5% surcharge to the Canary Islands, but Madrid requires 10%, only the 5% surcharge will apply to the fare component to the Canary Islands

2.4.3. Extra mileage allowance (EMA)

- A special mileage calculation procedure applies to define indirect routings. A ticketed point mileage deduction is permitted if:
  1. the fare construction points correspond to the cities under 'between/ and'
  2. travel is via the city(ies) under 'Via'. Additional intermediate ticketed points may be added to the routing.
- The total ticketed point mileage between the fare construction points is then reduced by the amount shown in the line: 'Mileage deduction'. Only 1 deduction is permitted in the same fare component. This new TPM amount is compared to the maximum permitted mileage to establish a possible mileage surcharge.
- Only one TPM deduction per fare component is permitted.

NOTE: in the following Tables;
"-" means "and/ or"
"/" means "or"

2.4.3.1. Area 1 EMA

Between	And	Via	TPM Deduction
Buenos Aires/ Montevideo	Canada/ Mexico/ USA	Rio de Janeiro-Sao Paulo with no stopover at either point	510
Buenos Aires/ Montevideo	Caracas	Wholly within South America	400

2.4.3.2. Area 2 EMA

2.4.3.2.1. Between Europe and the Middle East

Between	And	Via	TPM Deduction
Europe	Iran (except Tehran)	Tehran	100
Budapest	Middle East	a point in Europe other than in Hungary	100

2. Application of Tariff

2.4.3.3. Area 3 EMA

Between	And	Via	TPM Deduction
Osaka/ Tokyo	Denpasar Bali	via Jakarta with no stopover; no additional intermediate points between Jakarta and Denpasar Bali	70
Area 3 (except when travel is wholly within Afghanistan, Bangladesh, Bhutan, Maldives, Pakistan, India, Nepal and Sri Lanka)	A point in Area 3	via both Mumbai and Delhi, or via both Islamabad and Karachi	700
Area 3 (except when travel is wholly within Afghanistan, Bangladesh, Bhutan, Maldives, Pakistan, India, Nepal and Sri Lanka)	Mumbai	Delhi	700
Area 3 (except when travel is wholly within Afghanistan, Bangladesh, Bhutan, Maldives, Pakistan, India, Nepal and Sri Lanka)	Delhi	Mumbai	700
Area 3 (except when travel is wholly within Afghanistan, Bangladesh, Bhutan, Maldives, Pakistan, India, Nepal and Sri Lanka)	Karachi	Islamabad	700
Area 3 (except when travel is wholly within Afghanistan, Bangladesh, Bhutan, Maldives, Pakistan, India, Nepal and Sri Lanka)	Islamabad	Karachi	700

2.4.3.4. Area 12 via the Atlantic EMA

Between	And	Via	TPM Deduction
Alberta/ British Columbia/ Yukon	Europe	via St. Johns - Halifax - Montreal - Ottawa - Toronto	400
Canada/ Mexico/ USA	South Africa	Tel Aviv	660
Cancun	Europe	Mexico City	550
Merida	Europe	Mexico City	150
Mid Atlantic Points except Bahamas/ Bermuda	Fuerteventura/ Gran Canaria/ Lanzarote/ San Sebastian de la Gomera / Santa Cruz de la Palma/ Tenerife/ Valverde	via Europe other than Fuerteventura/ Gran Canaria/ Lanzarote/ San Sebastian de la Gomera/ Santa Cruz de la Palma/ Tenerife/ Valverde	1300
New Brunswick/ Newfoundland/ Nova Scotia/ Prince Edward Island	Europe	via Boston - Montreal - Ottawa - Toronto	1500
New Brunswick/ Nova Scotia/ Prince Edward Island	Israel	via Halifax - Montreal - Toronto	500
Newfoundland	Israel	via St. Johns - Halifax - Montreal - Toronto	1600
Newfoundland	Europe	via Halifax	700

2.4.3.5. Area 23 EMA

Between	And	Via	TPM Deduction
Europe	Australia	Harare-Johannesburg	518
Europe	South Asian Subcontinent	via both Mumbai and Delhi	700
Europe	Mumbai	Delhi	700
Europe	Delhi	Mumbai	700
Middle East	TC3 (except South West Pacific)	via both Mumbai and Delhi, or via both Islamabad and Karachi	700
Middle East	Mumbai	Delhi	700
Middle East	Delhi	Mumbai	700
Middle East	Karachi	Islamabad	700
Middle East	Islamabad	Karachi	700

2.4.3.6. Area 31 via the Pacific EMA

Between	And	Via	TPM Deduction
USA (except Hawaii)/ Canada	Area 3	Hawaii - for North/ Central Pacific fares only	800

2.4.4. Routing References - Application of specified routings

See Routings at back of Fares Book. The routings in this Passenger Air Tariff show indirect routings indicating stopover and/ or ticketed transfer points. Intermediate points may be omitted if a more direct routing is used, and no additional point is added. However, notes governing the indirect routing are applicable also to the more direct route.
Route options are shown in one direction only. For travel in the opposite direction they must be read in the reverse direction

2.4.5. Specified routings

The specified routings mentioned below shall be permitted at the direct fare (Rules 2.9.1. do not apply) provided that:
- the fare between the points named is applied and is permitted without surcharge
- the route is via the points specified
- an intermediate point may be omitted but no additional points may be added

See also Rule 2.4.4. for other routing options.

2.4.5.1. Area 1 - Specified Routings

Between	And	Via
Asuncion	Bogota/ Guayaquil/ Mexico/ Quito	BUE/ RIO/ SAO
Brasilia	Atlanta/ Baltimore/ Boston/ Chicago/ Mexico City/ Miami/ Montreal/ New York/ Philadelphia/ Ottawa/ Toronto/ Washington	Rio de Janeiro/ Sao Paulo
Buenos Aires	Guayaquil/ Quito/ San Jose	Rio de Janeiro/ Sao Paulo / Bogota
Cancun	A point in Colombia/ Quito / Guayaquil	Mexico City / Miami
Quito	Aruba	Caracas / Bogota
Quito	Rio de Janeiro/ Sao Paulo	Caracas
Salvador	Baltimore/ Montreal/ New York/ Ottawa/ Philadelphia/ Washington	Rio de Janeiro/ Sao Paulo
Quebec City/ Rouyn Noranda/ Sept-Iles/ Val d'Or	Bermuda	Montreal - Toronto
A point in New Brunswick/ Nova Scotia/ Prince Edward Island	Antigua/ Bahamas/ Barbados/ Bermuda/ Cuba/ Dominican Republic/ French Antilles/ Haiti/ Jamaica/ St. Lucia/ Trinidad and Tobago	i) Montreal - Toronto ii) Halifax - Montreal - Toronto
A point in Newfoundland and Labrador	Antigua/ Bahamas/ Barbados/ Bermuda/ Cuba/ Dominican Republic/ French Antilles/ Haiti/ Jamaica/ St. Lucia/ Trinidad and Tobago	St Johns - Halifax - Montreal - Toronto
Montreal/ Ottawa	Bermuda	Halifax/ Toronto
A point in Canada	Asuncion/ Montevideo	i) Toronto - Rio de Janeiro ii) Toronto - Sao Paulo
A point in Canada	Lima	i) Toronto - Mexico City ii) Toronto - Bogota
A point in Canada	A point in Argentina	i) Toronto - RIO/ BUE ii) Toronto - Sao Paulo/ Buenos Aires iii) Toronto - MEX - BUE iv) Toronto - Bogota - Buenos Aires
A point in Canada	A point in Chile	i) Toronto - Rio de Janeiro/ Santiago ii) Toronto - Sao Paulo/ Santiago iii) Toronto - Mexico City - Santiago iv) Toronto - Bogota
NOTE: 1 No stopovers permitted		

2.4.5.2. Area 2 - Specified Routings

2.4.5.2.1. Europe - Middle East

Between	And	Via
Aden/ Sanaa	Bucharest/ Budapest/ Kiev/ Moscow/ Sofia	Frankfurt/ London (Note 1)
Alghero/ Ancona/ Bari/ Brindisi/ Cagliari/ Catania/ Florence/ Lamezia-Terme/ Naples/ Olbia/ Palermo/ Perugia/ Pescara/ Pisa/ Reggio Calab/ Rome	a point in the Middle East	Milan
Alghero/ Ancona/ Bari/ Brindisi/ Cagliari/ Catania/ Florence/ Lamezia-Terme/ Milan/ Naples/ Olbia/ Palermo/ Perugia/ Pescara/ Pisa/ Reggio Calab	a point in the Middle East	Rome
NOTE: 1 No stopovers permitted		

2.4.5.2.2. Within Middle East

Between	And	Via
Cairo	Dammam	Jeddah - Riyadh
Cairo	Riyadh	Jeddah
Dubai	Mashad/ Isfahan/ Zahedan/ Shiraz	Tehran
Hofuf	Cairo/ Damascus	Riyadh
Riyadh	Amman/ Beirut/ Damascus	Dammam

2. Application of Tariff

2.4.5.2.3. Within Africa

Between	And	Via
Blantyre	Harare/ Johannesburg	Lilongwe (Note 1)
Francistown	Johannesburg	Gabarone
Johannesburg	Mombasa	Nairobi
Kilimanjaro	Mombasa	Nairobi

NOTE:
1 No stopovers permitted

2.4.5.2.4. Europe-Africa

Between	And	Via
Points in Europe	Benghazi/ Tripoli	points in Italy/ Malta (Note 1)

NOTE:
1 No stopovers permitted, passengers and baggage must be throughbooked/ checked. Absorption of passenger expenses in Italy/ Malta not permitted.

2.4.5.3. Area 3 - Specified Routings

Between	And	Via
Adelaide	Jakarta	Sydney
Beijing	Fukuoka	Shanghai
Beijing	Nagasaki	Shanghai
Beijing	Osaka	Shanghai - Nagasaki (Note 2)
Beijing	Tokyo	Shanghai - Nagasaki - Osaka (Note 1)
Beijing	Sendai	Shanghai - Osaka (Note 3)
Colombo	Lahore	Karachi
Delhi	Nagoya/ Osaka/ Tokyo	Bangkok
Hong Kong	Kuala Lumpur	Kota Kinabalu/ Manila
Hong Kong	Singapore	Manila
Karachi	Seoul	Bangkok/ Manila - Tokyo
Kathmandu	Hong Kong	Bangkok
Kolkata	Hong Kong / Taipei	Bangkok
Kota Kinabalu	Taipei	Hong Kong
Sapporo	Seoul	Nagoya/ Tokyo
Tokyo	Faisalabad/ Karachi/ Islamabad/ Lahore/ Multan/ Peshwar	Manila - Bangkok

NOTES:
1 Only 1 stopover permitted at Shanghai/ Nagasaki/ Osaka.
2 Only 1 stopover permitted at Shanghai/ Nagasaki.
3 Only 1 stopover permitted at Shanghai/ Osaka.

2.4.5.4. Between Areas 1 and 2 via Atlantic - Specified Routings

Between	And	Via
Montreal/ Ottawa	Bologna/ Florence/ Genoa/ Milan/ Pisa/ Trieste/ Turin/ Venice/ Verona	Toronto - Rome
Montreal/ Ottawa	Bologna/ Florence/ Genoa/ Trieste/ Turin/ Venice/ Verona	Toronto - Rome

2.4.5.5. Between Areas 2 and 3 - Specified Routings

Between	And	via
Tehran	Lahore	Karachi
Tehran	Peshawar	Karachi
Tehran	Guangzhou, Taipei, Bangkok, Hong Kong SAR	Kuala Lumpur
Japan / Korea / China (excluding Hong Kong SAR, Macao SAR), Hong Kong SAR, Macao SAR	Mashad	Tehran (EH)
Cairo	Tokyo	Bangkok - Manila
Cairo / Sanaa	Beijing	Bangkok
Kuwait	Tokyo	Bangkok/ Manila

2.4.5.6. Between Areas 1 and 3 via Pacific - Specified Routings

Between	And	Via
Seattle, WA	Japan	Los Angeles/ San Francisco

2.5. Fare construction

2.5.3. Pricing unit concept

A pricing unit is essentially a fare which is capable of being sold independently of any other fare. The pricing unit concept provides the opportunity to price multiple stopover journeys in alternate ways. EXAMPLE: a journey PAR-TYO-SYD-surface-TYO- PAR can be assessed either as a OW PAR-SYD (via TYO) plus a OW TYO-PAR (in the direction from PAR), or as a RT PAR-TYO plus a OW TYO-SYD. The lower fare obtained by the two methods would be used, subject to any minimum fare checks.

2.5.8. Comparing fares with global indicators

A In applying Global Indicators (GI) the following applies:

1 the comparison of the itinerary of a fare component with a GI is based on the ticketed points within the fare component and not on the operation of the flights

2 fares may only be used for the GI for which they are established

The itinerary within a fare component will attract a Global Indicator as follows:

FARE COMPONENT	AND	GI	Routing Restriction
Within Area 1		WH	
Within Area 2		EH	
Within Area 3		EH	
Between Area 1	Area 2 via Atlantic	AT	
Between Area 1 (except Argentina, Brazil, Chile, Paraguay, Uruguay)	Area 3 via Atlantic	AT	
Between Argentina, Brazil, Chile, Paraguay, Uruguay	Area 3 (except South East Asia via the Atlantic)	AT	
Between Argentina, Brazil, Chile, Paraguay, Uruguay	South East Asia via the Atlantic	AT	if travel is via Central Africa, Southern Africa Indian Ocean Islands then travel must also be via a point(s) in TC2 outside Central Africa, Southern Africa, Indian Ocean Islands
Between Argentina, Brazil, Chile, Paraguay, Uruguay	South East Asia via the Atlantic	SA	via point(s) in Central Africa, Southern Africa, Indian Ocean Islands only or via direct services
Between Area 1	Area 3 (except South West Pacific)	PA	not applicable for routings on non-stop services between Canada/USA and South Asian Subcontinent
Between Area 1 (except Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela)	South West Pacific	PA	
Between Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela	South West Pacific	PA	not via North America
Between Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela	South West Pacific	PN	must be via North America but not via Area 3 except South West Pacific
Between Area 2 (except Russia in Europe, Ukraine)	Area 3	EH	not for routings on non-stop services between Europe and Japan, Korea (Dem. Rep. of), Korea (Rep. of)
Between Russia (in Europe), Ukraine	Area 3	EH	not for routings on non-stop services between Europe and Japan, Korea (Dem. Rep. of), Korea (Rep. of); only for routings via another country(ies) in Europe (except Russia in Europe, Ukraine) and/ or Middle East
Between Area 2 (except Russia in Europe)	Area 3	TS	only for routings on non-stop services between Europe and Japan, Korea (Dem. Rep. of), Korea (Rep. of)
Between Russia (in Europe)	Area 3	TS	only for routings on non-stop services between Europe and Japan, Korea (Dem. Rep. of), Korea (Rep. of); via another country(ies) in Europe
Between Russia (in Europe)	Area 3	RU	only for routings on non-stop services between Russia (in Europe) and Japan, Korea (Dem. Rep. of), Korea (Rep. of); not via another country(ies) in Europe
Between Russia (in Europe), Ukraine	Area 3	FE	only for routings on non-stop services between Russia (in Europe), Ukraine and Area 3 other than Japan, Korea (Dem. Rep. of), Korea (Rep. of)
Between Area 2	Area 3 via the Atlantic and Pacific	AP	

B if there is no fare with the GI identified by the routing travelled, the fare is constructed in accordance with the lowest combination principle

EXAMPLE

Routing: ACC-FRA-MOW-TYO-MNL

Through fare:	based on fare component ACC-MNL. EH or TS: the itinerary of the fare component dictates that a TS fare should be applied
Fare Construction:	if there is no through TS fare the fare must be broken at FRA or MOW or TYO (if a TS fare exists) whichever gives the lower amount

C if a fare component can attract more than one GI the routing of the flights must be used to determine the GI e.g. SIN-NYC - options via PA or via AT

2. Application of Tariff

2.6. Construction rules for journeys

A For the purpose of this rule, except Rule 2.8.2. (limitations on indirect travel), the following will be considered as one country:
- Canada and USA.
- Denmark, Norway and Sweden

B To establish unpublished fares, see Rule 2.5.6.2.
C For rules applicable to fares expressed as a percentage of another fare, see Rule 2.5.7.
D Combination of international fares and normal/ special fares within the USA is permitted, see Rule 2.11.4.

2.6.1. How to determine the fare for a journey

A The fare for a journey (excluding side trips assessed separately) is the lowest of:
- a single pricing unit for the journey; or
- any series of end-on combined pricing units which collectively comprise the journey being travelled

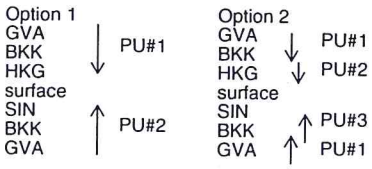
B To determine the fares for a series of end-on combined pricing units using normal fares refer to the flow chart in Rule 2.6.2.
C Fares may only be constructed over ticketed points in the passenger's itinerary. The addition of points into in the itinerary is not permitted, provided this does not apply to add-on construction points
EXCEPTION: see Rule 2.11.4. (Combination of USA domestic fares with international fares)

2.6.1.1. "Slicing and dicing" an itinerary

A The application of the pricing unit concept depends on the itinerary. It is necessary to travel over a common point/ country more than once in order to be able to "slice and dice" the itinerary. The terminology "slice and dice" is used to describe how you segment an itinerary into separate pricing units. If this occurs the itinerary is assessed as a single price (pricing unit) and where separate pricing units can be assessed these are calculated and the sum of the pricing units compared to the fare for the entire journey - the lower amount being charged. it is sometimes possible that an itinerary will allow a number of different pricing unit calculations. In all cases it is the lowest of the possibilities that is applied.
B In order to ensure that simple RT or CT journeys are not broken into a series of OW pricing units, any Journey or Subjourney which is by definition a RT or circle trip must use half RT fares.
C Based on the normal flow chart in Rule 2.6.2., given below are some examples of how an itinerary can be "sliced and diced". These exercises are only to illustrate how to "slice and dice" an itinerary - they do not address fare calculations.

EXAMPLE 1

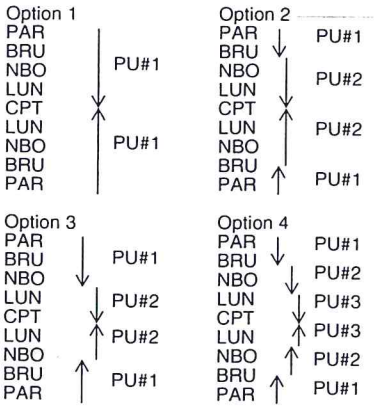
Travel GVA-BKK-HKG surface SIN-BKK-GVA



Option 1: calculation has two pricing units
PU#1 - a one way subjourney (OW fare GVA-HKG)
PU#2 - a one way subjourney (OW fare GVA-SIN)
Option 2: calculation has 3 pricing units
PU#1 - a return subjourney (RT fare GVA-BKK)
PU#2 - a one Way subjourney (OW fare BKK-HKG)
PU#3 - a one way subjourney (OW fare BKK-SIN)
The cheaper calculation would be charged to the consumer.

EXAMPLE 2

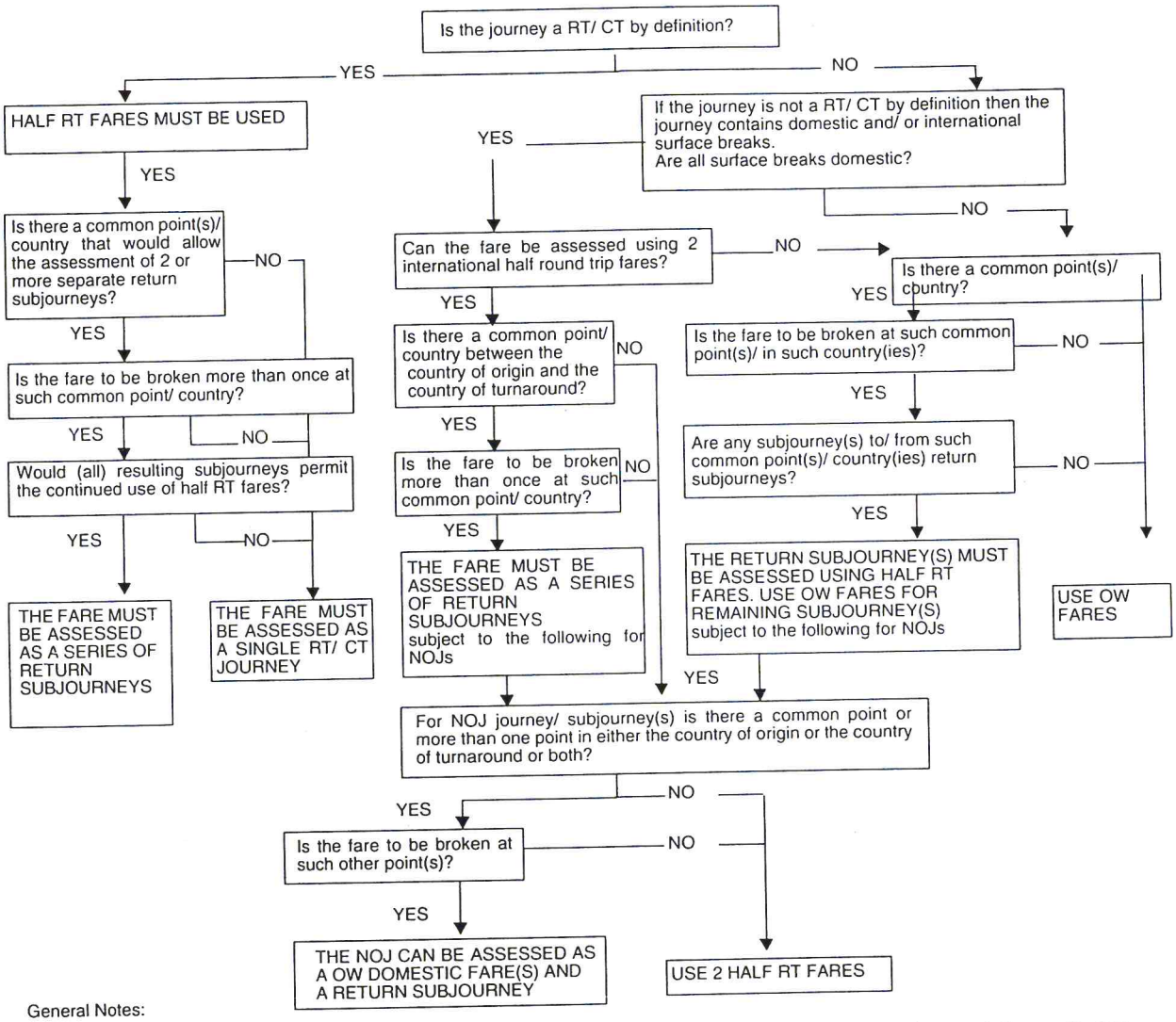
Travel:
PAR-BRU-NBO-LUN-CPT-LUN-NBO-BRU-PAR



The above pricing units will quote half RT fares. These are not the only options - there are also other permutations of return subjourneys that can be used. They can all be used in order to achieve the lowest combination possible. Because the journey is by definition a RT. one way fares cannot be used.

2.6.2. Normal fare flow chart

To assist in deciding how a normal fare itinerary can be "sliced and diced", a flow chart has been developed as a guide.



General Notes:

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

2.6.3. How to assess a journey

2.6.3.1. RT, CT, OJ journeys

A If the routing of the journey is determined as fulfilling the definition of a RT, CT or OJ, the pricing unit must be assessed as a RT, CT or OJ as applicable and must use half RT fares; the use of OW fares is not permitted.

B For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart.

EXAMPLE

Travel LON-MIL-STO-LON
Construction

LON-MIL	½ RT)	
MIL-STO	½ RT)	1 pricing unit
LON-STO	½ RT)	

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

2.6.3.1.1. RT, CT, OJ journeys with common point/ country

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

EXAMPLE

Travel HEL-BKK-TYO-SEL-TYO-BKK-HEL
Construction could be

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

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

EXAMPLE

Travel NYC-LON-JNB-MAN-NYC
Construction could be

NYC-LON	½ RT)	
NYC-MAN	½ RT)	1 pricing unit
LON-JNB	½ RT)	
MAN-JNB	½ RT	1 pricing unit

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

C if travel between such fare break points would require the use of OW fares, this is not permitted

EXAMPLE

Travel NYC-LON-RIO-JNB-MAN-NYC
Construction could not be

NYC-LON	½ RT)	)	
NYC-MAN	½ RT)	)	
LON-RIO	OW	)	not possible
RIO-JNB	OW	)	
MAN-JNB	OW	)	

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

2. Application of Tariff

2.6.3.1.2. Fare direction for RT, CT, OJ journeys

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

NOTE: except for RT pricing units, fare components between Canada and USA and within the area of Denmark, Norway, Sweden are assessed in the direction of travel.

EXAMPLE

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

	FRA-JNB	RT	1 pricing unit
or			
	FRA-MAD	RT	1 pricing unit
	MAD-JNB	RT	1 pricing unit
			Total of 2 pricing units

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

2.6.3.1.3. OJ journeys - alternative option for assessment

A If the routing of the journey is determined as fulfilling the definition of a normal/ special fare OJ, the pricing unit is assessed as two half round trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or both, the fare may alternatively be assessed as a return subjourney from/ to the common point(s) or other points and a one way subjourney(s) for the domestic sector(s)

B In the case of the alternative pricing option, when an open jaw is sliced and diced to form a mixture of pricing units, the one way pricing unit must be assessed using one way fares and the return subjourney must be assessed using half round trip fares.

EXAMPLE 1

Travel: KHH-TPE-SIN-TPE
Construction could be:

	KHH-SIN	½ RT)	
	TPE-SIN	½ RT)	1 pricing unit
or			
	KHH-TPE	OW	1 pricing unit
	TPE-SIN	RT	1 pricing unit
	whichever is the lower		

EXAMPLE 2

Travel: KHH-TPE-JKT-DPS XXX JKT-TPE
Construction could be:

	KHH-DPS	½ RT)	
	TPE-JKT	½ RT)	1 pricing unit
or			
	KHH-TPE	OW	1 pricing unit
	TPE-JKT	RT	1 pricing unit
	JKT-DPS	OW	1 pricing unit
or			
	KHH-TPE	OW	1 pricing unit
	TPE-DPS	½ RT)	
	TPE-JKT	½ RT)	1 pricing unit
or			
	KHH-JKT	½ RT)	
	TPE-JKT	½ RT)	1 pricing unit
	JKT-DPS	OW	1 pricing unit
	whichever is the lower		

EXAMPLE 3

Travel: GLA MAN ROM LON
Construction could be:

	GLA-ROM	½ RT)	
	LON-ROM	½ RT)	1 pricing unit
or			
	GLA-MAN	OW	1 pricing unit
	MAN-ROM	½ RT)	
	LON-ROM	½ RT)	1 pricing unit

2.6.3.2. OW journeys

A If the routing of a journey is determined as not fulfilling the definition of round trip or circle trip, it shall be assessed as follows, subject to the routing

1 as a one way journey
2 as a series of one way subjourneys
3 as a round trip, or circle trip journey with the surface sector assumed flown
4 if there is a common point/ country - as a mix of one way subjourney and a return subjourney subject to Rule 2.8.)

B the OW journey and OW subjourneys must be assessed using OW fares; the use of half round trip fares is not permitted

EXAMPLE 1

Travel: PAR-ATH
Construction:

PAR-ATH	OW		1 pricing unit

- does not qualify for RT, CT or NOJ.

EXAMPLE 2

Travel: PAR-BKK-VIE-ROM
Construction could be:

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

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

EXAMPLE 3

Travel: STO-NBO XXX SEZ-NBO-STO
Construction could be:

	STO-NBO	OW	1 pricing unit
	STO-SEZ	OW	1 pricing unit
or			
	STO-NBO	RT	1 pricing unit
	SEZ-NBO	OW	1 pricing unit
or			
	STO-SEZ	RT	1 pricing unit

C fares are assessed in the direction of travel, except that when a pricing unit for a one way subjourney terminates in a country from which a previous pricing unit has been assessed, the fare for the one way subjourney into such country is assessed from such country, i.e. not in the direction of travel

EXAMPLE

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

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

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

D For OW subjourneys, when the respective countries of both origin and destination points of a OW pricing unit have been used for the assessment of a previous pricing unit, the direction of the last pricing unit will be assessed in the reverse direction of travel.

EXAMPLE

Travel: GVA-JED-ATL-RIO-ZRH-RUH where OW fares are used for each sector. Since both Saudi Arabia and Switzerland have been used for the assessment of the previous pricing unit, direction of the pricing unit ZRH-RUH shall be from RUH to ZRH.

2.7. Construction rules for individual pricing units

For the purpose of this rule, the following are considered as one country:

- Canada and USA.
- Denmark, Norway and Sweden

2.7.1. One way pricing units

OW fares must be used for OW pricing units (the use of half RT fares is not permitted). Each OW pricing unit is also considered a OW fare component applying the following minimum checks:

2.7.1.1. OW backhaul check (BHC)

A The BHC applies only when using normal or special one way fares

B If there is a higher rated intermediate stopover point in a fare component, the fare for such component shall be the higher of either:

1 the applicable fare between the fare construction points (for the end-to-end component), or
2 the direct fare from the origin point of the fare component
- to the highest rated intermediate stopover point,
- *plus* the difference between such fare and the direct fare from origin to destination of the component.

C ***EXCEPTIONS***

1 The BHC does not apply to any point which has been excluded from the HIP fare check, provided the conditions of the exclusion are met.
2 The BHC does not apply for
- journeys wholly within Area 1
- journeys wholly between Argentina, Brazil, Chile, Paraguay, Uruguay and Area 2
- pricing units wholly within Europe

D via AA: The BHC is not required if the itinerary qualifies for half RT fares, and contains no more than 2 international fare components. Also, the check is not required on any component which has been fared using half of a RT special fare.

EXAMPLE

Travel: A—B—C—D

Fares	
A to B	
A to C	NUC 50
A to D	150
B to C	140
B to D	175
	160
Fare Calculation	
Constructed fare: B to C	NUC 175 (HIP)
or	
Minimum fare: A to C	NUC 150 plus
the difference between A to C and A to D	=10
Total:	NUC 160

Applicable Fare: NUC 175 (since this amount is the higher of the two fare calculations).

2.7.1.2. Directional minimum check (DMC)

A DMC Application:
The DMC applies only to one way pricing units to/ from/via Japan when the traffic document is issued outside the country of commencement of travel. For purposes of this rule, Scandinavia is considered as one country. Moreover, the place of traffic document issuance (ticket/MCO/MPD) is considered the same as the original place of sale.

1 The applicable fare to be charged must not be less than the direct route OW fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within each fare component.

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

B Special OW fare components

1 One fare component: the applicable fare to be charged must not be less than the highest OW direct route fare of the same type in either direction between any ticketed points within the component. If there is no special fare of the same type, the next higher one way fare is used

NOTE: 'Fare of the same type' is as shown in Rule 2.9.3.

2 more than one fare component: apply the rule in 1 above to each fare component

C Applicable fares

The fares to be used for the DMC check are those applicable on the date of commencement of the outbound travel. In the case of seasonal fares, use those fares applicable on the date which determines the seasonal level to be used. This rule applies in each fare component.

D Unpublished fares

When no fare is available between two ticketed points for the DMC check, the fare will be established over an intermediate ticketed point according to the provisions of Rule 2.5.6.2..

EXAMPLE

Fare Component: AAA—BBB—CCC—TYO
Fares between ticketed points (in NUC)

AAA to BBB	240	BBB to AAA	280
AAA to CCC	No fare	CCC to AAA	No fare
AAA to TYO	700	TYO to AAA	650
BBB to CCC	450	CCC to BBB	460
BBB to TYO	560	TYO to BBB	510
CCC to TYO	160	TYO to CCC	120

Construct the unpublished fare for the DMC Check AAA—CCC:

1. Actual direction: AAA BBB + BBB CCC = 690.
2. In opposite direction: CCC BBB + BBB AAA = 740.

E *EXCEPTIONS*

The DMC check does not apply for:

1 Traffic documents issued in TC1 for journeys commencing in TC1.

2 Traffic documents issued in the country from which the journey commences. (Note: Scandinavia is considered as one country).

3 Traffic documents issued in Canada, USA, US Territories for journeys to Canada, USA, US Territories.

4 Sales in USA/US Territories for fare components between foreign points

5 When the journey originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo (Brazzaville), Cote d'Ivoire, Equatorial Guinea, Gabon, Mali, Niger, Senegal, Togo and the traffic document is issued in these countries.

6 **via CI:** Fare components priced at CI routing fares.

F OW pricing units raised to OSC

If a OW pricing unit which meet the criteria shown in A above is merged with another OW pricing unit(s) by the One Way Subjourney Check (OSC), the new single pricing unit is subject to an expanded DMC.

2.7.2. Round trip pricing units

A **Definition of a round trip (RT):**

Travel entirely by air from a point to another point and return to the original point, comprising two half round trip fare components only. The applicable half RT fare for each component, measured from the point of unit origin, is the same for the routing travelled.

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 RT.

EXCEPTION: The definition for round trip does not apply to round the world travel.

B The reference in the round trip definition to "two fare components only" does not preclude fares for end-on combination or side trips paid for separately being shown on the same ticket

C Unless otherwise specified, where a RT fare is not published, the fare for a RT is twice the outbound one way fare

D RT fares which by their own terms are combinable, may be used with other fares on the basis of the half RT fare (instead of the OW fare).

EXCEPTIONS:

1 **via AA:** round trip means travel from one point and return to the same point comprised of no more than two fare components, for which the same mileage surcharge and/ or higher intermediate point city pair applied to both the outbound and return fare components. Class of service, seasonality, midweek and weekend fare differences are not considered in the application of this definition. This definition does not apply to around the world journeys.

2 **via KE/ MH:** round trip is equivalent to return journey:
- Travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or
- Travel from one point to another and return by an air route different from that used outbound, for which the same normal, through, one way fare is established.

2.7.2.1. Country of payment check (COP)

See also Rule 11.4. for list of participating airlines/ countries.

The COP applies to round or circle trip normal fare pricing units for which the traffic document is issued outside the country of commencement of travel. When travel is to or via the country in which the traffic document is issued, the total fare of the pricing unit (excluding any class differentials/ surcharges) shall in no event be less than the highest direct RT fare from any ticketed point in the country in which the traffic document is issued to any ticketed point in the pricing unit.

The country of payment check (COP) is implemented only by the national carriers who have filed for the use of such check in their countries. Other carriers serving a country where such action has been taken by the national carrier may elect to apply the same procedure. Those who are known to have done so are indicated in Rule 11.4. However this is not necessarily a complete list of carriers and it is recommended to check with any ticketing carrier not mentioned. The COP was formerly known as the "local currency minimum fare check".

NOTES:

1 When travel is wholly within Europe this rule does not apply in ECAA for journeys between countries in the ECAA.

2 Where more than one normal fare is published for the carrier and class of service used, the lower/ lowest fare may be applied for this check

3 COP shall be calculated in NUCs.

2.7.3. Circle trip pricing units

Definition of a circle trip (CT)

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

B Special fares: Travel from a point and return thereto by a continuous, circuitous air route, comprising only two international fare components which do not meet the conditions of the round trip definition.

EXCEPTION: **via AA:** Circle Trip means travel from a point and return by a circuitous, continuous air route. A break in the circle may be travelled by any other means of transportation without prejudice to the circle trip

2.7.3.1. Circle trip construction

A The applicable fare for a CT shall be the lowest combination of half RT fare components for sections of the itinerary starting the calculation from the unit origin.

B All fare components shall be applied in the direction of travel.

EXCEPTION: Any fare component terminating in the country of unit origin is applied in the direction from that country.

2.7.3.2. Circle trip minimum check (CTM)

2.7.3.2.1. General application

A The applicable fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) must not be less than the direct route normal or special RT 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.

B Different global indicators (GIs)

1 When there are RT fares with different global indicators from the point of unit origin to any stopover point, the fare to be used for the CTM is the fare applicable to the flown itinerary.

2 When the flown itinerary includes different global indicators (including round the world travel), the fare must not be less than the lower of such RT fares from the point of unit origin

NOTE: only direct route fares between the two points with the appropriate GIs are to be used. If there is no direct route fare with the appropriate GIs or there is no GI for the routing then it is not necessary to construct such fares and the CTM will be made on available fares

EXAMPLE 1

Journey HKG-MOW-IST-PAR-x/ SEL-HKG

Fare components

HKG		
MOW		
IST	M	
PAR	1500	(EH)
x/ SEL	M	
HKG	1450	(TS)

Total CT NUC 2950

CTM Check

After identifying the RT fares from HKG to all stopover points based on the routing flown outbound and inbound, delete the higher of the two fares.

HKG-MOW	(FE)RT	1600	(TS)RT	~~2000~~
HKG-IST	(EH)RT	3000	(TS)RT	~~4200~~
HKG-PAR	(EH)RT	~~3000~~	(TS)RT	2900

Among the remaining lower RT amounts, quote the highest (HKG-IST RT 3000) as the minimum fare and compare to the CT total. As this is higher, the CT is raised to NUC 3000.

EXAMPLE 2

Journey LON-HKG-YVR-NYC-LON

Fare Construction 1/ 2 RT LON-HKG (EH) plus 1/ 2 RT LON-HKG (AP)

Fares to be used for the check

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

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

C When RT fares from the point of unit origin to any stopover point differ according to carrier(s) used outbound and inbound, the fare to be used for the CTM is the lower of such RT fares

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

E Special Fares: If no qualifying special fare is available to a higher rated normal fare stopover point, the fare for the PU must not be less than the direct RT normal fare to the higher rated point for the class of service used.

F ***EXCEPTIONS***

1 The CTM check is not required for an en route point which has been excluded from the HIP check provided the conditions of the exclusion are observed. Consequently, en route points within a specified routing are excluded from the CTM check.

2 For special fares: only: The CTM check need not apply for points which have passed the HIP check and have not qualified to be a HIP point.

G Unpublished fares: subject to Rule 2.5.6.2., when no fare is published and it is necessary to establish a fare for the CTM check, the following provisions apply

1 the fare will be the lowest combination of RT fares over any intermediate ticketed point from the point of unit origin for the lowest class of service used

2 the constructed fare will be considered a 'direct route fare' and must be shown on the ticket as 'C/ '

EXAMPLE

Pricing Units 1: A-B-C-D-A
2:A-D-C-B-A (Reverse Direction)

PU 1 Fares in NUC		PU 2 Fares in NUC:	
A to B	50	B to A	45
B to C	40	C to B	50
C to D	60	D to C	90
D to A	90	A to D	50
No fares A to C		No fares A to C	

Circle Trip Minimum Check:

I A to B NUC 50 + B to C NUC 40
Total NUC 90 x 2 Total RT NUC 180

II A to B NUC 50 + B to C NUC 40
Total NUC 90 x 2 Total RT NUC 180

Fare Construction: A-B + B-D + A-D (using 1/ 2 RT fares)

Unpublished Fare: A-C

- For the purposes of the CTM check, the fare for A-C will be established as the lower of A-B RT plus B-C RT or A-D RT plus D-C RT.

2.7.3.2.2. CTM exceptions by carrier

via AA

A The fare for a circle trip journey must not be less that the highest direct round trip fare from the point of origin of the journey to all stopover points on the itinerary for the lowest class of service charged via the applicable global indicator, and regardless of the number of subjourneys used to construct the fare for the journey.

B When fares charged from the point of origin to stopover points differ according to carrier(s) global indicators, the fare to be used for the check must be the lower of such carriers/ global indicator fares.

C Ignore inventory/ routing/ stopover restrictions/ transfer restrictions when determining the direct fare.

D A CTM for special fares is calculated using fares of the same type as those charged in the itinerary. Special fare types are: RT APEX, OW Apex, Instant Purchase/ Public Excursion (PEX), Budget and Excursion.

EXCEPTIONS:

The CTM is not applied to:

1 Point(s) on the journey permitted to be disregarded by the HIP rule

2 (for special fare CTM check) to a point(s) on the itinerary which has no special fare of the same type as that charged in the itinerary

3 if an itinerary consists entirely of end-on-end round trips

4 End-on-end special fares

5 An itinerary that contains a mixture of normal and special fares

6 A connecting point(s) that is a fare break point(s) on a journey

7 an itinerary containing a government/ military fare

2. Application of Tariff

NOTE:
For travel commencing in Australia/ New Zealand: The CTM Check is applied from point of origin to any ticketed point on the route of travel.

2.7.3.3. Country of payment check (COP)

See also Rules 2.7.2.1. and 11.4.

The country of payment check (COP) for the sale of RT/ CT pricing units to or via the country of payment has been implemented by the national carriers of the countries concerned. Other carriers serving a country where such action has been taken by the national carrier may elect to apply the same procedure. Those who are known to have done so are indicated in Rule 11.4., however this is not necessarily a complete list of carriers and it is recommended to check with any ticketing carrier not mentioned.

2.7.3.4. Circle trips - unreasonable connections

For the application of circle trips (normal and special fares), a fare construction surface sector may be travelled by any other means of transportation without prejudice to the circle trip on the sectors listed in 2.10.4.2.
These sectors are considered to have no reasonable direct scheduled air service.

2.7.4. Round the world fares

Round the world fares (RTW) are circle trip PUs. These fares apply for travel commencing from and returning to the same point which involves only one crossing of the Atlantic Ocean and only one crossing of the Pacific Ocean.

2.7.4.1. Round the world fare construction

C A round the world fare is constructed by using a combination of two or more applicable half RT fares calculated over intermediate ticketed points which produce the lowest total fare from the point of unit origin and return to the same point.

EXAMPLE

Travel:
PAR-DEL-BKK-TPE-HNL -SFO-PAR (C Class)
Fare Construction:

			NUC
PAR-	DEL	(1/ 2 RT EH fare):	2115
DEL-	BKK		
	TPE		
	HNL		
	SFO	(1/2 RT Transpacific fare)	664
	PAR	(1/2 RT Transatlantic fare)	2420
			6199

CTM Check (NUC):

	Eastbound	Westbound
PAR-DEL RT	4230 EH	~~9049~~ AP
- BKK RT	5288 EH	~~8521~~ AP
- TPE RT	6291 EH	~~7279~~ AP
- HNL RT	no fare/GI	5964 AT
- SFO RT	no fare/GI	4840 AT

B One way special fares are not to be used to calculate fares for round the world travel.

2.7.4.2. Round the world minimum check (RWM)

A The fare for a round the world trip (excluding any side trip which has been charged as a separate pricing unit) must not be less than the direct route normal or special RT 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.
B 1 When there are RT fares with different global indicators from the point of unit origin to any stopover point, the fare to be used for the CTM is the fare applicable to the flown itinerary.
2 When the flown itinerary includes different global indicators, the fare must not be less than the lower of such RT fares from the point of unit origin
C When RT fares from the point of unit origin to any stopover point differ according to carrier(s) used outbound and inbound, the fare to be used for the RWM is the lower of such RT fares

EXAMPLE 1

Travel:
NYC-LON-BOM-BKK-MNL-x/ LAX-NYC
(First Class)
Fare Construction:

			NUC
NYC-	LON		
	BOM		
	BKK		
	MNL	(1/ 2 RT Transatlantic fare)	5944
MNL-	LAX		
LAX	NYC	(1/ 2 RT Transpacific fare)	2754
		Applicable Fare	8698

RWM Check (NUC):

NYC - LON	RT		AT		PA
NYC - BOM	RT	~~8864~~	AT	8776	PA
NYC - BKK	RT	11744	AT	6314	PA
NYC - MNL	RT	11888	AT	5508	PA

NOTES:
1. The lowest of eastbound/ westbound RT fares is selected for each point.
2. The RWM will be the point having the highest level compared with other points.
3. The applicable fare must be raised to the RWM NYC-BOM NUC 8776 (plus NUC 78).

EXAMPLE 2

Travel: BKK-MNL-YVR-YMQ-NYC-LON-BKK
(C Class)
Fare Construction:

			NUC
BKK-	MNL		
	YVR		
	YMQ	(1/ 2 RT Transpacific fare):	1596
YMQ-	NYC		
	LON		
	BKK	(1/ 2 RT Transatlantic fare)	2170
		Applicable Fare	3766

RWM Check (NUC):

BKK -YVR	RT	2624	PA	4915	AT
BKK - YMQ	RT	3192	PA	4340	AT
BKK - NYC	RT	3196	PA	4342	AT
BKK - LON	RT	5385	AP	3046	EH
BKK - MNL	RT				EH

NOTES:
1. The lowest of eastbound/ westbound RT fares is selected for each point.
2. The RWM will be the point having the highest level compared with other points.
3. The RWM is BKK-NYC NUC 3196. However this is lower than the applicable fare. The applicable fare is NUC 3766.

D ***EXCEPTIONS***
1 The RWM check is not required for round-the-world travel originating in Australia/ New Zealand.
2 The RWM check is not required for an en route point which has been excluded for the HIP check provided the conditions of the exclusion are observed.

2.7.5. Normal fare open jaw (NOJ)

2.7.5.1. Definition

Travel from one country and return thereto comprising not more than two international fare components with a domestic surface break in one country either at unit origin or unit turnaround, or a surface break at both unit origin and unit turnaround and for which the fare is assessed as a single pricing unit using half round trip fares and where:
1 **Origin normal fare open jaw (ONOJ):** 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
2 **Turnaround normal fare open jaw (TNOJ):** the outward point of arrival in the country of unit turnaround and the inward point of departure in the country of unit turnaround are different

EXCEPTION:
For travel originating in Canada or the USA, the surface break may be permitted between countries in the Europe Sub-area, provided travel in both directions is via the Atlantic.
3 Double normal fare open jaw (DNOJ): the outward point of departure the inward point of arrival in the country of unit origin are different and the outward point of arrival and the inward point of departure in the country of turnaround are different

EXCEPTION:
for travel originating in Canada or the USA, the surface break may be permitted between countries in the Europe Sub-area, provided travel in both directions is via the Atlantic.

Note:
- Canada and USA shall be considered as one country
- Scandinavia shall be considered as one country

EXCEPTION:
via AA: Open jaw means travel which is essentially of a round trip nature, except that:
1 (Origin Single Open Jaw) - the outward point of arrival and the inward point of departure are not the same, or
2 (Turnaround Single Open Jaw) - the outward point of arrival and the inward point of departure are not the same

For a Single Open Jaw, either 1 or 2 applies. For a Double Open Jaw, both 1 and 2 apply.

NOTE:
1 The fare to be charged is half the applicable RT fare for each leg of the open jaw
2 'origin' means the initial location of a journey, from which travel commences on a ticket(s). The origin point of a journey is the first fare construction point on the ticket, or in the case of pricing units, the first fare construction point of the pricing unit.

2.7.5.2. NOJ fare construction

The fare for a normal fare open jaw pricing unit shall be the sum of half the applicable RT fares for both international legs of the open jaw, assessed in the direction from the country of unit origin. Such pricing unit is subject to the following minimum checks:
- Directional minimum check for each fare component
- Common point minimum check for the entire NOJ pricing unit.

2.7.5.3. Directional minimum check (DMC) - normal fare open jaw

When applied for normal fare open jaws, the DMC shall only be applicable to that half round trip fare component to/from/via Japan and only if the NOJ pricing unit is in a traffic document issued outside the country of commencement of travel.
For this purpose, place of traffic document issuance is the same as the place of sale.
Such directional minimum fare is the direct route half RT fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within each fare component.
Applicable Fares:
- the fares to be used shall be those applicable on the date of commencement of the outbound transportation; or in the case of seasonal fares, those applicable on the date which determines the seasonal level to be used. This shall apply in each component.
- where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used.

EXCEPTIONS:
The above DMC does NOT apply for
1 Traffic documents issued in the country from which the journey commences. (Note: Scandinavia is considered as one country).
2 Traffic documents issued in TC1 for journeys commencing in TC1.
3 For traffic documents issued in Canada/USA/ US Territories for journeys to Canada, USA/US Territories
4 For sales in USA/US Territories for fare components between foreign points
5 When the journey originates in the following West African countries namely: Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo (BRZ), Côte d'Ivoire, Equatorial Guinea, Gabon, Guinea-Bissau, Mali, Niger, Senegal or Togo and the traffic document is issued in those countries.
6 **via CI:** Fare components priced at CI routing fares.

2.7.5.4. Common point minimum check (CPM)

A If there is a surface sector in the country of unit origin and there is a common ticketed point(s) in that country, the fare must not be less than the highest applicable fare from the common point(s).
B If there is a surface sector in the country of unit turnaround and there is a common ticketed point(s) in that country, the fare must not be less than the highest applicable fare to the common point(s).
C If there is a common ticketed point(s) in both countries of unit origin and unit turnaround, the fare must not be less than the highest applicable RT/ CT fare from the common point(s) in the country of unit origin to the common point(s) in the country of unit turnaround.
D For travel originating in Canada/ USA, when the surface break is between countries in Europe and transatlantic travel is used in both directions, the CPM only applies to a common point in the country of origin and/ or the country of the terminal point of a fare component. The CPM not apply to intermediate common points in other countries.

EXAMPLE
Travel: Montreal- London- Zurich- surface- Rome-Zurich- London- Montreal
- The CPM check will be made YMQ-ZRH; it will not be made YMQ-LON as LON is not in the country of a terminal point of a fare component.

EXCEPTION:
via AA: CPM check is not applicable

2.7.6. Special fare open jaw

A DEFINITION: Travel which is comprised of only 2 international fare components with a surface break which (unless otherwise specified in a special fares rule) may be between any two points/ countries in the area of unit origin and/ or turnaround in which the special fare rule applies, and for which the fare is assessed as a single pricing unit using half RT fares

B TYPES
- **Single Open Jaw (SOJ)**
  A single open jaw is either a turnaround open jaw or an origin open jaw.
- **Turnaround Open Jaw (TOJ)**
  The outward point of arrival and the inward point of departure are not the same.
- **Origin Open Jaw (OOJ)**
- The outward point of departure and the inward point of arrival are not the same.
- **Open Jaw (OJ)**
  Any combination of the above.

EXCEPTION:
via AA an open jaw trip is travel which is essentially of a round trip nature, except that:
A for single open jaw 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
B for double open jaw the outward point of arrival and the inward point of departure are not the same, and the outward point of departure and the inward point of arrival are not the same
NOTE: if a rule states simply "open jaw" it permits a single or a double open jaw

2.7.6.1. Fare construction for special fare open jaw

A Unless otherwise specified in a fare rule, the fare for an open jaw is the sum of half the applicable RT fares for both legs of the open jaw. There are also no minimum checks that apply.
B When the inbound fare component terminates in the country of unit origin, the fare applicable in the direction FROM the country of unit origin shall be used

EXCEPTION:
for travel originating and terminating in Europe (except for travel wholly within Europe):
the fare component which terminates in Europe is assessed in the direction from Europe.

EXAMPLE
Travel: GVA-LIM-STR
(Excursion Fare Europe-Mid Atlantic)
This fare permits a single open jaw construction:
GVA-LIM 1/ 2 RT Excursion
STR-LIM 1/ 2 RT Excursion
C Unless otherwise stated in a fare rule, the surface sector, where permitted, may be between points within (domestic) or between (international) countries in the area of unit origin and/ or unit turnaround as provided for in the special fare rule.

EXAMPLE
Travel: Nairobi-Tokyo-surface-Seoul-Nairobi
-GIT Fare from Africa to Japan, Korea (Rep. of)-
This special fare permits turnaround open jaws within Japan, within Korea (Rep. of) or between Japan and Korea (Rep. of).

2.8. Limitations on indirect travel

2.8.1. Fare component limitations

The rule for Canada and USA and for Denmark, Norway, Sweden to be considered one country does not apply to this Rule

2.8.1.1. General limitations

A fare component must not include more than
- one departure from its point of origin, or
- one arrival at its point of destination, or
- one stopover at any one intermediate ticketed point.

2.8.1.2. Additional limitations at the origin point

A For journeys originating in Area 1:
A fare component within Area 1 must not include more than one international departure and one international arrival at any ticketed point in the country where the journey originates.

EXAMPLE
POA-BUE-SAO-NYC
through fare not permitted because there are 2 international departures from Brazil

B For journeys originating in Europe, except wholly within Europe:
1 A fare component must not include more than one international departure and one international arrival at any ticketed point in the country where the journey originates. Stopovers are not permitted in the country of origin when it is transitted to/ from another point in Europe.

EXAMPLE 1
AMS-TYO-AMS-LON-AMS with a stopover in AMS between TYO and LON at a through fare TYO-LON is not permitted
(country of origin is transitted to another point in Europe)

EXAMPLE 2
LON-NYC-LON-TYO with a stopover in LON between NYC and TYO at a through fare NYC-TYO is permitted
(country of origin is not transitted to/ from another point in Europe)
2 When the fare is paid in another European country, the same restriction will also apply to the country of payment.

EXAMPLE 1
ZRH-MIL-TYO sold in MIL with a stopover in MIL at a through fare ZRH-TYO is not permitted (country of sale is transitted from another point in Europe

EXAMPLE 2
LON-NYC-LON-AMS-TYO with a stopover in LON at a through fare NYC-TYO is not permitted
(country of origin is transitted to another point in Europe)

EXAMPLE 3
LON-NYC-X/LON-AMS-TYO with stopover in AMS at a through fare NYC-TYO is permitted
(country of origin is transitted to another point in Europe but no stopover is made)

EXAMPLE 4
LON-NYC-LON-AMS-TYO sold in FRA with stopover in AMS at a through fare NYC-TYO is permitted
(country of origin is transitted to another point in Europe but no stopover is made)

2.8.1.3. Additional limitations at intermediate points

For TC1 or TC31 (via the Pacific) fare components, no more than one arrival and one departure at any intermediate ticketed point may be included, regardless of where travel commences.

2.8.1.4. Additional limitations by country

A Brazil (except for journeys wholly Within South America): for a pricing unit commencing in Brazil a component from a point in Brazil must not include more than one domestic sector in Brazil.

EXAMPLE 1
BSB-RIO-NYC at a through fare BSB-NYC is permitted

EXAMPLE 2
POA-RIO-SSA-LIS at a through fare POA-LIS is not permitted. The international fare component must be assessed from RIO and POA - RIO charged separately.

EXAMPLE 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.

B Germany: for a pricing unit originating in Germany a fare component from/ to a point in Germany must not include more than two domestic sectors in Germany.
C Azores: fares to/ from/ via Azores are not available for routings which include travel within Azores on SP flights. Legs within Azores must be charged separately.
D Viet Nam: International through fares to/ from/ via Viet Nam may not contain VN domestic sectors unless specifically mentioned in a specified routing or a routing attached to a fare. Sector combination with domestic fares shall apply.
E Iran: The issuance of separate tickets outside Iran using Iran Air domestic fares being displayed or quoted in any CRS/GDS, is limited and restricted to Iran Air Sales Offices only.
The combination of such fares with IATA fares and carrier fares on the same ticket, or set of conjunction tickets, where Iran Air is not an international participating carrier in each direction, is also prohibited. However, IATA specified fares and add-ons to/from Iranian interior points are available for use on other carriers' ticket stock.
Exception: Carrier-constructed international through fares to/from domestic points in Iran, based on the bilateral SPA with Iran Air, issued on such carrier's ticket stock, are permitted.
F via EK: *Application of through fares for sectors between India and Pakistan on EK services:*
As Emirates Airlines does not operate any direct flights between India and Pakistan, with immediate effect EK will not participate on any through IATA published fare where EK is the carrier via DXB between India and Pakistan and the other sector is operated by another carrier. The fare for the sector(s) between India and Pakistan must be assessed separately.

EXAMPLE:
Routing: BOM-EK-DXB-YY-KHI
For travel on EK, the through IATA fare from BOM-KHI may not be sold for travel via DXB on EK. The fare must be assessed as BOM-DXB and DXB-KHI on a sector fare basis.

2.8.2. Journey limitations

A journey on a ticket or conjunction ticket, at any time, must not include more than 4 international arrivals and 4 international departures in any one country except in Europe not more than 3 international arrivals and 3 international departures in one European country.

2.9. Higher intermediate point (HIP) check

2.9.1. HIP check for normal and special fares

The higher intermediate point check applies to each fare component of all pricing units (OW/RT/CT/RW/ NOJ/OJ) as follows:
1 from fare component origin to each intermediate stopover point
2 from each intermediate stopover point to each subsequent intermediate stopover point (Note: This is for normal fares only.)
3 from each intermediate stopover point to the subsequent fare break point.

2.9.1.1. HIP exceptions by countries

1 ***Africa***
For journeys wholly between Kilimanjaro and Nairobi, HIP check will be for all ticketed points.
2 ***India***
For traffic originating in India and destined to Canada/ USA, when stopovers are taken in Europe or UK, higher intermediate fares shall not be applicable from points in Europe/ UK to Canada/ USA.
3 ***Israel***
For travel originating in Israel, HIPs will be checked for all ticketed points from Israel. This does not apply to the HIP check from an intermediate point to another intermediate point or the fare construction point, or to fares with specified routings.
EXAMPLE:
Travel: Tel Aviv-Frankfurt-X/London-New York
The HIP check is TLV-FRA, TLV-LON and FRA-NYC. (LON-NYC is not checked.)
4 ***Malawi***
For journeys originating in Malawi, the HIP check in each fare component shall be applied on all ticketed points in Malawi.
5 ***Turkey***
For travel between the Middle East and Turkey involving more than one point in Turkey, any higher intermediate point in Turkey must be charged whether or not a stopover is taken.
6 ***Western Africa***
For journeys originating in Western Africa, the HIP check in each fare component shall be applied on all ticketed points in Western Africa.
7 HIP tables:

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See also Rule 2.9.2.3. for additional HIP exceptions.

2.9.2. HIP check - normal fares

2.9.2.1. General application

A If in any routing permitted at the direct route normal fare there is a higher direct route normal fare of the same class at an intermediate stopover point, the fare for the component must be raised to the level of such higher fare.

EXAMPLE 1

Travel: London- X/ Zurich-Nairobi Y class. No Stopover at ZRH.
Direct Fare
LON-NBO NUC 1703.16.
No stopover at ZRH so no HIP check is needed.
Total NUC 1703.16 multiplied by NUC Conversion Factor (ROE)
(NUC 1=0.60417) rounded to the nearest GBP 1 = GBP 1029.00.

EXAMPLE 2

Travel: London-Zurich-Nairobi Y . Stopover at ZRH.
Direct Fares

LON-NBO	NUC 1703.16
ZRH-NBO	2290.58

The highest fare is between stopover point ZRH and NBO NUC 2290.58.
Resultant fare will be LON-NBO held to ZRH-NBO HIP fare NUC 2290.58 multiplied by NUC Conversion Factor (ROE) (NUC 1=0.60417) rounded to the nearest GBP 1 = GBP 1384.00.

EXAMPLE 3

Travel: Paris-Geneva-Hong Kong-Manila Y class. Stopovers at GVA and HKG.
Direct Fares EH

PAR MNL	NUC	2987.76	MPM 9255
PAR HKG		3039.47	
GVA MNL		2933.65	
GVA HKG		3036.23	
Mileage Construction			
PAR GVA	TPM	249	
GVA HKG		5922	
HKG MNL		702	
		6973	

The flown mileage is 6973; MPM 9255. Therefore no mileage surcharge is applicable.
The highest fare is between PAR and the intermediate stopover point HKG (PAR-HKG NUC 3039.47). Therefore the indirect fare PAR-GVA-HKG-MNL must be raised to the PAR-HKG level of NUC 3039.47.

B Where fares are established by season or day of week or flight application, the check will be based on the applicable fare (by season or by day of week or by flight application).

1 Day of week fare level: to establish the day of week fare level to be used for the HIP, the rule for the application of the day of week fares applies only to the sector(s) for which the check is made. The day of travel on such sectors is used to determine the day of week fare level used for the HIP check

2 Seasonal fare level: to establish the seasonal fare level to be used for the HIP, the rule for the application of seasonal fares applies only to the sector(s) for which the check is made. The seasonal rule for such sector is used to determine the fare level used for the HIP check

EXAMPLE

Routing A - B - C - B - A
1st fare component (A to C)
- fare A-C is non-seasonal
- fare A-B is non-seasonal
- there are seasonal fares B-C with rule that 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 is used

2nd fare component (fare in direction A to C)
- fare A-C is non-seasonal
- fare A-B is non-seasonal
- there are seasonal fares B-C with rule that 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 is used

If in any indirect routing permitted at the direct ire plus a mileage surcharge, there is a direct fare f the same class between any 2 ticketed points hich is higher than the direct fare between the fare construction points (through fare), the fare for the component must be raised to the level of such higher fare, then increased by the amount of mileage surcharge required for the end-to-end component.

D When there is no direct route fare between 2 ticketed points, a fare must be constructed over an intermediate ticketed point. When required to be shown on the ticket as a HIP, this will be shown as a single amount, including the mileage surcharge if required, with the designator "C/ ", followed by the code of the city used in the construction, preceded by the codes for the 2 cities between which the constructed HIP applies.

EXAMPLE

Travel: A—B—C—D
Fares (in NUC):

A—B	500
A—C	Not published
A—D	800
B—C	400
B—D	600
C—D	200

HIP check for A—C = A—B + B—C, total 900.
NOTE: When constructing fares for unpublished sectors, such fares must be in the same direction as the end-to-end fare for the component. (see Rule 2.5.6.2.)

D Fares Comparison: When comparing fares within the same class of service, this means:

1 Sleeper Seat with Sleeper Seat; if no Sleeper Seat compare with First Class.

2 First Class with First Class; if no First Class compare with Intermediate Class (or the next lower class).

3 Intermediate Class with Intermediate Class; if no Intermediate Class compare with the highest Economy Class.

4 Economy Class with Economy Class.

E When comparing normal fares in accordance with the above, the comparison will be made in the same direction as the fare component. When using half RT fares, the comparison will be made using half RT fares. When using one way fares, the comparison will be made using one way fares.

F Where more than one normal fare is published for the carrier and class of service used, the lower/ lowest fare level may be used provided all stopover, transfer, seasonality or day of week limitations of such lower/ lowest fare are satisfied, (excluding stopover charges).

G The origin and destination points of a separately charged sidetrip PU are considered a stopover, unless the elapsed time between arrival at the origin of the sidetrip and onward departure from the destination of the sidetrip is within 24 hours. This rule applies even if the ticket indicates that the passenger is using connecting flights at both points.

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

EXAMPLE

Travel: FRA-BOM-KUL-surface-SIN-BKK-FRA
Fare is broken at SIN (i.e. FRA-SIN RT)
the HIP check is applied to KUL as it is the point of the surface sector that is not the fare construction point.

2.9.2.2. HIP exceptions by carrier

via AA

1 For travel originating from Australia/ New Zealand (except between Australia/ New Zealand and Europe via both Pacific and Atlantic oceans), the fare for each international fare component to/ from Australia/ New Zealand shall not be less than the fare from the point of origin to any ticketed point in the fare component

via CX

For Travel between Area 1 and Area 3 via a PA routing, HIP's may be ignored provided no stopover is made, the passenger is through booked and baggage through checked. Passenger expenses will not be absorbed by CX. This exception applies for all fare types on CX documents, and for tickets validated on CX.

via NH

Special provisions for fares with published routings: At no time will a point on a specified routing for a published fare be considered a higher rated intermediate point.

via PK

For passengers originating in Pakistan for travel to the USA/ Canada higher intermediate point fares in Europe/ Middle East may be ignored when a stopover is made at such higher intermediate points.

2.9.2.3. Higher intermediate points - exception tables

The chart below contains exceptions to the higher intermediate point rule.

Higher rated specified "via HIP" points may be disregarded when computing a fare between the appropriate points listed below. However, the following conditions must be complied with:

1 no stopover is permitted at the via HIP point(s)
2 passengers and baggage must be booked beyond the via HIP point(s)
3 any expenses incurred by the passenger at the via HIP point(s) will not be absorbed by the carrier.

Between	And	Via HIP
Europe/ Middle East/ USA	Asmara	Addis Ababa (Note 1)

NOTES:
1 Passengers and baggage are through booked/checked beyond ADD. No stopover at ADD. Passengers are protected on Ethiopian on-line flights to Europe.

2.9.2.3.1. Area 1 Carrier HIP exceptions

1. via American Airlines (AA)

Between	And	Via HIP	Type of Fare	Stopover/ Conditions
Area 1	Area 1	All	Government, Military	
Area 1	Area 1	Between points: within the USA, within Canada, within Canada and the USA	Economy, Excursion, Special, Promotional	
Mexico	USA/ Canada	All	All	
Central America / Panama	Florida	MIA	All	
Central America	Mexico/ Caribbean/ South America	DFW/ MIA	Economy Class/ Excursion/ Promotional/ Special	
South America	Mexico/ Caribbean/ Central America	DFW/ MIA	Economy Class/ Excursion/ Promotional/ Special	

From	To	Via HIP	Type of Fare	Stopover/ Conditions
Panama	South America (excluding Panama)	DFW/ MIA	Economy Class/ Excursion/ Promotional/ Special	

2. via LAN Airlines (LA)

Between	And	Via HIP	Type of Fare	Stopover/ Conditions
Central America	Mexico/ Caribbean/ South America	DFW/ MIA	Excursion/ Promotional/ Special	Stopovers at the higher intermediate points permitted
South America	Mexico/ Caribbean/ Central America	DFW/ MIA	Excursion/ Promotional/ Special	Stopovers at the higher intermediate points permitted
Panama	South America (excluding Panama)	DFW/ MIA	Excursion/ Promotional/ Special	Stopovers at the higher intermediate points permitted

EXCEPTION:
The following Higher Intermediate Points may also be disregarded: SCL/ LIM/ GYE/ UIO

Note:
1 Any such point may only be disregarded when it is neither at the beginning nor at the end of a fare component.
2 This exception shall apply to all areas, all fares and all ISI's.

2.9.2.3.2.Transatlantic Carrier HIP exceptions

1. via American Airlines (AA)

Between	And	Via HIP	Type of Fare	Stopover/ Conditions
Area 1	Area 2/ 3	All	Government/ Military	
Central/ South America	Area 2	USA	Excursion/ Promotional/ Special	
Area 1	Area 2/ 3	Between points: within the USA, within Canada, within Canada and the USA	Economy, Excursion, Special, Promotional	
Pakistan/ India	USA/ Canada	Europe	All	
Denmark/ Norway/ Sweden	USA/ Canada/ Mexico	LON/ FRA/ CHI/ BRU	All	
Vietnam	USA/ Canada	PAR	Intermediate Class	

From	To	Via HIP	Type of Fare	Stopover/ Conditions
West Africa	Area 1	LON/ BRU	Economy Class Excursion/ Promotional/ Special	

From	To	Via HIP	Type of Fare	Stopover/ Conditions
Middle East/ Sri Lanka	Area 1	BHX/ BRU/ FRA/ GLA/ LON/ MAD/ MAN/ PAR/ ROM/ ZRH	First/ Business	

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2. via LAN Airlines (LA)

Between	And	Via HIP	Type of Fare	Stopover/ Conditions
Central/ South America	Area 2	USA	All	Stopovers at the higher intermediate points permitted
Area 1	Area 2/3	USA/ Canada domestic and transborder fares	All	Stopovers at the higher intermediate points permitted

EXCEPTION:
The following Higher Intermediate Points may also be disregarded: SCL/ LIM/ GYE/ UIO

Note:
1 Any such point may only be disregarded when it is neither at the beginning nor at the end of a fare component.
2 This exception shall apply to all areas, all fares and all ISI's.

2.9.2.3.3. Transpacific Carrier HIP exceptions

1. via American Airlines (AA)

Between	And	Via HIP	Type of Fare	Stopover/ Conditions
Area 1	Area 2/ 3	All	Government/ Military	
Area 1	Area 3	Tokyo/ Osaka	Economy Class Special, Promotional and Excursion Fares	
Area 1	Area 2/ 3	Between points: within the USA, within Canada, within Canada and the USA	Economy, Excursion, Special, Promotional	

2. via LAN Airlines (LA)

Between	And	Via HIP	Type of Fare	Stopover/ Conditions
Area 1	Area 3	Tokyo	All	Stopovers at the higher intermediate points are not permitted

EXCEPTION:
The following Higher Intermediate Points may also be disregarded: SCL/ LIM/ GYE/ UIO

Note:
1 Any such point may only be disregarded when it is neither at the beginning nor at the end of a fare component.
2 This exception shall apply to all areas, all fares and all ISI's.

2.9.2.3.4.Atlantic/Pacific Carrier HIP exception

1. via American Airlines (AA)

Between	And	Via HIP	Type of Fare	Stopover/ Conditions
Australia/ New Zealand	Europe	USA		

2.9.3. HIP check - special fares

2.9.3.1. General application

Having established an applicable special fare for a pricing unit, such special fare may be applied subject to the following:

A Price the fare as a normal fare in accordance with rule 2.9.2.

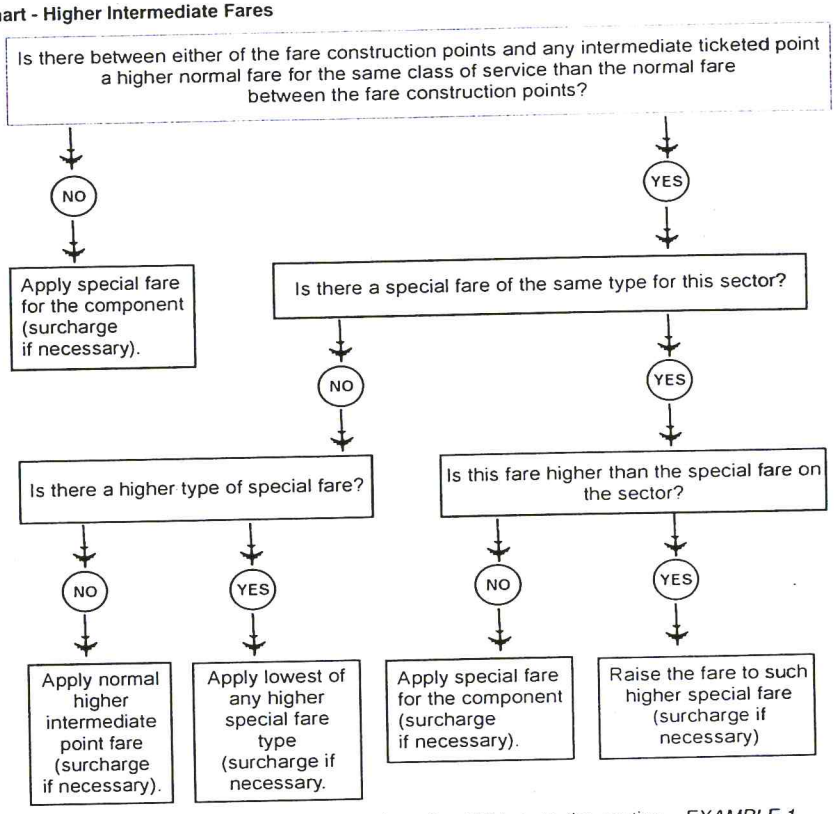
B Establish the lowest applicable level;
- if there is no HIP between either fare construction point of the special fare and an intermediate ticketed (stopover) point, the special fare may be applied
- if there is a HIP between either fare construction point of the special fare and an intermediate ticketed (stopover) point, the special fare shall not be less than such higher fare, except;
  1 if there is a special fare of the same type at the same level or a lower level on the sector for which the normal fare applies, the special fare for the component may be applied, or
  2 if there is a special fare of the same type at a higher level on the sector for which the higher normal fare applies, the special fare for the component shall not be less than such higher special fare, or
  3 if there is no special fare of the same type on the sector for which the normal fare applies, the fare shall not be less than the lowest of any higher type of special fare within the same column shown in paragraph 4 below
  4 in defining a 'fare of the same type', the comparison shall be limited to the class of service and

(i)	(ii)	(iii)
a-Late Booking fare, or b–APEX fare, or c–PEX fare, or d–Excursion fare	a–GIT fare or b–ITT fare, or c–Excursion fare	a–Public Group fare, or b–Excursion fare

  5 if there is more than one special fare of the same type on the sector for which the higher normal fare applies, the fare with the conditions most similar to those of the special fare for the component shall be used in comparison

NOTE: all conditions attached to the special fare for the component apply

New Special Fare Flowchart - Higher Intermediate Fares



2.10. Surface sectors

See also Rules 2.7.5.2. and 2.10.4.1.

Definition of terms:

A **Imbedded surface sector**: 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 and in accordance with Rule 2.3. The method of assessing the fare when an imbedded surface sector is included in a fare component shall be in accordance with the paragraphs below.

B **Fare construction surface sector**: either the origin point or the terminal point of a domestic or international surface sector is at a fare construction point (including the origin or destination of a pricing unit).
Fare construction surface sectors are allowed in any itinerary at the passenger's request and in accordance with Rule 2.10.4.1.
A fare construction surface sector from the point of origin of a pricing unit shall not be permitted.

2.10.1. Fare calculation methods

(see also Rule 2.7.5.2.)
For fare components which include one or more surface sectors, the fare shall be the lower of either:
1 the total through fare over the unflown sector, or
2 the sum of sector fares of the sectors actually flown.

2.10.1.1. Using the through fare over the unflown sector

For fare component with interrupted travel, the through fare over the unflown segment may be used whereby the mileage of any unflown sector is included in the mileage calculation (except the permissible surface sectors shown under Rule 2.10.2.) In the absence of a direct TPM for an unflown sector, a TPM must be assessed by combination of TPM over other sectors.

2.10.1.2. Quoting fares for actual flown portions

A Normal fares - surface break TPM check:
In the case of normal fare travel and when paragraph A 2) above is used, if the TPM for an international surface break is:

1 greater than the TPM over the routing travelled from the origin of the journey up to the point where the surface break commences (when normal fares are one both sides of the surface break), and

2 the surface sector is not included in the through fare;

travel up to the surface break must be ticketed separately. The remainder of the journey is assessed in accordance with the rules for payment of fares outside the country of commencement of travel.

EXAMPLE 1
Travel: Kuala Lumpur-Jahor Bahru-surface-Singapore-Kuala Lumpur
Ticketing Procedure: The mileage for the JHB-SIN surface sector is greater than KUL-JHB mileage, and separate tickets must be issued.

EXAMPLE 2
Travel: New York-London-Paris-surface-Frankfurt-London-New York
Ticketing Procedure: A separate ticket is not required since the TPM PAR-FRA is less than the cumulative TPM NYC-PAR.

If no TPM exists for the points concerned the shortest operated mileage (SOM) (which is equal to the MPM divided by 1.20) may be used. However, if there is no SOM, the TPM is established by a combination of TPMs.

C The surface break is measured using TPMs. The TPM calculation must always be made from the origin point of the journey regardless of the number of fare components/ pricing units which may be required up to the commencement of the surface break.

EXAMPLE
Travel NYC-LON-PAR xxx FRA-LON-NYC
Construction could be

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

- notwithstanding separate PUs, the TPM is undertaken from NYC

D In applying the surface break TPM check, surface sectors between Canada and USA, and those listed in Rule 2.10.2. (Permissible surface sectors) may be disregarded.

Sample routings showing two methods to obtain lower fare quote:

EXAMPLE 1
Fare required for Barcelona - Marseille surface Nice - Geneva
Calculation 1:
Direct fare BCN - GVA

(MPM 474)		NUC 237.45
BCN - MRS	218	
MRS - NC	102	(surface sector TPM included)
NCE - GVA	186	
	506	= 10M

through fare BCN - MRS - NCE - GVA is thus NUC 261.19
Calculation 2:

Sector fare BCN - MRS	NUC 184.46
Sector fare NCE - GVA	NUC 172.09
The sum of sector fares	NUC 356.55

The lower through fare amount of NUC 261.19 may be applied.

EXAMPLE 2
Fare required for Amsterdam - Brussels surface London - Shannon

Calculation 1:

Direct fare AMS - SNN (MPM 706)		NUC 311.48
Direct fare BRU - SNN		NUC 318.02
AMS - BRU	98	
BRU - LON	206	(surface sector TPM included)
LON - SNN	380	
	684 = M	

through fare AMS - BRU - LON - SNN is thus the higher intermediate fare BRU - SNN = NUC 318.02

Calculation 2:

Sector fare AMS - BRU	NUC 95.55
Sector fare LON - SNN	NUC 187.48
The sum of sector fares	NUC 283.03

The mileage for the international surface break BRU - LON (206) is greater than that for the preceding sector AMS - BRU flown by air; Calculation 2 within one ticket may therefore not be used.
Either Calculation 1 within one ticket or a ticket AMS - BRU and a separate ticket LON - SNN may be issued, whichever offers the cheaper total fare in the currency of payment.

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2.10.2. Permissible surface sectors

In calculating the mileage for a through fare via indirect routings, surface transportation (at the passenger's expense) may be included between the following intermediate points ignoring the mileage between such points.

2.10.2.1. Area 1

Between	And
Arica, Chile	Tacna, Peru
Brownsville, US	Matamores, Mexico
Ciudad Juarez, Mexico	El Paso, US
Curitiba, Brazil	Joinville, Brazil
Cuzco, Peru	La Paz, Bolivia
Detroit, US	Windsor, CA
Guatemala, Guatemala	Tapachula, Mexico
Guayaramerin, Bolivia	Porto Velho, Brazil
Hilo, US	Kona, US
Iguassu Falls, Brazil	Iguazu, Argentina
Laredo, US	Nuevo Laredo, Mexico
Leticia, Colombia	Tabatinga, Brazil
Livramento, Brazil	Rivera, Uruguay
McAllen, US	Reynosa, Mexico
Paso de los Libres, Argentina	Uruguaiana, Brazil
Peurto Montt, Chile	San Carlos de Bariloche, Argentina
San Diego, US	Tijuana, Mexico

2.10.2.2. Area 2

Between	And
Alghero, Italy	Olbia, Italy
Alicante, Spain	Murcia, Spain
Alicante, Spain	Valencia, Spain
Almeria, Spain	Malaga, Spain
Amman, Jordan	Jerusalem
Amman, Jordan	Israel (**via AA**)
Amsterdam, Neth.	Rotterdam, Netherlands
Antwerp, Belgium	Brussels, Belgium
Barcelona, Spain	Gerona, Spain
Barcelona, Spain	Reus, Spain
Basle, Switzerland	Mulhouse, France
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, Italy
Brazzaville	Kinshasa
Bremen, Germany	Hamburg, Germany
Bremen, Germany	Munster, Germany
Catania, Italy	Palermo, Italy
Cologne, Germany	Dusseldorf, Germany
Cologne, Germany	Munster, Germany
Dresden, Germany	Leipzig Halle, Germany
Dubai, UAE	Sharjah, UAE
Dusseldorf, Germany	Munster, Germany
Florence, Italy	Pisa, Italy
Granada, Spain	Malaga, Spain
Hamburg, Germany	Hanover, Germany
Hamburg, Germany	Munster, Germany
Hanover, Germany	Munster, Germany
Jerez de la Frontera, Spain	Seville, Spain
La Coruna, Spain	Santiago de Compostela, Spain
Larnaca, Cyprus	Paphos, Cyprus
Livingstone, Zambia	Victoria Falls, Zimbabwe
Ljubljana, Slovenia	Zagreb, Croatia
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg, Germany
Munich, Germany	Stuttgart, Germany (**via AA**)
Podgorica, Montenegro	Tivat, Montenegro
Santiago de Compostela, Spain	Vigo, Spain
Split, Croatia	Zadar, Croatia
Stockholm, Sweden	Vasteraas, Sweden
Swakopmund, Namibia	Walvis Bay, Namibia
Venice, Italy	Verona, Italy

2.10.2.3. Area 3

Between	And
Amritsar, India	Lahore, Pakistan
Beijing, China	Tianjin, China
Guanzhou, China	Hong Kong, SAR (**via AA**)
Hong Kong, SAR	Macao, SAR
Kabul, Afghanistan	Peshawar, Pakistan
Krabi, Thailand	Phuket, Thailand
Nagoya, Japan	Osaka, Japan

NOTE:

1 the terminal points of the sectors specified below may not be used as fare construction points/ points of origin or destination, when the mileage calculation is made in accordance with above provision

2 the use of 2 consecutive gaps is prohibited

2.10.3. Surface sector provisions

A Any limitation on surface sectors in a fare rule applies to both imbedded surface sectors and fare construction surface sectors unless otherwise stated. Such limitation shall also apply to the surface sectors listed in Rule 2.10.4.1.

B when a fare rule limits stopovers and/ or transfers the method of assessing the impact of an imbedded surface break shall be as shown in Rules 2.1.9. and 2.1.10. respectively. Such limitation of stopovers and/ or transfers shall not be impacted by fare construction surface sectors unless such stopover and/ or transfer limitation applies to stopovers and/ or transfers at a fare construction point

2.10.4. Circle trips with surface sectors

2.10.4.1. Circle trips - unreasonable connections

For the application of circle trips (normal and special fares), a fare construction surface sector may be travelled by any other means of transportation without prejudice to the circle trip on the sectors listed in 2.10.4.2.

These sectors are considered to have no reasonable direct scheduled air service.

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

Between			And		
Aalborg	AAL	DK	Aarhus	AAR	DK
Aalborg	AAL	DK	Karup	KRP	DK
Aarhus	AAR	DK	Karup	KRP	DK
Alicante	ALC	ES	Murcia	MJV	ES
Alicante	ALC	ES	Valencia	VLC	ES
Almeria	LEI	ES	Malaga	AGP	ES
Altenrhein	ACH	CH	Innsbruck	INN	AT
Annecy	NCY	FR	Geneva	GVA	CH
Avignon	AVN	FR	Marseille	MRS	FR
Basle	BSL	CH	Mulhouse	MLH	FR
Basle	BSL	CH	Strasbourg	SXB	FR
Beijing	BJS	CN	Tianjin	TSN	CN
Berlin	BER	DE	Dresden	DRS	DE
Berlin	BER	DE	Leipzig Halle	LEJ	DE
Berlin	BER	DE	Wroclaw	WRO	PO
Berne	BRN	CH	Geneva	GVA	CH
Berne	BRN	CH	Zurich	ZRH	CH
Bilbao	BIO	ES	San Sebastian	EAS	ES
Bilbao	BIO	ES	Santander	SDR	ES
Bilbao	BIO	ES	Vitoria	VIT	ES
Billund	BLL	DK	Esbjerg	EBJ	DK
Birmingham	BHX	GB	East Midlands	EMA	GB
Birmingham	BHX	GB	London	LON	GB
Bol	BWK	HR	Split	SPU	HR
Bologna	BLQ	IT	Florence	FLR	IT
Bologna	BLQ	IT	Pisa	PSA	IT
Bournemouth	BOH	GB	Southampton	SOU	GB
Bratislava	BTS	SK	Vienna	VIE	AT
Bremen	BRE	DE	Hamburg	HAM	DE
Bremen	BRE	DE	Hanover	HAJ	DE
Bremen	BRE	DE	Munster	FMO	DE
Bremen	BRE	DE	Paderborn	PAD	DE
Brussels	BRU	BE	Eindhoven	EIN	NL
Catania	CTA	IT	Palermo	PMO	IT
Cologne	CGN	DE	Dortmund	DTM	DE
Cologne	CGN	DE	Dusseldorf	DUS	DE
Cologne	BRE	DE	Munster	FMO	DE
Cologne	BRE	DE	Paderborn	PAD	DE
Dortmund	DTM	DE	Dusseldorf	DUS	DE
Dresden	DRS	DE	Leipzig Halle	LEJ	DE
Dusseldorf	DUS	DE	Luxembourg	LUX	LU
Dusseldorf	DUS	DE	Munster	FMO	DE
Faro	FAO	PT	Malaga	AGP	ES
Faro	FAO	PT	Sevilla	SVQ	ES
Florence	FLR	IT	Pisa	PSA	IT
Frankfurt	FRA	DE	Strasbourg	SXB	FR
Geneva	GVA	CH	Grenoble	GNB	FR
Geneva	GVA	CH	Lyon	LYS	FR
Genoa	GOA	IT	Nice	NCE	FR
Gibraltar	GIB	GI	Malaga	AGP	ES
Gothenburg	GOT	SE	Jonkoping	JKG	SE
Gothenburg	GOT	SE	Malmo	MMA	SE
Gothenburg	GOT	SE	Vaxjo	VXO	SE
Gothenburg	GOT	SE	Trollhattan	THN	SE
Gothenburg	GOT	SE	Helsingborg	AGH	SE
Granada	GRX	ES	Malaga	AGP	ES
Graz	GRZ	AT	Ljubljana	LJU	SI
Graz	GRZ	AT	Maribor	MBX	SI
Graz	GRZ	AT	Zagreb	ZAG	HR
Halmstad	HAD	SE	Angelholm	AGH	SE
Halmstad	HAD	SE	Gothenburg	GOT	SE
Halmstad	HAD	SE	Jonkoping	JKG	SE
Halmstad	HAD	SE	Malmo	MMA	SE
Halmstad	HAD	SE	Vaxjo	VXO	SE

Between			And		
Hamburg	HAM	DE	Hanover	HAJ	DE
Hamburg	HAM	DE	Munster	FMO	DE
Hanover	HAJ	DE	Munster	FMO	DE
Helsingborg	AGH	SE	Kristianstad	KID	SE
Helsingborg	AGH	SE	Malmo	MMA	SE
Hong Kong	HKG	HK	Macao	MFM	MO
Hong Kong	HKG	HK	Shenzhen	SZX	CN
Hong Kong	HKG	HK	Zhuhai	ZUH	CN
Innsbruck	INN	AT	Munich	MUC	DE
Istanbul	IST	TR	Thessaloniki	SKG	GR
Jerez De La F	XRY	ES	Malaga	AGP	ES
Jerez De La F	XRY	ES	Seville	SVQ	ES
Jonkoping	JKG	SE	Malmo	MMA	SE
Kalmar	KLR	SE	Kristianstad	KID	SE
Kalmar	KLR	SE	Vaxjo	VXO	SE
Kalmar	KLR	SE	Ronneby	RNB	SE
Karlstad	KSD	SE	Orebro-Bofors	ORB	SE
Klagenfurt	KLU	AT	Ljubljana	LJU	SI
Klagenfurt	KLU	AT	Maribor	MBX	SI
Klagenfurt	KLU	AT	Salzburg	SZG	AT
Kristianstad	KID	SE	Malmo	MMA	SE
Kristianstad	KID	SE	Ronneby	RNB	SE
La Coruna	LCG	ES	Santiago Comp	SCQ	ES
Leeds	LBA	GB	Manchester	MAN	GB
Linkoping	LPI	SE	Malmo	MMA	SE
Linkoping	LPI	SE	Norrkoping	NRK	SE
Linkoping	LPI	SE	Vasteras	VST	SE
Linz	LNZ	AT	Munich	MUC	DE
Lisbon	LIS	PT	Malaga	AGP	ES
Lisbon	LIS	PT	Sevilla	SVQ	ES
Liverpool	LPL	GB	Manchester	MAN	GB
Livingstone	LVI	ZM	Victoria Fal	VFA	ZW
Ljubljana	LJU	SI	Trieste	TRS	IT
Ljubljana	LJU	SI	Venice	VCE	IT
Ljubljana	LJU	SI	Zagreb	ZAG	HR
Lulea	LLA	SE	Ornskoldsvik	OER	SE
Lugano	LUG	CH	Milan	MIL	IT
Lycksele	LYC	SE	Ornskoldsvik	OER	SE
Lycksele	LYC	SE	Umea	UME	SE
Malaga	AGP	ES	Tangier	TNG	MA
Malmo	MMA	SE	Norrkoping	NRK	SE
Malmo	MMA	SE	Ronneby	RNB	SE
Maribor	MBX	SI	Trieste	TRS	IT
Maribor	MBX	SI	Zagreb	ZAG	HR
Montevideo	MVD	UY	Puerto Montt	PMC	CL
Munich	MUC	DE	Nuremberg	NUE	DE
Munich	MUC	DE	Salzburg	SZG	AT
Munich	MUC	DE	Stuttgart	STR	DE
Norrkoping	NRK	SE	Stockholm	STO	SE
Norrkoping	NRK	SE	Vasteras	VST	SE
Orebro-Bofors	ORB	SE	Stockholm	STO	SE
Orebro-Bofors	ORB	SE	Vasteras	VST	SE
Ornskoldsvik	OER	SE	Skelleftea	SFT	SE
Ornskoldsvik	OER	SE	Umea	UME	SE
Pula	PUY	HR	Trieste	TRS	IT
Pula	PUY	HR	Verona	VRN	IT
Pula	PUY	HR	Venice	VCE	IT
Ronneby	RNB	SE	Vaxjo	VXO	SE
Rostov	ROV	RU	Dnepropetrovsk	DNK	UA
Santiago Comp	SCQ	ES	Vigo	VGO	ES
Stockholm	STO	SE	Vasteras	VST	SE
Strasbourg	SXB	FR	Stuttgart	STR	DE
Swakopmund	SWP	NA	Walvis Bay	WVB	NA
Trieste	TRS	IT	Zagreb	ZAG	HR
Venice	VCE	IT	Verona	VRN	IT

2.12. Normal fare checks for consecutive/ contiguous pricing units

2.12.1. One way subjourney check (OSC)

OSC is not applicable
- **for journeys originating and/ or terminating in Canada**
- **for journeys to/ from/ via USA/ US Territories**

A A published OW direct fare always takes precedence over a lower combination of fares of the same type/ class which exists between the same points.

B Two consecutive/ contiguous OW subjourneys: The total of the constructed fares for both PUs must not be less than a published direct OW through fare of the same type/ class between the unit origin of the first PU and the unit destination of the second PU.

C More than two consecutive/ contiguous OW PUs: The check must be made between all fare construction points included in the consecutive PUs, i.e. from the unit origin of each PU to the unit destination in each of the subsequent PUs.

EXAMPLE 1

Travel: Frankfurt-Delhi-Bangkok-Manila (C class)
Fares (in NUC):

FRA-DEL		1985
DEL-BKK		416
BKK-MNL		443
FRA-BKK	H	170
FRA-MNL	H	2
Total:		3016

1. Consecutive subjourneys FRA-DEL and DEL-BKK must be raised to the through fare FRA-BKK.
2. Resultant FRA-BKK subjourney plus BKK-MNL subjourney must be raised to the through fare FRA-MNL.
3. Ticket identifier for amount of undercut is H.

EXAMPLE 2

Journey: Mauritius-Nairobi-Jeddah-Cairo (Y class)

MRU			
NBO	100	PU1:	OW
JED	200	PU2:	OW
CAI	200	PU3:	OW
	MRUCAI		
	H100		
Total	600		

Direct Fares:	OW NUC
MRU-JED	300
MRU-CAI	600
NBO-CAI	100

The OSC is first applied by pairs of consecutive OW PUs in the following sequence:

OSC #1: MRU NBO + NBO JED = 300
compared to MRU JED 300 (no H)
OSC #2: NBO JED + JED CAI = 400
compared to NBO CAI 100 (no H)
OSC #3: PU1 + PU2 + PU3= 500
compared to MRU CAI 600 (H100)

If there are no plus ups resulting in the application of the OSC by pairs of pricing units, the next OSC is to compare the sum of all three pricing units to the published fare from unit origin of the first PU to the unit destination of the third PU.

D Surface break between two fare construction points: The OSC check will be applied to the consecutive PUs up to the point where the surface break commences and then separately to the consecutive PUs after the surface break.

EXAMPLE

Travel: London- Paris- Guatemala- surface-Mexico - Hong Kong - Kuala Lumpur
Fare Construction (Pricing Units):
LON-PAR + PAR-GUA
MEX-HKG + HKG-KUL.
The OSC check must be separately applied to the LON-GUA PUs and to the MEX-KUL PUs.

E Where more than one normal fare is published for the carrier and class of service used, the lower/ lowest level may be used for the check subject to any stopover and transfer limitations of such fare, excluding stopover charges.

F If as a result of applying the OSC two or more pricing units are raised to the level of a through fare, such through fare is then considered a single PU for the application of any further checks.

EXAMPLE

Journey: Harare-Rome-Vienna-Taipei-Jakarta (Y class)

NBO	100	PU1:	OW
HRE			
ROM	5M		
VIE	100	PU1:	OW
TPE	1000	PU2:	OW
JKT	500	PU3:	OW
VIEJKT			
H	500		
Total	2100		

Direct Fares:	OW NUC
HRE TPE	1000
HRE JKT	2050
VIE JKT	2000

The OSC is first applied by pairs of consecutive OW PUs in the following sequence:

OSC #1: HRE VIE + VIE TPE = 1100
compared to HRE TPE 1000 (no H)
OSC #2: VIE TPE + TPE JKT = 1500
compared to VIEJKT 2000 (H500)
OSC #3: HRE VIE + VIEJKT = 2100
compared to HREJKT 2050 (no H)
Fare components that have been raised to an OSC Plus up (H) such as VIE TPE and TPE JKT are considered as one fare component for purposes of subsequent use of OSC and other checks.

2.12.1.1. OSC exceptions

The OSC does not apply
- to journeys originating and/ or terminating in Canada
- to journeys to/ from/ via USA/ US Territories
- within Pricing Units
- combination of special fares and normal fares
- combination of Return Subjourneys
- combination of non-consecutive OW subjourneys
- contiguous OW Pricing Units separated by a surface break

2.12.2. Return Subjourney Check (RSC)

RSC is not applicable
- **for journeys originating and/ or terminating in Canada**
- **for travel via AA**

A If the journey contains 2 or more consecutive/ contiguous normal fare return (RT, CT, OJ) PUs, a minimum fare check is required. The total fare for such combined PUs (excluding any separately charged sidetrip PUs), must not be less than the highest direct normal RT fare applicable to the class of service used from the unit origin of the first of such consecutive/ contiguous PUs to the highest rated stopover point in the second or any subsequent consecutive/ contiguous PUs.
(Note: please refer to the end of this section for exceptions to normal fare open jaw trips)

EXAMPLE

Travel: Frankfurt-Athens-Mumbai-Harare-Athens-Frankfurt
Construction (NUC):

FRA-ATH	RT Y	1651.24	PU 1 (RT)
ATH-BOM	1/ 2 RT Y	901.75	
BOM-HRE	1/ 2 RT Y	575.13	} PU 2 (CT)
ATH-HRE	1/ 2 RT Y	1101.35	
FRA-HRE	U	61.85	
Total		4291.32	

- The journey includes 2 consecutive normal fare PUs. 1 RT and 1 CT.
- All are stopover points.
- The check is applied from the unit origin of the first consecutive pricing unit to all stopover points in PU2. FRA-HRE is the highest at NUC 4291.32.
- Ticket identifier for amount of undercut is U.

B If more than one normal fare is published for the carrier and the class of service used, the lower/ lowest level may be used.

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

D If there are fares available in different global directions from the point of origin to the stopover point, the fare applicable to the flown itinerary must be used for the check.

E If the overall itinerary includes such different global indicators (including round the world journeys), the fare must not be less than the lower of such RT fares from the point of origin of the first consecutive return subjourney.

F If there is a surface break between two return subjourneys the RSC is not applied. The RSC check will be applied only to the consecutive PUs up to the point where the surface break commences and then separately to the consecutive PUs after the surface break.

G When there is more than one return PU commencing from the same point, such PUs are not considered as being consecutive to each other and no minimum check is applied between such units

EXAMPLE

Travel: Tokyo-Mexico-London-Mexico-Tokyo-Bangkok-Bombay-Bangkok-Tokyo
Construction:

TYO-MEX	RT	PU1
MEX-LON	RT	PU2
TYO-BKK	RT	PU3
BKK-BOM	RT	PU4

Minimum Check is applied to TYO-MEX + MEX-LON and separately to TYO-BKK = BKK-BOM.

EXCEPTIONS for open jaw trips:

1 If the first consecutive return subjourney is an origin open jaw trip: The fare to be used for the check to each stopover point in any subsequent consecutive PUs shall be assessed as the sum of:

a Half of the direct RT fare from the unit origin of the open jaw (first consecutive) PU to the stopover point, plus

b Half of the direct RT fare from the unit destination of the open jaw (first consecutive) PU to the same stopover point.

EXAMPLE

Travel: Paris-Rome-Nairobi-Johannesburg-Nairobi-Rome-Nice
Construction:

PAR-ROM	1/2 RT
NCE-ROM	1/2 RT= PU 1 (OJ)

ROM-NBO	RT	PU 2
NBO-JNB	RT	PU 3

Minimum check - the total fare must not be less than the sum of 1/ 2 RTs
PAR-NBO + NCE-NBO, or PAR-JNB + NCE-JNB, whichever is highest.

2 If any subsequent PU is for an origin open jaw: Then such PU will be considered as RT PU, assuming the surface portion to be flown

EXAMPLE

Travel: Caracas- Los Angeles- Amsterdam- Chicago- surface- Los Angeles- Caracas
Construction:

CCS-LAX	RT	PU1
LAX-AMS	1/ 2 RT	
CHI-AMS	1/ 2 RT	PU2 (OJ)

Minimum check: the total fare must not be less than CCS-AMS RT or CCS-CHI RT. The surface gap CHI-LAX is considered closed.

3 If the last consecutive PU is a turnaround open jaw trip: The fare to be used for the check to stopover/ terminal points in the open jaw PU shall be assessed as the sum of:

a Half of the direct RT fare from the unit origin of the first consecutive PU to the highest rated stopover/ terminal point in the outbound component of the open jaw, plus

b Half of the direct RT fare from the unit origin of the first consecutive PU to the highest rated stopover/ terminal point in the inbound component of the open jaw.

EXAMPLE

Travel: Brussels- Lusaka- Durban- surface- Capetown- Johannesburg- Lusaka- Brussels

Construction
BRU-LUN PU 1= RT
LUN-DUR 1/ 2 RT
LUN-CPT 1/ 2 RT } PU2 (via JNB)

RSC: Minimum check requires highest turnaround normal fare open jaw (TNOJ)

Outbound 1/ 2 RT	Inbound 1/ 2 RT	
BRU-DUR 1000	BRU-JNB	900
	BRU-CPT	1100

Add the highest 1/ 2 RT on the outbound to the highest 1/ 2 RT on the inbound to obtain the highest TNOJ

4 If the first consecutive PU is for an origin open jaw and any subsequent consecutive PU is for a turnaround open jaw: A combination of Exceptions 1. and 2. will apply. The fare to be used for the check to stopover/ terminal points in the turnaround jaw PU shall be assessed as the sum of:

a Half of the direct RT fare from the unit origin of the first consecutive PU to the highest rated stopover/ terminal point in the outbound component of the open jaw, plus

b Half of the direct RT fare from the unit destination of the first consecutive PU to the highest rated stopover/ terminal point in the inbound component of the turnaround open jaw.

EXAMPLE

Travel: Paris-Rome-Lusaka-Durban-surface-Capetown-Rome-Nice

Construction:
PAR-ROM 1/ 2 RT
NCE-ROM 1/ 2 RT} PU 1 (ONOJ)

PAR-DUR 1/ 2 RT
NCE-CPT 1/ 2 RT} PU 2 (TNOJ)

RSC: Minimum check requires highest double normal fare open jaw (DNOJ)

Outbound 1/ 2 RT	Inbound 1/ 2 RT
PAR-LUN 700	NCE-CPT800
PAR-DUR 900	

Add the highest 1/ 2 RT on the outbound to the highest 1/ 2 RT on the inbound to obtain the highest DNOJ

H Unpublished fares

1 When there is no direct route fare between two ticketed points, a fare must be constructed over an intermediate ticketed point in order to apply the RSC

EXAMPLE 1

Travel: A - B - C - D - E - C - A
(2 PUs A - C - A and C - E - C)
Fares: no RT fare A - D
RSC: the RT fare A - D is established by the lowest combination of 2 RT fares using intermediate points between A and D
i.e. A - B plus B - D or
A - C plus C - D
whichever is lower

EXAMPLE 2

Travel: A - B - C - D - E - F - C - G - A
(2 PUs A - C - A and C - E - C)
Fares: no RT fares A - D or A - F
RSC: the RT fare A - D is established by the lowest combination of 2 RT fares using intermediate points between A and D
i.e. A - B plus B - D or
A - C plus C - D
whichever is lower
the RT fare A - F is established by the lowest combination of 2 RT fares using intermediate points between A and F
i.e. A - G plus G - F or
A - C plus C - F
whichever is lower

2 The constructed fare shall be considered a direct route fare and must be shown on the ticket as C/

2.12.3. Mixture of One way and Return Subjourneys

A Return subjourneys combined end-on with OW subjourneys: No overall checks will be applied. However, if there are two or more consecutive PUs of the same type (return or OW), then the applicable RSC/ OSC checks will apply:

1 If consecutive PUs are for return subjourneys: The RSC check will be applied separately to such PUs.

2 If consecutive PUs are for OW subjourneys: The OSC check will be applied separately to such PUs.

B Consecutive/ contiguous return subjourneys separated by a OW Subjourney:

1 If two or more consecutive/ contiguous return subjourneys have a separately charged PU for a OW subjourney from or to their common construction point, such OW subjourney shall be excluded from the RSC check. The RSC check will be made from the unit origin of the first consecutive/ contiguous return PU to all stopover points in the onward return PUs, disregarding the OW subjourney.

2 No overall check is required for the combined return and OW subjourneys, however a separate OSC check must be made for any subjourney which involves more than one consecutive OW PU.

EXAMPLE

Travel: Harare-Athens-Madrid-surface-Athens-Vienna-Athens-Harare

Construction:
HRE-ATH RT PU 1
ATH-MAD OW PU 2
ATH-VIE RT PU 3

ATH is a common point on 2 contiguous RT PUs (HRE-ATH, ATH-VIE); the RSC minimum check is required for HRE-VIE.

C Consecutive/ contiguous OW subjourneys separated by a return subjourney:

1 If two or more consecutive/ contiguous OW subjourneys have a separately charged PU for a return subjourney from or to their common construction point, such return subjourney shall be excluded from the OSC check. The OSC check will be made only between all fare construction points included in consecutive/ contiguous OW PUs.

2 No overall check is required for the combined OW and return subjourneys, however a separate RSC check must be made for any subjourney which involves more than one consecutive return PU.

EXAMPLE

Travel: Zurich-Mumbai-Nairobi-Mumbai-Sydney

Construction
ZRH-BOM OW PU 1
BOM-NBO RT PU 2
BOM-SYD OW PU 3

BOM is a common point on 2 contiguous OW PUs. The OSC minimum check is required for ZRH-BOM and BOM-SYD.

2.13. Mixed class construction

Mixed class travel involves two or more different classes of service:

A Over one or more sectors within a fare component.

B Over an entire fare component of a multi-component journey/ subjourney.

2.13.1. Travel within a fare component in different classes of service

A The fare for mixed class travel within a fare component is assessed as the sum of the through fare in the lowest class of service used to assess the fare and,

1 for each sector travelled in a higher class of service, the difference between the lowest applicable fare for the lowest class used for the sector concerned and the lowest applicable fare for the higher class used for such sectors, or

2 for consecutive sectors within a fare component travelled in a higher class of service, the difference between the 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

3 in applying the above, the lower differential established is applied

NOTE: Any stopover and transfer restrictions attached to all fares used must be observed.

EXAMPLE

Travel: Bangkok-(C) Hong Kong-(F) Singapore-(F) Zurich
The sum of the through C fare plus lower differential of the following

Calculation 1		(NUC)
HKG-SIN	F Fare	876.94
HKG-SIN	C Fare	741.73
HKG-SIN	F Fare	876.94
HKG-SIN	C Fare	741.73
Difference = D		135.21
SIN-ZRH	F2 Fare	2421.28
SIN-ZRH	C Fare	2122.39
Difference = D		298.89
Total Difference	= D	434.10
Calculation 2		(NUC)
HKG-ZRH	F Fare	3613.68
HKG-ZRH	C Fare	2566.70
Difference		1046.98

The differential to be applied shall be 434.10

B The total fare for the component need not be higher than:

1 The applicable through fare for the highest class of travel (surcharged if necessary), or

2 The sum of applicable fares (PUs) for sectors flown in different classes of service.

C Differentials are assessed in the same direction as the fare used for the component.

D When half RT fares are used for the component, the differential is assessed using half RT fares. When OW fares are used for the component, the differential is assessed using OW fares.

E Special fares must not be used in mixed class differential calculations.

EXAMPLE 1

Travel: Madrid-(Y) London-(F) Moscow

Fare Calculation (NUC)		
MAD-MOW (Y)		1401.32
LON-MOW (F)	1264.54	
LON-MOW (Y)	1103.99	
First Class Differential (D)		160.55
Total		1561.87

EXAMPLE 2

Travel: Rome-(C) Paris-(C) Madrid-(F) Rio de Janeiro-(F) Lima

Fare Calculation (NUC):
ROM-LIM (C) 10M (PAR-LIM) 3220

MAD-LIM (F) 5M 3456
MAD-LIM (C) 5M 2370
First Class Differential 1086

Total: 4306

The through fare ROM-LIM requires a 10M surcharge but PAR-LIM is a higher intermediate far to which the surcharge must be applied. The higher class portions MAD-RIO-LIM (5M) are separately assessed in both C and F and the difference determined.

2.13.1.1. Intermediate/Business Class Exceptions

1 **Area 1 - Area 2 via the Atlantic:** Whenever the transatlantic sector is flown in intermediate class and other sectors are in the same or lower class, the applicable through intermediate class fare must be applied.

EXAMPLE

Journey Mexico C Amsterdam Y Larnaca

Fares available	NUC	NUC
MEX-LCA	C 1,612.00	Y 1,382.00
MEX-AMS	C 1,101.00	Y 996.00
AMS-LCA	C 738.90	Y 672.02

Calculation 1:
MEX-AMS C 1.101.00
AMS-LCA Y 672.02

1,773.02

Calculation 2:
through fare
MEX-AMS-LCA (= M) Y 1,382.00
Class differential:
MEX-AMS C 1,101.00
MEX-AMS Y 996.00 D 105.00
1,487.00

Calculation 3:
MEX-AMS-LCA (= M) C 1,612.00
Although Calculation 2 gives the lowest result it may NOT be applied due to the restriction which prevents the use of a differential.

2 **Area 1 - Area 3 via the Atlantic:** Whenever the transatlantic sector and the sector between Area 2 and Area 3 are flown in intermediate class and other sectors are in the same class or a lower class, then the applicable through intermediate class fare must be applied.

3 **Europe - Japan, Korea (Dem. Rep. of), Korea (Rep. of)**

- **via AP**: Whenever sectors between the last point of departure in Europe and the first point of arriveal in Area 1 and between the last point of departure in Area 1 and the first point of arrival in Japan, Korea (Dem. Rep. of), Korea (Rep. of), or vice versa, are flown in intermediate class and other sectors are in the same or lower class of service, then the applicable through intermediate class fare shall be applied.
- **via EH/ FE /RU /TS**: Whenever sectors between the last point of departure in Europe and the first point of arrival in Japan, Korea (Dem. Rep. of), Korea (Rep. of), or vice versa, are flown in intermediate class and other sectors are in the same or lower class, then the applicable through intermediate class fare shall be applied.

4 **Europe - Middle East:** Whenever the sector between Europe and the Middle East is flown in intermediate class and other sectors are in the same or lower class of service, then the applicable through intermediate class fare must be applied.

5 **Europe - Africa:** Whenever the sector between Europe and Africa is flown in intermediate class, the fare must not be lower than applicable through intermediate class fare.

6 **Europe - South Asian subcontinent:** Whenever sectors between the last point of departure in Europe and the first point of arrival in Area 3, or vice versa, are flown in intermediate class and other sectors are in the same or lower class, then the applicable through intermediate class fare shall be applied.

7 **Europe - South East Asia**:

- **via EH/ FE**: Whenever sectors between the last point of departure in Europe and the first point of arrival in South East Asia, or vice versa, are flown in intermediate class and other sectors are in the same or lower class, then the applicable through intermediate class fare shall be applied.
- **via RU/ TS**: Whenever sectors between the last point of departure in Europe and Japan, Korea (Dem. Rep. of), Korea (Rep. of), or vice versa, are flown in intermediate class and other sectors in the same or lower class, then the applicable through intermediate class fare shall be applied.
- **via AP:** Whenever sectors between the last point of departure in Europe and the first point of arrival in Area 1 and between the last point of departure in Area 1 and the first point of arrival in Area 3, or vice versa, are flown in intermediate class and other sectors are in the same or lower class, then the applicable through intermediate class fare shall be applied.

8 **Europe - South West Pacific**:

- **via EH/ FE/ RU/ TS:** Whenever all sectors between the last point of departure in Europe and the first point of arrival in South West Pacific, or vice versa, are flown in Intermediate Class, and other sectors are in the same or lower class, the applicable through Intermediate class fare shall be applied.

EXAMPLE *EH routing:*
Travel: AMS Y FRA J BKK Y POM J SYD.
Use mixed class fare construction.
Travel: AMS Y FRA J BKK J POM Y SYD.
Use through Intermediate Class fare AMS - SYD.

- **via AP :** Whenever all sectors between the last point of departure in Europe and the first point of arrival in Area 1 and between the last point of departure in Area 1 and the first point of arrival in South West Pacific. or vice versa. are flown in Intermediate Class and other sectors are in the same or lower class of service, the applicable through Intermediate class fare shall be applied.

EXAMPLE
Travel: LON Y FRA J NYC J LAX Y NAN J SYD.
Use mixed class fare construction.

Travel: LON Y FRA J NYC Y LAX J NAN Y SYD.
Use through Intermediate Class fare LON - SYD.

2.13.1.2. First Class Exceptions

1 **North Atlantic - Between Canada/ USA/ Mexico and Europe:** Whenever the transatlantic sector is flown in first class and other sectors are in the same class or a lower class, the applicable through first class fare shall be applied.

2 **Europe - South Asian subcontinent:** Whenever sectors between the last point of departure in Europe and the first point of arrival in Area 3, or vice versa, are flown in first class and other sectors are in the same class or lower, the applicable through first class fare shall be applied.

2.13.1.3. Mixed class fare checks

A Fare Component checks (DMC) will be applied:
1 in the lowest class used of a mixed class component where a differential has been applied.
2 in the applicable class used for an entire component flown in a higher class

B Journey/ subjourney checks which apply to more than one fare component (CTM/ COP/ CPM/ OSC/ RSC) will be applied to the lowest class of service used. The class differential(s) amount(s) will then be added to the fare resulting from the application of the checks.

2.13.2. Travel in an entire fare component in a higer class of service than other components

The fare for the entire component shall be the applicable fare for the class of service used.

2.13.3. Mixed class carrier exceptions

via AA:

A When travel is via different classes of service, the fare must not be higher than the lowest fare resulting from the following:
1 The combination of sector fares for the class(es) of service used
2 Within each fare component, the applicable through fare for the lowest class of service, plus a differential in the direction of the fare component for each sector where a higher class of service is used; such differential being the difference between the applicable one way or half round trip fare (surcharged, if necessary) for the lowest class of service charged and the corresponding one way or half round trip fare for the higher class fare of the same type
EXCEPTION: applicable to fare components between Area 1 and Area 2/ Area 3. When economy class service is used and the transatlantic segment is flown in intermediate class, a differential between economy and intermediate class is not permitted
3 The through fare for the highest class of service used
4 The through fare for a higher class of service than the lowest class used, plus a differential in the direction of the fare component for each sector where the highest class of service is used

Example:	NYC-Y-LON-F-ATH
Charge:	NYC-ATH-C
Differential:	LON-ATH-F
Minus:	LON-ATH-C

5 The through fare for a higher class of service than any of the classes of service used, via the same carrier(s), via and between the same points. For the purpose of this provision, fare are published in the following descending order of classes of service
a first class
b intermediate class
c one class standard service
d standard service
e economy class

B via AA: For all first and intermediate class fares unless otherwise stated in a fare rule, when paying through AA intermediate class fares. passengers are permitted to sit in first class on AA flights within Area 1 not offering intermediate class seating.

Exception: For intermediate class fare components between North America/ Central America/ Caribbean and South America, a differential must be charged for the segment(s) between North America and South America flown in first class, provided that it provides the lowest constructed fare.

C via AA: It is permissible to calculate a differential over segments not booked in a higher class provided the following requirements are met
1 At least one segment of the through fare component must be booked in the lower class of service applicable to the fare being charged
2 The resulting differential must be lower than the differential for the segment(s) where a higher class is used or the combination of differentials when applicable
3 The differential must not be calculated beyond the terminal points (origin and destination) of the through component

D via AA: The application of differential construction must not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service charged

E via AA: Differential is calculated using fares of the same type. The conditions of these fares must both be:
1 Routing based, or
2 Mileage based and must have a similar fare basis code except for the class of service. Where more than one comparison is possible, the computation that produces the lowest result must be used.

Exception 1: In the absence of a lower class fare with a similar fare basis code for a sector for which a differential is charged, use the next lower fare for the same class of service

EXAMPLE:	DFW-J-TYO-Y-HKG
Charge:	DFW-HKG-Y
(no Y fare DFW-TYO)	
Differential:	DFW-TYO-J
Minus:	DFW-TYO-Y02

Exception 2: In the absence of a lower class fare for the sector for which a differential is charged, use the applicable fare for the next lower class.

Exception 3: (Applicable to fare components between USA/ Canada and Central/ South America, Area 3) When a differential is to be calculated between first, intermediate and economy class fares, use the economy fare that corresponds to the through economy class fare being charged. In the absence of the corresponding economy fare, calculate the differential by comparing the first/ intermediate class fare and the next higher economy fare

EXAMPLE 1:

BOS-Y-NYC-Y-MIA-J-SCL-Y-MVD

Charge:	BOS-MVD-Y
Differential:	MIA-SCL-J
Minus:	MIA-SCL-Y

EXAMPLE 2:

BOS-Y-MIA-F-RIO-Y-POA

Charge:	BOS-POA-Y2
Differential:	MIA-RIO-F
Minus:	MIA-RIO-Y2

EXAMPLE 3:

SJC-J-TYO-Y-SIN

Charge:	SJC-SIN-YO2
Differential:	SJC-TYO-J
Minus:	SJC-TYO-YO2-

Exception 4: (Applicable to TC31 fare components when travel is via the North/ Central Pacific) When the published unrestricted intermediate and economy class fares, or the published restricted intermediate and economy class fares are equal between the points flown in the higher class, and the portion flown in intermediate class includes the transpacific segment, calculate the differential by comparing the unrestricted intermediate class fare and restricted economy class fare
a When there is no restricted economy fare published and the unrestricted intermediate and economy fares are equal, charge the through intermediate class fare or charge sector fares, whichever is less
b When using half round trip fares to calculate a differential, if a zero differential results, then one way fares for both classes must be used.

Via CI:
Whenever a segment is flown partially in J class and other segments are in a lower class. J class fares must be used for assessment of class differential calculations.

5. Surcharges

5.2. Security Surcharges

Security surcharges as shown below will apply for travel performed on the services of the following carriers and denoted as Q charge on tickets:

NOTE:
Due to frequent changes on the respective carrier's procedure this table may not reflect all surcharges: Consequently, it is advisable to always contact the carrier concerned for the correct application of any possible surcharge.

via all carriers:
from Hong Kong SAR worldwide: HKD33 for each departure

via AA:
The following security surcharges are applicable:
1 For travel on flights from Jamaica worldwide, the local security surcharge will be: USD 1.20/CAD 1.70 OW.
2 A local security surcharge of USD 4.81/ CAD 6.73 will apply on all flights departing from SLU/UVF airports.

via AC:
AC will assess a USD7.00/CAD10.00 charge for all fare paying passengers travelling on AC from Jamaica

via JM: (Not applicable to/from USA) JM will assess a security surcharge as shown below for all fare paying passengers. This surcharge will apply on all JM routes involving enplanement:
1 from Jamaica to Canada: USD 7.00/ CAD10.00
2 within Caribbean: USD 7.50 OW/ USD15.00 RT.

EXCEPTION:
from Jamaica to Antigua, Barbados, Bonaire, Curacao, Dominica, Grenada, St. Lucia, St. Vincent, Port of Spain, Tobago: USD 7.50 OW

NOTES:
- these charges are to be applied on all fares, and is in addition to all other charges
- the charge is not subject to any discount
- the surcharge is to be shown in the fare ladder of the ticket as a 'Q'

via VS:
A security/ insurance and fuel surcharge will be assessed as follows: Applicable to all passengers on VS flight numbers including children and infants:
- For tickets sold in the UK: GBP 32.50 per sector
- For tickets sold in the USA: USD 55.00 per sector
- For tickets sold in other countries: USD 48.00 per sector
- (or its equivalent amount paid in local currency) for each flight sector on VS)

EXCEPTIONS:
1 for travel on the following sectors: LON-HKG/ HKG-LON, HKG-SYD/SYD-HKG: USD 42.60 per sector
2 for travel on the following flight sequences:
   - VS 4000 - 4999: GBP 10.50 per sector
   - VS 5000 - 5999: USD 13.00 per sector
   - VS 8327 - 8830: USD 15.00 per sector
   - VS 2000 - 2999/ 3000 - 3999: charge does not apply

The charge will be collected at the point of sale and shown in the tax box under the code YQ
The charge is not interlineable
The charge is refundable on totally unused coupons
The charge is commissionable

15. Endorsements & Ticket Alterations

15.8. Voluntary Rerouting and Reissuance of Partially Used Tickets

15.8.7. Recalculation procedures after transportation has commenced

15.8.7.1. Same trip type

When the ticket has been partially used, the fare shall be recalculated from the last fare construction point *preceding the point from which flight coupons will be uplifted* (unless flight coupons are being uplifted at a fare break point, then the recalculation shall be assessed from such fare break point) to the destination or to the next fare construction point beyond which the original fare calculation remains applicable.
The place of the reissuance transaction does not necessarily need to be the same point from which flight coupon(s) is uplifted.

EXAMPLE: 1: Itinerary
JKT - BKK - FRA - ZRH - ROM - JKT changed to
JKT - BKK - FRA - ZRH - ROM - KUL - JKT
Place of original issue: JKT
Place of reissue: GVA
Unused coupons submitted: ZRH-ROM-JKT
Original routing/fare calculation (Sold Inside COC)

JKT		
BKK	M	
FRA	1708.00	½RT
ZRH		
ROM	M	
JKT	1708.00	½RT
NUC	3416.00	
ROE	1.00	
Fare in USD	3416.00	

Revised routing/fare recalculation (Sold inside COC)

JKT		
BKK	M	
FRA	1708.00	½RT (copied)
ZRH		
ROM		
KUL	M	
JKT	1708.00	½RT (recalculated)
NUC	3416.00	
ROE	1.00	
Fare in USD	3416.00	

EXPLANATION:
- The fare construction points are JKT (origin), FRA (fare break point) and JKT (destination).
- ROM is the point at which the change in the routing begins.
- Unused coupons submitted for reissue in GVA include ZRH-ROM-KUL-JKT. Hence, ZRH is the point where the flight coupons will be uplifted.
- As FRA is the last fare calculation point preceding ZRH, the point of upliftment, the fare is recalculated from FRA.
-

However, once travel on a fare component has been completed such fare component may not be used for subsequent voluntary rerouting.

EXAMPLE 2: Itinerary:
JKT - BKK - FRA - ROM - JKT changed to
JKT - BKK - FRA - KUL - JKT
Place of original issue: JKT
Place of reissue: FRA
Unused coupons submitted: FRA - ROM - JKT

Original routing/fare calculation (Sold inside COC)

JKT		
BKK	M	
FRA	1708.00	½RT
ROM	M	
JKT	1708.00	½RT
NUC	3416.00	
ROE	1.00	
LCF USD	3416.00	

Revised routing/fare recalculation (Sold inside COC)

JKT		
BKK	M	
FRA	1708.00	½RT (copied)
KUL	M	
JKT	1708.00	½RT (recalculated)
NUC	3416.00	
ROE	1.00	
LCF USD	3416.00	

EXPLANATION:
- The fare calculation points are JKT (origin), FRA (fare break point) and JKT (destination).
- Unused coupons submitted for reissue: FRA-ROM-JKT; hence, point of upliftment is FRA.
- JKT (origin) is the last fare calculation point preceding the point of upliftment.
- However, since travel on the JKT - BKK - FRA fare component has been completed, this fare component may not be used for subsequent voluntary rerouting.

The fare must then be recalculated from FRA and not from JKT.

15.8.7.2. One way converted to a return trip

(i) When a OW ticket is to be converted into a RT /CT or open jaw ticket, the new fare shall be recalculated from the point of origin for the journey to be travelled, provided that if travel on a fare component has been completed, such fare construction point shall not be changed in assessing the new fare.

(I) The fares to be used shall be those applicable to the new journey.

Itinerary:
FRA - ROM - BUD - VIE changed to
FRA - ROM - BUD - FRA
Place of original issue: FRA
Place of reissue: BUD
Unused coupons submitted: BUD - VIE
Original routing/ fare calculation (Sold Inside COC)

FRA		
ROM	380.93	OW
BUD	M	
VIE	387.41	OW
NUC	768.34	
ROE	1.117814	
LCF EUR	859.00	

Revised routing/fare recalculation (Sold inside COC)

FRA		
ROM	350.00	½RT
BUD	M	
FRA	350.00	½RT
NUC	700.00	
ROE	1.117814	
LCF EUR	783.00	

Refund due: EUR 76.00
(Refer to 13.2.16.6 for issuance of MCO or Agent's Refund Voucher for refundable amount.)

EXPLANATION:
- The fare construction points are FRA (origin), ROM (fare break point) and VIE (destination).
- BUD is the point of reissuance, i.e. the point where the passenger submits the coupons for reissue. It is also the point of upliftment, i.e. the first city shown on the coupons submitted for reissue.
- ROM is the last fare calculation point preceding BUD, the point of upliftment.
- In the recalculation, ½RT fares must be used from point of origin (FRA) because the revised routing now qualifies for RT fares.

EXCEPTION:
via JL:
i) A one way ticket shall not be converted into a round, circle or open jaw trip discount for any portion already flown. Discount will be applied only to any rerouted portion of the trip and only from the point of rerouting, not based on any portion of the trip already flown
ii) for the application of paragraph (i), all applicable fare construction rules shall apply to the recalculation of the new fare.

15.8.7.3. Return trip converted to one way

(i) When a RT, CT or open jaw ticket is to be converted into a OW ticket, the new fare shall be recalculated from the point of origin for the journey to be travelled, provided that if travel on a fare component has been completed, such fare construction point shall not be changed in assessing the new fare.

(ii) The fares to be used shall be those applicable to the new journey.
Itinerary:
FRA - CAI - BUD - FRA changed to
FRA - CAI - BUD - VIE
Place of original issue: FRA
Place of reissue: CAI
Unused coupons submitted: BUD - FRA
Original routing/ fare calculation (Sold Inside COC)

FRA		
CAI	350.00	½RT
BUD	M	
FRA	350.00	½RT
NUC	700.00	
ROE	1.117814	
Fare in EUR	783.00	

Revised routing/fare recalculation (Sold Inside COC)

FRA		
CAI	380.93	OW (recalculated)
BUD	M	
VIE	387.41	OW (recalculated)
NUC	768.34	
ROE	1.117814	
LCF EUR	859.00	
less OLD EUR	783.00	
ADC:	EUR 25.00	

(Convert EUR to EGP at the BSR, i.e. 1EUR = 3.7647 EGP. This amounts to EGP 95.)

Explanation:
- The fare construction points are FRA (origin), CAI (fare break point) and FRA (destination).
- BUD is the point of upliftment of flight coupon submitted for reissue and CAI is the last fare calculation point preceding BUD. The original RT is revised into a OW journey.
- The fare must now be recalculated from the point of origin of the original ticket to new destination, using OW fares.

EXCEPTION:
Via AA: After the carriage has commenced, a OW ticket shall not be converted into a RT or CT ticket at the round or circle trip discount for any portion already flown.

15.8.7.4. United States exception

For journeys to/from or ticket originally sold in or reissued in the USA/US Territories, *always* recalculate from the point of origin of the original ticket. The fares to be used for the recalculation are the fares which were in effect on the date of original ticket issue.
Itinerary:
NYC - LON - AMS - BRU - NYC changed to NYC - LON- AMS -BRU - ATH - NYC:

Place of original issue: NYC
Place of reissue: BRU
Unused coupons submitted: BRU - NYC
Original routing and fare calculation (Sold Inside COC):

NYC		
LON	M	
AMS	1696.00	½RT
BRU	M	
NYC	1696.00	½RT
NUC	3392.00	
ROE	1.00	
LCF USD	3392.00	

Revised routing and fare recalculation (Sold Inside COC):

NYC		
LON		
AMS		
BRU	M	
ATH	2020.00	½RT
NYC	2020.00	½RT
NUC	4040.00	
ROE	1.00	
LCF USD	4040.00	

EXPLANATION:
- To/from the USA means that the fare construction points (not via points) are in the USA or its territories.
- In the example above, the fare construction points are NYC (origin), AMS (fare break point) and NYC (destination).
- BRU is the point of upliftment and AMS is the last fare construction point preceding BRU.
- Normally, the fare can only be recalculated from the fare break point preceding the point of upliftment and once a fare component has

been completed such fare component may not be used for subsequent voluntary rerouting. However, as this itinerary involves a journey to/ from the United States, the fare must always be recalculated from the point of origin using fares in effect on the date of original ticket issue. Moreover, the fare break point may be changed (which includes those points for which transportation has already been completed) to produce a lower fare for the revised itinerary.

- The fare must now be recalculated from the point of origin of the original ticket using ½RT fares.

How to apply IATA Rates of Exchange (IROE)

Where an IATA Rate of Exchange (IROE) in the following table is shown as 0.000000 this means that no updated information has been received and the previously notified level should continue to be applied.

Where an IATA Rate of Exchange (IROE) in the following table is shown as NA this means Not Applicable. The currency is shown to provide users with the currency name and codes but no IROE is established.

A currency marked '+' indicates that acceptance of this currency is restricted to the country concerned. MCOs for unspecified transportation issued in a currency marked '+' and totally unused traffic documents paid for in a currency marked '+' will only be honoured in the country of original payment

For ticketing purposes all NUC calculations shall be carried out to two decimals, decimals beyond two shall be disregarded.

For converting NUC into foreign currency, changes shall be calculated to one decimal place beyond the number of decimal places shown in the Rounding Units columns in the table ignoring any further decimal places, and, unless otherwise shown, rounded up to the next higher rounding unit for example as follows:

- When the rounding unit is a whole number, e.g. 100, convert total fare to one decimal place and, unless otherwise stated, round up to the next higher unit.
- When the rounding unit is to one decimal, e.g. 0.1, convert total fare to two decimal places and, unless otherwise stated, round up to the next higher unit.
- When the rounding unit is to two decimal places, e.g. 0.05 convert total fare to three decimal places and, unless otherwise stated, round up to the next higher unit.

EXAMPLE :
NUC 721.87 multiplied by ROE
(NUC 1 = LSL 7.723499)
into Lesotho Loti =
LSL 5575.3622 =
LSL 5580 (rounding according to NUC Conversion Factors Table).

All fares and charges (not the fare calculation items but the total fare) shall, whether arrived at by means of conversion or otherwise (i.e. also for discounted children fares and other rebates), be rounded up to next higher unit as shown in the table unless the calculation results in a total fare, rate or charge for passenger equal to the applicable unit.

The rounding-off units shown in the table are for international fares, for domestic fares the rounding-off unit may not necessarily be the same.

The decimal units column shown in the table relates to the 'Fare Paid' and the 'Equivalent Fare Paid' boxes on the ticket. It is optional for taxes and when showing entries in the 'Total' box of a ticket.

IATA Rates of Exchange (IROE)

NOTE:
The ROE used to convert NUC into the currency of the country of commencement of transportation shall be that in effect on the date of ticket issuance.

To calculate fares, rates or charges in currencies listed below:					Multiply NUC fare rate/ charge by the following rate of exchange:	And round up the resulting amount to the next higher unit as listed below:			
Country (+ local currency acceptance limited)		Currency Name	ISO Codes		From NUC	Rounding Units			
			Alpha	Numeric		Local Curr. Fares	Other Charges	Decimal Units	Notes
	Afghanistan	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Afghanistan	Afghani	AFN	971	49.500000	1	1	0	2, 8
	Albania	euro	EUR	978	0.761600	1	0.01	2	
+	Albania	Lek	ALL	008	NA	1	1	0	22
+	Algeria	Algerian Dinar	DZD	012	71.958300	10	1	0	
	American Samoa	US Dollar	USD	840	1.000000	1	0.1	2	5
	Angola	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Angola	Kwanza	AOA	973	79.963780	1	1	2	2, 8
	Anguilla	US Dollar	USD	840	1.000000	1	0.1	2	5
	Anguilla	East Caribbean Dollar	XCD	951	2.700000	1	0.1	2	2,5
	Antigua Barbuda	US Dollar	USD	840	1.000000	1	0.1	2	5
	Antigua Barbuda	East Caribbean Dollar	XCD	951	2.700000	1	0.1	2	2
	Argentina	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Argentina	Argentine Peso	ARS	032	3.101890	1	0.1	2	1, 2, 5, 8
	Armenia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Armenia	Armenian Dram	AMD	051	355.250000	1	1	0	2, 8
	Aruba	Aruban Guilder	AWG	533	1.790000	1	1	0	
	Australia	Australian Dollar	AUD	036	1.287127	1	0.1	2	8, 17
	Austria	euro	EUR	978	0.761600	1	0.01	2	8
	Azerbaijan	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Azerbaijan	Azerbaijanian Manat	AZN	944	0.871520	0.1	0.1	2	2, 8
	Bahamas	US Dollar	USD	840	1.000000	1	0.1	2	5
	Bahamas	Bahamian Dollar	BSD	044	NA	1	0.1	2	2
	Bahrain	Bahraini Dinar	BHD	048	0.376100	1	0.1	3	
	Bangladesh	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Bangladesh	Taka	BDT	050	69.015000	1	1	0	2,19
	Barbados	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Barbados	Barbados Dollar	BBD	052	NA	1	0.1	2	2
	Belarus	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Belarus	Belarussian Ruble	BYR	974	2145.000000	10	10	0	2, 4, 8
	Belgium	euro	EUR	978	0.761600	1	0.01	2	8
	Belize	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Belize	Belize Dollar	BZD	084	2.000000	1	0.1	2	2
	Benin	CFA Franc	XOF	952	499.576591	100	100	0	
	Bermuda	US Dollar	USD	840	1.000000	1	0.1	2	5
	Bermuda	Bermudian Dollar	BMD	060	1.000000	1	0.1	2	2,5
	Bhutan	Ngultrum	BTN	064	44.328000	1	1	0	
	Bolivia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Bolivia	Boliviano	BOB	068	7.995000	1	1	0	1, 2, 8
	Bosnia and Herzegovina	euro	EUR	978	0.761600	1	0.01	2	
+	Bosnia and Herzegovina	Convertible Mark	BAM	977	NA	1	1	0	22
	Botswana	Pula	BWP	072	6.346173	1	0.1	2	

IATA Rates of Exchange (IROE)

To calculate fares, rates or charges in currencies listed below:					Multiply NUC fare rate/ charge by the following rate of exchange:	And round up the resulting amount to the next higher unit as listed below:			
	Country (+ local currency acceptance limited)	Currency Name	ISO Codes Alpha	Numeric	From NUC	Rounding Units Local Curr. Fares	Other Charges	Decimal Units	Notes
	Brazil	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Brazil	Brazilian Real	BRL	986	2.120520	0.01	0.01	2	1,2,3,8,14
	Brunei Darussalam	Brunei Dollar	BND	096	1.527670	1	1	0	
	Bulgaria	euro	EUR	978	0.761600	1	0.01	2	
+	Bulgaria	Lev	BGN	975	NA	0.01	0.01	2	8, 22
	Burkina Faso	CFA Franc	XOF	952	499.576591	100	100	0	
	Burundi	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Burundi	Burundi Franc	BIF	108	1041.734000	10	5	0	2, 16
	Cambodia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Cambodia	Riel	KHR	116	NA	10	10	0	2
	Cameroon	CFA Franc	XAF	950	499.576591	100	100	0	
	Canada	Canadian Dollar	CAD	124	1.177260	1	0.1	2	8, 12
	Cape Verde Islands	euro	EUR	978	0.761600	1	0.01	2	
+	Cape Verde Islands	Cape Verde Escudo	CVE	132	83.977780	100	100	0	2, 8
	Cayman Islands	US Dollar	USD	840	1.000000	1	0.1	2	5
	Cayman Islands	Cayman Islands Dollar	KYD	136	0.820000	0.1	0.1	2	2, 5
	Central African Rep.	CFA Franc	XAF	950	499.576591	100	100	0	
	Chad	CFA Franc	XAF	950	499.576591	100	100	0	
	Chile	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Chile	Chilean Peso	CLP	152	538.610000	1	1	0	2
+	China excluding Hong Kong SAR and Macao SAR	Yuan Renminbi	CNY	156	7.743120	10	1	0	
	Chinese Taipei	New Taiwan Dollar	TWD	901	32.938000	1	1	0	
	Colombia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Colombia	Colombian Peso	COP	170	2227.325000	100	100	0	1, 2, 8, 21
	Comoros (Isl. Rep. of)	Comoro Franc	KMF	174	374.682444	100	50	0	
	Congo (Brazzaville)	CFA Franc	XAF	950	499.576591	100	100	0	
	Congo (Kinshasa)	US Dollar	USD	840	1.000000	1	0.1	2	5,
+	Congo (Kinshasa)	Franc Congolais	CDF	976	NA	1	0.05	3	2, 8
	Cook Islands	New Zealand Dollar	NZD	554	1.463335	1	0.1	2	8
	Costa Rica	US Dollar	USD	840	1.000000	1	0.1	2	5
	Costa Rica	Costa Rican Colon	CRC	188	NA	1	1	0	2, 5
	Côte d'Ivoire	CFA Franc	XOF	952	499.576591	100	100	0	
	Croatia	euro	EUR	978	0.761600	1	0.01	2	
+	Croatia	Kuna	HRK	191	NA	1	1	0	5, 8, 22
	Cuba	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Cuba	Cuban Peso	CUP	192	1.000000	1	0.1	2	2
	Cyprus	Cyprus Pound	CYP	196.	0.441230	1	0.5	2	8
	Czech Republic	Czech Koruna	CZK	203	21.444000	1	1	0	8
	Denmark	Danish Krone	DKK	208	5.672800	5	1	0	8
	Djibouti	Djibouti Franc	DJF	262	176.770000	100	100	0	
	Dominica	US Dollar	USD	840	1.000000	1	0.1	2	5
	Dominica	East Caribbean Dollar	XCD	951	2.700000	1	0.1	2	2
	Dominican Republic	US Dollar	USD	840	1.000000	1	0.1	2	5
	Dominican Republic	Dominican Peso	DOP	214	NA	1	1	0	2, 8
	Ecuador	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Egypt (Arab Rep. of)	Egyptian Pound	EGP	818	5.699100	1	1	2	
	El Salvador	US Dollar	USD	840	1.000000	1	0.1	2	5, 15
+	El Salvador	El Salvador Colon	SVC	222	NA	1	1	2	2, 8, 15

IATA Rates of Exchange (IROE)

To calculate fares, rates or charges in currencies listed below:					Multiply NUC fare rate/ charge by the following rate of exchange:	And round up the resulting amount to the next higher unit as listed below:			
	Country (+ local currency acceptance limited)	Currency Name	ISO Codes		From NUC	Rounding Units			
			Alpha	Numeric		Local Curr. Fares	Other Charges	Decimal Units	Notes
	Equatorial Guinea	CFA Franc	XAF	950	499.576591	100	100	0	
	Eritrea	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Eritrea	Nakfa	ERN	232	15.750000	1	1	0	2, 8
	Estonia	Kroon	EEK	233	11.916444	5	1	0	8
	Ethiopia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Ethiopia	Ethiopian Birr	ETB	230	8.885500	1	1	0	2, 8
	Falkland Islands	Falkland Pound	FKP	238	0.518602	1	0.1	2	5
	Faroe Isl.	Danish Krone	DKK	208	5.672800	5	1	0	8
	Fiji Islands	Fiji Dollar	FJD	242	1.682009	1	0.1	2	8
	Finland	euro	EUR	978	0.761600	1	0.01	2	8
	France	euro	EUR	978	0.761600	1	0.01	2	8
	French Guiana	euro	EUR	978	0.761600	1	0.01	2	8
	French Polynesia	CFP Franc	XPF	953	90.882975	100	10	0	
	Gabon	CFA Franc	XAF	950	499.576591	100	100	0	
	Gambia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Gambia	Dalasi	GMD	270	NA	1	0.1	2	2, 8
	Georgia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Georgia	Lari	GEL	981	1.707390	1	0.1	2	2, 8
	Germany	euro	EUR	978	0.761600	1	0.01	2	8
	Ghana	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Ghana	Cedi	GHC	288	9252.346000	1	0.1	2	2, 8
	Gibraltar	Gibraltar Pound	GIP	292	0.518602	1	0.1	2	5
	Greece	euro	EUR	978	0.761600	1	0.01	2	8
	Greenland	Danish Krone	DKK	208	5.672800	5	1	0	8
	Grenada	US Dollar	USD	840	1.000000	1	0.1	2	5
	Grenada	East Caribbean Dollar	XCD	951	2.700000	1	0.1	2	2
	Guadeloupe	euro	EUR	978	0.761600	1	0.01	2	8
	Guam	US Dollar	USD	840	1.000000	1	0.1	2	5
	Guatemala	US Dollar	USD	840	1.000000	1	0.1	2	5
	Guatemala	Quetzal	GTQ	320	NA	1	0.1	2	2, 8
	Guinea	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Guinea	Guinea Franc	GNF	324	6000.000000	100	100	0	2, 8
	Guinea Bissau	CFA Franc	XOF	952	499.576591	100	100	0	
	Guyana	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Guyana	Guyana Dollar	GYD	328	NA	1	1	0	2
	Haiti	US Dollar	USD	840	1.000000	1	0.1	2	5
	Haiti	Gourde	HTG	332	NA	1	0.5	2	2
	Honduras	US Dollar	USD	840	1.000000	1	0.1	2	5
	Honduras	Lempira	HNL	340	NA	1	0.2	2	2
	Hong Kong SAR, China	Hong Kong SAR Dollar	HKD	344	7.815570	10	1	0	8
+	Hungary	Forint	HUF	348	192.593000	100	100	0	8
	Iceland	Iceland Krona	ISK	352	67.867000	100	10	0	8
+	India	Indian Rupee	INR	356	44.328000	5	1	0	8, 10
	Indonesia	US Dollar	USD	840	1.000000	1	0.1	2	5
	Indonesia	Rupiah	IDR	360	9206.700000	1000	100	0	1, 2, 8
+	Iran (Islamic Rep. of)	Iranian Rial	IRR	364	9240.000000	1000	1000	0	19
	Iraq	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Iraq	Iraqi Dinar	IQD	368	1278.332000	0.1	0.05	3	2

IATA Rates of Exchange (IROE)

To calculate fares, rates or charges in currencies listed below:					Multiply NUC fare rate/ charge by the following rate of exchange:	And round up the resulting amount to the next higher unit as listed below:			
Country (+ local currency acceptance limited)		Currency Name	ISO Codes		From NUC	Rounding Units			
			Alpha	Numeric		Local Curr. Fares	Other Charges	Decimal Units	Notes
	Ireland	euro	EUR	978	0.761600	1	0.01	2	8
	Israel	US Dollar	USD	840	1.000000	1	0.1	2	5, 10
	Israel	New Israeli Sheqel	ILS	376	NA	1	1	0	2, 5, 8
	Italy	euro	EUR	978	0.761600	1	0.01	2	8
	Jamaica	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Jamaica	Jamaican Dollar	JMD	388	NA	1	1	0	2
	Japan	Yen	JPY	392	116.568000	100	10	0	7, 8
	Jordan	Jordanian Dinar	JOD	400	0.708440	0.1	0.05	3	
+	Kazakhstan	Kazakhstan Tenge	KZT	398	124.242000	1	1	0	8
	Kenya	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Kenya	Kenyan Shilling	KES	404	69.443000	5	5	0	2
	Kiribati	Australian Dollar	AUD	036	1.287127	1	0.1	2	
+	Korea (Dem. Peoples Rep. of)	North Korean Won	KPW	408	146.550000	1	1	0	
+	Korea (Rep. of)	Won	KRW	410	948.150000	100	100	0	8
	Kuwait	Kuwaiti Dinar	KWD	414	0.289161	1	0.05	3	
	Kyrgyzstan	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Kyrgyzstan	Som	KGS	417	38.186000	1	0.1	2	2, 8
	Laos (People's Dem. Rep.)	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Laos (People's Dem. Rep.)	Kip	LAK	418	9656.600000	10	10	0	2
	Latvia	Latvian Lats	LVL	428	0.528473	1	0.1	2	8
	Lebanon	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Lebanon	Lebanese Pound	LBP	422	NA	100	100	0	2, 8
	Lesotho	Loti	LSL	426	7.422480	10	1	0	6
	Liberia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Liberia	Liberian Dollar	LRD	430	NA	1	0.1	2	2, 5
+	Libya (S.P.L.A.J.)	Libyan Dinar	LYD	434	1.287420	0.1	0.05	3	19
	Liechtenstein	Same as Switzerland	CHF	756	1.223060	1	0.5	2	8
	Lithuania	Litas	LTL	440	2.629651	1	1	0	5,8
	Luxembourg	euro	EUR	978	0.761600	1	0.01	2	8
	Macao SAR, China	Pataca	MOP	446	8.050037	10	1	0	
	Macedonia (FYROM)	euro	EUR	978	0.761600	1	0.01	2	
+	Macedonia (FYROM)	Macedonian Denar	MKD	807	46.747710	1	1	0	5, 8, 22
	Madagascar	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Madagascar	Ariary	MGA	969	1989.900000	100	100	0	2
	Malawi	US Dollar	USD	840	1.000000	1	0.1	2	5
	Malawi	Kwacha	MWK	454	139.632000	1	0.1	2	2, 8
	Malaysia	Malaysian Ringgit	MYR	458	3.510600	1	1	0	8
	Maldives Isl.	US Dollar	USD	840	1.000000	1	0.1	2	5
	Maldives Isl.	Rufiyaa	MVR	462	NA	1	1	0	2
	Mali	CFA Franc	XOF	952	499.576591	100	100	0	
	Malta	Maltese Lira	MTL	470	0.326704	1	0.1	2	5
	Marshall Isl.	US Dollar	USD	840	1.000000	1	0.1	2	5
	Martinique	euro	EUR	978	0.761600	1	0.01	2	8
+	Mauritania	Ouguiya	MRO	478	271.000000	20	10	0	
+	Mauritius	Mauritius Rupee	MUR	480	32.460000	5	1	0	
	Mayotte	euro	EUR	978	0.761600	1	0.01	2	8
	Mexico	US Dollar	USD	840	1.000000	1	0.1	2	5
	Mexico	Mexican Peso	MXN	484	11.165800	1	0.01	2	2, 8
	Micronesia	US Dollar	USD	840	1.000000	1	0.1	2	5

IATA Rates of Exchange (IROE)

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Country (+ local currency acceptance limited)		Currency Name	ISO Codes		From NUC	Rounding Units			
			Alpha	Numeric		Local Curr. Fares	Other Charges	Decimal Units	Notes
	Moldova	euro	EUR	978	0.761600	1	0.01	2	
+	Moldova	Moldovan Leu	MDL	498	12.717500	1	1	0	8, 22
	Monaco	euro	EUR	978	0.761600	1	0.01	2	8
	Mongolia	US Dollar	USD	840	1.000000	1	0.1	2	5
	Mongolia	Tugrik	MNT	496	NA	-	-	2	2
	Montenegro	euro	EUR	978	0.761600	1	0.1	2	5
	Montserrat	US Dollar	USD	840	1.000000	1	0.1	2	5
	Montserrat	East Caribbean Dollar	XCD	951	2.700000	1	0.1	2	2,5
+	Morocco	Moroccan Dirham	MAD	504	8.479860	5	1	0	8
+	Mozambique	Metical	MZN	943	26.168000	10	1	0	8
+	Myanmar	Kyat	MMK	104	6.420000	1	1	0	
	Namibia	Namibia Dollar	NAD	516	7.422480	10	1	0	6, 8
	Nauru	Australian Dollar	AUD	036	1.287127	1	0.1	2	
	Nepal	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Nepal	Nepalese Rupee	NPR	524	70.924800	1	1	0	2
	Netherlands	euro	EUR	978	0.761600	1	0.01	2	8, 11
	Netherlands Antilles	Neth. Antillian Guilder	ANG	532	1.790000	1	1	0	
	New Caledonia	CFP Franc	XPF	953	90.882975	100	10	0	
	New Zealand	New Zealand Dollar	NZD	554	1.463335	1	0.1	2	8, 18
	Nicaragua	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Nicaragua	Cordoba Oro	NIO	558	18.115960	1	1	0	1, 2
	Niger	CFA Franc	XOF	952	499.576591	100	100	0	
	Nigeria	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Nigeria	Naira	NGN	566	128.250000	1	1	0	2
	Niue	New Zealand Dollar	NZD	554	1.463335	1	0.1	2	
	Norfolk Isl.	Australian Dollar	AUD	036	1.287127	1	0.1	2	
	North Mariana Isl.	US Dollar	USD	840	1.000000	1	0.1	2	5
	Norway	Norwegian Krone	NOK	578	6.205380	5	1	0	8
	Oman	Rial Omani	OMR	512	0.384500	1	0.1	3	
+	Pakistan	Pakistan Rupee	PKR	586	60.848000	10	1	0	9
	Palau	US Dollar	USD	840	1.000000	1	0.1	2	5
	Palestinian Territory, Occupied	US Dollar	USD	840	1.000000	1	0.1	2	5
	Panama	US Dollar	USD	840	1.000000	1	0.1	2	5
	Panama	Balboa	PAB	590	1.000000	1	0.1	2	2
	Papua New Guinea	Kina	PGK	598	2.943739	1	0.1	2	
	Paraguay	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Paraguay	Guarani	PYG	600	NA	100	100	0	2, 20
	Peru	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Peru	Nuevo Sol	PEN	604	3.187030	0.1	0.1	2	2, 8
	Philippines	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Philippines	Philippine Peso	PHP	608	NA	1	1	0	2, 8
+	Poland	Zloty	PLN	985	2.968220	1	0.01	2	8
	Portugal incl Azores, Madeira	euro	EUR	978	0.761600	1	0.01	2	8
	Puerto Rico	US Dollar	USD	840	1.000000	1	0.1	2	5
	Qatar	Qatari Rial	QAR	634	3.640000	10	10	0	
	Reunion Isl.	euro	EUR	978	0.761600	1	0.01	2	8
	Romania	euro	EUR	978	0.761600	1	0.01	2	
+	Romania	New Leu	RON	946	2.577160	1	1	2	8, 22
	Russia	euro	EUR	978	0.761600	1	0.01	2	8,22

IATA Rates of Exchange (IROE)

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Country (+ local currency acceptance limited)		Currency Name	ISO Codes		From NUC	Rounding Units			
			Alpha	Numeric		Local Curr. Fares	Other Charges	Decimal Units	Notes
+	Russia	Russian Ruble	RUB	643	26.223460	5	1	0	8, 22
	Rwanda	US Dollar	USD	840	1.000000	1	0.1	2	5, 13
+	Rwanda	Rwanda Franc	RWF	646	NA	10	5	0	2, 13
	Saint Kitts, Nevis	US Dollar	USD	840	1.000000	1	0.1	2	5
	Saint Kitts, Nevis	East Caribbean Dollar	XCD	951	2.700000	1	0.1	2	2
	Saint Lucia	US Dollar	USD	840	1.000000	1	0.1	2	5
	Saint Lucia	East Caribbean Dollar	XCD	951	2.700000	1	0.1	2	2
	St.Pierre Miquelon	euro	EUR	978	0.761600	1	0.01	2	8
	St. Vincent and the Grenadines	US Dollar	USD	840	1.000000	1	0.1	2	5
	St. Vincent and the Grenadines	East Caribbean Dollar	XCD	951	2.700000	1	0.1	2	2
	Samoa	Tala	WST	882	2.660205	1	0.1	2	8
	Sao Tome and Principe	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Sao Tome and Principe	Dobra	STD	678	NA	100	100	0	2, 8
	Saudi Arabia	Saudi Riyal	SAR	682	3.749020	1	1	0	
	Senegal	CFA Franc	XOF	952	499.576591	100	100	0	
	Serbia	euro	EUR	978	0.761600	1	0.01	2	
+	Serbia	Serbian Dinar	RSD	941	61.704770	1	1	0	5, 8, 22
	Seychelles	Seychelles Rupee	SCR	690	6.116400	1	1	2	
	Sierra Leone	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Sierra Leone	Leone	SLL	694	NA	1	0.1	2	2, 8
	Singapore	Singapore Dollar	SGD	702	1.527670	1	1	0	8
+	Slovakia	Slovak Koruna	SKK	703	26.067000	1	1	0	
	Slovenia	euro	EUR	978	0.761600	1	0.01	2	
	Solomon Islands	Solomon Island Dollar	SBD	090	7.118377	1	0.1	2	
	Somalia	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Somalia	Somali Shilling	SOS	706	1356.600000	1	1	0	1, 2
	South Africa	Rand	ZAR	710	7.422480	10	1	0	6, 8
	Spain incl. Canary Islands	euro	EUR	978	0.761600	1	0.01	2	8
+	Sri Lanka	Sri Lanka Rupee	LKR	144	109.005000	100	1	0	
+	Sudan	Sudanese Dinar	SDD	736	204.000000	1	1	0	19,23
+	Sudan	Sudanese Pound	SDG	938	2.040000	1	1	2	19,23
	Suriname	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Suriname	Surinam Dollar	SRD	968	2.770000	1	1	0	2
	Swaziland	Lilangeni	SZL	748	7.422480	10	1	0	6
	Sweden	Swedish Krona	SEK	752	7.076060	5	1	0	8
	Switzerland	Swiss Franc	CHF	756	1.223060	1	0.5	2	8
+	Syria	Syrian Pound	SYP	760	51.670000	1	1	0	19
	Tajikstan	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Tajikistan	Somoni	TJS	972	3.384200	1	0.1	2	2, 8
	Tanzania	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Tanzania	Tanzania Shilling	TZS	834	1251.100000	10	10	0	2
	Thailand	Baht	THB	764	32.789000	5	5	0	8
	Timor Leste	US Dollar	USD	840	1.000000	1	0.1	2	5
	Togo	CFA Franc	XOF	952	499.576591	100	100	0	
+	Tonga Isl.	Pa'anga	TOP	776	1.988455	1	0.1	2	8
	Trinidad and Tobago	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Trinidad and Tobago	Trinidad & Tobago Dollar	TTD	780	NA	1	0.1	2	2
+	Tunisia	Tunisian Dinar	TND	788	1.309360	1	0.5	3	

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			Alpha	Numeric		Local Curr. Fares	Other Charges	Decimal Units	Notes
	Turkey	euro	EUR	978	0.761600	1	0.01	2	8
+	Turkey	New Turkish Lira	TRY	949	1.433270	1	0.01	2	8,22
	Turkmenistan	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Turkmenistan	Turkmenistan Manat	TMM	795	5200.000000	1	0.1	2	2, 8
	Turks and Caicos Isl.	US Dollar	USD	840	1.000000	1	0.1	2	5
	Tuvalu	Australian Dollar	AUD	036	1.287127	1	0.1	2	
	Uganda	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Uganda	Uganda Shilling	UGX	800	1765.050000	1	1	0	2, 8
	Ukraine	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Ukraine	Hryvnia	UAH	980	5.052050	1	0.1	2	2, 8
	United Arab Emirates	UAE Dirham	AED	784	3.671950	10	10	0	
	United Kingdom	Pound Sterling	GBP	826	0.518602	1	0.1	2	5, 8
	United States of America / UST	US Dollar	USD	840	1.000000	1	0.1	2	4
	Uruguay	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Uruguay	Peso Uruguayo	UYU	858	24.300000	1	1	0	1, 2, 5, 8
	Uzbekistan	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Uzbekistan	Uzbekistan Sum	UZS	860	1244.156000	1	1	0	2, 8
	Vanuatu	Vatu	VUV	548	107.384000	100	10	0	
	Venezuela	US Dollar	USD	840	1.000000	1	0.1	2	5
	Venezuela	Bolivar	VEB	862	2150.000000	10	10	0	2, 5, 8
	Viet Nam	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Viet Nam	Dong	VND	704	16002.700000	1000	1000	0	2
	Virgin Islands (British)	US Dollar	USD	840	1.000000	1	0.1	2	5
	Virgin Islands (US)	US Dollar	USD	840	1.000000	1	0.1	2	4, 5
	Wallis and Futuna Isl.	CFP Franc	XPF	953	90.882975	100	10	0	
	Yemen	Yemeni Rial	YER	886	198.000000	1	1	0	19
	Zambia	US Dollar	USD	840	1.000000	1	0.1	2	5, 9
+	Zambia	Kwacha	ZMK	894	NA	5	5	0	2, 8
	Zimbabwe	US Dollar	USD	840	1.000000	1	0.1	2	5
+	Zimbabwe	Zimbabwe Dollar	ZWD	716	NA	1	1	2	2

IATA Rates of Exchange (IROE)

NOTES

1 For information apply to the nearest office of an issuing or participating airline.

2 International fares, fares related charges and excess baggage charges will be quoted in US Dollars. The conversion rate shown herein is to be used solely to convert local currency domestic fares to US Dollars, permitting the combination of domestic fares and international fares on the same ticket.

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

4 Rounding of fares and other charges shall be to the nearest rounding unit except US Tax charges shall be rounded to the nearest 0.01.

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

For Example if rounding unit is 1:
Between: 0.01 and 0.49 round down
0.50 and 0.99 round up

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6 Rounding of other charges shall be accomplished by dropping amounts less than 50 cents/lisenti and increasing amounts of 50 cents/lisenti or more.

7 Changes to promotional fares in Japanese Yen shall be calculated to JPY 1 and rounded up to JPY 1,000.

8 Refer to PAT General Rules book section 11.10 for sources for bankers rates of exchange.

9 Tickets issued outside Pakistan for journeys commencing in Pakistan may not be issued to Pakistani nationals whose stay abroad has been less than 10 months, unless approved by the Pakistani State Bank.

10 When purchasing a ticket in India, non-residents need prior approval from Reserve Bank or must produce a bank certificate evidencing the exchange of foreign currency.

11 Netherlands security charge and Passenger Service Charge shall not be rounded.

12
(a) Rounding of local currency fares shall be accomplished by dropping amounts less than 50 cents and increasing amounts of 50 cents or more. Round trip fares in Canadian/US currency shall not exceed twice the one-way fare.
(b) Other charges - Canadian Tax Charges rounded to the nearest 0.01.

13 Notwithstanding the '+'sign, Rwanda francs may be accepted only in accordance with the instructions issued by the 'Ministere des Finances' to the agents of Rwanda and the carriers operating to or from Rwanda. All fares from Rwanda shall be published in a basic currency.

14 The sale in Brazilian currency is prohibited for tickets which permit a stopover in Brazil on the outbound journey, once the passenger has left Brazil. This prohibition shall not apply to the sale of transportation to be performed solely within the area comprised of Argentina / Brazil / Chile / Paraguay and Uruguay.

15 El Salvador VAT shall not be rounded.

16 Notwithstanding the dagger sign. Burundese francs may be accepted only in accordance with the instructions issued by the 'Ministere des Finances' of the Kingdom of Burundi to the agents of Burundi and the carriers operating to or from Burundi. All fares from Burundi shall be published in a basic currency.

17 Other Charges - Australian Tax Charges when collected in Australia, round to the nearest 0.01.

18 Other Charges - New Zealand Tax Charges when collected in New Zealand, round to the nearest 0.01.

19 Exchange rate set by Government.

20 Other Charges - Paraguay IVA tax rounded to nearest PYG1.

21 Other Charges - Colombian VAT shall be rounded to the nearest COP 10

22 International fares, fares related charges and excess baggage charges will be quoted in euro (EUR). The conversion rate shown herein is to be used solely to convert local currency domestic fares to euro, permitting the combination of domestic fares and international fares on the same ticket

23 The old Sudanese Dinar (SDD/736) will run concurrently with the new Sudanese Pound (SDG/938) until 1 July 2007 when it will be withdrawn

SC100 - Standard Condition for Special Fares (based on IATA Resolution 100)

Part 1 Standard Condition (Definitions are in General Rule 1.2)	Part 2 the following Governing Conditions and General Rules always apply unless specifically overridden in the fare rule
0) **APPLICATION** A) 1) **Application** see the fare rule 2) **Fares** a) shown in the fares pages b) fares only apply if purchased before departure Exception: may be used for enroute upgrading from a lower fare provided all conditions of these fares are met c) when fares are expressed as a percentage of a normal fare and more than one level of normal fare exists, the percentage will be applied on the highest normal fare for the class of service used 3) **Passenger Expenses** not permitted	B) 1) **Types of Trip** General Rule 2.7 one way, round trip, circle trip, open jaw 2) **Passenger Expenses** if permitted, General Rule 8.4
1) **ELIGIBILITY** A) 1) **Eligibility** no requirements Exception: unaccompanied infant: not eligible 2) **Documentation** not required	
2) **DAY/TIME** A) no restrictions **Carrier Fares Rules Exception:** midweek and weekend periods midweek: Mon, Tue, Wed, Thu weekend: Fri, Sat, Sun	B) **Midweek/Weekend Application** the day of departure on the first international sector in each direction determines the applicable fare **Carrier Fares Rules Exception:** transatlantic/transpacific midweek/weekend fares: the date of departure on each transatlantic/transpacific sector determines the applicable fare
3) **SEASONALITY** A) no restrictions	B) **Seasonal Application** the date of departure on the first international sector of the pricing unit determines the fare for the entire pricing unit **Carrier Fares Rules Exception:** transatlantic/transpacific seasonal fares: the date of departure on the outbound transatlantic/transpacific sector determines the applicable fare for the entire pricing unit
4) **FLIGHT APPLICATION** A) no restrictions **Carrier Fares Rules Exception:** travel is restricted to services of carriers listed in Paragraph 0) Application	B) General Rule 2.4
5) **RESERVATIONS AND TICKETING** A) **APEX/Super APEX** 1) **Reservations** a) deadline: see the fare rule b) must be made for the entire pricing unit in accordance with the deadline 2) **Ticketing** a) deadline: see the fare rule b) tickets must show reservations for the entire pricing unit **PEX/Super PEX** 1) **Reservations** a) must be made at the same time as ticketing b) must be made for the entire pricing unit 2) **Ticketing** a) must be completed at the same time as reservations b) tickets must show reservations for the entire pricing unit **Other Individual Fares** 1) **Reservations** no restrictions 2) **Ticketing** no restrictions **Group Fares** 1) **Reservations** must be made for the entire pricing unit 2) **Ticketing** no restrictions	B) inclusive tour fares: General Rule 18
6) **MINIMUM STAY** A) 1) no requirement 2) **Waiver of Minimum Stay** after ticket issuance: permitted only in the event of death of an immediate family member or an accompanying passenger	B) 1) **Minimum Stay** the number of days counting from the day after departure, or the number of months counting from the day of departure, on the first international sector of the pricing unit to the earliest day return travel may commence from the last stopover point (including for this purpose the point of turnaround) outside the country of unit origin **Carrier Fares Rules Exception:** transatlantic/transpacific/within western hemisphere carrier fares: General Rule 2.1.8 2) **Waiver of Minimum Stay** General Rule 15.6
7) **MAXIMUM STAY** A) 12 months	B) **Maximum Stay** the number of days counting from the day after departure, or the number of months counting from the day of departure, to the last day return travel may commence from the last stopover point (including for this purpose the point of turnaround) **Carrier Fares Rules Exception:** transatlantic/transpacific/within western hemisphere carrier fares: General Rule 2.1.8
8) **STOPOVERS** A) not permitted	B) General Rule 2.1.9
9) **TRANSFERS** A) unlimited permitted	B) 1) General Rule 2.1.10 2) if there are limitations on the number of transfers: each stopover uses one of the transfers permitted

SC100 - Standard Condition for Special Fares (based on IATA Resolution 100)

10) CONSTRUCTIONS AND COMBINATIONS A) 1) **Constructions** unspecified through fares may be established by construction with applicable add-ons 2) **Combinations** a) end-on and side trip combinations permitted b) in the case of round trip special fares, one half of a fare established under one fare rule may not be combined with i) one half of a fare established under another fare rule ii) normal fares between the country of unit origin and the country of turnaround c) notwithstanding b), half round trip combination permitted with carrier specified fares if the carrier fare authorises such combination, provided i) combination only permitted within the same conference area ii) combination only permitted with the same fare type iii) the most restrictive conditions apply	B) 1) **Constructions** General Rule 2.5.6.1 2) **Combinations** when combining fares within a pricing unit, the more restrictive conditions apply; this requirement shall apply to all paragraphs except Paragraphs 2) Day/Time, 3) Seasonality, 4) Flight Application, 9) Transfers, 11) Blackout Dates, 12) Surcharges, 17) Higher Intermediate Point and Mileage Exceptions, 19) Children and Infant Discounts 3) except as otherwise specified in a fare rule a) where end-on combination is permitted the conditions of the special fare (including Paragraph 0) Application) apply only to the use of the special fare and not to any combined fares b) any end-on combination restriction applies to the entire journey Exception: notwithstanding any other rule, end-on combinations to/from USA
11) BLACKOUT DATES A) no restrictions	
12) SURCHARGES A) no requirements	
13) ACCOMPANIED TRAVEL A) no requirements	
14) TRAVEL RESTRICTIONS A) no restrictions	
15) SALES RESTRICTIONS A) 1) **Advertising and Sales** no restrictions 2) **Extension of Validity** as provided in General Rule	B) 1) **Advertising and Sales** a) sales shall include the issuance of tickets, miscellaneous charges orders (MCOs), multiple purpose documents (MPDs) and prepaid ticket advices (PTAs) b) advertising: any limitations on advertising shall not preclude the quoting of such fares in company tariffs, system timetables and air guides 2) **Extension of Validity** General Rules 15.5.1 and 15.5.2
16) PENALTIES A) 1) **Cancellation, No-Show, Upgrading** no restrictions 2) **Rebooking and Rerouting** **Individual Fares** a) voluntary: permitted b) involuntary: permitted **Group Fares** a) voluntary: not permitted b) involuntary: permitted	B) 1) **Cancellation, No-Show, Upgrading** a) General Rule 9.3 b) inclusive tour fares: General Rule 18 2) **Rebooking and Rerouting** a) voluntary: General Rule 15.11, 15.7, 15.8 and provisions for rebooking and rerouting in case of illness b) involuntary: General Rule 15.11 and 15.9 3) **Multiple Penalties** a) for half round trip combination if a penalty applies to each half round trip fare, then the highest penalty charge applies for the pricing unit b) when 2 or more pricing units are combined on one ticket and each pricing unit has a penalty charge, then the penalty established for each pricing unit applies
17) HIGHER INTERMEDIATE POINT AND MILEAGE EXCEPTIONS A) specific exceptions are shown in the fare rule	B) General Rules 2.9 and 2.4.2
18) TICKET ENDORSEMENTS A) **APEX/Super APEX/PEX/Super PEX** 1) tickets must show by insert or sticker in accordance with the Important Notice in the How to Use the Fares Rules, that travel is at a special fare and subject to special conditions 2) tickets and any subsequent reissue must be annotated NONREF/APEX or NONREF/SAPEX or NONREF/PEX or NONREF/SPEX 3) tickets and any subsequent reissue must be annotated VOLUNTARY CHNGS RESTRICTED in the Endorsement Box. *This will not preclude any carrier from producing its own notice if so desired* **Other Individual Fares** no restrictions	
19) CHILDREN AND INFANT DISCOUNTS A) 1) **Children** a) accompanied children aged 2-11 years: charge 75% of applicable adult fare b) unaccompanied children aged 2-11 years: charge 100% of applicable adult fare 2) **Infant** a) accompanied infant i) no seat: charge 10% of applicable adult fare ii) booked seat: charge 75% of applicable adult fare b) unaccompanied infant: not permitted	B) General Rule 6.2
20) TOUR CONDUCTOR DISCOUNTS A) not permitted	B) if permitted, General Rule 6.6
21) AGENT DISCOUNTS A) not permitted	
22) OTHER DISCOUNTS/SECONDARY FARE APPLICATIONS A) 1) **Fares** specific requirements are shown in the fare rule 2) **Eligibility** specific requirements are shown in the fare rule 3) **Documentation** specific requirements are shown in the fare rule 4) **Accompanied Travel** specific requirements are shown in the fare rule	
23) not used	
24) not used	
25) not used	

SC100 - Standard Condition for Special Fares (based on IATA Resolution 100)

26) GROUPS A) 1) **Eligibility** **Affinity, Incentive Fares** requirements as shown in General Rule Exception: unacompanied infant: not eligible **Other Fares** no requirements Exception: unacompanied infant: not eligible 2) **Minimum Group Size** see the fare rule contracted seat fares: the minimum number of contracted seats shown in the fare rule 3) **Accompanied Travel** group required to travel together for the entire pricing unit 4) **Documentation** **Affinity, Incentive Fares** required **Other Fares** no requirements 5) **Name Changes and Additions** specific requirements are shown in the fare rule	B) 1) **Minimum Group Size** General Rule 2.1.11.1 2) **Accompanied Travel** for groups of 20 or more passengers, if lack of space prevents the group from travelling together, some members of the group may travel on the next preceding and/or succeeding flight with available space 3) **Affinity, Incentive Fares** General Rule 10
27) TOURS A) 1) **Minimum Tour Price** specific requirements are shown in the fare rule 2) **Tour Features** specific requirements are shown in the fare rule 3) **Tour Literature** specific requirements are shown in the fare rule 4) **Modifications of Itinerary** specific requirements are shown in the fare rule	B) General Rule 18
28) not used	
29) DEPOSITS A) no requirements	

SC101 - Standard Condition for Normal Fares (based on IATA Resolution 101)

Part 1 Standard Condition (Definitions are in General Rule 1.2)	Part 2 the following Governing Conditions and General Rules always apply unless specifically overridden in the fare rule
0) **APPLICATION** A) 1) **Application** see the fare rule 2) **Fares** shown in the fares pages 3) **Passenger Expenses** permitted	B) 1) **Types of Trip** General Rule 2.7 one way, round trip, circle trip, open jaw 2) **Passenger Expenses** General Rule 8.4
1) **ELIGIBILITY** A) no requirements Exception: unacompanied infant: not eligible	
2) **DAY/TIME** A) no restrictions **Carrier Fares Rules Exception:** midweek and weekend periods midweek: Mon, Tue, Wed, Thu weekend: Fri, Sat, Sun	B) **Midweek/Weekend Application** the day of departure on the first international sector of each fare component determines the applicable fare **Carrier Fares Rule Exception:** transatlantic/transpacific midweek/weekend fares: the date of departure on each transatlantic/transpacific sector determines the applicable fare
3) **SEASONALITY** A) no restrictions	B) **Seasonal Application** the date of departure on the first international sector of each fare component determines the applicable fare **Carrier Fares Rules Exception:** transatlantic/transpacific seasonal fares: the date of departure on the outbound transatlantic/transpacific sector determines the applicable fare for the entire pricing unit
4) **FLIGHT APPLICATION** A) no restrictions **Carrier Fares Rules Exception:** travel is restricted to services of carriers listed in Paragraph 0) Application	B) General Rule 2.4
5) **RESERVATIONS AND TICKETING** A) no restrictions	
6) **MINIMUM STAY** A) no requirement	
7) **MAXIMUM STAY** A) no requirement	
8) **STOPOVERS** A) unlimited permitted	B) General Rule 2.1.9
9) **TRANSFERS** A) unlimited permitted	B) 1) General Rule 2.1.10 2) if there are limitations on the number of transfers: each stopover uses one of the transfers permitted
10) **CONSTRUCTIONS AND COMBINATIONS** A) 1) **Constructions** unspecified through fares may be established by construction with applicable add-ons 2) **Combinations** permitted	B) 1) **Constructions** General Rule 2.5.6.1
11) **BLACKOUT DATES** A) no restrictions	
12) **SURCHARGES** A) no requirements	
13) **ACCOMPANIED TRAVEL** A) no requirements	
14) **TRAVEL RESTRICTIONS** A) no restrictions	
15) **SALES RESTRICTIONS** A) 1) **Advertising and Sales** no restrictions 2) **Extension of Validity** as provided in General Rule	B) 1) **Advertising and Sales** a) sales shall include the issuance of tickets, miscellaneous charges orders (MCOs), multiple purpose documents (MPDs) and prepaid ticket advices (PTAs) b) advertising: any limitations on advertising shall not preclude the quoting of such fares in company tariffs, system timetables and air guides 2) **Extension of Validity** General Rules 15.5.1 and 15.5.2
16) **PENALTIES** A) no restrictions	B) 1) **Cancellation, No-Show, Upgrading** General Rule 9.3 2) **Rebooking and Rerouting** a) voluntary: General Rule 15.11, 15.7, 15.8 and provisions for rebooking and rerouting in case of illness b) involuntary: General Rule 15.11 and 15.9
17) **HIGHER INTERMEDIATE POINT AND MILEAGE EXCEPTIONS** A) specific exceptions are shown in the fare rule	B) General Rules 2.9 and 2.4.2
18) **TICKET ENDORSEMENTS** A) no restrictions	
19) **CHILDREN AND INFANT DISCOUNTS** A) 1) **Children** a) accompanied children aged 2-11 years: charge 75% of applicable adult fare b) unaccompanied children aged 2-11 years: charge 100% of applicable adult fare 2) **Infant** a) accompanied infant i) no seat: charge 10% of applicable adult fare ii) booked seat: charge 75% of applicable adult fare b) unaccompanied infant: not permitted	B) General Rule 6.2
20) **TOUR CONDUCTOR DISCOUNTS** A) permitted	B) General Rule 6.6

SC101 - Standard Condition for Normal Fares (based on IATA Resolution 101)

21) **AGENT DISCOUNTS** A) permitted	
22) **OTHER DISCOUNTS/SECONDARY FARE APPLICATIONS** A) 1) **Fares** specific requirements are shown in the fare rule 2) **Eligibility** specific requirements are shown in the fare rule 3) **Documentation** specific requirements are shown in the fare rule 4) **Accompanied Travel** specific requirements are shown in the fare rule	
23) not used	
24) not used	
25) not used	
26) **GROUPS** A) no requirements	
27) **TOURS** A) no requirements	B) General Rule 18
28) not used	
29) **DEPOSITS** A) no requirements	

12. Taxes / Fees / Charges

12.2. Taxes/Fees/Charges by Country

12.2.9. Australia (AU)

1. Passenger Movement Charge (AU)

AUD38.00 levied on all passengers departing Australia on international flights. External territories regarded as domestic and exempt.

EXEMPTIONS:

1 Crew (operational and positioning) including crew who need to depart Australia to take offshore on a vessel/aircraft. (Positioning and Operational crew is a passenger on an aircraft/ ship whose departure from Australia is undertaken for the purposes of becoming a crew member of that aircraft, another aircraft or a ship).
2 Transit passengers, except where the point of disembarkation and embarkation is the turnaround point (eg: SIN-BNE-SIN in the same day). All persons must remain airside.
3 Emergency passengers, flights which land in Australia for emergency reasons, passengers from an aborted flight, non-disembarking passengers.
4 Diplomatic and consular representatives.
5 Children under 12 years of age.
6 Torres strait inhabitants (including those who are Papua New Guinea citizens) engaged in traditional activities.
7 Foreign defence force personnel and their families departing Australia in military aircraft.
8 Passengers arriving by sea and who depart within 48 hours.
9 For the purpose of the PMC the external territories will be regarded as part of Australia and end to end travel to them will not attract PMC liability.

NOTE: Single Journey Passenger - Any journeys which involve multiple departures from Australia, the PMC is liable to be paid on the first departure (the first operating carrier Ex Australia is responsible for the PMC remittance). The passengers are exempt on the second and subsequent departures as they have already paid the PMC for what can be characterised as a single journey.

The tax is interlineable.

2. Noise Levy Tax (QK)

AUD3.40 is levied for each international arrival at Adelaide (ADL) airport.
AUD1.35 is levied for each domestic arrival and departure at Adelaide (ADL) airport (iso AUD 3.40 per arrival).
To be collected at point of sale.

EXEMPTIONS:

1 Infants under 2 not occupying a seat
2 Emergency or disrupted passengers
3 Passengers arriving at SYD/ADL on propeller driven aircraft (domestic application only)
4 Passengers arriving at SYD from CBR, or departing from SYD to CBR ie. if the preceding/ following ticket point is CBR (domestic application only)

The tax is interlineable.

3. Passenger Service Charge - Domestic (QR)

Levied on all passengers departing or arriving on domestic flights.

To/From	Adult (AUD)	Child (AUD)	Online transfer	Interline transfer
ABM	10.00	10.00	No	Yes
ABX	12.91	12.91	No	Yes
ADL (see exception 1)	9.48	9.48	No	No
ALH	17.00	8.50	No	Yes
ARM	13.00	13.00	Yes	Yes
ASP	12.05	12.05	Yes	Yes
AYQ	24.00	24.00	No	Yes
BCI	13.40	7.00	No	No
BDB	6.00	6.00	Yes	Yes
BHA	9.00	9.00	No	Yes
BHQ	9.00	9.00	No	Yes
BHS	10.50	10.50	No	Yes
BME	11.50	5.75	No	Yes
BMP	4.00	2.00	No	No
BNK	6.40	6.40	No	Yes
BQB	10.00	5.00	No	Yes
BRK	1.50	1.50	No	Yes
BWT	11.00	11.00	No	Yes
CAZ	4.00	4.00	No	Yes
CBR	7.10	7.10	Yes	Yes
CED	10.00	10.00	No	Yes
CES	1.00	1.00	No	Yes
CFS	9.00	9.00	No	Yes
CMD	1.50	1.50	No	No
CNJ	9.90	4.95	Yes	Yes
CNS	7.31	7.31	No	No
CPD	9.00	4.50	No	Yes
CSI	9.50	9.50	No	Yes
CTL	7.37	3.69	No	No
CVQ	8.00	2.00	No	Yes
DBO	10.91	10.91	Yes	Yes
DKI	3.50	2.00	No	No
DNM	13.00	13.00	No	Yes
DPO	7.45	3.73	No	No
DRB	20.00	20.00	No	Yes
DRW	13.10	13.10	Yes	Yes
EMD	14.05	7.09	No	No
EPR	12.00	6.00	No	Yes
FIZ	20.00	20.00	No	Yes
FRB	1.00	1.00	No	No
GET	12.00	6.00	No	Yes
GFF	7.00	7.00	No	Yes
GFN	12.00	12.00	No	Yes
GKI	3.50	1.75	No	No
GLI	10.00	10.00	No	Yes
GLT	8.50	4.23	Yes	Yes
GOV	9.00	9.00	No	Yes
GRI	6.00	6.00	No	Yes
GUH	4.50	2.25	No	Yes
HBA	4.25	4.25	Yes	Yes
HID	16.00	16.00	No	Yes
HTI	26.50	26.50	Yes	Yes
HVB	9.50	9.50	No	No
ISA	8.50	4.25	No	Yes
IVR	10.00	10.00	No	Yes
KGC	6.30	3.15	No	No
KGI	17.99	8.99	No	Yes
KNX	14.79	14.79	No	Yes
KPS	10.00	10.00	No	No
KTA	10.00	5.00	No	Yes
LDH	30.00	30.00	No	No
LEA	15.00	7.50	No	Yes
LER	5.00	2.50	No	Yes
LNO	10.00	5.00	No	Yes
LRE	14.09	7.27	No	No
LST	4.00	4.00	No	Yes
LSY	9.00	9.00	No	Yes
LVO	9.00	4.50	No	Yes
LZR	4.50	2.25	No	Yes
MBH	6.00	6.00	No	Yes
MCY	10.00	10.00	Yes	Yes
MEL	3.38	3.38	No	No
MGB	5.00	2.50	No	Yes
MHU	11.90	11.90	Yes	Yes
MIM	8.00	8.00	No	Yes
MJK	13.00	13.00	No	Yes
MKY	9.43	9.43	Yes	Yes
MQL	6.27	3.13	No	No
MRZ	12.00	12.00	No	Yes
MYA	6.00	6.00	No	Yes
NAA	12.50	12.50	Yes	Yes
NGA	2.00	2.00	No	No
NRA	2.10	2.10	No	Yes
NSA	5.00	2.50	No	Yes
NTL	8.30	8.30	Yes	Yes
OAG	12.41	12.41	No	Yes
OOL	5.85	5.85	No	Yes
OOM	10.80	10.80	No	No
PER	3.70	3.70	No	Yes
PHE	15.73	7.86	No	Yes
PKE	6.50	6.50	No	Yes
PLO	6.60	6.60	No	No
PPP	15.00	9.00	Yes	Yes
PQQ	12.20	12.20	No	Yes
PTJ	10.20	5.10	No	Yes
QLE	6.50	6.50	No	Yes
RMA	6.00	3.00	No	Yes
ROK	5.00	5.00	Yes	Yes
SYD	4.53	4.53	Yes	Yes
TGN	6.37	6.37	No	Yes
THG	7.00	7.00	No	Yes
TIS	10.00	10.00	No	Yes
TMW	12.50	12.50	No	Yes
TRO	9.50	7.00	No	Yes

12. Taxes / Fees / Charges

To/From	Adult (AUD)	Child (AUD)	Online transfer	Interline transfer
TSV	5.90	5.90	No	Yes
TWB	5.00	5.00	No	No
WGA	9.23	9.23	Yes	Yes
WOL	12.50	12.50	No	No
WSY	3.00	3.00	No	Yes
WUN	6.00	3.00	No	Yes
WYA	5.5	2.75	No	No
ZBL	12.00	12.00	No	No
ZNE	14.39	0.00	No	Yes

EXCEPTIONS:

1 ADL: AUD 1.27 excluding GST when travel is to or from PLO/KGC
2 KGI: for passengers travelling to/from ADL or between ADL and PER will only be charged once for same day on-line connection, same as passengers transiting same day will only be charged once

EXEMPTIONS:

1 Infants under 2 years not occupying a seat
2 Air crew on duty (including operating and positioning crew)
3 Involuntary rerouting
4 KPS: QF bus service to/from KPS.
5 NGA: Arriving passengers.
6 CNS: Departing passengers on flights AN001-8699 and CN001-8699.
7 MKY: not to be applied to launch or coach transfers.
8 AYQ: tax does not apply to online transit carriers to/from AYQ.
9 BMP: Flights QF2980 and QF2981 for dep/arr.
10 HTI: tax for online transfers does not apply to QF flight numbers in the QF2000 series which are operated by surface transportation
11 OOL: Passengers in transit for 4 hours or less. Involuntary rerouting if passenger remains within the aircraft.
12 BME: also valid for Air North (TL) payable only on arr/dep interline transfers.
13 KTA: transit/transfer 3 hours or less
14 DRW: transit passengers

The tax is applicable to both wholly domestic travel and domestic legs of an international trip.

Regarding transfers: an overnight break means anything involving arriving before midnight and departing after midnight the next day, regardless of number of hours involved. It is therefore considered a stop-over.
A transfer is not considered an overnight break.

The charge is interlineable.

4. Goods and Services Tax (UO)

Levied on all tickets/MCOs/PTAs for wholly domestic travel. The GST is 10% of the base fare (inclusive of any applicable ticket taxes).

EXEMPTIONS:

1 Domestic travel in conjunction with international air journey shown on the same ticket.
2 Domestic travel sold in conjunction with international air travel but on a separate ticket where the domestic ticket is referenced to the international ticket and the domestic ticket is issued prior to the commencement of the international journey.
3 Domestic travel ticketed outside of Australia.
4 Where, subsequently to travel, a passenger can show that at the time of travel they were NOT a resident of Australia for Australian income tax purposes and the ticket was purchased whilst the passenger was outside Australia. A refund may be available from the ticketing airline.
5 Infants.

For refunds for tickets actioned within Australia, regardless of place of purchase, 10% Australian GST will apply to cancellation fees, whether expressed as a fixed value or as a percentage.

The tax in interlineable.

5. Safety and Security Charge (WG)

The following charge is to be collected on all tickets/MCOs/PTAs issued for passengers departing on international and/or domestic flights from the following airports, irrespective of place of issue:

From	AUD Domestic	AUD International
ADL	3.52	2.43
ASP	3.00	
AYQ	2.97	
BME	6.80	
BNE	2.23	6.72
CFS	10.25	
CNS	2.73	5.02
CBR	1.16	
DRW	14.08	9.79
GOV	11.35	
HBA	1.19	
HTI	2.72	
ISA (Note 1)	14.00	
KGI	3.50	
KNX	10.77	
KTA	4.23	
LST	0.97	
MCY	2.46	
MEL	2.18	3.32
MKY	1.69	
NTL	4.50	
OOL	3.46	4.24
PBO	14.70	
PER	3.26	6.55
PHE	12.39	
PPP	1.45	
ROK	1.04	
SYD	3.09	
TSV	2.66	
ZNE	14.04	

NOTES:

1 The charge is levied for both arriving and departing passengers at ISA
2 All above amounts are exclusive of GST.
3 On QF flights only: the domestic Safety and Security Charge is AUD 3.00 per departure for all airports in Australia served by QF and is introduced to ports currently not charging WG.

Passengers transiting at ADL/BNE/DRW/MEL/PER from Australian domestic cities will be charged the applicable rate above.

EXEMPTIONS: Domestic:

1 Infants under 2 not occupying a seat
2 Operating/Positioning crew on duty
3 Air crew on duty - BME
4 Transit/Transfer passengers - next possible connection
5 All QQ coded flights - TSV
6 Involuntary rerouting if passengers remains within aircraft

EXEMPTIONS: International:

1 Infants -children under 2 - ADL/BNE/DRW/ OOL/PER
2 Operating/Positioning crew on duty -ADL/BNE/ DRW/ MEL/OOL/PER
3 Transit/ transfer passengers remaining airside - ADL/BNE/CNS/OOL/PER
4 Transit passengers travelling through MEL on a through flight number - change of flight number at MEL airport will incur the charge

The charge is interlineable.

6. Passenger Service Charge - International (WY)

Levied on passengers holding international tickets, at that point at which their continuous travel to/from Australia via international flights starts/ends. Levied for both arrivals and departures.
Amounts as follows:

ADL	Adult/Child	AUD19.05
BNE	Adult/Child	AUD10.54
CNS	Adult/Child	AUD19.89
DRW	Adult/Child	AUD13.10
MEL	Adult/Child	AUD11.12
OOL	Adult/Child	AUD5.85
PER	Adult/Child	AUD11.07
SYD	Adult/Child	AUD21.37
TSV	Adult/Child	AUD5.90

NOTES:

1 a passenger originating in MEL travelling on a purely domestic flight to SYD, and then internationally from SYD, will pay the SYD charge
2 a passenger originating in MEL and travelling on the domestic leg of an international flight to SYD, and who remains airside/does not leave the transit area before departing internationally from SYD (on the same day), will pay only the MEL charge.

EXEMPTIONS:

1 Infants
2 Airline crew on duty (including operating and positioning crew)
3 Transit/transfer passengers not leaving the transit areas (ie. passengers who remain airside, this includes passengers originating outside Australia who are in transit at an Australian port to another international port)
4 Domestic sectors included in and issued as part of an international ticket

This charge is interlineable.

ATHENS (ATH)
GREECE — euro (EUR)

To CAIRO (CAI) — EH 825

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	511.00	670.95		Y118	EH
Y	824.00	1081.93		Y118	EH
C	594.00	779.93		Y118	EH
C	958.00	1257.87		Y118	EH
F	801.00	1051.73		Y118	EH
F	1292.00	1696.42		Y118	EH
YLPX45	425.00	558.03		Y116	EH
YHPX45	468.00	614.49		Y116	EH
YEE3M	526.00	690.65		Y112	EH

To JAKARTA (JKT) — EH 7334, TS 11586

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2753.00	3614.75		Y146	EH
Y	4234.00	5559.34		Y146	EH
Y	5197.00	6823.79		Y146	TS
Y	7991.00	10492.38		Y146	TS
C	3166.00	4157.03		Y146	EH
C	4868.00	6391.80		Y146	EH
C	5974.00	7844.01		Y146	TS
C	9189.00	12065.38		Y146	TS
F	5221.00	6855.30		Y146	EH
F	8029.00	10542.27		Y146	EH
F	9559.00	12551.20		Y146	TS
F	14701.00	19302.78		Y146	TS
YPX3M	1947.00	2556.46		Y148	EH
YEE6M	2248.00	2951.68		Y151	EH
YEE6M	3575.00	4694.06		Y154	TS

BANGKOK (BKK)
THAILAND — BAHT (THB)

To MUMBAI (BOM) — EH 2252

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	18700	570.31		Y277	EH
Y	35585	1085.27		Y277	EH
C	22595	689.10		Y277	EH
C	42975	1310.65		Y277	EH
F	27500	838.69		Y277	EH
F	52310	1595.35		Y277	EH
YEE3M	26690	813.99		Y285	EH

To TEL AVIV YAFO (TLV) — EH 5173

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	47475	1447.89		Y205	EH
Y	90420	2757.63		Y205	EH
C	54595	1665.04		Y205	EH
C	103990	3171.49		Y205	EH
F	71075	2167.64		Y205	EH
F	135375	4128.67		Y205	EH
YEE3M	60910	1857.63		Y219	EH

CAIRO (CAI)
EGYPT — EGYPTIAN POUND (EGP)

To ATHENS (ATH) — EH 825

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2032.00	356.54		Y118	EH
Y	3386.00	594.12		Y118	EH
C	2383.00	418.13		Y118	EH
C	3971.00	696.77		Y118	EH
F	2721.00	477.44		Y118	EH
F	4534.00	795.56		Y118	EH
YLPX2M	1745.00	306.18		Y107	EH
YHPX2M	1920.00	336.89		Y107	EH
YEE3M	2325.00	407.95		Y112	EH
YZZ	1383.00	242.66		Y121	EH
YSD	1383.00	242.66		Y121	EH
YSD	2766.00	485.32		Y121	EH
YZZ	2766.00	485.32		Y121	EH

To JAKARTA (JKT) — EH 6686

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	6560.00	1151.05		Y205	EH
Y	11928.00	2092.96		Y205	EH
C	7621.00	1337.22		Y205	EH
C	13856.00	2431.26		Y205	EH
F	9910.00	1738.87		Y205	EH
F	18016.00	3161.20		Y205	EH
YEE3M	8265.00	1450.22		Y219	EH

To JEDDAH (JED)

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y1	1747.00	306.53		Y268A	EH 0255
Y2	1557.00	273.20		Y268B	EH 0248
Y2	2830.00	496.56		Y268B	EH 0248
Y1	3176.00	557.28		Y268A	EH 0255
C1	2097.00	367.95		Y268A	EH 0255
C2	1868.00	327.77		Y268B	EH 0248
C2	3396.00	595.88		Y268B	EH 0248
C1	3812.00	668.87		Y268A	EH 0255
F2	2310.00	405.32		Y268B	EH 0248
F1	2591.00	454.63		Y268A	EH 0255
F2	4200.00	736.95		Y268B	EH 0248
F1	4710.00	826.44		Y268A	EH 0255
YEE3M2	1882.00	330.22		Y273	EH 0248
YEE3M1	2145.00	376.37		Y273	EH 0255

To JOHANNESBURG (JNB) — EH 4671

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	5464.00	958.74		Y194	EH
Y	9932.00	1742.73		Y194	EH
C	6970.00	1223.00		Y194	EH
C	12672.00	2223.50		Y194	EH
F	8832.00	1549.71		Y194	EH
F	16056.00	2817.28		Y194	EH
YGC10	5636.00	988.92		Y196	EH
YLPX2M	6229.00	1092.97		Y188	EH
YHPX2M	6541.00	1147.72		Y188	EH
YLEE3M	6963.00	1221.77		Y193	EH
YHEE3M	7312.00	1283.00		Y193	EH

To NAIROBI (NBO) — EH 2643

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2956.00	518.67		Y194	EH
Y	5375.00	943.13		Y194	EH
C	3481.00	610.79		Y194	EH
C	6326.00	1109.99		Y194	EH
F	4288.00	752.39		Y194	EH
F	7795.00	1367.75		Y194	EH
YGC10	2938.00	515.51		Y196	EH
YLPX2M	3247.00	569.73		Y188	EH
YHPX2M	3409.00	598.16		Y188	EH
YLEE3M	3506.00	615.18		Y193	EH
YHEE3M	3682.00	646.06		Y193	EH
SRT	5165.00	906.28	KQ	E185	EH
SOW	2687.00	471.47	KQ	E185	EH
JRT	6326.00	1109.99	KQ	E164	EH
JOW	3164.00	555.17	KQ	E164	EH
MGC11	2321.00	407.25	KQ	E266	EH
MGC4	2472.00	433.75	KQ	E266	EH

CARACAS (CCS)
VENEZUELA — US DOLLAR (USD)

To GUAYAQUIL (GYE) — WH 1507

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y2SA	515	515.00		X2600	WH
Y1SA	953	953.00		X2600	WH
C2SA	689	689.00		X1500	WH
C1SA	1170	1170.00		X1500	WH
F2SA	689	689.00		X2600	WH
F1SA	1240	1240.00		X2600	WH
YEE1MC	570	570.00		X1509	WH
YEE2M	870	870.00		X1503	WH

To QUITO (UIO) — WH 1305

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y2SA	470	470.00		X2600	WH
Y1SA	827	827.00		X2600	WH
C2SA	630	630.00		X1500	WH
C1SA	1069	1069.00		X1500	WH
F2SA	630	630.00		X2600	WH
F1SA	1137	1137.00		X2600	WH
YEE1MC	535	535.00		X1509	WH
YEE2M	790	790.00		X1503	WH

GUAYAQUIL (GYE)
ECUADOR — US DOLLAR (USD)

To CARACAS (CCS) — WH 1507

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y2SA	515	515.00		X2600	WH
Y1SA	953	953.00		X2600	WH
C2SA	689	689.00		X1500	WH
C1SA	1170	1170.00		X1500	WH
F2SA	689	689.00		X2600	WH
F1SA	1240	1240.00		X2600	WH
YEE1MC	570	570.00		X1509	WH
YEE2M	870	870.00		X1503	WH

HONG KONG (HKG)
HONG KONG SAR — HONG KONG DOLLAR (HKD)

To MOSCOW (MOW) — EH 8026, FE 5312, RU 7783, TS 7783

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	21380	2735.56		Y146	EH
Y	32870	4205.70		Y146	EH
Y	16660	2131.64		Y146	FE
Y	25630	3279.35		Y146	FE
Y	23420	2996.58		Y146	RU TS
Y	36010	4607.46		Y146	RU TS
C	37240	4764.84		Y146	EH
C	57300	7331.51		Y146	EH
C	26770	3425.21		Y146	FE
C	41180	5268.96		Y146	FE
C	40560	5189.64		Y146	RU TS
C	62380	7981.50		Y146	RU TS
F	50010	6398.76		Y146	EH
F	76930	9843.17		Y146	EH
F	29200	3736.13		Y146	FE
F	44920	5747.50		Y146	FE
F	44150	5648.98		Y146	RU TS
F	67920	8690.34		Y146	RU TS
YEE6M	26340	3370.19		Y153	EH
YEE6M	20090	2570.50		Y153	FE

To TOKYO (TYO) — EH 2186

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	3900	499.00		Y277	EH
Y	7430	950.66		Y277	EH
C	7210	922.51		Y277	EH
C	13720	1755.47		Y277	EH
F	8530	1091.41		Y277	EH
F	16200	2072.78		Y277	EH
YEE17	7170	917.39		Y366	EH

JAKARTA (JKT)
INDONESIA — US DOLLAR (USD)

To ATHENS (ATH) — EH 7334, TS 11586

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2662	2662.00		Y146	EH
Y	4096	4096.00		Y146	EH
Y	5765	5765.00		Y146	TS
Y	8869	8869.00		Y146	TS
C	3043	3043.00		Y146	EH
C	4682	4682.00		Y146	EH
C	6896	6896.00		Y146	TS
C	10609	10609.00		Y146	TS
F	4557	4557.00		Y146	EH
F	7010	7010.00		Y146	EH
F	9870	9870.00		Y146	TS
F	15184	15184.00		Y146	TS
YLPX3M	1786	1786.00		Y149	EH
YHPX3M	1875	1875.00		Y149	EH
YEE6M	2163	2163.00		Y153	EH
YPX3M	1572	1572.00	GA	E1063	EH

To CAIRO (CAI) — EH 6686

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2717	2717.00		Y205	EH
Y	4529	4529.00		Y205	EH
C	3125	3125.00		Y205	EH
C	5208	5208.00		Y205	EH
F	4076	4076.00		Y205	EH
F	6794	6794.00		Y205	EH
YEE3M	3043	3043.00		Y219	EH

JEDDAH (JED)
SAUDI ARABIA — SAUDI RIYAL (SAR)

To CAIRO (CAI)

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y2	1591	424.37		Y268B	EH 0248
Y1	1787	476.65		Y268A	EH 0255
Y2	2892	771.40		Y268B	EH 0248
Y1	3248	866.35		Y268A	EH 0255
C2	1828	487.59		Y268B	EH 0248
C1	2055	548.14		Y268A	EH 0255
C2	3322	886.09		Y268B	EH 0248
C1	3736	996.52		Y268A	EH 0255
F1	2626	700.44		Y268A	EH 0255
F2	2336	623.09		Y268B	EH 0248
F2	4246	1132.56		Y268B	EH 0248
F1	4774	1273.39		Y268A	EH 0255
YEE3M2	1921	512.40		Y273	EH 0248
YEE3M1	2036	543.07		Y273	EH 0255

To JOHANNESBURG (JNB) — EH 4047

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	5514	1470.78		Y194	EH
Y	9190	2451.30		Y194	EH
C	6347	1692.97		Y194	EH
C	10577	2821.27		Y194	EH
F	8253	2201.37		Y194	EH
F	13753	3668.42		Y194	EH
YLPX2M	5309	1416.10		Y188	EH
YHPX2M	5575	1487.05		Y188	EH
YLEE3M	6107	1628.95		Y193	EH
YHEE3M	6413	1710.58		Y193	EH

To NAIROBI (NBO) — EH 1902

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2394	638.56		Y194	EH
Y	3989	1064.01		Y194	EH
C	2761	736.45		Y194	EH
C	4601	1227.25		Y194	EH
F	3474	926.64		Y194	EH
F	5788	1543.87		Y194	EH
YLPX2M	2303	614.29		Y188	EH
YHPX2M	2419	645.23		Y188	EH
YLEE3M	2601	693.78		Y193	EH
YHEE3M	2732	728.72		Y193	EH
SRT	3687	983.45	KQ	E185	EH
SOW	2213	590.28	KQ	E185	EH
JRT	4254	1134.69	KQ	E164	EH
JOW	2552	680.71	KQ	E164	EH
MEE3M2	2241	597.75	KQ	E184	EH

JOHANNESBURG (JNB)
SOUTH AFRICA — RAND (ZAR)

To CAIRO (CAI) — EH 4671

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	7800	1050.86		Y194	EH
Y	12950	1744.69		Y194	EH
C	11240	1514.31		Y194	EH
C	18740	2524.76		Y194	EH
F	14620	1969.69		Y194	EH
F	24320	3276.53		Y194	EH
YGC10	8780	1182.89		Y196	EH
YLPX2M	9700	1306.84		Y188	EH
YHPX2M	10190	1372.85		Y188	EH
YLEE3M	9950	1340.52		Y193	EH
YHEE3M	10460	1409.23		Y193	EH

To JEDDAH (JED) — EH 4047

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	9900	1333.78		Y194	EH
Y	16510	2224.32		Y194	EH
C	12850	1731.22		Y194	EH
C	20040	2699.90		Y194	EH
F	16610	2237.79		Y194	EH
F	26000	3502.87		Y194	EH
YPX2M	9480	1277.20		Y188	EH
YLEE3M	10530	1418.66		Y193	EH
YHEE3M	12090	1628.83		Y193	EH
YPG	9870	1329.74		Y189	EH

LONDON UK (LON)
UNITED KINGDOM — POUND STERLING (GBP)

To TOKYO (TYO) — EH 9766, TS 7464, AP 11272

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2675.00	5158.09		Y094	EH TS
Y	4115.00	7934.79		Y094	EH TS
Y	2952.00	5692.22		Y094	AP
Y	4541.00	8756.23		Y094	AP
C	3813.00	7352.45		Y094	EH TS
C	5862.00	11303.46		Y094	EH TS
C	4119.00	7942.50		Y094	AP
C	6339.00	12223.24		Y094	AP
F	5865.00	11309.25		Y094	EH TS
F	9021.00	17394.84		Y094	EH TS
F	6337.00	12219.38		Y094	AP
F	9748.00	18796.68		Y094	AP
YLPX3M	1379.00	2659.07		Y088	EH TS
YHPX3M	1586.00	3058.22		Y088	EH TS
YEE6M	1897.00	3657.91		Y077	EH TS
S2	683.00	1317.00	KE	E1012	TS
S2	1366.00	2634.00	KE	E1012	TS
SRT	3995.00	7703.40	KE	E198	EH
SRT	4115.00	7934.79	KE	E198	TS
SOW	2597.00	5007.69	KE	E198	EH
SOW	2675.00	5158.09	KE	E198	TS
CRT	5473.00	10553.37	KE	E198	EH
CRT	5637.00	10869.60	KE	E198	TS
COW	3559.00	6862.68	KE	E198	EH
COW	3666.00	7069.00	KE	E198	TS
FRT	8421.00	16237.88	KE	E198	EH
FRT	8674.00	16725.73	KE	E198	TS
FOW	5475.00	10557.22	KE	E198	EH
FOW	5639.00	10873.46	KE	E198	TS
QLPX3M	1379.00	2659.07	KE	E1016	TS
QHPX3M	1586.00	3058.22	KE	E1016	TS
QEE6MJP	1842.00	3551.85	KE	E1021	EH
QEE6MJP	1897.00	3657.91	KE	E1021	TS
QLPX3M	1339.00	2581.94	KE	E1016	EH
QHPX3M	1540.00	2969.52	KE	E1016	EH
B2	725.00	1397.98	NH	E158	TS
B2	1450.00	2795.96	NH	E158	TS
YPOW	1286.00	2479.74	NH	E1283	TS
YPRT	1979.00	3816.02	NH	E1283	TS
ZAPNH3M	3700.00	7134.56	NH	E344	TS
CRTNH	4702.00	9066.68	NH	E345	TS
JAPNH3M	2950.00	5688.36	NH	E343	TS
FRTNH	7523.00	14506.30	NH	E346	TS
Y2	605.00	1166.59	VS	E1440	TS 0002
Y2	1210.00	2333.19	VS	E1440	TS 0002
W2	1286.00	2479.74	VS	E1204	TS 0002
W2R	1979.00	3816.02	VS	E1204	TS 0002
W	2857.00	5509.04	VS	E871	TS
WR	4395.00	8474.70	VS	E871	TS
J	3813.00	7352.45	VS	E870	TS
JR	5862.00	11303.46	VS	E870	TS
J2RT	5208.00	10042.38	VS	E969	TS 0002
QLGB	710.00	1369.06	VS	E910	TS 0002
QKGB	760.00	1465.47	VS	E910	TS 0002
QHGB	810.00	1561.89	VS	E910	TS 0002
MLGB	760.00	1465.47	VS	E910	TS 0002
MKGB	810.00	1561.89	VS	E910	TS 0002
MHGB	860.00	1658.30	VS	E910	TS 0002
LLGB	810.00	1561.89	VS	E910	TS 0002
LKGB	860.00	1658.30	VS	E910	TS 0002
LHGB	910.00	1754.71	VS	E910	TS 0002
KLAP21	1160.00	2236.78	VS	E932	TS 0002
KKAP21	1210.00	2333.19	VS	E932	TS 0002
KHAP21	1260.00	2429.60	VS	E932	TS 0002
BLGB	860.00	1658.30	VS	E910	TS 0002
BKGB	910.00	1754.71	VS	E910	TS 0002
BHGB	960.00	1851.13	VS	E910	TS 0002
YLGB	910.00	1754.71	VS	E910	TS 0002
YHGB	1010.00	1947.54	VS	E910	TS 0002
SLAP7	1360.00	2622.43	VS	E932	TS 0002
SKAP7	1410.00	2718.84	VS	E932	TS 0002
SHAP7	1460.00	2815.26	VS	E932	TS 0002
ZAP42	2313.00	4460.06	VS	E366	TS 0002
DAP14	2975.00	5736.57	VS	E366	TS 0002
DAP1	3972.00	7659.05	VS	E924	TS 0002

MOSCOW (MOW)
RUSSIA (EUROPE) — euro (EUR)

To HONG KONG (HKG) — EH 8026, FE 5312, RU 7783

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2747.00	3606.88		Y146	EH
Y	4226.00	5548.84		Y146	EH
Y	1961.00	2574.84		Y146	FE
Y	3016.00	3960.08		Y146	FE
Y	2883.00	3785.45		Y146	RU
Y	4434.00	5821.95		Y146	RU
C	3190.00	4188.55		Y146	EH
C	4907.00	6443.01		Y146	EH
C	2278.00	2991.07		Y146	FE
C	3504.00	4600.84		Y146	FE
C	3419.00	4489.23		Y146	RU
C	5261.00	6907.82		Y146	RU
F	5262.00	6909.13		Y146	EH
F	8096.00	10630.25		Y146	EH
F	2580.00	3387.60		Y146	FE
F	3968.00	5210.08		Y146	FE
F	4787.00	6285.45		Y146	RU
F	7364.00	9669.11		Y146	RU
YPX3M	1649.00	2165.17		Y148	EH
YPX3M	1268.00	1664.91		Y148	FE
YEE6M	2298.00	3017.33		Y151	EH
YEE6M	1717.00	2254.46		Y151	FE

To TOKYO (TYO) — EH 9291, FE 5596, RU 5596, TS 5596, AP 12720

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	3518.00	4619.22		Y094	EH
Y	5411.00	7104.77		Y094	EH
Y	2569.00	3373.16		Y094	FE
Y	3951.00	5187.76		Y094	FE
Y	2336.00	3067.22		Y094	RU
Y	3592.00	4716.38		Y094	RU
Y	2725.00	3577.99		Y094	TS
Y	4193.00	5505.51		Y094	TS
Y	3723.00	4888.39		Y094	AP
Y	5726.00	7518.38		Y094	AP
C	4167.00	5471.37		Y094	EH
C	6410.00	8416.49		Y094	EH
C	3042.00	3994.22		Y094	FE
C	4679.00	6143.64		Y094	FE
C	2766.00	3631.82		Y094	RU
C	4255.00	5586.92		Y094	RU
C	3229.00	4239.75		Y094	TS
C	4967.00	6521.79		Y094	TS
C	4409.00	5789.12		Y094	AP
C	6783.00	8906.25		Y094	AP
F	6666.00	8752.62		Y094	EH
F	10254.00	13463.76		Y094	EH
F	4866.00	6389.18		Y094	FE
F	7485.00	9827.99		Y094	FE
F	4426.00	5811.44		Y094	RU
F	6807.00	8937.76		Y094	RU
F	5167.00	6784.40		Y094	TS
F	7948.00	10435.92		Y094	TS
F	7055.00	9263.39		Y094	AP
F	10851.00	14247.63		Y094	AP
YPX3M	1762.00	2313.55		Y088	EH TS
YPX3M	1936.00	2542.01		Y088	FE
YLPX3M	1313.00	1724.00		Y088	RU
YHPX3M	1543.00	2025.99		Y088	RU
YEE6M	2868.00	3765.75		Y077	EH
YEE6M	2094.00	2749.47		Y077	FE
YEE6M	1724.00	2263.65		Y077	RU
YEE6M	2222.00	2917.54		Y077	TS

MUMBAI (BOM)
INDIA — INDIAN RUPEE (INR)

To BANGKOK (BKK) — EH 2252

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	22205	500.92		Y277	EH
Y	40340	910.03		Y277	EH
C	26015	586.87		Y277	EH
C	47255	1066.03		Y277	EH
F	29515	665.83		Y277	EH
F	53615	1209.50		Y277	EH
YEE3M	24415	550.78		Y285	EH

To SINGAPORE (SIN) — EH 2924

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	32925	742.75		Y277	EH
Y	54875	1237.93		Y277	EH
C	38580	870.33		Y277	EH
C	64300	1450.55		Y277	EH
F	50155	1131.45		Y277	EH
F	83590	1885.71		Y277	EH
YEE3M	33240	749.86		Y285	EH

To TEL AVIV YAFO (TLV) — EH 3022

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	32090	723.92		Y205	EH
Y	58305	1315.30		Y205	EH
C	37620	848.67		Y205	EH
C	68355	1542.02		Y205	EH
F	47980	1082.38		Y205	EH
F	87235	1967.94		Y205	EH
YEE3M	50410	1137.20		Y217	EH

To VANCOUVER (YVR) — AT 11336, PA 10024

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	119270	2690.62	AC	G9710	AT
YR	131190	2959.52	AC	P0600	PA
Y	72155	1627.75	AC	P0600	PA
C7M3PIN	182245	4111.28	AC	G9714	AT 0301
C	136650	3082.70	AC	G9710	AT
C0SPINO	136650	3082.70	AC	G9714	AT 0301
CR	172130	3883.09	AC	P0600	PA
J	182195	4110.15	AC	G9710	AT
J	142945	3224.71	AC	P0600	PA
JR	259900	5863.11	AC	P0600	PA
F	282145	6364.93	AC	G9710	AT
FR	419610	9466.02	AC	P0600	PA
F	230790	5206.41	AC	P0600	PA
HLEE	76905	1734.90	AC	P0625	PA
HHEE	82235	1855.14	AC	P0625	PA
Y2	78715	1775.73	CX	P0102	PA
Y2R	131190	2959.52	CX	P0102	PA
D	103280	2329.90	CX	P0100	PA
DR	172130	3883.09	CX	P0100	PA
J	155940	3517.86	CX	P0100	PA
JR	259900	5863.11	CX	P0100	PA
A	173270	3908.81	CX	P0100	PA
AR	288780	6514.61	CX	P0100	PA
F	251770	5679.70	CX	P0100	PA
FR	419610	9466.02	CX	P0100	PA
VSPINOW	25320	571.19	CX	P0179	PA 0178
VSPIN	38950	878.67	CX	P0180	PA 0178
LSPINOW	28630	645.86	CX	P0179	PA 0178
LSPIN	44050	993.72	CX	P0180	PA 0178
KSPINOW	34970	788.89	CX	P0179	PA 0178
KSPIN	53800	1213.67	CX	P0180	PA 0178
BLE4M	76905	1734.90	CX	P0121	PA
BHE4M	82235	1855.14	CX	P0121	PA
SO2OW	52170	1176.90	KE	P0102	PA
SO2RT	90325	2037.65	KE	P0102	PA
SLOWD	36500	823.40	KE	P0374	PA 0170
SLOWD	32500	733.17	KE	P0374	PA 0180
SLRTD	59000	1330.98	KE	P0374	PA 0180
SLRTD	67000	1511.46	KE	P0374	PA 0170
SHOWD	39500	891.08	KE	P0374	PA 0170
SHOWD	35500	800.84	KE	P0374	PA 0180
SHRTD	65000	1466.34	KE	P0374	PA 0180
SHRTD	73000	1646.81	KE	P0374	PA 0170
CRT	128210	2892.30	KE	P0100	PA
C	74045	1670.38	KE	P0100	PA
FRT	215510	4861.71	KE	P0100	PA
F	124465	2807.81	KE	P0100	PA
QLOWD	30500	688.05	KE	P0178	PA 0180
QLOWD	34500	778.28	KE	P0178	PA 0170
QHOWD	37500	845.96	KE	P0178	PA 0170
QHOWD	33500	755.73	KE	P0178	PA 0180
QLEE4M	60890	1373.62	KE	P0119	PA 0140
QLEE6MD	49000	1105.39	KE	P0363	PA 0180
QLEE6MD	57000	1285.86	KE	P0363	PA 0170
QHEE4M	65155	1469.83	KE	P0119	PA 0140
QHEE6MD	55000	1240.75	KE	P0363	PA 0180
QHEE6MD	63000	1421.22	KE	P0363	PA 0170
NLOWD	27500	620.37	KE	P0173	PA 0180
NLOWD	31500	710.61	KE	P0173	PA 0170
NHOWD	34500	778.28	KE	P0173	PA 0170
NHOWD	30500	688.05	KE	P0173	PA 0180
NLEE6MD	42000	947.48	KE	P0370	PA 0180
NLEE6MD	50000	1127.95	KE	P0370	PA 0170
NHEE6MD	48000	1082.83	KE	P0370	PA 0180
NHEE6MD	56000	1263.30	KE	P0370	PA 0170
SLEE6MD	54000	1218.19	KE	P0372	PA 0180
SLEE6MD	62000	1398.66	KE	P0372	PA 0170
SHEE6MD	60000	1353.54	KE	P0372	PA 0180
SHEE6MD	68000	1534.01	KE	P0372	PA 0170
Y2	65595	1479.76	SQ	P0135	PA
Y2R	113670	2564.29	SQ	P0135	PA
YLE4	76905	1734.90	SQ	P0575	PA
YHE4	82235	1855.14	SQ	P0575	PA

NAIROBI (NBO)
KENYA — US DOLLAR (USD)

To CAIRO (CAI) — EH 2643

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	839	839.00		Y194	EH
Y	1399	1399.00		Y194	EH
C	1014	1014.00		Y194	EH
C	1689	1689.00		Y194	EH
F	1209	1209.00		Y194	EH
F	2016	2016.00		Y194	EH
YGC10	741	741.00		Y196	EH
YLPX2M	819	819.00		Y188	EH
YHPX2M	860	860.00		Y188	EH
YLEE3M	881	881.00		Y193	EH
YHEE3M	925	925.00		Y193	EH
SRT	1399	1399.00	KQ	E185	EH
SOW	839	839.00	KQ	E185	EH
JRT	1689	1689.00	KQ	E164	EH
JOW	1014	1014.00	KQ	E164	EH
MGC10	714	714.00	KQ	E266	EH
ME6MKE	625	625.00	KQ	E171	EH 2000
MLEE3M	855	855.00	KQ	E184	EH
MHEE3M	898	898.00	KQ	E184	EH
LPX3MKE	425	425.00	KQ	E171	EH 2000
KPX5MKE	550	550.00	KQ	E171	EH 2000
HPX4MKE	475	475.00	KQ	E171	EH 2000
BE9MKE	695	695.00	KQ	E171	EH 2000
SRT1YKE	1000	1000.00	KQ	E171	EH 2000
CRT1YKE	1500	1500.00	KQ	E171	EH 2000

To JEDDAH (JED) — EH 1902

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	535	535.00		Y194	EH
Y	890	890.00		Y194	EH
C	665	665.00		Y194	EH
C	1107	1107.00		Y194	EH
F	790	790.00		Y194	EH
F	1317	1317.00		Y194	EH
YLPX2M	523	523.00		Y188	EH
YHPX2M	549	549.00		Y188	EH
YLEE3M	569	569.00		Y193	EH
YHEE3M	597	597.00		Y193	EH
YPG	505	505.00		Y189	EH
SRT	890	890.00	KQ	E185	EH
SOW	535	535.00	KQ	E185	EH
JRT	1107	1107.00	KQ	E164	EH
JOW	665	665.00	KQ	E164	EH
MLEE3M	552	552.00	KQ	E184	EH
MHEE3M	580	580.00	KQ	E184	EH

To TEHRAN (THR) — EH 3313

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	730	730.00		Y194	EH
Y	1215	1215.00		Y194	EH

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
C	924	924.00		Y194	EH
C	1542	1542.00		Y194	EH
F	1136	1136.00		Y194	EH
F	1896	1896.00		Y194	EH
YLPX2M	683	683.00		Y188	EH
YHPX2M	717	717.00		Y188	EH
YLEE3M	778	778.00		Y193	EH
YHEE3M	817	817.00		Y193	EH

QUITO (UIO)

ECUADOR — US DOLLAR (USD)

To CARACAS (CCS) *WH 1305*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y2SA	447	447.00		X2600	WH
Y1SA	827	827.00		X2600	WH
C2SA	600	600.00		X1500	WH
C1SA	1019	1019.00		X1500	WH
F2SA	600	600.00		X2600	WH
F1SA	1083	1083.00		X2600	WH
YEE1MC	664	664.00		X1509	WH
YEE2M	790	790.00		X1503	WH

SINGAPORE (SIN)

SINGAPORE — SINGAPORE DOLLAR (SGD)

To MUMBAI (BOM) *EH 2924*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	1625	1063.71		Y277	EH
C	2109	1380.53		Y277	EH
F	2667	1745.79		Y277	EH
YEE6M	2614	1711.10		Y283	EH
YEE3M	2090	1368.09		Y285	EH

To TEL AVIV YAFO (TLV) *EH 5947*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	3739	2447.51		Y205	EH
Y	6798	4449.91		Y205	EH
C	4113	2692.33		Y205	EH
C	7477	4894.38		Y205	EH
F	5795	3793.35		Y205	EH
F	10535	6896.12		Y205	EH
YEE3M	4531	2965.95		Y219	EH

TEHRAN (THR)

IRAN — IRANIAN RIAL (IRR)

To NAIROBI (NBO) *EH 3313*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	4784000	517.74		Y194	EH
Y	7972000	862.77		Y194	EH
C	5675000	614.17		Y194	EH
C	9458000	1023.59		Y194	EH
F	7154000	774.24		Y194	EH
F	11923000	1290.36		Y194	EH
YLPX2M	4604000	498.26		Y188	EH
YHPX2M	4834000	523.16		Y188	EH
YLEE3M	5195000	562.22		Y193	EH
YHEE3M	5455000	590.36		Y193	EH

TEL AVIV YAFO (TLV)

ISRAEL — US DOLLAR (USD)

To BANGKOK (BKK) *EH 5173*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	1957	1957.00		Y205	EH
Y	3261	3261.00		Y205	EH
C	2936	2936.00		Y205	EH
C	4893	4893.00		Y205	EH
F	3466	3466.00		Y205	EH
F	5777	5777.00		Y205	EH
YEE3M	2282	2282.00		Y219	EH

To MUMBAI (BOM) *EH 3022*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	1302	1302.00		Y205	EH
Y	2170	2170.00		Y205	EH
C	2180	2180.00		Y205	EH
C	3634	3634.00		Y205	EH
F	2564	2564.00		Y205	EH
F	4274	4274.00		Y205	EH
YEE3M	1740	1740.00		Y217	EH

To SINGAPORE (SIN) *EH 5947*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2104	2104.00		Y205	EH
Y	3506	3506.00		Y205	EH
C	3144	3144.00		Y205	EH
C	5239	5239.00		Y205	EH
F	3854	3854.00		Y205	EH
F	6423	6423.00		Y205	EH
YEE3M	2457	2457.00		Y219	EH

TOKYO (TYO)

JAPAN — YEN (JPY)

To HONG KONG (HKG) *EH 2186*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
YX	126400	1084.34		Y277	EH
YX	199800	1714.02		Y277	EH
YX2	118900	1020.00		Y317	EH
YX2	187700	1610.21		Y317	EH
YW	140400	1204.44		Y277	EH
YW	227800	1954.22		Y277	EH
YW2	132900	1140.10		Y317	EH
YW2	215700	1850.42		Y317	EH
CX	149800	1285.08		Y277	EH
CX	236900	2032.29		Y277	EH
CW	163800	1405.18		Y277	EH
CW	264900	2272.49		Y277	EH
FX	222000	1904.46		Y277	EH
FX	390100	3346.54		Y277	EH
FW	236000	2024.56		Y277	EH
FW	418100	3586.74		Y277	EH
YLXPX1M	115000	986.54		Y367	EH
YLWPX1M	129000	1106.65		Y367	EH
YKXPX1M	135000	1158.12		Y367	EH
YKWPX1M	149000	1278.22		Y367	EH
YHXPX1M	147000	1261.06		Y367	EH
YHWPX1M	161000	1381.16		Y367	EH
HLZAPP2	45000	386.04	CX	E205	EH
HLZAPA2	50000	428.93	CX	E205	EH
HLZAPP1	50000	428.93	CX	E205	EH
HLZAPA1	55000	471.82	CX	E205	EH
HKZAPP4	53000	454.67	CX	E205	EH
HKZAPA4	58000	497.56	CX	E205	EH
HKZAPP3	60000	514.72	CX	E205	EH
HKZAPA3	65000	557.61	CX	E205	EH
HKZAPP2	65000	557.61	CX	E205	EH
HKZAPA2	70000	600.50	CX	E205	EH
HKZAPP1	70000	600.50	CX	E205	EH
HKZAPA1	75000	643.40	CX	E205	EH
HHZAPP3	83000	712.03	CX	E205	EH
HHZAPP2	88000	754.92	CX	E205	EH
HHZAPA3	88000	754.92	CX	E205	EH
HHZAPA2	93000	797.81	CX	E205	EH
HHZAPP1	95000	814.97	CX	E205	EH
HHZAPA1	100000	857.86	CX	E205	EH

To LONDON UK (LON) *AP 11272 / EH 9766 / TS 7464*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	520700	4466.92		Y094	AP
Y	801000	6871.52		Y094	AP
YX2	399100	3423.75		Y086	EH TS
YX2	614000	5267.31		Y086	EH TS
YX	483000	4143.50		Y094	EH TS
YX	743000	6373.96		Y094	EH TS
YW2	429100	3681.11		Y086	EH TS
YW2	674000	5782.03		Y086	EH TS
YW	513000	4400.86		Y094	EH TS
YW	803000	6888.68		Y094	EH TS
C	657600	5641.34		Y094	AP
C	1011600	8678.19		Y094	AP
CX	609700	5230.42		Y094	EH TS
CX	937900	8045.94		Y094	EH TS
CW	639700	5487.78		Y094	EH TS
CW	997900	8560.66		Y094	EH TS
F	1208000	10363.04		Y094	AP
F	1858400	15942.62		Y094	AP
FX	1111000	9530.91		Y094	EH TS
FX	1709100	14661.82		Y094	EH TS
FW	1141000	9788.27		Y094	EH TS
FW	1769100	15176.54		Y094	EH TS
YLXPX3M	220000	1887.31		Y089	EH TS
YLWPX3M	246000	2110.35		Y089	EH TS
YJXPX3M	310000	2659.39		Y089	EH TS
YJWPX3M	336000	2882.43		Y089	EH TS
YKXPX3M	365000	3131.21		Y089	EH TS
YKWPX3M	391000	3354.26		Y089	EH TS
YHXPX3M	400000	3431.47		Y089	EH TS
YHWPX3M	426000	3654.51		Y089	EH TS
S2XRT	584700	5015.95	KE	E1025	EH TS
S2XOW	363200	3115.77	KE	E1025	EH TS
SXOW	438500	3761.75	KE	E198	EH TS
SXRT	707600	6070.27	KE	E198	EH TS
S2WRT	624700	5359.10	KE	E1025	EH
S2WOW	383200	3287.35	KE	E1025	EH
S2WRT	613200	5260.44	KE	E1025	TS
S2WOW	376000	3225.58	KE	E1025	TS
SWOW	458500	3933.32	KE	E198	EH
SWRT	747600	6413.42	KE	E198	EH
SWOW	449900	3859.54	KE	E198	TS
SWRT	733700	6294.18	KE	E198	TS
CXOW	554000	4752.59	KE	E198	EH TS
CXRT	893200	7662.48	KE	E198	EH TS
CWOW	574000	4924.16	KE	E198	EH
CWRT	933200	8005.62	KE	E198	EH
CWOW	563100	4830.65	KE	E198	TS
CWRT	915600	7854.64	KE	E198	TS
FXOW	1008800	8654.17	KE	E198	EH TS
FXRT	1627700	13963.52	KE	E198	EH TS
FWOW	1028800	8825.74	KE	E198	EH
FWRT	1667700	14306.67	KE	E198	EH
FWOW	1009000	8655.89	KE	E198	TS
FWRT	1635700	14032.15	KE	E198	TS
SLXPX3M	225000	1930.20	KE	E193	EH TS
SLWPX3M	249000	2136.09	KE	E193	EH TS
SFXPX3M	285000	2444.92	KE	E193	EH TS
SFWPX3M	309000	2650.81	KE	E193	EH TS
SJXPX3M	309000	2650.81	KE	E193	EH TS
SJWPX3M	349000	2993.96	KE	E193	EH TS
SKXPX3M	350000	3002.53	KE	E193	EH TS
SKWPX3M	374000	3208.42	KE	E193	EH TS
SHXPX3M	379000	3251.32	KE	E193	EH TS
SHWPX3M	403000	3457.20	KE	E193	EH TS
KLX3MW	155000	1329.69	VS	E828	TS 0002
KLW3MW	175000	1501.26	VS	E828	TS 0002
KHX3MW	195000	1672.84	VS	E828	TS 0002
KHW3MW	215000	1844.41	VS	E828	TS 0002
Y2X	363200	3115.77	VS	E1440	TS 0002
Y2XR	584700	5015.95	VS	E1440	TS 0002
Y2W	387200	3321.66	VS	E1440	TS 0002
Y2WR	632700	5427.73	VS	E1440	TS 0002
SLX6MW	205000	1758.63	VS	E927	TS 0002
SLW6MW	225000	1930.20	VS	E927	TS 0002
SHX6MW	245000	2101.77	VS	E927	TS 0002
SHW6MW	265000	2273.35	VS	E927	TS 0002
W2X	363200	3115.77	VS	E1204	TS 0002
W2XR	584700	5015.95	VS	E1204	TS 0002
WX	438500	3761.75	VS	E871	TS
WXR	707600	6070.27	VS	E871	TS
W2W	387200	3321.66	VS	E1204	TS 0002
W2WR	632700	5427.73	VS	E1204	TS 0002
WW	462500	3967.64	VS	E871	TS
WWR	755600	6482.05	VS	E871	TS
JX	554000	4752.59	VS	E870	TS
JXR	893200	7662.48	VS	E870	TS
JW	578000	4958.47	VS	E870	TS
JWR	941200	8074.25	VS	E870	TS
QNXZS1	102000	875.02	VS	E365	TS 0002
QMXZS1	104000	892.18	VS	E365	TS 0002
QGXZS1	114000	977.96	VS	E365	TS 0002
QVXZS1	137000	1175.27	VS	E365	TS 0002
QRXZS1	146000	1252.48	VS	E365	TS 0002
QPXZS1	158000	1355.43	VS	E365	TS 0002
QSXZS1	190000	1629.94	VS	E365	TS 0002
QNWZS1	112000	960.81	VS	E365	TS 0002
QMWZS1	114000	977.96	VS	E365	TS 0002
QGWZS1	124000	1063.75	VS	E365	TS 0002
QVWZS1	147000	1261.06	VS	E365	TS 0002
QRWZS1	156000	1338.27	VS	E365	TS 0002
QPWZS1	168000	1441.21	VS	E365	TS 0002
QSWZS1	200000	1715.73	VS	E365	TS 0002
QLXAPW1	80000	686.29	VS	E1441	TS 0002
QLXZS1	73000	626.24	VS	E365	TS 0002
QLWAPW1	90000	772.08	VS	E1441	TS 0002
QLWZS1	83000	712.03	VS	E365	TS 0002
QYXAPW1	90000	772.08	VS	E1441	TS 0002
QYXZS1	135000	1158.12	VS	E365	TS 0002
QYWAPW1	100000	857.86	VS	E1441	TS 0002
QYWZS1	145000	1243.90	VS	E365	TS 0002
QQXZS1	174000	1492.69	VS	E365	TS 0002
QQWZS1	184000	1578.47	VS	E365	TS 0002
QTXAPW1	100000	857.86	VS	E1441	TS 0002
QTXZS1	185000	1587.05	VS	E365	TS 0002
QTWAPW1	110000	943.65	VS	E1441	TS 0002
QTWZS1	195000	1672.84	VS	E365	TS 0002
QFXAPW1	120000	1029.44	VS	E1441	TS 0002
QFXZS1	143000	1226.75	VS	E365	TS 0002
QFWAPW1	130000	1115.22	VS	E1441	TS 0002
QFWZS1	153000	1312.53	VS	E365	TS 0002
QJXAPW1	95000	814.97	VS	E1441	TS 0002
QJXZS1	169000	1449.79	VS	E365	TS 0002
QJWAPW1	105000	900.76	VS	E1441	TS 0002
QJWZS1	179000	1535.58	VS	E365	TS 0002
QKXAPW1	115000	986.54	VS	E1441	TS 0002
QKXZS1	167000	1432.64	VS	E365	TS 0002
QKWAPW1	125000	1072.33	VS	E1441	TS 0002
QKWZS1	177000	1518.42	VS	E365	TS 0002
QHXAPW1	150000	1286.80	VS	E1441	TS 0002
QHXZS1	207000	1775.78	VS	E365	TS 0002
QHWAPW1	160000	1372.58	VS	E1441	TS 0002
QHWZS1	217000	1861.57	VS	E365	TS 0002
MLXAPW1	100000	857.86	VS	E1442	TS 0002
MLWAPW1	110000	943.65	VS	E1442	TS 0002
MYXAPW1	110000	943.65	VS	E1442	TS 0002
MYWAPW1	120000	1029.44	VS	E1442	TS 0002
MTXAPW1	120000	1029.44	VS	E1442	TS 0002
MTWAPW1	130000	1115.22	VS	E1442	TS 0002
MFXAPW1	140000	1201.01	VS	E1442	TS 0002
MFWAPW1	150000	1286.80	VS	E1442	TS 0002
MJXAPW1	115000	986.54	VS	E1442	TS 0002
MJWAPW1	125000	1072.33	VS	E1442	TS 0002
MKXAPW1	135000	1158.12	VS	E1442	TS 0002
MKWAPW1	145000	1243.90	VS	E1442	TS 0002
MHXAPW1	170000	1458.37	VS	E1442	TS 0002
MHWAPW1	180000	1544.16	VS	E1442	TS 0002
LNXZS1	142000	1218.17	VS	E365	TS 0002
LMXZS1	144000	1235.33	VS	E365	TS 0002
LGXZS1	154000	1321.11	VS	E365	TS 0002
LVXZS1	177000	1518.42	VS	E365	TS 0002
LRXZS1	186000	1595.63	VS	E365	TS 0002
LPXZS1	198000	1698.57	VS	E365	TS 0002
LSXZS1	230000	1973.09	VS	E365	TS 0002
LNWZS1	152000	1303.95	VS	E365	TS 0002
LMWZS1	154000	1321.11	VS	E365	TS 0002
LGWZS1	164000	1406.90	VS	E365	TS 0002
LVWZS1	187000	1604.21	VS	E365	TS 0002
LRWZS1	196000	1681.42	VS	E365	TS 0002
LPWZS1	208000	1784.36	VS	E365	TS 0002
LSWZS1	240000	2058.88	VS	E365	TS 0002
LLXZS1	113000	969.39	VS	E365	TS 0002
LLWZS1	123000	1055.17	VS	E365	TS 0002
LYWZS1	185000	1587.05	VS	E365	TS 0002
LQXZS1	214000	1835.83	VS	E365	TS 0002
LQWZS1	224000	1921.62	VS	E365	TS 0002
LTXZS1	225000	1930.20	VS	E365	TS 0002
LTWZS1	235000	2015.99	VS	E365	TS 0002
LFXZS1	183000	1569.89	VS	E365	TS 0002
LFWZS1	193000	1655.68	VS	E365	TS 0002
LJXZS1	209000	1792.94	VS	E365	TS 0002
LJWZS1	219000	1878.73	VS	E365	TS 0002
LKXZS1	207000	1775.78	VS	E365	TS 0002
LKWZS1	217000	1861.57	VS	E365	TS 0002
LHXZS1	247000	2118.93	VS	E365	TS 0002
LHWZS1	257000	2204.72	VS	E365	TS 0002
KLX3MS	196000	1681.42	VS	E828	TS 0002
KLW3MS	236000	2024.56	VS	E828	TS 0002
KHX3MS	238000	2041.72	VS	E828	TS 0002
KHW3MS	278000	2384.87	VS	E828	TS 0002
BNXZS1	162000	1389.74	VS	E365	TS
BMXZS1	164000	1406.90	VS	E365	TS
BGXZS1	174000	1492.69	VS	E365	TS
BVXZS1	197000	1690.00	VS	E365	TS
BRXZS1	206000	1767.20	VS	E365	TS
BPXZS1	218000	1870.15	VS	E365	TS
BSXZS1	250000	2144.67	VS	E365	TS
BNWZS1	172000	1475.53	VS	E365	TS
BMWZS1	174000	1492.69	VS	E365	TS
BGWZS1	184000	1578.47	VS	E365	TS
BVWZS1	207000	1775.78	VS	E365	TS
BRWZS1	216000	1852.99	VS	E365	TS
BPWZS1	228000	1955.93	VS	E365	TS
BSWZS1	260000	2230.45	VS	E365	TS
BLXZS1	133000	1140.96	VS	E365	TS
BLWZS1	143000	1226.75	VS	E365	TS
BYXZS1	195000	1672.84	VS	E365	TS
BYWZS1	205000	1758.63	VS	E365	TS
BQXZS1	234000	2007.41	VS	E365	TS
BQWZS1	244000	2093.19	VS	E365	TS
BTXZS1	245000	2101.77	VS	E365	TS
BTWZS1	255000	2187.56	VS	E365	TS
BFXZS1	203000	1741.47	VS	E365	TS
BFWZS1	213000	1827.25	VS	E365	TS
BJXZS1	229000	1964.51	VS	E365	TS
BJWZS1	239000	2050.30	VS	E365	TS
BKXZS1	227000	1947.36	VS	E365	TS
BKWZS1	237000	2033.14	VS	E365	TS
BHXZS1	267000	2290.50	VS	E365	TS
BHWZS1	277000	2376.29	VS	E365	TS
YLXPX	225000	1930.20	VS	E926	TS 0002
YLWPX	249000	2136.09	VS	E926	TS 0002
YTXPX	245000	2101.77	VS	E926	TS 0002
YTWPX	269000	2307.66	VS	E926	TS 0002
YFXPX	285000	2444.92	VS	E926	TS 0002
YFWPX	309000	2650.81	VS	E926	TS 0002
YJXPX	325000	2788.07	VS	E926	TS 0002
YJWPX	349000	2993.96	VS	E926	TS 0002
YKXPX	350000	3002.53	VS	E926	TS 0002
YKWPX	374000	3208.42	VS	E926	TS 0002
YHXPX	379000	3251.32	VS	E926	TS 0002
YHWPX	403000	3457.20	VS	E926	TS 0002
SLX12MW	316000	2710.86	VS	E827	TS 0002
SLX12MS	371000	3182.69	VS	E827	TS 0002
SLX6MS	266000	2281.92	VS	E927	TS 0002
SLW12MW	336000	2882.43	VS	E827	TS 0002
SLW6MS	306000	2625.07	VS	E927	TS 0002
SHX6MS	308000	2642.23	VS	E927	TS 0002
SHW6MS	348000	2985.38	VS	E927	TS 0002
DXAP3W	547000	4692.53	VS	E925	TS 0002
DXAP3S	547000	4692.53	VS	E925	TS 0002
DWAP3W	607000	5207.26	VS	E925	TS 0002
DWAP3S	607000	5207.26	VS	E925	TS 0002

To MOSCOW (MOW) *AP 12720 / EH 9291 / FE 5596 / RU 5596 / TS 5596*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	644600	5529.81		Y094	AP
Y	991600	8506.62		Y094	AP
YX2	480900	4125.48		Y086	EH
YX2	739700	6345.65		Y086	EH
YX2	355700	3051.43		Y086	FE
YX2	547100	4693.39		Y086	FE
YX2	319200	2738.31		Y086	RU
YX2	491000	4212.13		Y086	RU
YX2	409100	3509.53		Y086	TS
YX2	629300	5398.56		Y086	TS
YX	581700	4990.22		Y094	EH
YX	894900	7677.06		Y094	EH
YX	430200	3690.54		Y094	FE
YX	661800	5677.37		Y094	FE
YX	386000	3311.37		Y094	RU
YX	593800	5094.02		Y094	RU
YX	492900	4228.43		Y094	TS
YX	758300	6505.21		Y094	TS
YW2	510900	4382.84		Y086	EH
YW2	799700	6860.37		Y086	EH
YW2	385700	3308.79		Y086	FE
YW2	607100	5208.11		Y086	FE
YW2	349200	2995.67		Y086	RU
YW2	551000	4726.85		Y086	RU
YW2	439100	3766.90		Y086	TS
YW2	689300	5913.28		Y086	TS
YW	611700	5247.58		Y094	EH
YW	954900	8191.78		Y094	EH
YW	460200	3947.91		Y094	FE
YW	721800	6192.09		Y094	FE
YW	416000	3568.73		Y094	RU
YW	653800	5608.74		Y094	RU
YW	522900	4485.79		Y094	TS
YW	818300	7019.93		Y094	TS
C	813700	6980.47		Y094	AP
C	1251700	10737.93		Y094	AP
CX	734400	6300.16		Y094	EH
CX	1129700	9691.33		Y094	EH
CX	517300	4437.75		Y094	FE
CX	795700	6826.05		Y094	FE
CX	487500	4182.10		Y094	RU
CX	750000	6434.01		Y094	RU
CX	620000	5318.78		Y094	TS
CX	953800	8182.34		Y094	TS
CW	764400	6557.54		Y094	EH
CW	1189700	10206.05		Y094	EH
CW	547300	4695.11		Y094	FE
CW	855700	7340.77		Y094	FE
CW	517500	4439.46		Y094	RU
CW	810000	6948.73		Y094	RU
CW	650000	5576.14		Y094	TS
CW	1013800	8697.06		Y094	TS
F	1512700	12976.97		Y094	AP
F	2327200	19964.31		Y094	AP
FX	1339000	11486.85		Y094	EH
FX	2060000	17672.08		Y094	EH
FX	988000	8475.73		Y094	FE
FX	1519900	13038.74		Y094	FE
FX	866400	7432.57		Y094	RU
FX	1332900	11434.52		Y094	RU
FX	1121200	9618.42		Y094	TS
FX	1724900	14797.37		Y094	TS
FW	1369000	11744.21		Y094	EH
FW	2120000	18186.80		Y094	EH
FW	1018000	8733.09		Y094	FE
FW	1579900	13553.46		Y094	FE
FW	896400	7689.93		Y094	RU
FW	1392900	11949.24		Y094	RU
FW	1151200	9875.78		Y094	TS
FW	1784900	15312.09		Y094	TS
YLXPX3M	271000	2324.82		Y089	EH
YLXPX3M	218000	1870.15		Y089	FE
YLXPX3M	180000	1544.16		Y089	RU
YLXPX3M	256000	2196.14		Y089	TS
YLWPX3M	297000	2547.86		Y089	EH
YLWPX3M	244000	2093.19		Y089	FE
YLWPX3M	206000	1767.20		Y089	RU
YLWPX3M	282000	2419.18		Y089	TS
YJXPX3M	361000	3096.90		Y089	EH
YJXPX3M	308000	2642.23		Y089	FE
YJXPX3M	270000	2316.24		Y089	RU
YJXPX3M	346000	2968.22		Y089	TS
YJWPX3M	387000	3319.95		Y089	EH
YJWPX3M	334000	2865.28		Y089	FE
YJWPX3M	296000	2539.29		Y089	RU
YJWPX3M	372000	3191.27		Y089	TS
YKXPX3M	416000	3568.73		Y089	EH
YKXPX3M	363000	3114.06		Y089	FE
YKXPX3M	325000	2788.07		Y089	RU
YKXPX3M	401000	3440.05		Y089	TS
YKWPX3M	442000	3791.77		Y089	EH
YKWPX3M	389000	3337.10		Y089	FE
YKWPX3M	351000	3011.11		Y089	RU
YKWPX3M	427000	3663.09		Y089	TS
YHXPX3M	451000	3868.98		Y089	EH
YHXPX3M	398000	3414.31		Y089	FE
YHXPX3M	360000	3088.32		Y089	RU
YHXPX3M	436000	3740.30		Y089	TS
YHWPX3M	477000	4092.03		Y089	EH
YHWPX3M	424000	3637.36		Y089	FE
YHWPX3M	386000	3311.37		Y089	RU
YHWPX3M	462000	3963.35		Y089	TS

TORONTO (YTO)

CANADA — CANADIAN DOLLAR (CAD)

To ZURICH (ZRH) *AT 4851*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	3991.00	3390.07		X0700	AT
Y	6140.00	5215.50		X0700	AT
C	4776.00	4056.87		X0700	AT
C	7347.00	6240.76		X0700	AT
F	7875.00	6689.26		X0700	AT
F	12116.00	10291.69		X0700	AT
YEE	3033.00	2576.32		X0711	AT
Y	3377.00	2868.52	AC	G9710	AT
YR	6140.00	5215.50	AC	G9710	AT
Y	6754.00	5737.04	AC	G9710	AT
C7MSCA2	3549.00	3014.62	AC	G9714	AT 0301
C7MSCA	3675.00	3121.65	AC	G9714	AT 0301
J	4409.00	3745.13	AC	G9710	AT
JR	7347.00	6240.76	AC	G9710	AT
J	8818.00	7490.26	AC	G9710	AT
F	6686.00	5679.28	AC	G9710	AT
FR	10296.00	8745.73	AC	G9710	AT
F	13372.00	11358.56	AC	G9710	AT
V0MSLXSW	984.00	835.83	AC	G9826	AT 0301
V0MSKXSW	1052.00	893.60	AC	G9826	AT 0301
V0MSLWSW	1064.00	903.79	AC	G9826	AT 0301
V0MSKWSW	1132.00	961.55	AC	G9826	AT 0301
V0MSHXSW	1450.00	1231.67	AC	G9826	AT 0301
V0MSHWSW	1530.00	1299.62	AC	G9826	AT 0301
Q0MSLXSW	834.00	708.42	AC	G9826	AT 0301
Q0MSKXSW	902.00	766.18	AC	G9826	AT 0301
Q0MSLWSW	914.00	776.37	AC	G9826	AT 0301
Q0MSKWSW	982.00	834.14	AC	G9826	AT 0301
Q0MSHXSW	1300.00	1104.25	AC	G9826	AT 0301
Q0MSHWSW	1380.00	1172.21	AC	G9826	AT 0301
H0MSKXSW	1202.00	1021.01	AC	G9826	AT 0301
H0MSLWSW	1214.00	1031.20	AC	G9826	AT 0301
H0MSHWSW	1680.00	1427.04	AC	G9826	AT 0301
B0MSLXSW	1284.00	1090.66	AC	G9826	AT 0301
B0MSLWSW	1364.00	1158.62	AC	G9826	AT 0301
B0MSHXSW	1750.00	1486.50	AC	G9826	AT 0301
B0MSHWSW	1830.00	1554.45	AC	G9826	AT 0301

VANCOUVER (YVR)

CANADA — CANADIAN DOLLAR (CAD)

To MUMBAI (BOM) *PA 10024 / AT 11336*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	2791.00	2370.75	AC	G9710	AT 0301
Y	5582.00	4741.50	AC	G9710	AT 0301
Y2	4391.00	3729.84	AC	P0606	PA
Y2R	7984.00	6781.84	AC	P0606	PA
Y2	8782.00	7459.68	AC	P0606	PA
J	5197.00	4414.48	AC	G9710	AT
JR	10076.00	8558.85	AC	G9710	AT
J	10394.00	8828.96	AC	G9710	AT
J	6005.00	5100.82	AC	P0600	PA
JR	10919.00	9274.92	AC	P0600	PA
F	8082.00	6865.09	AC	G9710	AT 0301
F	16164.00	13730.18	AC	G9710	AT 0301
V0MSLINO	1295.00	1100.01	AC	G9826	AT 0301
V0MSHINO	1691.00	1436.38	AC	G9826	AT 0301
V0MSLIN	1850.00	1571.44	AC	G9826	AT 0301
V0MSHIN	2415.00	2051.37	AC	G9826	AT 0301
V0MSLINO	2590.00	2200.02	AC	G9826	AT 0301
V0MSHINO	3382.00	2872.76	AC	G9826	AT 0301
HLEE	3398.00	2886.36	AC	P0625	PA
HLE6	4066.00	3453.78	AC	P0625	PA
HHEE	3534.00	3001.88	AC	P0625	PA
HHE6	4228.00	3591.39	AC	P0625	PA
Y2	4790.00	4068.76	CX	P0102	PA
Y2R	7984.00	6781.84	CX	P0102	PA
J	6551.00	5564.61	CX	P0100	PA
JR	10919.00	9274.92	CX	P0100	PA
F	12206.00	10368.14	CX	P0100	PA
FR	20343.00	17279.95	CX	P0100	PA
BLE4M	3398.00	2886.36	CX	P0121	PA
BHE4M	3534.00	3001.88	CX	P0121	PA
SO2OW	4391.00	3729.84	KE	P0102	PA
SO2RT	7984.00	6781.84	KE	P0102	PA
CRT	10919.00	9274.92	KE	P0100	PA
COW	6005.00	5100.82	KE	P0100	PA
FRT	19132.00	16251.29	KE	P0100	PA
FOW	10524.00	8939.40	KE	P0100	PA
QLEE4M	3398.00	2886.36	KE	P0119	PA 0140
QHEE4M	3534.00	3001.88	KE	P0119	PA 0140
SLEE6M	4066.00	3453.78	KE	P0263	PA 0140
SHEE6M	4228.00	3591.39	KE	P0263	PA 0140
Y2	4391.00	3729.84	MH	P0118	PA 0314
Y2	8782.00	7459.68	MH	P0118	PA 0314
C	6005.00	5100.82	MH	P0352	PA
C	12010.00	10201.64	MH	P0352	PA
F	9566.00	8125.64	MH	P0352	PA
F	19132.00	16251.28	MH	P0352	PA
HLAPO	1800.00	1528.97	MH	P0353	PA 0315
HHAPO	2000.00	1698.86	MH	P0353	PA 0315
HLEE4M	2750.00	2335.93	MH	P0119	PA 0315
HHEE4M	2850.00	2420.87	MH	P0119	PA 0315
BLAPO	1900.00	1613.91	MH	P0353	PA 0315
BHAPO	2100.00	1783.80	MH	P0353	PA 0315
BLEE4M	2800.00	2378.40	MH	P0119	PA 0315
BHEE4M	2900.00	2463.34	MH	P0119	PA 0315
YO2	4391.00	3729.84	SQ	P0135	PA
YO2R	7984.00	6781.84	SQ	P0135	PA
YO2	8782.00	7459.68	SQ	P0135	PA
C	6005.00	5100.82	SQ	P0100	PA
CR	10919.00	9274.92	SQ	P0100	PA
C	12010.00	10201.64	SQ	P0100	PA
F	10524.00	8939.40	SQ	P0100	PA
FR	19132.00	16251.29	SQ	P0100	PA
F	21048.00	17878.80	SQ	P0100	PA
QLABO	1496.00	1270.74	SQ	P0255	PA 0313
QLABO	2992.00	2541.48	SQ	P0255	PA 0313
QHABO	1496.00	1270.74	SQ	P0255	PA 0313
QHABO	2992.00	2541.48	SQ	P0255	PA 0313
QLEE4M	2968.00	2521.10	SQ	P0255	PA 0313
QHEE4M	3088.00	2623.03	SQ	P0255	PA 0313
BLSQ	2256.00	1916.31	SQ	P0247	PA 0313
BKSQ	2256.00	1916.31	SQ	P0247	PA 0313
BHSQ	2589.00	2199.17	SQ	P0247	PA 0313

To ZURICH (ZRH) *AT 6199*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	4787.00	4066.22		X0700	AT
Y	7364.00	6255.20		X0700	AT
C	5580.00	4739.81		X0700	AT
C	8584.00	7291.50		X0700	AT
F	9396.00	7981.24		X0700	AT
F	14453.00	12276.81		X0700	AT
YEE	3436.00	2918.64		X0711	AT

ZURICH (ZRH)

SWITZERLAND — SWISS FRANC (CHF)

To TORONTO (YTO) *AT 4851*

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
Y	4173.00	3411.93		X0700	AT
Y	6420.00	5249.12		X0700	AT
C	5109.00	4177.22		X0700	AT
C	7860.00	6426.50		X0700	AT
F	8689.00	7104.31		X0700	AT
F	13366.00	10928.32		X0700	AT
YLSX3M	1811.00	1480.71		X0725	AT
YKSX3M	2149.00	1757.06		X0725	AT
YHSX3M	2552.00	2086.56		X0725	AT
YEE	3481.00	2846.14		X0711	AT
Y	3365.00	2751.29	AC	G9710	AT
Y0M0CH	2472.00	2021.16	AC	G9714	AT 0301
YR	6114.00	4998.93	AC	G9710	AT
Y	6730.00	5502.58	AC	G9710	AT
C0M0CH	4362.00	3566.46	AC	G9714	AT 0301

ZURICH (ZRH)

FARE TYPE	LOCAL CURRENCY	NUC	CARR CODE	RULE	GI MPM & ROUTING
J	4492.00	3672.75	AC	G9710	AT
JR	7485.00	6119.89	AC	G9710	AT
J	8984.00	7345.50	AC	G9710	AT
F	8275.00	6765.81	AC	G9710	AT
FR	12729.00	10407.50	AC	G9710	AT
F	16550.00	13531.62	AC	G9710	AT
B0MSCH	1751.00	1431.65	AC	G9826	AT 0301
To VANCOUVER (YVR)					*AT 6199*
Y	5306.00	4338.29		X0700	AT
Y	8163.00	6674.24		X0700	AT
C	6498.00	5312.90		X0700	AT
C	9996.00	8172.94		X0700	AT
F	11232.00	9183.52		X0700	AT
F	17279.00	14127.67		X0700	AT
YLSX3M	2537.00	2074.30		X0725	AT
YKSX3M	2696.00	2204.30		X0725	AT
YHSX3M	3072.00	2511.73		X0725	AT
YEE	4413.00	3608.16		X0711	AT

ADD-ON CITY / AREA	GI	ADD TO	FARE TYPE	RULE	NUC NORMAL/ SPECIAL OW	NUC SPECIAL RT	LOCAL CURRENCY NORMAL/ SPECIAL OW	LOCAL CURRENCY SPECIAL RT	MILEAGE ADD	MILEAGE TO
AGADIR (AGA)	**MA**						**MAD**			
EUROPE	EH	CAS			94.34	188.68	800	1600	284	CAS
AFRICA	EH	CAS	Y		62.50	112.03	530	950	284	CAS
	EH	CAS	C/F		82.54		700		284	CAS
SASC	EH	CAS			73.70	159.19	625	1350	284	CAS
SEA	EH	CAS			73.70	128.53	625	1090	284	CAS
SWP	AP/EH/TS	CAS			73.70		625		284	CAS
	AP/EH/TS	CAS	SPC		64.26	128.53	545	1090	284	CAS
JAPAN, KOREA	EH/TS	CAS			73.70	128.53	625	1090	284	CAS
NORTH, SOUTH ATLANTIC	AT	CAS	Y/C		62.50	109.08	530	925	284	CAS
	AT	CAS	F		73.70		625		284	CAS
MID ATLANTIC	AT	CAS	Y/C		56.01	97.87	475	830	284	CAS
	AT	CAS	F		66.03		560		284	CAS
DUBROVNIK (DBV)	**HR**						**EUR**			
EUROPE	EH	ZAG			52.52	105.04	40	80		
MIDDLE EAST, AFRICA	EH	ZAG			28.88	57.77	22	44		
MIDDLE EAST	EH	ZAG	SPC		28.88		22			
SASC	EH	ZAG			28.88	57.77	22	44		
SEA	EH/TS	ZAG			28.88	57.77	22	44		
SWP	AP/EH/TS	ZAG			28.88		22			
	AP/EH/TS	ZAG	SPC		28.88	57.77	22	44		
JAPAN, KOREA	AP/EH/TS	ZAG			28.88	57.77	22	44		
AREA 1 (EXC CANADA, USA)	AT	ZAG			28.88	57.77	22	44		
	AT									
CANADA	AT	ZAG			52.52	52.52	40	40		
USA	AT	ZAG			52.52		40			
	AT	ZAG	SPC		26.26	52.52	20	40		
GALAPAGOS (GPS)	**EC**						**USD**			
CENTRAL AMERICA,	WH	GYE		06	150.00	300.00	150	300	874	GYE
BAHAMAS, BERMUDA,	WH	UIO		06	170.00	340.00	170	340	874	GYE
CANADA, CARIBBEAN	WH									
ISLANDS, FRENCH GUIANA,	WH									
GUYANA, MEXICO,	WH									
SURINAME, USA	WH									
S AMERICA (ARGENTINA,	WH	UIO			170.00	340.00	170	340	874	GYE
BOLIVIA, BRAZIL, CHILE,	WH									
COLOMBIA, ECUADOR,	WH									
FRENCH GUIANA, GUYANA,	WH									
PANAMA, PARAGUAY, PERU,	WH									
SURINAME, URUGUAY,	WH									
VENEZUELA)	WH									
FUKUOKA (FUK)	**JP**						**JPY**			
AREA 1	AT	TYO			0.00		0			
EUROPE	AP	TYO			211.89	0.00	24700	0		
	EH/FE/RU/TS	TYO			0.00	0.00	0	0		
MIDDLE EAST	EH/TS	TYO			0.00		0			
	EH/TS	TYO	SPC	63		0.00		0		
AFRICA	EH/TS	TYO			0.00	0.00	0	0		
MALINDI (MYD)	**KE**						**USD**			
AREA 2, AREA 3 (EXC	EH	NBO	Y		146.00	293.00	146	293	310	NBO
JAPAN/KOREA)	EH	NBO	C		166.00		166		310	NBO
	EH	NBO	F		201.00		201		310	NBO
JAPAN, KOREA	EH/TS	NBO	Y		146.00	293.00	146	293	310	NBO
	EH/TS	NBO	C		166.00		166		310	NBO
	EH/TS	NBO	F		201.00		201		310	NBO
AREA 1	AT	NBO	Y		146.00	293.00	146	293	310	NBO
	AT	NBO	C		166.00		166		310	NBO
	AT	NBO	F		201.00		201		310	NBO
TABRIZ (TBZ)	**IR**						**IRR**			
EUROPE	EH	THR			29.22		270000		393	THR
	EH	THR	SPC		29.22	58.44	270000	540000	393	THR
MIDDLE EAST, AFRICA	EH	THR			29.22	58.44	270000	540000	393	THR
SASC, SEA	EH	THR			29.22	58.44	270000	540000	393	THR
SWP	EH	THR			29.22	58.44	270000	540000	393	THR
	EH	THR	OX		29.22		270000		393	THR
JAPAN, KOREA	EH/TS	THR			29.22	58.44	270000	540000	393	THR
AREA 1	AT	THR			29.22	58.44	270000	540000	393	THR

Y194 FIRST, INTERMEDIATE, ECONOMY CLASS FARES BETWEEN MIDDLE EAST AND AFRICA ⇒SC101

0) APPLICATION
A) 1) **Application**
first, intermediate, economy class normal fares
between Middle East and Africa
4) FLIGHT APPLICATION
A) between Aden, Sanaa and Dire Dawa: travel only permitted via Djibouti

Y268A FIRST, INTERMEDIATE, ECONOMY CLASS FARES WITHIN MIDDLE EAST ⇒SC101

0) APPLICATION
A) 1) **Application**
first, intermediate, economy class normal fares
within Middle East
4) FLIGHT APPLICATION
A) 1) between Hurghada and Jeddah: travel only permitted on direct services
2) between Alexandria, Cairo and Jeddah: travel only permitted via Madinah
3) between Alexandria, Cairo and Madinah: travel only permitted via Jeddah
4) from Palestinian Territory (Occupied) to Kuwait, Yemen
a) higher level fare: travel permitted via Cairo
b) lower level fare: travel not permitted via Cairo
8) STOPOVERS
A) Exception: between Jeddah and Luxor: not permitted
9) TRANSFERS
A) Exceptions
1) between Alexandria, Cairo, Palestinian Territory (Occupied) and Madinah
a) lower level: not permitted at Jeddah
b) higher level: one must be taken at Jeddah
2) between Alexandria, Cairo and Jeddah
a) lower level: not permitted at Madinah
b) higher level: one must be taken at Madinah
3) from Palestinian Territory (Occupied) to Kuwait, Yemen
a) lower level: not permitted at Cairo
b) higher level: one must be taken at Cairo
19) CHILDREN AND INFANT DISCOUNTS
A) 1) **Children**
a) accompanied children
Exception: first, intermediate class fares from Kuwait: charge 100% of applicable adult fare
2) **Infant**
a) accompanied infant
ii) Exception: first, intermediate class fares from Kuwait: charge 100% of applicable adult fare
20) TOUR CONDUCTOR DISCOUNTS
A) not permitted

Y268B FIRST, INTERMEDIATE, ECONOMY CLASS FARES BETWEEN EGYPT AND SAUDI ARABIA ⇒SC101

Y268A APPLIES EXCEPT
0) APPLICATION
A) 1) **Application**
first, intermediate, economy class normal fares
between Egypt and Saudi Arabia
4) FLIGHT APPLICATION
A) 1) between Alexandria, Cairo and Jeddah: travel not permitted via Madinah
2) between Alexandria, Cairo and Madinah: travel not permitted via Jeddah

Y273 EXCURSION FARES WITHIN MIDDLE EAST ⇒SC100

0) APPLICATION
A) 1) **Application**
first, economy class round, circle, open jaw trip excursion fares
within Middle East
2) **Fares**
d) i) if no first class service is provided, passengers purchasing first class travel will be accommodated in the intermediate class cabin without compensation
ii) if no first or intermediate class service is provided, passengers purchasing first class travel will be accommodated in the economy class cabin without compensation
B) 1) **Types of Trip**
Exception: origin open jaw: open jaw must be in same country
6) MINIMUM STAY
A) 1) 5 days
Exception: no requirement
a) from Egypt, Jordan, Kuwait, Lebanon, Palestinian Territory (Occupied), Syria to Saudi Arabia
b) from Saudi Arabia
7) MAXIMUM STAY
A) 1) 3 months
Exceptions
a) between Egypt and Jordan, Lebanon, Syria: 2 months
b) between Jordan and Lebanon
i) lower level: 10 days
ii) higher level: 2 months
c) between Lebanon and Syria: 21 days
d) from Kuwait: 2 months
e) from Lebanon, Saudi Arabia to Kuwait: one month
2) tickets for fares expiring on a day when service is not operated by the carrier providing the outbound transportation may be extended until the next scheduled service of such carrier; ticket validity may not be extended beyond 3 days
8) STOPOVERS
A) one permitted in each direction
Exceptions
1) between Jeddah and Khartoum: not permitted in Sudan except at point of turnaround
2) between Jordan and Lebanon: not permitted
3) from Kuwait to Dammam: not permitted
9) TRANSFERS
A) Exceptions
1) from Egypt, Palestinian Territory (Occupied) to Jeddah: not permitted at Madinah
Exception: from Cairo
a) lower level: not permitted at Madinah
b) higher level: one must be taken at Madinah
2) from Egypt, Palestinian Territory (Occupied) to Madinah: not permitted at Jeddah
Exception: from Cairo
a) lower level: not permitted at Jeddah
b) higher level: one must be taken at Jeddah
3) from Jeddah to Egypt, Palestinian Territory (Occupied), Jordan: not permitted at Madinah
Exception: to Cairo
a) lower level: not permitted at Madinah
b) higher level: one must be taken at Madinah
4) from Madinah to Egypt, Palestinian Territory (Occupied), Jordan: not permitted at Jeddah
Exception: to Cairo
a) lower level: not permitted at Jeddah
b) higher level: one must be taken at Jeddah
5) from Palestinian Territory (Occupied) to Dammam, Riyadh, Bahrain, Qatar, Yemen
a) lower level: not permitted at Cairo
b) higher level: one must be taken at Cairo
10) CONSTRUCTIONS AND COMBINATIONS
A) 2) **Combinations**
a) Exception: between Jordan and Lebanon: not permitted
b) ii) Exception: one half of this fare may be combined with one half of a round trip normal first or intermediate class fare between the same points except between Jordan and Lebanon: not permitted
11) BLACKOUT DATES
A) Exceptions
1) between Saudi Arabia and Syria: first class excursion fares: travel not permitted: 01 Apr - 30 Sep
2) to Jeddah, Madinah: travel not permitted during the Hajj period: 03 Dec 05 - 04 Jan 06
15) SALES RESTRICTIONS
A) 2) **Extension of Validity**
not permitted for medical reasons
16) PENALTIES
A) 1) **Cancellation, No-Show, Upgrading**
Exception: from Kuwait: during the periods 01 May - 31 Aug, 15 Dec - 05 Jan: not more than 24 hours before departure: refund the fare paid less KWD 3
2) **Rebooking and Rerouting**
a) Exception: from Kuwait: during the periods 01 May - 31 Aug, 15 Dec - 05 Jan: not more than 24 hours before departure: permitted at a charge per transaction of KWD 3

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