

Tariff: TW2
Carrier: Trinity Airways Co.,Ltd.- TW

CTA No. 585 DOT No. 897

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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. TW2

Containing
Local Rules, Fares & Charges
on Behalf of

Trinity Airways Co.,Ltd.

Applicable to the
Transportation of Passengers and Baggage
Between Points in

Canada/USA
and Points in
Area 3

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

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

Issued by:
Brett Burgess, President
Airline Tariff Publishing Company, Agent

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Rule 1 Definitions

"Add-ons" see "arbitrary".

"Advance purchase period" means the minimum period before departure (including day of departure) by which reservations, full payment and ticketing must be completed.

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

"APPR" means the Air Passenger Protection Regulations.

"Assistive device" means any medical device, mobility aid, communication aid or other aid that is specially designed to assist a person with a disability with a need related to their disability.

"ATPDR" means the Accessible Transportation for Persons with Disabilities Regulations.

"ATR" means the Air Transportation Regulations.

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

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

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

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

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

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unchecked baggage of the passenger.

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

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

"Barrier" means anything – including anything physical, architectural, technological or attitudinal, anything that is based on information or communications or anything that is the result of a policy or a practice – that hinders the full and equal participation in society of persons with an impairment, including a physical, mental, intellectual, cognitive, learning, communication or sensory impairment or a functional limitation.

"Caribbean or Caribbean" area means:

Anguilla	Martinique
Antigua	Montserrat
Bahamas	Netherlands/Antilles
Barbados	Nevis
Bermuda	Puerto Rico
Cayman Islands	St. Kitts
Cuba	St. Lucia
Dominica	St. Maarten/St. Martin
Dominican Republic	St. Vincent
French Guyana	Suriname
Grenada	Trinidad/Tobago
Guadeloupe	Venezuela
Guyana	Virgin Islands
Haiti	Turks and
Jamaica	Caicos Islands

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

“‘Carrier’ means T’way, in reference to T’way’s general terms and conditions

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

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

“Circle trip” means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be traveled by any other means of transportation

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without prejudice to the circle trip. It includes travel where the point of origin is also the ultimate destination but is not considered a round trip because it involves more than one stopover.

"Civil Aeronautics Board" means Department of Transportation.

"Civil aeronautics board of the United States of America" means Department of Transportation.

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

"Commercial agreement" means an agreement to sell tickets on another carrier's flight, or each other's flights (like a code-share, or a block space agreement).

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

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

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

"Convention" means the Convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, 12 October 1929, or that convention as amended by the Hague protocol, 1955, or the Montreal Convention signed in Montreal on 28 May, 1999 whichever may be applicable to carriage hereunder.

Note: For roundtrip international transportation that originates and ends in Canada, the Montreal Convention will apply to the passenger's journey.

"Curbside zone" means an area that is located outside of a terminal where passengers are picked up or dropped off and that is owned, operated, leased or otherwise controlled by the terminal operator.
This is in the Sample Tariff and covers APPR, ATPDR, ATR etc.

"Denial of boarding" occurs when a passenger is not permitted to occupy a seat on-board a flight because the number of seats that may be occupied on the flight is less than the number

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of passengers who have checked in by the required time, hold a confirmed reservation and valid travel documentation, and are present at the boarding gate at the required boarding time.

"Destination" is a deliberate break of a journey initiated by the passenger and agreed to in advance by the carrier at a point after the place of departure but before the ultimate destination has been reached. The deliberate break must be for a purpose other than changing aircraft. Transportation to a destination may involve multiple flight segments on a single ticket/itinerary.

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

"Delivering carrier" means the last carrier who delivers the baggage to the passenger or to the passenger's agent.

"Destination" means the ultimate stopping place shown on the ticket and/or the passenger's itinerary. When a round trip is booked, the destination and the origin are the same. For the purpose of determining the applicability of a fare, the destination shall be the farthest ticketed point on the passenger's itinerary. In the event of a reissue or rerouting, the new destination shall be the revised ultimate stopping place as shown on the reissued ticket.

"Disability" means any impairment, including a physical, mental, intellectual, cognitive, learning, communication or sensory impairment – or a functional limitation – whether permanent, temporary or episodic in nature, or evident or not, that, in interaction with a barrier, hinders a person's full and equal participation in society.

"Emotional support animal" means an animal that provides emotional support, comfort, or therapeutic benefits to meet the disability-related needs of a person with a disability, but has not been individually trained by an organization or person specializing in such training to perform a specific task to assist the person with a disability-related need.

"Europe" means that area comprised of Albania; Algeria; Andorra; Austria; Azores; Belgium; Bulgaria; Canary Islands; Czech Republic; Denmark; Finland; France; Germany; Gibraltar; Greece; Hungary; Iceland; Ireland; Italy; Lichtenstein; Luxembourg; Madeira; Malta; Monaco; Morocco; The Netherlands; Norway; Poland; Portugal; Romania; San Marino; Spain; Sweden; Switzerland; Tunisia; Turkey (in Europe and Asia); United Kingdom; Russian Federation (West

of the Urals); and Yugoslavia.

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

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

Freedom rights

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

"French gold francs" means francs consisting of 65 ½ milligrams of gold with a fineness of nine hundred thousandths.

Gateway refers to the last point of departure from, or the first point of arrival into, the United States or Canada.

"Gratuitous carriage" means air transportation of passengers, goods or animals for no reward. "Immediate family" except as otherwise indicated, shall mean spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.

"Intermediate fare" means the full fare established for normal, regular or unusual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances. Unless otherwise specified for the application of the provisions of this tariff intermediate fares shall be considered to include all year one way/round trip/circle trip/open jaw, basic season/peak season for business/executive cabin/medallion/preference class travel.

"International carriage" means any transportation in which, according to the contract of carriage, the place of departure and the place of destination are situated either within the territories of two different State Parties to the *Convention for the Unification of Certain Rules for International Carriage by Air*, signed at Montreal on 28 May 1999 (the Montreal Convention), or within a single State Party if there is an agreed stopping place within the territory of another State, regardless of whether that other State is a State Party.

“Involuntary refunds” means any refund made in the event:

- the passenger is prevented from using all or a portion of their ticket;
- the passenger's original class of service is changed to a lower class of service; or
- the passenger is unable to use any additional service purchased in situations set out in:
 - o Rule 85, Delay or cancellation – outside the carrier's control,
 - o Rule 85, Delay or cancellation – within the carrier's control and within the carrier's control but required for safety purposes,
 - o Rule 85, Denial of boarding – outside the carrier's control,
 - o Rule 85, Denial of boarding – within the carrier's control and within the carrier's control but required for safety purposes,
 - o Rule 55, Liability of the carrier for loss, damage to or delay of baggage, passenger delay or death or bodily injury – domestic transportation, or
 - o Rule 55, Liability of the carrier for loss, damage to or delay of baggage, passenger delay or death or bodily injury – international transportation.

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

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

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

“Marketing carrier” means the carrier that sells flights under its code.

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

“Minor” means a person who has not reached their 18th birthday on the date that travel commences.

“Miscellaneous charges order (MCO) “ means a document issued by a carrier or its agents requesting issue of an appropriate passenger ticket and baggage check or provision of services to the person named in such document.

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

"Normal fare" means the full fare established for a normal, regular, or usual service, the application of which is not dependent upon any specially limited period or ticket validity or other special circumstances.

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

"On-line tariff data base" means the remotely accessible, on-line version, maintained by the filer, of (1) the electronically filed tariff data submitted to the "Official D.O.T./CTA(A) tariff database," and (2) the departmental approvals, disapprovals and other actions, as well as departmental notations concerning such approvals, disapprovals or other actions, that subpart w of the proposed part 221 requires the filer to maintain in its database.

"the term "official D.O.T./CTA(A) tariff database" means those data records (as set forth in sections 221.283 and 221.286 of the rule) which would be in the custody of, and maintained by the department of transportation.

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

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

"Operating carrier" means the carrier that operates the actual flight.

"Passenger" means any person, except members of the crew, carried or to be carried in an aircraft with the consent of the carrier pursuant to a valid contract of carriage.

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

"Person with a disability means a person with any impairment, including a physical, mental, intellectual, cognitive, learning, communication or sensory impairment – or a functional limitation – whether permanent, temporary or episodic in nature, or evident or not, that, in interaction with a barrier, hinders a person's full and equal participation in society.

"Priority baggage" means baggage that will be the last items to be stowed in the aircraft hold and the first items to be removed. Aids required for the mobility or well-being of persons with disabilities shall be treated as priority baggage.

"Refusal to transport" means, despite a passenger holding a valid ticket, the carrier will not carry or, if necessary, will remove the passenger from a flight at any point for reasons found in Rule 25, Refusal to Transport.

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

"Reissue" means an alteration to a ticket that can not be accomplished through revalidation, that requires the issuance of a new ticket.

"Rerouting" means a change of route, fare, carrier, type of aircraft, class of service or validity which requires ticket reissue.

"Reservations Booking Designator (RBD)," also known as a booking class or fare class, is a one-letter code used in reservation messages to indicate the compartment in which the reservation is requested. It is used by airlines to categorize fare types, apply associated rules, manage seat inventory, control availability, and denote the type of service or cabin class offered

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

"Round trip" which is equivalent to return journey, means:
(1) 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
(2) Travel from one point to another and return by an air

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route different from that used outbound, for which the same normal, through, one way fare is established.

Scandinavia means the area comprising Denmark, Norway and Sweden.

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

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

"Service dog" means a dog that has been individually trained by an organization or person specializing in service dog training to perform a task to assist a person with a disability with a need related to their disability.

"Severe allergy" means an allergy to an allergen that may cause a person to experience significant physical distress if they are directly exposed to the allergen.

"Situations outside the carrier's control" include, but are not limited to the following:

- war or political instability;
 - illegal acts or sabotage;
 - meteorological conditions or natural disasters that make the safe operation of the aircraft impossible;
 - instructions from air traffic control;
 - a NOTAM, (Notice to Airmen) as defined in subsection 101.01(1) of the *Canadian Aviation Regulations*;
 - a security threat;
 - airport operation issues;
 - a medical emergency;
 - a collision with wildlife;
 - a labour disruption within the carrier or within an essential service provider such as an airport or an air navigation service provider;
 - a manufacturing defect in an aircraft that reduces the safety of passengers and that was identified by the manufacturer of the aircraft concerned, or by a competent authority;
- and
- an order or instruction from an official of a state or a law enforcement agency or from a person responsible for airport security.

"Small Carrier APPR" means any carrier that is not a Large Carrier APPR. For greater certainty,

Small Carrier APPR means a carrier that has not transported a worldwide total of two million passengers or more during each of the two preceding calendar years. For the purposes of APPR, the small carrier has the same obligations as a Large Carrier APPR towards a passenger that it carries on behalf of a Large Carrier APPR under a commercial agreement with that carrier.

"Small Carrier Non-ATPDR" means any carrier that is not a Large Carrier ATPDR. For greater certainty, Small Carrier Non-ATPDR means a carrier that has not transported a worldwide total of one million passengers or more during each of the two preceding calendar years.

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

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

"South America" means the area comprising Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Surinam, Uruguay and Venezuela. South Asian Subcontinent means the area comprised of Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka.

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

"South West Pacific" means that area comprised of Australia, Cook Islands, Fiji Islands, Kiribati, New Caledonia, New Zealand, Papua New Guinea, Samoan Islands, Society Islands, Solomon Islands, Tonga, Tuvalu, Vanuatu and intermediate islands.

"Special fare" means a fare other than normal fare. special drawing right means a special unit of currency, the value of which is specified in the applicable rules.

"Stopover" means a stop at an intermediate point from which the passenger is not scheduled to depart on the date of arrival except when otherwise indicated. If there is no connecting departure scheduled on the date of arrival, departure on the next day, within 24 hours of arrival shall not constitute a stopover. If a portion of the routing is travelled by surface transportation, one stopover shall be deemed to have been taken for such portion.

"Support person" means a person who is needed by a person with a disability, because of the

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nature of their disability, after departure and before arrival for assistance with eating meals, taking medication, using the washroom, transferring to and from a passenger seat, orientation and communication; or for physical assistance in an emergency, including in the case of an evacuation or decompression.

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

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

"Ticket" means the "passenger ticket and baggage check" including all flight, passenger and other coupons contained therein, issued by carrier, which provides for the carriage of the passenger and his baggage.

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

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

"Traffic" means any persons or goods that are transported by air.

"Travel credit" means a monetary credit that has been issued to the passenger, based on purchased but not used fares and additional services or as compensation provided by the carrier pursuant to APPR requirements. The credit may be used as payment towards future travel and it cannot expire.

"Transfer" means a change from the flight on one carrier to the flight of another carrier; or a change from the flight of a carrier to another flight of the same carrier bearing the same flight number; or a change from the flight of a carrier to another flight (that is) a service bearing a different flight number of the same carrier, irrespective of whether or not a change of aircraft occurs.

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

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

"Two months" is defined as a period of time starting with any date in a calendar month and ending with the same date of the second consecutive month. in the event the same date does not occur in the following month, this period will end on the last day of that calendar month.

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

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

"Ultimate destination" is the ultimate stopping place according to the tariff/contract of carriage as shown on the ticket/itinerary. In round trip itineraries, the ultimate destination and the origin are the same.

"United States of America" or the "United States" or the "U.S.A." each means, unless otherwise specified, the area comprising the 48 contiguous federated states; the federal district of Columbia; Alaska, Hawaii, Puerto Rico, the U.S. Virgin Islands; American Samoa; the Canal Zone; Guam; Midway and Wake Islands.

"Via" as used in this tariff in connection with carrier two-letter abbreviation(s) means that the paragraph or exception immediately following is applicable when transportation is performed by such carrier(s), locally or jointly.

"Voluntary refunds" means a refund of an unused or partially used ticket, or for the difference in cost for a lower class of service for any situation not covered by the APPR, or for an additional service for reasons other than those mentioned under the definition of an involuntary refund.

"Voucher" means a document or certificate provided by the carrier, either in paper or electronic format, to a passenger which acts as a form of payment. A voucher has a certain monetary value associated with it which is established by the carrier and may be used towards the purchase of future travel or additional services offered by the carrier or the provision of incidental services such as meals, ground transportation, and hotel accommodation. Vouchers may be provided by the carrier as a goodwill gesture.

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“Western Hemisphere“ means the United States of America, Canada, Greenland, Mexico, Central and South America, Bermuda, Bahamas and the islands of the Caribbean Sea.

Rule 2 Standard Format of Electronic Rules

Rule Title/Application (Category 50)

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

eligibility (category 1)

this category is used to define the identification requirements and age range for a particular passenger type, if such conditions exist. it is not used to define the actual passenger types, e.g. clergy, military, etc., for a fare class. passenger type information is provided in the fare class application. if this category is not present, the assumption is that there are no eligibility restrictions.

Day/Time (Category 2)

This category reflects times and/or days when travel is permitted. the day/time information applies to origins of trips scheduled to depart during that time period. if this category is not present, the assumption is that the fare is available for travel at all times of the day and all days of the week.

Seasonality (Category 3)

This category is used to reflect the dates of a specific season or the dates on which a fare is valid. the assumption for applying this category is that a seasonal fare is based on the season of the origin portion of travel. the seasonal level in effect at the origin is used for all subsequent travel regardless of date. if this category is not present, the assumption is that the fare is available every day of the year.

Flight Application (Category 4)

This category reflects information regarding the use of a fare on specific flight numbers, types of service (non-stop, multi-stop, etc.), equipment types and travel via points. it may be used to reflect either positive or negative application of the information. if this category is not present, it indicates that there are no flight restrictions for the fare.

Advance Reservations/Ticketing (Category 5)

- (1) Advance purchase, super advance purchase, group and special excursion (PEX) fares and inclusive tour fares must be booked in advance for the entire journey.
- (2) Advance purchase, super advance purchase and special

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excursion (PEX) fare tickets must show confirmed reservations for the entire journey.

Minimum Stay (Category 6)

- (1) The number of days counting from the day of departure, on the first outbound international sector to the earliest day return travel may commence from the last international stopover point (including for this purpose, the point of turnaround).
- (2) Waiver on minimum stay provisions are permitted only in the event of death.

Maximum Stay (Category 7)

The number of days counting from the day of departure, to the last day return travel may commence from the last stopover point (including for this purpose, the point of turnaround).

Stopovers (Category 8)

Stopovers are permitted.

Transfers (Category 9)

This category defines the conditions under which transfers may occur and if any charges apply. Unless stated otherwise, a transfer can be either a stopover or a connection.

When this category is absent, or not applicable, it is assumed that unlimited transfers are permitted within the bounds of the routing and/or flight restrictions.

Permitted Combinations (Category 10)

Fares used in combination are to be shown separately on the ticket.

Blackout Dates (Category 11)

This category is used to define single dates or date ranges when travel is not permitted. The assumption is made that blackouts apply to the scheduled departure time of a flight regardless of the portion of the passenger's travel they represent. If this category is not present, the fare is not subject to blackout dates.

Surcharges (Category 12)

This category defines the conditions under which surcharges are applicable and the corresponding charge. The assumption is that there are no surcharges unless this category is present.

Accompanied Travel (Category 13)

This category is used as a component of a rule when travel with one or more other passengers is necessary to qualify for a fare. If this category is not present, any passenger may travel alone over the entire routing.

Travel Restrictions (Category 14)

This category is used to state specific travel date restrictions. Usually these are the dates when the fare may first be used for travel or after which it may no longer be used. If this category is not present, the fare is

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available for travel at all times.

Sales Restrictions (Category 15)

This category is used to define a fare that is available for sale subject to restrictions based on date, point of sale or similar conditions. The dates are most commonly first and last reservation or ticketing dates. If this category is not present, the fare is available for reservations and ticketing at all times, anywhere and by anyone.

Penalties (Category 16)

This category is used to define applicable penalties and charges. It is also used to specify the conditions under which reroutings may take place or tickets may be reissued. automated ticket changes including rerouting and refund conditions should be applied from voluntary changes.

Higher Intermediate Point (Category 17)

it is assumed that the higher intermediate point rule applies. This category is used to negate that assumption when stopovers or connections are made at specific geographic locations.

Ticket Endorsements (Category 18)

The original ticket must be annotated - TW only - in the endorsement box.

Children's Discounts (Category 19)

This category provides specific fare amount or the method for calculating discount fares for children and infants. unless otherwise dictated by data, it is assumed that the child/infant must be accompanied on all sectors in the same compartment by an adult at least 12 years of age.

Tour Conductor Discounts (Category 20)

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

Agent Discounts (Category 21)

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

All Other Discounts (Category 22)

This category is used to provide the specific fare amounts or the information for calculating discount fares for all passenger types other than children, tour conductors and agents. It also specifies the accompanying travel requirements for the passengers travelling at the calculated or specified fare. If this category is not present, the

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fare is not discountable for the passenger types that fall into this category.

Miscellaneous Provisions (Category 23)

This category is used to specify whether specific fares should or should not be used for construction of unpublished fares, proration, refund calculation, currency adjustments or as proportional fares. The assumption is that fares may be used for any purposes.

(Category 24)

Currently not available

(Category 25)

Currently not available

Groups (Category 26)

This category defines the requirements to qualify for group fares, e.g. minimum group size, type of group, substitutes, travel together and individual travel restrictions. When this category is absent, no group provisions for the fare.

Tours (Category 27)

This category specifies the tour requirements for a fare, e.g. minimum package and nights, minimum price, the tour number and tour type. When this category is absent or not applicable, there are no tour provisions for the fare.

Visit Another Country (Category 28)

This category reflects the requirements to qualify for a visit another country fare, e.g., country of residence, distance from destination country and ticket purchase. If this category is not present, the assumption is that the fare is not a visit another country fare.

Deposits (Category 29)

This category indicates if there are deposit requirements to qualify for a fare, e.g., deposit amount, days required prior to ticketing/travel, refund of deposit conditions, and waivers for the deposit requirements. If this category is not present, the assumption is that there are no deposit requirements for the fare.

Rule 5 Application of Tariff[†]^Δ

(A) General

- (1) The provisions of this tariff shall apply to carriage of passengers and baggage, including all services incidental thereto, performed by Trinity Airways under local and joint rates and charges.
- (2) Rules apply to local and joint transportation performed by Trinity Airways.
- (3) Currency of fares
 - (a) All fares and charges are stated in Canadian dollars for travel commencing in Canada.
 - (b) All fares and charges are stated in U.S. dollars for travel commencing in the United States.
 - (c) All fares and charges, for travel commencing outside Canada or the United States, are stated in the local currency of the country where travel commences, except to the extent that IATA rules provide for the establishment of fares in another currency.
- (4) For international transportation, in the case of damages due to death or bodily injury, passenger delay and lost, damaged, and delayed baggage, the carrier will be subject to the rules relating to liability established by, and to all other provisions of either the Warsaw or the Montreal Convention. The carrier may stipulate that the limits of liability contained in this tariff are higher than those provided for within the applicable Convention or that there are no limits of liability whatsoever. In all other instances, tariff rules which are inconsistent with any provision of the applicable Convention will, to that extent, be inapplicable to international transportation (see Rule 86, Liability international transportation).

Carrier liability under the APPR:

The carrier operating a flight is liable to passengers with respect to the obligations set out in sections 7 to 22 and 24 of the APPR, or, if they are more favourable to those passengers, the obligations on the same matter that are set out in the applicable tariff.

However, if one carrier carries passengers on behalf of another carrier under a commercial agreement, the carriers are jointly and severally, or solidarily, liable to those passengers with respect to the obligations set out in sections 7, 22 and 24 of the APPR, or, if they are more favourable to those passengers, the obligations on the same matter that are set out in the applicable tariff.

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 5 are effective June 18, 2026, pursuant to Order No. 2021 A-3 of the CTA.

^Δ Tracked changes applicable to/from the United States and annotated throughout the entirety of Rule 5 are effective June 18, 2026, pursuant to Docket OST-1997-2050.

- (5) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.
 - (6) The rates, fares, charges, classifications, rules, regulations, practices and services provided herein have been filed in each country in which filing is required in accordance with the provisions of the applicable treaty, convention or agreement entered into between that country and the U.S.A. and Canada
 - (7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries, contained in the on-line tariff database maintained by airline tariff publishing company, agent on behalf of TW are considered to be part of this tariff.
- (B) Gratuitous carriage
Gratuitous carriage of passengers, including employees, representatives, or other individuals transported without monetary compensation, shall be subject to all applicable provisions of this tariff.

Notwithstanding the absence of payment, passengers travelling on a gratuitous basis shall be entitled to the same rights and protections as fare-paying passengers under the provisions of the **Montreal Convention** and the **Air Passenger Protection Regulations (APPR)**, to the extent applicable. No term or condition in this tariff may exclude or limit the application of such rights.

The carrier may impose reasonable conditions or limitations specific to gratuitous carriage, provided they are consistent with applicable law and do not override mandatory protections.

- (C) Percentages
When rules or provisions in this tariff provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the percentage conversion instruction of this tariff.
- (D) Effective rules, fares and charges
 - (1) Except as stated in paragraph (2) below, the applicable rules, fares and charges for carriage of passenger and/or baggage are those duly published by and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares

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or charges are not the applicable fares or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.

- (2) Applicable only to sales and tickets issued in Canada for local and joint transportation originating in Canada. The fares, charges, and conditions of carriage applicable to transportation commencing in Canada shall be those set out in the Canadian tariff. In case of inconsistency between this tariff and the Canadian tariff, the provisions of the Canadian tariff shall prevail for journeys originating in Canada. No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or cancellation of the fare itself, provided:
- (a) That transportation commences within 90 days of the date the ticket was issued.
 - (b) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket).
 - (c) The originating flight shown on the ticket is not voluntarily changed at the passenger's request, subsequent to the effective date of any increase in the applicable fare.
 - (d) This provision shall apply only to the passenger to whom the ticket was originally issued.

(E) Air Passenger Protection Regulations

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

| Trinity Airways declares itself as a "large carrier" under the APPR as defined by the Canadian Transportation Agency. Accordingly, the obligations applicable to large carriers under the APPR shall apply unless otherwise stated.

(F) Accessible Transportation for Persons with Disabilities Regulations (ATPDR)

The obligations of the carrier under the Accessible Transportation for Persons with Disabilities Regulations (ATPDR) form part of this tariff and apply to all services and facilities offered to persons with disabilities.

| Trinity Airways declares itself as a "large carrier" under the ATPDR as defined by the Canadian Transportation Agency. Accordingly, all provisions applicable to large carriers under

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| the ATPDR shall apply to Trinity Airways, unless otherwise specified in this tariff.

(G) Effective Rules, Fares and Charges

- (1) All carriage of passengers and/or baggage shall be subject to the carrier's rules, regulations, and tariffs in effect on the date of commencement of carriage covered by the first flight coupon of the ticket, unless otherwise required by applicable law or government regulation.
- (2) In case of any discrepancy, the provisions in effect at the time of first departure will prevail over those in effect at the time of ticket issuance, unless the applicable law requires otherwise or a more favorable condition for the passenger is available in the originally issued fare.

Rule 21 Carriage of Persons with Disabilities

Acceptance for Carriage

TW will make every effort to accommodate a person with a disability and will not refuse to transport a person solely based on his/her disability.

Acceptance of Declaration of Self-Reliance Except for applicable safety- related rules and

regulations, TW will accept the determination made by or on behalf of a person with a disability as to

self-reliance. Once advised that he or she is "self-reliant", TW shall not refuse such passenger transportation on the basis that the person with a

disability is not accompanied by a personal attendant or based on the assumption that the passenger may require assistance from airline employees in meeting the passenger's needs.

Requirement for a Support Person for Certain Passengers

TW may require that a person with a disability be accompanied by a support person as a condition of travel only if it is necessary to ensure the passenger can travel safely, such as in, but not limited to, the following circumstances:

- (1) The person is unable to understand or respond appropriately to safety instructions due to a cognitive or intellectual disability;
- (2) The person is unable to physically evacuate from the aircraft without assistance due to a severe mobility impairment; or
- (3) The person has a severe hearing and vision impairment and cannot establish a means of communication with TW personnel that is sufficient to receive a safety briefing.

Medical Clearance

TW will not require a medical clearance for a person with a disability as a condition of travel, except as permitted by

applicable law. TW may require a medical certificate when, in good faith and using its reasonable discretion, TW determines there is reasonable doubt that a passenger can complete the flight safely without requiring extraordinary medical assistance.

In accordance with Canadian regulations, TW may also request documentation as necessary to provide appropriate accommodation for a person with a disability.

Seating Restrictions and Assignments

When a person identifies the nature of their disability, TW will, to the extent possible, accommodate the passenger with a seat assignment that suits their needs. This includes seating the passenger together with any personal attendant or support person traveling with them.

Passengers with a disability will not be permitted to occupy seats in designated emergency exit rows, except as permitted or required by law and safety-related rules and regulations.

In accordance with applicable international regulations, TW will provide additional, adjacent seating to accommodate a person's disability when required, and may charge the applicable fare for such additional seating.

Acceptance of Aids

In addition to the regular baggage allowance, TW will accept, free of charge and as priority checked baggage, mobility aids and other assistive devices required by persons with disabilities, including but not limited to

- (1) An electric wheelchair, a scooter, or a manually operated rigid-frame wheelchair;;
- (2) A manually operated, folding wheelchair;
- (3) A walker, a cane, crutches or braces;
- (4) Any device that assists the person to communicate; and
- (5) Any prosthesis or medical device.

Wheelchairs and mobility aids will be the last items to be stowed in the aircraft hold and the first items to be removed. TW will take all reasonable measures to ensure the safe handling of such devices and provide assistance to passengers in accordance with the Accessible Transportation for Persons with Disabilities Regulations (ATPDR).

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If TW refuses to accept a mobility aid or other assistive device due to safety or security restrictions (e.g., the aid cannot physically fit through the aircraft's cargo door), TW will:

- Inform the passenger of the reason for the refusal both verbally and in writing without delay; and
- Advise the passenger of alternative options, including the use of alternate flights or equipment if available.

Such items shall only be refused when transport is not possible due to applicable safety or security regulations, and TW will make all reasonable efforts to accommodate the passenger's needs.

Manually Operated Wheelchair Access

TW will permit the person who uses a manually operated wheelchair to remain in the wheelchair:

until the person reaches the boarding gate;

where facilities permit while the person is moving between the terminal and the door of the aircraft;

where space and facilities permit, while the person is moving between the terminal and the passenger seat.

Service Animals (Dog Only)

TW will accept for transportation, without charge, a service animal required to assist a person with a disability to the extent possible, TW will assign a seat to the person that provides sufficient space for the person and the service animal. TW will permit the service animal to accompany the person onboard the aircraft and to remain on the floor at the person's seat. The service animal will not be permitted to occupy a passenger seat. To the extent permitted or required by law, TW reserves the right to deny transportation to any service animal when reasonably necessary, in TW's sole discretion, for the comfort or safety of passengers or crew members or for the prevention of damage to the property of TW or its passengers or employees.

Services to be provided to persons with disabilities upon request, TW will provide the following services to a person with a disability:

Assistance with registration at the check-in counter;

Assistance in proceeding to the boarding area;

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Assistance in boarding and deplaning;

Assistance in stowing and retrieving carry-on baggage and retrieving checked baggage;

Assistance in moving to and from an aircraft lavatory;

Assistance in proceeding to the general public area or, in some cases, to a representative of another carrier;

Transfer between the person's own mobility aid and a mobility aid provided by TW;

Transfer between a mobility aid and the passenger's seat;

Providing limited assistance with meals, such as opening packages and identifying items;

Checking frequently during a flight about a passenger's needs; and

Briefing individual passengers with disabilities and any attendant on emergency procedures and the layout of the cabin.

Advance Notice

Where a passenger requests a service set out in this rule at least 48 hours prior to departure, the carrier will provide the service. Such requests should be made by the passenger at the time of reservation, and as far in advance of travel as possible.

Boarding and Deplaning

Where a person with a disability requests assistance in boarding or seating or in stowing carry-on baggage. TW will allow the passenger to board the aircraft in advance of other passengers where time permits.

Communication and Confirmation of Information TW will ensure that announcements to passengers

concerning stops, delays, schedule changes, connections, on-board services, and claiming baggage are communicated to any person with a disability in a manner sufficient for the person to understand the communication.

Damaged, Destroyed or Lost Mobility Aids

In the event that a mobility aid is damaged, destroyed, or lost during carriage by TW, the carrier will:

Immediately provide a temporary replacement that is suitable for the person's needs, and

Either:

Repair the mobility aid and return it promptly to the person, or

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Replace it with an identical mobility aid or, if not available, one that is comparable in functionality and quality, as soon as possible and at no cost to the person.

The carrier will consult with the person with a disability regarding the most appropriate remedy, and ensure that any replacement meets their mobility needs to the greatest extent possible. The carrier is liable for the full replacement cost or repair, even if it exceeds standard baggage limits.

Special Declaration of Interest

A person with a disability who is travelling with a mobility aid or assistive device may make a special declaration of interest at the time of check-in, indicating the value of the device.

TW will proactively inform the person of this option prior to check-in or during the check-in process.

In such cases, the carrier's liability for the loss, damage, or destruction of the declared item shall be up to the amount specified in the declaration, notwithstanding any standard baggage valuation limits. No additional fee shall be charged for making this declaration

Explanation of Refusal

In accordance with section 60(2) of the Accessible Transportation for Persons with Disabilities Regulations (ATPDR), where the carrier refuses to transport a person with a disability for reasons related to their disability, the carrier shall:

(1) At the time of refusal, inform the individual of the reasons for the refusal; and

(2) Within 10 days of the refusal, provide the individual with a written notice outlining the specific reasons for the refusal, including any relevant supporting documentation, such as safety concerns, medical assessments, or operational limitations.

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Rule 25 Refusal to Transport - Limitations of Carriage

(A) Refusal, cancellation or removal

- (1) Carrier will refuse to carry, cancel the reserved space of, or remove on route any passenger:
 - (a) when such action is necessary for reasons of safety;
 - (b) when such action is necessary to prevent violation of any applicable laws, regulations, or orders of any state or country to be flown from, into or over;
 - (c) when the conduct, age, mental or physical condition of the passenger is such as to:
 - (i) In the reasonable judgement of a responsible carrier employee, the passenger is apparently under the influence of intoxicating liquors or drugs except a medical patient under proper care; or
 - (ii) In the reasonable judgement of a responsible carrier employee, there is a possibility that the passenger would cause disruption or serious impairment to the physical comfort and safety of other passengers or carrier's employees, interfere with a crew member in the performance of his duties or jeopardize safe and adequate flight operations.
 - (iii) Mental or physical condition of the passenger is such as to render him incapable for caring for himself without assistance, unless he is accompanied by a support person who will be responsible for caring for him en route and he will not require unreasonable attention or assistance from carrier personnel.
 - (d) when the passenger refuses on request to produce positive identification.
Note: Carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft.
 - (e) when the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.
- (2) Subject to the provisions of rule 87 (denied boarding compensation), the sole recourse of any person so refused carriage or removed en route for any reason specified in the foregoing paragraphs, shall be the recovery of the refund value of the unused portion of his/her ticket as hereinafter

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- provided in rule 90 (refunds).
- (3) Determination of self reliance: TW will accept the determination of a person with a disability as to self reliance.
- (B) Conditional acceptance for carriage
If a passenger, whose status, age, mental or physical condition is such as to involve any hazard or risk to himself is carried, it is on the express condition that carrier shall not be liable for any injury, illness, disability, aggravation or consequence thereof, including death caused by such status, age, mental or physical condition (see note).
- Note: Except to the extent provided in rule 55 (c)(3) (liability of carrier), rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and rule 25 (b) is included herein as a part of the tariff filed with governments other than the United States and not as part of TW-1 tariff, C.A.B. no. 897 filed with the department of transportation of the United States.

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Rule 40 Taxes

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

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

- (A) At the time of the ticket purchase, the passenger will be advised by the carrier of all the taxes appearing on the ticket.
- (B) Taxes will be shown separately on the ticket.
- (C) The conditions under which taxes are imposed, collected or refunded are established by the taxing authority (domestic or foreign) and in all cases will be respected. As a result, the carrier will either collect new or higher amounts or refund all or a portion of the tax paid based on the conditions imposed by the taxing authority.

Rule 55 Liability of Carrier

- (A) Successive Carriers
Carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive carriers is regarded as a single operation.
- (B) Laws and Provisions Applicable
 - (1) International carriage hereunder is subject to the rules relating to liability and limitations established either by the Warsaw Convention or by the Warsaw Convention as amended at the Hague, 1955, or by the Montreal Convention. The definition of "International Carriage" is set forth in the applicable International Convention. For the purpose of international carriage governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein.
 - (2) To the extent not in conflict with the provision of paragraph (1) above, all carriage hereunder and other services performed by TW are subject to:
 - (a) Applicable laws (including national laws implementing the convention or extending the rule of the convention to carriage which is not "international carriage" as defined in the convention) government regulations, orders, and requirements;
 - (b) These conditions of carriage and applicable tariffs, regulations and timetables (but not the times of departure and arrival therein specified), which may be inspected at any of its offices and in any airport from which it operates regular services.
 - (3) Carrier name may be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket, and for the purpose of the convention, the agreed stopping places (which may be altered by carrier in case of necessity) are those places, except the place of departure and the place of destination set forth in the ticket any conjunction ticket issued therewith, or shown on carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name and abbreviation of each carrier in this tariff is provided at the front of this tariff.
- (C) Waiver of liability limitation and defenses; reservation of rights of recourse except as the convention or other applicable law may otherwise require:
 - (1) Carrier is not liable for any death, injury, delay, loss, or other damage of whatsoever nature

(hereinafter in this tariff collectively referred to as "damage") to passengers or unchecked baggage arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.

- (2) Under no circumstances will TW be liable for damage to unchecked baggage not attributable to the negligence of TW. Assistance rendered to the passenger by TW's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.
- (3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws, government regulations, orders, or requirements or from failure of passenger to comply with same, or out of any cause beyond carrier's control.
- (4) With respect to carriage performed by TW and with respect only to claims made by passengers of TW or members of their families, but not with respect to any claim made by or on behalf of any other party:
 - (a) TW shall not invoke the limitation of liability in article 22(1) of the Warsaw convention as amended at the Hague, 1955 as to any claim for recoverable compensatory damages arising under article 17 of the Warsaw convention as amended at the Hague, 1955.
 - (b) TW shall not avail itself of any defense under article 20(1) of the Warsaw convention as amended at the Hague, 1955 with respect to that portion of such claim which does not exceed 113,100 SDR's.
 - (c) Except as otherwise provided in paragraphs (a) and (b) hereof, TW reserves all defenses available under the convention to any such claim. TW also reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.
 - (d) Neither the waiver of limits nor the waiver of defenses shall be applicable in respect of claims made by public social insurance or similar bodies (except with respect to any such bodies of the United States) however asserted. Such claims shall be subject to the limit in article 22(1) and to defenses under article 20(1) of the Warsaw Convention as amended at the Hague, 1955.
 - (e) The sum mentioned in terms of SDR in paragraph (b) above shall mean the special drawing rights as defined by the international monetary fund. Conversion of

the sum into national currencies shall, in case of judicial proceedings, be made according to the exchange rate of such currencies applicable on the date of final judgment by the court, or, in case of other than judicial proceedings, according to the exchange rate of such currencies applicable on the date when the damages to be paid is agreed upon.

- (f) Pursuant to Article 21 and Article 22 of the Montreal Convention of 1999, and in accordance with the ICAO review under Article 24, the liability limits applicable to transportation between Canada and South Korea or the United States are as follows (effective 28 December 2024):
- Death or bodily injury: up to 151,880 SDR (approx. 202,500 USD) per passenger;
 - Passenger delay: up to 6,303 SDR (approx. 8,400 USD) per passenger;
 - Baggage destruction, loss, damage or delay: up to 1,519 SDR (approx. 2,000 USD) per passenger;
 - Cargo destruction, loss, damage or delay: up to 26 SDR per kilogram (approx. 35 USD/kg).

These limits supersede any lower limits in this tariff and shall apply to all transportation subject to the Montreal Convention, including any portion of a journey between Canada and South Korea or the United States, where international carriage is involved.

- (5) In any event liability of carrier for delay of a passenger shall not exceed the limitation set forth in the convention.
- (6) Any liability of TW for delay, damage or lost baggage is as follows:
- (a) any liability of TW except (b) below is limited to 250 French Gold Francs or its equivalent (the United States equivalent is approximately USD 20) per kilogram in the case of checked baggage, and 5,000 French Gold Francs or its equivalent (the United States equivalent is approximately USD 400) per passenger in case of unchecked baggage or other property. In the event of delivery to the passengers of part but not all of his checked baggage, or in the event of damage of part but not all of such baggage, the liability of TW with respect to the undelivered or damaged portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof. This provision shall apply only where the

Warsaw Convention governs the carriage.

- (b) The liability of TW is 1,519 SDRs for checked and unchecked baggage where the Montreal Convention applies to your journey. In case of unchecked baggage, including personal items, the carrier is liable if the damage resulted from its fault or that of its servants or agents.
- (c) When a higher value is declared in advance and additional charges are paid pursuant to applicable tariffs. The liability of TW shall be limited to such higher declared value. In no case shall TW's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss. Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.
- (7) Carrier is not liable for loss, damage to, or delay in the delivery of electronics such as laptop computers, camcorders, cameras, mobile phones, mp3 players etc... and fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities, or other valuables, business documents, or samples that are included in the passenger's checked baggage, with or without the knowledge of carrier. Except however that this limitation on liability does not apply to flights to or from the United States. In this case the passenger is required to provide evidence as to the existence and the value of the lost item in order to establish his/her right to damages and TW is not liable if and to the extent that the damage resulted from the inherent defect, quality or vice of the baggage.
- (8) Carrier may refuse to accept any articles that do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability, and shall be subject to the published rates and charges of carrier.
- (9) When TW issues a ticket or checks baggage for carriage over the lines of another carrier, TW does so only as agent of such carrier except with respect to codeshare flights. TW shall not be liable for the death, injury or delay of a passenger or the loss, damage or delay of unchecked baggage, not occurring on its own line; and TW shall not be liable for the loss, damage, or delay of checked baggage not occurring on its own line, except that the passenger shall have a

- right of action for such loss, damage or delay on the terms herein provided against TW, when TW is the first carrier or the last carrier under the agreement to carry.
- (10) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred.
- (11) Any exclusion or limitation of liability of carrier under this tariff or the ticket shall apply to agents, servants, or representatives of the carrier acting within the scope of their employment and also to any person whose aircraft is used by the carrier and its agents, servants or representatives acting within the scope of their employment

(D) Self Identification- Large or Small Carrier

- (1) Carrier Liability under the Air Passenger Protection Regulations (APPR)
- (a) The carrier operating a flight is liable to passengers with respect to the obligations set out in sections 7 to 22 and 24 of the Air Passenger Protection Regulations (APPR), or, if they are more favourable to those passengers, the obligations on the same matter that are set out in the applicable tariff.
- (b) In cases where one carrier transports passengers on behalf of another carrier under a commercial agreement, both carriers are jointly and severally (solidarily) liable to those passengers for fulfilling the obligations under sections 7, 22 and 24 of the APPR, or, if more favourable, the applicable tariff provisions on the same matters.
- (2) Carrier Liability under the Accessible Transportation for Persons with Disabilities Regulations (ATPDR)
- The carrier is subject to the obligations set out in the Accessible Transportation for Persons with Disabilities Regulations (ATPDR) as applicable to a Large Carrier, as defined by the Canadian Transportation Agency. These obligations include, but are not limited to:
- the duty to accommodate persons with disabilities up to the point of undue hardship,
 - the provision of assistance at terminals and on board,
 - the acceptance and handling of mobility aids and assistive devices, and
 - the obligation to ensure non-discriminatory access to travel.

The carrier shall apply the provisions of the ATPDR in a manner that ensures persons with disabilities are provided with equal access to transportation services, consistent with the principle of dignity, autonomy, and inclusion.

(E) Reasons for Claims or Actions

In the carriage of passengers and baggage, any action for damages—whether founded in contract, tort, or otherwise—shall be subject to the conditions and limitations set out in the applicable Convention (e.g., the Montreal Convention).

However, this shall not affect the determination of the persons who have the right to bring a claim or the scope of their respective rights.

For transportation to, from, or within Canada, this provision shall be interpreted in a manner consistent with the Air Passenger Protection Regulations (SOR/2019-150). In the event of any inconsistency, the APPR shall prevail, and passengers shall retain all rights and remedies provided under the APPR.

See: <https://laws.justice.gc.ca/eng/regulations/SOR-2019-150/page-1.html>

(F) Overriding Law

Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to a law, government regulation, order or requirement which severally cannot be waived by agreement of the parties, such provisions shall remain applicable and be considered as part of the contract of carriage to the extent only that such provision is not contrary thereto. The invalidity of any provision shall not affect any other part.

(G) Modification and Waiver

No agent, servant, or representative of carrier has authority to alter, modify, or waive any provisions of the contract of carriage of this tariff.

(H) Gratuitous Transportation

(1) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraph (2) and (3) below and by all other applicable rules of this tariff.

- (a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.
- (b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.
- (c) Transportation of persons, which is required by and authorized pursuant to part 223 of the economic regulations of the department of transportation of the United States of America.

- (d) Transportation of persons which is subject to the convention.
- (e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.
- (2) Except in respect of gratuitous transportation of persons described in paragraph (G) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of paragraph (b) and (c) of this rule to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation on behalf of himself, his heirs, legal representative, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.
- (3) Except in respect of gratuitous transportation of persons described in paragraph (G)(1) above, carrier in furnishing gratuitous transportation shall not be liable under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses) for any and all death or injury, to such person (see note below).

Note: rules stating any limitation on, or conditions relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in paragraph (B)(1) of this rule. Insofar as this rule states any such limitation or condition it is included herein; except to the extent provided in paragraph (B)(1) of this rule, as part of the tariff filed with governments other than the United States and not as part of this tariff filed with the department of transportation of the United States.

Rule 60 Acceptance of Children for Travel†

(A) Accompanied Children and Infants

Fares for accompanied infants and children will be charged by percentage applied to the applicable adult fare.

- (1) Infants under 2 years of age are accompanied by a passenger 18 years of age or overpaying the applicable adult fare;
- (2) Only one infant is permitted to accompany each passenger paying the applicable adult fare in order to apply the charge in column 2.
- (3) Children 2 years of age or over but under 12 years of age are accompanied by a passenger 18 years of age or overpaying the applicable adult fare.
- (4) Percentage of child fare is 75% of applicable adult economy fare (100% for first and business fare).
- (5) Percentage of infant fare is 10% of applicable adult fare, but infant occupying a seat will be charged the same as a child.

(B) Unaccompanied Children Ages 5-11

Children 5 years or over but under 12 years will be charged the applicable full adult fare.

the unaccompanied minor service charge USD 150/CAD 150/KRW 150,000 will apply per segment.

Exception: unaccompanied children under five (5) years of age shall not be accepted for carriage.

- (1) Passengers must request and receive confirmation for unaccompanied minor services through the Trinity Airways Reservation Center no later than 48 hours prior to departure.
- (2) At the time of application, the passenger must provide accurate personal details and contact information (including address and telephone number) of the guardian who will accompany the child at both the departure and arrival airports
- (3) The child and accompanying guardian must arrive at the Trinity Airways check-in counter at least 120 minutes prior to the scheduled departure time.
- (4) On the day of departure, the receiving guardian at the destination must present valid identification with a photo (e.g., passport copy or photo ID) to verify their identity.

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 60 are effective June 18, 2026, pursuant to Order No. 2021 A-3 of the CTA

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(C) Unaccompanied Children Ages 12-16
Although not required, a parent or guardian may request unaccompanied minor service for unaccompanied minors ages 12-16.

The unaccompanied minor service charge USD 150/CAD 150/KRW 150,000/ will apply per segment.

(D) Responsibility for Unaccompanied Minors
For the purposes of this rule, an unaccompanied minor refers to a passenger under the age of 12 who is travelling without a parent, guardian, or responsible adult aged 16 or older.

(1) Acceptance

The Carrier will accept unaccompanied minors only under the conditions outlined in this rule and subject to prior arrangements made with the Carrier at the time of booking.

(2) Supervision

The Carrier is responsible for the care and supervision of unaccompanied minors from the time they are checked in and accepted by Carrier personnel at the departure airport, until they are released to the authorized person at the destination.

(3) Seating

The Carrier will ensure the unaccompanied minor is seated near a cabin crew member or in a location that allows for appropriate supervision throughout the flight.

(4) Communication

The Carrier shall ensure that the minor is able to communicate with the cabin crew and understands basic safety information. If necessary, the Carrier must make reasonable efforts to communicate in a language the minor understands.

(5) Handover Procedures

The Carrier will only release the unaccompanied minor to the person authorized in advance by the parent or guardian, and valid identification will be required.

(6) Restrictions

Unaccompanied minors will not be accepted on:

- Flights with scheduled overnight layovers unless arrangements are made for supervision during the layover;

- The last flight of the day to a given destination, unless no other flight is available.

(E) The age limits referred to in this rule shall be those in effect on the date of commencement of the travel from the point of origin.

(F) Any person 2 years or older must occupy a seat for safety reasons. Infant reaching their second birthday after outbound flights must pay the applicable child fare to occupy a seat for continuing/returning flights

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only.

(G) Unless otherwise specified in an applicable fares rule, children's and infants' discounts apply to any charge or surcharge and any cancellation or refund fee.

Rule 65 Ticket†

(A) General

Tickets will not be issued and in any case Trinity Airways will not transport the passenger until the passenger has paid the applicable fare or has complied with credit arrangement established by Trinity Airways.

(B) validity of Ticket

- (1) When validated, the ticket is good for carriage from the airport at the place of departure to the airport at the place of destination via the route shown therein and for the applicable class of service and is valid for the period of time specified or referred to in Subparagraph B below. Each flight coupon will be accepted for carriage on the date and flight for which accommodation has been reserved. When flight coupons are issued on "open-date" basis, accommodations will be reserved upon application, subject to the availability of space. The place and date of issue are set forth on the flight coupons.
- (2) A ticket is valid for carriage for one year from the date of issuance of the ticket. If a ticket issued at normal fare is valid for carriage for one year from the date of commencement of carriage, or if no portion of the ticket is used, from the date of issuance of the ticket
- (3) The period of validity of Miscellaneous Charges Order will be one year from the date of issuance. A Miscellaneous Charges Order must be presented for a ticket within one year from the date of issuance; otherwise it will not be honored for a ticket.
- (4) Tickets expire at midnight on the date of expiration of ticket validity. Travel on the last continuous portion by the last flight coupon of the ticket must be commenced prior to midnight of the date of expiration but may continue beyond, unless otherwise provided in applicable tariffs.
- (5) An expired ticket or Miscellaneous Charges Order will be accepted for refund in accordance with Article 11
- (6) The booking class printed on the ticket must be identical with the class indicated by the respective PNR. Passenger holding ticket which fails to meet the above condition may

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 65 are effective June 18, 2026, pursuant to Order No. 2021 A-3 of the CTA

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be refused transportation or, may board only after paying predetermined surcharges.

(2)

(C) Extension of Ticket Validity

(1) Notwithstanding Subparagraph B(2) above, the validity of a ticket will be extended by Trinity Airways without additional collection of fare as follows.

(2) For no longer than 30 days beyond the original limit when Trinity Airways:

- (a) cancels or postpones the flight where the seat of the passenger is confirmed during the period of validity;
- (b) omits a scheduled stop which is the passenger's place of departure, place of destination or place of stopover;
- (c) fails to operate a flight reasonably according to schedule;
- (d) cause the passenger to miss a connection;
- (e) substitutes a different class of services; or
- (f) is unable to provide previously confirmed spaces.

(3) For no longer than 7 days beyond the original limit, when a passenger who holds a ticket valid for one year is unable to obtain space at time of application to Trinity Airways.

(4) when a passenger is prevented from travelling by reason of illness.

Unless otherwise provided in applicable tariffs, when a passenger is prevented from travelling within the period of validity of the ticket by reason of illness (but not pregnancy), Trinity Airways will extend the period of validity of such passenger's ticket until the date when the passenger becomes fit to travel according to a medical certificate, or until the first service on which space is available in the class for which the fare has been paid after such date from the point where the journey is resumed or from the last connecting point. Provided that, when the flight coupons remaining in the ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on the certificate. In such circumstances, Trinity Airways will extend similarly the period of validity of ticket of other members of the passenger's immediate family accompanying an incapacitated passenger.

(5) when a passenger dies en route, the validity of the tickets of the accompanying immediate family or other persons accompanying the passenger maybe extended by not more than 45 days after the date of death.

- (6) When a ticket is sold at a special fare containing minimum-stay requirements, the minimum-stay requirement will be waived on presentation of a death certificate or a copy thereof for passengers who are;
 - (a) members of the immediate family of a passenger who dies en route, or
 - (b) other persons actually accompanying a passenger who dies en route.
- (7) If a passenger holding a special fare ticket with a minimum-stay requirement desires to commence the return travel before the expiry of the minimum-stay period owing to the death of an immediate family member not accompanying the passenger, and a death certificate or a copy thereof is not immediately available, the passenger will be entitled to a refund of the additional amounts paid to permit earlier return, on presentation of a death certificate attesting to the death of such family member after the passenger's commencement of travel.

Note: The same provisions will apply to immediate family member(s) accompanying the passenger.

(D) Coupon Sequence

- (1) Tickets must be used in the order specified on the ticket from the departure area. If not used in the order specified on the ticket, the ticket cannot be accepted for carriage and will lose its validity or be refunded
- (2) If all the (electronic) flight coupons are not used in the sequence due to Force Majeure, the unused Coupons prior to the transportation will lose its validity or be refunded

(3)

If a passenger requests to change any aspect of their transportation, Trinity Airways shall reassess the applicable fare based on the revised itinerary. The passenger shall be responsible for any additional amount resulting from the difference between the fare originally paid and the total fare applicable to the revised transportation. If the revised fare is lower, Trinity Airways shall refund the difference. Otherwise, any unused flight coupons shall have no value.

(4)

Passengers are advised that certain changes may not affect the applicable fare; however, modifications such as altering the point of origin (e.g., failure to travel on the first segment) or reversing the direction of travel may result in a fare increase.

(E) Absence, Loss or Irregularities of Ticket

| Trinity Airways will refuse carriage to any person not in possession of a valid ticket.

In case of loss or nonpresentation of the ticket or the applicable portion thereof, carriage will not be furnished for that part of the trip covered by such ticket or portion thereof until the passenger purchases another ticket at the current applicable fare for the carriage to be performed.

| Trinity Airways will not accept a ticket if any part of it is mutilated or if it has been altered or erased by other than carrier or if it is presented without the passenger coupon and all unused flight coupon.

| Notwithstanding the foregoing, Trinity Airways will issue at the passenger's request a new ticket to replace the lost one upon receipt of proof of loss satisfactory to Trinity Airways and may collect a service charge or handling fee, and if the circumstances of the case in Trinity Airways's opinion warrant such action; provided that the passenger agrees, in such form as may be prescribed by Trinity Airways, to indemnify for any loss or damage which Trinity Airways may sustain by reason thereof.

(F) Non-Transferability

| A ticket is not transferable, but Trinity Airways shall not be liable to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith.

If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, Trinity Airways will not be liable for death or injury of such unauthorized person or for the loss, destruction, damage, or delay of such unauthorized person's baggage or other personal property arising from or in connection with such unauthorized use.

(G) Transferability

If specified on the ticket, the event ticket especially issued by the company may have the user changed, and the use of the ticket is not available for those other than the changed user.

Rule 80 Revised Routings, Failure to Carry and Missed Connections[†]

(A) Changes Requested by Passenger

- | (1) At a passenger's request, Trinity Airways will effect a change in the routing (other than point of origin), carrier(s), class(es) of service, destination, fare or validity specified in an unused ticket, flight coupon(s) or Miscellaneous Charges Order by issuing a new ticket or by endorsing such unused ticket, flight coupon(s) or Miscellaneous Charges Order, provided that.
 - | (a) Trinity Airways issued the original ticket or Miscellaneous Charges Order;
 - | (b) Trinity Airways is the carrier designated in the "via carrier" box, or no carrier is designated in the "via carrier" box, of the unused flight coupon or Miscellaneous Charges Order for the first onward carriage from the point on the route the change is to commence; however, where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and has an office or general agent who is authorized to make endorsement, at the point on the route where the change is to commence where the passenger makes his/her request for such change, Trinity Airways shall obtain such issuing carrier's endorsement; or
 - | (c) Trinity Airways has received written or telegraphic authority to do so from the carrier entitled to effect the change
- (2) When the rerouting results in a change of fare, the new fare and charges shall be calculated as provided in the applicable tariffs.
- (3) In the case of a ticket or Miscellaneous Charges Order issued pursuant to a Prepaid Ticket Advice, the authorization to make endorsement shall not apply to the carrier issuing such document but shall remain with the carrier issuing the Prepaid Ticket Advice.
- (4) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or MCO.

(B) Involuntarily Revised Routings

- | (1) In the event that Trinity Airways cancels a flight, fails to operate a flight reasonably according to schedule, fails to stop at a point to which the passenger is destined or

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 80 are effective June 18, 2026, pursuant to Order No. 2021 A-3 of the CTA

ticketed to stop over, is unable to provide previously confirmed space, or the passenger is refused carriage or removed in accordance with Pursuant to Rule 87, Paragraph (B) and the situation is within the carrier's control, Trinity Airways shall:

- (a) Rebook the passenger on another flight operated by Trinity Airways or a partner carrier that departs within 9 hours of the original scheduled departure time;
 - (b) If such rebooking is not available, rebook the passenger on a flight operated by another carrier, at no additional cost to the passenger and under comparable conditions of carriage; or
 - (c) If the passenger no longer wishes to travel, provide an involuntary refund in accordance with Pursuant to Rule 90, Paragraph (D) , and if applicable, compensation under APPR section 19.
- (2) Pursuant to Rule 85, Paragraph (H) refers to the obligation of the carrier under the Air Passenger Protection Regulations (APPR) to provide timely information to passengers in the event of a delay or cancellation that is within the carrier's control or within its control and required for safety. This includes informing passengers of the reason for the disruption, the expected duration of the delay, and their rights and recourse under the APPR.
- (a) In the event a passenger misses an onward connecting flight of Trinity Airways on which space has been reserved for him because the delivering carrier did not operate its flight according to schedule, or changed the schedule of such flight, the delivering carrier will arrange for the carriage of the passenger or make other arrangements and Trinity Airways shall not be liable for such missed connection.
 - (b) An involuntarily rerouted passenger shall be entitled to retain the free baggage allowance applicable to the fare originally paid. This provision shall apply even though the passenger may be transferred from a First class service to an Economy class service and is entitled to a fare refund.

Rule 85 Schedules, Delays and Cancellations of Flights[†]

(A) Schedules

The times shown in timetables or elsewhere are approximate and Trinity Airways may be obliged to change the time of flights, open for reasons beyond Trinity Airways's control, and consequently, times in timetables or elsewhere are not guaranteed, and thus form no part of the contract of carriage. Schedules are subject to change without notice and Trinity Airways assumes no responsibility for making connections. Trinity Airways will not be responsible for errors or omissions either in timetables or other published schedules.

(B) Cancellations

- (1) Trinity Airways may, without notice, substitute an alternate carrier or aircraft, subject to applicable laws and regulations, including the Air Passenger Protection Regulations (APPR).
 - (2) Trinity Airways may, without notice, cancel, terminate, divert, postpone or delay any flight or the further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made, without any liability except as required under applicable laws, including the APPR and the Montreal Convention, or to refund in accordance with these Conditions of Carriage the fare and charges for any unused portion of the ticket.
 - (3) because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of God, force majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances, or unsettled international conditions), actual, threatened or reported, or because of any delay, demand, condition, circumstances or requirement due, directly or indirectly, to such fact;
 - (4) because of any fact not to be foreseen, anticipated or predicted;
 - (5) because of any government regulations order, demand or requirement; or
 - (6) because of shortage of labor, fuel or facilities, or labor difficulties of Trinity Airways or others.
In the event Trinity Airways fails to operate a flight or delays its air transportation service by purpose or mistake, the compensation shall be implemented by Trinity Airways according to the related provisions of General Conditions of Carriage, applicable tariffs, regulations or law.
- (C) Trinity Airways may cancel the right or further right of carriage of the passenger and his/her baggage upon refusal of

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 85 are effective June 18, 2026, pursuant to Order No. 2021 A-3 of the CTA

the passenger, after demand by Trinity Airways, to pay the fare or portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger, without being subject to any liability therefore except to refund, in accordance with these Conditions of Carriage, the unused portion of the fare and charge(s) previously paid, if any.

(D) Delay or cancellation outside of the carrier's control

When a flight is delayed or cancelled for reasons outside the carrier's control, Trinity Airways will:

- (1) Provide passengers with information as set out in Rule 85 (Communication of Information);
- (2) Offer alternate travel arrangements, at no additional cost, to the same destination as indicated on the original ticket, using any reasonable air route;
- (3) If rebooking is not possible within 48 hours, provide a refund in accordance with Pursuant to Rule 90, Paragraph D;
- (4) Offer standards of treatment, including food and drink in reasonable quantities and means of communication, in accordance with the APPR. Accommodation will be provided only if reasonably required and available.

(E) Tarmac Delay

If a flight is delayed while passengers are on board with no access to the terminal:

- (1) After 3 Hours: If the tarmac delay reaches 3 hours, passengers must be offered food, drink, access to working lavatories, and means of communication (including free Wi-Fi)
- (2) Disembarkation After 3 Hours (with 45-minute Exception): If the tarmac delay reaches 3 hours, the airline must provide passengers with an opportunity to disembark. However, an additional delay of up to 45 minutes is permitted only if disembarkation is not possible for safety, security, or air traffic control reasons, or due to customs control. In such cases, the airline must clearly explain the reason for the extended delay to passengers. After this 45-minute extension, the airline must take all necessary steps to allow passengers to disembark.
- (3) Applicability: These provisions apply to all tarmac delays at airports within Canada and on all flights bound for Canada

(F) Denial of boarding outside of the carrier's control

This Rule applies when a passenger is denied boarding due to reasons outside of Trinity Airways's control, including but not limited to:

- (1) Applicability
 - (a) weather conditions;
 - (b) Air traffic control instructions
 - (c) Medical emergencies
 - (d) Security threats
 - (e) Airport operational disruptions
 - (f) Other extraordinary circumstances not attributable to the carrier.
- (2) Rebooking or Refund
 - (a) Alternate travel arrangements to complete the passenger's itinerary at no additional cost, under comparable conditions of carriage, as per Rule 90; or
 - (b) A refund of the unused portion of the ticket, in accordance with Rule 90 (Involuntary Refunds).
- (3) Compensation
 - (a) No compensation is payable under the APPR in cases where the denial of boarding is due to reasons outside the carrier's control.
- (4) Standards of Treatment
 - (a) To the extent reasonable and subject to operational constraints, Trinity Airways will offer standards of treatment, including:
 - (b) Meals and refreshments in reasonable relation to waiting time;
 - (c) Access to communication (e.g., Wi-Fi or phone calls);
 - (d) Hotel accommodations and ground transportation where an overnight stay is required.
- (5) Communication
 - (a) Passengers will be promptly informed of:
 - (b) The reason for denial of boarding;
 - (c) Their rebooking or refund options;
 - (d) Applicable standards of treatment;
 - (e) Information will be provided in accessible formats for persons with disabilities, pursuant to APPR section 13.

(G) Denial within the carrier's control and within the carrier's control but required for safety purposes. If boarding is denied due to overbooking or operational decisions:

- (1) volunteers will first be requested before any passenger is denied boarding involuntarily;

- (2) Passengers denied boarding involuntarily are entitled to:
 - (a) Alternate travel arrangements within 9 hours or on another carrier, at no cost;
 - (b) Full refund if no suitable option is available;
 - (c) Compensation under APPR section 19, based on arrival delay (up to \$2,400 CAD).
- (3) If questions arise of any aircraft being overloaded, carrier shall decide which passengers or articles will be carried.

(H) Communication of information- cancellation delay tarmac delay or denial of boarding. In the event of a flight delay, cancellation, denial of boarding, or tarmac delay, Trinity Airways will:

- (1) Promptly inform passengers of the reason for the disruption as soon as possible after becoming aware of it;
- (2) Provide status updates every 30 minutes until a new departure time or alternate arrangement is confirmed;
- (3) Inform passengers of their rights under the APPR, including standards of treatment, rebooking, refund, and compensation (if applicable);
- (4) Provide the above information via visual, verbal, and accessible formats as required, particularly for persons with disabilities;
- (5) In case of denied boarding, passengers will be informed in writing of their compensation and rebooking/refund options.

These requirements are pursuant to Section 13 of the Air Passenger Protection Regulations (SOR/2019-150).

Rule 87 Denied Boarding Compensation[†]

(A) Requesting Volunteers

When Trinity Airways reasonably expects to deny boarding on a flight due to overbooking, the carrier will first request volunteers who are willing to relinquish their confirmed reservations in exchange for compensation.

Notices will be posted at check-in counters and boarding gates, and Trinity Airways agents will inform passengers of their compensation options.

The request for volunteers will also include information that, if there are not enough volunteers, some passengers may be denied boarding involuntarily and will be entitled to compensation under applicable regulations..

(B) Involuntary Denial of Boarding Procedure

If insufficient volunteers come forward, the carrier may deny boarding to passengers based on the following priority:

- (1) Space-available, non-revenue passengers
- (2) Reduced-fare, space-available passengers
- (3) No-show revenue passengers
- (4) Confirmed space non-revenue passengers
- (5) 50% discount revenue passengers
- (6) No-record confirmed passengers
- (7) Revenue passengers

Exceptions:

The following passengers must not be involuntarily denied boarding unless no other option is available:

- Persons with disabilities and their support persons or service animals
- Unaccompanied minors
- Passengers requiring special accommodation due to medical or legal reasons (e.g., accident victims, physicians, or witnesses in a legal case involving the carrier)

(C) Compensation Amounts

In accordance with the Air Passenger Protection Regulations (APPR), the following compensation amounts in CAD apply to involuntary denied boarding:

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 87 are effective June 18, 2026, pursuant to Order No. 2021 A-3 of the CTA

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Delay in arrival at destination	Compensation
Less than 6 hours	\$900
6 to 9 hours	\$1,800
More than 9 hours	\$2,400

If Trinity Airways offers alternate travel arrangements that will result in arrival within 4 hours of the original arrival time, 50% of the applicable amount will be paid.

No compensation is payable if:

- The passenger did not meet ticketing/check-in requirements
- The denial was due to flight cancellation or aircraft substitution
- The passenger was rebooked to arrive within 1 hour of the original arrival time

(D) Method of Payment

Compensation will be paid on the day and at the location of denied boarding whenever possible. If not feasible, payment will be sent within 24 hours by mail or electronic means. All passengers will be informed of the terms before accepting compensation.

(E) Passenger Rights

By accepting compensation (e.g., cashing a cheque or voucher), the passenger waives further claims. A passenger who declines compensation may pursue legal action or remedies through other means.

Rule 90 Refunds[†]

(A) General

Refund by Trinity Airways for an unused ticket or portion thereof Miscellaneous Charges Order will be made in accordance with the following conditions, except as otherwise provided in Paragraph 6 below.

- (1) Application for refund should be made during the period of validity of the ticket or Miscellaneous Charges Order, and Trinity Airways will refuse refund when application therefor is made more than 60 days after expiration date of the ticket or Miscellaneous Charges Order.
- (2) Person requesting refund must surrender to Trinity Airways all unused flight coupon(s) of the ticket of Miscellaneous Charges Order.
- (3) Except as provided below, refund will be made to the person named as the passenger on the ticket or Miscellaneous Charges Order.

(a) Refund of tickets or Miscellaneous Charges Orders issued.

- i) pursuant to a Prepaid Ticket Advice will be made to the person who paid Trinity Airways for them,
- ii) under the Universal Air Travel Plan will be made to the account of subscriber against whose Air Travel Card they were issued,
- (iii) against a Government Transportation Request will be made to the government agency which issued the Government Transportation Request,
- (iv) against a commercial credit card will be made only to the commercial credit card account of the person to whom such credit card had been issued,

(b) If, at the time of purchase, the purchaser designates a person to whom refund shall be made, refund will be made to the person so designated.

(c) If, at the time of application for refund, satisfactory evidence is submitted that a company purchased the ticket or Miscellaneous Charges Order on behalf of its employee, or the travel agent had made refund to its client, Trinity Airways will refund directly to the employee's company or the travel agent, respectively.

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 90 are effective June 18, 2026, pursuant to Order No. 2021 A-3 of the CTA

(d) Refund made in accordance with this rule to a person representing himself as the person, company or travel agent named or designated in the document presented for refund will be a valid refund and Trinity Airways will not be liable to the true person for another refund.

(e) Trinity Airways may refuse refund on a ticket which has been presented to government officials of a country or to Trinity Airways as evidence of intention to depart therefrom unless the passenger establishes to Trinity Airways' satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.

(4) Pursuant to the Air Passenger Protection Regulations (APPR), where Trinity Airways cancels a flight or fails to provide a paid service (such as seat selection or baggage), the passenger is entitled to a refund.
Refunds will be:

(a) Made to the person who purchased the ticket or additional service; and

(b) Issued using the original method of payment, unless otherwise agreed.
Refunds will be processed within the timeframes required by applicable regulations.

(B) Currency

All refunds will be subject to government laws, rules, regulations or orders of the country in which the ticket or Miscellaneous Charges Order was originally purchased and of the country in which the refund is being made. Subject to the foregoing provisions, refunds will normally be made in the currency in which the fare was paid, or in lawful currency of Korea or of the country where the refund is made or in the currency of the country in which the ticket or Miscellaneous Charges Order was purchased, in an amount equivalent to the amount due in the currency in which the fares were originally collected.

(C) Refund Handling

Trinity Airways will make refunds through its respective branch or sales offices

(A) Involuntary Refund

(1) Definition

For the purpose of this Rule, "Involuntary Refund" means any refund made because the passenger is unable to use the carriage provided for in their ticket due to one or more of the following reasons:

(a) Cancellation of a flight;

(b) Inability of Trinity Airways to provide previously confirmed space;

- (c) Substitution of a different type of aircraft or class of service by Trinity Airways;
 - (d) Missed connections due to delays or schedule irregularities;
 - (e) Postponement or delay of a flight;
 - (f) Omission of a scheduled stop;
 - (g) Refusal to transport under the conditions set out in Rule 105 (Refusal to Transport);
 - (h) Denial of boarding, or delay/cancellation as defined under the APPR Sections 10-19;
 - (i) Failure to meet accommodation or accessibility obligations under ATPDR or ATR.
- (2) Amount of Refund
- (a) If no portion of the ticket has been used, the refund will be the full amount of the fare and charges paid.
 - (b) If a portion of the ticket has been used, the refund will be the higher of:
 - (c) The fare and charges applicable to the unused portion of the journey, calculated from the point of interruption to the final destination or stopover, using the same rate of discount applied to the original ticket; or
 - (d) The difference between the fare paid and the fare for the transportation used.
- (2) Method and Recipient of Refund
- (a) Refunds will be made to the original form of payment and to the person who purchased the ticket or additional service, in accordance with APPR section 17.
 - (b) Refunds shall be processed promptly and without unreasonable delay.
 - (c) If a voucher was accepted instead of a refund, it must have been accepted voluntarily and with clear, informed consent.
- (E) Voluntary Refund
- (1) The term "Voluntary Refund", for the purpose of this Paragraph, means any refund of a ticket or Miscellaneous Charges Order other than "Involuntary Refund" as defined in Paragraph 4 above.
 - (2) The amount of a voluntary refund will be as follows.
 - (a) When no portion of the ticket has been used, the amount of refund will be the amount of fare paid, less any applicable service charges or cancellation fees
 - (b) When a portion of the trip has been made, the amount of refund will be the difference, if any, between the full amount of fare paid and the amount of fare and charges applicable between the points between which the ticket has been used, less any applicable service charges or cancellation fees.
 - (3) When the refunding of any portion of ticket would result in such ticket having been used between points where carriage of traffic is prohibited, the refund, if any, shall be determined in accordance with Subparagraph B (2) above as if such ticket had been used to a point

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beyond which the refunding would not result in the
| violation of Trinity Airways's operating rights.

(F) Lost Ticket

| As Trinity Airways issues electronic ticket by principle, it is
impossible to lose a ticket. Also, there is no special re-issuance.
| If MCO is lost, the special guidelines of Trinity Airways shall be
applied by making a request to the airport branch or reservation
service, reservation management team.

Rule 100 Baggage^{†Δ}

- (A) Checked baggage
- (1) Nothing contained in this tariff shall entitle a passenger to have his baggage checked on a journey for which carrier does not offer facilities for checking of baggage.
 - (2) Upon delivery to carrier of the baggage to be checked, carrier will insert in the ticket the number of pieces and weight of the checked baggage (which act shall constitute the issuance of the baggage check). In addition, carrier will issue, for identification purposes only, a baggage (claim) tag for each piece of baggage so delivered and covered by the baggage check. All checked baggage must be properly packed in suitcases or similar containers in order to ensure safe carriage with ordinary care in handling. Fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables will not be accepted as checked baggage.
- (B) Movement of baggage
Checked baggage will be carried in the same aircraft as the passenger unless such carriage is deemed impractical by carrier, in which event carrier will move the baggage in the next preceding or subsequent flight on which space is available.
- (C) Inspection by carrier
Carrier has the right, but not the obligation to verify, in the presence of the passenger, the contents of his/her baggage, and, in the case of unaccompanied baggage, to open and examine such baggage whether or not the passenger is present. The existence or exercise of such right shall not be construed as any agreement, expressed or implied, by carrier to carry such contents as would otherwise be precluded from carriage.
- (D) Dangerous, damageable or unsuitable baggage
Passenger must not include in his/her baggage, articles which are likely to endanger the aircraft, persons or property, which are likely to be damaged by air carriage or which are unsuitably packed, or the carriage of which is forbidden by any applicable laws, regulations or orders of any state to be flown from, into or over. If the weight, size or character of baggage renders it unsuitable for carriage on the aircraft, carrier, prior to or at any stage of the

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 100 are effective June 18, 2026, pursuant to Order No. 2021 A-3 of the CTA.

^Δ Tracked changes applicable to/from the United States and annotated throughout the entirety of Rule 100 are effective June 18, 2026, pursuant to Docket OST-1997-2050.

journey, will refuse to carry the baggage.
the following articles will be carried as baggage only
with the prior consent of and arrangement with carrier,
in accordance with carrier's regulations.

- (1) firearms
 - (a) Firearms will be accepted only when unloaded and suitably packed and when checked for carriage in the baggage or other compartment of the aircraft not accessible to the passenger.
 - (b) At the time of check-in, firearm(s) will be surrendered and the passenger will be required to make a written or verbal declaration that the firearm(s) as surrendered is safe for transportation.
 - (c) When firearms used for sport purposes are carried on the aircraft, entry permits shall be in possession of the passenger for the country or countries of transit and destination.
- (2) Explosives (munitions, corrosives and articles which are easily ignited).
small arms ammunitions shall be accepted for carriage only in the baggage/cargo compartments of the aircraft and only with prior approval of the carrier as follows:
 - (a) Small arms ammunition for sporting purposes in quantities not exceeding 5 kilograms (11 lbs.) Gross weight per passenger, securely packaged for personal use, excluding those with explosives or incendiary projectiles.
 - (b) Small arms ammunition for sporting purposes, excluding those with explosive or incendiary projectiles, in quantities exceeding 5 kilograms (11 lbs.) Gross weight but not exceeding 25 kilograms (55 lbs.) Gross weight per passenger for personal use. When such ammunition is carried, a written declaration shall be made by the passenger confirming that the ammunition is packed in a strong outside container made of wood, metal or fiberboard, and that the ammunition inside the container is protected against shock and secured against movement. The declaration shall also confirm that the passenger is not carrying more than a total of 25 kilograms (55 lbs.) Gross weight.
- (3) Liquids
- (4) Live animals
Birds and reptiles, other than pets, dogs trained to lead the blind and dogs trained to assist the deaf.
- (5) Pets
Dogs, cats and birds, when properly crated in leakproof containers and accompanied by valid health and rabies vaccination certificates, entry permits and other documents required by countries of entry or transit will be accepted for carriage

in the baggage or cargo compartments only, at the owner's risk and subject to requirements of carrier. Carrier may limit the number and type of pets, refuse to carry pets in any one aircraft or refuse to carry pets that require attention in transit.

- (6) Photoflash bulbs
When appropriately marked and contained in the original package of the manufacturer.
- (7) Restricted articles
Compressed gases, flammable, non-flammable and poisonous corrosives such as acids and wet batteries, flammable liquids and solids (such as matches, lighter fuels, rubbing alcohol), oxidizing materials, poisons, radio-active materials, and other restricted articles (such as offensive or irritating materials).

(E) Fragile items

Carrier will accept for transportation as checked baggage the fragile, delicately constructed, artistic, brittle and precision items and otherwise unsuitable articles listed below when appropriately packaged in an original factory sealed carton, cardboard mailing tube, container or case designed for shipping such items or when packaged without the appropriate packaging, upon the execution of a release. The release relieves carrier of liability for damage to contents of checked baggage of such type. When carrier has exercised the ordinary standard of care, carrier is not liable for damage to the types or fragile, delicately constructed, artistic, brittle, precision items and otherwise unsuitable articles listed below, when contained or concealed in checked luggage (such as suitcase, satchel, duffle bag or trunk) in the absence of any damage to the exterior of the luggage that could cause internal damage. Carrier is not liable for damage caused by spillage of liquids being carried in passenger's luggage. In the case of delayed delivery, carrier is not responsible for spoilage or damage caused by such spoilage to perishable items listed below.

- (1) Artistic items
Figurines, sculptures, paintings, or pictures framed or unframed, and models.
- (2) Chinaware/ceramics/pottery
Items made of or contained in pottery, earthenware, chinaware, porcelainware, ivory, marble, alabaster and items of similar material.
- (3) Electronic and mechanical items
television sets, radios, amplifiers, speakers, tape recorders, calculators, typewriters and dictation equipment.
- (4) Garment bags
Garment bags and suit/dress covers of light, flimsy plastic or vinyl designed for carrying and not for shipping.
- (5) Glass

Terrariums, mirrors, crystal, china and glass containers for liquors, wines, liqueur and perfumes.

(6) Household articles

(7) Liquor cartons

Liquor cartons such as provided for hand carriage by duty free shops.

(8) Musical instruments and equipment

(F) Acceptance for Carriage

Musical instruments will be accepted for carriage either as carry-on baggage, checked baggage, or as seat baggage (i.e., carried in the cabin on a paid seat), subject to space availability and applicable safety restrictions.

(G) As Carry-on Baggage

(1) Small musical instruments (e.g., violins, flutes, guitars) that fit within the approved dimensions for cabin baggage and can be safely stowed in the overhead bin or under the seat will be accepted in the cabin at no additional cost.

(2) Passengers are encouraged to arrive early if carrying musical instruments in the cabin, as storage space is limited and accommodated on a first-come, first-served basis.

(3) Instruments must be properly packed in hard-shell cases to avoid damage.

(H) As Checked Baggage

1. Larger instruments that exceed cabin size or weight limitations may be accepted as checked baggage, subject to applicable excess baggage charges.

2. Trinity Airways will accept musical instruments as checked baggage only when properly packed in sturdy, protective containers.

(I) Cabin-Seat Baggage (Paid Extra Seat)

1. If the passenger wishes to carry a musical instrument in the cabin but it exceeds cabin baggage dimensions, a separate seat may be purchased for the instrument.

2. The instrument must be properly secured to the seat and must not obstruct any signage or access to emergency equipment.

3. The weight of the instrument must not exceed 75 kg, and it must be able to be safely secured using a seatbelt.

(J) Liability

Trinity Airways shall not be liable for damage to or loss of musical instruments unless such damage or loss results from the carrier's proven negligence.

Passengers checking in musical instruments must sign a waiver acknowledging that Trinity Airways is not responsible for any damage incurred during transport.

Passengers are encouraged to purchase private insurance for high-value or fragile instruments.

Trinity Airways shall not be liable for loss of or damage to fragile or perishable items, or items with special value, including but not limited to the following

(1) Paper

Advertising displays, business documents, models, sketches, blueprints, maps, mechanical drawings, charges, historical documents and photographs.

(2) Precision items

watches, binoculars and microscopes.

- (3) Recreation and sporting goods
Tennis rackets, fishing rods, skis, ski poles, ski boots, ski bindings, surfboards, scuba/diving masks and pressure gauges, scopes, sporting trophies such as animal horns and antlers, skin diving gear, wind-surfing equipment, archery equipment, firearms, model airplanes, golfing equipment, bicycles and backpacks, knapsacks, sleeping bags and tents made of plastic, vinyl or other easily torn material with aluminum frames, outside pockets or protruding straps and buckles.
- (4) Toys
Dolls, stuffed animals, dollhouses and model trains and airplanes.
- (5) Miscellaneous items
Brittle items such as hair dryers, guitars or other stringed instruments. Boxes, sacks, and bags (and contents thereof that do not have sufficient durability, a secure closure, or provide sufficient protection from damage to the container and its contents.
cosmetic cases, hat boxes and wig boxes.
overpacked baggage.
- (6) Perishable items
Foodstuffs, flowers, plants, bulbs, medication or wet ice used in packaging that, if left unattended for more than 6 hours after the delivery to the carrier, would be subject to spoilage or otherwise substantial loss of value or potency.
- (7) Boxes/sacks/bags
Boxes, sacks, bags (and contents thereof) that do not have sufficient durability, a secure closure, or provide sufficient protection from damage to the container and its contents.

- (K) Sporting equipment
Sporting equipment items listed below will be accepted subject to the conditions of acceptance and/or prescribed charges in rule 115 (free baggage allowance and excess baggage charges). Certain items will be carried free of charge, in addition to the basic free baggage allowance or in lieu of the free baggage allowance (see rule 115 (free baggage allowance and excess baggage charges)).

- (1) Bicycles
Bicycles will be accepted as checked baggage subject to the following conditions:
 - (a) Bicycle characteristics
Carrier will accept non-motorized touring or racing bicycles with single seats.
 - (b) One bicycle
Single or tandem seat touring bicycles or one racing bicycle, provided the handlebars are fixed sideways and pedals are removed.
- (2) Fishing equipment
Fishing equipment will be accepted as checked baggage. For the purpose of this provision, one

- item of fishing equipment is defined as two rods, one reel, one landing net, one pair of fishing boots (all properly encased) and one fishing tackle box.
- (3) Golfing equipment
Golfing equipment will be accepted as checked baggage. For the purpose of this provision, one item of golfing equipment is defined as one golf bag containing not more than 14 golf clubs, 12 golf balls and one pair of golf shoes.
- (4) Scuba-diving equipment
Scuba diving equipment will be accepted as checked baggage. For the purpose of this provision, scuba diving equipment is defined as one scuba tank (empty), one scuba regulator, one tank harness, one tank pressure gauge, one mask, two fins, one snorkel, one knife, one speargun and one safety vest.
- (5) Sporting firearms (shooting equipment)
Shooting equipment will be accepted only as checked baggage. For the purpose of this provision, one item of shooting equipment is defined as:
- (a) One rifle case containing not more than two rifles, with or without scopes, 10 pounds of ammunition, one shooting mat, noise suppressors and small rifle tools; or
 - (b) Two shotguns and two shotgun cases and 10 pounds of ammunition; or
 - (c) One pistol case containing not more than five pistols, 10 pounds of ammunition, noise suppressor, one pistol telescope and small pistol tools.
- (6) Skiing equipment
Skiing equipment will be accepted as checked baggage. For the purpose of this provision, skiing equipment is defined as one pair of skis, one pair of ski poles, one pair of ski bindings and one pair of ski boots.
- (L) Combination of free baggage allowances
Where two or more passengers travelling as one party to a common destination or point of stopover by the same flight, present themselves and their baggage for travelling at the same time and place, they shall be permitted a total free baggage allowance equal to the combination of their individual free baggage allowance.
- (M) Collection of excess weight/oversize and/or additional piece charges
At the passenger's option, excess weight, oversize and/or additional piece charges will be payable either at the point of origin to the point of stopover, in which event, when carriage is resumed, charges will be payable from the point of stopover to the next point or destination. When for a journey, for which a through excess baggage ticket has been issued, there is an increase in the amount of excess baggage carried,

carrier will issue a separate excess baggage ticket for such increase and collect charges to destination or a stopover point, as the case may be.

- (N) Excess value charges
A passenger may declare a value in excess of CAD 30.00 or its equivalent per kilogram in the case of checked baggage, and CAD 2,780.00 or its equivalent per passenger in the case of unchecked baggage or other property. when such declarations are made, charges for value in excess of the amount specified above will be assessed by each carrier participating in the carriage at the rate of CAD 0.67 per each CAD 135.00 or fraction thereof.
- (O) valuation limit of baggage
No baggage of any one passenger having a declared value in excess of CAD 2,780.00 will be accepted for carriage, unless special arrangements have been made in advance between the passenger and carrier.
- (P) collection of excess value charges
Except as otherwise provided in carrier's regulations, excess value charges will be payable at the point of origin for the entire journey to the final destination. however, if at a stopover en route, a passenger declares a higher excess value than that originally declared, additional value charges for the increased value from the stopover at which the higher excess value was declared to final destination will be payable.
- (Q) Payment of charges
carrier will not be obligated to carry baggage until the passenger has paid all applicable charges or has complied with credit arrangements established by carrier.
- (R) Excess weight/oversize and/or additional piece and value charges on reroutings and cancellations
when a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fare or the refunding of fare shall likewise govern the payment of the refunding of excess weight charges, but not refund of value charges will be made when a portion of the carriage has been completed.
- (S) Checking of baggage by carrier
except as otherwise provided in this rule, each participating carrier will, upon presentation of a valid ticket covering transportation over the lines of such carrier, or over the lines of such carrier and one or more other participating carrier, check personal property which is tendered by the passenger for transportation as baggage, when tendered at the city or airport office designated by the carrier and within the time prescribed by such carrier. No participating carrier will check property so tendered:

- (1) Beyond the destination, or not on the routing, designated on such ticket.
 - (2) Beyond a point of stopover.
 - (3) Beyond a point of transfer to any other carrier, if the passenger has declared a valuation in excess of the amounts specified in paragraph (i) of this rule except between points where through interline service is provided without changes of aircraft by two or more participating carriers.
 - (4) Beyond a point beyond which the passenger holds no reservation.
 - (5) Beyond a point at which the passenger is to transfer to a connecting flight, and such flight is scheduled to depart from a different airport than that at which the passenger is scheduled to arrive at such point.
 - (6) Beyond a point at which the passenger desires to resume possession of such property or any portion thereof, or
 - (7) Beyond a point beyond which all applicable charges have not been paid.
 - (8) (Applicable only for through transportation) to a point to which the passenger holds no reservation, unless the passenger's name or initials are on the outside of such baggage.
- (T) Delivery of checked baggage by carrier
- (1) Checked baggage will be delivered to the bearer of the baggage check upon payment of all unpaid sums due carrier under contract of carriage and upon return to carrier of the baggage (claim) tag(s) issued in connection with such baggage. Carrier is under no obligation to ascertain that the bearer of the baggage check and baggage (claim) tag is entitled to delivery of the baggage and carrier is not liable for any loss, damage or expense arising out of or in connection with such delivery to the baggage. Except as otherwise provided in subparagraph (3) herein, delivery will be made at the destination shown in the baggage check.
 - (2) If the provisions of subparagraph (1) above are not complied with by a person claiming the baggage, carrier will deliver the baggage only on condition that such person established to carrier's satisfaction his/her rights thereto and if required by carrier, such person shall furnish adequate security to indemnify carrier for any loss, damage or expense which may be incurred by carrier as a result of such delivery.
 - (3) At the request of the bearer of the baggage check and baggage (claim) tag(s), checked baggage will be delivered at the place of departure or an intermediate stopping place upon the same condition provided for in subparagraph (1) hereof, unless precluded by government regulations, or unless time and circumstances do not permit. In delivering baggage at the place of departure or at

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- any intermediate stopping place, carrier shall be under no obligation to refund any charges paid.
- (4) Acceptance of baggage by the bearer of the baggage check and baggage (claim) tag(s) without written complaint at the time of delivery is presumptive evidence that the baggage has been delivered in good condition and in accordance with the contract of carriage.
- (U) Cabin seat baggage
Except as provided in rule 115 (free baggage allowance and excess baggage charges), each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat or seats, subject to a maximum weight of 75 kgs. (165 lbs.) The charge for the baggage so carried, per seat, shall be computed at the rate per kilogram (2.2 pounds) or nine tenths of one percent (.009) of the all year adult one way economy class fare subject to a minimum charges equal to the applicable one way full adult fare between the points the baggage is to be transported.

Rule 115 Free Baggage Allowance and Excess Baggage Charges

The free baggage allowance and excess baggage charges will be as follows:

- (A) Free baggage allowance
 - (1) Unchecked baggage
 - (a) Hand carried baggage
 - each passenger may carry the following articles of baggage only when retained in the passenger's custody; except that items listed in (viii) and (ix) may be carried in the passenger or cargo compartment of the aircraft:
 - (i) A handbag, pocketbook or purse which is appropriate to normal travelling dress and which is not being used as a container for the transportation of articles regarded as baggage;
 - (ii) An overcoat, wrap or blanket;
 - (iii) An umbrella or walking stick;
 - (iv) A small camera and a pair of binoculars;
 - (v) A reasonable amount of reading matter for the flight;
 - (vi) Infant's food for consumption in flight;
 - (vii) Infant's carrying basket or bassinet;
 - (viii) A fully collapsible invalid's wheel chair and/or a pair of crutches and/or braces of other prosthetic device for the passenger's use, provided that the passenger is dependent upon them.
 - (ix) Any other articles, including overnight bags, brief cases, typewriters, personal radios, vanity or cosmetic cases, hat boxes, large cameras and reading matter which cannot reasonably be read during the flight will not be carried free of charge unless they are included in the free baggage allowance.
 - (b) Dogs accompanying passengers
 - a dog trained to lead the blind will be carried free of charge, in addition to the normal free baggage allowance, provided that such a dog accompanies a passenger with impaired vision dependent upon it, and is properly harnessed and muzzled and does not occupy a seat. However, such dogs will not be carried unless proper permits are obtained for entry into the country or territory of transit or destination where such permits are required and only if the evidence of possession of such permits are presented prior to reservations being made. If any country or territory on the route prohibits the entry of dogs, carriage will be refused.
 - under certain operating conditions, such as long non-stop flights or on certain types of aircraft where it is impractical to carry a

dog in the passenger compartments, carriage will be refused. Carrier will not be responsible in the event any such dog is refused entry into or passenger through any country or territory. The owner assumes all risk of injury to, sickness or death of such animals.

(2) Checked baggage

(a) The free baggage allowance for checked baggage of each adult passenger will be as follows:

Between the U.S.A., CANADA and Korea:

- (i) One pieces of baggage of which the sum of the outside linear dimensions of each piece not to exceed 80 inches (203 cms.), provided further that the weight of each piece does not exceed 70 lbs. (32 kgs.)
- (ii) One additional piece of baggage of which the sum of the three dimensions do not exceed 45 inches (115 cms.) Provided such bag can be stowed in the under seat space and it is carried on board by the passenger.

(b) children
children will be permitted the full adult free baggage allowance indicated in paragraph (a) above.

(c) Involuntarily rerouted passengers
involuntary rerouted passengers will receive the free baggage allowance applicable to the class of service for which tickets were originally issued, regardless of whether such passengers are subsequently transferred to a different class of service.

(B) special pieces of baggage

(1) Subject to the conditions of rule 100 (baggage), the weight of the following items will not be included in the free baggage allowance, and the passenger will be charged the applicable excess baggage charge in paragraph (d) below:

- (a) Bicycles.
- (b) Cabin seat baggage.
- (c) Surfboards.

(2) Subject to the conditions of rule 100 (baggage), the weight of only one of the following sporting equipment items may be included in the free baggage allowance of a passenger. When the item is included in the free baggage allowance, any excess charges will be assessed at the applicable per kilogram charge in paragraph (c) below:

- (a) Golfing equipment.
- (b) Skin (scuba) diving equipment.

(C) Excess baggage charges
baggage in excess of or exceeding weight and dimensions

indicated in paragraph (a) (2) above will be accepted only upon payment of the charges listed below in the following manner:

between the U.S.A., CANADA and Korea:

- (1) Each piece of baggage in excess of the number permitted and which does not exceed the permitted dimensions or weight indicated in (a) above will be assessed a charge as indicated in (iii) below:
- (2) Each piece of baggage not exceeding the number permitted in (a) above, whose sum of the three does not exceed 80 inches (203 cms.), and does not exceeds 70 lbs. but does not exceed 80 lbs. will be assessed a charge as indicated in (iii) below:
- (3) The charges applicable to (i) and (ii) above are CAD 150.00

(D) Charges for special pieces of baggage

- (1) the following charges will apply for items which may not be included in the free baggage allowance:

- (a) Bicycles - Assess the per piece charge indicated in paragraph (c) below.
- (b) Cabin baggage - THE charge for the baggage so carried, per seat, shall be computed at a rate per kilogram (2.2 pounds) of nine-tenths of one percent (.009) of the all year adult one way economy class fare, subject to a minimum charge equal to the applicable one way full adult fare applicable between the points the baggage is to be transported.
- (c) surfboards - CAD 27.00, per surfboard, whose sum of three dimensions does not exceed 80 inches (203 cms)

- (2) The following charges will apply when the items indicated are not included in the free baggage allowance.

- (a) Golfing equipment - follows checked baggage free baggage allowance.
- (b) Skin (scuba) diving equipment - charge CAD 27.00 for pack equipment not weighing more than 20 kgs.

Rule 116 Interline Baggage Acceptance

(A) Interline Baggage Rules for Canada and the United States

(1) Applicability

This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada or the United States. It establishes how the carrier will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.

(2) General

For the purposes of interline baggage acceptance:

(a) The selecting carrier is the carrier whose designator code appears on the first segment of the passenger's interline ticket, in accordance with the method approved by the Canadian Transportation Agency (Decision No. 144-A-2014).

b) A participating carrier is any carrier identified on the ticket as providing interline transportation to the passenger.

(3) Baggage Rule Determination by Selecting Carriers The Selecting Carrier will:

- (a) Select and apply its own baggage rules to the entire interline itinerary, or;
- (b) Select the most significant carrier, as determined by IATA Resolution 302 and conditioned by the Canadian Transportation Agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary. The carrier identified by means of (a) or (b) will be known as the selected carrier. If TW is selecting carrier, TW rules will be applied to the entire interline itinerary.

(4) Baggage rule application by participating carrier where the carrier is not the selected carrier on an interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued, the carrier will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.

(5) Disclosure of Baggage Rules

Summary Page at The End of An Online Purchase and E-Ticket Disclosure

For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e. the passenger's "standard" baggage allowance), when TW sells and issues a ticket for an interline itinerary, TW will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information

relevant to the passenger itinerary as set out in paragraph (b) below. The disclosed information will reflect the baggage rules of the selected carrier.

- (a) TW will disclose the following information
- (i) Name of the carrier whose baggage rules apply;
 - (ii) Passenger's free baggage allowance and/or applicable fees;
 - (iii) Size and weight limits of the bags, if applicable;
 - (iv) Terms or conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card)
 - (v) Existence of any embargoes that may be applicable to the passenger's itinerary; and,
 - (vi) Application of baggage allowances and charges (i.e. whether they are applied once per direction or if they are applicable at each stopover point).

- (b) TW will provide this information in text format on the passenger's e-ticket confirmation. Any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific charges (i.e., not a range).

web site disclosure

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

- (a) The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
- (b) The number of checked and unchecked passenger bags that can be transported and the applicable charges;
- (c) Excess and oversized baggage charges;
- (d) Charges related to check in, collection and delivery of checked baggage;
- (e) Acceptance and charges related to special items, e.g. surf boards, pets, bicycles, etc.;
- (f) Baggage provisions related to prohibited or unacceptable items, including embargoes;

Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card); and, other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges, etc.(B) Interline Baggage Rules for Countries/Regions Other Than Canada and The United States
(1) Applicability

This rule is applicable to all interline itineraries issued on a single ticket whose origin and ultimate ticket destination is not in Canada and the United States.

(3) Baggage Rule Determination

Unless otherwise agreed the following baggage provisions selection process should apply for interline journeys

(a) Baggage provisions are defined as free baggage allowance rules and baggage charges.

(b) For the purpose of baggage provisions selection, the following 4 step process should apply for interline journeys:

Step 1: if the published baggage provisions among all participating carriers are the same; these provisions will apply.

Step 2: where the one or more published baggage provisions differ between participating carriers, apply any common provisions and where provisions differ the published baggage provisions of the most significant carrier (MSC). (in case of code share flights this will be the operating carrier, unless that carrier publishes a rule stipulating that it will be the marketing carrier).

Step 3: if the MSC does not publish baggage provisions for the journey concerned, apply the published baggage provisions of the carrier accepting the baggage at check-in.

Step 4: if the carrier accepting the baggage at check-in does not publish baggage provisions for interline journey concerned, apply the published baggage provisions of each operating airline sector-by-sector.

(c) the most significant carrier (MSC) MSC is

(i) For travel between two or more IATA areas, the carrier performing carriage on the first sector that crosses from one area to another. exception: IATA Area 123 only, the carrier providing carriage on the first sector that crosses between IATA Area 1 and IATA Area 2.

(ii) For travel between IATA tariff sub-areas, the carrier performing carriage on the first sector that crosses from one sub-area to another. For travel within an IATA tariff sub-area, the carrier performing carriage on the first international sector.

(B) IATA Area/IATA Tariff Sub-Area

IATA defines the world into 3 areas (IATA Area 1/2/3), and defines the IATA area into small areas. (IATA Tariff Sub-Area)

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IATA Area 1: North America/South America/Hawaii etc.

(IATA Tariff Sub-Area within IATA Area 1)

- North America (USA, Canada and Mexico)
- Caribbean Islands
- Central America
- South America (Brazil, Chile, Peru etc.)

IATA Area 2: Europe/Middle East etc.

(IATA Tariff Sub-Area within IATA Area 2)

- Europe
- Middle East
- Africa

IATA Area 3:

Japan/Korea/Thailand/Singapore/Philippines/India/Guam etc.

(IATA Tariff Sub-Area within IATA Area 3)

- Japan/Korea (Japan and Korea)
- South East Asia (China, Singapore, Thailand, Vietnam, Guam etc.)
- South India (India etc.)
- South East Pacific (Australia, New Zealand etc.)[†]

Rule 130 Fares

(A) General

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

(B) Precedence of fares

Combination of segment fares resulting in lower through fares may be used, provided that travel must be via the point(s) shown in the construction.

(C) Construction of fares

(1) Combination of fares

where no through one-factor fare is published between the fare construction points via the desired routing option and travel is in one class of service, the applicable fare shall be the lowest combination of sector fares via the routing.

(2) Combination of normal fares for different classes of service

(a) WHERE travel within a component is partly in one class of service and partly in another class of service, the fare shall be calculated by combining the applicable through normal fare for the lowest class of service used plus a differential for each portion where a higher class of service is used; such differential being the difference between the one way or half round trip normal fare applicable to the lowest class of service used for the portion(s) concerned, including consecutive sectors, (maintaining, where possible, the same fare type as the lowest class of service through fare used above) and the corresponding one way or half round trip higher class normal fare used for the portion(s) concerned. Where consecutive sectors are flown in a higher class of service, the differential shall be calculated over such sectors. The differential is to be assessed using the higher class of service fare in the same direction as the fare for the lowest class of service flown.

Exception: (Applicable to transatlantic executive class fares) whenever the transatlantic sector is flown in executive class, the fare shall not be lower than the applicable through executive class fare.

(b) where the combination of the applicable Through fare for the lowest class of service used with a differential for each portion of the journey where a higher class of service

- is used exceeds the through fare for the highest class of service used, then the applicable fare shall be the through fare applicable to the highest class of service used.
- (c) The application of the foregoing shall not be used to circumvent any stopover or transfer point restrictions applicable to the through fare for the lowest class of service used.
 - (d) All minimum fare checks are to be performed only in the lowest class of service traveled.
- (3) Combining U.S. domestic fares and Canadian with international fares
- (a) A domestic fare applicable within the U.S.A. or Canada may be combined with an international fare to construct a through fare, which is less than the published fare from the point of origin to the point of destination, provided that:
 - (i) where USA or Canadian domestic special fares are used in construction, the passenger complies with all conditions (e.g. period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of such domestic fare; Exception: Any minimum tour price required by the special fare within the U.S.A. will not be applicable when the fare is combined with an international inclusive tour fare having a minimum tour price of the same or a higher amount.
 - (ii) The passenger traveling under a fare constructed in accordance with this paragraph may be routed via any gateway city regardless of the fare construction point(s);
 - (iii) combinations with domestic stand-by Fares are not permitted.
 - (b) Mileage routings set forth in mpm-1 tariff C.A.B. 424/NTA(A) 239 (published by airline tariff publishing company, agent) may be applied to a fare constructed under paragraph (a) above, either for the entire journey between the point in the U.S.A. and the point in area 1, area 2 or 3; or between the gateway point and the point in area 1, area 2 or area 3 or when the international fare used is published with a mileage routing.
 - (c) Round trip fares
when a round trip ticket is purchased prior to commencement of carriage, the fare for a Round trip will be the round trip fare published in the applicable tariff(s) of a carrier via the desired routing and for

- the class of service used. Where round trip fares are not specified, the fare for a round trip journey shall be twice the through one way fare applicable to the outbound journey.
- (d) Circle trip fares
- When a circle trip ticket is purchased prior to commencement of carriage, the fare for such circle shall be the sum of fifty (50) percent of the applicable round trip fares for the class of service to be used for the respective sections of carriage, constructed from point of origin via the desired routing, that produces the lowest fare for the circle trip, provided that:
- (1) Fares, which by their own terms are not combinable with other fares, shall not be used in the construction of circle trip fares, and;
 - (2) The fare for a circle trip traveled partly in one class of service and partly in another class of service shall be constructed in accordance with the provisions of paragraph (c) above.
 - (3) The fare for a circle trip travelled in one class of service must not be less than the highest direct route round trip fare applicable to the same class of service used from the point of origin to any stopover on the circle trip, excluding any stopover point included in a side trip; provided that in the case of an around the world journey traveled in the same global direction, if different round trip fares (i.e., Transatlantic, Transpacific) exist between the point of origin and any stopover, the fare must not be less than the lowest round trip fare from the point of origin to any stopover on the around the world route, excluding any ticketed point on a side trip.
- Exception: When travel commences outside:
Benin/Burkina Faso/Central African Republic/Chad/Congo/Cote D'Ivoire/ France/Gulf States/Japan/Mauritania/Niger/Saudi Arabia/Senegal/Togo/Russian Federation
using round or circle trip normal fares sold in such country and travel is either destined to or via such country, the total minimum Fare, excluding any fare class differentials, must not be less than the highest

direct round or circle trip
fare for any ticketed point
in such country to any
ticketed point in the
itinerary.

- (4) The last fare component used inbound to the country of origin must be the fare applicable to such component from the country of origin.

Note: For the purpose of the foregoing, the following shall be considered as the same country:

- (a) U.S.A. and Canada
- (b) Denmark, Norway and Sweden

- (e) Open jaw trip fares
when a ticket is purchased prior to commencement of carriage for an open jaw trip, the fare for such open-jaw trip will be constructed as follows:

- (1) when the point of departure and final destination are the same, the sum of fifty (50) percent of the applicable round trip fare from the point of departure to each outer point of the open-jaw, and
- (2) where the points of departure and final destination are not the same, the sum of fifty (50) percent of the applicable round trip fare from the point of departure to the outer point of the outward section plus fifty (50) percent of the round trip fare from the point of destination to the outer point of the inbound section.
- (3) Open jaw trip using one way fares (OJO) SITI/SOTI/SOTO/SITO: for all one way journeys with more than one fare component when travel is via the country of commencement of transportation to another country, the minimum fare to be charged is the highest fare from any ticketed point in the country of origin to any point in the component. For the component via the country of commencement of transportation, compare the NUC constructed fare for the component (i.e., the total NUC charged including any mileage surcharge, higher intermediate point fare, backhaul check, or directional minimum check) to the highest international fare from any ticketed point in the country of commencement of transportation to any ticketed point in the component. Apply whichever amount is higher.
- (4) Open jaw trip using 1/2 round trip normal fares (OJR)
SITI: Not applicable, see (6) below.

SOTI/SOTO/SITO: The minimum fare to be charged is the highest half round trip fare between any two ticketed points in each component. In order to qualify for the use of 1/2 round trip amounts for open jaw travel, the gap (i.e., surface sector) must be in the same country, as indicated below:

- (a) Origin/destination single open jaw: origin and destination must be in the same country.
- (b) Turnaround single open jaw: point of turnaround must be in same country.
- (c) Double open jaw: origin and destination must be in one country and point of turnaround must be in another country.
- (5) Special open jaw check using one way or 1/2 round trip normal fares: common point minimum (CPM) SITI: when the journey consists of 2 international fare components and the inbound trip is via the point of origin of the journey (i.e., a "common point") to another point in the same country (stopover or not), the minimum fare to be charged shall not be less than the fare applicable from said common point. This rule applies equally if the common point is in the country of turnaround.
Note: For the purpose of the foregoing, the following shall be considered as the same country:
 - (a) U.S.A. and Canada
 - (b) Denmark, Norway and Sweden
- (f) Round and circle trip fares partly via carrier
 - (1) Entirely via air
When a ticket is purchased prior to commencement of carriage for a round or circle trip which is partly via the services of carrier and partly via the services of other scheduled air carrier(s), the fare for each section of carriage via carrier will be fifty (50) percent of the applicable round-trip fare for such section of the round or circle trip, as the case may be.
 - (2) Partly via air and partly sea
 - (a) Normal fares
 - (i) when tickets are purchased prior to commencement of carriage for a round trip or circle trip for combined air and sea travel, the air fare for each one-way section of the air journey will be sixty

- five (65) percent of the all-year round-trip fare published in tariffs governed by this tariff and applicable between the points and via the class of service used. A break in the round trip or circle trip is permitted to allow passengers to make their own way by any means of transportation between airports and adjacent seaports.
- (ii) The fares specified above will apply only via the routings published in connection with the all-year fares in tariffs making reference to this tariff for governing provisions, except that when an excursion fare is used as provided in the exception above, the routing published in connection with such excursion fare will apply.
- (b) Special fares (applicable for travel originating in the U.S.A. only)
- (i) On combined air/sea journeys the fare for the air portion of the journey shall be not less than sixty five percent of the applicable round trip special fare for the class of service used; provided the air/sea journey complies in all respects with the conditions set forth herein and such discount is provided for in paragraph (3) fares of subject fare rule.
- (ii) Tickets for the air portion must be purchased in accordance with the provisions of the applicable fare rule and must be cross-referenced in accordance with (iii) and (iv) below.
- (iii) Tickets, MCO'S, sea carrier's exchange orders, and other air transportation documents shall be referenced with the following information in the "endorsements/restrictions" box of the ticket or in the "routing" section of the exchange order:

- (aa) The form and serial number of the document issued for sea travel; and
 - (bb) the origin and Destination of the sea journey.
- (iv) The code "TW" shall be entered in parenthesis after the passenger's name in the "name of passenger" box.
- (v) The minimum/maximum validity of the air ticket shall be the validity specified in the applicable fare rule.
- (vi) The applicable fare shall be the fare in the direction in which the combination air/sea journey commences irrespective of whether the air or sea portion is begun first.
- (vii) To qualify as a combined air/sea journey, travel must be a completed round, circle, or single open jaw trip; provided that this shall not preclude use of:
 - (aa) Ground transportation where no scheduled air service is available between any two points on the itinerary;
 - (bb) Ground transfer between airports and seaports in the same city;
 - (cc) Ground transfer between A seaport and its nearest airport, excluding heliports, on the itinerary. Tw shall not absorb directly or indirectly any expense for the ground transportation in (aa), (bb), or (cc) above, unless specifically provided for in the applicable fare rule.
- (viii) The applicable refund (voluntary and involuntary) procedure shall apply; provided that no action is taken which in the case of voluntary refunds, results in a passenger obtaining air Transportation at less than the applicable fare for the air transportation used.

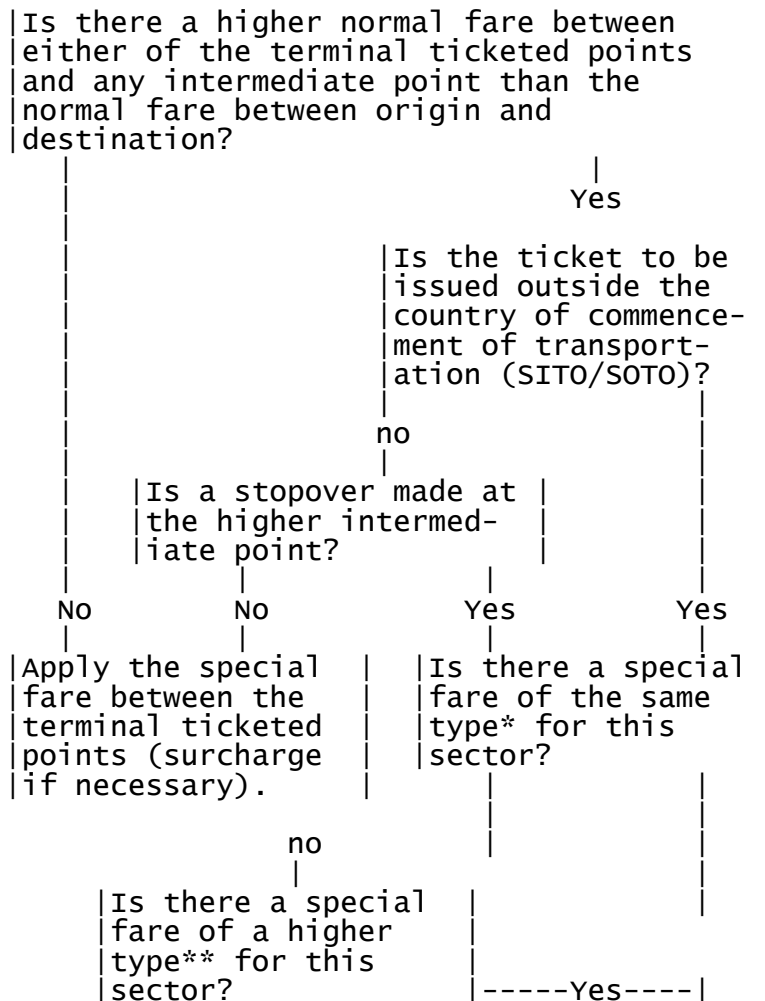
- (ix) A combined air/sea journey ticket purchased in advance may be used as a credit towards the purchase of the applicable round trip air fare.
- (g) Higher intermediate point fares
 - (1) Normal fares
 - (a) SITI/SOTI: If in any routing there is a direct route normal fare of the same class of service which is higher than the fares between:
 - (i) The point of origin and an intermediate stopover; or
 - (ii) An intermediate stopover and the point of destination; or
 - (iii) Any two intermediate stopovers apply the highest rated fare from or to such intermediate stopover, or between any intermediate stopovers, to the entire journey, subject to any applicable mileage surcharge.
 - Exception 1: when a journey originates in west Africa all points (whether a stopover or not) in Western Africa are subject to the higher intermediate fare point check, except that when travel is via a point(s) in Angola, Nigeria or Zaire only stopovers are to be checked.
 - Exception 2: when journey originates in Mozambique, all points (whether a stopover or not) are subject to the higher intermediate fare point check.
 - (b) SITO/SOTO: If in any routing there is a direct route normal fare of the same class of service which is higher than the fares between:
 - (i) The point of origin and an intermediate ticketed point

- in; or
 - (ii) An intermediate ticketed point in and the point of destination; or
 - (iii) Any two intermediate ticketed points apply the highest rated fare from or to such intermediate ticketed point, or between any intermediate ticketed points, to the entire journey, subject to any applicable mileage surcharge.
 - (c) when comparing normal fares in accordance with (a) and (b), the fares in the direction of travel shall be used, except that for the last fare component to the country of origin, the fare applicable to such fare component from the country of origin shall be used.
 - (d) when comparing normal fares of the same class of service in order to determine if there is a higher intermediate fare, the following sequence is to be followed:
 - (i) C class is compared with C class; if no C class, compare with Y class.
 - (ii) C class is compared with C class; if no C class, compare with y Class.
 - (iii) Y class is compared with Y class.
- (2) Special fares
The following applies when calculating 1/2 round trip special fares:
 - (a) If there is no higher normal fare between:
 - (i) Point of origin and any intermediate ticketed point; or
 - (ii) Destination point and any intermediate ticketed point, then the special fare (surcharged, if necessary) between origin and destination applies.
Exception: For SITI/SOTI journeys, the special fare must be raised to the level of such higher intermediate special fare only if a stopover is made at the intermediate

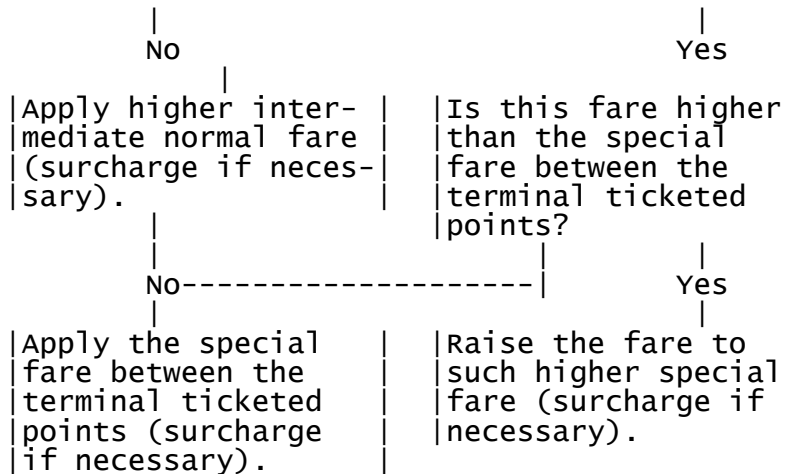
ticketed point;
except that:
(1) when a journey originates in West Africa all points (whether a stopover or not) in Western Africa are subject to the higher intermediate fare point check, except that when travel is via a point(s) in Angola, Nigeria or Zaire only stopovers are to be checked; and
(2) when a journey originates in Mozambique all points (whether a stopover or not) are subject to the higher intermediate fare point check.

- (b) If there is a higher normal fare between:
- (i) Point of origin and any intermediate ticketed point; or
 - (ii) Destination point and any intermediate ticketed point, then the special fare must be raised to the level of such higher normal fare (surcharged, if necessary); unless
 - (iii) The same or lower special fare of the same type exists between such points, in which case the special fare (Surcharged, if necessary) between origin and destination applies; or

- (iv) A higher special fare of the same type exists between such points in which case such higher special fare (surcharged, if necessary) applies.
- (c) when comparing special fares, fares of the same fare type shall mean the same class of service, the same seasonal application, the same general conditions, except ticket validity and minimum stay requirements, and limited to:
 - (i) Late booking fare or apex fare or PEX fare or excursion fare
 - (ii) GIT fare or individual it fare or excursion fare
 - (iii) Public group fare or excursion fare
- (d) The following is a "flow chart" illustration of the application of subparagraphs (2)(a)(b)(c), above:



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* Same type as the special fare published for the fare component (i.e., class of service, excursion fare, APEX fare, PEX fare, it fare, public group fare, it group fare - disregarding ticket validity or minimum stay requirement). In the event there is more than one special fare of the same type, the fare with conditions most similar to those of the special fare concerned is to be used for the comparison.

** This comparison shall be made within one of the fares subgroups shown below:

- | | | |
|----------------------|---------------|---------------|
| (1) | (2) | (3) |
| (a) Late booking; or | (A) GIT; or | (A) Group; or |
| (b) APEX; or | (B) ITX; or | (B) Excursion |
| (c) PEX; or | (C) Excursion | |
| (d) Excursion | | |

(H) Backhaul check (BHC)

SITI/SOTI/SOTO/SITO: if between the fare construction points travel is via a higher rated intermediate stopover point, the fare for such component shall be the higher of:

- (a) The applicable fare between the fare construction points, calculated as indicated in (g); or
- (b) The fare from the origin fare construction point of the fare component to the highest rated intermediate stopover point plus the difference between such fare and the direct route fare between the fare construction points.

example: A-B-C-D stopover taken at b if the fare is A-B is higher than the fare A-D then the backhaul would apply.

Note: for all transactions (SITI/SOTI/SOTO/SITO) the backhaul check will not apply where 1/2 round trip normal fares are used.

- (i) Directional minimum check (DMC)

for one way/open jaw journeys using one way fares and comprising of one or more fare components, apply the highest fare, in any direction, between all ticketed points within each fare component.

Exception: The directional minimum check will not apply to the following:

- (1) SITI transactions
- (2) Travel wholly within area 1 regardless of point of sale or ticketing.
- (3) Sale in area 1 for travel from area 1.
- (4) Sale in U.S.A. (including territories) for travel to these countries or for travel between foreign points.
- (5) Sale in Denmark/Norway/Sweden for travel from another of these countries.
- (6) Sale in Western Africa (except Angola/Nigeria/Zaire) for travel from another WESTERN African country other than Angola/Nigeria/Zaire.

(d) Mileage system

The maximum permitted mileage (MPM) published in connection with a fare governs the maximum distance a passenger is allowed to travel en route between two particular points at the direct through one way or half round trip fare. In order to determine whether a desired routing between two points is permissible at the through one way or half round trip fare, the following steps should be taken.

- (1) Determine the applicable MPM between the terminal points of the fare.
- (2) Add up the ticketed point mileages (tpm) between the cities on the itinerary, including all intermediate ticketed points. Intermediate points of through flights are not taken into account when computing mileages. The ticketed point mileages to be used to determine the actual mileage for the itinerary are those published in the international air transport association ticketed point mileage manual.

Note: "Ticketed points" are shown in the "good for passage" section of a passenger ticket. two flight numbers or two carriers (such as an interchange flight) are not permitted on the flight coupon. If on a through fare, a portion of the journey is to be travelled by means of surface transportation, the direct or lowest combination of currently published ticketed point mileages is to be used, whether or not air services exist over such sectors unless noted in permissible surface transportation. compare the total TPMS to the applicable MPM permitted at the direct fare between

the two points. If the total TPM'S are equal to or less than the MPM, the itinerary is allowed at the published direct fare.

- (3) If the total TPMS for a fare component exceed the MPM published in connection with a fare, a surcharge becomes necessary. Where the sum of the ticketed point mileages for the routing option is greater than the maximum permitted mileage, the direct route fare shall be surcharged in accordance with the following formula:

Divide the sum of the ticketed point Mileages by the maximum permitted Mileage. If the Result Is:	Then the fare shall be sur- charged By:
Over 1.00 but less than or equal to 1.05	5 percent
Over 1.05 but less than or equal to 1.10	10 percent
Over 1.10 but less than or equal to 1.15	15 percent
Over 1.15 but less than or equal to 1.20	20 percent
Over 1.20 but less than or equal to 1.25	25 percent

- (4) If the sum total of TPMS exceed the adjusted MPM shown at 25 percent in the excess mileage percentage table, the applicable fare will be the combination of two or more fares along the desired routing which produces the lowest fare.
- (5) extra mileage allowance are permitted in certain markets in addition to the published MPMS; however, only one extra mileage allowance is permitted in connection with a one way or half round trip fare component. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and apply only when shown on the ticket as ticketed points. The extra mileage allowance is deducted from the sum total of the TPMS before making the comparison between this total and the applicable MPMS.
- Fare components

Between	And	Allowance	Via
BR (Except SAO/CPQ)	US (Except FLL/MIA/ ORL/NYC)	900	SAO/CPQ/ MIA/FLL/ ORL/NYC

Rule 145 Currency Applications

Local Currency Fares and Charges

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

(A)

Afghanistan	Lebanon
Angola	Liberia
Anguilla	Madagascar
Antigua and Barbuda	Malawi
Argentina	Maldives
Bahamas	Mexico
Bangladesh	Mongolia
Barbados	Montserrat
Belize	Nicaragua
Bermuda	Nigeria
Bolivia	Palestinian Territory
Bonaire	Panama
Brazil	Paraguay
Burundi	Peru
Cambodia	Philippines
Cayman Islands	Rwanda
Chile	Saba
Colombia	Saint Eustatius
Congo, Dem. Rep. of	Saint Kitts
Costa Rica	and Nevis
Cuba	Saint Lucia
Dominica	Saint Vincent and
Dominican Republic	the Grenadines
Ecuador	Sao Tome and
El Salvador	Principe
Eritrea	Sierra Leone
Ethiopia	Somalia
Gambia	Suriname
Ghana	Tanzania, United
Grenada	Republic of
Guatemala	Timor Leste
Guinea	Trinidad and
Guyana	Tobago
Haiti	Uganda
Honduras	Ukraine
Indonesia	United States
Iraq	and U.S. Territories
Israel	Uruguay
Jamaica	Venezuela
Kenya	Vietnam
Laos	Zambia
	Zimbabwe

(B)

Albania
Armenia
Austria

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

- (2) All add-ons shall be established in the currency of the country concerned, or where agreed, in U.S. dollars or in Euro or in any other currency.

Combination of Local Currency Fares

To combine two or more local currency fares, convert all local currency fares into the currency of the country of commencement of transportation.

- Step 1: (a) Establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA rate of exchange (ROE) shown in the currency conversion table below for the country in which the currency is denominated.
(b) Calculate the resultant amount to two decimal places, ignoring any further decimal places.
- Step 2: Add the resultant NUC amounts for the sectors involved.

- Step 3:
- (a) Established the through local currency fare by multiplying the total NUC amounts (derived from steps 1, 2, and 3 above) by the IATA rate of exchange (roe) shown in the currency conversion table below for the country of commencement of travel.
 - (b) Calculate the resultant amount of one decimal place beyond the number of decimal places shown next to the local currency in the conversion table below, ignoring any further decimal places.
 - (c) Round up to the next higher rounding unit shown next to the local currency in the currency conversion table, unless otherwise indicated.

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

Other Charges

Other charges shall be separately converted to the currency of the country of sale using the bankers' selling rate using the rounding units shown next to other charges in the currency conversion table.

MCOs for Unspecified Transportation and PTAs

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

Currency Table

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

Local Currency Rounding Table

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

Currency Table

Abu Dhabi

(See United Arab Emirates)

Afghanistan

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

Albania

Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01

Algeria

Algerian Dinar DZD ROE:119.700963 Note -
Round Up: Local Currency - 1 Other Charges - 1

American Samoa

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

Angola

US Dollar USD ROE:1.0 Note D

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Round Up: Local Currency - 1	Other Charges - 0.1
Anguilla	
US Dollar	USD ROE:1.0 Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Antigua and Barbuda	
US Dollar	USD ROE:1.0 Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Argentina	
US Dollar	USD ROE:1.0 Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Armenia	
Euro	EUR ROE:.888299 Note E
Round Up: Local Currency - 1	Other Charges - 0.1
Aruba	
Aruban Guilder	AWG ROE:1.8000000 Note -
Round Up: Local Currency - 1	Other Charges - 1
Australia	
Australian Dollar	AUD ROE:1.432645 Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Austria	
Euro	EUR ROE:.888299 Note -
Round Up: Local Currency - 1	Other Charges - 0.01
Azerbaijan	
Euro	EUR ROE:.888299 Note E
Round Up: Local Currency - 1	Other Charges - 0.1
Bahamas	
US Dollar	USD ROE:1.0 Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Bahrain	
Bahraini Dinar	BHD ROE:.376100 Note -
Round Up: Local Currency - 1	Other Charges - 1
Bangladesh	
US Dollar	USD ROE:1.0 Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Barbados	
US Dollar	USD ROE:1.0 Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Belarus	
Euro	EUR ROE:.888299 Note E
Round Up: Local Currency - 1	Other Charges - 0.1
Belgium	
Euro	EUR ROE:.888299 Note -
Round Up: Local Currency - 1	Other Charges - 0.01
Belize	
US Dollar	USD ROE:1.0 Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Benin, Rep. of	
CFA Franc	XOF ROE:582.686007 Note -
Round Up: Local Currency - 100	Other Charges - 100
Bermuda	
US Dollar	USD ROE:1.0 Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Bhutan	
Ngultrum	BTN ROE:69.344359 Note -
Round Up: Local Currency - 1	Other Charges - 1
Bolivia	

Tariff: TW2
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US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Bonaire			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Bosnia and Herzegovina			
Euro	EUR	ROE:.888299	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Botswana			
Pula	BWP	ROE:11.007161	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Brazil			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
British Virgin Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Brunei Darussalam			
Brunei Dollar	BND	ROE:1.366139	Note -
Round Up: Local Currency - 1			Other Charges - 1
Bulgaria			
Euro	EUR	ROE:.888299	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Burkina Faso			
CFA Franc	XOF	ROE:582.686007	Note -
Round Up: Local Currency - 100			Other Charges - 100
Burundi			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Cambodia			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 1.0
Cameroon			
CFA Franc	XAF	ROE:582.686007	Note -
Round Up: Local Currency - 100			Other Charges - 100
Canada			
Canadian Dollar	Cad	ROE:1.339292	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cape Verde			
Euro	EUR	ROE:.888299	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Cayman Islands			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Central African Republic			
CFA Franc	XAF	ROE:582.696007	Note -
Round Up: Local Currency - 100			Other Charges - 100
Chad			
CFA Franc	XAF	ROE:582.686007	Note -
Round Up: Local Currency - 100			Other Charges - 100
Chile			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
China			

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Yuan Renminbi	CNY	ROE:6.909927	Note -
Round Up: Local Currency - 10			Other Charges - 1
Chinese Taipei			
Dollar	TWD	ROE:31.396602	Note -
Round Up: Local Currency - 1			Other Charges - 0.5
Colombia			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Comoros			
Comoro			
Franc	KMF	ROE:437.014505	Note -
Round Up: Local Currency - 100			Other Charges - 50
Congo (Brazzaville)			
CFA Franc	XAF	ROE:582.686007	Note -
Round Up: Local Currency - 100			Other Charges - 100
Congo (Kinshasa)			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cook Islands			
New Zealand			
Dollar	NZD	ROE:1.511449	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Costa Rica			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cote D'Ivoire			
CFA Franc	XOF	ROE:582.686007	Note -
Round Up: Local Currency - 100			Other Charges - 100
Croatia			
Euro	EUR	ROE:.888299	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Cuba			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Curacao			
Netherlands			
Antilles			
Guilder	ANG	ROE:1.790000	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cyprus			
Euro	EUR	ROE:.888299	Note -
Round Up: Local Currency - 1			Other Charges - 0.05
Czech			
Republic			
Czech Koruna	CZK	ROE:22.838593	Note -
Round Up: Local Currency - 1			Other Charges - 1
Denmark			
Danish Krone	DKK	ROE:6.633619	Note -
Round Up: Local Currency - 5			Other Charges - 1
Djibouti			
Djibouti Franc	DJF	ROE:177.721000	Note -
Round Up: Local Currency - 100			Other Charges - 100
Dominica			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Dominican			
Republic			
US Dollar	USD	ROE:1.0	Note D

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Round Up: Local Currency - 1	Other Charges - 0.1
Ecuador	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Egypt	
Egyptian Pound EGP ROE:17.880000	Note -
Round Up: Local Currency - 1	Other Charges - 1
El Salvador	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Equatorial Guinea	
CFA Franc XAF ROE:582.686007	Note -
Round Up: Local Currency - 100	Other Charges - 100
Eritrea	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Estonia	
Euro EUR ROE:.888299	Note -
Round Up: Local Currency - 5	Other Charges - 0.1
Ethiopia	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - .	Other Charges - 0.1
European M. Union	
Euro EUR ROE:.888299	Note -
Round Up: Local Currency - 1	Other Charges - 0.5
Falkland Islands	
Falkland Islands Pound FKP ROE:.787961	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Faroe Islands	
Danish Krone DKK ROE:6.633619	Note -
Round Up: Local Currency - 5	Other Charges - 0.1
Fiji	
Fiji Dollar FJD ROE:2.167769	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Finland	
Euro EUR ROE:.888299	Note -
Round Up: Local Currency - 1	Other Charges - 0.01
France	
Euro EUR ROE:.888299	Note -
Round Up: Local Currency - 1	Other Charges - 0.01
French Guiana	
Euro EUR ROE:.888299	Note -
Round Up: Local Currency - 1	Other Charges - 0.01
French Polynesia	
CFP Franc XPF ROE:106.002240	Note -
Round Up: Local Currency - 5	Other Charges - 1
Gabon	
CFA Franc XAF ROE:582.686007	Note -
Round Up: Local Currency - 100	Other Charges - 100
Gambia	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Georgia	
Euro EUR ROE:.888299	Note E
Round Up: Local Currency - 1	Other Charges - 0.1
Germany	
Euro EUR ROE:.888299	Note -

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Round Up: Local Currency - 1 Other Charges - 0.01
Ghana
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Gibraltar
Gibraltar
Pound GIP ROE:.787961 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Greece
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 100 Other Charges - 10
Greenland
Danish Krone DKK ROE:6.633619 Note -
Round Up: Local Currency - 5 Other Charges - 1
Grenada
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Guadeloupe
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Guam
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Guatemala
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Guinea
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Guinea-Bissau
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Guyana
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 1
Haiti
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Honduras
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Hong Kong
Hong Kong Dollar HKD ROE:7.840588 Note -
Round Up: Local Currency - 10 Other Charges - 1
Hungary
Forint HUF ROE:286.079249 Note -
Round Up: Local Currency - 10 Other Charges - 10
Iceland
Iceland Krone ISK ROE:124.101625 Note -
Round Up: Local Currency - 100 Other Charges - 10
India
Indian Rupee INR ROE:69.344359 Note -
Round Up: Local Currency - 5 Other Charges - 1
Indonesia
Indonesian Rupiah IDR ROE:14354.200000 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Iran, Islamic
Republic of

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Iranian Rial IRR ROE:110241.000000 Note -
Round Up: Local Currency - 100 Other Charges - 100
Iraq
Iraq Dinar IQD ROE:1196.998378 Note D
Round Up: Local Currency - 0.1 Other Charges - 0.05
Ireland
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Israel
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Italy
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Jamaica
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Japan
Yen JPY ROE:108.210074 Note -
Round Up: Local Currency - 100 Other Charges - 10
Jordan
Jordanian Dinar JOD ROE:.709000 Note -
Round Up: Local Currency - 1 Other Charges - 0.05
Kazakhstan
Tenge KZT ROE:383.850000 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Kenya
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Kiribati
Australian Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Korea,
Democratic
People's
Republic of
North Korean
Won KPW ROE:107.250000 Note -
Round Up: Local Currency - 1 Other Charges - 1
Korea,
Republic of
Korean Won KRW ROE:1128.635244 Note -
Round Up: Local Currency - 100 Other Charges - 100
Kuwait
Kuwait Dinar KWD ROE:.304962 Note -
Round Up: Local Currency - 1 Other Charges - 0.05
Kyrgyzstan
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Laos, People's
Democratic
Republic of
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Latvia
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1

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Lebanon
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Lesotho
Loti LSL ROE:14.694945 Note -
Round Up: Local Currency - 10 Other Charges - 0.1
Liberia
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Libyan Arab
Jamahiriya
Libyan Dinar LYD ROE:1.420540 Note -
Round Up: Local Currency - 0.1 Other Charges - 0.05
Lithuania
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Luxembourg
Luxembourg
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Macao
Pataca MOP ROE:8.075805 Note -
Round Up: Local Currency - 10 Other Charges - 1
Macedonia, the
Former Yugoslav
Republic of
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Madagascar
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 100 Other Charges - 50
Malawi
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Malaysia
Malaysian
Ringgit MYR ROE:4.165836 Note -
Round Up: Local Currency - 1 Other Charges - 1
Maldives
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Mali
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Malta
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Marshall Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Martinique
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Mauritania
Ouguiya MRO ROE:369.921158 Note -
Round Up: Local Currency - 20 Other Charges - 10
Mauritius
Mauritius Rupee MUR ROE:36.799593 Note -

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Round Up: Local Currency - 5 Other Charges - 1
Mayotte
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Mexico
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Micronesia
US Dollar USD ROE:1.00 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Moldova,
Republic of
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Monaco
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Mongolia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Montenegro
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Montserrat
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Morocco
Moroccan Dirham MAD ROE:9.719251 Note -
Round Up: Local Currency - 5 Other Charges - 1
Mozambique
Metical MZM ROE:62.910000 Note -
Round Up: Local Currency - 10000 Other Charges - 10000
Myanmar
Kyat MMK ROE:1546.516236 Note D
Round Up: Local Currency - 1 Other Charges - 1
Namibia
Namibian Dollar NAD ROE:14.694945 Note -
Round Up: Local Currency - 10 Other Charges - 1
Nauru
Australian
Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Nepal
Nepalese Rupee NPR ROE:110.950975 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Netherlands
Netherlands
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Netherlands
Antilles
Netherlands
Antillean
Guilder ANG ROE:1.790000 Note -
Round Up: Local Currency - 1 Other Charges - 1
New Caledonia
CFP Franc XPF ROE:106.002240 Note -
Round Up: Local Currency - 100 Other Charges - 10

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New Zealand
New Zealand
Dollar NZD ROE:1.511449 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Nicaragua
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Niger
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Nigeria
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Niue
New Zealand Dollar NZD ROE:1.511449 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Norfolk Island
Australian Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Northern
Mariana Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Norway
Norwegian Krone NOK ROE:8.695266 Note -
Round Up: Local Currency - 5 Other Charges - 1
Occupied Palestinian Territory
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Oman
Rial Omani OMR ROE:.384500 Note -
Round Up: Local Currency - 1 Other Charges - 1
Pakistan
Pakistan Rupee PKR ROE:148.387683 Note -
Round Up: Local Currency - 10 Other Charges - 1
Palau
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Panama
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Papua New Guinea
Kina PGK ROE:3.459640 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Paraguay
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Peru
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Philippines
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Poland
Pln PLN ROE:3.799713 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Portugal
Portuguese

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Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Puerto Rico
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Qatar
Qatari Rial QAR ROE:3.640000 Note -
Round Up: Local Currency - 10 Other Charges - 10
Reunion
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Romania
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Russian
Federation
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Rwanda
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saba
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Helena
Saint Helena
Pound SHP ROE:.787961 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Kitts and
Nevis
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Lucia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Maarten
Guilder Netherlands ANG ROE:1.790000 Note -
Antilles
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Pierre and
Miquelon
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 0.01 Other Charges - 0.01
Saint Vincent and
the Grenadines
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Samoa
Tala WST ROE:2.713072 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Sao Tome and
Principe
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saudi Arabia
Saudi Riyal SAR ROE:3.750000 Note -
Round Up: Local Currency - 1 Other Charges - 1
Senegal

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CFA Franc	XOF	ROE:582.686007	Note -
Round Up: Local Currency - 100			Other Charges - 100
Serbia			
Euro	EUR	ROE:.888299	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Seychelles			
Seychelles			
Rupee	SCR	ROE:14.529489	Note -
Round Up: Local Currency - 1			Other Charges - 1
Sierra Leone			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Singapore			
Singapore			
Dollar	SGD	ROE:1.366139	Note -
Round Up: Local Currency - 1			Other Charges - 1
Slovakia			
Euro	EUR	ROE:.888299	Note -
Round Up: Local Currency - 1			Other Charges - 1
Slovenia			
Euro	EUR	ROE:.888299	Note -
Round Up: Local Currency - 100			Other Charges - 1
Solomon Islands			
Solomon Islands			
Dollar	SBD	ROE:8.481025	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Somalia			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
South Africa			
Rand	ZAR	ROE:14.694945	Note -
Round Up: Local Currency - 10			Other Charges - 1
South Sudan			
South Sudanese Pound	SSP	ROE:157.810800	Note G
Round Up: Local Currency - 1			Other Charges - 1
Spain			
Euro	EUR	ROE:.888299	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Sri Lanka			
Sri Lanka Rupee	LKR	ROE:177.065044	Note -
Round Up: Local Currency - 100			Other Charges - 1
Sudan			
Sudanese Dinar	SDG	ROE:45.225000	Note G
Round Up: Local Currency - 1			Other Charges - 1
Suriname			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Swaziland			
Lilangeni	SZL	ROE:14.557967	Note -
Round Up: Local Currency - 10			Other Charges - 1
Sweden			
Swedish Krone	SEK	ROE:9.438611	Note -
Round Up: Local Currency - 5			Other Charges - 1
Switzerland			
Swiss Franc	CHF	ROE:.992589	Note -
Round Up: Local Currency - 1			Other Charges - 0.5
Syrian Arab Republic			

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Syrian Pound	SYP	ROE:436.000000	Note G
Round Up: Local Currency - 1		Other Charges - 1	
Tajikistan			
Euro	EUR	ROE:.888299	Note E
Round Up: Local Currency - 1		Other Charges - 0.1	
Tanzania, United Republic of			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1	
Thailand			
Baht	THB	ROE:31.839020	Note -
Round Up: Local Currency - 5		Other Charges - 5	
Timor - Leste			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 5		Other Charges - 0.1	
Togo			
CFA Franc	XOF	ROE:582.686007	Note -
Round Up: Local Currency - 100		Other Charges - 100	
Tonga			
Pa'anga	TOP	ROE:2.352005	Note -
Round Up: Local Currency - 1		Other Charges - 0.1	
Trinidad and Tobago			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1	
Tunisia			
Tunisian Dinar	TND	ROE:3.095804	Note -
Round Up: Local Currency - 0.5		Other Charges - 0.5	
Turkey			
Turkish Lira	Try	ROE:5.866640	Note D
Round Up: Local Currency - 1		Other Charges - 0.1	
Turkmenistan			
New Manat	TMT	ROE:3.500000	Note D
Round Up: Local Currency - 1		Other Charges - 0.1	
Turks and Caicos Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1		Other Charges - 0.1	
Tuvalu			
Australian Dollar	AUD	ROE:1.432645	Note -
Round Up: Local Currency - 1		Other Charges - 0.1	
Uganda			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1	
Ukraine			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1	
United Arab Emirates (Comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras-El-Khaimah, Sharjah, Umm Al Qaiwain)			
UAE Dirham	AED	ROE:3.672750	Note -
Round Up: Local Currency - 10		Other Charges - 10	

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United Kingdom				
Pound Sterling	GBP	ROE:.787961	Note -	
Round Up: Local Currency - 1			Other Charges - 0.1	
United States				
US Dollar	USD	ROE:1.0	Note -	
Round Up: Local Currency - 1			Other Charges - 0.1	
Uruguay				
US Dollar	USD	ROE:1.0	Note D	
Round Up: Local Currency - 1			Other Charges - 0.1	
Uzbekistan				
Euro	EUR	ROE:.888299	Note E	
Round Up: Local Currency - 1			Other Charges - 0.1	
Vanuatu				
Vatu	VUV	ROE:114.140000	Note -	
Round Up: Local Currency - 100			Other Charges - 10	
Venezuela				
US Dollar	USD	ROE:1.0	Note D	
Round Up: Local Currency - 1			Other Charges - 0.1	
Viet Nam				
US Dollar	USD	ROE:1.0	Note D	
Round Up: Local Currency - 1			Other Charges - 0.1	
Wallis and Futuna Islands				
CFP Franc	XPF	ROE:106.002240	Note -	
Round Up: Local Currency - 100			Other Charges - 10	
Yemen, Republic of				
Yemini Rial	YER	ROE:250.000000	Note G	
Round Up: Local Currency - 1			Other Charges - 0.1	
Zambia				
US Dollar	USD	ROE:1.0	Note D	
Round Up: Local Currency - 1			Other Charges - 0.1	
Zimbabwe				
Zimbabwe Dollar	USD	ROE:1.0	Note -	
Round Up: Local Currency - 1			Other Charges - 0.1	

Notes:

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

Local Currency Rounding Table

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

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unless otherwise shown:

Afghanistan		
Afghani	AFA	Note -
Round Up: Local Currency - 1		Other Charges - 1
Albania		
Lek	All	Note -
Round Up: Local Currency - 1		Other Charges - 1
Angola		
Kwanza	AOK	Note -
Round Up: Local Currency - 1000000		Other Charges - 0.1
Kwanza		
Reajustado	AOR	Note -
Round Up: Local Currency - 100		Other Charges - 100
Anguilla		
EC Dollar	XCD	Note 3
Round Up: Local Currency - 1		Other Charges - 0.1
Antigua and Barbuda		
EC Dollar	XCD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Argentina		
Argentine Peso	ARS	Note 1,3
Round Up: Local Currency - 1000		Other Charges - 1000
Armenia		
Armenian Dram	AMD	Note -
Round Up: Local Currency - 100		Other Charges - 10
Azerbaijan		
Azerbaijani		
Manat	AZM	Note -
Round Up: Local Currency - 100		Other Charges - 10
Bahamas		
Bahamian Dollar	BSD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Bangladesh		
Taka	BDT	Note -
Round Up: Local Currency - 1		Other Charges - 1
Barbados		
Barbados Dollar	BBD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Belarus		
Belarussian		
Ruble	BYB	Note -
Round Up: Local Currency - 100		Other Charges - 10
Belize		
Belize Dollar	BZD	Note 1
Round Up: Local Currency - 1		Other Charges - 0.1
Bermuda		
Bermudian		
Dollar	BMD	Note 3
Round Up: Local Currency - 1		Other Charges - 0.1
Bolivia		
Boliviano	BOB	Note 1
Round Up: Local Currency - 1		Other Charges - 0.1
Bosnia and Herzegovina		
Dinar	Bad	Note -
Round Up: Local Currency - 1		Other Charges - 1

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Brazil			
Brazilian Real	BRL	Note 1,2	
Round Up: Local Currency - 1		Other Charges - 1	
Burundi			
Burundi Franc	BIF	Note -	
Round Up: Local Currency - 10		Other Charges - 5	
Bulgaria			
Lev	BGL	Note -	
Round Up: Local Currency - 1		Other Charges - 1	
Cambodia			
Riel	KHR	Note -	
Round Up: Local Currency - 10		Other Charges - 10	
Cape Verde			
Cape Verde			
Escudo	CVE	Note -	
Round Up: Local Currency - 100		Other Charges - 100	
Cayman Islands			
Cayman Island			
Dollar	KYD	Note 3	
Round Up: Local Currency - 0.1		Other Charges - 0.1	
Chile			
Chilean Peso	CLP	Note 1	
Round Up: Local Currency - 1		Other Charges - 1	
Colombia			
Colombian Peso	Cop	Note 1	
Round Up: Local Currency - 100		Other Charges - 100	
Costa Rica			
Costa Rican			
Colon	CRC	Note 1	
Round Up: Local Currency - 10		Other Charges - 10	
Croatia			
Croatian Kuna	HRK	Note 3	
Round Up: Local Currency - 1		Other Charges - 1	
Cuba			
Cuban Peso	CUP	Note -	
Round Up: Local Currency - 1		Other Charges - 0.1	
Dominica			
EC Dollar	XCD	Note -	
Round Up: Local Currency - 1		Other Charges - 0.1	
Dominican Republic			
Dominican Peso	DOP	Note -	
Round Up: Local Currency - 1		Other Charges - 0.1	
Ecuador			
Sucre	ECS	Note 1,3	
Round Up: Local Currency - 1		Other Charges - 0.1	
El Salvador			
El Salvador			
Colon	SVC	Note -	
Round Up: Local Currency - 1		Other Charges - 1	
Eritrea			
Ethiopian Birr	ETB	Note -	
Round Up: Local Currency - 1		Other Charges - 1	
Estonia			
Kroon	EEK	Note -	
Round Up: Local Currency - 1		Other Charges - 0.1	
Ethiopia			

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Ethiopian Birr	ETB	Note -
Round Up: Local Currency - 1		Other Charges - 1
Gambia		
Dalasi	GMD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Georgia		
Lari	GEL	Note -
Round Up: Local Currency - 100		Other Charges - 10
Ghana		
Cedi	GHC	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Grenada		
EC Dollar	XCD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Guatemala		
Quetzal	GTQ	Note 3
Round Up: Local Currency - 1		Other Charges - 0.1
Guinea		
Guinea Franc	GNF	Note -
Round Up: Local Currency - 100		Other Charges - 100
Guyana		
Guyana Dollar	GYD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Haiti		
Gourde	HTG	Note -
Round Up: Local Currency - 1		Other Charges - 0.5
Honduras		
Lempira	HNL	Note 1
Round Up: Local Currency - 1		Other Charges - 0.2
Indonesia		
Rupiah	IDR	Note -
Round Up: Local Currency - 100		Other Charges - 100
Israel		
Shekel	ILS	Note 3
Round Up: Local Currency - 1		Other Charges - 1
Jamaica		
Jamaican Dollar	JMD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Kazakhstan		
Kazakhstan		
Tenge	KZT	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Kenya		
Kenyan Shilling	KES	Note -
Round Up: Local Currency - 5		Other Charges - 5
Kyrgyzstan		
Som	KGS	Note -
Round Up: Local Currency - 1		Other Charges - .1
Laos, People's Democratic Republic of		
Kip	LAK	Note -
Round Up: Local Currency - 10		Other Charges - 10
Latvia		
Latvian Lats	LVL	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Lebanon		
Lebanese Pound	LBP	Note -

Round Up: Local Currency - 100	Other Charges - 100
Liberia	
Liberian Dollar LRD	Note -
Round Up: Local Currency - 100	Other Charges - 100
Lithuania	
Lithuanian Litas LTL	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Macedonia, the Former Yugoslav Republic of	
Dener MKD	Note 3
Round Up: Local Currency - 1	Other Charges - 1
Madagascar	
Malagasy Franc MGF	Note -
Round Up: Local Currency -1000	Other Charges - 50
Malawi	
Kwacha MWK	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Maldives	
Rufiyaa MVR	Note 1
Round Up: Local Currency - 1	Other Charges - 1
Mexico	
Mexican Peso MXN	Note -
Round Up: Local Currency - 1	Other Charges - 1
Moldova, Republic of	
Moldovan Leu MDL	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Mongolia	
Tugrik MNT	Note -
Round Up: Local Currency - -	Other Charges - -
Montserrat	
EC Dollar XCD	Note 3
Round Up: Local Currency - 1	Other Charges - 0.1
Nepal	
Nepalese Rupee NPR	Note -
Round Up: Local Currency - 1	Other Charges - 1
Nicaragua	
Cordoba Oro NIO	Note 1
Round Up: Local Currency - 1	Other Charges - 1
Nigeria	
Naira NGN	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Panama	
Balboa PAB	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Paraguay	
Guarani PYG	Note 1
Round Up: Local Currency - 1000	Other Charges - 1000
Peru	
Nuevo Sol PES	Note -
Round Up: Local Currency - 0.1	Other Charges - 0.1
Philippines	
Philippine Peso PHP	Note -
Round Up: Local Currency - 1	Other Charges - 1
Poland	
Zloty PLN	Note -

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Round Up: Local Currency - 1	Other Charges - 0.1
Romania	
Leu ROL	Note -
Round Up: Local Currency - 1	Other Charges - 1
Russian Federation	
Belarussian Ruble BYB	Note -
Round Up: Local Currency - 100	Other Charges - 10
Rwanda	
Rwanda France RWF	Note -
Round Up: Local Currency - 10	Other Charges - 5
Saint Kitts and Nevis	
EC Dollar XCD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Saint Lucia	
EC Dollar XCD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Saint Vincent and the Grenadines	
EC Dollar XCD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Sao Tome and Principe	
Dobra Std	Note -
Round Up: Local Currency - 10	Other Charges - 10
Sierra Leone	
Leone SLL	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Somalia	
Somali Shilling SOS	Note -
Round Up: Local Currency - 1	Other Charges - 1
Surinam	
Surinam Guilder SRG	Note -
Round Up: Local Currency - 1	Other Charges - 1
Tajikistan	
Tasik Ruble TJR	Note -
Round Up: Local Currency - 100	Other Charges - 10
Tanzania, United Republic of	
Tanzanian Shilling TZS	Note -
Round Up: Local Currency - 10	Other Charges - 10
Trinidad and Tobago	
Trinidad and Tobago Dollar TTD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Turkey	
Turkish Lira TRL	Note -
Round Up: Local Currency - 1000	Other Charges - 100
Turkmenistan	
Turkmenistan Manat TMM	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Uganda	

Uganda Shilling	UGX	Note -
Round Up: Local Currency - 1		Other Charges - 1
Ukraine		
Hryvnia	UAH	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Uruguay		
Uruguayo Peso	UYU	Note -1,3
Round Up: Local Currency - 100		Other Charges - 100
Uzbekistan		
Uzbekistan		
Sum	UZS	Note -
Round Up: Local Currency - 100		Other Charges - 10
Venezuela		
Bolivar	VEB	Note -
Round Up: Local Currency - 10		Other Charges - 10
Viet Nam		
Dong	VND	Note -
Round Up: Local Currency - 1		Other Charges - 1
Yemen,		
Republic of		
Yemeni Rial	YER	Note -
Round Up: Local Currency - 1		Other Charges - 1
Yugoslavia		
New Dinar	YUM	Note 4
Round Up: Local Currency - 1		Other Charges - 1
Zaire		
New Zaire	ZRN	Note -
Round Up: Local Currency - 1		Other Charges - 0.05
Zambia		
Kwacha	ZMK	Note -
Round Up: Local Currency - 1		Other Charges - 5

Notes:

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

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