(See NOTICE on Page BW-9 hereof)

9th Revised Title Page
Cancels 8th Revised Title Page

AIRLINE TARIFF PUBLISHING COMPANY, AGENT
INTERNATIONAL PASSENGER RULES AND FARES
TARIFF NO. BW-1

CONTAINING LOCAL AND JOINT
RULES, FARES AND CHARGES ON BEHALF OF

CARIBBEAN AIRLINES LTD

APPLICABLE TO THE

TRANSPORTATION OF PASSENGERS
AND BAGGAGE BETWEEN POINTS IN THE

UNITED STATES/CANADA

AND POINTS IN

AREA 1

FOR LIST OF PARTICIPATING CARRIERS, SEE INTERNATIONAL PASSENGER GOVERNING TARIFF NO. IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

Departure from the terms of Section 221.59 of Economic Regulations authorized by the Department of Transportation (9673).

Departure from the terms of Sections 221.22(d), 221.32, 221.111(c) and 221.240 of its Economic Regulations authorized by the Department of Transportation (9734).
Departure from the terms of Section 221.114 of its Economic Regulations authorized by the Department of Transportation (9737).
Departure from the terms of Sections 221.110 and 221.113 of its Economic Regulations authorized by the Department of Transportation (9728).
Departure from the terms of Section 221.59 of its Economic Regulations authorized by the Department of Transportation (9673).
Departure from the terms of Section 221.35 of its Economic Regulations authorized by the Department of Transportation (9700).

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

FOR EXPLANATION OF ABBREVIATIONS, REFERENCE MARKS AND SYMBOLS USED BUT UNEXPLAINED HEREON, SEE PAGES BW-15 THROUGH BW-22.

ISSUED:	Issued by: +[C]WILLIAM J. ANDRES, PRESIDENT AIRLINE TARIFF PUBLISHING COMPANY, AGENT DULLES INTERNATIONAL AIRPORT P.O. BOX 17415 WASHINGTON, D.C. 20041	EFFECTIVE:
JANUARY 30, 2008		MARCH 15 2008 (EXCEPT AS NOTED) (Original Tariff) Effective DECEMBER 10, 1987

(Printed in U.S.A.)

+ - Effective January 31, 2008 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 23599.

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. BW-1

1st Revised Page BW-1
Cancels Original Page BW-1

CORRECTION NUMBER CHECK SHEET

EACH TIME REVISED OR ADDITIONAL ORIGINAL PAGES ARE RECEIVED, CHECK MARKS SHOULD BE MADE ON THE CHECK SHEET OPPOSITE THE CORRECTION NUMBERS CORRESPONDING TO THOSE APPEARING IN THE LOWER RIGHT HAND CORNER OF THE REVISED OR ADDITIONAL ORIGINAL PAGES. IF PAGES SHOULD NOT BE RECEIVED BEARING CONSECUTIVE CORRECTION NUMBERS THE ISSUING AGENT SHOULD BE REQUESTED TO FURNISH THE PAGE BEARING THE CORRECTION NUMBER FOR WHICH A PAGE HAS NOT BEEN RECEIVED.

▲ CORRECTION NUMBERS

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For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-21

ISSUED: October 4, 1989 | **EFFECTIVE:** December 3, 1989

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For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-21

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(Printed in U.S.A.)

RULE

CARIBBEAN AIRLINES LTD.
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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

NOTICE

Rules, fares and provisions applicable via BM were formerly published in Passenger Rules Tariff No. PR-3, C.A.B. No. 55, NTA(A) No. 46 and Western Hemisphere Passenger Fares Tariff No. P-NS-5, C.A.B. No. 101, NTA(A) No. 76 issued by Official Airline Guides, Inc., Agent and transferred herein effective December 10, 1987.

LIST OF PARTICIPATING CARRIERS

This tariff is issued and filed with the National Transportation Agency (Air) of Canada and the U.S.
C Department of Transportation by Airline Tariff Publishing Company, Agent, for and on behalf of [C]Caribbean Airlines, Ltd. and other participating carriers under their powers of attorney and concurrences filed with the National Transportation Agency (Air) of Canada and the U.S. Department of Transportation as set forth in International Passenger Governing Tariff No. IPGT-1, NTA(A) No. 373, C.A.B. No. 581 issued by Airline Tariff Publishing Company, Agent.

†List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

PARTICIPATING CARRIER CANCELLATION

Air Viriginia (Flight America, Inc. D/B/A) (CE); Mid Pacific Airlines, Inc. (HO); Omniflight Helicopter (OM) eliminated as participating carriers in this tariff and all provisions published in connection with said carriers effective August 26, 1988 by 2nd Revised Page BW-14 Air Midwest, Inc. (ZV); Britt Airways, Inc. (RU); Caribbean Express, Inc. (WH); Florida Express, Inc. (ZO); LA Heliopter, Inc. (RH); pilgrim Airlines (Pilgrim Aviation & airlines, Inc. D/B/A) (PM); Princeton Air Link Corporation (IV); RMA, Inc. (Rocky Mountain Airways, Inc. D/B/A) (JC); Tennessee Airways, Inc. (ZN); cancelled as participating carriers in this tariff and all provisions published in connection with said carriers cancelled effective January 17, 1989 by 3rd Revised Page BW-14.

SUBSTITUTION NOTICE

The carrier named in Column 1 having taken over the tariffs, etc. of the carrier named in Column 2 by Adoption Notice as shown Columns 3 and 4, is hereby substituted for the carrier in Column 2, whenever the latter appears in this tariff (as amended).

	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	Adopting Carrier	Adopted Carrier	As per Adoption Notice C.A.B.	As per Adoption Noticed NTA(A)
	British Airways Plc	British Caledonian Airways Limited	No. 2	-
	Canadian Airlines International	Canadian Pacific Air Lines, Limited/ Pacific Western Airlines, Ltd.	No. 1	-
	P.T. Garuda Indonesia	P.T. Garuda Indonesian Airways	No. 1	-
	USAIR, Inc. D/B/A/ USAIR	Pacific Southwest airlines	No. 2	-
C	[N]Caribbean Airlines Ltd.	BWIA West Indies Airlines Ltd.	-	No. 1

(Continued on next page)

INDEX OF POINTS OF ORIGIN AND DESTINATION

Points of origin and destination are arranged alphabetically throughout the tariff as follows:

(1) Points of origin and destination in the table of arbitraries are arranged alphabetically as sideline points under each gateway city (gateway cities are listed in the Table of Contents).

(2) (a) Foreign points of origin and destination in the table of international fares are arranged as follows:
  (i) South America
  (ii) Central America
  (iii) Caribbean
  (b) Under the areas South America and Central America, fares are arranged alphabetically by country and under each country fares are arranged alphabetically by city.
  (c) Under the area Caribbean, fares are arranged alphabetically by city.

(3) Fares to/from Canada appear prior to all other fares.

(Continued on next page)

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†Alphabetical List of Points Served, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION I— GENERAL RULES
1	DEFINITIONS

ADVANCE PURCHASE PERIOD means the minimum period before departure (including day of departure) by which reservations, full payment and ticketing must be completed.

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

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

BAGGAGE CHECK means those portions of the ticket which provide for the carriage of passenger's checked baggage and which are issued by Carrier as a receipt for passenger's checked baggage.

BAGGAGE 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.

CARIBBEAN AREA means Anguilla, Antigua, Bahamas, Barbados, Bermuda, Cayman Islands, Cuba, Dominica, Dominican Republic, French Guiana, Grenada, Guadeloupe, Guyana, Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, Nevis, Puerto Rico, St. Kitts, St. Lucia, St. Maarten/St. Martin/St. Vincent, Surinam, Trinidad/Tobago, Venezuela, Virgin Islands

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

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

CENTRAL AMERICA means the area comprising Belize, the Canal Zone, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua and the Republic of Panama.

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

CIRCLE TRIP means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be travelled by any other means of transportation without prejudice to the circle trip.

CIVIL AERONAUTICS BOARD means Department of Transportation.

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

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

CONTINENTAL U.S.A., or Continental United States, each means the District of Columbia and all states of the United States other than Alaska and Hawaii.

CONVENTION means the Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw, October 12, 1929, or that Convention as amended by the Hague Protocol, 1955, whichever may be applicable to carriage hereunder.

(Continued on next page)

RULE

SECTION I— GENERAL RULES

1

DEFINITIONS (Continued)

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

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

DOMESTIC CARRIAGE means (except as otherwise specified) carriage in which, according to the contract or carriage, the place of departure, the place of destination or stopover, and the entire transportation are within the sovereign state.

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.

FRENCH GOLD FRANCS means francs consisting of 65.50 milligrams of gold with a fineness of nine hundred thousandths.

GATEWAY means the passenger's first point of arrival or last point of departure in Area 1.

GROUP ORGANIZER means any person(s) engaged in organizing groups and/or responsible for the travel arrangements of the group under the terms and conditions of the applicable rule in this tariff, except that an air Carrier shall not act as a group organizer.

GUARDIAN means a legal guardian or a person acting in lieu of parents in the event of death or legal incapacity of parents.

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.

INTERLINE TRANSFER POINT means any point at which the passenger transfers from the services of one carrier to the services of another carrier.

INTERLINE TRANSPORTATION means transportation on the services of more than one carrier.

INTERNATIONAL CARRIAGE means (except when the Warsaw Convention is applicable) carriage in which according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in this definition, the term 'state' includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof. International carriage as defined by the Warsaw Convention means any carriage in which, according to the contract of carriage, the place of departure and the place of destination, whether or not there be a break in the carriage or transshipment, are situated either within the territories of two High Contracting Parties to the Convention, or within the territory of a single High Contracting Party to the Convention, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another power, even though that power is not a party to the convention.

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

LEEWARD ISLANDS means Anguilla, Antigua, Barbuda, Montserrat, Nevis, St.Kitts.

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.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
1	DEFINITIONS (Continued)

NORMAL FARE means the full fare established for a regular or usual service, the application of which is not dependent upon any limited period of ticket validity or other special circumstances. Unless otherwise specified in the provisions of this tariff, normal fares shall be considered to include the following, all year one way, round, circle and open jaw trip fares, First Class, Business Class, Executive Class, Economy Class, one-class Standard Service, Standard Service, Tourist/Coach Class service and Thrift Class service fares, on-season and off-season fares.

NORTH AMERICA means the area comprising Alaska, Canada, Continental U.S.A. and Mexico.

C †[N]ON-LINE TARIFF DATA BASE means the remotely accessible, on-line version, maintained by the filer, of (1) the electronically filed tariff data submitted to the "official D.O.T. tariff database," and (2) the Departmental approvals, disapprovals and other actions, as well as Departmental notations concerning such approvals, disapprovals or other actions, that Subpart W of the proposed Part 221 requires the filer to maintain in its database. The term "official D.O.T. tariff database" means those data records (as set forth in Sections 221.283 and 221.286 of the rule) which would be in the custody of, and maintained by the Department of Transportation.

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

OPEN JAW TRIP means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of arrival and inward point of departure are not the same.

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

PASSENGER COUPON means that portion of the passenger ticket constituting the passenger's written evidence of the contract of carriage.

PASSENGER TICKET means those portions of the ticket issued by the carrier that provide for the carriage of the passenger.

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

PROPORTIONAL FARE: See 'Arbitrary'

REROUTE means to issue a new ticket covering transportation to the same destination as, but via a different routing than, that designated on the ticket, or portion thereof, than held by the passenger, or to honor the ticket, or portion thereof, then held by the passenger for transportation to the same destination as, but via a different routing than, that designated thereon.

RESERVATIONS BOOKING DESIGNATOR means the code used in reservation messages to denote the compartment in which reservations are requested.

ROUND TRIP which is equivalent to return journey, means:
(a) 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
(b) travel from one point to another and return by an air route different from that used outbound, for which the same normal, through, one way fare is established.

ROUTING means the carrier(s) and/or the cities and/or class of service and/or type of aircraft (jet or propeller) via which transportation is provided between two points.

SINGLE OPEN JAW TRIP means travel which is essentially of a round trip nature but the outward point of arrival and the inward point of departure are not the same.

SOUTH AMERICA means the area comprising Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay.

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.

(Continued on next page)

† - Effective December 18, 1989 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 78724.

RULE	SECTION I - GENERAL RULES
1	DEFINITIONS (Continued) 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. TOUR ORGANIZER means a tour operator or commissionable passenger, sales agent or, in the case of tours initiated by carrier, the person responsible for the travel arrangement of the inclusive tour group, under the terms and conditions of the applicable rule in this tariff. 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. 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. UNCHECKED BAGGAGE which is equivalent to hand luggage, is baggage other than checked baggage. "UNITED STATES OF AMERICA" or "THE UNITED STATES" or "THE U.S.A." each means, unless otherwise specified, the area comprising the forty-eight (48) contiguous federated states; the Federal District of Columbia; Alaska; Hawaii; Puerto Rico; the U.S. Virgin Islands; American Somoa; the Canal Zone; Guam, Midway and Wake Islands. VIA as used in this tariff in conjunction with carrier two-letter abbreviations(s) means that the paragraph or exception immediately following is applicable when transportation is performed by such carrier(s), locally or jointly. WESTERN HEMISPHERE means the United States of America, Canada, Greenland, Mexico, Central and South America, Bermuda, Bahamas and the islands of the Caribbean Sea. WINDWARD ISLANDS means Curacao, Dominica, Grenada, Mustique, Palm Island, St. Lucia, St. Vincent and Union Island.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE

SECTION I - GENERAL RULES

C2 STANDARD FORMAT OF FARE RULES IN SECTION III †[N](Applicable for transportation to/from the U.S.A. only)

Fare rules in this tariff in Section III appear in standardized format. Conditions governing the fares are described in paragraphs (A) through (P). Each paragraph is assigned a letter from A through P and retains that letter in every rule. When a paragraph is marked "Intentionally left blank", provisions outlined in this rule and in Section I of this tariff will apply.

(A) APPLICATION
This paragraph includes the following items:
(1) Applicable Area
(The general or specific areas between which the fares apply.)
(2) Class of Service
(The class of service applicable.)
(3) Type of Transportation
(The type of travel permitted, e.g. one way, round trip, circle trip, open jaw.)

(B) COMBINATIONS
This paragraph includes provisions governing the combination with published arbitraries and local fares. This paragraph may also include additional provisions for the combination of 50 percent of a published round trip fare with another fare to construct round trip/circle trip/open jaw transportation. The following general rules apply to the combination of fares.
(1) Any fare may be combined with any other fare that permits combination provided all conditions of the fares are met. Travel need not be via fare construction points unless otherwise specified in either fare rule.
(2) Unless otherwise restricted in the specific fare rules, 50 percent of a round trip fare published in this tariff may be combined with 50 percent of a similar fare published by another carrier in another tariff.
(3) When 50 percent of a published round trip fare is combined with 50 percent of another round trip fare, the most restrictive rules apply.
(4) Unless otherwise specified in the fare rule, fares may be combined with arbitraries.
(5) Unless otherwise specified in the fare rule, fifty percent of a Midweek fare may be combined with fifty percent of a Weekend fare.

(C) PERIOD OF VALIDITY
(1) Unless otherwise specified in the governing fare rule, all fares are valid during the entire year.
(2) When fares apply only during certain periods (e.g. "Basic" or "Peak" seasons) referred to in a rule, travel must be commenced during such period(s).
(3) Unless otherwise stated, the date of commencement of travel on the first outbound international sector shall determine the respective round trip seasonal level to be applied.
(4) If the fare applies only on certain days of the week, this subparagraph states what part of the week the fare applies. If the statement reads, "Midweek" fares apply --day through -- day, "Weekend" fares apply -- day through -- day, travel is permitted only on flights scheduled to depart from the last point in the U.S.A./Canada (Applicable to/from the Caribbean only - Continental U.S.A./Canada), as the case may be, to the first point outside the area comprising U.S.A. and Canada (Applicable to/from Caribbean only-Continental U.S.A./Canada) and vice versa on the days of the week referred to in the statement.
(5) If there are restricted travel days, those restrictions will be specified in this paragraph.

(D) SURCHARGES
This paragraph will include any special surcharges (i.e. weekend surcharges, holiday surcharges, etc.) which must be added to the published fare.

(Continued on next page)

† - Effective March 23, 1993 for C.A.B. No. 538.

RULE	SECTION I - GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

(E) LENGTH OF STAY
This paragraph will include any minimum/maximum stay requirements.
(1) Unless otherwise specified, return travel from the last point of stopover (i.e. on the last continuous sector) may not commence prior to the minimum stay period stated in the rule, after the date of departure from the point of origin. When no minimum stay period is stated in a rule, return travel may commence at any time within the period of validity of the fare.
(2) Unless otherwise specified, return travel on the last continuous sector (i.e. from the last point of stopover) must commence by midnight of the last day of the maximum stay period stated in the rule, after the date of departure from the point of origin. When no maximum stay period is outlined for a particular type of fare, the maximum stay period shall, in no case, be more than one year from the date travel commences from the point of origin.

(F) STOPOVERS
This paragraph contains information pertaining to stopovers. Unless otherwise specified in the governing fare rules, en route stopovers shall be permitted free of charge. All round trip fares permit a free stopover at the point of turnaround.

(G) CHILDREN'S AND INFANTS' FARES
Except as otherwise indicated, Rule 200 (CHILDREN'S AND INFANTS' FARES) is applicable to fares governed by this rule.

(H) TOUR REQUIREMENTS
This paragraph includes any required inclusive tour and the features or options which it must contain plus the minimum tour price.
(1) Unless otherwise indicated in a particular rule, the fares shall appear only as a part of an inclusive tour. In addition to air transportation, the inclusive tour must include in the published price and appropriate tour literature features or options (as specified in the rule) which must be paid for prior to commencement of the tour.
(2) The price of such tour features or options may not be less than the amount specified in the particular fare rule.
NOTE: The term "Minimum Tour Price" shall be understood to mean the minimum selling price of the tour per passenger.

(I) GROUP REQUIREMENTS
(1) Group Size
A minimum group size refers to the minimum number of passengers required to form a group which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.
(2) Group Travel Requirements
This paragraph includes the portion(s) of travel over which the group (if a requirement of the fare) must travel together, or conversely, those portion(s) of the itinerary where individual travel is permitted or any other exceptions or special conditions regarding the group travel requirements.

(J) RESERVATIONS AND TICKETING
(1) This paragraph includes, where required, provisions for advance reservations, purchase of special fare tickets prior to commencement of travel and any special method of ticket issuance, requirement for advance payment and/or ticketing, or receipt of documents needed prior to ticketing.
(2) Unless otherwise provided, purchase of a Prepaid Ticket Advice (PTA) will constitute purchase and issuance of a ticket. For fares requiring special reservations and ticketing requirements, the PTA will constitute ticketing, provided, it is issued within tariff deadlines and reservation requirements are met and shown in the PTA. Any cancellation, refund or rerouting will result in penalties against the PTA in the same manner as though a ticket were issued. An open PTA will not constitute ticketing on any special fare requirements.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE

SECTION I— GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

(K) CAPACITY LIMITATIONS
BW reserves the right to limit the number of passengers carried on any flight at fares published in this tariff and fares will not necessarily be available on all flights. The number of seats that BW will make available on any given flight will be determined by the carrier's best judgement.

(L) ROUTING/REROUTING
(1) This paragraph includes any special provisions for routing restrictions or limitations on the rerouting of itineraries covered by the applicable fare, either prior to departure or after departure.
(2) Any voluntary rerouting or change in flights must be entered on a new ticket issued in accordance with any advance reservation/ticketing requirements specified in paragraph (J).

(M) CANCELLATION AND REFUNDS
(1) This paragraph describes any cancellation and refund restrictions/penalties that apply prior to departure (i.e. commencement of outbound travel) and/or after departure (en route).
(2) Except as otherwise provided in a particular rule, refunds shall be in accordance with Rule 90 (REFUNDS).
(3) Advance Purchase Fares
(a) Prior to Departure
In the event of submission for refund or failure to use confirmed space as ticketed within the 'Advance Purchase Period' for any reason, except as provided in (i) and (ii) below, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each rule.
(i) Full refund will be made in the event of death or illness of the passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);
(ii) If, after issuance of the ticket, schedule changes by the carrier(s) create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty.
(b) After Departure
(i) In the event of submission for refund or failure to use confirmed space as ticketed after travel has commenced, except as provided in (ii) below, refund will be the difference between the fare paid and the fare for the transportation used less the non-refundable amount specified in the applicable rule.
(ii) In the case of death en route of a member of a family travelling together, the surviving member(s) will be permitted a rerouting of the balance of the journey without penalty.
(c) After the ticket has been issued, the non-refundable portion of the fare shall not be used as credit towards payment of any other fares. However, an advance purchase fare ticket may be upgraded to another fare type, only as specified in the applicable rule, subject to all conditions of the new fare, in which case the original non-refundable amount shall still not be refundable. The 'NONREF/APEX' entry shall continue to be carried in the 'Form of Payment' box of the new ticket and any subsequent reissues.
(4) Group Fares (Including G.I.T. fares)
(a) Prior to Departure
(i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.
(ii) In the event of voluntary cancellation by the group or a member of the group less than the number of days stated in the rule prior to commencement of outbound travel, except as provided in (iii) below, a portion of the group fare paid will be deemed non-refundable and will be forfeited by the non-departing group member(s). The applicable non-refundable amount will be specified in each group rule.
(iii) Full refund will be made in the case of:
(aa) death or illness of the passenger or of a member of the passenger's immediate family (attested to by an appropriate certificate);
(bb) replaced passenger, if substitutions are permitted in the rule being detailed;
(cc) cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
C2	†[N]STANDARD FORMAT OF ELECTRONIC RULES (Applicable for transportation to/from Canada only) RULE TITLE/APPLICATION (Category **) 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) Intentionally Left Blank DAY/TIME (Category 2) If the statement reads 'midweek' fares apply --day through -- day, 'weekend' fares apply --day through --day, travel is permitted only on flights scheduled to depart from the last point in Canada (applicable to/from the Caribbean only - Canada), as the case may be, to the first point outside Canada (applicable to/from the Caribbean only - Canada) and vice versa on the days of the week referred to in the statement. SEASONALITY (Category 3) Intentionally Left Blank FLIGHT APPLICATION (Category 4) Intentionally Left Blank ADVANCE RESERVATIONS/TICKETING (Category 5) Intentionally Left Blank MINIMUM STAY (Category 6) Unless otherwise specified, return travel from the last point of stopover (i.e. on the last continuous sector) may not commence prior to the minimum stay period stated in the rule, after the date of departure from the point of origin. When no minimum stay period is stated in a rule, return travel may commence anytime within the period of validity of the fare. MAXIMUM STAY (Category 7) Unless otherwise specified, return travel on the last continuous sector (i.e. from the last point of stopover) must commence by midnight of the last day of the maximum stay period stated in the rule, after the date of departure from the point of origin. When no maximum stay period is outlined for a particular type of fare, the maximum stay period shall, in no case, be more than one year from the point of origin. STOPOVERS (Category 8) Intentionally Left Blank TRANSFERS (Category 9) Intentionally Left Blank PERMITTED COMBINATIONS (Category 10) Intentionally Left Blank BLACKOUT DATES (Category 11) Intentionally Left Blank SURCHARGES (Category 12) Intentionally Left Blank ACCOMPANIED TRAVEL (Category 13) Intentionally Left Blank TRAVEL RESTRICTIONS (Category 14) Intentionally Left Blank SALES RESTRICTIONS (Category 15) Intentionally Left Blank PENALTIES (Category 16) (1) Any voluntary rerouting or change in flights must be entered on a new ticket issued in accordance with any advance reservation/ticketing requirements specified in Catergory 5.

(Continued on next page)

† - Effective January 25, 1993 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 15454.

RULE	SECTION I - GENERAL RULES

C2

†[N]STANDARD FORMAT OF ELECTRONIC RULES

PENALTIES (Category 16) (Continued)

(2) Advance Purchase Fares

(a) Prior to Departure

In the event of submission for refund or failure to use confirmed space as ticketed within the 'Advance Purchase Period' for any reason, except as provided in (i) and (ii) below, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each rule.

(i) Full refund will be made in the event of death or illness of the passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);

(ii) If, after issuance of the ticket, schedule changes by the carrier(s) create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty.

(b) After Departure

(i) In the event of submission for refund or failure to use confirmed space as ticketed after travel has commenced, except as provided in (ii) below, refund will be the difference between the fare paid and the fare for the transportation used less the non-refundable amount specified in the applicable rule.

(ii) In the case of death en route of a member of a family travelling together, the surviving member(s) will be permitted a rerouting of the balance of the journey without penalty.

(c) After the ticket has been issued, the non-refundable portion of the fare shall not be used as credit towards payment of any other fare. However, an advance purchase fare ticket may be upgraded to another fare type, only as specified in the applicable rule, subject to all conditions of the new fare, in which case the original non-refundable amount shall still not be refundable. The 'NONREF/APEX' entry shall continue to be carried in the 'Form of Payment' box of the new ticket and any subsequent reissues.

(3) Group Fares (Including G.I.T. fares)

(a) Prior to Departure

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

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

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

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

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

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

HIGHER INTERMEDIATE POINT (Category 17)
Intentionally Left Blank

TICKET ENDORSEMENTS (Category 18)
Intentionally Left Blank

CHILDREN'S DISCOUNTS (Category 19)
Intentionally Left Blank

TOUR CONDUCTOR DISCOUNTS (Category 20)
Intentionally Left Blank

AGENT DISCOUNTS (Category 21)
Intentionally Left Blank

ALL OTHER DISCOUNTS (Category 22)
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MISCELLANEOUS PROVISIONS (Category 23)
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(Category 24)
Currently Not Available

(Continued on next page)

† - Effective January 25, 1993 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 15454.

RULE	SECTION I - GENERAL RULES
C2	†[N]STANDARD FORMAT OF ELECTRONIC RULES (Category 25) Currently Not Available GROUPS (Category 26) Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group. TOURS (Category 27) (1) Unless otherwise indicated in a particular rule, the fares shall appear as a part of an inclusive tour. In addtion to air transportation, the inclusive tour must include in the published price and appropriate literature features or options (as specified in the rule) which must be paid for prior to commencement of the tour. (2) The price of such tour features or options may not be less than the amount specified in the particular fare rule. NOTE: The term 'Minimum Tour Price' shall be understood to mean the minimum selling price of the tour per passenger. VISIT ANOTHER COUNTRY (Category 28) Intentionally Left Blank DEPOSITS (Category 29) Unless otherwise provided, purchase of a Prepaid Ticket Advice (PTA) will constitute purchase and issuance of a ticket. For fares requiring special reservations and ticketing requirements, the PTA will constitute ticketing, provided, it is issued within tariff deadlines and reservation requirements are met and shown in the PTA. Any cancellation, refund or rerouting will result in penalties against the PTA in the same manner as though a ticket were issued. An open PTA will not constitute ticketing on any special fare requirements.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective January 25, 1993 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 15454.

RULE

SECTION I - GENERAL RULES

5 APPLICATION OF TARIFF

(A) GENERAL

(1) The provisions of this tariff shall apply to carriage of passengers and baggage, including all services incidental thereto, performed by BW under local and joint rates and charges.

(2) Rules apply to local carriage via BW and to joint transportation via BW in conjunction with other participating carriers.

(3) Fares and charges or monetary amounts shown in dollars or cents are stated in terms of U.S. currency except where fares and charges or monetary amounts are specifically stated as being published in Canadian currency or other currency.

(4) 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 Rule 55 (D) (LIABILITY OF CARRIERS). Any such limitation or condition in any rule hereon, except to the extent provided in Rule 55 (C) (4), is not a part of C.A.B No. 538, filed with the Department of Transportation. Nothing in this tariff modifies or waives any provision of the Warsaw Convention.

(5) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.

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

(7) (a) (Applicable for transportation to/from the U.S.A. only)

C †[C]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 BW are considered to be part of this tariff.

(b) (Applicable for transportation to/from Canada only)
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 BW are considered to be part of this tariff.

EXCEPTION: For Fares Published by rule, see page No. BW-201 of C.A.B. No. 538, NTA(A) No. 331.

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

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

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

(E) EFFECTIVE RULES, FARES AND CHARGES

(1) Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passenger and/or baggage are those duly published by the carriers participating in this tariff and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares or charges 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 the U.S.A. for local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or cancellation of the fare itself, provided:

(a) 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.)

(b) The originating flights shown on the ticket are not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.

(c) These provisions shall apply only to the passenger to whom the ticket was originally issued. Furthermore, these provisions will not apply to sales made outside the U.S.A. for tickets to be issued in the U.S.A.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective November 18, 1996 (except to/from Canada) and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 41455.

RULE	SECTION I - GENERAL RULES
6	CLASSES OF SERVICE (A) Class "F" or First Class fares apply when travel is in the First Class compartment of combination aircraft on flights designated as First Class and Economy in the carrier's official general schedule. (B) Class "J" or Business Class fares apply when travel is in the Business Class compartment of combination aircraft on flights designated as Business Class and Economy in the carrier's official general schedule. (C) Class "Y" or Economy Class fares apply when travel is on flights designated as Economy Class or in the Economy Class compartment of combination compartment aircraft in carrier's official general schedule.
15	ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE Passengers and their baggage are subject to inspection with an electronic device with or without the passenger's consent or knowledge.

For provisions of Rule 6 and 15 in effect prior to the effective date hereof, see 21st Revised Page BW-36.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE	SECTION I - GENERAL RULES
C19	SURCHARGES [CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE | SECTION I - GENERAL RULES

C20 †[N]TRANSPORT OF DISABLED PASSENGERS

(A) DEFINITIONS

Passengers shall be considered disabled when their physical,medical or mental condition requires individual attention on enplaning and deplaning, during flight, in an emergency evacuation or during ground handling which is normally not extended to other passengers.

(1) Ambulatory - a person who is able to move about within the aircraft unassisted.
(2) Non-ambulatory - a person who is not able to move within the aircraft unassisted.
(3) Self-reliant - a person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on board attention beyond that afforded to the general public. Except that assistance in boarding and deplaning may be required.
(4) Non self-reliant - a person who is incapable of self-care during flight.
(5) Determination of Self-Reliance
The carrier will accept the disabled person's determination as to self reliance.
(6) Assistant (Personal Attendant) - an able bodied person physically capable of assisting a disabled passenger to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required.
(7) Wheelchair-bound Athlete - a non ambulatory person with upper body and arm development such as to make him/her physically capable of egressing an aircraft in an emergency with minimum assistance and who is a member of a bona-fide sports organization.
(8) Random seating - the assignment of any passenger seat on the main deck of an aircraft except a seat in a row of seats at an emergency exit.
(9) Planned seating - the assignment of passenger seats at or next the end of an evacuation line to an exit.

(B) ACCEPTANCE OF A DISABLED PASSENGER

(1) The carrier will accept the disabled person's determination of self-reliance.
(2) Carrier will refuse to transport or will remove at any point, any passenger whose mental or physical condition is such as to render him incapable of caring for himself without assistance, unless -
(a) he/she is accompanied by an attendant who will be responsible for caring for him/her en route, and
(b) with the care of such attendant, he/she will nor require unreasonable attention or assistance from the employees of the carrier.
(3) Disabled passengers will be accepted for transportation as outlined in the following:

Disability	Assistant Required	Maximum Per flt. (L10)	Maximum Per flt. (MD83)
Blind	No	No limit	No limit
Deaf	No	No limit	No limit
Blind and Deaf	Yes	No limit	No limit
Mentally handicapped/ self reliant	No	No limit	No limit
Mentally handicapped/ non-self reliant	Yes	No limit	No limit
Ambulatory/self reliant	No	No limit	No limit
Ambulatory/non-self reliant	Yes	4	2
Non-ambulatory/self reliant	Yes	4	2
Stretcher Cases	Yes	1	1

NOTE 1: Wheelchair passengers must be attended.
NOTE 2: The number of disabled passengers and the number of attendants required may be altered by an air carrier in the cases of handicapped athletes attending their sporting events.

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

(Continued on next page)

† - Effective November 22, 1997 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 38308.

RULE	SECTION I - GENERAL RULES
C20	†[N]TRANSPORT OF DISABLED PASSENGERS (Continued)

(C) SEATING RESTRICTIONS
Disabled passengers will not be permitted to occupy seats indesignated emergency exit rows, over-wing emergency exit rows.

(D) RESERVATIONS AND CHECK-IN REQUIREMENTS
Reservations shall be made at least 24 hours in advance of travel, advising the carrier as to the nature of the disability and assistance required, so that carrier arrangements can be made. carriers will make every effort to accommodate passnegers who fail to make reservations 24 hours in advance.

(E) ACCEPTANCE OF MOBILITY AIDS
In addition to the regular free baggage allowance provided for in Rule 115 (applicable to BW) carrier will accept the following items which must be stowed in the baggage Compartment:
(1) manually operated wheelchairs and walkers
(2) wheelchairs with non-spillable batteries with terminals disconnected and taped.
(3) wheelchairs with spillable wet cell batteries with terminals disconnected and taped providing they can be securely fastened in an upright position and protected against contact with other articles. Carrier requires 24 hours notice for carriage of spillable wet cellbattery operated wheelchair.
(4) crutches and canes may be retained in the passenger's custody provided they are stowed in accordance with carrier's safety regulations.
(5) wheelchairs with spillable wet cell batteries
(a) On containerized aircraft loaded in a baggage container in an upright position, batteries must be disconnected at both terminals, capped to prevent short circuits and must be secured to the wheelchair with non-conductive material
(b) Wheelchair in an upright position: on narrow-body aircraft such as MD83 the battery must be removed and stored in a Battery kit which is available to the passenger at no extra cost to the passenger.
(c) Passengers are expected to check in no later than one hour prior to flight departure.

(F) DOGS TRAINED TO LEAD THE BLIND AND OR ASSIST THE DEAF
Carrier accepts for transportation, without charge a property harnessed dog trained to lead the blind and/or assist, the deaf, when it accompanies a passneger with impaired vision/hearing dependent upon such dog. The dog will be permitted to accompany such passenger into the cabin, but will not be permitted to occupy a seat.

(G) REFUSAL TO TRANSPORT
Carrier is not liable for its refusal to transport any passenger or its removal of any passneger in accordance with the preceding paragraphs of this rule, but such carrier will, at the request of the passenger, refund in accordance with Rule 90.

(H) APPLICABLE RULES
The following are applicable:
Rules 55 Libility of Carriers
80 Revised Routing, Failure to Carry and Missed Connections
85 Schedules, Delays and Cancellations of Flights
89 Denied Boarding Compensation
90 Refunds involuntary are Applicable.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective November 22, 1997 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 38308.

RULE	SECTION I - GENERAL RULES
25	REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE

(A) REFUSAL, CANCELLATION OR REMOVAL

(1) BW will refuse to transport, cancel the reserved space of, or remove any passenger for any of the following reasons:

(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 order of any state or country to be flown from, into, or over;

(c) When the passenger, in the reasonable judgement of a responsible employee of the carrier, is apparently under the influence of intoxicating liquors or drugs (except a medical patient under proper care);

(d) When the passenger's conduct or condition is or has been known to be abusive, offensive, threatening, intimidating, violent, or otherwise disorderly and there is a possibility in the prudent judgement of a responsible carrier employee that such 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 aboard carrier's aircraft, or otherwise jeopardize safe and adequate flight operations.

(e) When the passenger's mental or physical condition is such as to render him incapable of caring for himself without assistance, unless he is accompanied by an attendant who will be responsible for caring for him en route, and with the care of such attendant, he will not require unreasonable attention or assistance from carrier personnel.

(f) 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.

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

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

(3) Recourse of Passenger

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 tickets as hereinafter provided in Rule 90 (REFUNDS).

(4) Determination of self-reliance - BW will accept the determination of a person with a disability as to self reliance.

(B) CARRIAGE OF UNACCOMPANIED CHILDREN

C [C](1) Children 5 years of age or over but under twelve (12) years of age will be accepted for carriage unaccompanied only under the following conditions;

(a) They are accompanied to the airport at the time of departure by a parent, guardian or responsible adult who shall remain with the child until enplaned and evidence is presented by such parent, guardian or responsible adult that the child will be met at the airport of stopover or destination by another parent, guardian or responsible adult upon deplaning.

(b) The flight on which space is held is not expected to terminate short of or by-pass the destination due to weather conditions.

C [C](2) Children under five (5) years of age will not be accepted for carriage unless accompanied by adult 16 years or older.

RULE	SECTION I— GENERAL RULES
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.
45	ADMINISTRATIVE FORMALITIES-PASSPORTS, VISAS AND TOURIST CARDS (A) COMPLIANCE WITH REGULATIONS The passenger shall comply with all laws, regulation orders, demands or travel requirements of countries to be flown from, into or over, and with all rule, regulations and instructions of Carrier. Carrier shall not be liable for any aid or information given by any agent or employee of Carrier to any passenger in connection with obtaining necessary documents or complying with such laws, regulations, orders, demands, requirements or instructions, whether given orally or in writing; or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements or instructions. (B) PASSPORTS AND VISAS (1) The passenger must present all exit, entry and other documents required by laws, regulations, orders, demands or requirements of the countries concerned. Carrier will refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands or requirements or whose documents are not complete. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision. (2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier, on government order, is required to return a passenger at his point of origin or elsewhere due to the passenger's inadmissibility into a country, whether of transit or of destination. Carrier will apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the passenger in the possession of carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by carrier. (3) Passengers Transiting without Visa (TRWOV) - Service Charge A passenger transiting without a visa, a point(s) within a country requiring a visa for lawful entry, will be assessed, by BW, a service charge of USD 25.00/CAD 30.00 when BW is the carrier providing such passenger with transportation to such point(s). NOTE: This service charge will be assessed either when BW issues/reissues the passenger's ticket or when the passenger checks in for his flight. (C) CUSTOMS INSPECTION If required, the passenger must attend inspection of his baggage, checked or unchecked, by customs or other government officials. Carrier accepts no responsibility toward the passenger if the latter fails to observe this condition. If damage is caused to carrier because of the passenger's failure to observe this condition, the passenger shall indemnify carrier therefore. (D) GOVERNMENT REGULATION No liability shall attach to carrier if carrier in good faith determines that what it understands to be applicable law, government regulation, demand, order or requirement requires that it refuse and it does refuse to carry a passenger.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

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RULE	SECTION I— GENERAL RULES

55 LIABILITY OF CARRIERS

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

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

(C) LIMITATION OF LIABILITY
Except as the Convention or other applicable law may otherwise require:
(1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in ths tariff collectively referred to as 'damage') arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.
(2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.
(3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws or with government regulations, orders or requirements, or from failure of the passenger to comply with same, or out of any cause beyond the carrier's control.
(4) The carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw, October 12, 1929 or provided in the said Convention as amended by the protocol signed at the Hague September 28, 1955. However, in accordance with Article 22(I) of said Convention or said convention amended by said protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said Convention or said Convention as amended by said protocol, which, according to the Contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place.
(a) The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of USD 75,000.00 exclusive of legal fees and costs except that, in case of a claim brought in a state where provision is made for separate award of legal fees and costs, the limit shall be the sum of USD 58,000.00 exclusive of legal fees and costs.
(b) The carrier shall not, with respect to any claim arising out of the death, wounding or other bodily injury of a passenger, avail itself of any defense under Article 20(I) of said Convention or said Convention as amended by said protocol. Nothing herein shall be deemed to affect the rights and liabilities of the carrier with regard to any claim brought by, or on behalf of or in respect of, any person who has willfully caused damage which resulted in death, wounding or other bodily injury of a passenger.

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RULE

SECTION I— GENERAL RULES

55 LIABILITY OF CARRIERS (Continued)

(C) LIMITATION OF LIABILITY (Continued)

(4) (Continued)

(c) Carrier shall avail itself of the limitation of liability to passengers as provided in the Convention, and in the international transportation of passengers, except as provided in (C)(4)(a) above, the liability of the carrier for personal injury or death of each passenger shall be limited to the sum of 125,000 French Gold Francs (USD 10,000.00) (CAD 10,000.00) or 250,000 French Gold Francs (USD 20,000.00) (CAD 20,000.00) if the Hague Protocol Amendment of the Convention is applicable.

(5) In any event liability of carrier for delay of passenger shall not exceed the limitation set forth in the Convention.

(6) Any liability of carrier is limited to 250 French Gold Francs, USD 20.00, CAD 20.00, per kilograms in the case of checked baggage, and 5,000 French Gold Francs, USD 400.00, CAD 400.00, per passenger in the case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to Carrier's tariff. In that event, the liability of carrier shall be limited to such higher declared value. In no case shall the Carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.

(7) In the event of delivery to the passenger of part but not all of his checked baggage (or in the event of damage to part but not all of such baggage) the liability of the carrier with respect to the not delivered (or damaged) portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.

(8) For purposes of determining the limitation of liability under the convention with respect to passenger baggage acceptable for checking under Rule 115 herein, the weight of each piece of such baggage shall be deemed to be the maximum allowable weight for each piece of such baggage under the rule, unless the actual weight is stated on the baggage check.

(9) 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.

(10) Liability for Fragile, Irreplaceable or Perishable Articles
Carrier is not liable for loss, damage to or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables, business documents or samples which are included in the passengers' checked baggage, whether with or without the knowledge of carrier.

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

(12) Liability - Service of Other Airlines

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

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

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

NOTE: Except to the extent provided in paragraph (C)(4) above, 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 paragraph (C)(12)(c) is included herein as part of the tariff filed with governments other than United States and not as part of BW-1 tariff C.A.B. No. 538 issued by Airline Tariff Publishing Company, Agent filed with the Department of Transportation.

(13) 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.

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

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RULE	SECTION I - GENERAL RULES

55 LIABILITY OF CARRIERS

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

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

(C) LIMITATION OF LIABILITY
Except as the Convention or other applicable law may otherwise require:
(1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in ths tariff collectively referred to as "damage") arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.
(2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.
(3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws or with government regulations, orders or requirements, or from failure of the passenger to comply with same, or out of any cause beyond the carrier's control.
(4) The carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw, October 12, 1929 or provided in the said Convention as amended by the protocol signed at the Hague September 28, 1955. However, in accordance with Article 22(I) of said Convention or said convention amended by said protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said Convention or said Convention as amended by said protocol, which, according to the Contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place.
(a) The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of USD 75,000.00 exclusive of legal fees and costs except that, in case of a claim brought in a state where provision is made for separate award of legal fees and costs, the limit shall be the sum of USD 58,000.00 exclusive of legal fees and costs.
(b) The carrier shall not, with respect to any claim arising out of the death, wounding or other bodily injury of a passenger, avail itself of any defense under Article 20(I) of said Convention or said Convention as amended by said protocol. Nothing herein shall be deemed to affect the rights and liabilities of the carrier with regard to any claim brought by, or on behalf of or in respect of, any person who has willfully caused damage which resulted in death, wounding or other bodily injury of a passenger.

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RULE

SECTION I— GENERAL RULES

55 LIABILITY OF CARRIERS (Continued)

(D) GRATUITOUS TRANSPORTATION

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

(a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.

(b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.

(c) Transportation of persons, which is required by and authorized pursuant to Part 223 of the Economic Regulations of the Department of Transportation.

(d) Transportation of persons which is subject to the Convention.

(e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.

(2) Except in respect of gratuitous transportation of persons described in paragraph (D)(1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions in paragraphs (A) through (C) above to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.

(3) Except in respect of gratuitous transportation of persons described in paragraph (D)(1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions in paragraph (A) through (C) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives' assignees, releases and agrees to indemnify Carrier, its officers, agents, representatives and employees from all liability (including cost and expenses) for any and all death or injury, to such person (See NOTE).

NOTE: Except to the extent provided in paragraph (C)(4) above, 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 paragraph (D)(3) is included herein as part of the tariff filed with governments other than the United States and not as part of BW-1 tariff C.A.B. No. 538 issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation.

(E) TIME LIMITATIONS ON CLAIMS AND ACTIONS

(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to an office of carrier forthwith after the discovery of the damage, and, at the latest, within seven (7) days from the date of receipt, and in the case of delay or loss, unless the complaint is made at the latest within twenty-one (21) days for all carriers from the date on which the baggage has been placed at his disposal (in the case of delay) or should have been placed at his disposal (in the case of loss). Every complaint must be in writing and dispatched within the times aforesaid. Where carriage is not 'international carriage' as defined in the Convention, failure to give notice shall not be a bar to suit where claimant proves that:

(a) it was not reasonably possible for him to give such notice, or

(b) that notice was not given due to fraud on the part of carrier, or

(c) the management of carrier had knowledge of damage to passenger's baggage.

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

(F) OVERRIDING LAW, MODIFICATION AND WAIVER

(1) Overriding Law

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

(2) Modification and Waiver

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

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

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RULE	SECTION I - GENERAL RULES

60 RESERVATIONS

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

(B) CONDITIONS OF RESERVATIONS
(1) Reservations shall be tentative unless and until the carrier has issued a validated ticket or exchange order for the carriage for which the space is reserved, and the reservation is entered into the carrier's reservation system. Carrier will cancel a reservation at any time without notice on the failure of the passenger to purchase a ticket for the space reserved.
(2) A reservation of space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent of the carrier and entered in the carrier's electronic reservations system.
(3) Overbooking:
Carrier may accept reservations of space for specific flights in excess of available space on board the aircraft. The number of excess reservations planned by the carrier for a particular flight is based upon the anticipated booking pattern for such flight. The determination of this pattern takes into consideration current conditions which may affect the expected utilization of space on the flight as well as historical factors such as the rate of late cancellation for the flight, failure of persons with confirmed reservations to show for the flight and the absence of any record for certain reservations in the carrier's inventory of the flight. In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accomodated may be eligible to receive denied boarding compensation provided in Rule 87 (DENIED BOARDING COMPENSATION).

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

(D) ALLOCATION OF ACCOMODATIONS
Carrier does not guarantee allocation of any particular space in the aircraft.

(E) ARRIVAL OF PASSENGERS AT AIRPORTS
The passenger must present himself at the airport of departure for check in at least 60 minutes prior to the scheduled departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, the carrier will cancel the space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. The carrier is not liable to the passenger for loss or expense due to passenger's failure to comply with this provision.

(F) COMMUNICATION COSTS UPON CANCELLATION
Except as otherwise provided in this tariff, whenever a passenger cancels reservations made for him/her and such cancellation is not subject to a service charge, carrier will require payment from the passenger to cover the communication costs of making such reservations and subsequent cancellation thereof.

(G) RECONFIRMATION OF RESERVATION
Carrier will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it:
(1) from the stopover point; or
(2) from the point of origin of the continuing or return trip, unless the passenger advises the carrier of his/her intention to use his/her reservation by communicating with a reservations or ticket office of the carrier at least 72 hours before scheduled departure of the flight. However, reconfirmation of reservations is not required if the passenger remains at any point less than 72 hours.

(H) CANCELLATION OF CONTINUING SPACE
If a passenger fails to occupy space which has been reserved for him/her, carrier will cancel all other reservations held by such passenger for continuing or return space. Carrier is not liable for such cancellation but carrier will refund in accordance with Voluntary Refunds provisions published herein.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE	SECTION I - GENERAL RULES
62	GROUP CONDITIONAL RESERVATIONS (A) GENERAL Upon receiving a request from a "group organizer", the carrier at its option may offer conditional reservations for groups when accompanied by a written statement to that effect. (B) DEFINITIONS For the purpose of this rule: (1) "Group" means 10 or more passengers traveling to the same destination. (2) "Group Organizer" means the person responsible for the travel arrangements of the group. (C) RESERVATIONS The carrier will limit the number of conditional reservations accepted on any flight and such reservations will not necessarily be available on all flights. (D) DEPOSITS (1) At the carrier's discretion, the group organizer will be required to pay the carrier a deposit equal to ten (10) percent of the fares applicable to the total number of seats for which conditional reservations have been accepted. (2) Failure to submit the deposit, upon request, will result in the cancellation of all conditional reservations. (3) Upon receipt of the deposit by the carrier, the conditional reservations will be converted to confirmed reserved space.
C	[C](E) CANCELLATION FEES The group organizer will be assessed a fee equal to one hundred (100) percent of the deposit for each seat which is cancelled or unused within 30 days of departure.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE

SECTION I— GENERAL RULES

65 TICKETS

(A) GENERAL

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

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

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

(B) VALIDITY FOR CARRIAGE

(1) GENERAL

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

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

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

(C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET

Flight coupons will be honored in sequence from the place of departure as shown on the passenger coupon. The passenger, throughout his journey, must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to Carrier. He/she must, when required, produce the ticket or surrender any applicable portion to Carrier.

(D) PERIODS OF VALIDITY

(1) Extension of Ticket Validity

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

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

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

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

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

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

(Continued on next page)

RULE

SECTION I— GENERAL RULES

65

TICKETS (Continued)

(D) PERIODS OF VALIDITY (Continued)

(2) Waiver of Minimum/Maximum Stay Requirements

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

(i) members of the immediate family of a passenger who dies en route, or

(ii) other persons actually accompanying a passenger who dies en route.

(b) If a passenger holding a special fare ticket with a minimum stay requirement desires to commence the return 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 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.

(E) ABSENCE, LOSS OR IRREGULARITIES OF TICKET

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

(F) NON-TRANSFERABILITY

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

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

(3) If a ticket is in fact used by any person other than the person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, Carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unathoorized use (See NOTE).

NOTE: Except to the extent provided in Rule 55(C)(4) (LIABILITY OF CARRIERS), rules affecting liability of Carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States and this rule is included herein as part of the tariff filed with governments other than the United States and not as part of Tariff C.A.B. No. 538 filed with the Department of Transportation.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
65	TICKETS (Continued)

(G) PREPAID TICKET ADVICE

(1) General

Tickets may be purchasesd by means of a prepaid ticket advice (PTA), unless otherwise provided, purchase of a Prepaid Ticket Advice (PTA) will constitute tickeing, provided it is issued within tariff deadlines and reservation requirements are met and shown in the PTA. Any cancellation, refund or rerouting will result in penalties against the PTA in the same manner as though a ticket were issued. An open PTA will not constitute ticketing or any special fare requirements.

(2) Service Charge

The Carrier will impose a service charge, as stated below, for each Prepaid Ticket Advice (PTA) issued. This service charge is not subject to any discount and cannot be refunded. The charge shall accrue to the carrier issuing the PTA.

	SERVICE CHARGE	
	SALES IN U.S.A.	SALES IN CANADA
C	USD †[I]45.00	CAD 46.00

† - Effective June 15, 1997 for transportation to/from Canada

† - Effective May 2, 1997 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 42982.

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RULE	SECTION I— GENERAL RULES
75	CURRENCY OF PAYMENT Except as otherwise provided below, fares and charges are payable in any currency acceptable to carrier. When payment is made in a currency other than the currency in which the fare is published, such payment will be made at the rate of exchange established for such purpose by carrier, the current statement of which is available for inspection by the passenger at carrier's office where the ticket is purchased. The provisions of this paragraph are subject to applicable exchange laws and government regulations. (A) Payment of fares for travel originating in the U.S. shall be in U.S. currency. (B) Payment of fares for travel originating in Canada shall be in Canadian currency. (C) Payment of fares for travel originating at a point outside the U.S. and destined to a point in the U.S. shall be in the currency of the country of origin, except as provided in (D) below. (D) Payment of fares for travel originating at a point outside the U.S. or Canada destined to a point in the U.S. or Canada may also be made in the U.S. or Canadian dollars when the fare in the currency of the country of origin is converted to dollars at the local Bankers' Buying Rate of Exchange. (E) When a transportation document is presented for either rerouting or refund at: (1) Points in the U.S.A.; or Points outside the U.S.A. covering travel originating and paid for in the U.S.A.; and (2) The difference between the value of the revised journey and the value of the original transportation document shall be calculated in the currency of the country in which travel commenced; and (3) If the value of the revised journey exceeds the value of the original transportation document, the difference in value shall constitute an additional collection and it shall be converted from the currency in which calculated into the currency being collected from the passenger or purchaser at the local Bankers' Buying Rate of Exchange in effect at the time of such transaction; or (4) If the value of the original transportation document exceeds the value of the revised journey, the difference in value shall constitute a refund and it shall be converted from the currency in which calculated into the currency being refunded to the passenger or purchaser at the local Bankers' Buying Rate of Exchange in effect at the time of such transaction. NOTE: Carrier will pay the refund in the same form (i.e. cash, check, credit card, etc.) that was used in purchasing the original transportation document. Carrier, in making the refund, will observe any refund restriction that may be published in the applicable rules governing the original transportation document. Further, carrier will observe a government or restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.

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RULE

SECTION I— GENERAL RULES

80 REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS

(A) CHANGES REQUESTED BY PASSENGER

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

(a) such carrier issued the original ticket or;

(b) such carrier 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 which the passenger desires the change to commence; however where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and has an office or general agent, who is authorized to make endorsements, at the point on route where the changes are to commence or, where the passenger makes his/her request for such change, the reissuing carrier shall obtain such issuing carrier's endorsement; or

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

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

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

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

(b) (Not applicable to/from points in the U.S.A.) - If the destination is changed the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the new destination;

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

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

(c) (Applicable only from/to points in the U.S.A.) - The new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.

(d) Additional passage at the through fare and charges shall not be permitted unless request thereof has been made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order, and after carriage has commenced.

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

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

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

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

(5) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by passenger.

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RULE	SECTION I — GENERAL RULES

80 REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS (Continued)

(A) CHANGES REQUESTED BY PASSENGER (Continued)

(6) BW shall have no obligation to accept another Carrier's ticket which does not reflect a confirmed reservation on BW, unless the issuing Carrier reissues the ticket for any changes in routing. In the event such Carrier is not available to do so, BW reserves the right to reroute passengers only over its own lines between the points named on the original ticket. In the event such ticket was issued by a Carrier in substantial default of its interline obligations or has voluntarily or involuntarily become subject to bankruptcy proceedings, BW reserves the right not to make a fare adjustment which would require BW to refund money to the passenger.

(B) INVOLUNTARY REVISED ROUTINGS

In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or its unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with Rule 55 (REFUSAL TO TRANSPORT) herein, carrier will either:

(1) Carry the passenger on another of its passenger aircraft on which space is available; or

(2) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or

(3) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from Rule 90 (REFUNDS) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower, or

(4) Make involuntary refund in accordance with the provisons of Rule 90 (REFUNDS) herein.

(C) MISSED CONNECTIONS

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

(D) FREE BAGGAGE ALLOWANCE

An involuntary rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a First Class flight to an Economy/Tourist/Coach/Thrift Class and is entitled to a fare refund.

RULE	SECTION I— GENERAL RULES
85	SCHEDULES, DELAYS AND CANCELLATIONS (A) SCHEDULES The times shown in timetables or elsewhere are approximate and not guaranteed, and form no part of the contract of carriage. Schedules are subject to change without notice and carrier assumes no responsibility for making connections. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules. No employee, agent or representative of carrier is authorized to bind carier as to the dates or times of departure or arrival or of the operation of any flight. (B) CANCELLATIONS (1) Carrier may, without notice, substitute alternate carriers or aircraft. (2) Carrier may, without notice cancel, terminate, divert, postpone or delay any flight or the further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made, without and liability except to refund in accordance with its tariffs the fare and baggage charges for any unused portion of the ticket if it would be advisable to do so: (a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of God, force majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances, or unsettled international conditions) actual, threatened or reported or because of delay demand conditions circumstance or requirement due, directly or indirectly, to such fact; or (b) Because of any fact not to be foreseen, anticipated or predicted; or (c) Because of any government regulation, demand or requirement; or (d) Because of shortage of labor, fuel or facilities, or labor difficulties of carrier or others. (3) Carrier will cancel the right of further right of carriage of the passenger and his baggage upon the refusal and the passenger, after demand by carrier, to pay the fare or the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefore except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.

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RULE

SECTION I— GENERAL RULES

87 DENIED BOARDING COMPENSATION

(A) DEFINITIONS
For the purpose of this rule, except as otherwise specifically provided herein:
AIRPORT means the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive or some other airport serving the same metropolitan area, provided that transportation to the other airport is accepted (i.e. used) by the passenger.
ALTERNATE TRANSPORTATION is air transportation (by an airline licensed by the Department of Transportation) or other transportation used by the passenger which at the time the arrangement is made is planned to arrive at the passenger's next scheduled stopover (of 4 hours or longer) or if none at the airport of final destination no later than 4 hours after the passenger's originally scheduled arrival time.
CARRIER means
(1) a direct air carrier, except a helicopter operator holding a certificate issued by the Department of Transportation pursuant to section 401(d)(1), 401(d)(2), 401(d)(5), or 401(d)(8) of the Act, or an exemption from section 401(a) of the Act, authorizing the transportation of persons, or
(2) a foreign route air carrier holding a permit issued by the Department of Transportation pursuant to Section 402 of the Act, or an exemption from Section 402 of the Act, authorizing the scheduled foreign air transportation of persons.
COMPARABLE AIR TRANSPORTATION means transportation provided to passenger at no extra cost by a carrier as defined above.
CONFIRMED RESERVED SPACE means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or its agent has verified, by appropriate notation on the ticket or in any other manner provided therefore by the carrier as being reserved for the accommodation of the passenger.
STOPOVER means a deliberate interruption of a journey by the passenger, scheduled to exceed four hours, at a point between the place of departure and the place of final destination.
THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS means the sum of the applicable one way fares including any surcharges and air transportation taxes, less any applicable discounts.
VOLUNTEER means a person who responds to carrier's request for volunteers and who willingly accepts carrier's offer of compensation, in any amount, in exchange for relinquishing his confirmed reserved space. Any other passenger denied boarding is considered for the purposes of this rule to have been denied boarding involuntarily, even if he accepts denied boarding compensation.

(B) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES
(1) Boarding Priority
In the event of an oversold flight, carrier will intially request passengers to volunteer for denied boarding. If there are an insufficient number of volunteers, passengers will be involuntarily denied boarding in accordance with the following order of priority.
(a) Passengers with confirmed reservations for a flight will be boarded on a 'first come first served' basis and denied boarding will be dealt with accordingly i.e., the last person to check in will be the first to be denied boarding in the case of an oversale, provided that unaccompanied children, stretcher cases, invalids, very old people or mothers with children will always have priority. Full revenue passengers will be denied boarding only after all non-revenue and/or discounted ticket passengers have been removed from the flight.
(b) Passenger check-in for each flight will commence two hours before flight departure time. At sixty (60) minutes before departure, passengers who are holding confirmed reservations but are not within the check-in area, lose their confirmed status. Between 60 and 30 minutes before departure, standby passengers, when possible, will be accepted for boarding. Flights will be closed 30 minutes before departure, after which time no further passengers will be accepted for boarding.

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RULE

SECTION I— GENERAL RULES

87 DENIED BOARDING COMPENSATION (Continued)

(B) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued)

(2) Conditions For Payment Of Compensation

Subject to the exceptions in this subparagraph, carrier will tender to passenger denied boarding involuntarily the amount of compensation specified in subparagraph (3) when:

(a) Passenger holding a ticket for confirmed reserved space presents himself/herself for carriage at the appropriate time and place, having complied fully with carrier's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation under carrier's tariff; and

(b) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her.

NOTE: Check-in means that the passenger must present himself at the airport for check-in at least 60 minutes prior to the scheduled departure of the flight on which he holds confirmed reserved space.

EXCEPTION: The passenger will not be eligible for compensation if the flight upon which the passenger holds confirmed space is unable to accommodate him/her because of:

(i) Substitution of equipment of lesser capacity when required by operation and/or safety reasons; or

(ii) Passenger is accommodated on the flight for which he holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund;

(iii) The carrier arranges comparable air transportation or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passengers next stopover, or if none, final destination within one hour after the scheduled arrival time of the passengers original flight or flights.

(3) Amount of Compensation Payable

(a) Subject to the provisions of sub paragraph (2) of this rule, carrier will tender liquidated damages at the rate of 200 percent of the sum values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his destination, but not more than USD 400.00 However, the compensation shall be 50 percent of the amount described above with a USD 200.00 maximum, if the carrier arranges for comparable air transportation, or for other transportation that is accepted (i.e., used) by the passenger, which at the time either such arrangement is made is planned to arrive the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive.

(b) Said tender will be made by the carrier on the day and at the place where the failure occurs and, if accepted, will be receipted for by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.

(c) At the passenger's option, carrier may compensate the passenger with credit valid for transportation in lieu of monetary compensation. The amount of the transportation credit offered shall be equal to or greater than the monetary compensation due the passenger and will be valid only for travel on BW. The transportation credit will be valid for travel for one year from the date of issue and will be non-refundable and non-transferable.

(Continued on next page)

RULE

SECTION I— GENERAL RULES

87 DENIED BOARDING COMPENSATION (Continued)

(B) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued)

(4) Notice Provided Passengers

The following written notice shall be provided all passengers who are denied boarding involuntarily on flights on which they hold confirmed reserved space. Blanks that appear in parentheses in the notice below will be completed in the actual notice provided passengers, with the full name of the applicable carrier and with the carrier's specified boarding priorities.

NOTE: For the purpose of this rule, specific boarding priorities are provided in paragraph (B)(1) above.

COMPENSATION FOR DENIED BOARDING

(Applicable for flights or portions of flights originating in the U.S.A.)
If you have been denied a reserved seat on (_____) Airlines, you are probably entitled to monetary compensation. This notice explains the airlines' obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Civil Aeronautics Board.

VOLUNTEERS AND BOARDING PRIORITIES

If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding agains his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority of (_____) Airlines: (_____

COMPENSATION FOR INVOLUNTARY DENIED BOARDING

If you are denied boarding involuntarily, you are entitled to a payment of 'denied boarding compensation,' from the airline unless, (1) you have not fully complied with the airline's ticketing, check-in, and reconfirmation requirements, or you are not acceptable for transportation under the airline's USUAL rules and practices, or (2) you are denied boarding because the flight is cancelled, or (3) you are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or (4) you are offered accommodations in a section of the aircraft other than that specified in your ticket, at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given appropriate refund); or (5) the airline is able to place you on another flight, or flights that are planned to reach your destination within one hour of the scheduled arrival of your original flight.

AMOUNT OF DENIED BOARDING COMPENSATION

Passenger who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons, with a $200.00 maximum. However, if the airline cannot arrange 'alternate transportation' (see below) for the passenger, the compensation is doubled ($400 maximum). The 'value' of a ticket coupon is the one way fare for the flight shown on the coupon, including any surcharge and air transportation tax, minus any applicable discount. All flight coupons, including connecting flights, to the passenger's destination or first 4 hour stopover are used to compute the compensation.

(Continued on next page)

RULE	SECTION I— GENERAL RULES
87	DENIED BOARDING COMPENSATION (Continued) (8) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued) (4) Notice Provided Passengers (Continued) METHOD OF PAYMENT The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft of the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action. PASSENGER'S OPTIONS Acceptance of the compensation (by endorsing the check or draft within 30 days) relieves carrier (the applicable carrier abbreviation will be substituted for the term 'carrier' in the notice distributed to the passenger from any further liability to the passenger) caused by its failure to honor the confirmed reservation. However, the passenger may decline the payment and seed to recover damages in a court of law or in some other manner.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

RULE

SECTION I— GENERAL RULES

90 REFUNDS

(A) GENERAL

(1) In case of refund, whether due to failure of carrier to provide the accommodation called for by the ticket, or to voluntary change of arrangements by the passenger, the conditions and amount of refund will be governed by carrier's tariffs.

(2) Except as otherwise provided in paragraph (F) of this rule, refund by carrier for an unused ticket or portion thereof or Miscellaneous Charges Order will be made to the person named as the passenger in such ticket or Miscellaneous Charges Order unless at the time of purchase the purchaser designates on the ticket or Miscellaneous Charges Order another person to whom refund shall be made in which event refund will be made to persons so designated, and only upon delivery of the passenger coupon and all unused flight coupons of the ticket or Miscellaneous Charges Order. A refund made in accordance with the procedure to a person representing him as the person named or designated in the ticket or Miscellaneous Charges Order will be considered a valid refund and carrier will not be liable to the true passenger for another refund.

EXCEPTION 1: Refund in accordance with paragraph (E) below of tickets for transportation which have been issued against a credit card will be made only to the credit card account of the person to whom such credit card has been issued.

EXCEPTION 2: Refund of a ticket which has been issued pursuant to a Prepaid Ticket Advice (PTA) will be made to the person who paid carrier for the ticket.

(3) Carrier will refuse to refund on a ticket which has been presented to government officials of a country or to carrier as evidence of intention to depart there from unless the passenger establishes to carrier's statisfaction that he has permission to remain in the country or that he will depart therefore by another carrier or conveyance.

(4) Refund will be made provided the unused coupons are surrendered to carrier within two years after the expiry date of the ticket or Miscellaneous Charges Order.

(5) Notwithstanding the provisions of this rule, unless otherwise ordered by an appropriate court, carrier will not accept for any purposes under this rule passenger tickets or related transportation documents issued by any carrier which is in default of its in default of its interline obligations or which voluntarily or involuntarily has become the subject of bankruptcy proceedings.

(B) CURRENCY

All refunds will be subject to government laws, rules, regulations or orders of the country in which the ticket was originally purchased and of the country in which the refund is being made. Subject to the foregoing provisions, refunds will be made in the currency in which the fare was paid, or in lawful currency of the country of the carrier making the refund or of the country where the refund is made, or in the currency of the country in which the fare or fares for the flight covered by the ticket as originally issued was collected.

(C) SPECIAL HANDLING BY CARRIER

Carrier will make all or any individual refunds through its general accounting offices or regional sales or accounting offices, and will require prior written applications for refunds to be prepared by passenger on special forms furnished by the carrier.

(D) INVOLUNTARY REFUNDS: (See also Rule 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) and Rule 87 (DENIED BOARDING COMPENSATION)

For the purpose of this paragraph, the term 'Involuntary Refund' shall mean any refund to a passenger who is prevented from using the carriage provided for in his/her ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in Rule 25, (REFUSAL TO TRANSPORT) will be computed as follows:

(1) When no portion of the trip has been made, the amount of refund will be equal to the fare paid.

(2) When a portion of the trip has been made, the amount of the refund will be:

(a) Either an amount equal to the one way fare less the same rate of discount, if any, that was applied in computing the original one way fare (or on round or circle trip tickets, one-half of the round trip fare) and charges applicable to the unused transportation from the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is to be reissued, via:

(i) The routing specified on the ticket, if the point of termination was on such routing; or

(ii) The routing of any carrier operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on the lowest fare applicable between such points; or

(Continued on next page)

RULE

SECTION I— GENERAL RULES

90 REFUNDS (Continued)

(D) INVOLUNTARY REFUNDS: (Continued)

(2) (Continued)

(B) The difference between the fare paid and the fare for the transportation used, whichever is higher.

EXCEPTION: when a passenger holding a ticket for carriage for a higher class of service between an origin and a destination is required by carrier to use a lower class of service for any portion of such carriage, the amount of refund will be as follows:

(1) For One Way Tickets: The difference between the fare for the higher class of service and the fare for the lower class or service between the points where the lower class service is used;

(2) For Round Trip, Circle Trip or Open Jaw Tickets: The difference between 50 percent of the round trip fare for the higher class of service and 50 percent of the round trip fare for the lower class of service between the points where the lower class of service is used.

FOR THE PURPOSE OF THIS EXCEPTION FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:

(a) First Class fares applicable on jet aircraft.
(b) First Class fares applicable on propeller aircraft.
(c) One Class Standard Service fares.
(d) Economy Class, Tourist Class or Coach Class fares applicable on jet aircraft.
(e) Economy Class, Tourist Class or Coach Class fares applicable on propeller aircraft.
(f) Thrift Class fares applicable on jet aircraft.
(g) Thrift Class fares applicable on propeller aircraft.

The term 'Jet Aircraft' as used above means A-300, BAC-111, B-707, B-720, B-720B, B-727, B-737, B-747, Caravelle Convair 600, convair 880, Convair 990, Comet 4, Comet 4-C, DC-8, DC-9, DC-10, Illyushin IL-62, L-1011, Tupolev TU-114, VC-10, B-757 and B-767.

(3) The service charge provided for in Rule 60 (RESERVATIONS) herein, will not be assessed, and any communication expenses paid by the passenger in accordance with Rule 60 (RESERVATIONS) will be refunded, or if such expense at the time has not been collected by carrier, its collection will be waived.

(E) VOLUNTARY REFUNDS

For the purpose of this paragraph, the term 'Voluntary Refund' shall mean any refund of a ticket or portion thereof other than an involuntary refund, as described in paragraph (D) of this rule. Voluntary refunds shall be computed as follows:

(1) If no portion of the ticket has been used, refund will be the full amount of the fare paid, less any applicable service charge and communication expenses, (See Rules 65 (TICKETS) and 60 (RESERVATIONS); or

(2) If a portion of a ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points which the ticket has been used, less any applicable service charge and communication expenses. (See Rules 65 (TICKETS) and 60 (RESERVATIONS).

(3) Notwithstanding (1) and (2) above, BW assumes no obligation to issue voluntary refunds unless such ticket was issued on BW ticket stock. The term 'BW ticket stock' means tickets printed or imprinted with the BW carrier code (106) as part of the ticket serial number.

(4) When the refunding of any portion of a ticket would result in the use of such ticket between any points where the carriage of traffic is prohibited, the refund, if any, will be determined as if such ticket has been used to a point beyond which would not result in the violation of carrier's operating rights or privileges. The passenger will be refunded the difference between the fare paid from the point of origin to such farther point and the total fare paid, less any applicable charges.

(5) A penalty for voluntary cancellation shall not apply and the total amount paid shall be refunded if such cancellation is made after an increase in the fare is made applicable between the time of the initial payment and the date of travel.

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RULE	SECTION I - GENERAL RULES
90	REFUNDS (Continued)
	(E) VOLUNTARY REFUNDS (Continued)
C	(6) Service Charges A service charge of USD/CAD [I]20.00 or the equivalent in local currency (other than U.S. or Canadian Dollars) to be determined by converting from the USD at the Bankers' Buying Rate, will be assessed when the passenger, at any time after ticket issuance, is refunded a wholly or partially unused ticket issued on BW ticket stock (tickets imprinted with the BW carrier code (106) which are issued and validated with a BW validator by an authorized BW employee, a BW appointed travel agency, or any other person authorized to issue BW ticket stock.) Passengers will be advised in writing of the applicable service charge for refunds. EXCEPTION: The service charge will not apply to tickets issued at fares for which cancellation penalties already apply.
	(F) LOST TICKET The following provisions will govern refund of a lost ticket or unused portion thereof: (1) Time Limitation for Refund Request (a) BW will refund a lost ticket or lost portion thereof upon receiving written request for refund from the passenger in the form prescribed by the carrier. (b) Written request for refund must be made not later than one month after the expiration date of the lost ticket. (c) Refunds on lost tickets will not be made until at least 3 months after the date on which the passenger makes application for refund. (2) When a lost ticket or portion thereof is not found, refund as stipulated will be made upon receipt or proof of loss satisfactory to carrier and after receipt or written request for refund from the passenger. Refund will only be made provided that the lost ticket or portion thereof has not been honored for transportation of, or refunded, upon surrender by any person prior to the time the refund is made and further provided that the passenger agrees to indemnify and hold carrier harmless agains any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which carrier may suffer or incur by reason of the making of such refund and/or the subsequent presentation of said ticket(s) for transportation or refund of any other use whatsoever. Refund will be made on one of the following bases, whichever is applicable: (a) If no portion of the ticket has been used, and: (i) the passenger has not purchased a replacement ticket, refund will be the full amount of the fare paid. (ii) the passenger has purchased a replacement ticket, the carrier which issued the original ticket will refund to the passenger the fare paid for such replacement ticket. (b) If a portion of the ticket has been used, and: (i) the passenger has not purchased a replacement ticket, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has been actually used; (ii) The passenger has purchased a replacement ticket, the carrier which issued the original ticket will refund the fare paid for such replacement ticket. (3) The foregoing provisions shall also apply to lost Miscellaneous Charges Order, deposit receipts and excess baggage ticket. (4) Service Charge A service charge of USD 100.00/CAD 100.00 (or the equivalent in local currency) will be imposed per passenger/document for handling such request for refund or replacement of a lost ticket.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION I - GENERAL RULES

100 BAGGAGE

(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 an agreement, expressed or implied, by carrier to carry such contents as would otherwise be precluded from carriage.

(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE

Passenger must not include in his/her Baggage, articles which are likely to endanger 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 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 the 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 only for carriage 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 explosive 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 55 lbs. (25 kgs.) 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 55 lbs. (25 kgs.) gross weight.

(Continued on next page)

RULE

SECTION I— GENERAL RULES

100 BAGGAGE (Continued)

(E) FREE BAGGAGE ALLOWANCE - GENERAL (Continued)

(3) 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 or destination and countries or territories of transit 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 it is impractical to carry a dog in the passenger compartments and under such contitions carriage will be refused. Carrier will not be responsible in the event any such dog is refused entry into or passage through any country or territory. The owner assumes all risk of injury to or sickness or death of such animal.

(4) Free Baggage Allowance for Involuntarily Rerouted Passengers

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

(F) COMBINATION OF FREE BAGGAGE ALLOWANCES

Where two or more passengers traveling as one party to a common destination or point of stopover by the same flight, present themselves and their baggage for traveling 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.

(G) 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 for the entire journey to final destination, or at the point of origin to the point of stopover, in which event, when carriage is resumed, charges will be payable from the point of stopover to the next point or destination. When on a journey for which a through excess baggage ticket has been issued there is an increase in the amount of excess baggage carried, carrier will issue a separate excess baggage ticket for such increase and collect charges to destination or a stopover point as the case may be.

(H) EXCESS VALUE CHARGES

Except as otherwise provided in paragraph (I) below a passenger may declare a value in excess of USD 20.00/CAD 20.00 (250 French gold francs) or its equivalent per kilogram in the case of checked baggage, and USD 400.00/CAD 400.00 (5,000 French gold francs) or its equivalent per passenger in the case of unchecked baggage or other property. When such declarations are made, charges for value in excess or the amount specified above will be assessed by each carrier participating in the carriage at the rate of USD 1.00/CAD 1.00 per each USD 100.00 or fraction thereof.

(I) VALUATION LIMIT OF BAGGAGE

No baggage of any one passenger having a declared value in excess of USD/CAD 2,500 will be accepted for carriage, unless special arrangements have been made in advance between the passenger and BW.

(J) COLLECTION OF EXCESS VALUE CHARGES

Except as otherwise provided in carrier's regulations, excess value charges will be payable to the point of origin for the entire journey to 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.

(Continued on next page)

RULE

SECTION I— GENERAL RULES

100 BAGGAGE (Continued)

(K) 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.

(L) 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 fares or the refunding of fares shall likewise govern the payment or the refunding of excess weight charges and the payment of excess value charges, but no refund of value charges will be made when a portion of the carriage has been completed.

(M) CHECKING OF BAGGAGE BY CARRIER
Except as otherwise provided in this rule, each participating Carrier will, upon presentation by a fare-paying passenger of a valid ticket covering transportation over the lines of such carrier, or over the lines of such carrier and one or more other participating carriers, check personal property which is tendered by the passenger for transportation as baggage, when tendered at the city or airport office designated by the carrier and within the times prescribed by such carrier, but no 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 passener has declared a valuation in excess of the amounts specified in paragraph (h) of this rule except between points where through interline service is provided without change 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 differnet 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 to reservation, unless the passenger's name or initials are on the outside of such baggage.

(N) DELIVERY OF CHECKED BAGGAGE BY CARRIER
(1) Checked baggage will be delivered to the bearer of the baggage check upon payment of all unpaid sums due carrier under contract of carriage and upon return to carrier or 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 of 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 establishes 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 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.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

RULE | SECTION I - GENERAL RULES

115 FREE BAGGAGE ALLOWANCES AND EXCESS BAGGAGE CHARGES

Subject to the provisions of Rule 100 and to the provisions outlined below, BW will transport a fare paying passenger's baggage over the lines of BW.

PART 1 - APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS IN THE CARIBBEAN AREA

(A) FREE BAGGAGE ALLOWANCE

(1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN

The following pieces of baggage will be carried free provided no single piece weighs more than: 50 lbs.

(a) One piece with total outside dimensions not exceeding 62 inches (length plus height plus width);

(b) One piece with total outside dimensions not exceeding 55 inches length plus height plus width);

(c) One additional piece of baggage may be carried on board the aircraft and stowed under the passenger's seat or in an approved overhead compartment, provided that the total outside dimensions (length plus height plus width) do not exceed 45 inches and, notwithstanding Paragraph (1) above, that the weight does not exceed 16 pounds. Such piece must be retained in the passenger's custody.

(d) (Applicable to First Class passengers traveling between New York, NY and points in the Caribbean) one additional piece with total outside dimensions not exceeding 55 inches (length plus height plus width).

(e) In addition to the baggage provided for above, one item as described in Paragraph (2) below will be accepted for transportation.

C (f) Each piece of checked baggage in excess of the free allowance, over 50 lbs/23 kgs and up to 70 lbs/32 kgs, will be charged USD [I]50/CAD [I]50 per piece.

(2) SPECIAL PIECES OF BAGGAGE - SPORTING EQUIPMENT

(a) When a passenger's baggage exceeds the maximum allowance specified in Paragraph (1). above and includes sporting equipment as described below, the articles identified under each sub-heading below will be subject to the excess baggage charge specified in (b)(ii) below for a single piece whether or not presented as a single piece.

Type of Equipment	Description of Equipment - Not more per passenger then:
Fishing	Two rods, one reel, one landing net, one pair of fishing boots, all properly encased, and one fishing tackle box.
Golfing	One golf bag containing not more than fourteen golf clubs, twelve golf balls and one pair of golf shoes.

(b) The following special items will not be included in the passenger's free baggage allowance and will be subject to the changes specified regardless of the passenger's total baggage and whether or not presented as a single piece.

C (i) Bicycles - one single seat, non-motorized touring or racing bicycle, provided it is placed in a cardboard container or pedals and handlebars are encased in plastic foam or handlebars are fixed sideways and pedals removed - USD 150.00/[N]CAD 150.00.

C (ii) Surfboard - USD 150.00/[N]CAD150.00.

(iii) The following types of sporting equipment and musical instruments are not permitted as checked or carry on baggage: Kayaks, canoes, windsurfing boards and sails, javelin, pole vault, hang gliding, and steel pans larger than the tenor pan.

(Continued on next page)

RULE

SECTION I - GENERAL RULES

115 FREE BAGGAGE ALLOWANCES AND EXCESS BAGGAGE CHARGES (Continued)

PART 1 - APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS IN THE CARIBBEAN AREA (Continued)

(A) FREE BAGGAGE ALLOWANCE (Continued)

(3) FREE BAGGAGE ALLOWANCE FOR CHILDREN/INFANTS

(a) Free baggage allowance for children traveling free or paying 10 percent of the applicable fare shall be:

(i) One piece checked the sum of the three dimensions not to exceed 55 inches (140 CMS.) and weight not to exceed 50 lbs.

(ii) One checked or carry on fully collapsible child's stroller/push chair or infants carrying basket, or infants car seat, which may be carried in the passenger cabin subject ot the availability of space.

(b) Children paying at least 50 percent of the adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare and subject to the same exceptions as set forth in paragraph (1) above.

C (c) Each piece of checked baggage in excess of the free allowance, over 50 lbs/23 kgs and up to 70 lbs/32 kgs, will be charged USD [I]50/CAD [I]50 per piece.

(B) EXCESS BAGGAGE

(1) LIMITATIONS ON EXCESS BAGGAGE

All passengers will be advised of the following restrictions at the time that they make their reservations with the carrier:

(a) Between the U.S.A. and All Points in the Caribbean

No more than one (1) pieces of excess baggage will be accepted. Passengers with more than 1 piece or with oversize pieces (more than 50 pounds or with total outside dimensions in excess of 62 inches) will be referred to air cargo. No excess baggage will be accepted on any flight during the periods July 1 through August 31 of each year and December 1 of each year through January 10 of the following year.

(2) EXCESS BAGGAGE CHARGES

Baggage in excess of the free allowance and subject to the weights and measurements specified in Paragraph (A) above and to the limitations in Paragraph (B)(1) above, will be accepted for transportation (subject to the availability of space on the aircraft) upon payment of the following charges.

To/from Miami, Florida, to/from New York, New York and to/from Washington, District of Columbia:

C (i) Each piece of checked baggage in excess of the free allowance, over 50 lbs/23 kgs and up to 70 lbs/32 kgs, will be charged USD [I]50.00/CAD [I]50.00 per piece.

C (ii) Each piece of checked baggage in excess of the free allowance, over 70 lbs/32 kgs but not exceeding 100 lbs/45 kgs will be charged USD 150.00/[N]CAD 150.00 per piece.

(C) OTHER RESTRICTIONS

The following will not be accepted as passenger baggage:

(1) Any item which exceeds the maximum measurements and weights as set forth in Paragraph (A)(1);

(2) Dustbins, barrels, tires or any other irregular item which is improperly secured or packaged in such a way as to be unacceptable as passenger baggage;

(3) Boxes of any kind.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

115 FREE BAGGAGE ALLOWANCES AND EXCESS BAGGAGE CHARGES (Continued)

PART 2 - APPLICABLE BETWEEN POINTS IN CANADA AND POINTS IN THE CARIBBEAN AREA

(A) FREE BAGGAGE ALLOWANCE

(1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THEN CHILDREN

(a) First Class Service

(i) Two pieces of baggage of which the greatest outside linear dimensions of each bag does not exceed 62 inches (158 cms.) and provided the weight of each bag does not exceed 50 lbs.

Each piece of checked baggage in excess of the free allowance, over 50 lbs/23 kgs
C and up to 70 lbs/32 kgs, will be charged USD [I]50.00/CAD [I]50.00 per piece plus

(ii) One additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) provided such bag can be stowed in the underseat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together, and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.)

(iii) Baggage in excess of the free allowance will be accepted upon payment of charges in the following manner:

(a) Over 70 lbs/32 kgs but not exceeding 100 lbs/45 kgs will be charged USD
C 150.00/[N]CAD 150.00 per piece.

(b) Each piece of checked baggage in excess of the free allowance, over 50
C lbs/23 kgs and up to 70 lbs/32 kgs, will be charged USD [I]50.00/CAD
C [I]50.00 per piece.

(b) Economy/Coach Class Service

(1) Two pieces of baggage (Measured together) of which the sum of the outside linear dimensions does not exceed 107 inches (273 cms.), provided that the outside linear dimensions of each bag does not exceed 62 inches (158 cms.) and provided that the weight of each bag does not exceed 50 lbs/23 kgs.

(2) One additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) provided such bag can be stowed in the underseat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.).

(c) Other Special Pieces of Baggage

(i) In lieu of the pieces of baggage provided for in (a) or (b) above, any article listed below, regardless of the actual dimensions will be considered to be a piece of baggage whose outside linear dimensions are 62 inches (158 cms.) will be accepted.

(aa) one sleeping bag or bedroll;
(bb) one rucksack/knapsack/backpack;
(cc) one pair of snow skis with one pair of ski poles and one pair of ski boots.
(dd) one golf bag containing gold clubs and one pair of golf shoes.
(ff) one duffel-type bag or B-4 type bag (See NOTE)

NOTE: "Duffel Bag" means a canvas cylindrical-shaped bag, folded and fastened at one end: "B-4 Bag" means a suitcase-type of handbag made of canvas with leather and metal bindings and fittings and with expandable canvas compartments on two sides of the bag.

(gg) one suitably packed bicycle (single seat touring or racing bicycle, non-motorized) provided that the handlebars are fixed sideways and the pedals are removed.

(ii) In lieu of the pieces of baggage provided for in (a) or (b) above, any portable musical instrument not exceeding 39 inches (100 cms.) in length will be considered to be one piece of baggage at 39 inches (100 cms.).

(2) FREE BAGGAGE ALLOWANCE FOR CHILDREN/INFANTS

(a) Free baggage allowance for children travelling free or paying 10 percent (computed in accordance with the Percentage Conversion Table published in this tariff) of the applicable fare shall be:

(i) one piece checked the sum of the three dimensions not to exceed 55 inches (140 cms.) and weight not to exceed: 50 lbs.

(ii) One fully collapsible child's stroller/push chair or infants carrying basket, or infants car seat, which may be carried in the passenger cabin subject to the availability of space.

(b) Children for whom the fare is 50 percent (computed in accordance with the Percentage Conversion Table published in this tariff) of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare and subject to the same exceptions as set forth in paragraph (1) above.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

115 FREE BAGGAGE ALLOWANCES AND EXCESS BAGGAGE CHARGES (Continued)

PART 2 - APPLICABLE BETWEEN POINTS IN CANADA AND POINTS IN THE CARIBBEAN AREA (Continued)

(B) SPECIAL PIECES OF BAGGAGE - SPORTING EQUIPMENT

Sporting equipment will be assessed the charges published below for each item of sporting equipment listed:

(1) Golfing equipment consisting of one golf bag (containing golf clubs) and one pair of golf shoes will be included in determining the free baggage allowance and if in excess will be assessed 50 percent of the applicable charge listed in subparagraph (C)(2) below. However, only one set of golfing equipment will be included in the free baggage allowance. Any sets of golfing equipment in excess of one will be assessed the applicable charge listed in subparagraph (C)(2) below.

(2) Snow skiing equipment consisting of one pair of snow skis, one pair of ski poles and one pair of ski boots will be included in determining the free baggage allowance and if in excess will be assessed 33 percent of the applicable charge listed in subparagraph (C)(2) below. However, only one set of snow skiing equipment will be included in the free baggage allowance. Any sets of snow skiing equipment in excess of one will not be included in the free baggage allowance and will be assessed the applicable charge listed in subparagraph (F) below.

(3) Skin diving equipment consisting of not more than one each of the following: Empty scuba tank, air supply regulator and pressure gauge, tank harness, face mask, pair of diving fins, snorkel, knife, speargun, air pistol, and safety vest, securely packed in one bag, will be included in determining the free baggage allowance and if in excess will be assessed 50 percent of the applicable charge listed in subparagraph (C)(2) below.

(C) EXCESS BAGGAGE CHARGES

(1) Baggage in excess of the free allowance set out in Paragraphs (A)(1) and (A)(2) above will be accepted upon payment of the applicable rate shown in paragraph (2) below which will be charged in the following manner:

(a) The applicable excess baggage charge shall apply to:
(i) Any bag or piece in excess of the number of pieces allowed.
(ii) Any bag or piece exceeding the permissible dimensions but not exceeding 80 inches (203 cms.)

(b) Twice the applicable excess baggage charge below shall apply to any bag or piece which is both in excess of the number of pieces allowed and the permissible dimensions, but not exceeding 80 inches (203 cms.).

(c) Except for those items listed in paragraph (A)(1) above, any bag or piece, the sum of the three dimensions of which exceeds 80 inches (203 cms.) or the weight of which exceeds 70 lbs. shall not be carried as accompanied baggage unless prior handling arrangements have been made with the carrier. Such bag or piece shall be weighed and charged at three times the applicable rate in sub-paragraph (F) below for the first 45 kilos or fraction thereof. For each additional 10 kilos or fractions thereof, additional charge shall be applied.

(d) Bulky baggage retained in the passenger's custody. Subject to advance arrangements, 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.) per seat, provided that the weight of such baggage so carried shall not be included in determining the passenger's free baggage allowance nor his excess baggage charges. The charge for the baggage so carried per seat shall be 75 percent of the applicable adult fare for the class of service used by the passenger between the points between which the baggage is to be transported.

(2) The charge for each piece of excess or oversize baggage will be as reflected in table below.

Heavy Bag	Extra Bag	Heavy Extra Bag
24-32 Kgs USD 50.00/ [N]CAD 50.00	1-23 kgs USD 150.00/ [N]CAD 150.00	24-32 kgs USD 200.00 [N]CAD 200.00

C

(Continued on next page)

RULE	SECTION I - GENERAL RULES
115	FREE BAGGAGE ALLOWANCES AND EXCESS BAGGAGE CHARGES (Continued)
	PART 2 - APPLICABLE BETWEEN POINTS IN CANADA AND POINTS IN THE CARIBBEAN AREA (Continued)
	(D) OTHER RESTRICTIONS/LIMITATIONS
	(1) The maximum number of pieces per passenger shall be limited to three (3). Additional pieces may be accepted subject to the availability of space on the aircraft and provided that all provisions of this tariff are agreed to.
C	EXCEPTION 1: [X]
C	EXCEPTION 2: [X]
C	EXCEPTION 3: [X].
	(2) The carrier reserves the right to refuse any bag or piece exceeding the weight or dimensions referred to in this rule.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

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

(B) ACRONYMNES, SEQUENCE OF CHECKS, INTERNATIONAL SALES INDICATORS (ISI).
List of common acronyms used for fare constructions.

(1) List of Common Acronyms Used for Fare Construction:

BHC	One-Way Back Haul Check
COM	Country of Unit Origin Minimum
COP	Country of Payment Check
CPM	Common Point Minimum
CTM	Circle Trip Minimum
DMC	Directional Minimum Check
EMA	Ticketed Point Mileage Deduction (previously Extra Mileage Allowance)
EMS	Extra Mileage Surcharge
HIP	Higher Intermediate Fare Check
MPM	Maximum Permitted Mileage
OSC	One Way Subjourney Check
RSC	Return Subjourney Check
RWM	Round the World Minimum
TPM	Ticketed Point Mileage

(2) Sequence of Checks
(a) all fare constructions shall be accomplished in NUCs.
(b) in applying fare construction checks, the following sequence shall apply to such checks.

NAME	ACRONYM	APPLICABLE FARES
Mileage checks	TPM/MPM/ EMS/EMA	All
Higher intermediate point	HIP	All
One way back haul check	BHC	OW
One way subjourney check	OSC	Normal OW
Country of unit origin minimum	COM	OW
Directional minimum	DMC	OW, Normal OJ
Circle Trip/round the world minimum	CTW/RWM	CT/RTW
Common point minimum	CPM	Normal OJ
Return Subjourney check	RSC	Normal CT, OJ, RT
Local currency fare check	COP	Normal CT, RT

(3) International Sales Indicators - ISI
For purposes of this rule, the Sale and Ticket Indicators below will determine the applicable minimum checks. These indicators must be shown on all tickets:
(a) SITI: Sold and Ticketed inside the country of origin. SITI will also apply to tickets:
(i) both sold and issued in Scandinavia for travel originating in Scandinavia
(ii) both sold and issued in the area comprised of Canada and the USA for travel originating in Canada or U.S.A.
(b) SOTI: Sold outside but Ticketed inside the country of origin.
(c) SITO: Sold inside but Ticketed outside the country of origin.
(d) SOTO: Sold and Ticketed outside the country of origin.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES (Continued)

(C) APPLICATION

(1) Fares specified in this tariff between any two points are subject to:

(a) The maximum permitted mileage, referred to herein as mileage fares, provided that when a journey exceeds the MPM, the fare must be surcharged in accordance with the procedures for excess mileage surcharges, or;

(b) A specified diagrammatic or linear routing referred to herein as routing fares.

(2) Applicable Fares

Fares to be assessed for the total journey shall be the applicable fares effective on the date of departure on the first international sector, provided Canada and the USA are considered as one country.

(3) Arbitrary Construction

Fares published by use of a published arbitrary and a published international gateway fare. These fares are referred to as constructed fares. When construction with arbitraries is used, travel need not be via the point of combination.

(4) Non-Adherence to Precedence of Through Published Fares

Except for the provisions in paragraphs (8 below) and (E.6) the combination of two or more fares may be applied between any two points even if the amount results in less than the through published fare in this tariff. All rules of such fares combined must be observed.

(5) Lowest Combination Principle (LCP)

When no through fare is published between any two ticketed points, a fare must be constructed for the purpose of applying fare construction checks. The applicable fare must be constructed using sector fares over an intermediate ticketed point for the class of service used.

(a) The fare must be constructed in the direction of travel except that for any fare component into the country of pricing unit origin, the fare applicable from the country of pricing unit origin shall be used.

(b) When the same fare construction point is used both for the outbound and inbound fare, the provisions of End-on Combinations apply.

(c) When used for fare checks, the constructed fare must be shown on the ticket as "C"/. When used for other purposes, the fares must be shown separately on the ticket.

(6) Direction of Fares

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

NOTE: Canada and the U.S.A. shall be considered the same country. Denmark, Norway and Sweden shall be considered the same country.

Example: Travel: TRA-MAD-JNB-MAD-FRA

Construction could be:

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

Component JNB-MAD must be in the direction from MAD to JNB.

EXCEPTION 1: Except for RT pricing units, fare components between Canada and the U.S.A. and between Denmark, Norway and Sweden shall be assessed in the direction of travel.

EXCEPTION 2: (Applicable to Open Jaw Special Fares only) For travel originating and terminating in Europe (where an open jaw applies between countries in Europe) for the last fare component into the country of unit destination the fare applicable from the country of unit destination shall be used.

(b) Fares shall be assessed in the direction of travel, except that when a pricing unit for a one way subjourney terminates in a country from which a previous pricing unit has been assessed, the pricing unit for the one way subjourney into such country shall be assessed from such country, i.e. not in the direction of travel.

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

Construction:

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

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

(Continued on next page)

RULE	SECTION I - GENERAL RULES

C130 [C]FARES (Continued)

(C) APPLICATION (Continued)

(7) End of Combinations

When two or more fares are combined end-on, the provisions of round trip, circle trip, one way or open jaw journeys, as applicable, shall apply separately to each fare; provided that the international sales indicator (SITI/SITO/SOTO/SOTI) of the ticket applies to all combined fares shown on the ticket.

(8) Combination of Fares - U.S.A.

(a) Combination of U.S. domestic normal/special fares with international fares to construct a through fare which is less than the published fare from the point of origin to the point of destination is permitted; provided the passenger complies with all conditions of the fares.

EXCEPTION 1: The minimum tour price, if any, required by the U.S. domestic fare will not be applicable when the minimum tour price of the international fare is higher.

EXCEPTION 2: The advance purchase, if any, required by the U.S. domestic fare will not be applicable when combining with an international fare which has a greater advance purchase for transportation to/from points outside the U.S.A./Canada/Mexico/Bermuda/Bahamas/West Indies.

EXCEPTION 3: The requirement of ticketing within a specified time after reservations are made, if any, required by the U.S. domestic fare will not be applicable when combining with international fares for transportation to/from points outside the U.S.A./Canada/Mexico/Bermuda/Bahamas/West Indies.

(b) The maximum permitted mileage shall apply from the gateway used for fare construction/combination.

(c) Travel must be via the fare combination point(s).

(9) When fares are expressed as a percentage of another fare and different of another fare and different percentages apply on a journey, the following rule applies:

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

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

Example: Journey A-B-C-D-A

Children's fares

A-B 75 percent of adult fare
A-C 50 percent of adult fare
B-C 67 percent of adult fare
A-D 50 percent of adult fare

(i) Calculate amounts resulting from application of above percentages.

(ii) Apply HIP/CTM etc. rules using the resultant levels.

(10) Fare construction must be via the itinerary of the passenger. The addition of points not on the passenger's itinerary is not permitted.

EXCEPTION: Constructions using add-on amounts.

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

(D) DEFINING JOURNEY OR PRICING UNIT CONCEPT

(1) The fare for a journey (excluding side trips assessed separately) shall be the lowest of:

(a) a single pricing unit for the journey, or

(b) any series of end-on combined pricing units, which collectively comprise the journey being traveled.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES (Continued)

(D) DEFINING JOURNEY OR PRICING UNIT CONCEPT (Continued)

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

Example: Travel: LON-MIL-STO-LON
Construction:
LON-MIL 1/2 RT
MIL-STO 1/2 RT 1 Pricing unit
LON-STO 1/2 RT
- OW fares are not permitted as travel is continuous, circuitous and returns to the same point
- CTM check LON-MIL RT and LON-STO RT
- last fare component from country of origin

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

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

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

Example: Travel: NYC-LON-JNB-MAN-NYC
Construction could be:
NYC-LON 1/2 RT
NYC-MAN 1/2 RT 1 pricing unit

LON-JNB 1/2 RT
MAN-JNB 1/2 RT 1 pricing unit
- Both subjourneys fall within the definition of OJ
- (Note that above journey could also be constructed as NYC-JNB RT)

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

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

LON-RIO OW
RIO-JNB OW - NOT POSSIBLE
MAN-JNB OW
- Travel LON-RIO-JNB-MAN is not within the definition of an OJ
- Use of OW fares is not permitted.
- Total journey falls within definition of CT and may only be constructed as a single pricing unit.

(4) If the routing of the journey fulfills the definition of a normal/special fare open jaw trip, the pricing unit shall be assessed as two half round trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or other points and a one way subjourney(s) for the domestic sector(s). If this type of pricing option is used then one way pricing units must be assessed using one way fares and the return subjourney must be assessed using half round trip fares.

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

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES (Continued)

(D) Defining Journey or Pricing Unit Concept (Continued)
(4) (Continued)
Example 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE

Construction could be:

KHH-DPS	1/2 RT)	
TPE-JKT	1/2 RT)	1 pricing unit
Or		
KHH-TPE	OW	1 Pricing unit
TPE-JKT	RT	1 Pricing unit
JKT-DPS	OW	1 Pricing unit
Or		
KHH-TPE	OW	1 Pricing unit
TPE-DPS	1/2 RT)	
TPE-JKT	1/2 RT)	1 Pricing unit
Or		
KHH-TPE	1/2 RT)	
TPE-JKT	1/2 RT)	1 Pricing unit
JKT-DPS	OW	1 Pricing unit
Whichever is the lower		

Example 3: Travel GLA MAN ROM LON

Construction could be:

GLA-ROM	1/2 RT)	
LON-ROM	1/2 RT)	1 Pricing
Or		
GLA-MAN	OW	1 Pricing unit
MAN-ROM	1/2 RT)	
LON-ROM	1/2 RT)	1 Pricing unit

(5) (a) If the routing of a journey does not fulfill the definition of round trip, circle trip or normal/special fare open jaw trip, it shall be assessed as follows, subject to the routing
(i) as a one way journey
(ii) as a series of one way subjourneys
(iii) as a round trip or circle trip journey with the surface sector assumed flown
(iv) if there is a common point/country - as a mix of a one way subjourney and a return subjourney (as shown in paragraph 3.c. above).

Example 1: Travel PAR-ATH

Construction: PAR-ATH OW 1 Pricing unit
Does not qualify for RT, CT, or normal fares OJ

Example 2: Travel PAR-BKK-VIE-ROM

Construction could be:

PAR-BKK	OW	1 Pricing unit
BKK-VIE	OW	1 Pricing unit
VIE-ROM	OW	1 Pricing unit
Or		
PAR-BKK	OW	1 Pricing unit
BKK-ROM	OW	1 Pricing unit

No return to country of origin, fares in direction of travel

Example 3: Travel STO-NBO surface SEZ-NBO-STO

Construction could be:

STO-NBO	OW	1 Pricing unit
STO-SEZ	OW	1 Pricing unit
Or		
STO-NBO	RT	1 Pricing unit
SEZ-NBO	OW	1 Pricing unit
Or		
STO-SEZ	RT	1 Pricing unit

(b) The one way journey/subjourney(s) above must be assessed using one way fares. The use of half round trip fares is not permitted. The round trip journey/subjourney(s) above must be assessed using half round trip fares.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES (Continued)

(E) Limitations on Indirect Travel/Inclusion of surface sectors on a through mileage calculator

(1) Limitation on Indirect Travel

(a) General Limitations: A fare component must not include more than:

(i) one departure from fare component origin or

(ii) one arrival at fare component destination or

(iii) more than one stopover at any one intermediate ticketed point

(b) Additional Limitations

(i) For a journey originating in Europe (not applicable for travel wholly within Europe) a fare component must not include more than one international departure and one international arrival at any ticketed point in the country where travel originates; provided that when the country of origin is transited, to/from another point in Europe; stopovers will not be permitted in such country.

Example 1: AMS-TYO-AMS-LON-RTM with a stopover in AMS between TYO and LON at a through TYO-LON fare is NOT permitted (country of origin is transited to another point in Europe)

Example 2: LON-NYC-LON-TYO with a stopover in LON between NYC and TYO at a through NYC-TYO fare is permitted (country of origin is not transited to/from another point in Europe)

(ii) The restriction in (i) above shall also apply for the country of payment in Europe if not identical to the European country where travel originates.

Example 1: ZRH-MIL-TYO
Sold in MIL with a stopover in MIL at a through fare ZRH-TYO is NOT permitted.
(country of sale is transited from another point in Europe)

Example 2: LON-NYC-x/LON-AMS-TYO
Sold in FRA with a stopover is AMS at a through fare NYC-TYO is permitted.
(Country of origin is transited to another point in Europe but no stopover is made)

(iii) A fare component within TC1 or between TC1-3 (via the Pacific) must not include more than one arrival and one departure at any ticketed point.

(iv) For a journey originating in TC1, no fare component within TC1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates.

Example 1: POA-BUE-SAO-NYC-through fare not permitted because of two international departures from Brazil. Additionally, this restriction applies for the country of payment if not identical to the country where travel originates.

Example 2: NYC-SAO-BUE-POA sold in Brazil - through fare not permitted becuase of two international arrivals in Brazil which is the country of sale.

(v) Applicable for travel commencing in Brazil (except for journeys wholly within South America) irrespective of where the fare is paid, the first international fare component must not include more than one Brazilian domestic flight coupon. Where more than one Brazilian domestic flight coupon is issued, the first international fare component must be assessed from the point immediately prior to the point of commencement of the international sector.

Example 1: BSB-RIO-NYC at a through fare BSB-NYC is permitted.

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

Example 3: FLN-x/CWB-/CWB-IGU-xSAO-LON at a through fare FLN-LON is NOT permitted. This first international fare component must be assessed from IGU and FLN-CWB-IGU charged separately.

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

(vii) Journey Application

A journey on a ticket or conjunction ticket, at the time of original issue or when reissued, must not include more than four international arrivals and four international departures in any one country; except in Europe, not more than three international arrivals and three international departures n one country in Europe; provided for the counting of arrivals and departures surface sectors are considered to be flown

(2) Inclusion of a Surface Sector on a Through Mileage Calculation

Surface of a transportation between two intermediate ticketed points must be included in the ticketed point mileage computation. In the absence of a single ticketed point mileage, the lowest combination of ticketed point sector mileage will apply.

Exception: When travel between the following ticketed points are by surface transportation, and neither point is the point of origin or destination of the fare sector, the mileage between such points will be disregarded.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES (Continued)

(E) Limitations on Indirect Travel/Inclusion of surface sectors on a through mileage calculator. (Continued)

(2) Inclusion of a Surface Sector on a Through Mileage Calculation (Continued)

BETWEEN	AND
Alicante, Spain	Murcia, Spain
Alicante, Spain	Valencia, Spain
Almeria, Spain	Malaga, Spain
Amman, Jordan	Jerusalem
Amrisar, India	Lahore, Pakistan
Amsterdam, Netherlands	Rotterdam, Netherlands
Antwerp, Belgium	Brussels, Belgium
Arica, Chile	Tacna, Peru
Barcelona, Spain	Gerona, Spain
Barcelona, Spain	Reus, Spain
Basle, Switzerland	Mulhouse, France
Berlin, Germany	Dresden, Germany
Berlin, Germany	Leipzig, Germany
Berne, Switzerland	Geneva, Switzerland
Berne, Switzerland	Zurich, Switzerland
Bilboa, Spain	San Sebastian, Spain
Bilboa, Spain	Santander, Spain
Bilboa, Spain	Vitoria, Spain
Bologna, Italy	Florenca/Pisa, Italy
Brazzaville, Congo Rep.	Kinshasa, Zaire
Bremen, Germany	Hamburg, Germany
Bremen, Germany	Munster, Germany
Brownsville, U.S.A.	Matamores, Mexico
Catania, Italy	Palermo, Italy
Ciudad Juarez, Mexico	El Paso, U.S.A.
Cologne, Germany	Dusseldorf, Germany
Cologne, Germany	Munster, Germany
Curitaba, Brazil	Joinville, Brazil
Cuzco, Peru	La Paz, Bolivia
Detroit, U.S.A.	Windsor, Canada
Dresden, Germany	Leipzig, Germany
Dubai, United Arab Emirates	Sharjah, United Arab Emirates
Dusseldorf, Germany	Munster, Germany
Grenada, Spain	Malaga, Spain
Guatemala City, Guatemala	Tapachula, Mexico
Guayaramerin, Bolivia	Porto Velho, Brazil
Hamburg, Germany	Hanover, Germany
Hamburg, Germany	Munster, Germany
Hilo, Hawaii, U.S.A.	Kona, Hawaii, U.S.A.
Hong Kong SAR, Hong Kong	Macau, Macau
Iguassu Falls, Argentina	Iguassu Falls, Brazil
Jarez de la Frontara, Spain	Seville, Spain
Kabul, Afghanistan	Peshawar, Pakistan
La Coruna, Spain	Santiago de Compostela, Spain
Laredo, Texas, U.S.A.	Nuevo Laredo, Mexico
Larnaca, Cyprus	Paphos, Cyprus
Leticia, Columbia	Tabatinga, Brazil
Livingstone, Zimbabwe	Victoria Fall, Zimbabwe
Livramento, Brazil	Rivera, Uruguay
Ljubijana, Yugoslavia	Zagrab, Yugoslavia
McAllen, Texas, U.S.A	Reynosa, Mexico
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg, Germany
Nagaya, Japan	Osaka, Japan
Paso de los Libres, Argentina	Uruguaiana, Brazil
Podgrorica, Yugoslavia	Tivat, Yugoslavia
Puerto Montt, Chile	San Carlos de Bariloche, Argentina
San Diego, U.S.A.	Tijuana, Mexico
Santiago de Composatala, Spain	Vigo, Spain
Split, Yugoslavia	Zadar, Yugoslavia
Stockholm, Sweden	Vasteras, Sweden
Swakopmund, Namibia	Walvis Bay, Namibia

(Continued on next page)

RULE	SECTION I - GENERAL RULES

C130 [C]FARES (Continued)

(F) Construction Rules Fro Fare Components

(1) Mixed Class Travel (travel via Different Class of Service)
(Applicable to Normal Fares only).

(a) Mixed class travel is when travel involves two or more classes of service:
(i) On a sector(s) within a fare component or,
(ii) in an entire fare component of a journey/subjourney with more than one fare component

(b) The fare for entire fare component traveled in a higher class of service shall be the applicable fare for the class used.

(c) All fares used in differential calculations will be based on qualifying fares.

(d) The fare for mixed class travel within a fare component is assessed as the sum of the through fare in the lowest class of service used to assess the fare and, for each sector traveled in a higher class of service; the difference between the lowest applicable fare for the lowest class used for the sector concerned and the lowest applicable fare for the higher class used for the same sector. This process will be referred to as 'differential'.

(e) if consecutive sectors within the fare component are flown in the higher class of service, the differential may be assessed as the difference between the applicable through fare for the lowest class of service used and the applicable through fare for the higher class of service for the sectors concerned.

(f) HIPs must be checked when calculating differentials, however the BHC does not apply.
Note: Minimum checks are not applicable when calculating a differential.

(g) The differential is assessed in the same direction as the fare used for the lowest class of service.

(h) When half round trip fares are used, the differential is assessed using half round trip fares. When one way fares are used, the differential is assessed using one-way fares.

(i) Special fares may not be used in mixed class differential calculations.

(j) The above rules may not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service used.

(k) The total fare for a fare component assessed with a class differential need not be higher than:
(i) the through fare for the highest class of travel, or
(ii) the sum of fares for sectors flown in different classes of service

(l) Fare component checks (DMC, COM) will be applied:
(i) in the lowest class used of a mixed class component where a differential has been applied; and
(ii) in the applicable class used for an entire component flown in a higher class.

(m) Journey/subjourney checks which apply to more than one fare component (CTM, COP, CPM, OSC, RSC) will be applied in the lowest class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used.

(n) Where two applicable same class fares exist in a market, the applicable fare used for the through fare component and any intermediate fares used for HIP check purposes to the breakpoint, is also the same fare used in calculating the differential, i.e. Y and Y2 fares exist in a market. If the lower level Y2 fare is used as the HIP check fare, it must also be used when calculating the differential.

(o) Class differentials may not be assessed over a fare beak point.

(p) (Applicable between Area 1 and Area 2) When the transatlantic sector is flown in intermediate class and other sectors are in the same class or a lower class, the applicable through intermediate class fare shall be applied. A differential between economy and intermediate class is not permitted.

(q) (Applicable between Area 1 and Area 3 via the Atlantic) When the Area 2-3 and transatlantic sectors are flown in intermediate class, the applicable through intermediate class fare shall be applied.

(r) (Applicable for travel between Area 1 and Europe only) When transatlantic travel is flown in economy class and the intra European sector is flown in intermediate class, the through applicable intermediate class fare applies, unless charging sector fares for the mixed class point(s) results in a lower fare. A differential between economy and intermediate class is not permitted.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

(F) Construction Rules For Fare Components (Continued)

(1) (Continued)

(s) (Applicable via the Atlantic-Pacific oceans for travel between Europe and South West Pacific) When the sector between Europe and Area 1 and the sector between Area 1 and the South West Pacific are flown in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.

(t) (Applicable to Atlantic-Pacific travel between Europe and Japan/Korea) When the sector between Europe and Area 1 is in economy class and the sector between Area 1 and Japan/Korea is in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.

(u) (Applicable to Atlantic-Pacific travel between Europe and South East Asia) When the sector between the last point of departure in Europe and the first point in arrival in Area 3 are flown in intermediate class, the applicable intermediate class fare applies. A differential between economy and intermediate class is not permitted.

(2) Surface Sectors

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

(b) In the case of normal fare travel, where the mileage for an international surface break is greater than the ticketed point mileage over the routing traveled from origin of the journey up to the point of commencement of the surface break when normal fares are on both sides of the surface break and journey up to the surface break must be ticketed separately.

Example: Travel: NYC-LON surface BKK-PAR-LON-NYC

TPMs 3458 5919 5860 220 3458

Construction could be:

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

* Notwithstanding separate PUs, the TPM is undertaken from NYC

(c) The surface break is measured using TPMs. If no TPM exists for the points concerned, the shortest operated mileage shall be used (i.e. MPM divided by 1.20); provided that in the event there is no shortest operated mileage, the ticketed point mileage shall be established by a combination of TPMs.

(d) Surface breaks in section E.7. and between Canada and the U.S.A. may be ignored.

(3) Higher Intermediate Point

(a) Normal Fares

(i) If in any routing otherwise permissible at the direct route normal fare, there is a direct route normal fare(s) of the same class of service between any two ticketed points which is higher than the direct route normal fare between the fare construction points, the fare shall not be less than the highest intermediate fare. In the case of fares which are established by season or day of week the check will be based on the applicable fare.

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

(iii) When there is not direct route fare between two ticketed points, a fare must be constructed over an intermediate ticketed point in order to apply the provisions of (i) or (ii) above.

NOTE: The constructed fare is considered a 'direct route fare' and must be shown on the ticket as 'C/'.

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

(aa) Sleeper seat fare is compared with sleeper seat; if no sleeper seat fare, compare with first class fare

(bb) First class fare is compared with first class; if no first class fare, compare with intermediate class fare (or next lower class fare)

(cc) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with economy class fare; provided that where more than one economy class fare is published, compare with the highest economy class fare.

(dd) Economy class fare is compared with economy class fare

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

(vi) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used subject to any stopover, transfer, seasonality, day of week limitations, or flight restrictions of the lower/lowest fare (excluding application of the stopover charges.)

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

(F) Construction Rules For Fare Components (Continued)

(3) (Continued)

(a) Normal Fares

(vii) In establishing the day of week fare level to be used for the HIP check, the application of the day of week fares shall be applied solely to the sector(s) for which the check is being made. The day of travel on such sector(s) shall be used to determine the day of week fare level for the HIP check.

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

Example: Routing A-B-C-B-A

1st fare component (A to C)
- fare A-C is a non-seasonal fare
- fare A-B is a non-seasonal fare
- there are seasonal fares B-C with the rule that the first international sector determines the seasonal fare to be charged.
- to establish the seasonal fare level to be used for the HIP check on the sector B-C the date of travel B to C will be used

2nd fare component (fare in the direction from A to C)
- fare A-C is a non-seasonal fare
- fare A-B is a non-seasonal fare
- there are seasonal fares B-C with the rule that the first international sector determines the seasonal fare to be charged.
- to establish the seasonal fare level to be used for the HIP check on the sector C-B the date of travel C to B will be used

(ix) For the purpose of the higher intermediate fare check, when the ticket shows no stopover at both the unit origin and the unit destination point of a side trip which has been charged for separately (due to transfer connections on both occasions) a stopover shall be considered to be taken at such point unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in Rule 1.

(x) When an itinerary required checking fares in the next higher class of service due to rule/stopover restrictions, HIPs must be checked in the next higher class of service for all points on that fare component.

(xi) SITI/SOTI transactions: When tickets are issued in the country of commencement of travel, a higher intermediate fare shall be applicable only at intermediate ticketed stopover point(s).

The points to be checked are:

(aa) the point of origin to any intermediate stopover point; or

(bb) any intermediate stopover point to the destination; or

(cc) any intermediate stopover points to any other intermediate stopover point.

EXCEPTION 1: For the purpose of this rule, EC Member States shall be considered as one country, provided that:

(i) The journey is wholly within the Europe Sub-area and all fare construction points are in EC Member States.

(ii) The journey must commence in the country of the point of origin shown on the ticket.

EXCEPTION 2: HIPs will not be checked when routing fares fare used for travel wholly within Area 1, or for travel between Area 1 and Area 2 via the Atlantic or for travel between Area 1 and Area 3 via the Pacific.

EXCEPTION 3: For SITI/SOTI transactions when the ticket is issued in Western Africa, higher intermediate points in each fare component shall be checked at all ticketed points in Western Africa.

EXCEPTION 4: Applicable for travel originating in Israel. HIPs will be checked on fare components from Israel to all ticketed points in the fare component whether there is a stopover or not. This does not apply to the HIP check from an intermediate point or an intermediate point to the fare construction point.

Example: TLV-FRA-X/LON-NYC/TLV
The HIP check is TLV-FRA; TLV-LON and FRA-NYC and though LON is a transfer point, TLV-LON is checked but LON-NYC is not.

NOTE: This does not apply to fares published with specified routings.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

(F) Construction Rules For Fare Components (Continued)

(3) (Continued)

(a) Normal Fares

(xi) (Continued)

EXCEPTION 5: For SITI/SOTI transactions when travel originates in Australia/New Zealand, (except for travel wholly within Area 3). The HIP check shall apply in each international fare component to/from Australia/New Zealand from the point of unit origin to all ticketed transfer points in the fare component.

EXCEPTION 6: For SITI/SOTI transactions when ticket originates in the Republic of Yeman additional HIP checks shall apply at any intermediate ticketed points in the Republic of Yemen, whether or not a stopover is taken.

EXCEPTION 7: (Whether the ticket is sold inside or outside the country of commencement of travel) When travel is between Area 1 and Area 3 via the Pacific; higher intermediate point checks will not apply at HNL for all fares and TYO for special fares.

EXCEPTION 8: (Whether the ticket is sold inside or outside the country of commencement of travel) When travel is between Area 1 and Area 3 via the Pacific, HIP checks will not apply at OSA. Applicable to special fares only.

EXCEPTION 9: For SITI/SOTI transactions when travel originates in India and destined to Canada/USA, when stopovers taken in Europe or UK higher fares shall not be applicable from points in Europe/UK to Canada/U.S.A.

(xii) For SITI/SOTI transactions, for the purpose of this rule, when there is a surface break, the higher intermediate fare check applies to the point of arrival by air immediately preceding the surface sector and to the point of departure immediately following the surface sector, unless the time interval between the arrival and departure does not constitute a stopover as defined in Rule 1.

(xiii) SOTO/SITO transactions: when tickets are issued outside the country of commencement of travel, a higher intermediate fare shall be applicable at ALL intermediate ticketed point(s).

(b) Special Fares

(i) A special fare may be applied if between either fare construction point and any intermediate ticketed point there is not higher normal fare for the same class of service than the normal fare between the fare construction points as determined in accordance with the Normal Fares section (a) above.

(ii) If there is a higher normal fare, as determined in accordance with paragraph a, above, the special fare for the component shall not be less than such higher normal are, except:

(aa) if there is a special fare of the same type at the same level or a lower level on the sector for which the normal fare applies, the special fare from the origin to the destination (surcharged if necessary) shall apply, or

(bb) if there is a special fare of the same type at a higher level on the sector for which the higher normal fare applies, the special fare for the component shall not be less than such higher special fare (surcharged if necessary).

(cc) if there is no special fare of the same type on the sector for which the higher normal fare applies, the fare shall not be less than the lowest of any higher type of special fare within the same column as shown below:

(dd) in defining a 'fare of the same type', the comparison of special fares shall be limited to the class of service and

Column 1	Column 2	Column 3
Late Booking Fare or	GIT fare or	Group fare or
APEX fare or	Individual IT or	Excursion fare
PEX fare or Excursion fare	Excursion fare	

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

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

(F) Construction Rules For Fare Components (Continued)

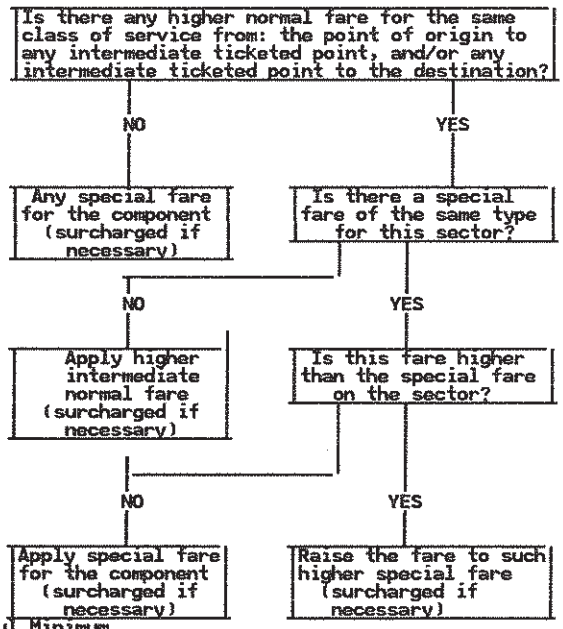
(3) (Continued)

(b) Special Fares

(ii) (Continued)

(ff) All conditions attached to the special fare for the component apply.

FLOW CHART (For Special Fares)



(4) One Way Backhaul Minimum

(a) This paragraph does not apply:

(i) for journeys wholly within TC1

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

(iii) for pricing units wholly within Europe

(b) This paragraph applies only when using normal or special one-way fares.

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

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

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

Example: A-B-C-D

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

Fare to be charged is:

B to C NUC 175

or

A to C NUC 150

Plus the difference between

A to C and A to D 10

TOTAL NUC 160

whichever is higher

(d) The one-way backhaul check need not be applied for points that have been excluded as stated in Section 3 (HIPS) above.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
C130	[C]FARES (F) Construction Rules For Fare Components (Continued) (5) Directional Minimum Fare Check (DMC) For SOTI/SITO/SOTO transactions, the following additional rules will apply. (a) Normal Fares (i) One-way fares: the fare to be charged shall not be less than the direct route one way fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within the fare component. (ii) Normal Open Jaw fares: The fare to be charged shall not be less than the direct route half round trip fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within each fare component. (iii) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

(F) Construction Rules For Fare Components (Continued)
(5)

(b) Special One Way Fares
(i) Only one fare component: The fare to be charged shall not be less than the highest one way direct route fare of the same type in either direction between any ticketed points within the fare component. In the absence of a fare of the same type, the next higher one way fare shall be used.
(ii) More than one fare component: The rule in (b)(i) above shall apply to each fare component.
(iii) Fare of the same type will be as defined in paragraph (3)(b)(ii)(dd).

(c) Applicable Fares
The fares to be used shall be those applicable on the date of commencement of the outbound transportation or in the case of seasonal fares, those applicable on the date which determines the seasonal level to be used. This will apply in each component.

(d) Exceptions
The provisions in subparagraphs (a)(b) and (c) above will not apply:
(i) For transportation wholly within TC1
(ii) For sales made in TC1 for transportation commencing in TC1
(iii) For sales made in Canada, U.S.A./U.S. Territories for transportation to Canada, U.S.A./U.S. Territories.
(iv) When travel originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo (Brazzaville), Equatorial Guinea, Gabon, Ivory Coast, Mali, Niger, Senegal or Togo and is sold in these countries.
(v) For sales made in EC Member States for travel wholly within the Europe Sub-area when all fare construction points are in EC Member States.

(G) CONSTRUCTION RULES FOR PRICING UNITS
(1) Round Trip Fares
(a) Unless otherwise specified, the fare for a round trip will be twice the outbound one way fare.
(b) The reference to two fare components only, found in definitions, does not prohibit fares for end-on combination or side trips paid for separately, being shown on the same ticket.
(c) Round trip fares are combinable with other round trip fares.

(2) Circle Trip Fares
(a) The fare for a circle trip shall be the lowest combination of half round trips in the direction of travel, beginning the calculation from the point of unit origin of the trip; provided that for any fare component which terminates in the country of unit origin, the fare applicable to such fare component from the country of unit origin shall be used.

(b) Circle Trip Minimum (CTM)
(i) (Not applicable for travel commencing in Australia/New Zealand other than within TC3) The fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal or special round trip fare, the highest rated pair of points applicable to the class of service used from the point of unit origin to any stopover point on the route of travel.
(ii) (Applicable for travel commencing in Australia/New Zealand other than within TC3). The fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal or special round trip fare, for the highest rates pair of points applicable to the class of service used from the point of unit origin to any ticketed point on the route of travel.
(iii) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used.
(iv) When there are round trip fares from the point of unit origin to any stopover point, which differ according to carrier(s) used outbound and inbound the fare to be used for the check shall be the lower of such round trip fares.
(v) When checking the circle trip minimum fare when special fares are used, the comparison is the same as provided in (3)(b)(ii)(dd); provided that when no special direct round trip fare is available from the point of unit origin to any higher rated normal fare stopover point, the total fare shall not be less than the direct round trip normal economy class fare from the point of unit origin to such point.
(vi) The CTM check is not applied to a pricing unit, which contains a mixture of normal and special fares combined on the outbound and inbound portions.
(vii) The CTM check is not applied to a pricing unit consisting of government and/or military fares.
(viii) The CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.
(ix) The CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

(G) CONSTRUCTION RULES FOR PRICING UNITS (Continued)

(c) Round the World Minimum (RWM)

The rule does not apply to any joint Round the World fares published by rule separately in this or any other tariff.

(i) Round the world fares consist of continuous EB or WB travel commencing from and returning to the same point which involves only one crossing of the Atlantic Ocean and only one crossing of the Pacific Ocean.

(ii) Unless otherwise indicated, only normal fares may be used to construct a round the world itinerary. One way special fares must not be used to calculate fares for round-the-world travel.

(iii) For round the world travel originating in Australia/New Zealand, the provisions of subparagraph (iv) below shall not apply.

(iv) The total fare for a round the world journey (excluding any side trip charged separately) shall not be less than the lower of the two direct route normal round trip fares applicable to the class of service used from the point of unit origin to all stopover point(s) in both global directions. If more than one such lower fare exists, the highest of these lower fares is used for the RWM.

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

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

(vii) When the flown itinerary incorporates such different global indicators, the fare must not be less than the lower of such round trip fares from the point of unit origin.

Example: Travel CHI-ZRH-BOM-CMB-HKG-YVR-CHI

Calculation based on: CHI-BOM AT fare and CHI-BOM PA fare

AT	NUC	PA
CHI-ZRH	1800	None
CHI-BOM	3100	3300
CHI-CMB	3830	3200
CHI-HKG	4600	2300
CHI-YVR	none	285 (WH)

- The missing CHI-ZRH PA and CHI-YVR AT fares need to be constructed by lowest combination. However, as the resulting fares would most likely be higher than existing fares in the opposite global direction, they are ignored.
- The highest RT fare between each city pair is disregarded.
- Of the remaining lower RT fares, the highest RT fare CHI-CMB PA constitutes the RWM.
- If the calculation is not higher than this amount, the itinerary must be raised to the highest RT fare (CHI-CMB).

(3) Open Jaw Fares

(a) Normal Fare Open Jaw

Common Point Minimum Check (CPM)

(i) The fare for a normal fare open jaw pricing unit shall be the sum of the applicable round trip fares for both international legs of the open jaw, assessed from the country of unit origin.

(ii) (aa) If there is a surface sector in the country of unit origin and there is a common ticketed point(s) in the country of unit origin, the fare shall not be less than the highest applicable fare from the common point(s).

(bb) if there is a surface sector in the country of unit turnaround and there is a common ticketed point(s) in the country of unit turnaround, the fare shall not be less than the highest applicable fare to the common point(s).

(cc) If there is a common ticketed point(s) in both the country of unit origin and the country of unit turnaround, the fare shall not be less than the highest applicable round or circle trip fare from the common ticketed point(s) in the country of unit origin to the common ticketed point(s) in the country of unit turnaround.

EXCEPTION: For transatlantic and transpacific travel via the services of UA in both directions, the common point minimum check will not apply to common ticketed point(s) in the U.S.A.

Example: LAS x/LAX-PAR/-BRU LON x/LAX SAN

(dd) In applying the above, for travel origination in Canada or USA, the surface break may be permitted between countries in the Europe sub-area provided:

(i) Travel in both directions is via the Atlantic

(ii) The application of (a)(i) and (ii) above, the CPM check shall only apply to a common point(s) in the country of origin and/or the country of the terminal point of a fare component. It shall not apply to intermediate common point in other countries

Example: YMQ-LON-ZRH XXX ROM-ZRH-LON-YMQ

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

(3) Open Jaw Fares (Continued)

. The CPM check is to be applied YMQ-ZRH but not applied to YMQ-LON as LON is not in the country of a terminal point of a fare component.

(ee) The reference in the normal fare open jaw definition referencing two international fare components does not preclude fares for end-on combinations or side trips paid for separately being shown on the same ticket.

(b) Special Fares Open Jaw
Except as specified in a fare rule, the fare for an open jaw shall be the sum of half the applicable round trip fares for both legs of the open jaw; provided that when a fare component terminates in the country of unit origin, the fare applicable from the country of unit origin shall be used.
EXCEPTION: For travel originating and terminating in Europe (except for travel wholly within Europe): Where an open jaw applies between countries in Europe, where a fare component terminated in the country of unit destination the fare applicable from the country of unit destination shall be used.
Example: AMS-WAS-MAD

Fare Construction: AMS - WAS 1/2 RT PEX FARE
MAD - WAS 1/2 RT PEX FARE

(4) One-Way Fares
(a) For one-way journeys, one way fares must be used
(b) Country of Unit Origin check (OOM): When one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced.
(c) For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit, the direction of the last pricing unit will be assessed in the reverse direction of travel.
Example: GVA-LON-ATL-x/ZRH-LON using OW fares for each sector

. Both ZRH and LON have been used to assess a previous pricing unit so the direction of the pricing unit for the sector ZRH-LON shall be from LON to ZRH.

(H) MINIMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING UNITS

C (1) (Not applicable to/from Canada) Return Subjourneys Check (RSC)
(a) The RSC will not apply between consecutive pricing units for return subjourneys.
(b) If the total for the journey contains any consecutive normal fare pricing units for return subjourneys a minimum check will be applied. The total fare assessed for the consecutive pricing units (excluding any side trips charged separately) must not be less than the direct route normal round trip fare, applicable to the class of service used from the unit origin of the first consecutive pricing units, to the highest rated stopover point in any subsequent consecutive pricing units.
Example: Travel MAD-ROM-ATH-TYO-SYD-ATH-ROM-MAD
Construction could be:

MAD-ROM	RT	1 pricing unit
ROM-ATH	RT	1 pricing unit
ATH-TYO	1/2 RT	
TYO-SYD	1/2 RT	1 pricing unit
ATH-SYD	1/2 RT	

. 3 consecutive pricing units (RT ‡ RT ‡ CT)
. all are stopover points
. from unit origin of the first consecutive pricing unit to any stopover point in any subsequent consecutive pricing unit, MAD-SYD being the highest direct route round trip fare from MAD
. minimum check - the total fare of these consecutive pricing units must not be less than MAD-SYD RT fare (which is the highest RT fare)
Exceptions:
(i) (aa) if the first pricing unit is for an origin open jaw the direct route round trip fare shall be assessed as the sum of half the direct route round trip fare from the unit origin of such open jaw pricing unit and half the direct route round trip fare from the unit destination of such open jaw pricing unit to each stopover point in any subsequent consecutive pricing units.
Example: Travel: NCE-BRU-NBO-JNB-NBO-BRU-LYS

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

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

. Minumum check - total fare for pricing units must not be less than the sum of 1/2 RTs NCE-BRU ‡ LYS-JNB, whichever is the highest.

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

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

Example:
Travel: BRU-NBO-LUN-DKR surf CPT-JNB-LUN-NBO-BRU

Construction could be:

BRU-NBO	RT	1 pricing unit
NBO-LUN	RT	1 pricing unit
LUN-DUR	1/2 RT	
LUN-CPT	1/2 RT	1 pricing unit

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

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

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

(d) (i) when there is round trip fares with different global indicators from the point of origin to any stopover point, the fare to be used for the check must be the applicable fare to the flown itinerary.

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

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

(f) If there is a surface break between two return subjourneys, the minimum check is not applied.

(g) Multiple pricing units assessed from a common pricing unit are not considered consecutive to each other and the minimum check is not applied to these pricing units.

(h) Example: Travel: TYO-SFO-LON-SFO-TYO-HKG-BOM-HKG-TYO

Construction could be:

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

. Minimum check is applied twice: TYO-SFO ‡ SFO-LON and TYO-HKG ‡ HKG-BOM

. there is no minimum check other than above.

C (2) One Way Subjourneys Check (OSC) (Not applicable to/from Canada)
(Not applicable to journeys to/from via the US/US Territories)

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

(b) the OSC will apply between consecutive pricing units for one way subjourneys.

Example 1 (SITI):

```
A-------------B-------------C-------------D
              100           100  100
A----------------------------C
                   300
                 B--------------------------D
                              250
A-----------------------------------------D
                                   500
```

P	A	
P	B	100
	C	100
	D	100
	H A-C	100
	H A-D	100
	TOTAL	500

****

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C130 [C]FARES

(H) MINUMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING UNITS (Continued)

(2) One Way Subjourneys Check (OSC) (Continued)

Example 2: CPH-DEL-JED-BKK

```
          OW(PU1)          OW(PU2)          OW(PU3)
CPH-------------DEL   DEL--------JED      JED-------BKK

          CPH-DEL      OW   1 pricing unit        900 NUC
          DEL-JED      OW   1 pricing unit        600 NUC
          JED-BKK      OW   1 pricing unit        475 NUC
          CPH-JED                                1600 NUC
          CPH-BKK                                2200 NUC
```

. CPH-DEL plus DEL-JED + 1500 NUC. Compared to CPH-JED results in a plus of 100 NUC.
. CPH-JED plus JED-BKK + 2075 NUC. Compared to CPH-BKK results in a plus of 125 NUC.
. The itinerary must be raised 225 NUC shown separately in the fare calculation.

```
P     CPH
  P   DEL     900
      JED     600
      BKK     475
      H       100
      H       125
      TOTAL  2200
```

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

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

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

Example: Travel: MAD-NBO-DAR surface NBO-LUN-JNB
. One way fare components MAD-NBO, NBO-DAR, NBO-LUN, LUN-JNB
. The OSC is performed on MAD-DAR and NBO-JNB

(3) Mixture of Return Subjourneys and One Way Subjourneys

(a) When a journey comprises pricing units that are a mixture of pricing units for return subjourneys and one way subjourneys no overall checks will be applied. However, if there are two or more consecutive pricing units using the same fare types, (half round trip or one way) then the applicable checks will be applied for those pricing units. I.E. if there are two or more consecutive pricing units for one way subjourneys the OSC will be applied between those pricing units. If there are two or more consecutive pricing units for return subjourneys the RSC will be applied from the unit origin of the first of such pricing units to all stopover points within the consecutive pricing unit(s) and the OSC will not be applied.

Example: Travel: LON-PAR-AMS-HKG-TYO-HKG-AMS

Construction could be:

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

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

Example: Travel: LON-PAR-HKG-TYO-HKG surf PAR-LON

Construction could be:

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

. No checks across the pricing units are required since there are no consecutive RT pricing units or consecutive OW pricing units.

(Continued on next page)

RULE	SECTION I - GENERAL RULES

130 [C]FARES

(H) Minumum Check For Consecutive Normal Fare Pricing Units (Continued)
(3) Mixture of Return Subjourneys and One Way Subjourneys (Continued)

(i) if two or more pricing units for return subjourneys have a common fare construction point but are separated by a pricing unit for a one way subjourney, the minimum check shall apply from the unit origin of the first of these pricing units to all stopover points in the order contiguous/consecutive pricing units(s).
Example: Travel: JNB-ATH-IST surf ATH-STO-ATH-JNB

Construction could be:

JNB-ATH	RT	1 pricing unit
ATH-IST	OW	1 pricing unit
ATH-STO	RT	1 pricing unit

. As ATH is a common point on 2 contiguous RT pricing units, the RSC is applied on the contiguous RT pricing units JNB-ATH and ATH-STO.

(ii) If two or more pricing units for OW subjourneys have a common fare construction point but are separated by a RT pricing unit, the OSC is applied to all fare construction points in the contiguous/consecutive pricing unit(s).
Example: Travel: NRK-x/CPH-GLA-CPH-FRA-x/MAD-PMI

Construction could be:

NRK-CPH	OW	1 pricing unit
CPH-GLA	RT	1 pricing unit
CPH-PMI	OW	1 pricing unit

. As CPH is a common point on 2 contiguous OW pricing units, the OSC is applied NRK-CPH-CPH-PMI

(c) Where a journey involves travel to/from/via the US/US Territories, the OSC will not be applied.

(4) The plus symbol when shown on the ticket is -H-.

(I) Special Fare Arrangements
Passengers occupying two seat.
If for reason of personal comfort or privacy, a passenger choose to make advance arrangements for two seats the charge per the additional seat shall be the same as the charge for the first seat.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE	SECTION I— GENERAL RULES
135	STOPOVERS (A) Stopovers must be arranged with the carrier in advance and specified on the ticket. (B) Except as otherwise provided in this rule, stopovers within the validity period of the ticket will be permitted at any scheduled stop unless Carrier's tariffs or government regulations do not permit a stopover at any such stop.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

RULE	SECTION I— GENERAL RULES
140	ROUTINGS (A) APPLICATION Fares governed by this tariff apply only via the routings specified in connection with such fares. (B) ROUTINGS (1) Routings are applicable in either direction. (2) Any routing published between two points shall apply via any nonstop or local service of the specified carrier provided carriage is in a generally continuous direction. (3) If more than one routing is applicable via the same fare, the passenger, prior to the issuance of the ticket, may specify the routing. If no routing is specified by the passenger, the carrier will determine the routing.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

RULE | SECTION I - GENERAL RULES

C145 CURRENCY APPLICATIONS - †[N] PART A (Applicable for tickets purchased on/before June 30, 1989)

(A) STATEMENT OF FARES AND CHARGES
Fares and charges governed by this tariff are stated as follows:
(1) In U.S. dollars for travel originating in the U.S.A.;
(2) In Canadian dollars for travel originating in Canada; and
(3) In Fare Construction Units (FCU's) in order to calculate fares where not specifically published in the currency of the country of origin.
EXCEPTION: When fares governed by this tariff are published in USD only, and do not indicate that they apply only for travel from/to the U.S.A. (i.e. fares bearing a footnote F or T), these fares apply for travel originating in the U.S.A. and they also apply for travel originating outside the U.S.A. for destination to the U.S.A. To obtain the local currency fare, convert the published USD amount to the Local currency by the Bankers' Buying Rate.

(B) CONVERSION OF FCU'S AND ARBITRARIES TO THE CURRENCY OF THE COUNTRY OF ORIGIN
(1) For the purpose of this rule, arbitrary amounts in U.S. or Canadian dollars will be considered as FCU's. Arbitrary amounts published between two points in the U.S.A. in FCU's will be considered as U.S. Dollars.
(2) When fares and charges are not published in the currency of the country of origin, FCU's must be converted to such currency in accordance with the following steps:
STEP 1: Determine the applicable fare/charge in FCU's as published or in accordance with Rule 130 (Fares).
STEP 2: Refer to the Currency Conversion Table below and multiply the FCU amount from STEP 1 by any positive or negative currency adjustment percentage shown in column 5 opposite the country of origin and for the applicable fare type. The currency adjustment percentage shown in parenthesis, ( ), are negative percentages.
Round the amount obtained as follows:
(a) When a currency surcharge (positive percentage) applies, round up to the next higher .10 FCU;
(b) When a currency deduction (negative percentage) applies, round down to the next lower .10 FCU.
EXCEPTION: When converting FCU's to U.S./CANADIAN Dollars, the result of this step is rounded up to a whole FCU amount if .50 or more and rounded down to whole FCU amount if .49 or less.
STEP 3: Add or subtract the currency surcharge or deduction obtained in STEP 2 to or from the amount from STEP 1.
STEP 4: Add to the amount from STEP 3 any additional amounts such as Stopover and Weekend Surcharges if not included in STEP 1.
STEP 5: Refer to the Currency Conversion Table below and multiply the FCU amount from STEP 4 by the conversion rate shown opposite the country of origin in column 6 and round up the resulting amount to the next higher currency unit shown in column 7.
EXCEPTION: U.S./CANADIAN Dollar amount of 50 cents or more are rounded up to the next higher dollar while amount of 49 cents or less are rounded down to the next lower dollar.

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† - Effective June 30, 1989 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 71738 and on not less than one (1) day's notice under NTA(A) Special Permission No. 91631.

RULE

SECTION I - GENERAL RULES

C145

CURRENCY APPLICATIONS - †[N] PART A (Continued)

CURRENCY CONVERSION TABLE (Applicable to travel wholly within Area 1.)

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
COUNTRY OF ORIGIN	CURRENCY	CURRENCY CODE	FARE TYPE/ CHARGES	CURRENCY ADJUSTMENT PERCENTAGE	CONVERSION RATE ONE FCU EQUALS	ROUND UP TO:
Aruba	U.S. Dollar	USD	All	Nil	1.00	*
Bahamas	U.S. Dollar	USD	All	Nil	1.00	*
Barbados	U.S. Dollar	USD	All	Nil	1.00	*
Bermuda	U.S. Dollar	USD	All	Nil	1.00	*
Canada	Dollar	CAD	All	Nil	1.28	*
Cayman Islands	U.S. Dollar	USD	All	Nil	1.00	*
Cuba	U.S. Dollar	USD	All	Nil	1.00	*
Dominican Republic	U.S. Dollar	USD	All	Nil	1.00	*
French West Indies	U.S. Dollar	USD	All	Nil	1.00	*
Guadaloupe	U.S. Dollar	USD	All	Nil	1.00	*
Guyana	U.S. Dollar	USD	All	Nil	1.00	*
Haiti	U.S. Dollar	USD	All	Nil	1.00	*
Jamaica	U.S. Dollar	USD	All	Nil	1.00	*
Leeward Islands	U.S. Dollar	USD	All	Nil	1.00	*

* - See rounding in Rule 145(B) - Step 5.

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† - Effective June 30, 1989 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 71738 and on not less than one (1) day's notice under NTA(A) Special Permission No. 91631.

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

&200 CHILDREN'S AND INFANTS' FARES

(A) ACCOMPANIED CHILDREN AND INFANTS
Fares for accompanied infants and children will be charged according to the chart below, provided:

(1) Infants under 2 years of age are accompanied by a passenger 16 years of age or over on the same flight and in the same compartment paying 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 at least 2 years of age but under 12 years of age who are accompanied by a passenger 16 years of age or over on the same flight and in the same compartment paying the applicable adult fare.
(4) When children's discounts are permitted on round trip published fares, the child must be accompanied on the same flight and in the same compartment for the entire trip by an adult fare paying passenger at least 16 years old.
C (5) The age limits referred to in this rule shall be those in effect on the date of commencement of carriage. [N]However, infants who will reach their second birthday during the journey will, in accordance with safety regulations, be required to occupy a seat, paying the child's or lowest applicable fare, for those sectors to be traveled after reaching two years of age. When a separate seat is requested or required on a portion of the itinerary, combination of an infant no-seat fare(s) and an infant booked seat fare(s) or child's fare(s) is permitted within an itinerary but not within a fare component.
(6) Unless otherwise specified in an applicable fare rule, children's and infants discounts apply to any charge or surcharge and any cancellation or refund fee.

Percentage shown shall be applied to the applicable adult fare.

WHEN TRAVEL IS:	ACCOMPANIED INFANTS UNDER 2 YEARS OF AGE NOT OCCUPYING A SEAT WILL PAY:	ACCOMPANIED CHILDREN 2 YEARS OF AGE OR OVER BUT UNDER 12 WILL PAY:
Between the Continental U.S./ Canada and points in the Caribbean Area	No charge	75 percent
Between the Continental U.S./ Canada and South America	10 percent of the applicable adult fare	67 percent
Between points within the Carribean Area	10 percent	67 percent

(B) UNACCOMPANIED CHILDREN (See also Rule 25 Refusal to Transport--Limitations of Carriage)
Fares for unaccompanied children will be as follows:

Percentage shown shall be applied to the applicable adult fare

WHEN TRAVEL IS:	AGE OF CHILD AT LAST BIRTHDAY - 5, 6, OR 7	AGE OF CHILD AT LAST BIRTHDAY - 8, 9, 10, or 11
Between the Continental U.S./ Canada and Area 1	100 percent	100 percent
Between points within the Caribbean Area	100 percent	100 percent

(1) The age limits referred to in this rule shall be those in effect on the date of commencement of carriage.
(2) Unless otherwise specified in an applicable fare rule, children's and infants discounts apply to any charge or surcharge and any cancellation or refund fee.

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RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

&205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS

(A) GENERAL AGENTS AND GENERAL SALES AGENTS
A general agent or a general sales agent, duly appointed by any one of the participating carriers, and officials and employees (including members of their immediate families) of such a general agency, will be allowed free or reduced fare transportation over the lines of one or more of the carriers so represented by the agent, under the following conditions:

(1) WHEN TRANSPORTATION IS FOR THE PURPOSE OF CARRIER'S BUSINESS: Transportation will be issued free of charge to the general agent, general agency officials and employees when such transportation is on the carrier's business.

(2) WHEN TRANSPORTATION IS FOR THE PURPOSE OF VACATION: Transportation will be issued free of charge to the general agent or to general agency officials or employees (including members of their immediate families) by the carriers when transportation is for the purpose of personal vacation of the general agent or an official or employee or a general agency, but not to exceed one trip per person per calendar year.

(3) ELIGIBILITY: To be eligible for the reductions specified above, the general agent, the official or employee of the general agency must devote all, or substantially all, of his time to the business of the Carrier, and with respect to (2) above, the appointment of the general agency must have been in effect continuously for at least 12 months prior to the commencement of the reduced fare transportation.

(4) APPLICATION FOR FARE REDUCTIONS: In order to obtain the above fare reductions, application must be made in writing by the general agent or a senior official of the general agency to the carrier which is to furnish the transportation. Transportation will not be issued until approval has been given by an authorized official of the Carrier which is furnishing the transportation.

EXCEPTION FOR CANADA: The free and/or reduced fare transportation specified above is not applicable to carriage solely between points in Canada on the one hand and points in the Continental U.S.A. or Alaska on the other.

(B) PASSENGER SALES AGENTS LOCATED OUTSIDE THE UNITED STATES

(1) APPLICATION: Owners, officers, directors and employees of an authorized passenger sales agency of the carrier, will be allowed transportation over the lines of each such carrier on the following basis:

(a) Reduced fare transportation at twenty-five (25) percent of the applicable fare:

(b) Not more than two trips per calendar year per authorized agency office location;

(c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within three (3) months from date of issuance;

(d) Owners, officers, directors or employees of the passenger sales agency may pool the total number of tickets which carrier will grant pursuant to (a) and (b) above within each country.

(2) SPOUSES: The spouse of a person eligible under (B)(1) will be allowed:

(a) Reduced fare transportation at 50 percent of the applicable fare;

(b) Not more than one trip per calendar year for each spouse via each carrier;

(c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.

(3) ELIGIBILITY

(a) Reduced fare transportation will be granted provided that the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the issuance of the transportation.

(b) The reduced fare transportation will be granted whether or not there is a Standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a Standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the agent.

(4) APPLICATION FOR TRANSPORTATION: In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the Passenger Sales Agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.

(C) PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES

(1) APPLICATION: Owners, officers, directors and employees of an authorized Passenger Sales Agency of the carriers will be allowed transportation over the lines of such carriers on the following basis:

(a) Reduced fare transportation at twenty-five (25) percent of the applicable fare.

(b) Not more than two trips per calendar year for each qualified person at each approved location will be permitted provided that no carrier will honor more than two such reduced fare tickets per approved location per calendar year; provided further that the carrier may pool among the qualified personnel of the agent the total number of tickets which the carrier is entitled to grant within the United States.

(c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel shall be completed within three months from the date of issuance of ticket.

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RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

8205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

(C) PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES (Continued)

(1) APPLICATION: (Continued)

(d) Owners, officers, directors or employees of the Passenger Sales Agency may pool the total number of tickets which carrier(s), will grant pursuant to subparagraphs (a) and (b) above within the United States.

(2) SPOUSES: The spouse of a person eligible under paragraph (1) above will be allowed:

(a) Reduced fare transportation at 50 percent of the applicable fare;

(b) Not more than one trip per calendar year for each spouse via each carrier;

(c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.

(3) ELIGIBILITY:

(a) Reduced fare transportation will be granted by the carrier(s) as indicated above provided the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation and provided the passenger has been in the service of the agent continuously and without interruption for a period of not less than one year immediately prior to the date of application for such reduced fare transportation.

EXCEPTION: A person previously eligible for reduced rate transportation in the employ of another approved location or agent, may be granted such transportation after three months service with another approved location or agent provided the new employment is taken up immediately on termination of the old.

(b) The reduced fare transportation will be granted whether or not there is a Standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a Standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the agent.

(4) APPLICATION FOR TRANSPORTATION

(a) On or before December 1 of each year, Passenger Sales agents desiring to establish eligibility for the foregoing transportation for the next calendar year shall submit the names of agency personnel eligible or to become eligible during the subsequent calendar year for reduced fare transportation to the Secretary, Traffic Conference 1 of the International Air Transport Association.

(b) The Secretary of Traffic Conference 1 shall furnish each agent with one Educational Travel Development Trip Authorization for each permissible trip.

(c) In order to obtain the foregoing, transportation application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the Passenger Sales Agency, and countersighed by the person(s) who will make the trip(s). Such application shall be accompanied by the trip authorization as received in (3) (b) above and must be received by the carrier at least 14 days prior to commencement travel.

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RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

6205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

(D) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA:

(1) APPLICATION: Sole proprietors, partners, officers, directors and employees of an authorized Cargo Sales Agency of the carrier will be allowed international transportation over the lines of each carrier on the following basis:

(a) Reduced fare transportation at 25 percent of the applicable fare. Not more than two (2) tickets per calendar year for each Agent registered for a specific country; provided that a maximum of forty (40) additional tickets may be issued per calendar year for each registered agent for a specific country as follows: two tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average for the specific country in which the agent is registered.

(b) Reduced fare transportation at 50 percent of the applicable all-year First Class or Economy Class fare. Not more than 20 tickets may be issued per calendar year for each agent registered for a specific country.

(c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within 3 months from date of issuance.

(d) Sole proprietors, partners, officers, directors and employees of the Cargo Sales Agency may pool the total number of tickets which carrier will grant pursuant to (a) and (b) above within each country.

(2) ELIGIBILITY

(a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved List of Agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the Agent was previously eligible for reduced fare transportation in the service of anothger IATA and/or Carrier appointed Cargo Agent immediately prior to his present employment and this is so certified in writing by the IATA and/or Carrier appointed Cargo Agent making the application.

(b) Reduced fare transportation may also be granted to the spouse of such eligible agent traveling provided that:

(i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one-way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).

(ii) The discount granted is no greater than 50 percent of the applicable fare, and in no event shall such spouse receive more than one ticket per year.

(iii) The transportation shall not be charged against the Agency's annual allotment noted under (1)(c) above.

(c) The reduced fare transportation will be granted whether or not there is a Standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a Standard IATA Cargo Agency Agreement exists between the carrier issuing the ticket and the agent.

(3) APPLICATION FOR TRANSPORTATION: In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the Cargo Sales Agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.

(4) ADDITIONAL FREE AND REDUCED FARE TRANSPORTATION

(a) ATTENDANCE AT OFFICIAL IATA/FIATA MEETINGS: Reduced fare international transportation at 25 percent of the applicable fare to and from the point where the meeting is being held will be provided by carrier to the person who represents FIATA in an official capacity at such meeting. This reduced fare transportation will be in addition to that provided in (1) above. In order to obtain the transportation application shall be made in writing to the carrier. The agent shall attach to the application a certification by the Director of the Air Freight Institute of FIATA that the person is attending such meeting as an official representative of FIATA, showing the date, place and purpose of such meeting.

(b) TRAINING COURSES FOR CARGO AGENTS:
Carriers may individually or jointly provide programmed cargo training courses for instructions of employees of their cargo agents:

(i) Transportation: Carrier(s) providing the training will grant free transportation to the individual(s) to be trained on its own services between the individual's domicile and the training location. If the organizing carrier cannot provide the transportation within the time limits specified below, he may reroute the passenger on the services of another carrier, or if no air services are available, by surface transportation. The organizing carrier may absorb the surface and/or off-line air transportation provided it does not exceed the value of the normal Economy Class fare, and provided further that where air transportation over the services of another carrier is used, such carrier may absorb the cost of such transportation.

(Continued on next page)

RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

6205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

(D) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA (Continued)

(4) ADDITIONAL FREE AND REDUCED FARE TRANSPORTATION (Continued)

(b) TRAINING COURSES FOR CARGO AGENTS (Continued)

(ii) Arrival and Departure: The employee to be trained must reach the airport of the specified training location not more than 24 hours prior to the commencement of a full time training course, except that if the employee's journey exceeds 4,000 miles he must reach the specified training location airport not more than 48 hours prior to commencement of the course. The return journey must commence within 24 hours after completion of the course.

(iii) Stopovers: Stopovers are permitted only on the return journey provided the agent pays 25 percent of the applicable fare for the portion of transportation from the first stopover point to the last point of departure of the outward journey.

(iv) All Cargo Carriers: The organizing carrier may grant to an active all cargo carrier the same free transportation specified in (B)(1) above for the purpose of providing instructions to such all cargo carrier's agents.

(v) Size of Group Eligibility of Trainees:

(aa) The instruction must be a full-time training course for a minimum of eight trainees. The employees to be trained must have been employed by an IATA and/or carrier appointed cargo agent for not less than three consecutive months prior to date of commencement of travel and, further, the agent with whom they are employed must have been an IATA and/or carrier appointed cargo agent.

(bb) If at any time prior to commencement of travel there is a charge affecting the eligibility of the IATA and/or carrier appointed cargo agent or person selected for travel (i.e., the agent comes under notice of default or the person selected leaves the employ of the agent), the agent shall immediately so notify the issuing carrier to whom it shall also immediately return the ticket; provided that the carrier shall be responsible for cancelling the free or reduced fare transportation only if it knows or reasonably should have known of the changed eligibility.

(cc) Notwithstanding subparagraph (aa) above, in the event that pursuant to subparagraph (bb) above a group organized in accordance with this rule is reduced to less than eight persons, the remaining members or the groups shall be permitted to travel.

(vi) Duration Daily Instruction:
The duration of the training course shall be not less than three nor more than five consecutive days on each of which there shall be not less than six hours of instruction per day. This may include instruction conducted at the carrier's cargo terminal facilities at the specified training location.

(vii) Program Names of Trainees:
A copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees' employers shall be retained by the organizing carrier for 12 months subsequent to the date of commencement of the course.

(viii) Absorption of Expenses: Carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:

(aa) At the point of instruction: hotel and meal expenses, local taxes, ground transportation between the destination airport and the hotel and between the hotel and the specified training location, also, between the specified training location/hotel/cargo terminal facilities, and entertainment.

(bb) En route: hotel and meal expenses, ground transportation, airport service charges and transit taxes.

(ix) Special one-day courses: Carriers may also establish special one-day courses which shall be subject to the above provisions except that:

(aa) there shall be not less than four hours of instructions; and

(bb) that the absorption of expenses shall be limited to the day of instructions; provided that where the arrival/departure does not permit the use of the carriers' own services on the same day, expenses may also be absorbed for one night.

(E) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA

(1) APPLICATION: Sole proprietors, partners, officers, directors and sales/traffic management employees of an authorized Cargo Sales Agency of the carriers will be allowed international reduced fare transportation at 25 percent of the applicable fare over the lines of such carriers on the following basis:

(a) Not more than two trips per calendar year for each registered agent, provided that a maximum of forty (40) additional tickets may be issued per calendar year for each registered agent as follows: six (6) tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average.

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RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

8205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

(E) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA (Continued)

(1) APPLICATION (Continued)

(b) The outward portion of travel must be commenced during the calendar year in which the ticket is issued and all travel must be completed within three months from date of issuance.

(c) Sole proprietors, partners, officers, directors and sales/traffic management employees of the Cargo Sales Agency may pool the total number of tickets which carrier(s) will grant pursuant to subparagraphs (a) and (b) above, within each country.

(2) ELIGIBILITY:

(a) Reduced-fare transportation will be granted provided that the agent has been on the IATA approved list of agents, continuously for at least one year immediately prior to the date of application for such reduced fare transportation, provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or Carrier appointed cargo agent making the application.

(b) Reduced fare transportation may also be granted to the spouse of such eligible Agent traveling provided that:

(i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).

(ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.

(iii) The transportation shall not be charged against the Agency's annual allotment noted under (1)(E) above.

(c) The reduced fare transportation will be granted whether or not there is a standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a Standard IATA Cargo Agency Agreement exists between the carrier issuing the ticket and the agent.

(3) APPLICATION FOR TRANSPORTATION

(a) The Secretary of Traffic Conference 1 shall furnish each Cargo Sales Agent with two Educational and Market Development Trip Authorizations for each approved location.

(b) In order to obtain the foregoing transportation application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the Cargo Sales Agency. Such application, together with an Educational and Market Development Trip Authorization, must be received by the carrier at least 14 days prior to commencement of travel.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

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RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

& 210

FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS

(A) GENERAL
Subject to the provisions and conditions of this rule, an individual (hereinafter called 'tour conductor') will be carried by the participating air carriers at the appropriate fare reduction from the applicable adult air fare effective between the points and via the routing to be used by the tour conductor.

(B) DEFINITIONS: AS USED HEREIN
(1) The term 'initial carrier' means the carrier performing the initial transportation under the tour itinerary or the carrier selling and issuing the transportation on behalf of the carrier(s) participating in the tour itinerary. The initial carrier shall determine whether the group traveling hereunder qualifies in accordance with this rule and whether tour conductor's transportation at free or reduced fares may be issued in accordance herewith.
(2) The term 'travel agent' means an agent duly appointed by the carrier to sell air passenger transportation over its lines.
(3) The term 'travel organizer' means a person who, with the approval and consent of the carrier, organizes and arranges an advertised group tour for a group of passengers.
(4) The term 'advertised group tour' means a tour involving a round or circle trip, in whole or in part on the lines of one or more carriers which is advertised and described, including descriptive copy covering hotel accommodations and other facilities and attractions available at stopover points included in the tour literature circulated for the purpose of promoting the sale of the tour. The cost of the advertised group tour must be paid in full, prior to commencement of travel. However, special groups such as amateur or professional groups, whose principal purpose of travel is to appear in specific engagements before the public, do not qualify for the 'advertised group tour' as defined herein.
(5) The term 'tour conductor' means an individual who is in charge of, or guides the advertised group tour in person, and accompanies a group of passengers traveling together on an advertised group tour over all or a portion of their itinerary for the purpose of supervising the travel arrangements of and guiding the group.
(6) The term 'passenger' means a passenger paying the adult fare or the equivalent of one adult fare, such as two half fares.
(7) The term 'free or reduced fare transportation' means transportation issued to a tour conductor free or at the reduced fare according to this rule.
(8) The term 'round trip' and 'circle trip' shall include transportation partly by air and partly by surface means.

(C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTOR TRANSPORTATION
Where the group of passengers on the advertised tour, whose passage has been booked and fully paid for, consists of:
(1) Fifteen (15) or more passengers, one free passage for a tour conductor will be issued for each 15 passengers in the group.
(2) Not less than ten (10) nor more than fourteen (14) passengers, a reduction of fifty percent of the fare will be granted for the tour conductor.

(D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION
(1) Transportation will not be issued to tour conductors unless application is made in writing by the travel agent or the travel organizer to the initial carrier accompanied by a sample or facsimile of all matter advertising the tour. Such written application shall designate the name of the tour conductor. Written application must be directed to the office of the initial carrier which will arrange the transportation and must also include a description of the purpose, itinerary of the group with all pertinent information describing the group if not fully set forth in the advertising matter submitted.

(Continued on next page)

RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

&210 FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS (Continued)

(D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION (Continued)

(2) The passengers included in the tour must travel as an organized touring group, and for that purpose the initial carrier must approve the itinerary of the various passengers forming the group and coordinate their transportation under the advertised group tour. All members of the group shall, with respect to the air portion of the tour, commence transportation on the same airplane and shall:

(a) if round trip passengers, travel together to the point of turnaround;

(b) if circle trip passengers, travel together to the first point of stopover;

provided that, where lack of seating accommodation or where other operating conditions prevent passengers from commencing transportation on the flight schedule, the carrier will transport some members of the group on the next preceding or succeeding flight on which space is available or on such flight of another carrier.

EXCEPTION: Where passengers are transported over the lines of one or more carriers, from more than one departure point within a country to an assembly point for the purpose of an advertised group tour, the passengers will be considered to be traveling together and the tour conductor will be accorded free or reduced fare transportation between his departure point and the assembly point, subject to the following conditions:

(i) The tour conductor and all passengers travel together from the assembly point to the point of turnaround, if a round trip, or to the first point of stopover if a circle trip;

(ii) All such passengers and the tour conductor travel between the departure points and the assembly point within a period of seven days prior to the scheduled departure of the entire group from the assembly point;

(iii) At least one passenger of the group travels from the same departure point as the tour conductor to the assembly point on the services of the carrier transporting the tour conductor;

(iv) Where the total number of passengers traveling between one or more departure points and the assembly point is 10 or more, but less than 15 the tour conductor will receive a reduction of 50 percent of the applicable fare, and where the total number of passengers traveling between one or more departure points and the assembly point is 15 or more, one free transportation passage for a tour conductor will be issued for each 15 passengers; provided that:

(aa) If the tour conductor travels from a departure point to the assembly point on the services of the carrier transporting the group from the assembly point onwards the qualifying number of passengers referred to above may travel from the departure points to the assembly point on the services of any carrier, subject to the provision of (C) above

(bb) If the tour conductor travels from a departure point to the assembly point on the services of a carrier who does not transport the group from the assembly point onwards, the qualifying number of passengers referred to above shall all travel from the departure points to the assembly point on the services of such carrier, subject to the provision of (C) above.

(3) Upon determination that the application meets the requirements of this rule, the initial carrier will advise the agent or organizer that the tour conductor's transportation (either free or at the reduced fare, as the case may be) will be issued by each carrier in the itinerary, and the initial carrier will notify each carrier which has indicated that it will participate. In cases where two or more carriers may have arrangements between them for the issuance of tour conductors' transportation, the initial carrier will issue such transportation on all such carriers.

(4) In obtaining approval to accept free or reduced fare transportation of a tour conductor as provided herein, written authorization must be given by one of the authorized officials of the carrier(s) furnishing the transportation.

(E) BAGGAGE, MEALS AND TRANSFERS

Free baggage allowance for a tour conductor will be the same as if he were traveling at the normal adult fare. The reduction for a tour conductor is applicable only to air transportation and will include meals, hotel accommodations, and ground transfers only where included in the normal air fare. In no case will the reduction apply to any other charges or services, such as charges for excess baggage.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
&262 C	APPLICATION OF FARES VIA NEW YORK HELICOPTER CORPORATION †CANCELLED

† - Effective January 27, 1994 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 17765.

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
500	PASSENGERS ON STRETCHERS
	(A) Passengers traveling on a stretcher will be accepted for transportation subject to Rule 25 (REFUSAL TO TRANSPORT) provided advance arrangements are made and space and appropriate equipment for mounting within the aircraft are available and subject to the conditions and charges indicated, provided that the cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher.
	(B) The stretcher passenger must be accompanied by at least one competent attendant who shall care for the stretcher passenger during the trip and who must occupy the seat adjoining those occupied by the stretcher passenger.
C	†[C](C) The charge for the stretcher passenger will be four times the normal adult fare. Person(s) accompanying the stretcher passenger will pay the applicable normal adult fare (per person).
	(D) The total free baggage will be that applicable to the number of fares paid.
	(E) Carrier may require a medical certificate signed by a licensed physician stating the passenger can be transported by air.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective August 22, 1990 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 83497.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
&600	ATTENDANT ACCOMPANYING AIR CARGO SHIPMENTS Subject to advance arrangements, carrier will transport attendants and their personal baggage on all cargo aircraft or in the cargo compartment of a mixed cargo-passenger aircraft for the purpose of accompanying consignments when necessary for the protection of the consignment, other cargo, the aircraft or its crew. The fares and rules governing the transportation of such attendant are in all other respects the same as those for any other passenger except as noted below. (A) The fare for such attendant's transportation will be as follows: (1) For one way transportation, 95 percent of the all-year Economy Class one way fare applicable between the points between which the attendant is transported to accompany the consignment. (2) For round trip transportation, 95 percent of the all-year Economy Class round trip fare applicable between the points between which the attendant is transported to accompany the consignment. (B) The free baggage allowance will be 44 lbs. (20 kgs.) all normal excess weight charges will apply. (C) Carrier will appoint one of its employees to act as an attendant, if such an employee is available, if so requested by the shipper prior to acceptance of the consignment subject to a charge of USD 250.00 that will be assessed in addition to the fares specified in paragraph (A)(1) above for each direction for which the employee acting as an attendant accompanies the cargo shipment.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
&1000	REDUCED FARES FOR SEAMEN OF THE BELGIAN, BRITISH, FRENCH, LIBERIAN, NETHERLANDS, PANAMANIAN, SWISS AND WEST GERMAN MERCHANT MARINES AND TO SEAMEN EMPLOYED ON VESSELS REGISTERED IN THE USA, BAHAMAS OR NORWAY (A) BASIS OF FARES Subject to the provisions and conditions of this rule, seamen (including captains) of the various Merchant Marines or employed on vessels as named above, will be assessed a fare equal to 75 percent of the normal one-way economy fares published herein between points in the USA/Canada and points not in the USA/Canada. EXCEPTION: For Panamanian seamen, the fare shall be based on 60 percent of the normal one way fares. (B) ELIGIBILITY FOR FARES Merchant seamen must present a certificate or requisition for transportation from the ship's captain, the shipping company or its agent, stating that the seaman is traveling in connection with his duties for and at the expense of the shipping company. (C) APPLICATION OF FARES These fares will not be used as a basis for computing any other reduced fares. (D) BAGGAGE (1) The free baggage allowance to points in the U.S.A./Canada will be 30 kilograms (66 pounds). (2) For travel from points in the U.S.A./Canada, the normal free piece baggage allowance will apply. (3) Normal excess baggage charges will apply. (E) DISCOUNTS No discounts will be permitted.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

C&1100 †[N]SENIOR CITIZENS DISCOUNT FARE FROM ANTIGUA/BARBADOS/ST. LUCIA/TRINIDAD/TOBAGO TO MIAMI/NEW YORK

(A) APPLICATION
(1) Applicable Area
These fares apply from Antigua/Barbados/St. Lucia/Trinidad/Tobago to Miami/New York.
(2) Class of Service
These fares apply on Economy Class service.
(3) Type of Transportation
These fares apply to RT transportation.
(4) Eligibility
These fares will apply for passengers 60 years of age or older.

(B) FARES
The fare to be charged will be 75 percent of the applicable round trip normal Economy Class fare.

(C) COMBINATIONS
These fares may be combined end-on-end with other fares, provided that such fares are shown separately on the passenger's ticket.

(D) SEASONALITY
These fares apply daily.

(E) LENGTH OF STAY
(1) Minimum Stay: 14 days.
(2) Maximum Stay: One year.

(F) STOPOVERS
Stopovers will be permitted at the point of turnaround only.

(G) CAPACITY LIMITATIONS
BW reserves the right to limit the number of passengers carried on any flight at fares published in this tariff and fares will not necessarily be available on all flights. The number of seats that BW will make available on any given flight will be determined by the carrier's best judgement.

(H) RESERVATIONS AND TICKETING
(1) These fares will apply when reservations are made and tickets are purchased prior to the passenger's departure.
(2) Carrier will require verification of proof of age at the time that tickets are issued and/or at check-in for the passenger's flight.
(3) Ticketing Code: YCD.

(I) ROUTING/REROUTING
Travel at these fares must be entirely via the services of BW.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

&1150 INTRA-CARIBBEAN UNLIMITED TRAVEL FARE

(A) APPLICATION
(1) Applicable Area
These fares apply for travel wholly within the Caribbean area, Central and South America and comprised of Antigua, Aruba, Costa Rica, Cuba, Curacao, Barbados, Georgetown, Guyana, Grenada, Kingston, Montego Bay, San Juan P.R. Santo Domingo, St. Croix V.I., St. Kitts, St. Lucia, St. Maarten, Trinidad and Tobago.
(2) Class of Service
These fares apply on First and Economy Class service.
(3) Type of Transportation
These fares apply to RT/CT transportation.

(B) FARES
(1) (Applicable for travel to all points except KIN/HAV/SDQ/SJO)
First Class - FEC30 USD 750.00
Economy Class - KEC30 USD 450.00
C †[X] †[X]
(2) (Applicable for travel to/from KIN/HAV/SDQ/SJO)
First Class - FEC30 USD 900.00
Economy Class - KEC30 USD 550.00
C †[X] †[X]
C †[N](3) (Applicable for travel to all points except KIN/SJO)
Economy Class - K4EC30 USD 350.00
C †[N](4) (Applicable for travel to/from KIN/SJO)
Economy Class - K4EC30 USD 450.00

(C) COMBINATIONS
These fares may not be combined with any other fare. Any other transportation must be shown on a separate ticket.

(D) PERIOD OF VALIDITY
These fares apply for transportation commencing during the period January 6 through December 19 of each year.

(E) LENGTH OF STAY
(1) Minimum Stay: None.
(2) Maximum Stay: 30 days.

(F) STOPOVERS
(1) For FEC30/KEC30 - unlimited stopovers are permitted, provided that only one stopver is made at each point on the routing.
(2) For K4EC30 - four (4) stopovers permitted only.
C †[N](3) For travel to/from HAV, SDQ, SJO - 3 stopovers permitted only (except for K4EC30 where 4 stops are permitted.

(G) CHILDREN'S AND INFANTS' FARES
Rule 200 (CHILDREN'S AND INFANTS' FARES) is not applicable.

(J) RESERVATIONS AND TICKETING
(1) Tickets at these fares must be issued by BW or by travel agents ticketing with BW ticket stock. The term BW stock means tickets printed or imprinted with the BW carrier code (106) as part of the ticket serial number.
(2) Tickets must show the applicble fare basis code - KEC30, K4EC30 or FEC30.
(3) K4EC30 is saleable only to originating U.K./European passengers travelling to the Caribbean on BW.

(K) CAPACITY LIMITATIONS
See Rule 2

(L) ROUTING/REROUTING
(1) All travel at these fares must be entirely via the services of BW.
(2) Routings for the entire journey must be determined at the time of purchase of the ticket.
(3) Voluntary changes to the routing will be permitted upon payment of a charge of USD 35.00 for each change made.
(4) Backhaul routings are not permitted.
(5) For FEC30 fares - first class travel is not applicable to flights using dash 8 equipment.

(M) CANCELLATION AND REFUNDS
(1) No refunds will be made on unused coupons after commencement of travel from the point of origin.
(2) Unused coupons may not be used as credit towards the purchase of other transportation.

(O) RULES AND DISCOUNTS
The following rules are not applicable:
205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

† - Effective December 18, 2004 for transportation to/from the United States.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

61200 CIRCLE TRIP AIR/SEA FARES

(A) APPLICATION
The Air/Sea fares published herein apply for economy class transportation on the air portions of the journey when used in conjunction with a steamship cruise between Miami, Fla. and Barbados are as follows:

(B) FARES
Circle Trip Air/Sea Fares in Conjunction with a Sea Cruise between Miami, Fla. and Barbados are as follows:

From	To	And Returning From	To	Fare in USD
Miami, Fla.	Port of Spain, Trinidad	Port of Spain, Trinidad	Barbados	YWAS 363.00 YXAS 348.00
Port of Spain, Trinidad	Miami, Fla.	Barbados	Port of Spain, Trinidad	YWAS 363.00 YXAS 348.00
Port of Spain, Trinidad	Barbados	Miami, Fla.	Port of Spain, Trinidad	YWAS 363.00 YXAS 348.00

(C) COMBINATIONS
These fares may be combined with domestic fares only.

(D) PERIOD OF VALIDITY
(1) These fares apply all year.
(2) 'Midweek' fares apply when the air portion of the journey between Miami, Fla. and Port of Spain, Trinidad is on Monday through Friday.
(3) 'Weekend' fares apply when the air portion of the journey between Miami, Fla. and Port of Spain, Trinidad is on Saturday or Sunday.

(E) LENGTH OF STAY
(1) Minimum Stay: None.
(2) Maximum Stay: 28 days.

(F) STOPOVERS
(1) When the air transportation originates in Miami, Fla., stopovers will be permitted at Barbados and Port of Spain, Trinidad.
(2) When the air transportation originates in Port of Spain, Trinidad, stopovers will be permitted at Barbados and Miami.

(G) RESERVATIONS AND TICKETING
Tickets, exchange orders and other documents for both the air and sea portions of the journey must be purchased prior to commencement of travel from the point of origin.

(H) ROUTING/REROUTING
In the event of voluntary rerouting, normal procedures will apply, provided that an air/sea journey may be interchanged after commencement of travel so as to provide wholly air transportation at the fare that would have been applicable had the ticket been originally purchased wholly for air transportation.

(I) CANCELLATION AND REFUNDS
Normal refund/cancellation procedures apply, provided that in no case shall the procedure result in a passenger obtaining air transportation at less than the applicable air fare for the air transportation used.

(J) RULES AND DISCOUNTS
The following Rules are not applicable:
200 (CHILDREN'S AND INFANTS' FARES)
205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

RULE	SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES
&1300	CLERGY FARES (A) APPLICATION Subject to the provisions and conditions of this rule, bona fide members of the clergy will be assessed 50 percent of the normal Economy Class (Y) fare, on a space available basis, between †■Baltimore, MD/†■ Boston, MA/Miami, FL/New York, NY and San Juan, PR and points in the Caribbean served by BW. (B) ELIGIBILITY (1) Only members of the clergy holding a valid identification card issued by the Airlines Clergy Bureau and members of their immediate family (spouse and children) living in the same household, will be eligible for these fares. (2) Passengers must present their identification card at the time that they purchase their tickets. (C) PERIOD OF VALIDITY Travel at these fares will not be permitted during the following periods: July 1 through September 7 of each year; December 18 of each year through January 10 of the following year; February 1 through February 28, 1988. (D) RESERVATIONS AND TICKETING (1) All tickets sold at these fares shall be on a space available basis and passengers may not make reservations. (2) All tickets must be purchased directly from a BW ticket office. (E) RULES AND DISCOUNTS The following rules are not applicable: 205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS) 210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

† – Effective January 9, 1988.

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

&1400 CARIBBEAN NET INCLUSIVE TOUR FARES

(A) APPLICATION
Round trip Net Inclusive Tour fares published herein apply as follows:
(1) Only when sold by a BW approved Tour Wholesaler meeting the credit and bonding requirements of the carrier.
NOTE: A Tour Wholesaler used herein shall mean a person other than the carrier who promotes and produces the Inclusive Tour required herein and who agrees to purchase seats on BW's regularly scheduled flights and to resell them to the public in accordance with the conditions of this rule.
(2) For round trip Economy Class transportation from points in the U.S.A. to points in the Caribbean when tickets are issued in conjunction with a fully prepaid ground package and are paid for prior to departure.
(3) These fares do not apply to or from intermediate points on the routing.

(B) FARES
ECONOMY CLASS ROUND TRIP CARIBBEAN NET INCLUSIVE TOUR FARES IN U.S. DOLLARS

	FROM	TO	ROUND TRIP PEAK SEASON FARE	ROUND TRIP BASIC SEASON FARE	SEE NOTE	ROUTE NO.
C	Baltimore, MD	Antigua, Leeward Islands	[N]353.00	[N]323.00	1	18
C	Baltimore, MD	Antigua, Leeward Islands	[N]328.00	[N]298.00	2	18
C	Baltimore, MD	Barbados	[N]353.00	[N]323.00	1	18
C	Baltimore, MD	Barbados	[N]328.00	[N]298.00	2	18
C	Baltimore, MD	Grenada, Windwards Islands	[N]353.00	[N]323.00	1	18
C	Baltimore, MD	Grenada, Windwards Islands	[N]328.00	[N]298.00	2	18
C	Baltimore, MD	Port of Spain, Trinidad & Tobago	[N]353.00	[N]323.00	1	18
C	Baltimore, MD	Port of Spain, Trinidad & Tobago	[N]328.00	[N]298.00	2	18
C	Baltimore, MD	St. Kitts, Leeward Islands	[N]353.00	[N]323.00	1	18
C	Baltimore, MD	St. Kitts, Leeward Island	[N]328.00	[N]298.00	2	18
C	Baltimore, MD	St. Lucia, West Indies	[N]353.00	[N]323.00	1	18
C	Baltimore, MD	St. Lucia, West Indies	[N]328.00	[N]298.00	2	18
C	Baltimore, MD	Tobago, Trinidad & Tobago	[N]353.00	[N]323.00	1	18
C	Baltimore, MD	Tobago, Trinidad & Tobago	[N]328.00	[N]298.00	2	18
C	Miami, FL	Antigua, Leeward Islands	[N]337.00	[N]307.00	1	18
C	Miami, FL	Antigua, Leeward Islands	[N]318.00	[N]288.00	2	18
C	Miami, FL	Barbados	[N]337.00	[N]307.00	1	18
C	Miami, FL	Barbados	[N]318.00	[N]288.00	2	18
C	Miami, FL	Grenada, Windward Islands	[N]337.00	[N]307.00	1	18
C	Miami, FL	Grenada, Windward Islands	[N]318.00	[N]288.00	2	18
C	Miami, FL	Port of Spain, Trindad & Tobago	[N]337.00	[N]307.00	1	18
C	Miami, FL	Port of Spain, Trindad & Tobago	[N]318.00	[N]288.00	2	18
C	Miami, FL	St. Kitts, Leeward Islands	[N]337.00	[N]307.00	1	18
C	Miami, FL	St. Kitts, Leeward Islands	[N]318.00	[N]288.00	2	18
C	Miami, FL	St. Lucia, West Indies	[N]337.00	[N]307.00	1	18
C	Miami, FL	St. Lucia, West Indies	[N]318.00	[N]288.00	2	18
C	Miami, FL	Tobago, Trinidad & Tobago	[N]337.00	[N]307.00	1	18
C	Miami, FL	Tobago, Trinidad & Tobago	[N]318.00	[N]288.00	2	18
C	New York, NY	Antigua, Leeward Islands	[N]353.00	[N]323.00	1	18
C	New York, NY	Antigua, Leeward Islands	[N]328.00	[N]298.00	2	18
C	New York, NY	Barbados	[N]353.00	[N]323.00	1	18
C	New York, NY	Barbados	[N]328.00	[N]298.00	2	18
C	New York, NY	Grenada, Windward Islands	[N]353.00	[N]323.00	1	18
C	New York, NY	Grenada, Windward Islands	[N]328.00	[N]298.00	2	18
C	New York, NY	Port of Spain, Trinidad & Tobago	[N]353.00	[N]328.00	1	18
C	New York, NY	Port of Spain, Trindad & Tobago	[N]328.00	[N]298.00	2	18
C	New York, NY	St. Kitts, Leeward Islands	[N]353.00	[N]323.00	1	18
C	New York, NY	St. Kitts, Leeward Islands	[N]328.00	[N]298.00	2	18
C	New York, NY	St. Lucia, West Indies	[N]353.00	[N]323.00	1	18
C	New York, NY	St. Lucia, West Indies	[N]328.00	[N]298.00	2	18
C	New York, NY	Tobago, Trinidad & Tobago	[N]353.00	[N]323.00	1	18
C	New York, NY	Tobago, Trinidad & Tobago	[N]328.00	[N]298.00	2	18

C [C] NOTE 1 - These fares apply for flights scheduled to depart Friday through Sunday.
C [C] NOTE 2 - These fares apply for flights scheduled to depart Monday through Thursday.

(Continued on next page)

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

&1400 CARIBBEAN NET INCLUSIVE TOUR FARES (Continued)

(B) FARES (Continued)
ECONOMY CLASS ROUND TRIP CARIBBEAN NET INCLUSIVE TOUR FARES IN U.S. DOLLARS (Continued)

FROM	TO	ROUND TRIP FARE	ROUTE NO.
San Juan, PR	Antigua, Leeward Islands	120.00	18
San Juan, PR	Barbados	190.00	18
San Juan, PR	Kingston, Jamaica	150.00	18
San Juan, PR	Port of Spain, Trinidad	210.00	18
San Juan, PR	St. Kitts, Windward Islands	95.00	18
San Juan, PR	St. Lucia, Windward Islands	175.00	18
San Juan, PR	Tobago, Trinidad and Tobago	210.00	18

C [C](C) COMBINATIONS
(1) These fares may not be combined with any other fare.
(2) 50 percent of the midweek fare may be combined with 50 percent of a weekend fare.

C [C](D) PERIOD OF VALIDITY
(1) Peak fares apply for travel commencing from the point of origin during the period July 9 through September 5, 1989.
(2) Basic fares apply for travel commencing from the point of origin during the period September 6 through December 14, 1989.
(3) Fares not designated as Basic or Peak apply for travel commencing from the point of origin during the period July 9 through December 14, 1989.

(E) LENGTH OF STAY
(1) Minimum Stay: 4 days.
(2) Maximum Stay: 15 days.

(F) STOPOVERS
Stopovers are permitted at the point of turnaround only, except that a maximum of two additional stopovers may be made upon payment of a stopover charge of USD 20.00 for each stopover taken.

(G) TOUR REQUIREMENTS
(1) Tour Features
Tours must include in their published price the cost of sleeping accommodations in hotels or motels for the duration of the trip.
(2) Minimum Tour Price
The minimum tour price shall be the applicable fare plus USD 13.00 per day for the duration of the tour.

(H) RESERVATIONS AND TICKETING
(1) A reservation for space on a given flight is valid only when the availability and allocation of such space is confirmed by a reservation agent of the carrier and entered in the carrier's reservation system.
(2) Wholesale (net) travel documents will be issued only by the carrier to the approved Tour Wholesaler. The Tour Wholesaler will be responsible for issuing other tour documents, such as hotel vouchers, etc. in conjunction with the net travel documents.
(3) Prior to receipt of payment, the wholesaler will advise passengers via a clear and conspicuous carrier approved notice of the terms and conditions of carriage governed by this rule. Carrier must approve all wholesaler literature, advertisements and travel documents for technical correctness.
(4) At the time when reservations are confirmed, the wholesaler will advise the passenger of notification in writing regarding the refund cancellation penalty.

(Continued on next page)

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
&1400	CARIBBEAN NET INCLUSIVE TOUR FARES (Continued)
	(I) CAPACITY LIMITATIONS BW reserves the right to limit the number of passengers carried on any flight at fares published in this tariff and fares will not necessarily be available on all flights. The number of seats that BW will make available on any given flight will be determined by the carrier's best judgement.
	(J) ROUTING/REROUTING Voluntary rerouting is not permitted.
	(K) CANCELLATION AND REFUNDS
C	†(C)(1) Prior to departure (a) Refund will be made in an amount equal to the fare paid, less a USD 25.00 cancellation penalty. (b) No refund will be made for seats confirmed but not used at the time of departure. (2) After departure No refund will be made to a passenger who voluntarily cancels after travel has commenced. EXCEPTION 1: In the event that a wholesaler fails to provide services as provided for in this rule and shown in the travel documentation, the carrier will assume full responsibility to passengers and will at the request of the passengers, refund the amount paid by the passenger for air transporation in accordance with the above or provide transportation as previously arranged between the passenger and the wholesaler. EXCEPTION 2: If cancellation is due to death or illness of the passenger or a member of his/her immediate family, supported by a medical certificate, full refund will be made.
	(L) RULES AND DISCOUNTS The following rules are not applicable: 200 (CHILDREN'S AND INFANTS' FARES) 205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS) 210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

&1500 ECONOMY CLASS ROUND TRIP CONTRACT BULK INCLUSIVE TOUR PRICES BETWEEN CANADA AND THE CARIBBEAN

(A) DEFINITIONS
For the purpose of this rule:
(1) "Carrier" means the airline who contracts for the performance of air transportation at the Contract Bulk Inclusive Tour price.
(2) "Tour Operator" means a person other than the Carrier who contracts to purchase the seats and who produces and promotes the Inclusive Tour required herein.

(B) PRICES

ECONOMY CLASS ROUND TRIP BULK INCLUSIVE TOUR PRICE (FOR 20 SEATS) IN CANADIAN DOLLARS

	FROM	TO	MIDWEEK (1)	MIDWEEK (2)	WEEKEND	ROUTING NO.
C	Toronto, Ontario	Antigua, Leeward Islands: Basic Season	†[I]7,360.00	†[I]7,880.00	†[I]9,060.00	18
C	Toronto, Ontario	Antigua, Leeward Islands: Peak Season	†[I]7,480.00	†[I]8,220.00	†[I]9,460.00	18
C	Toronto, Ontario	Barbados: Basic Season	†[I]8,180.00	†[I]8,180.00	†[I]9,300.00	18
C	Toronto, Ontario	Barbados: Peak Season	†[I]9,100.00	†[I]9,100.00	†[I]10380.00	18
C	Toronto, Ontario	Port of Spain, Trinidad: Basic Season	†[I]8,940.00	†[I]8,940.00	†[I]10140.00	18
C	Toronto, Ontario	Port of Spain: Peak Season	†[I]9,840.00	†[I]9,840.00	†[I]11200.00	18
C	Toronto, Ontario	St. Kitts: Basic Season	†[I]7,360.00	†[I]7,880.00	†[I]9,060.00	18
C	Toronto, Ontario	St. Kitts: Peak Season	†[I]7,480.00	†[I]8,220.00	†[I]9,460.00	18
C	Toronto, Ontario	St. Lucia: Basic Season	†[I]8,180.00	†[I]8,180.00	†[I]9,300.00	18
C	Toronto, Ontario	St. Lucia: Peak Season	†[I]9,100.00	†[I]9,100.00	†[I]10380.00	18
C	Toronto, Ontario	Tobago: Basic Season	†[I]8,940.00	†[I]8,940.00	†[I]10140.00	18
C	Toronto, Ontario	Tobago: Peak Season	†[I]9,840.00	†[I]9,840.00	†[I]11200.00	18

(C) APPLICATION OF CONTRACT BULK INCLUSIVE TOUR PRICES
The Contract Bulk Inclusive Tour Prices published in paragraph (B) above apply as follows:
(1) Application of Prices and Conditions
(a) The contents of this tariff in effect by virtue of the effective date of each page on the date of signing of the Contract Bulk Inclusive Tour contract shall govern the Contract Bulk Inclusive Tour contract. Should the Tour Operator and the carrier agree to amend the contract for a series of flights operated within the original period of the contract, the tariff in effect at the time of signing the original contract will apply.
(b) Fares apply between origin and destination on BW services and do not apply to/from intermediate points. Single open jaw travel is permitted at the outward destination provided that the fare charged is the applicable round trip fare to the higher rated point.
(2) General Application of Prices
(a) When a contract has been executed for not less than twenty (20) seats as provided herein, and;
(b) When the seats contracted for are utilized only in combination with an Inclusive tour as required herein;
(c) For a block of twenty (20) economy class seats for travel from the point of origin to the point of destination and return, in the directions specified, and are not applicable to or from intermediate points;
(d) Additional seats may be purchased at 5 percent of the applicable Contract Bulk inclusive Tour price for each additional seat;
(e) The Tour Operator is deemed to have met his requirement provided a minimum of 20 seats are contracted for during a specific calendar week (Monday through Sunday) and not less than 20 seats are contracted for on any one day.
(3) Period of Application of Prices
Prices published under the heading below apply to the purchase of a minimum of 20 seats for travel commenced from point of origin.
(a) "Midweek" fares apply on flights scheduled to depart as follows:
Midweek (1): Tuesday and Wednesday.
Midweek (2): Monday, Thursday and Friday.
(b) "Weekend" fares apply on flights scheduled to depart Saturday and Sunday.
(c) Where prices are published as Basic Season and Peak Season the application shall be as follows:
(i) Basic Season: April 18 through December 10 and December 25 through January 31.
(ii) Peak Season: February 1 through April 17 and December 11 through December 24.

(Continued on next page)

† - Effective March 12, 1991

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

&1500 ECONOMY CLASS ROUND TRIP CONTRACT BULK INCLUSIVE TOUR PRICES BETWEEN CANADA AND THE CARIBBEAN (Continued)

(C) APPLICATION OF CONTRACT BULK INCLUSIVE TOUR PRICES (Continued)

(4) Application of Prices to Travel Dates

(a) When return travel involves different seasonal periods, the date of commencement of travel from the last point of departure in Canada shall determine the applicable seasonal fare to be charged for the round trip journey.

(b) For travel in one direction during the "midweek" and in the other direction during the "weekend" period 50 percent of the applicable Midweek Contract Bulk Inclusive Tour price shall be combined with 50 percent of the applicable Weekend Contract Bulk Inclusive Tour Price.

(D) Carriage of Ineligible Passengers

In the event that any passenger does not qualify as a Contract Bulk Inclusive Tour passenger pursuant to any of the conditions published in this rule the Tour Operator shall pay to the carrier in addition to the contract price an amount equal to the lowest appliable economy fare for the air transportation provided.

(E) COMBINATIONS

Combination with any other fare shall not be permitted.

(F) LENGTH OF STAY

Return travel shall not be commenced prior to the seventy-second hour after the hour of commencement of travel from the point of origin.

(G) STOPOVERS

No stopovers are permitted except at the point of turnaround.

EXCEPTION: When the destination is Tobago, an additional stopover shall be permitted at Port of Spain, Trinidad.

(H) TOUR FEATURES

Contract Bulk arrangements may only be made for the purpose of carrying passengers who have purchased Inclusive Tours to the country of destination which shall include, in addition to air travel, the following features:

(1) Commercial sleeping accommodations for the total duration of the trip.

(2) One or more of the following facilities, the cost of which in total shall not be less than an average sum of $1.50 for each day of the tour:

(i) sightseeing;

(ii) local ground and water tours at destination points; or

(iii) meals in addition to that set forth in paragraph (3) below.

(3) One meal for each day of the tour except that the meal shall not be required where accommodation is provided in commercial units fully equipped for the preparation of meals.

(4) Ground transportation between airports or surface terminals and commercial accommodations used at all points other that the point of origin of the tour.

(I) MINIMUM TOUR PRICE

The minimum selling price of the tour including the tour features in paragraph (H) above shall not be less than the applicable pro rata of the contract price per seat plus CAD 16.00 (CAD 8.00 for children 2 through 11 years of age sharing accommodations with a participant) for each night's accommodation, except that:

(a) No add-on shall be less than CAD 60.00 (CAD 30.00 for children 2 through 11 years of age sharing accommodations with a participant), and

(b) For tours of more than ten nights, no add-on need be more than CAD 160.00 (CAD 80.00 for children 2 through 11 years of age sharing accommodations with participant).

NOTE: Accommodations referred to above must be provided (other than at the point of origin) when the planned time of arrival at the airport or surface terminal is prior to 6:00 AM, or the planned time of departure is after 3:00 AM.

(J) DOCUMENTATION

The Tour Operator shall be responsible for:

(1) delivering to each member of the Inclusive Tour a passenger ticket and baggage check issued by the Carrier.

(2) providing additional documentation in a form acceptable to the carrier, specifying the additional tour features required by paragraph (H) above for each member of the Inclusive Tour Group.

(3) ensuring that the tickets and documentation required above are available for inspection by the carrier during check-in prior to departure.

(Continued on next page)

RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

61500 ECONOMY CLASS ROUND TRIP CONTRACT BULK INCLUSIVE TOUR PRICES BETWEEN CANADA AND THE CARIBBEAN (Continued)

(K) REFUSAL TO TRANSPORT
In addition to the provisions published elsewhere in this tariff, the Carrier will refuse transportation when:
(1) the documentation required in Paragraph (J) above is not available, or
(2) the carriage of any member of the Inclusive Tour Group contravenes any portion of this rule.

(L) CONTRACT CONDITIONS
(1) The minimum number of seats required above, or a higher number may be contracted for by one, two, or three Tour Operators.
(2) Each Tour Operator must execute a contract in the form required by the Carrier for the entire program when seat reservations are confirmed.
(3) If one of two or three Tour Operators, who together, contract for a minimum number of seats fails to meet all the requirements for departure all seats purchased at that departure will be cancelled by the Carrier and each Tour Operator agrees to indemnify and hold harmless the Carrier from any claims or damages as a result of such action.
EXCEPTION: when a Carrier cancels seats contracted for by one Tour Operator for failure to meet the requirements, the Carrier will not cancel any remaining seats contracted for by the other Tour Operator(s) when:
(i) the remaining number of contracted seats are not less than the minimum number required as published in paragraph (C)(2)(a) above;
(ii) the remaining Tour Operator(s) agrees to purchase additional seats to meet the required minimum.
(4) Where more than one Tour Operator contracts for a minimum number of seats, no one Tour Operator may contract for less than twenty seats for each departure.

(M) TERMS OF PAYMENT
Each Tour Operator shall pay for seats contracted in accordance with the following:
(1) A deposit of CAD 10,000.00 or 5 percent of the total contract price, whichever is less, shall be paid on execution of a contract between the Tour Operator(s) and the Carrier.
(2) Full payment for seats on each round trip contracted shall be made by the Tour Operator(s) to the Carrier fourteen days before the date of departure of the outgoing flight and the foregoing deposit less any cancellation fees that remain payable by the Tour Operator(s) shall be deducted from the payment for the seats on the last round trips to be operated.
(3) When additional seats are requested fourteen days or less before departure, full payment must be made when the reservation is confirmed.

(N) CANCELLATION, REFUNDS AND REROUTING
(1) The Tour Operator may not cancel fewer than all the seats purchased on a flight and no refund shall be paid by the carrier for seats not used at the time of departure.
EXCEPTION: Where the Tour Operator has contracted for more than the minimum group size outlined in Paragraph (C)(2) above, the seats in excess of the minimum group size may be cancelled subject to the conditions that follow.
(2) The tour operator may cancel all seats purchased on a flight at any time prior to departure, but when seats are cancelled pursuant to this Rule, the Tour Operator shall pay the carrier a cancellation fee by way of liquidated damages and not as a penalty, as follows:
(a) where seats are cancelled 30 days or more prior to the date of departure, the fees will be:
(i) where more than the minimum number of seats has been purchased, up to ten percent of the seats contracted for on a flight may be cancelled without charge except that the residual number of seats must not be be less than the minimum group size in paragraph (C)(2) above;
(ii) where more than the minimum number of seats has been contracted for on a flight the remainder of seats in excess of the minimum group size after deducting (i) above may be cancelled at a charge of ten percent of pro rata seat fares per seat cancelled;
(iii) except as provided in (i) and (ii), cancellation of the remainder of the seats purchased on a flight shall be subject to a cancellation charge of twenty percent of the Contract Bulk Inclusive Tour fare published in paragraph (B) above.
(b) where seats are cancelled less than 30 days prior to the date of departure, the fee will be forty percent of the contracted price for the seats cancelled if the Carrier subsequently cancels the flight or flights on which the seats are booked, or ninety percent of the contracted price of the seats cancelled if the Carrier operates the flight or flights on which the seats are booked.

(Continued on next page)

RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

61500 ECONOMY CLASS ROUND TRIP CONTRACT BULK INCLUSIVE TOUR PRICES BETWEEN CANADA AND THE CARIBBEAN (Continued)

(N) CANCELLATION, REFUNDS AND REROUTING (Continued)

(2) (Continued)

(c) Where more than one Tour Operator has contracted for a unit of seats on a flight as defined in paragraph (C)(2)(a) above and any of the Tour Operator(s) cancels its seats, the Carrier shall cancel the balance of the seats contracted for by the other tour Operator(s) unless the remaining number of contracted seats are not less than the minimum number required, or the remaining Tour Operator(s) agree to purchase additional seats to meet the required minimum.

(3) Except as provided in paragraph (O) below, in the event of cancellation of a flight or flights by the carrier full refund of payments made with respect to seats cancelled on such flights shall be made by the carrier and the liability to make such refund shall constitute the sole liability of the Carrier to the Tour Operator who shall indemnify and hold harmless the Carrier, its servants and agents from and against any and all claims by whomsoever made as a result of such cancellation.

(4) In the event of cancellation of a contract for seats by the Tour Operator before departure full refund of payments made with respect to such contract shall be made by the carrier, less any applicable cancellation fees and the liability to make such refund shall constitute the sole liability of the carrier to the Tour Operator who shall indemnify and hold harmless the carrier, its servants and agents from and against any and all claims by whomsoever made as a result of such cancellation.

(5) Any refunds to passengers shall be the sole responsiblity of the Tour Operator(s).

(6) Voluntary rerouting shall not be permitted.

(O) FAILURE TO OPERATE ON SCHEDULE OR FAILURE TO CARRY

(1) Liability of Carrier
Except to the extent provided in subparagraph (2) below, the Carrier shall not be liable for failing to operate any flight according to schedule or for changing the schedule of any flight, with or without notice to the passengers.

(2) Option of Passengers and Carrier
Whenever the Carrier fails to operate any flight according to schedule, or changes the schedule of any flight, or cancels reservations of the tour group because of reasons beyond its control, the Carrier shall transport the group on the first flight of the same class of service originally held by the group on which space is available.

(P) COMMISSSION
No commission shall be paid by the carrier for the sale of transportation on a Bulk Inclusive tour Contract.

(Q) SPACE FOR CARRIERS USE
Seats sold to Tour Operators and not occupied at time of departure may be used by the carrier.

(R) INDEMNITY

(1) The Tour Operator shall indemnify the Carrier against all claims and expenses (including legal costs) in respect of any liability to third persons (including but not limited to passengers) for any damage whatsoever arising out of any act or omission of the Tour Operator, its servants or agents resulting in liability of the Carrier.

(2) The Carrier shall indemnify the Tour Operator against all claims and expenses (including legal costs) in respect of any liability to third persons (including but not limited to passengers) for any damage whatsoever arising out of any act or omission of the Carrier, its servants or agents resulting in liability of the Tour Operator.

(S) RULES NOT APPLICABLE

80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS)
90 (REFUNDS)
200 (CHILDREN'S AND INFANT'S FARES)
205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages BW-15 through BW-22.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
C&1600	†[N]BUSINESS CLASS COMPANION DISCOUNT FARES TO/FROM CANADA (A) APPLICATION (1) These fares apply for one way or round trip Business class travel between points in Canada and points in the Caribbean/South America. (2) All travel must be exclusively via the services of BW. (3) These fares shall only apply when tickets are purchased prior to commencement of travel. (B) PERIOD OF VALIDITY These fares will apply for travel commencing through July 31, 1995. All travel must be completed by midnight of July 31, 1995. (C) FARES (1) Full Fare Tickets (a) The first passenger shall be charged the full OW Business Class (J) or RT Business Class Excursion fare (JHE/JKE/JLE) fare between Canada and the Caribbean as published in this tariff. (b) Fare Basis: The full fare ticket should show the applicable fare basis code for the fare used followed by "FULL". (2) Companion Fare Tickets (a) The accompanying passenger shall be charged 50 percent of the full OW Business Class (J) or RT Business Class Excursion fare (JHE/JKE/JLE) fare between Canada and the Caribbean. Only one companion discount will be permitted for each full fare paying passenger. (b) Fare Basis: The companion fare ticket should show the applicable fare basis code for the fare used followed by "COMP50". (D) RESERVATIONS AND TICKETING (1) Reservations should be booked in J Class. (2) Tickets for both passengers must be issued at the same time. (3) Tickets must be cross-referenced. (4) Passengers must adhere to all of the conditions and provisions of the fare on which they are traveling. Both the full fare passenger and the accompanying passenger must travel together for the outbound portion of the journey. On the return portion, passengers may travel separately. (E) ROUTING/REROUTING (1) Voluntary rerouting is permitted. (2) In the case of voluntary rerouting, both passengers must be rerouted on BW. (F) RULES AND DISCOUNTS NOT APPLICABLE Rules 205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS) 210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

† - Effective May 27, 1995 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

C&1650 †[N]SPECIAL FARES FOR 1995 ANTIGUA BOAT SHOW

Refer to Rule 2 published herein for general provisions of this fare rule.

(A) APPLICATION
(1) Application Area
These fares apply for travel from MIA/NYC to ANU.
(2) Class of Service
These fares apply on First class and Economy class service.
(3) Type of Transportation
These fares apply for RT transportation.
(4) Fares

From	To	Fare Class	RT Fare in USD
Miami	Antigua	FBOAT95	549.00
Miami	Antigua	QBOAT95	294.00
New York NY	Antigua	FBOAT95	649.00
New York NY	Antigua	QBOAT95	304.00

(B) COMBINATIONS
These fares may be combined end-on-end with other fares provided travel is via the point of combination and that such fares are shown separately on the passenger's ticket.

(C) PERIOD OF VALIDITY
(1) These fares apply for travel as follows:
(a) FBOAT95 fares:
(i) From NYC/MIA: During the period December 1, 1995 through December 4, 1995.
(ii) To NYC/MIA: During the period December 13, 1995 through December 17, 1995.
(b) QBOAT95 fares:
(i) From NYC: December 3, 1995.
(ii) To NYC: December 13, 1995.
(iii) From MIA: December 2, 1995 and December 4, 1995.
(iv) To MIA: December 14, 1995 or December 16, 1995.

D) STOPOVERS
Stopovers are not permitted.

(E) CHILDREN'S AND INFANTS' FARES
Rule 200 (CHILDREN'S AND INFANTS' FARES) is not applicable.

(F) RESERVATIONS AND TICKETING
(1) Reservations for the entire journey must be made prior to departure from the point of origin.
(2) Reservations Booking Class
(a) FBOAT: F.
(b) QBOAT: Q.

(G) ROUTING/REROUTING
(1) Transportation at these fares must be entirely via the services of BW.
(2) Voluntary reroutings are not permitted.

(H) CANCELLATION AND REFUNDS
These fares are nonrefundable once ticketed, except that the full amount of the fare paid less a USD 55.00 service charge may be applied as a credit towards the purchase of any higher BW fare calculated from the point of origin at applicable fares.

(I) RULES AND DISCOUNTS NOT APPLICABLE
205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective November 25, 1995 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 32152.

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

&1700 SPECIAL GROUP COACH FARES FROM THE U.S.A. TO POINTS IN THE CARIBBEAN

(A) APPLICATION
These fares apply for RT Economy Class transportation between the points named below and are not applicable to/from intermediate points.

(B) Group Coach Fares
Round trip fares per passenger:

	From	To	Travel Must Originate On the Following Date(s)	Return Travel Must be on One Of the Following Date(s)	Minimum Group Size	RT BG Fare in USD
C	†IN INew York	Port of Spain	May 20, 1992	May 23, 1992 or May 28, 1992	50	390.00

(C) PERIOD OF VALIDITY
Fares are valid for travel only during the period specified in Paragraph B above.

(D) STOPOVERS
One stopover, in addition to the stopover at the point of turnaround, will be permitted subject to a stopover charge of USD 20.00 and subject to confirmation by the carrier.

(E) GROUP REQUIREMENTS
(1) Group Size
The minimum group size is specified in Paragraph B above in connection with each fare.
(2) Travel Together
All members of the group must travel together from the point of origin to the outward destination, except where unavailability of space makes it impossible for passengers to travel on the same flight, members of the group may be accommodated on preceding or succeeding flights. Members of the group may travel individually from the outward destination to the point of origin.

(F) RESERVATIONS AND TICKETING
(1) Reservations for the group must be confirmed at least 7 days prior to departure from the point of origin for the entire journey.
(2) Tickets for all members of the group must be purchased at least 7 days prior to departure from the point of origin.

(G) CAPACITY LIMITATIONS
See Rule 2.

(H) ROUTING/REROUTING
(1) Travel at these fares must be entirely via the services of BW.
(2) Voluntary reroutings are not permitted.

(I) CANCELLATIONS AND REFUNDS
No voluntary refund will be made if the cancellation would reduce the group to less than the minimum specified in Paragraph B above, unless the entire group cancels.

(J) RULES AND DISCOUNTS NOT APPLICABLE
Rules 200 (CHILDREN'S AND INFANTS' FARES)
205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective May 21, 1992 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 5897.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
C1750	†[N]SENIOR CITIZEN DISCOUNT FARES (A) APPLICATION These fares apply for travel originating from New York and Miami to points in the Caribbean. (B) FARES Passengers ticketed at fares governed by this rule receive a 10 percent discount off of BW local fares published in this tariff, except as provided in Paragraph (F) below. (C) ELIGIBILITY (1) The provisions of this rule apply to Senior Citizen passengers who are at least 62 years of age and to a companion passenger of any age who is accompanied by the Senior Citizen passenger. (2) The Senior Citizen passenger must show proof of age in a form acceptable to BW at the time of ticket purchase and may also be required to show similar proof of age at boarding time. (D) RESERVATIONS AND TICKETING (1) Tickets must be noted with specific ticket designators for both the Senior Citizen and companion. The designator will be the appropriate fare basis code for the fares used followed by "DS10" suffix for the Senior Citizen and "DS10C" suffix for the companion passenger. (2) Both Senior Citizen and Senior Citizen Companion tickets must be issued at the same time. (3) Passengers must adhere to all conditions/provisions of the appropriate governing rule of the fare on which they are traveling. Both passengers must be traveling at the same time. (E) ROUTING All travel must be via BW scheduled services. (F) DISCOUNTS NOT APPLICABLE The discount will not apply to the following fares: (1) Agency/Industry discounts; (2) Joint fares; (3) Special status fares (e.g. children's/tour basing/group/other senior citizen fares.) (G) SPECIAL CONDITIONS (1) A Senior Citizen Companion passenger will receive the 10 percent fare discount only if accompanied by a Senior Citizen passenger receiving the same 10 percent fare discount for the entire trip. (2) Only one Senior Citizen Companion is permitted per trip. However, a different companion may be selected for each trip.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective December 12, 1991 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 2924.

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

C81775 †[N]SENIOR CITIZEN DISCOUNT FARES FROM CANADA

(A) APPLICATION
These fares apply for travel originating from Toronto to points in the Caribbean served by BW.

(B) FARES
Passengers ticketed at fares governed by this rule receive a 10 percent discount off of BW local fares published in this tariff, except as provided in paragraph (F) below.

(C) ELIGIBILITY
(1) The provisions of this rule apply to Senior Citizen passengers who are at least 60 years of age and to a companion of any age who is accompanied by the Senior Citizen passenger.
(2) The Senior Citizen passenger must show proof of age in a form acceptable to BW at the time of ticket purchase and may also be required to show similar proof of age at boarding time.

(D) RESERVATIONS AND TICKETING
(1) Tickets must be noted with specific ticket designators for both the Senior Citizen and companion. The designator will be the appropriate fare basis code for the fares used followed by "DS10" suffix for the Senior Citizen and "DS10C" suffix for the companion passenger. Booking class codes shall be the same as those for the fare type purchased.
(2) Both Senior Citizen and Senior Citizen Companion tickets must be issued at the same time.
(3) Passengers must adhere to all conditions/provisions of the appropriate governing rule of the fare on which they are traveling. Both passengers must be traveling together for the entire trip.

(E) ROUTING
All travel must be via the services of BW.

(F) DISCOUNTS NOT APPLICABLE
The discount will not apply to the following fares:
(1) Agency/Industry discounts;
(2) Joint fares;
(3) Special status fares such as:
(a) Children's fares;
(b) Any group fares;
(c) Any tour basing fares;
(d) Other senior citizen fares.

(G) SPECIAL CONDITIONS
(1) A Senior Citizen Companion passenger will receive the 10 percent fare discount only if accompanied by a Senior Citizen passenger receiving the same 10 percent fare discount for the entire trip.
(2) Only one Senior Citizen Companion is permitted per trip. However, a different companion may be selected for each trip.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective December 14, 1993 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 19950.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

C1780 +[N]SPECIAL FARES FOR 1994 ENGLAND VS. WEST INDIES CRICKET TEST SERIES

Refer to Rule 2 published herein for general provisions of this fare rule.

(A) APPLICATION
(1) Applicable Area
These fares apply for travel from Miami, Florida to ANU/BGI/POS.
(2) Class of Service
These fares apply on Economy Class service.
(3) Type of Transportation
These fares apply for RT/CT/SOJ transportation.
(4) Fares

From	To
Miami, Fl	Antigua/Barbados/Port of Spain

RT Fare in USD	
BWTEST	389.00
BXTEST	349.00

(B) COMBINATIONS
These fares may be combined end-on-end with other fares provided travel is via the point of combination and that such fares are shown separately on the passenger's ticket.

(C) PERIOD OF VALIDITY
(1) These fares apply for travel from the point of origin during the period March 20, 1994 through April 24, 1994. All travel must be completed by midnight on April 24, 1994.
(2) Day of Week
(a) BXTEST fares apply Monday through Thursday.
(b) BWTEST fares apply Friday through Sunday.

(D) LENGTH OF STAY
(1) Minimum Stay: 3 days.
(2) Maximum Stay: 21 days.

(E) STOPOVERS
One free stopover is permitted at the point of turnaround. Additional stopovers are permitted upon payment charge of USD 50.00 for each stopover.

(F) CHILDREN'S AND INFANTS' FARES
Rule 200 (CHILDREN'S AND INFANTS' FARES) is applicable.
EXCEPTION: Accompanied children between the ages of 2 and 11 years of age will pay 75 percent of the applicable adult fare.

(G) RESERVATIONS AND TICKETING
(1) Reservations for the entire journey must be made prior to departure from the point of origin.
(2) Reservations Booking Class: B.

(H) CAPACITY LIMITATIONS
See Rule 2.

(I) ROUTING/REROUTING
(1) Transportation at these fares must be entirely via the services of BW.
(2) Voluntary reroutings are not permitted.

(K) CANCELLATION AND REFUNDS
These fares are non-refundable once ticketed, except that the full amount of the fare paid less a USD 25.00 service charge may be applied as a credit toward the purchase of any higher BW fare calculated from the point of origin at applicable fares.

(L) RULES AND DISCOUNTS NOT APPLICABLE
Rules 205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

+ - Effective March 1, 1994 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 18231.

RULE

SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

C1781 †[N]SPECIAL FARES FOR 1994 CULTURAL EVENTS IN THE CARIBBEAN

(A) APPLICATION
(1) Applicable Area
These fares apply for travel from New York to BGI/POS.
(2) Class of Service
These fares apply on Economy Class service.
(3) Type of Transportation
These fares apply for RT/CT transportation.
(4) Fares

FROM	TO
NEW YORK	BARBADOS/PORT OF SPAIN
RT fare in USD	
QWEVENT	359.00
QXEVENT	339.00

(B) COMBINATIONS
These fares may be combined end-on-end with other fares provided travel is via the piont of combination and that such fares are shown separately on the passenger's ticket.

(C) PERIOD OF VALIDITY
(1) Seasonality
These fares apply for travle from the point of origin during the period October 12, 1994 through December 7, 1994. All travel must be completed by midnight on December 7, 1994.
(2) Day of Week Application
(a) QXEVENT fares apply Monday through Thursday.
(b) QWEVENT fares apply Friday through Sunday.

(D) LENGTH OF STAY
Maximum stay is 14 days.

(E) STOPOVERS
A stopover is permitted at the point of turnaround only.

(F) CHILDREN'S AND INFANTS' FARES
Rule 280 (CHILDREN'S AND INFANTS' FARES) is applicable.
EXCEPTION: Accompanied children between the ages of 2 and 11 will pay 100 percent of the applicable adult fare.

(G) RESERVATIONS AND TICKETING
(1) Reservations for the entire journey must be made prior to departure from the point of origin.
(2) Reservations Booking class is Q.
(3) Tickets must be purchased no later than 72 hours after the reservation is made.

(H) CAPACITY LIMITATIONS
See Rule 2

(I) ROUTING/REROUTING
(1) Transportation at these fares must be entirely via the services of BW.
(2) Voluntary reroutings are not permitted.

(K) CANCELLATION AND REFUNDS
These fares are nonrefundable once ticketed, except that the full amount of the fare paid less a USD 35.00 service charge may be applied as a credit towards the purchase of any higher BW fare calculated from the point of origin at applicable fares.

(L) RULES AND DISCOUNTS NOT APPLICABLE
Rules 205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective October 28, 1994 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 23461.

RULE	SECTION III - SPECIAL AND PROMOTIONAL FARES AND CHARGES - PUBLISHED FARES
C1800	[C]COMPASSIONATE TRAVEL BETWEEN POINTS IN THE CARIBBEAN AND AREA 1
	(A) Application
C	[C](1) These fares apply when travel is due to the death of an immediate family member defined as:
C	[C](a) Spouse (including common law)
	(b) Child (including adopted/step/grand/great grand/in-law)
C	[C](c) Parent (including step/grand/great/in-law)
	(d) Daughter/son/father/mother (legal/in-law)
	(e) Brother/sister (including step/half/in law)
C	(f) [CANCELLED]
	(g) Legal guardian and spouse (with proof of judgement)
	(B) Flight Application
C	(1) Applicable only on the scheduled services of [C]Carribean Airlines. Travel is not valid on charter flights. Interline travel is not permitted. For round trip travel, reservations and ticketing must be completed prior to departure from point of origin. These fares are applicable from point of origin to the closest destination of the funeral, serviced by BW.
C	(2) [CANCELLED]
	(3) Upgrade certificates can be used for compassionate travel by Platinium members only.
C	[CANCELLED]
C	(4) [CANCELLED]
C	[N](C) Fares
	(1) The following discounts will apply:
	For -SOCA type fares - forty percent (40%)
	For -TASSA type fares - thirty percent (30%)
	For -MASH type fares - twenty percent (20%)
	For -LIMBO type fares - fifteen percent (15%)
	(2) The deferred refund will be the same amount as the discount applicale in (C)(1).
	(3) Application for refund must be filed within 90 days of return travel date.
C	[C](D) Minimum/Maximum Stay
	(1) Minimum Stay - None.
	(2) Maximum Stay - None.
C	[C](E) Booking class - As per applicable fare.
	(F) Reservations
C	[C](1) A copy of the death certificate is required prior to departure or a refund is available on a deferred basis. Relationship of immediate family member must also be shown.
C	[C](2) The following information must be added to the PNR at time of booking. Name of deceased immediate family member. Relationship of deceased to passenger. Funeral to be held at NAME, ADDRESS, PHONE, DATE.
	(3) A note should be added for the check-in agent to handle the person with extra care.
C	[C](4) If the above documentation is unavailable at the time of ticket purchase or if validation of information is not possible, passenger may purchase the lowest applicable fare and apply for refund.
C	[C](5) Travel must originate within 7 days of funeral service of immediate family member.
C	[C](6) Class of service followed by CMPSN must be added to the PNR as a ticket designator.
	(7) For itineraries involving carriers other than BW, separate ticket with independent fare construction must be used.
C	[C](8) Tickets must be endorsed: Compassionate travel valid on BW only, NON ENDORSABLE.
C	(9) [CANCELLED]
C	(10) [CANCELLED]
C	(11) [CANCELLED]
C	(12) Saleable by [C]Caribbean Airlines' CTO only.
C	[N](13) Contact funeral home director to determine validity of deceased.

(Continued on next page)

RULE	SECTION III - SPECIAL AND PROMOTIONAL FARES AND CHARGES - PUBLISHED FARES
C1800	[C]COMPASSIONATE TRAVEL BETWEEN POINTS IN THE CARIBBEAN AND AREA 1 (Continued)
	(G) Combinations Multi component circle trips and add-ons are not permitted. End on end combinations permitted only with BW fares. Open Jaw trips permitted on North American travel provided res/tktg completed prior to departure from the point of origin.
C	[C](H) Changes Permitted once applicable change fee is collected.
C	[C](I) Cancel/No Show Refund if a portion of the ticket is used, the refund will be the difference between the fare paid and the compassionate fare for transportation used. Unused tickets are refundable as per the original form of payment. In the case of compassionate refund after travel, passenger must also submit: In the case of death: - A copy of the death certificate or funeral director's statement - Original passenger coupon of ticket - All boarding passes to any BW/BW connecting ticket counter or city sales office for immediate refund. - All documents will be retained by BW.
C	(J) (1) [CANCELLED]
C	(2) [CANCELLED]
C	(3) [CANCELLED]
	(4) Expediting/Verification On reception of PNR, the reservation agent should validate information given by customer. Once validation is complete, ensure that expediting agent enters his/her name and employee number.
C	(5) [CANCELLED]
C	(6) [CANCELLED]

+C BWIA INTERNATIONAL AIRWAYS LIMITED
WESTERN HEMISPHERE FARES

EXPLANATION OF FARE CLASS CODE

APPLICATION OF FARES: Except as otherwise provided in connection with specifications, all fares referring hereto for application apply as follows:

FIRST CLASS SERVICE
Where the fare class application provides that fares apply on First Class service, the fares will apply for transportation in the First Class compartment of flights operated with combination compartment aircraft.

BUSINESS CLASS SERVICE
Where the fare class application provides that fares apply on Business Class service, the fares will apply for transportation in the Business Class compartment of flights operated with combination compartment aircraft.

ECONOMY CLASS SERVICE
Where the fare class application provides that fares apply on Economy Class service, the fare will apply for transportation:
(1) On Economy flights operated with single compartment aircraft;
(2) In the Economy section of flights operated with combination compartment aircraft.

SEASONAL FARES/DAY OF THE WEEK
(1) Fares designated with the letters H, O, L, W and X refer to specific seasons/days of the week and apply as follows:
(a) Days of the week
W - Weekend
X - Midweek
(b) Seasons

LETTER DESIGNATOR	SEASON
H	Peak
O	Shoulder
L	Basic

(2) Seasons/days of the week are defined in the governing rule where applicable.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective November 6, 1996 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 40010 and on not less than one (1) day's notice under NTA(A) Special Permission No. 32129.

(BWIA INTERNATIONAL)
WESTERN HEMISPHERE FARES

& FARES PUBLISHED BY RULE

FARES	GOVERNING RULE (Published in BW-1, C.A.B. No. 552, C.T.C. (A). No. 343)	FARE BASIS
ATTENDANT ACCOMPANYING AIR CARGO SHIPMENTS	600	-
†INTERBUSINESS CLASS COMPANION DISCOUNT FARES TO/FROM CANADA	1600	-
CHILDREN'S AND INFANTS' FARES	200	-
CIRCLE TRIP AIR/SEA FARES	1200	YWAS/YXAS
CLERGY FARES	1300	-
ECONOMY CLASS ROUND TRIP CONTRACT BULK INCLUSIVE TOUR PRICES BETWEEN CANADA AND THE CARIBBEAN	1500	-
FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS	210	-
FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS	205	-
INTRA-CARIBBEAN UNLIMITED TRAVEL FARE	1150	YEC30
PASSENGERS ON STRETCHERS	500	-
SEAMAN'S FARES	1000	-
SENIOR CITIZEN DISCOUNT FARE FROM ANTIGUA/BARBADOS/ST. LUCIA/TRINIDAD/TOBAGO TO MIAMI/NEW YORK CITY	1100	YCD
SENIOR CITIZEN DISCOUNT FARES	1750	--
SPECIAL FARES FOR 1994 CULTURAL EVENTS IN THE CARIBBEAN	1781	QNEVENT/ QXEVENT

† - Effective May 27, 1995 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

†C BWIA INTERNATIONAL AIRWAYS LIMITED
WESTERN HEMISPHERE ROUTINGS

APPLICATION OF ROUTINGS

GENERAL Routings are applicable only to the fares which make specific reference to them.

Locate in the routing the point of origin and the points of destination between which the fare applies.

Apply only the portion of the routing which connects the origin and destination points by a dash or a series of dashes and city codes.

The routing may be traveled via any or all of the cities named, unless otherwise restricted, or

Except as otherwise provided in individual routings, all or part of the applicable routing may be non-stop.

Where a routing number indicates more than one option applicable between the origin and destination points, any one of the options may be used.

Where a routing contains more than one option between any two intermediate points (indicated by brackets) only one of the options may be used for travel in the same general direction.

All routings are applicable in either direction, unless otherwise restricted.

For those routings permitting choice of carrier for carriage between the same points, only one of those carriers may be used.

Where a carrier is indicated in a routing with an adjacent number, i.e., BW100, refer to that number in this section to obtain the appropriate routing.

Where no carrier is indicated between two points, travel shall be limited to BW.

EXPLANATION OF ENTRY/EXIT POINTS
* - Denotes an entry or exit point in a map.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

† - Effective November 6, 1996 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 40010 and on not less than one (1) day's notice under NTA(A) Special Permission No. 32129.

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BWIA INTERNATIONAL AIRWAYS LIMITED
WESTERN HEMISPHERE ROUTINGS
FOR APPLICATION, SEE PAGE BW-281

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   ROUTING NO. 0
 MPM APPLIES.

 †∂ROUTING NO. 12
      *NYC/MIA-------ANU/BGI/GND/POS--------------------SLU*
          *BGI-------------------LI----------------------SLU*
          *MIA--------BGI---------GEO-------------------POS*
          *MIA--------BGI--------LI---------------------GND*
          *NYC--------BGI--------LI---------------------GND*

      *YOW/YMQ---YY-----YTO/NYC-------ANU--BGI--POS---GND*
          *YTO----------ABU/BGI/POS-----LI-------------GND*

 YY - MEANS ANY CARRIER

 ‡∂ROUTING NO. 18
    *MIA-AUA-POS-TAB*
                                                                  |-GEO*
    *MIA-|-ANU-BW/LI-SKB-BW/LI-SLU-BW/LI-BGI-BW/LI-GND-BW/LI-POS-|-TAB*
         |-ANU-BW/LI-SXM-BW/LI-SLU-BW/LI-POS-TAB*
         |-SXM-BW/LI-ANU-BW/LI-POS-TAB*
         |-BGI-BW/LI-GND-BW/LI-TAB-POS*

    *NYC/MIA--BGI-BW/LI-TAB*

    *NYC-|-POS-CUR*
         |-ANU-BW/LI-SXM*                                         |-GEO*
         |-ANU-BW/LI-SKB-BW/LI-SLU-BW/LI-BGI-BW/LI-GND-BW/LI-POS-|-TAB*
         |-ANU-BW/LI-TAB-POS*

    *SJU-|-POS-CUR/GND*
         |-BDA/KIN/MBJ*          |-GEO*
         |-ANU-SKB-SLU-BGI-POS-|-TAB*

*YMQ/YOW--YY--YTO---POS-----BW/LI-----BGI---BW/LI-----GND---BW/LI-----SLU*
*YMQ/YOW--YY--YTO-|-POS/BGI-BW/LI--CUR/ANU*
                  |-ANU-----BW/LI---SKB/SXM*                                |-GEO*
                  |-ANU---BW/LI------SLU---BW/LI---BGI--BW/LI---POS------|-TAB*
                  |-POS*
                  |-ANU--BW/LI---BGI---BW/LI---GND*

   *STX--|--KIN*
         |--ANU---BGI---SLU---POS---TAB*

  *MIA/NYC---ANU-BW/LI-SLU-BW/LI-BGI-BW/LI-GND-BW/LI-POS--TAB*
  *NYC/MIA---POS---∂BW/∂LI------TAB---BW/LI-GND-BW/LI-BGI-BW/LI-SLU*

  *YTO/MIA/NYC/WAS------ANU/BGI/POS----LI-DOM/PTP/FDF/CIW*

*MIA/NYC---POS/BGI-BW/LI--ANU*

*WAS---ANU-BW/LI-|--BGI-BW/LI-POS-BW/LI-|--SLU/GND/GEO/TAB/SVD/PBM/CCS*
                 |--POS-BW/LI-BGI-BW/LI-|

 YY - MEANS ANY CARRIER

 †∂ROUTING NO. 75
      *ATL/BOS/CHI/CVG/DFW/LAX/ORL-----MIA--------DL-------ANU/BGI/GND/POS/TAB*

                  *MIA---------BGI-----------LI---------------TAB*

   ROUTING NO. 114
 *NYC-----SKB*

 *NYC--ANU---SKB*

 †∂ROUTING NO. 171
       *BUF/ROC/SYR-------US---------NYC---------ANU/BGI*

           *ROC/SYR-------US---------NYC---------POS/TAB*
```

‡ - Effective SEPTEMBER 16, 2004 for transportation to/from Canada.
For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

† - EFFECTIVE AUGUST 3, 2004 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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ROUTING NO. 700

NYC-ANU-SLU-BGI-GND

ROUTING NO. 750

NYC/MIA---BGI/SLU-----PN---FDF

ROUTING NO. 810

MIA/NYC/WAS---ANU-BW/LI-----POS/BGI-BW/LI-----SLU/TAB/GEO/GND/SVD/PBM

ROUTING NO. 811

```
*MIA/NYC/WAS--|-BGI-POS/ANU---GEO/GND/CCS/TAB/SVD/SKB/PBM*
              |-POS/BGI-ANU*
              |-POS-BGI/ANU----GND/GEO/CCS/TAB/SVD/SKB/PBM*
```

ROUTING NO. 814

```
*YTO/ATL/BOS/WAS-----|-ANU/BGI-BW/LI-----POS--|-BW/LI-----|-SLU/GND/TAB/GEO/CCS/PBM*
                     |-ANU----BW/LI--BGI/POS--|           |-SVD*
```

YY - MEANS ANY CARRIER

ROUTING NO. 815

```
*TAB--POS--BGI/ANU--MIA/WAS--CHI--BOS/DEN*
*BGI/ANU--POS--MIA/WAS--CHI--BOS/DEN*
```

ROUTING NO. 816

```
*X*

*WAS---ANU/BGI/POS------------|--X-LI----UNI/CIW/FDF/PTP/DOM*
*X----------------------------|

*X*

*X*


*YTO/NYC/MIA---ANU/POS/BGI/X------LI--UNI/CIW/FDF/PTP/DOM*

*X---------------------------|--X*
*X---------------------------|

*NYC/MIA-ANU-LI-DOM*
```

YY MEANS ANY CARRIER

ROUTING NO. 817

YTO--GEO

YTO---POS/BGI---SLU/GND

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

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```
   ROUTING NO. 818
------------------
    *MIA-AUA-POS-TAB*
                                                                  |-GEO*
    *MIA-|-ANU-BW/LI-SKB-BW/LI-SLU-BW/LI-BGI-BW/LI-GND-BW/LI-POS-|-TAB*
         |-ANU-BW/LI-SXM-BW/LI-SLU-BW/LI-POS-TAB*
         |-SXM-BW/LI-ANU-BW/LI-POS-TAB*
         |-BGI-BW/LI-GND-BW/LI-TAB-POS*

    *NYC/MIA--BGI-BW/LI-TAB*


    *NYC-|-POS-CUR*
         |-ANU-BW/LI-SXM*                                           |-GEO*
         |-ANU-BW/LI-SKB-BW/LI-SLU-BW/LI-BGI-BW/LI-GND-BW/LI-POS-|-TAB*
         |-ANU-BW/LI-TAB-POS*


    *SJU-|-POS-CUR/GND*
         |-BDA/KIN/MBJ*        |-GEO*
         |-ANU-SKB-SLU-BGI-POS-|-TAB*

*YMQ/YOW--YY--YTO---POS----BW/LI----BGI---BW/LI----GND---BW/LI----SLU*
*YMQ/YOW--YY--YTO-|-POS/BGI-BW/LI--CUR/ANU*
                  |-ANU----BW/LI---SKB/SXM*                                |-GEO*
                  |-ANU---BW/LI-----SLU---BW/LI---BGI--BW/LI---POS-----|-TAB*
                  |-POS*
                  |-ANU--BW/LI---BGI---BW/LI---GND*


   *STX--|--KIN*
         |--ANU---BGI---SLU---POS---TAB*


  *MIA/NYC---ANU-BW/LI-SLU-BW/LI-BGI-BW/LI-GND-BW/LI-POS--TAB*
  *NYC/MIA---POS---BW/LI-------TAB---BW/LI-GND-BW/LI-BGI-BW/LI-SLU*

  *YTO/MIA/NYC/WAS-----ANU/BGI/POS----LI-DOM/PTP/FDF/CIW*

*MIA/NYC---POS/BGI-BW/LI--ANU*

*WAS---ANU-BW/LI-|--BGI-BW/LI-POS-BW/LI-|--SLU/GND/GEO/TAB/SVD/PBM/CCS*
                 |--POS-BW/LI-BGI-BW/LI-|

 YY - MEANS ANY CARRIER

   ROUTING NO. 819
------------------
*WAS/NYC/MIA/YTO---ANU--BW/LI------BGI/POS---BW/LI---SVD*

   ROUTING NO. 820
------------------
*EWR--CO--MIA/WAS--ANU--BW/LI------BGI/POS--BW/LI-------SLU/GND/TAB*

*WAS/NYC/MIA---|-POS/BGI--BW/LI-----ANU/SLU/GND/SVD/TAB/GEO*
               |-POS--BW/LI-----BGI*

   ROUTING NO. 821
------------------
*MIA/NYC/YTO/WAS-----POS/BGI--BW/LI-ANU-LI/BW--|-AXA/BBQ/EIS/CRU/DOM/FDF*
                                               |-MNI/NEV/PTP/SKB/SXM*
```

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.