

Tariff: BW1 - CTA No. 331 DOT No. 538
Carrier: Caribbean Airlines Ltd. - BW

Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. BW1

Containing
Local Rules, Fares & Charges
on Behalf of

Caribbean Airlines Ltd. (Caribbean

Applicable to the
Transportation of Passengers and Baggage
Between Points in

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

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

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

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Issued by:
Rolf Purzer, President
Airline Tariff Publishing Company, Agent

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Rule 1 Definitions

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

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.

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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 - Normal fares means travel from a point and return thereto by a continuous, circuitous air route, including journeys comprising two fare components but which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two break points, a break in the circle between two fare construction points may be travelled by any other means of transportation without prejudice to the circle trip.

Circle trip - Special fares means travel from a point and return thereto by a continuous, circuitous air route, comprising two fare components which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle between two fare construction points may be travelled by any other means of transportation without prejudice to the circle trip.

Civil Aeronautics Board means Department of Transportation.

Combination means whenever two or more one-way or half round trip fares are used and shown separately in a fare calculation.

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.

Constructed fares means specified through fares created by the use of add-on amounts, or two or more fares shown as a single amount in a fare calculation and shown as a -c/XXX. XXX indicates the city over which the fare WAS constructed.

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

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

Currency of the country of payment means the currency in which international fares from that country are denominated.

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.

Deadline means:

- 1) Reservations - The minimum number of days/months before the day of departure by which reservations must be confirmed.
- 2) Payment - The minimum number of days/months before the day of departure by which full payment must be made.
- 3) Ticketing - The minimum number of days/months before the day of departure by which ticketing must be completed.

Note 1: When "Deadline" is used in paragraphs other than reservations, payment and ticketing. When different deadlines apply, it is necessary to specify which deadline (e.g. "Before ticketing deadline")

Note 2: "Before deadline" includes transactions made on the deadline date.

Destination means the ultimate stopping place as shown on the ticket.

Direct route means the shortest all year route operated by a carrier in both directions between ticketed points at which it exercises traffic rights.

Direct route fare means the fare over the direct route between two points. When no direct route fare exists between two ticketed points a fare must be established by combination over a ticketed point on the itinerary.

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.

Double open jaw means travel which is essentially of a round trip nature except that the outward points of arrival and the inward point of departure and the outward point of departure and the inward point of arrival are not the same.

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End-on combination means a combination of two or more fares which could be ticketed separately at a fare construction point (Not applicable to combination of fares between the same points).

EC member states are Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, United Kingdom.

Fare break points - See fare construction points.

Fare component means a portion of an itinerary between two consecutive fare construction points - The point of origin and the point of destination of the journey are fare construction points.

Fare construction points means the terminal points of a fare component (these are also termed fare break points).

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.

Indirect route means any scheduled continuous air route other than a direct route.

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Infant means a person who has not reached his/her second birthday as of the date of commencement of travel.

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.

Journey means the origin to destination of an entire ticket.

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.

Months means a period of time from a given date in one month to the corresponding date in a subsequent month(s), e.g.

1 month: January 1 to February 1

2 months: January 15 to March 15

Exception 1 - When the given date is the last date in one month, the corresponding date in a subsequent month(s) shall be the last date in such subsequent month, e.g.

1 month: January 31 to February 28,29

1 month: March 31 to April 30

2 months: June 30 to August 31

Exception 2 - When the corresponding date does not exist in

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a shorter subsequent month, the month(s) shall mean from a given date in one month to the last date of such shorter subsequent month, e.g.

1 month: January 31 to February 28,29

2 months: July 31 to September 30

Normal fare means a fare established for first, intermediate or economy class service and any other fares denominated and published as a normal fare. Children's fares and infants' fares which are established as a percentage of the fares referred to above are also considered to be normal fares.

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

On-line tariff data base means the remotely accessible, on-line version, maintained by the filer, of (1) The electronically filed tariff data submitted to the "Official D.O.T. 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.

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

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.

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Point of turnaround means the farthest geographical fare break (between two fare components) from the pricing unit origin.

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.

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

Proportional fare: See 'arbitrary'

Rebooking means change of reservation or other changes which do not require ticket reissuance.

Related charges means charges such as cancellation penalties, non-refundable amounts, rebooking and rerouting charges, stopover charges, weekend surcharges etc., and excess baggage charges.

Rerouting means change of routing or other changes which require ticket reissuance.

Reservations booking designator means the code used in reservation messages to denote the compartment in which reservations are requested.

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

Round-the-world means travel from the point of origin and return thereto which involves only one crossing of the Atlantic and only one crossing of the Pacific Ocean.

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

Routing means the carrier(s) and/or the cities and/or class

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of service and/or type of aircraft (jet or propeller) via which transportation is provided between two points.

Side trip means a journey from and/or to an EN-route point of a fare component.

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 when a passenger arrives at an intermediate point and is not scheduled to depart within 24 hours of arrival.

exception - For travel wholly within Central America or for travel between Central America and Panama: When passenger arrives at an intermediate points and is not scheduled to depart within 6 hours of arrival.

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

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.

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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.

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

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

"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 Samoa; 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, the islands of the Caribbean Sea, and St. Pierre and Miquelon.

Windward islands means Curacao, Dominica, Grenada, Mustique, palm Island, St. Lucia, St. Vincent and union Island.

Rule 2 Standard Format of Electronic Rules

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Application & other conditions (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)

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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 category 5.
- (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)
Prior to departure

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

(b) 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.

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

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

(ii) Replaced passenger, if substitutions are permitted in the rule being detailed;

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

Higher Intermediate Point (Category 17)

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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)
Intentionally left blank

Miscellaneous provisions (Category 23)
Intentionally left blank

(Category 24)
Currently not available

(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 addition 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

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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.

Rule 5 Application of Tariff

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(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) 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.

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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

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- 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.

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Rule 6 Classes of Service

Issued: October 26, 2019

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- (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 Airline Tariff Publishing Company 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 Airline Tariff Publishing Company 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 Airline Tariff Publishing Company schedule.

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Rule 15 Electronic Surveillance of Passengers and Baggage

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Passengers and their baggage are subject to inspection with an electronic device with or without the passenger's consent or knowledge.

Rule 20 Transportation of Passengers with Disabilities

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Acceptance for carriage
BW will make every effort to accommodate a person with a disability and will not refuse to transport a person solely based on his/her disability. In instances when refusing transportation to a person with a disability is necessary, BW will provide a written explanation to the person for the decision to refuse carriage at the time of the refusal.
- (B) Acceptance of declaration of self-reliance
As a minimum standard, BW has implemented the requirements outlined below as operating policy on all flights on all routes, including, but not limited to:
- (1) BW may not refuse transportation to persons on the basis of disability.
 - (2) BW may exclude anyone from a flight if carrying the person would pose a safety risk to the passenger, the aircraft and others around.
 - (3) If BW excludes a passenger with a disability travelling to/from Canada on grounds of safety, BW must provide the person a written explanation of the decision.
 - (4) BW may not limit the number of persons with a disability on a flight.
 - (5) BW may not require a person with a disability to travel with an attendant, except in certain limited circumstances specified in the regulations.
 - (6) Based on the non-discrimination rule, passengers with disabilities or reduced mobility travelling alone are to be accepted for travel on BW if, by the passenger's own assessment, they are self-reliant.
- (C) Medical clearance
medical clearance documentation may take the form of dated and stamped correspondence stating that the passenger is capable of completing the flight safely, without requiring extraordinary medical assistance during the flight, signed by the attending physician, on the letterhead of the attending physician or medical institution.
- (D) Advance notice
BW may not require advance notice that a person with a disability is travelling, however, we may require up to 48 hours advance notice for certain accommodations that require preparation time and which would require check-in time to be 1 hour before the normal check-in

time 2 hours.

- (E) Seating restrictions and assignments
- (1) When a person identifies the nature of his or her disability, BW will inform the passenger of the available seats that are most accessible and then establish with that passenger an appropriate seat assignment.
 - (2) Passengers with a disability will not be permitted to occupy seats in designated emergency exit rows, or otherwise in accordance with applicable safety-related rules and regulations.
 - (3) Persons with disabilities and their attendants, who will meet the persons' disability-related needs, will be seated together.
- (F) Acceptance of aids
customer using their own wheelchair or mobility aid may be offered the use of a company-issued or operated wheelchair, but this must not be forced upon them. The customer reserves the right to use their own mobility aid and to determine when their mobility aid is to be handed over to BW for loading. Customers with their own mobility aids such as crutches, canes, walkers, etc. May be accepted in the passenger cabin provided the items can fit in the designated storage areas (e.g. overhead storage bins) and shall be made available to the customer during flight. Items which cannot fit in the designated storage areas must be checked free of charge and tagged with special services handling tag and loaded in the cargo compartment in such a way to be available at transfer and destination points.
- (G) Manually operated wheelchair access
BW will permit the person who uses a manually operated wheelchair to remain in the wheelchair:
- (1) Until the person reaches the boarding gate;
 - (2) Where facilities permit, while the person is moving between the terminal and the door of the aircraft;
 - (3) Where space and facilities permit, while the person is moving between the terminal and the passenger seat.
- (H) Service animals
BW will accept for transportation, without charge, a service animal required to assist a person with a disability provided that the animal is properly harnessed and certified in writing as having been trained by a professional service animal institution. for the comfort of all passengers, BW staff will determine, in consultation with the person with a disability, where the person and service animal will be seated. BW will assign a seat to the person which

provides sufficient space for the person and the service animal and BW will permit the service animal to accompany the person on board the aircraft and to remain on the floor at the person's passenger seat. where there is insufficient floor space in the seat row of the person's passenger seat, BW will permit the service animals to remain on the floor in an area where the person can still exercise control over the animal.

- (I) Services to be provided to persons with disabilities
BW will ensure that services are provided to persons with disabilities when a request for such services is made. BW may require up to 48 hours' advance notice for certain accommodations that require preparation time. services to be provided upon request will include:

- (1) Assisting with registration at the check-in counter;
- (2) Assisting in proceeding to the boarding area;
- (3) Assisting in boarding and deplaning;
- (4) Assisting in stowing and retrieving carry-on baggage and retrieving checked baggage;
- (5) Assisting in moving to and from an aircraft lavatory;
- (6) Assisting in proceeding to the Airline Tariff Publishing Company public area or, in some cases, to a representative of another carrier;
- (7) Transferring a person between the person's own mobility aid and a mobility aid provided by BW;
- (8) Transferring a person between a mobility aid and the person's passenger seat;
- (9) Providing limited assistance with meals, such as opening packages, identifying items.
- (10) Inquiring periodically during a flight about a person's needs; and
- (11) Briefing individual passengers with disabilities and their attendant on emergency procedures and the layout of the cabin.

- (J) Boarding and deplaning
BW will ensure that customers with disabilities that need additional time or assistance to board, stow accessibility equipment, or be seated are invited to board before any other locally joining customers. these customers who identify themselves shall be assisted to their seats and rendered whatever assistance is necessary with regard to carry-on items, mobility aids, and other personal effects.

- (K) Communication and confirmation of information
(1) Announcements to passengers concerning stops, delays, schedule changes, connections, onboard services and claiming of baggage will be made in

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- visual, verbal and/or written format to persons with disabilities who request such a service.
 - (2) BW will supply a written confirmation of services that will provide to that person.
 - (3) Modification to reflect that pre-boarding can occur upon request of the person with a disability as well as a requirement by BW.
- (L) Inquire periodically
- (1) When persons in wheelchairs who are not independently mobile are waiting to board an aircraft, BW will inquire periodically about their needs, and shall attend to those needs where the services required are usually provided by BW.
 - (2) Additionally, a customer with a disability must not be left unattended in a wheelchair or other mobility device in which the customer is not independently mobile, for more than thirty (30) Minutes. This applies even if another person (e.g. Family member, personal care attendant) is accompanying the customer, unless the customer explicitly waives the obligation.

Rule 25 Refusal to Transport - Limitations of Carriage

Issued: October 26, 2019

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(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
- (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.
 - (2) Children under five (5) years of age will not be accepted unless accompanied by adult 16 years of age or older.

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Rule 27 International Fuel Surcharge

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- (A) International fuel surcharge will apply per sector and will be charged as follows:
- | YQ amount | Exceptions | Sector |
|---------------|------------|--------------------------------|
| USD 16/CAD 18 | | USA/CA-Trinidad and Tobago/GND |
| USD 32/CAD 36 | Jamaica | USA/CA-zone 140 and 170 |
| USD 10/CAD 11 | | USA/CA-Jamaica |
| USD 10 | | NAS-Jamaica |
| USD 16 | | within zone 140 and 170 |
| USD 32/CAD 36 | TT and GND | USA/CA-zone 140 and 170 |
| USD 155 | | Trinidad and Tobago-LON |
- (B) The amount to be collected at the point of sale and shown separately in the tax/fee/charge box of the ticket under code -YQ- or can be shown as a -q-.
- (C) The surcharge is applicable to all passengers.
- (D) The surcharge must be applied to all Caribbean airlines interline ticket stock.
- (E) The surcharge is not commissionable.
- (F)

Rule 30 Ground Transfer Service

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- (A) Airline Tariff Publishing Company
 - (1) Except as otherwise provided below, carrier does not maintain, operate or provide ground transfer service between airports or between airports and town centers. Except where ground transfer service is directly operated by carrier, it is agreed that any such service is performed by independent operators who are not and shall not be deemed to be agents or servants of carrier. anything done by an employee, agent, or representative of carrier in assisting the passenger to make arrangements for such ground transfer service shall in no way make a carrier liable for the acts or omissions of such an independent operator. In cases where a carrier maintains and operates for its' passengers local transfer services, the terms, conditions, rules and regulations of the carrier, including (but without limitation) those stated or referred to in their tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used.
 - (2) In the case of scheduled overnight stops on through service via the same or a combination of carriers named, ground transfer charges may be borne by the carrier.
- (B) At points in Area no. 1
ground transfer service between airports and cities served is not included in the fare.

Rule 35 Passenger Expenses En Route

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Inflight services
 - Meals
 - Meals, if served, will be free of charge, unless otherwise specified in the published tariffs of carrier.
- (B) En route ground services
 - Hotel accommodations and other services
 - (1) When requested by passenger, carrier's representatives will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier or its representatives in arranging, or attempting to arrange for reservations will be chargeable to passengers except as otherwise provided in this tariff.
 - (2) Hotel expenses are not included in passenger fares and in the case of scheduled overnight or other stops on through services, the cost of hotel accommodations may be borne by carrier.
- (C) Arrangements made by carrier in making arrangements for hotel or other housing and board accommodation for passengers, or for other services requested by passengers, whether or not the cost of such arrangements are for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense incurred by the passenger as a result of, or in connection with, the use by the passenger of such accommodation or other service, or the denial of the use thereof to the passenger by any other person, company or agency.

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Rule 40 Taxes

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

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

Rule 45 Administrative Formalities-Passports, Visas and Tourist Cards

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(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

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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.

Rule 55 Liability of Carriers

Issued: October 26, 2019

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- (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 by the convention), government regulations, orders and requirements,
 - (b) Provisions set forth in the passenger's ticket, and
 - (c) Applicable tariffs;
 - (d)
 - (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.
 - (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 this tariff collectively referred to as "Damage") arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.
- (2) 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.
 - (a) 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. The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of USD 75,000.00 inclusive of legal fees and costs, in case of a claim brought in a state where provision is made for separate award 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.
- (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) 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.
- (11) 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) The carrier's liability is limited to damage that occurred during carriage for which its airline designator code appears on the coupon or the ticket that corresponds to the flight. if the carrier issues a ticket for carriage service performed by another carrier or if the carrier checks in baggage on behalf of another carrier, but performs no part of the transportation, the carrier shall only act as an agent for said other carrier but may be liable as a contracting carrier.
- (c) No carrier shall be liable for the death or injury of a passenger not occurring on its own line.
- Note:
- (12) 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.
- (13) 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.
- (d) 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 transportation" or "International carriage" as defined in the

applicable 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.
- (e) Overriding law, modification and waiver
- (1) Overriding law
insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to mandatory law, government regulations, orders or requirements, such provision shall remain applicable to the extent that it is not over-ridden thereby. The invalidity of any provision shall not affect any other part.
 - (2) Modification and waiver
no agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.

Rule 60 Reservations

Issued: October 26, 2019

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- (A) Airline Tariff Publishing Company
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 accommodated 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 accommodations
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

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cancellation but carrier will refund in accordance with
voluntary refunds provisions published herein.

Rule 62 Group Conditional Reservations

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Effective: October 27, 2019

- (A) Airline Tariff Publishing Company
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.
- (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.

Rule 65 Tickets

Issued: October 26, 2019

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- (A) Airline Tariff Publishing Company
- (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) Airline Tariff Publishing Company
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 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.

(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 to whom it WAS issued, with or without the knowledge and consent of the person to whom it WAS issued, carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unauthorized use (see note).

Note: Except to the extent provided in rule 55(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.

(G) Prepaid ticket advice

- (1) Airline Tariff Publishing Company tickets may be purchased by means of a prepaid ticket advice (PTA), unless otherwise provided, purchase of a prepaid ticket advice (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 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.
USD 45.00

Sales in Canada
CAD 46.00

Rule 75 Currency of Payment

Issued: October 26, 2019

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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

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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.

Rule 80 Revised Routings, Failure to Carry and Missed Connections

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- (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 Airline Tariff Publishing Company 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 miscellaneous 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.
 - (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 is 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 provisions 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 85 Schedules, Delays and Cancellations

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(A) Schedules

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

(B) 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

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herewith, the unused portion of the fare and
baggage charge(s) previously paid, if any.

Rule 87 Denied Boarding Compensation

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When the carrier is unable to provide previously confirmed space due to there being more passengers holding confirmed reservations and tickets than for which there are available seats on a flight, the carrier will follow the provisions of this rule, unless as otherwise provided in other applicable foreign legislation.

(A) Definitions

for the purpose of this Rule

Confirmed reservation means that a ticket sold by Caribbean airlines or a Caribbean airlines authorized travel agent contains a flight number, date and time of the flight as well as the expressed confirmation by Caribbean airlines of the reservation as indicated on the airline's customer list.

overbooked flight means a flight where the number of customers holding a confirmed reservation exceeds the number of available seats on that flight.

denied boarding means a refusal to accommodate customers on a flight although they have a valid ticket, a confirmed reservation on that flight and presented themselves for check-in within the required time specified by Caribbean airlines and Caribbean airlines authorized agents.

flight destination means the destination on the ticket presented at the check-in counter or, in the case of directly connecting flights, the destination of the last flight.

(B) Eligibility

customers shall not be eligible for voluntary or involuntary denied boarding compensation for a particular flight if:

- (1) They do not hold a valid ticket with a confirmed reservation for the flight.
- (2) They do not present themselves for check-in prior to the scheduled closure of the flight.
- (3) They are not in possession of the necessary valid travel documents.
- (4) The customer has refused to undergo a security check or to obey the lawful instructions of Caribbean airlines.
- (5) Their behavior, health or condition is such as to entitle Caribbean airlines, in accordance with its published conditions of carriage, to refuse that person carriage.
- (6) There are any other circumstances which entitle Caribbean airlines to refuse the customer carriage in accordance with its published conditions of carriage or national law.

- (7) The customer is travelling free of charge or at a reduced fare not available directly or indirectly to the public. However, a customer with a free or reduced-fare ticket issued under the Caribbean miles loyalty programme is eligible for denied boarding compensation.
 - (8) Accommodation is not possible because of substitution of equipment of lesser capacity for operational or safety reasons.
 - (9) Accommodation is possible through involuntary upgrading/downgrading on the original flight at extra charge, except that a customer seated in a cabin or section for which a lower fare is charged is entitled to an appropriate refund. (the company's rules governing upgrades shall apply to persons being considered for an upgrade to business class).
- (C) Voluntary denied boarding
if a flight is oversold, the station shall solicit volunteers who would willingly accept an offer of compensation in exchange for relinquishing their confirmed reservation. The following shall apply:
- (1) The following should be considered when soliciting volunteers to give up their seat:
 - (a) Only customers with confirmed reservations in the oversold class or cabin should be asked to volunteer.
 - (b) Only customers on the oversold sector should be asked to volunteer.
 - (c) Only customers who can be easily re-accommodated should be asked to volunteer.
 - (2) The "would you like to be a volunteer?" form must be used to solicit volunteers.
 - (3) At the same time the "would you like to be a volunteer?" form is offered to the customer, the customer must be advised whether he or she is in danger of being involuntarily denied boarding and, if so, the compensation Caribbean airlines is obligated to pay if the customer is involuntarily denied boarding.
 - (4) The passenger who voluntarily surrenders his/her seat will receive agreed upon benefits from the carrier.
- (D) Involuntary denied boarding
- (1) If denied boarding is expected, no customer may be involuntarily denied boarding until the station solicits volunteers who would willingly accept an offer of compensation in exchange for relinquishing their confirmed reservation. When check-in for an oversold flight is closed and there are not enough volunteers to offset the number of oversold seats, the customers shall be

- involuntarily denied boarding in accordance with the company's boarding priority.
- (2) BW boarding priority:
 - (a) Confirmed business class customers
 - (b) Customers with disabilities
 - (c) Customers travelling as unaccompanied minors
 - (d) Customers with onward connections on the same ticket
 - (e) Executive gold members of the BW miles loyalty programme
 - (f) Gold members of the BW miles loyalty programme
 - (g) Silver members of the BW miles loyalty programme
 - (h) Members of the club Caribbean loyalty programme
 - (i) All other confirmed economy class customers
 - (3) BW is not required to compensate customers who voluntarily decide not to fly separately from family members or travel companions who are involuntarily denied boarding. Compensation is only due to the involuntarily denied boarding customer and not to his/her family member(s) or travel companion(s) staying behind because he/she does not wish to be separated from the involuntarily denied boarding customer. Any such customer wishing to stay behind does so at his/her own expense in terms of re-accommodation on other services and any associated costs such as ticket penalties, meals, hotel, ground transportation, etc. In the interest of the customer, every effort must be made to avoid splitting up parties of customers when there is a need to involuntarily deny boarding.
 - (4) Customers involuntarily denied boarding must be provided with the "Caribbean airlines denied boarding compensation and boarding priorities" form immediately after the denied boarding occurs.
 - (5) Facilitate 2 telephone calls, telex or fax messages, or emails for the customer if necessary.
 - (6) Provide meals and refreshments in a reasonable relation to the waiting time.
 - (7) Provide hotel accommodation, if required, in relation to the waiting time, particularly in cases where a stay of one or more nights becomes necessary, or where a stay additional to that intended by the customer becomes necessary.
 - (8) Provide ground transportation, if necessary, between the airport and place of accommodation (hotel or other). Ground transportation may also be provided at the destination station if necessary.
 - (9) Issue compensation in the value of the amount due.

- (E) Absorption of expenses for denied boarding customers
Caribbean airlines will absorb expenses such as meals, refreshments, hotel accommodation, ground transportation, two telephone calls, etc. When, in the case where a town, city or region is served by several airports, BW offers a customer a flight to an airport alternative to that for which the booking WAS made, BW shall bear the cost of transferring the customer from that alternative airport either to that for which the booking WAS made, or to another close-by destination agreed with the customer. Customers residing within a reasonable distance from the departure airport and who do not wish to utilize hotel accommodation offered at Caribbean airlines' expense may, if required, be provided free return ground transportation between the airport and their residence.
- (F) Transportation vouchers
- (1) If the customer accepts the transportation voucher, the customer must sign the release statement that absolves BW from any and all claims associated with the denied boarding flight.
material restrictions:
 - (a) valid for future transportation on Caribbean airlines limited only.
 - (b) valid for one (1) year from date of issue.
 - (c) Redeemable only at BW ticket offices at time of ticket purchase.
 - (d) valued for the currency and amount shown only,
 - (e) valid toward the purchase of any base fare excluding taxes.
 - (f) For single use only (i.e. May be used to purchase more than one ticket in the same transaction as the residual value is not rolled over), however, more than one voucher can be used towards the purchase of a single ticket.
 - (g) Transferrable provided that the person whose name appears on the voucher presents it in person, at a BW ticket office, toward payment of base fare only on a ticket purchased for someone other than the person whose name appears on the voucher.
 - (h) Not redeemable for tickets already purchased.
 - (i) Not reissued of lost or stolen.
 - (j) Not redeemable for cash.
 - (k) Not redeemable towards the purchase of duty free items.
 - (l) Not redeemable towards the payment of change fees.
 - (2) At the time of issuance, the transportation voucher may be transferred to a third party and that third party must be named in the "Redeemable

- to" area of the voucher.
- (3) The value of any one voucher must not exceed USD/CAD 800 or equivalent. For compensation exceeding USD/CAD 800 or equivalent, multiple vouchers must be issued as conjunction vouchers totaling the value of the compensation.
 - (4) Multiple vouchers issued as conjunction vouchers totaling the value of the compensation may not be issued with more than one voucher valued less than USD/CAD 400 or equivalent. For example, USD/CAD 900 in compensation may be issued in two USD/CAD 400 vouchers plus one CAD/USD 100 voucher.
 - (5) Each conjunction voucher must bear, in the "Conjunction vouchers" are of the voucher, the conjunction voucher numbers of all vouchers issued together to one customer for a particular compensation.
 - (6) Vouchers may only be issued in either CAD or USD.
- (G) Denied boarding compensation
- (1) BW shall pay compensation to passengers involuntarily denied boarding as follows:
 - (a) No compensation is required if alternate transportation is arranged where, at the time the arrangement is made, the scheduled arrival at the airport of the passenger's first stopover, or if none, the airport for the passenger's final destination is 1 hour or less after the planned arrival for the passenger's original flight;
 - (b) Compensation shall be CAD 200 if BW offers alternate transportation that, at the time the arrangement is made, is scheduled to arrive at the airport of the passenger's first stopover, or if none, the airport of the passenger's final destination over 1 hour but less than 4 hours after the planned arrival time of the passenger's original flight, or
 - (c) Compensation shall be CAD 300 if BW offers alternate transportation that, at the time the arrangement is made, is scheduled to arrive 4 hours or more after the planned arrival time of the passenger's original flight.
 - (2) BW shall tender to a passenger eligible for denied boarding compensation, on the day and place the denied boarding occurs, transportation vouchers for the appropriate amount of compensation.
 - (3) Where BW arranges for the passenger's convenience, alternate means of transportation that departs before the payment can be prepared and given to the passenger, tender shall be made by mail or other means within twenty-four (24) hours after

- the time the denied boarding occurs.
- (4) In addition to denied boarding compensation, BW shall refund all unused ancillary fees for optional services paid by a passenger who is involuntarily denied boarding.
 - (5) BW will not refund any ancillary fees for services that are provided with respect to the passenger's alternate transportation.
- (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 initially 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 over sale, provided that unaccompanied children, stretcher cases, incapacitated passengers, very old people or parents 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.
 - (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.
- (iv) When space on a flight has been requisitioned by a government or by medical

- authorities for emergency transportation.
 - (vii) The passenger who checks-in after the carrier's check-in deadline or presents him/herself at the boarding area after the carrier's boarding time deadline as specified in subparagraph (b)(1)(b) Above, will not receive denied boarding compensation and will have his/her reservations cancelled.
 - (vii) When a flight on which the passenger holds confirmed and ticketed reservations is cancelled.
- (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 1300.00 however, the compensation shall be 50 percent of the amount described above with a USD 650.00 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.

(4)

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. Department of transportation.

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 against 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 traveling from the United States to a foreign point who are denied boarding involuntarily from an oversold flight originating at U.S. Airport are entitled to: (1) No compensation if the carrier offers alternate transportation that is planned to arrive at the passenger's destination or first stopover not later than one hour after the planned arrival time of the passenger's original flight; (2) 200% of the fare to the passenger's destination or first stopover, with a maximum of \$650, if the carrier offers alternate transportation that is planned to arrive at the passenger's destination or first stopover more than one hour but less than four hours after the planned arrival time of the passenger's original flight; and (3) 400% of the fare to the passenger's destination or first stopover, with a maximum of \$1,300 if the carrier does not offer alternate transportation that is planned to arrive at the airport of the passenger's destination or first stopover less than four hours after the planned arrival time of the passenger's original flight.

0 to 1 hour arrival delay.	No compensation.
1 to 4 hour arrival delay.	200% of one-way fare (but no more than \$650).
over 4 hours arrival delay.	400% of one-way fare (but no more than \$1300).

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.

Tariff: BW1 - CTA No. 331 DOT No. 538
Carrier: Caribbean Airlines Ltd. - BW

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 seek to recover damages in a court of law or in some other manner.

Rule 90 Refunds

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(A) Airline Tariff Publishing Company

- (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 satisfaction 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 Airline Tariff Publishing Company 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
- (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, Caravella Convair 600, Convair 880, Convair 990, Comet 4, Comet 4-c, dc-8, DC-9, DC-10, Ilyushin 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.
- (6) Service charges
a service charge of USD/CAD 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 against 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.

Rule 100 Baggage

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- (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 unsuitable 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 suitable 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.

(3) Liquids

(4) Live animals including birds and reptiles, other than pets, dogs trained to lead the blind and dogs trained to assist the deaf.

(5) Pets

pets, including dogs, cats and birds, when

properly crated in leakproof containers and accompanied by valid health and rabies vaccination certificates, entry permits and other documents required by countries of entry or transit will be accepted for carriage at the owner's risk, and subject to requirements of carrier. Carrier may limit the number and type of pets, refuse to carry pets in any one aircraft either in the baggage or cargo compartments or in the passenger cabin or refuse to carry pet(s) if it requires attention in transit.

- (6) Photoflash bulbs when appropriately marked and contained in the original package of the manufacturer.

- (7) Restricted articles
compressed gases, flammable, non-flammable and poisonous; corrosives such as acids and wet batteries; flammable liquids and solids (such as matches, lighter fuels, rubbing alcohol); oxidizing materials; poisons; radioactive materials; and other restricted articles (such as materials; offensive or irritating materials).

(E) Free baggage allowance - Airline Tariff Publishing Company

(1) Combined services

- (a) For through journeys where the passenger travels partly on first class services, and partly on executive/tourist/coach/economy or thrift class services, the free baggage allowance for each portion of the trip shall be that applicable to the class of service for which the fare is paid.
- (b) When a passenger who has paid the first class fare travels on executive/tourist/coach/economy or thrift class service, the free baggage allowance will be that applicable to the first class service.

(2) Hand carried baggage

in addition to the free baggage allowances provided in Rule 115 herein, each fare paying passenger may carry, without additional charges, the following articles of baggage only when retained in the passenger's custody; except that items listed in paragraph (f) may be carried in the passenger or cargo compartment of the aircraft:

- (a) A handbag, pocketbook or purse which is appropriate to normal traveling dress and which is not being used as a container for the transportation of articles regarded as baggage;
- (b) An overcoat, wrap or blanket;
- (c) An umbrella or walking stick;
- (d) A small camera and a pair of binoculars;
- (e) A reasonable amount of reading matter for the

- flight;
 - (f) Infant's food for consumption in flight;
 - (g) Infant's carrying basket or bassinet;
 - (h) A fully collapsible invalid's wheelchair and/or a pair of crutches and/or braces or other prosthetic device for the passenger's use; provided that the passenger is dependent upon them.
 - (i) Laptop and computer bag
 - (j) Any other articles, including overnight bags, briefcases, typewriter, personal radios, vanity or cosmetic cases, hat boxes, large camera and reading matter which cannot reasonably be read during the flight will not be carried free unless they are included in the free baggage allowance.
Exception: (Applicable for travel from/to Canada only) Any other articles shall not be carried free in addition to the free allowance and carrier shall limit the acceptance of such other articles for carriage in the passenger cabin to conform with security regulations and/or interline limitations.
- (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 conditions 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 of 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 of 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.

- (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 passenger 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 different airport than that at which the passenger is scheduled to arrive at such point.
 - (6) Beyond a point at which the passenger desires to resume possession of such property or any portion

- thereof, or
- (7) Beyond a point beyond which all applicable charges have not been paid.
 - (8) (Applicable only for through transportation.) To a point to which the passenger holds 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.

Rule 115 Free Baggage Allowances and Excess Baggage Charges

Issued: October 26, 2019

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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 (valid for travel on/before April 14, 2015)
 - (1) Free baggage allowance for passengers other than children the following pieces of baggage will be carried free:
 - (a) Applicable to economy class passengers. Two pieces free provided no single piece weighs more than 50 lbs/23 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
 - (b) Applicable to business class passengers. Two pieces free provided no single piece weighs more than 70 lbs/32 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
 - (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) (a) above, that the weight does not exceed 22 lbs./10 kgs. In addition one laptop bag, handbag or briefcase with maximum dimension of 36 inches permitted. Such pieces must be retained in the passenger's custody.
 - (d) In addition to the baggage provided for above, one item as described in paragraph (b) below will be accepted for transportation provided no single piece weighs more than 70 lbs/32 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
 - (2) Free baggage allowance valid for travel on/after April 15, 2015.
 - free baggage allowance for passengers other than children the following pieces of baggage will be carried free:
 - (a) Applicable to economy class passengers who have paid flexible fares subclass y and k, two pieces free provided no single piece

- weighs more than 50 lbs/23 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
- (b) Applicable to all other economy class passengers. One piece free provided the weight does not exceed 50 lbs/23 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
 - (c) Applicable to business class passengers. three pieces free provided no single piece weighs more than 50 lbs/23 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
 - (d) 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) (a) above, that the weight does not exceed 22 lbs./10 kgs. in addition one laptop bag, handbag or briefcase with maximum dimension of 36 inches permitted. Such pieces must be retained in the passenger's custody.
 - (e) In addition to the baggage provided for above, one item as described in paragraph (b) Below will be accepted for transportation provided no single piece weighs more than 70 lbs/32 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
- (a) When a passenger's baggage exceeds the maximum allowance specified in paragraph (a) above and includes sporting equipment and musical equipment as described below, the articles identified under each sub-heading below will be subject to the excess baggage charge specified in (f)(i) below for a single piece.
- (i) Sporting equipment and musical instruments
 - archery equipment - Equipment accepted consists of 1 bow, 1 quiver and arrows to be carried in a proper soft or hard standard bow and arrow case.
 - Boogie board - Also known as a body board, This is a rectangular piece of hydrodynamic Foam. The boogie board must not exceed 62 Ins and fins must be padded and taped to Avoid damage.
 - Cricket equipment - Equipment accepted is Bats, wickets, pads and balls stored in a recognized cricket coffin or soft team bag.
 - cycling equipment - Cycling equipment accepted consists of one (1) Single seater,

non-motorized; touring or racing bicycle.
the cycle must be placed in a cardboard container or approved bicycle container, pedals and handlebars should be encased in plastic foam or handlebars are fixed sideways and pedals removed. In the interest of safety, tires should be deflated.

field hockey equipment - Equipment accepted is sticks, balls and pads in one equipment bag or travel case.

Golf equipment - Accepted golf equipment consists of 1 golf bag with up to 14 golf clubs, up to 12 golf balls, and 1 pair of golf shoes.

Scuba equipment - Scuba/diving equipment consisting of not more than 1 each of the following is permitted; empty scuba tank, air supply regulator, tank pressure gauge, tank harness, face mask, pair of diving fins, snorkel, knife, safety vest, air pistol, spear gun and a weight belt.

Snow/water skiing equipment-snow/water skiing equipment consists of:

One pair of snow skis, one pair of ski poles, and one pair of boots; or

one snowboard and one pair of boots; or

one pair of standard water skis or one slalom water ski.

Surfboard equipment - Surfboard equipment is defined as up to two surfboards required to be in a surfboard case. All surfboard equipment must not exceed 115 linear inches. all surfboard equipment will be treated as oversized sporting equipment on a standby basis at the applicable excess baggage charge.

tennis equipment - Accepting in hard carrying case.

Ten pin bowling equipment - Equipment accepted consists of one bowling case with bowling balls and shoes. The accepted travel case must be a non-rolling carry case. Up to 4 balls may be accepted in an upright carrying case.

Electronic music keyboards - Accepted in hard carrying case.

Steel pan - Only the tenor pan is accepted for travel as checked baggage. The allowed equipment consists of 1 full size range drum with a maximum of 23 ins (58 cms) in diameter X 6 ins (15 cms) skirt length, single adjustable stands and playing sticks. Drum and stand must be packed in a standard size protective carry case.

- stringed musical instruments (cello, bass, guitar, violin, etc.) - Accepted in hard carrying case.
 - (ii) The following types of sporting equipment and musical instruments are not accepted as checked baggage - Kayak/canoe, pole vault, windsurfing boards and sails, javelin, hang gliding, steel pans larger than the tenor pan.
- (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 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.
 - (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.).
- (D) Free baggage allowance for children/infants
 - (a) Free baggage allowance for infants traveling free or paying 10 percent of the applicable fare shall be:
Infants not entitled to a seat shall be allowed 1 checked bag (piece) the sum of the three (3) Dimensions not to exceed 62 inches at 50 lb; plus one (1) Checked or carry-on fully collapsible stroller/push chair or infant's carrying basket or infant's car seat, which may be carried in the passenger cabin subject to the availability of space.
 - (b) Children paying at least 90 percent of the adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare set forth in paragraph (a) above and subject to the same exceptions as set forth in paragraph (b) Above.
- (E) 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:

Between the U.S.A. And all points in the Caribbean

- (i) 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.
- (ii) Bulky, valuable, fragile baggage - valuable articles e.g. Stradivarius violins, etc. courier/customer accompanying diplomatic mail/bulky, valuable, fragile baggage that occupies a seat purchased will be permitted to take the mail bag in the cabin provided that such mail conforms to the limits set down for cabin baggage. The following dimensions must be adhered to: Maximum weight of bag 73 kgs, maximum height of bag 25", maximum width of bag 15", and maximum length of bag 15".
- (iii) Charges for such diplomatic mail/bulky, valuable, fragile baggage, shall be the same as the one way base fare that the accompanying courier/passenger paid for his/her seat.
(class of service to be used by courier/customer) for each seat occupied by the mail/bulky, valuable, fragile baggage. the normal free baggage allowance for the courier/customer shall not be taken into account when assessing charges set forth in paragraph (f) below.

- (F) 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) above, will be accepted for transportation (subject to the availability of space on the aircraft) upon payment of the following charges.

to/from points in the US to points in the Caribbean:

- (i) 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 | 1-23 kgs | 24-32 kgs |
| USD 75.00 | USD 150.00 | USD 225.00 |
- to/from points in the US to points in the Caribbean

effective for travel on/after April 15, 2015:

- (i) The charge for each piece of excess for

Oversize

Baggage will be as reflected in table below

	bags	heavy bag
	1-23 kgs	24-32 kgs
1st bag	-n/a	USD 75.00
2nd bag	USD 25.00	USD 100.00
3rd bag	USD 100.00	USD 175.00
4th bag	USD 175.00	USD 250.00

(ii) Carry on bags at the departure gate which exceeds the weights and measurements specified in paragraph

(a) (c) above will be subject to a charge of USD 50.00.

(iii) Carry on bags at the departure gate in excess of the free allowance and subject to the weights and measurements specified in paragraph (a)(c) above will be accepted for transportation subject to the availability of space on the aircraft at a charge of USD 100.00.

(G) Other restrictions

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);
- (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;

Part 2 - Applicable between points in Canada and points in the Caribbean area

(A) Free baggage allowance

Free baggage allowance for passengers other than children

the following pieces of baggage will be carried free:

- (1) Applicable to economy class passengers who have paid flexible fares subclass y and k. Two pieces of baggage free provided that the outside linear dimensions of each bag does not exceed 62 inches (158 cms.) (length plus height plus width) and provided that the weight of each bag does not exceed 50 lbs/23 kgs.
- (2) Applicable to all other economy class passengers one piece free provided the weight does not exceed 50 lbs/23 kgs. with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
- (3) Applicable to business class passengers three pieces free provided no single piece weighs more than 50lbs/23 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.

- (4) 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 the sum of the three dimensions does not exceed 45 inches (115 cms.) And notwithstanding paragraph (a) (1) above, that the weight does not exceed 22 lbs/10 kgs. In addition one laptop bag, handbag or briefcase with maximum dimension of 36 inches permitted. Such pieces must be retained in the passenger's custody.
- (B) Special pieces of baggage
- (1) Sporting equipment/musical equipment
when a passenger's baggage exceeds the maximum allowance specified in paragraph (a) above and includes sporting equipment and musical equipment as described below, the articles identified under each sub-heading below will be subject to the excess baggage charge specified in (e) below for a single piece.
- Archery equipment - Equipment accepted consists of 1 bow, 1 quiver and arrows to be carried in a proper soft or hard standard bow and arrow case.
- Boogie board - Also known as body board. This is a rectangular piece of hydrodynamic foam. The boogie board must not exceed 62 ins and fins must be padded and taped to avoid damage.
- Cricket equipment - The following equipment accepted is bats, wickets, pads and balls stored in a recognized cricket coffin or soft team bag.
- cycling equipment - Cycling equipment accepted consists of one (1) Single seater, non-motorized; touring or racing bicycle. The cycle must be placed in a cardboard container or approved bicycle container. Pedals and handlebars should be encased in plastic foam or handlebars are fixed sideways and pedals removed. In the interest of safety, tires should be deflated.
- Field hockey equipment - Equipment accepted is sticks, balls and pads in one equipment bag or travel case.
- Golf equipment - Accepted golf equipment consists of 1 golf bag with up to 14 golf clubs, up to 12 golf balls, and 1 pair of golf shoes.
- Scuba equipment - Scuba/diving equipment consisting of not more than 1 each of the following is permitted; empty scuba tank, air supply regulator, tank pressure gauge, tank harness, face mask, pair of diving fins, snorkel, knife, safety vest, air pistol, spear gun and a weight belt.
- Snow/water skiing equipment - Snow/water skiing equipment consists of:

One pair of snow skis, one pair of ski poles, and one pair of boots; or one snowboard and one pair of boots; or one pair of standard water skis or one slalom water ski.

Surfboard equipment - Surfboard equipment is defined as up to two surfboards required to be in a surfboard case. All surfboard equipment must not exceed 115 linear inches.

All surfboard equipment will be treated as oversized sporting equipment on a standby basis at the applicable excess baggage charge.

tennis equipment - Accepting in hard carrying case.

Ten pin bowling equipment - Equipment accepted consists of one bowling case with bowling balls and shoes. The accepted travel case must be a non-rolling carry case. Up to 4 balls may be accepted in an upright carrying case.

electronic music keyboards - Accepted in hard carrying case.

Steel pan - Only the tenor pan is accepted for travel as checked baggage. The allowed equipment consists of 1 full size range drum with a maximum of 23 ins (58 cms) in diameter X 6 ins (15 cms) skirt length, single adjustable stands and playing sticks. Drum and stand must be packed in a standard size protective carry case.

Stringed musical instruments (cello, bass, guitar, violin, etc.) - Accepted in hard carrying case.

- (2) The following types of sporting equipment and musical instruments are not accepted as checked baggage - Kayak/canoe, pole vault, windsurfing boards and sails, javelin, hang gliding, steel pans larger than the tenor pan.

(C) Other special pieces of baggage

- (1) 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.

- (a) One sleeping bag or bedroll;
- (b) One rucksack/knapsack/backpack;
- (c) 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.

- (2) 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.).

(D) Free baggage allowance for children/infants

(1) Free baggage allowance for infants travelling free or paying 10 percent (computed in accordance with the percentage conversion table published in this tariff) of the applicable fare shall be:

(a) Infants not entitled to a seat shall be one piece checked the sum of the three dimensions not to exceed 62 inches (157 cms.) and weight not to exceed:
50 lbs/23 kgs.

(b) 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.

(2) Children paying at least 90 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.

(E) Excess baggage charges

(1) Baggage in excess of the free allowance set out in paragraph (a) above will be accepted upon payment of the applicable rates shown in paragraphs (2) and (3) 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) Except for those items listed in paragraph (a)(b) or (c) 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.

(c) 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.

- (d) The charge for the baggage so carried shall be the same one way base fare that the courier/passenger paid for his/her seat. between the points between which the baggage is to be transported.

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

bags		heavy bag	
1-23 kgs		24-32 kgs	
1st bag	-n/a	USD	75.00
2nd bag	USD 25.00	USD	100.00
3rd bag	USD 100.00	USD	175.00
4th bag	USD 175.00	USD	250.00

- (3) The charge from Canada for each piece of excess or oversize baggage will be as reflected in table below

bags		heavy bag	
1-23 kgs		24-32 kgs	
1st bag	-n/a	CAD	90.00
2nd bag	CAD 30.00	CAD	120.00
3rd bag	CAD 120.00	CAD	210.00
4th bag	CAD 210.00	CAD	300.00

- (4) Carry on bags at the departure gate which exceeds the weights and measurements specified in paragraph (a) above will be subject to a charge of USD 50.00/CAD 60.00.
- (5) Carry on bags at the departure gate in excess of the free allowance and subject to the weights and measurements specified in paragraph (a) above will be accepted for transportation subject to the availability of space on the aircraft at a charge of USD 100.00./CAD 120.00

(F) 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.
- (2) The carrier reserves the right to refuse any bag or piece exceeding the weight or dimensions referred to in this rule.
- (3) Dustbins, barrels, tires or any other irregular item which are improperly secured or packaged in such a way as to be unacceptable as passenger baggage.

part 3 - Applicable between the United Kingdom and points in

the Caribbean area

(A) Free baggage allowance

free baggage allowance for passengers other than children the following pieces of baggage will be carried free:

- (1) Applicable to economy class passengers who have paid flexible fares subclass W,Y and K. Two pieces free provided no single piece weighs more than 50 lbs/23 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
- (2) Applicable to all other economy passengers. One piece free provided the weight does not exceed 50 lbs/23 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
- (3) Applicable to business class passengers. Three pieces free provided no single piece weighs more than 50 lbs/23 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.
- (4) 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 (1) (a) Above, that the weight does not exceed 22 lbs/10 kgs. In addition one laptop bag, handbag or briefcase with maximum dimension of 36 inches permitted. Such pieces must be retained in the passenger's custody.
- (5) In addition to the baggage provided for above, one item as described in paragraph (b) below will be accepted for transportation provided no single piece weighs more than 70 lbs/32 kgs with total outside dimensions not exceeding 62 inches (length plus height plus width) each.

(B) Special pieces of baggage

when a passenger's baggage exceeds the maximum allowance specified in paragraph (a) above and includes sporting equipment and musical equipment as described below, the articles identified under each sub-heading below will be subject to the excess baggage charge specified in (e) (1) below for a single piece.

- (1) Sporting equipment and musical instruments
archery equipment - Equipment accepted consists of 1 bow, 1 quiver and arrows to be carried in a proper soft or hard standard bow and arrow case.
Boogie board - Also known as a body board. This is a rectangular piece of hydrodynamic foam. The boogie board must not exceed 62 ins and fins must

be padded and taped to avoid damage.

cricket equipment - The following equipment accepted is bats, wickets, pads and balls stored in a recognized cricket coffin or soft team bag.

cycling equipment - Cycling equipment accepted consists of one (1) Single seater, non-motorized; touring or racing bicycle. The cycle must be placed in a cardboard container or approved bicycle container. Pedals and handlebars should be encased in plastic foam or handlebars are fixed sideways and pedals removed. In the interest of safety, tires should be deflated.

field hockey equipment - Equipment accepted is sticks, balls and pads in one equipment bag or travel case.

golf equipment - Accepted golf equipment consists of 1 golf bag with up to 14 golf clubs, up to 12 golf balls, and 1 pair of golf shoes.

scuba equipment - Scuba/diving equipment consisting of not more than 1 each of the following is permitted; empty scuba tank, air supply regulator, tank pressure gauge, tank harness, face mask, pair of diving fins, snorkel, knife, safety vest, air pistol, spear gun and a weight belt.

snow/water skiing equipment - Snow/water skiing equipment consists of:

One pair of snow skis, one pair of ski poles, and one pair of boots; or one snowboard and one pair of boots: Or one pair of standard water skis or one slalom water ski.

surfboard equipment - Surfboard equipment is defined as up to two surfboards required to be in a surfboard case. All surfboard equipment must not exceed 115 linear inches. all surfboard equipment will be treated as oversized sporting equipment on a standby basis at the applicable excess baggage charge.

tennis equipment - Accepting in hard carrying case.

ten pin bowling equipment - Equipment accepted consists of one bowling case with bowling balls and shoes. The accepted travel case must ME a non-rolling carry case. Up to 4 balls may be accepted in an upright carrying case.

electronic music keyboards - Accepted in hard carrying case.

steel pan - Only the tenor pan is accepted for travel as checked baggage. The allowed equipment consists of 1 full size range drum with a maximum of 23 ins (58 cms) in diameter

- X 6 ins (15 cms) skirt length, single adjustable stands and playing sticks. Drum and stand must be packed in a standard size protective carry case.
stringed musical instruments (cello, bass, guitar, violin, etc.) - Accepted in hard carrying case.
- (2) The following types of sporting equipment and musical instruments are not accepted as checked baggage - Kayak/canoe, pole vault, windsurfing boards and sails, javelin, hang gliding, steel pans larger than the tenor pan.
- (C) other special pieces of baggage
- (1) 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.
- (a) One sleeping bag or bedroll;
(b) One rucksack/knapsack/backpack;
(c) 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.
- (2) 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.).
- (D) Free baggage allowance for children/infants
- (1) Free baggage allowance for infants traveling free or paying 10 percent of the applicable fare shall be infants not entitled to a seat shall be allowed 1 checked bag (piece) the sum of the three (3) dimensions not to exceed 62 inches at 50 lb; plus one (1) Checked or carry-on fully collapsible stroller/push chair or infant's carrying basket or infant's car seat, which may be carried in the passenger cabin subject to the availability of space.
- (2) Children paying at least 90 percent of the adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare set forth in paragraph (a) above and subject to the same exceptions as set forth in paragraph (b) Above.

(E) 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) No more than three (3) Pieces of excess baggage will be accepted. Passengers with more than (three) 3 pieces or with oversize pieces (more than 70 pounds or with total outside dimensions in excess of 62 inches) will be referred TP air cargo.
 - (b) Bulky, valuable, fragile baggage - valuable articles e.g. Stradivarius violins, etc. courier/customer accompanying diplomatic mail/bulky, valuable, fragile baggage that occupies a seat purchased will be permitted to take the mail bag in the cabin provided that such mail conforms to the limits set down for cabin baggage. The following dimensions must be adhered to: Maximum weight of bag 73 kgs, maximum height of bag 25", maximum width of bag 15", and maximum length of bag 15".
 - (c) Charges for such diplomatic mail/bulky, valuable, fragile baggage, shall be the same one way base fare that the accompanying courier/passenger paid for his/her seat. For each seat occupied by the mail/bulky, valuable, fragile baggage. The normal free baggage allowance for the courier/customer shall not be taken into account when assessing charges set forth in paragraph (f) Below.

(F) Excess baggage charges

- (1) 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) above, will be accepted for transportation (subject to the availability of space on the aircraft) upon payment of the following charges. To/from points in the United kingdom to points in the Caribbean effective for travel on/before April 14, 2015:

- (i) 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 | 1-23 kgs | 24-32 kgs |
| USD 40.00 | USD 120.00 | USD |

GBP 25.00	GBP 75.00	160.0
		GBP
		100.0

to. from points to the UK to points in the Caribbean effective for travel on/after April 15, 2015:

- (i) The charge to the United Kingdom for each piece of excess or oversize baggage will be as reflected in table below

bags		heavy bags
1-23 kgs		24-32 kgs
1st bag	-n/a	USD 40.00
2nd bag	USD 80.00	USD 120.00
3rd bag	USD 80.00	USD 120.00
4th bag	USD 160.00	USD 200.00

- (i) The charge from the United Kingdom for each piece of excess or oversize baggage will be as reflected in table below

bags		heavy bags
1-23 kgs		24-32 kgs
1st bag	-n/a	GBP 25.00
2nd bag	GBP 50.00	GBP 75.00
3rd bag	GBP 50.00	GBP 75.00
4th bag	GBP 100.00	GBP 125.00

- (ii) Carry on bags at the departure gate which exceeds the weights and measurements specified in paragraph (a) above will be subject to a charge of USD 50.00.

- (iii) Carry on bags at the departure gate in excess of the free allowance and subject to the weights and measurements specified in paragraph (a) above will be accepted for transportation subject to the availability of space on the aircraft at a charge of USD 100.00.

- (G) Other restrictions
other restrictions the following will not be accepted as passenger baggage:

- (1) Any item which exceeds the maximum measurements and weighs as set forth in paragraph (a);
- (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.

Rule 116 Interline Baggage Acceptance

Issued: October 26, 2019 Effective: October 27, 2019

(Effective to/from Canada for tickets issued on/after April 1, 2015)

- (A) Applicability
This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada.
it establishes how BW will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.
- (B) Airline Tariff Publishing Company
For the purposes of interline baggage acceptance:
 - (1) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.
 - (2) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.
- (C) Baggage rule determination by selecting carrier
 - (1) Checked baggage
The selecting carrier will:
 - (a) select and apply its own baggage rules as set out in its tariff to the entire interline itinerary; or
 - (b) select the most significant carrier, as determined by IATA resolution 302 and conditioned by the Canadian transportation agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary.the carrier identified by means of a) or b) will be known as the selected carrier.
 - (2) Carry-on baggage
each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.
- (D) Baggage rule application by participating carrier
where BW is not the selected carrier on an interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued, BW will apply as its own the baggage rules of the selected carrier throughout the interline

itinerary.

(E) Disclosure of baggage rules

Summary page at the end of an online purchase and e-ticket disclosure

- (1) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e. The passenger's "Standard" baggage allowance), when the carrier sells and issues a ticket for an interline itinerary, it will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in paragraph 2 below. The disclosed information will reflect the baggage rules of the selected carrier.
- (2) The carrier will disclose the following information:
 - (a) Name of the carrier whose baggage rules apply;
 - (b) Passenger's free baggage allowance and/or applicable fees;
 - (c) Size and weight limits of the bags, if applicable;
 - (d) Terms or conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. Frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card);
 - (e) Existence of any embargoes that may be applicable to the passenger's itinerary; and,
 - (f) Application of baggage allowances and charges (i.e. whether they are applied once per direction or if they are applicable at each stopover point).
- (3) The carrier will provide this information in text format on the passenger's e-ticket confirmation. any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific charges (i.e., not a range).

web site disclosure

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

- (a) The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
- (b) The number of checked and unchecked passenger bags that can be transported and the applicable charges;
- (c) Excess and oversized baggage charges;

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

(F) Definitions

"Airline designator code"

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

"Baggage rules"

the conditions associated with the acceptance of baggage, services incidental to the transportation of baggage, allowances and all related charges. for example, baggage rules may address the following topics:

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

etc.

"Interline agreement":

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

"Interline itinerary":

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

"Interline travel":

Travel involving multiple air carriers listed on a single ticket that is purchased via a single transaction.

"Single ticket":

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

"Summary page at the end of an online purchase":

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

"Ultimate ticketed destination":

In situations where a passenger's origin is a non-Canadian point and the itinerary includes at least one stop in Canada, as well as at least one stop outside Canada. If the stop in Canada is the farthest checked point and the stop is more than 24 hours, the agency would consider the ultimate ticketed destination to be Canada.

carrier definitions (various)

"Down line carrier ":

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

"Marketing carrier":

The carrier that sells flights under its code.

"Most significant carrier (MSC)":

Is determined by a methodology, established by IATA (resolution 302)(see appendix xx), which establishes, for each portion of a passenger's itinerary where baggage is checked through to a new stopover point, which carrier will be performing the most significant part of the service. For travelers under the resolution 302

system, the baggage rules of the MSC will apply. For complex itineraries involving multiple checked baggage points, there may be more than one MSC, resulting in the application of differing baggage rules through an itinerary.

"Most significant carrier (MSC)-IATA resolution 302 as conditioned by the agency":

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

"Operating carrier":

The carrier that operates the actual flight.

"Participating carrier(s)":

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

"Selected carrier":

The carrier whose baggage rules apply to the entire interline itinerary.

"Selecting carrier":

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

Rule 130 Fares

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Airline Tariff Publishing Company
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) Acronyms, 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 USA.
 - (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.

(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 U.S.A. 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.

- (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.

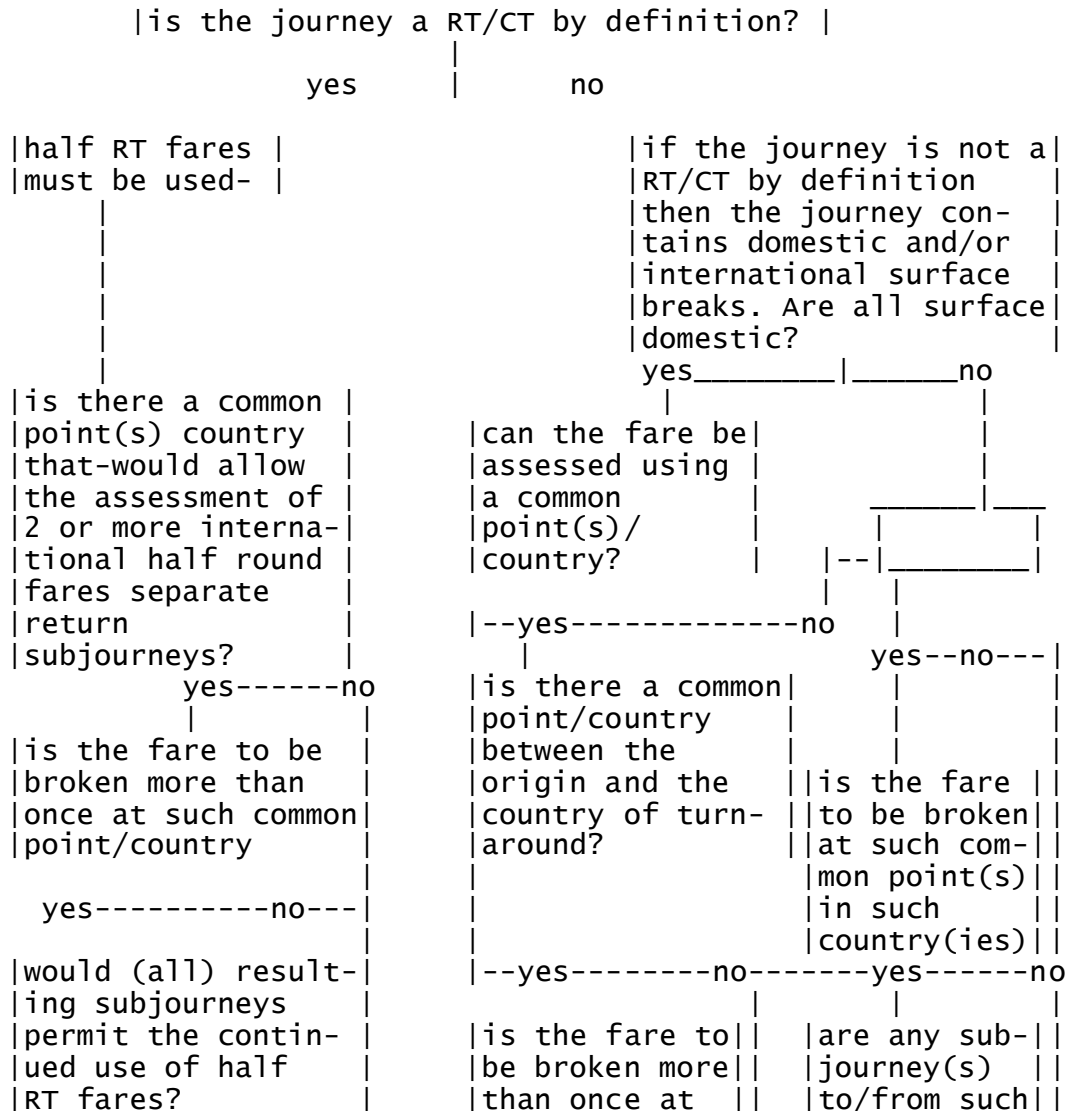
- Exception 2: The advance purchase, if any, required by the U.S.. Domestic fare will not be applicable when combining with an international fare which has a greater advance purchase for transportation to/from points outside the U.S.A./Canada/Mexico/Bermuda/Bahamas/West Indies.
- Exception 3: The requirement 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 applicable 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 f3).
mileage routings (see maximum permitted mileage

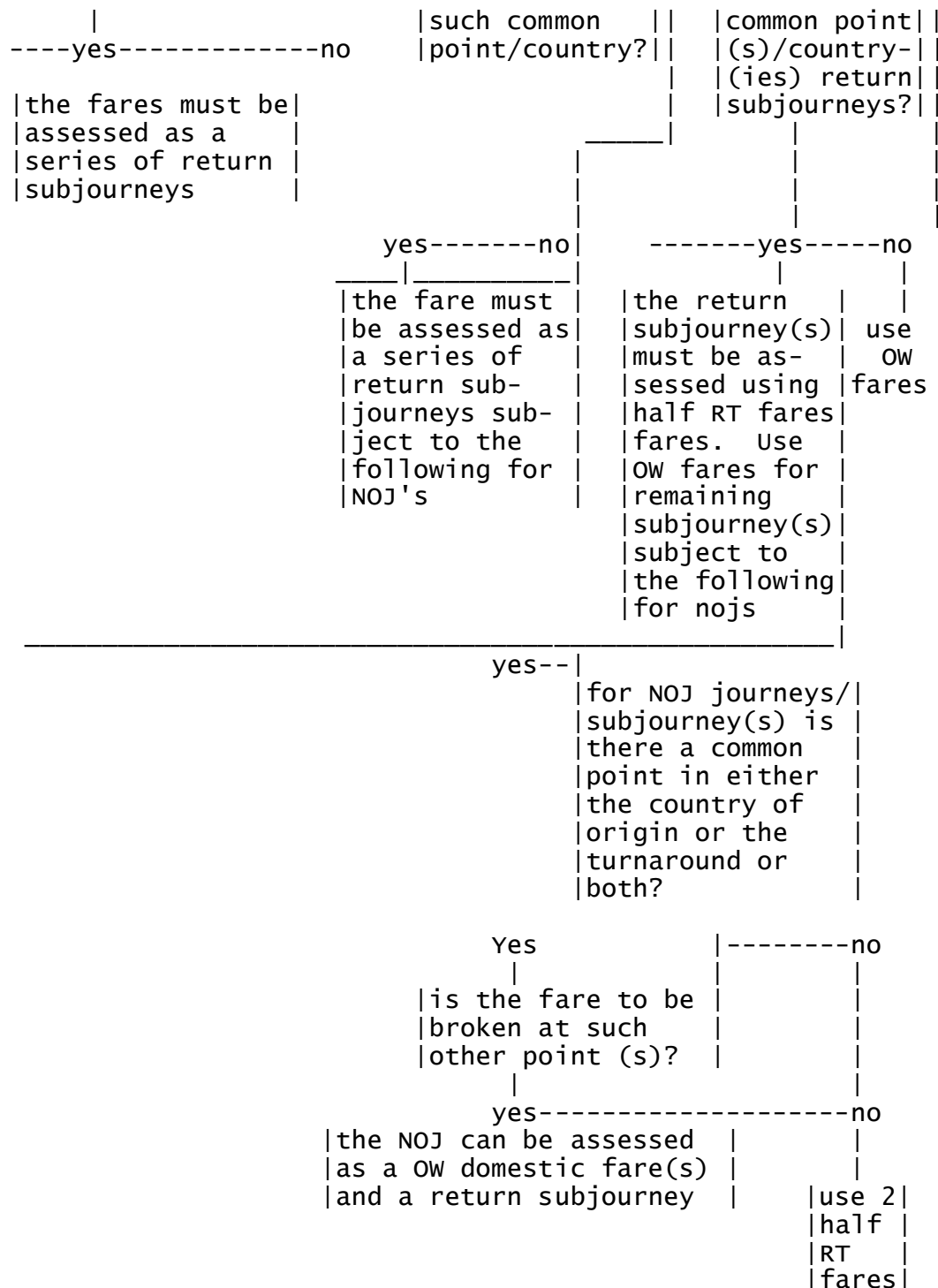
tariff no. MPM-1, C.A.B. No. 424 NTA(A) no. 239)
May be applied to any published or constructed
fares; however, if a diagram on linear routing
is specified in connection with a fare, such
routing must be observed to that portion of the
transportation covered by that fare.

(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.
- (2) To determine the fares for (1) above using normal fares refer to the flow chart below:

normal fare flow chart





Airline Tariff Publishing Company Notes:

1. If for pricing purposes the journey is changed (e.g. closing surface gap or adding a sector that creates a surface gap) then the new journey will determine which path of the flow chart should be taken.
2. 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.

3. The flow chart does not apply for local combination of normal and special fares - Refer to the special fares rule.

- (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

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- 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 require the use of one way fares, this is not permitted.
Example: Travel: NYC-LON-RIO-JNB-MAN-NYC
Construction could not be:
NYC-LON 1/2 RT
NYC-MAN 1/2 RT
- LON-RIO OW
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.
- (3) 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.

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

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	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 unit
or	GLA-MAN	OW	1 pricing unit
	MAN-ROM	1/2 RT)	
	LON-ROM	1/2 RT)	1 pricing unit

- (4) (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.

(E) Limitations on indirect travel/inclusion of surface sectors on a through mileage calculator

(1) Limitation on indirect travel

(a) Airline Tariff Publishing Company 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 because 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-1 on 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.

(vii) 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 in 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

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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.

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	Florence/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
Curitiba, 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, 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
Juarez de la Frontera, Spain	Saville, 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, Colombia	Tabatinga, Brazil
Livingstone, Zimbabwe	Victoria Fall, Zimbabwe
Livramento, Brazil	Rivera, Uruguay
Ljubljana, Yugoslavia	Zagreb, Yugoslavia
Mcallen, Texas, U.S.A	Reynosa, Mexico
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg, Germany
Nagaya, Japan	Osaka, Japan
Paso de Los Libras, Argentina	Uruguaiana, Brazil
Podgorica, Yugoslavia	Tivat, Yugoslavia
Puerto Montt, Chile	San Carlos DE Bariloche, Argentina
San Diego, U.S.A.	Tijuana, Mexico
Santiago DE Compostela, Spain	Vigo, Spain
Split, Yugoslavia	Zadar, Yugoslavia
Stockholm, Sweden	Vasteras, Sweden
Swakopmund, Namibia	Walvis Bay, Namibia

(F) Construction rules for 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) Hp's 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
(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 hp 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 hp check fare, it must also be used when calculating the differential.
- (o) Class differentials may not be assessed over a fare break 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.
- (s) (Applicable via the Atlantic-Pacific Oceans for travel between Europe and southwest 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 Southeast 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 USA 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.
 - (vii) 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.)
 - (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:
- (1) The journey is wholly within the Europe sub-area and all fare construction points are in EC member states.
 - (2) 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 are used for travel wholly between zone 140/zone 170 and U.S.A./Canada, 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

exception 4: Western Africa.
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.

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
Yemen additional
hip checks shall
apply at any

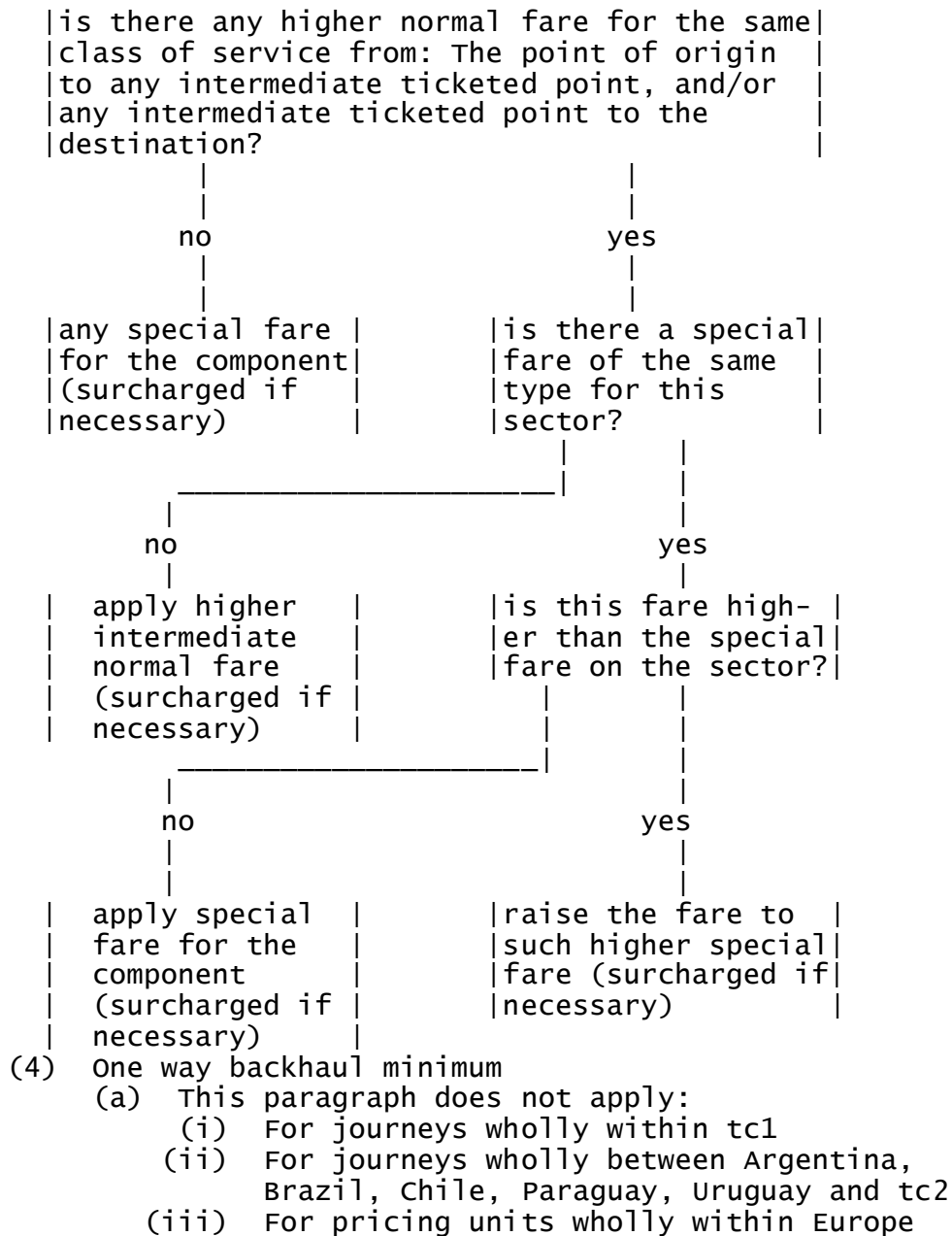
- intermediate
ticketed points in
the Republic of
Yemen, whether or
not a stopover is
taken.
- exception 7: (whether the ticket
is sold inside or
outside the country
of commencement of
travel) when travel
is between Area 1
and Area 3 via the
Pacific; higher
intermediate point
checks will not
apply at 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 and
applicable to all
fares) when travel
is between Area 1
and Area 3 via the
Pacific, hip checks
will not apply at
OSA. Applicable to
normal and special
fares.
- exception 9: For SITI/SOTI
transactions when
travel originates
in India and
destined to
Canada/U.S.A. When
stopovers taken in
Europe or U.K. higher
fares shall not be
applicable from
points in Europe/U.K.
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 fare, 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	group fare
APEX fare or	individual it or	excursion
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.
- (ff) All conditions attached to the special fare for the component apply.

Flow chart (for special fares)



- (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 which have been excluded as stated in section 3 (hips) above.
- (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.
 - (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 section (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, USA/US territories for transportation to Canada, USA/US 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 from 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.
- (vii) 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.
- (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 around 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 around 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.

- (vii) 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 the U.S.A., the surface break may be permitted between countries in the Europe sub-area
- (1) Travel in both directions is via the Atlantic
 - (2) The application of (a)(i) And (a)(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
- 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

(1) 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

- Minimum 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 are round trip fares with different global indicators from the point of origin to any stopover point, the fare to be used for the check must be 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.
- (2) One way subjourneys check (OSC)
(Not applicable to journeys to/from 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
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

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
surface 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.

- (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 unit(s).

Example: Travel: JNB-ATH-IST surface
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 seats. if for reason of personal comfort or privacy, a passenger chooses to make advance arrangements for two seats the charge per the additional seat shall be the same as the charge for the first seat.

Tariff: BW1 - CTA No. 331 DOT No. 538
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Rule 135 Stopovers

Issued: October 26, 2019

Effective: October 27, 2019

- (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.

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Rule 140 Routings

Issued: October 26, 2019

Effective: October 27, 2019

- (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 Airline Tariff Publishing Company 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.

Rule 145 Currency Applications

Issued: October 26, 2019

Effective: October 27, 2019

Local currency fares and charges

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

(A)

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

(B)

Albania
Armenia

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

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

Combination of local currency fares

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

Step 1: (a) Establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA Rate of Exchange (ROE) shown in the Currency Conversion Table below for the country in which the currency is denominated.

(b) Calculate the resultant amount to two decimal places, ignoring any further decimal places.

Step 2: Add the resultant NUC amounts for the sectors involved.

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

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

Other Charges

Other charges shall be separately converted to the currency of the country of sale using the Bankers' Selling Rate using the rounding units shown next to other charges in the currency conversion table.

MCOs for unspecified transportation and PTAs.

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

Currency Table

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

Local Currency Rounding Table

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

Currency Table

Abu Dhabi

(See United Arab Emirates)

Afghanistan

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

Albania

Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01

Algeria

Algerian Dinar	DZD	ROE:120.675876	Note -
Round Up: Local Currency - 1			Other Charges - 1

American Samoa

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

Angola

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

Anguilla

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

Antigua and

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Barbuda		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Argentina		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Armenia		
Euro	EUR ROE:.908104	Note E
Round Up: Local Currency - 1		Other Charges - 0.1
Aruba		
Aruban Guilder	AWG ROE:1.8000000	Note -
Round Up: Local Currency - 1		Other Charges - 1
Australia		
Australian Dollar	AUD ROE:1.468910	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Austria		
Euro	EUR ROE:.908104	Note -
Round Up: Local Currency - 1		Other Charges - 0.01
Azerbaijan		
Euro	EUR ROE:.908104	Note E
Round Up: Local Currency - 1		Other Charges - 0.1
Bahamas		
US Dollar	USD ROE:1.0	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Bahrain		
Bahraini Dinar	BHD ROE: .376100	Note -
Round Up: Local Currency - 1		Other Charges - 1
Bangladesh		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Barbados		
US Dollar	USD ROE:1.0	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Belarus		
Euro	EUR ROE:.908104	Note E
Round Up: Local Currency - 1		Other Charges - 0.1
Belgium		
Euro	EUR ROE:.908104	Note -
Round Up: Local Currency - 1		Other Charges - 0.01
Belize		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Benin, Rep. Of		
CFA Franc	XOF ROE:595.677380	Note -
Round Up: Local Currency - 100		Other Charges - 100
Bermuda		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Bhutan		
NGULTRUM	BTN ROE:71.969032	Note -
Round Up: Local Currency - 1		Other Charges - 1
Bolivia		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Bonaire		
US Dollar	USD ROE:1.0	Note -
Round Up: Local Currency - 1		Other Charges - 0.1

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Bosnia and
Herzegovina

Euro EUR ROE:.908104 Note E
 Round Up: Local Currency - 1 Other Charges - 0.01

Botswana

PULA BWP ROE:11.113232 Note -
 Round Up: Local Currency - 1 Other Charges - 0.1

Brazil

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

British Virgin
Islands

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

Brunei

Darussalam
 Brunei Dollar BND ROE:1.385105 Note -
 Round Up: Local Currency - 1 Other Charges - 1

Bulgaria

Euro EUR ROE:.908104 Note E
 Round Up: Local Currency - 1 Other Charges - 0.01

Burkina Faso

CFA Franc XOF ROE:595.677380 Note -
 Round Up: Local Currency - 100 Other Charges - 100

Burundi

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

Cambodia

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

Cameroon

CFA Franc XAF ROE:595.677380 Note -
 Round Up: Local Currency - 100 Other Charges - 100

Canada

Canadian dollar CAD ROE:1.323867 Note -
 Round Up: Local Currency - 1 Other Charges - 0.1

Cape Verde

Euro EUR ROE:.908104 Note E
 Round Up: Local Currency - 1 Other Charges - 0.1

Cayman Islands

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

Central African
Republic

CFA Franc XAF ROE:595.677380 Note -
 Round Up: Local Currency - 100 Other Charges - 100

Chad

CFA Franc XAF ROE:595.677380 Note -
 Round Up: Local Currency - 100 Other Charges - 100

Chile

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

China

Yuan Renminbi CNY ROE:7.145291 Note -
 Round Up: Local Currency - 10 Other Charges - 1

Chinese Taipei

Dollar TWD ROE:31.279394 Note -
 Round Up: Local Currency - 1 Other Charges - 0.5

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Colombia			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Comoros			
Comoro			
Franc	KMF	ROE:446.758035	Note -
Round Up: Local Currency - 100			Other Charges - 50
Congo (Brazzaville)			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Congo (Kinshasa)			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cook Islands			
New Zealand			
Dollar	NZD	ROE:1.568442	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Costa Rica			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cote d'Ivoire			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Croatia			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Cuba			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Curacao			
Netherlands			
Antilles			
Guilder	ANG	ROE:1.790000	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cyprus			
Euro	EUR	ROE:0.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.05
Czech			
Republic			
Czech Koruna	CZK	ROE:23.484744	Note -
Round Up: Local Currency - 1			Other Charges - 1
Denmark			
DANISH KRONE	DKK	ROE:6.773884	Note -
Round Up: Local Currency - 5			Other Charges - 1
Djibouti			
Djibouti Franc	DJF	ROE:177.721000	Note -
Round Up: Local Currency - 100			Other Charges - 100
Dominica			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Dominican			
Republic			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Ecuador			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Egypt			

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EGYPTIAN Pound	EGP	ROE:16.560000	Note -
Round Up: Local Currency - 1			Other Charges - 1
El Salvador			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Equatorial Guinea			
CFA franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Eritrea			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Estonia			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 5			Other Charges - 0.1
Ethiopia			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - .			Other Charges - 0.1
Eswatini			
Lilangeni	SZL	ROE:15.071386	Note -
Round Up: Local Currency - 10			Other Charges - 1
European M. Union			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.5
Falkland Islands			
Falkland Islands Pound	FKP	ROE:.818146	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Faroe Islands			
Danish Krone	DKK	ROE:6.773884	Note -
Round Up: Local Currency - 5			Other Charges - 0.1
Fiji			
Fiji Dollar	FJD	ROE:2.204261	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Finland			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
France			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
French Guiana			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
French Polynesia			
CFP Franc	XPF	ROE:108.365631	Note -
Round Up: Local Currency - 5			Other Charges - 1
Gabon			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Gambia			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Georgia			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Germany			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Ghana			
US Dollar	USD	ROE:1.0	Note D

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Round Up: Local Currency - 1	Other Charges - 0.1
Gibraltar	
Gibraltar	
Pound GIP ROE:.818146	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Greece	
Euro EUR ROE:.908104	Note -
Round Up: Local Currency - 100	Other Charges - 10
Greenland	
Danish Krone DKK ROE:6.773884	Note -
Round Up: Local Currency - 5	Other Charges - 1
Grenada	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Guadeloupe	
Euro EUR ROE:.908104	Note -
Round Up: Local Currency - 1	Other Charges - 0.01
Guam	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Guatemala	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Guinea	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Guinea-Bissau	
CFA Franc XOF ROE:595.677380	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Guyana	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 1
Haiti	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Honduras	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Hong Kong	
Hong Kong Dollar HKD ROE:7.841150	Note -
Round Up: Local Currency - 10	Other Charges - 1
Hungary	
Forint HUF ROE:299.756829	Note -
Round Up: Local Currency - 10	Other Charges - 10
Iceland	
Iceland Krone ISK ROE:126.754430	Note -
Round Up: Local Currency - 100	Other Charges - 10
India	
Indian Rupee INR ROE:71.969032	Note -
Round Up: Local Currency - 5	Other Charges - 1
Indonesia	
Indonesian Rupiah IDR ROE:14126.800000	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Iran, Islamic Republic of	
Iranian Rial IRR ROE:112807.000000	Note -
Round Up: Local Currency - 100	Other Charges - 100
Iraq	

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Iraq Dinar	IQD	ROE:1199.765150	Note D
Round Up: Local Currency - 0.1			Other Charges - 0.05
Ireland			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Israel			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Italy			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Jamaica			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Japan			
YEN	JPY	ROE:106.608770	Note -
Round Up: Local Currency - 100			Other Charges - 10
Jordan			
Jordanian Dinar	JOD	ROE:.709000	Note -
Round Up: Local Currency - 1			Other Charges - 0.05
Kazakhstan			
Tenge	KZT	ROE:387.166000	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Kenya			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Kiribati			
Australian Dollar	AUD	ROE:1.468910	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Korea, Democratic People's Republic of North Korean			
Won	KPW	ROE:107.250000	Note -
Round Up: Local Currency - 1			Other Charges - 1
Korea, Republic of			
Korean Won	KRW	ROE:1201.730079	Note -
Round Up: Local Currency - 100			Other Charges - 100
Kuwait			
Kuwait Dinar	KWD	ROE:.304751	Note -
Round Up: Local Currency - 1			Other Charges - 0.05
Kyrgyzstan			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Laos, People's Democratic Republic of			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Latvia			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Lebanon			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1

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Lesotho			
LOTI	LSL	ROE:15.071386	Note -
Round Up: Local Currency - 10			Other Charges - 0.1
Liberia			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Libyan Arab			
Jamahiriya			
Libyan Dinar	LYD	ROE:1.431813	Note -
Round Up: Local Currency - 0.1			Other Charges - 0.05
Lithuania			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Luxembourg			
Luxembourg			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Macao			
Pataca	MOP	ROE:8.076385	Note -
Round Up: Local Currency - 10			Other Charges - 1
Madagascar			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 100			Other Charges - 50
Malawi			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Malaysia			
Malaysian			
Ringgit	MYR	ROE:4.194384	Note -
Round Up: Local Currency - 1			Other Charges - 1
Maldives			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Mali			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Malta			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Marshall Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Martinique			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Mauritania			
Ouguiya	MRO	ROE:37.391920	Note -
Round Up: Local Currency - 20			Other Charges - 10
Mauritius			
Mauritius Rupee	MUR	ROE:37.445118	Note -
Round Up: Local Currency - 5			Other Charges - 1
Mayotte			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Mexico			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Micronesia			

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US Dollar	USD	ROE:1.00	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Moldova, Republic of			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Monaco			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Mongolia			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Montenegro			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Montserrat			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Morocco			
Moroccan Dirham	MAD	ROE:9.756254	Note -
Round Up: Local Currency - 5			Other Charges - 1
Mozambique			
Metical	MZM	ROE:62.046000	Note -
Round Up: Local Currency - 10000			Other Charges - 10000
Myanmar			
Kyat	MMK	ROE:1546.704423	Note D
Round Up: Local Currency - 1			Other Charges - 1
Namibia			
Namibian Dollar	NAD	ROE:15.071386	Note -
Round Up: Local Currency - 10			Other Charges - 1
Nauru			
Australian Dollar	AUD	ROE:1.468910	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Nepal			
Nepalese Rupee	NPR	ROE:115.150452	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Netherlands			
Netherlands			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Netherlands Antilles			
Netherlands Antillean Guilder	ANG	ROE:1.790000	Note -
Round Up: Local Currency - 1			Other Charges - 1
New Caledonia			
CFP Franc	XPF	ROE:108.365631	Note -
Round Up: Local Currency - 100			Other Charges - 10
New Zealand			
New Zealand Dollar	NZD	ROE:1.568442	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Nicaragua			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Niger			

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CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Nigeria			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Niue			
New Zealand Dollar	NZD	ROE:1.568442	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Norfolk Island			
Australian Dollar	AUD	ROE:1.468910	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Northern Mariana Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Norway			
Norwegian Krone	NOK	ROE:9.026063	Note -
Round Up: Local Currency - 5			Other Charges - 1
Occupied Palestinian Territory			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Oman			
Rial Omani	OMR	ROE: .384500	Note -
Round Up: Local Currency - 1			Other Charges - 1
Pakistan			
Pakistan Rupee	PKR	ROE:156.955904	Note -
Round Up: Local Currency - 10			Other Charges - 1
Palau			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Panama			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Papua New Guinea			
KINA	PGK	ROE:3.487872	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Paraguay			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Peru			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Philippines			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Poland			
PLN	PLN	ROE:3.948006	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Portugal			
Portuguese			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Puerto Rico			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Qatar			
Qatari Rial	QAR	ROE:3.640000	Note -
Round Up: Local Currency - 10			Other Charges - 10

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Reunion			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Romania			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Russian Federation			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Rwanda			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Saba			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Saint Helena			
Saint Helena			
Pound	SHP	ROE: 0.818146	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Saint Kitts and Nevis			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Saint Lucia			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Saint Maarten			
Guilder Netherlands Antilles	ANG	ROE:1.790000	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Saint Pierre and Miquelon			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 0.01			Other Charges - 0.01
Saint Vincent and The Grenadines			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Samoa			
Tala	WST	ROE:2.758274	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Sao Tome and Principe			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Saudi Arabia			
Saudi Riyal	SAR	ROE:3.750000	Note -
Round Up: Local Currency - 1			Other Charges - 1
Senegal			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Serbia			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Seychelles			
Seychelles			
Rupee	SCR	ROE:14.552957	Note -

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Round Up: Local Currency - 1	Other Charges - 1
Sierra Leone	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Singapore	
Singapore Dollar SGD ROE:1.385105	Note -
Round Up: Local Currency - 1	Other Charges - 1
Slovakia	
Euro EUR ROE:.908104	Note -
Round Up: Local Currency - 1	Other Charges - 1
Slovenia	
Euro EUR ROE:.908104	Note -
Round Up: Local Currency - 100	Other Charges - 1
Solomon Islands	
Solomon Islands Dollar SBD ROE:8.494263	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Somalia	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
South Africa	
Rand ZAR ROE:15.071386	Note -
Round Up: Local Currency - 10	Other Charges - 1
South Sudan	
South Sudanese Pound SSP ROE:159.403000	Note G
Round Up: Local Currency - 1	Other Charges - 1
Spain	
Euro EUR ROE:.908104	Note -
Round Up: Local Currency - 1	Other Charges - 0.01
Sri Lanka	
SRI LANKA RUPEE LKR ROE:181.346000	Note -
Round Up: Local Currency - 100	Other Charges - 1
Sudan	
Sudanese Dinar SDG ROE:45.225000	Note G
Round Up: Local Currency - 1	Other Charges - 1
Suriname	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Sweden	
Swedish Krone SEK ROE:9.726038	Note -
Round Up: Local Currency - 5	Other Charges - 1
Switzerland	
SWISS Franc CHF ROE:.987367	Note -
Round Up: Local Currency - 1	Other Charges - 0.5
Syrian Arab Republic	
Syrian Pound SYP ROE:436.000000	Note G
Round Up: Local Currency - 1	Other Charges - 1
Tajikistan	
Euro EUR ROE:.908104	Note E
Round Up: Local Currency - 1	Other Charges - 0.1
Tanzania, United Republic of	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Thailand	
Baht THB ROE:30.821100	Note -

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Round Up: Local Currency - 5	Other Charges - 5
Timor - Leste	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 5	Other Charges - 0.1
Togo	
CFA Franc XOF ROE:595.677380	Note -
Round Up: Local Currency - 100	Other Charges - 100
Tonga	
Pa'anga TOP ROE:2.385951	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Trinidad and Tobago	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Tunisia	
Tunisian Dinar TND ROE:2.918174	Note -
Round Up: Local Currency - 0.5	Other Charges - 0.5
Turkey	
Turkish Lira TRY ROE:5.715780	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Turkmenistan	
New Manat TMT ROE:3.500000	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Turksand Caicos Islands	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Tuvalu	
Australian Dollar AUD ROE:1.468910	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Uganda	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Ukraine	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
United Arab Emirates (Comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras-el-Khaimah, Sharjah, Umm Al Qaiwain)	
UAE Dirham AED ROE:3.672750	Note -
Round Up: Local Currency - 10	Other Charges - 10
United Kingdom	
Pound Sterling GBP ROE:0.818146	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
United States	
US Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Uruguay	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Uzbekistan	
Euro EUR ROE:.908104	Note E

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Round Up: Local Currency - 1	Other Charges - 0.1
Vanuatu	
Vatu VUV ROE:114.140000	Note -
Round Up: Local Currency - 100	Other Charges - 10
Venezuela	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Vietnam	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Wallis and Futuna Islands	
CFP Franc XPF ROE:108.365631	Note -
Round Up: Local Currency - 100	Other Charges - 10
Yemen,	
Republic of	
Yemini Rial YER ROE:250.000000	Note G
Round Up: Local Currency - 1	Other Charges - 0.1
Zambia	
US Dollar USD ROE:1.0	Note D
Round Up: Local Currency - 1	Other Charges - 0.1
Zimbabwe	
Zimbabwe Dollar USD ROE:1.0	Note -
Round Up: Local Currency - 1	Other Charges - 0.1

Notes:

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

Local Currency Rounding Table

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

Afghanistan		
Afghani AFA		Note -
Round Up: Local Currency - 1		Other Charges - 1
Albania		
Lek ALL		Note -
Round Up: Local Currency - 1		Other Charges - 1
Angola		
KWANZA AOK		Note -
Round up: Local Currency - 1000000		Other Changes - 0.1
Kwanza		
Reajustado AOR		Note -

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Round Up: Local Currency - 100	Other Charges - 100
Anguilla	
EC Dollar XCD	Note 3
Round Up: Local Currency - 1	Other Charges - 0.1
Antigua and Barbuda	
EC Dollar XCD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Argentina	
Argentine Peso ARS	Note 1,3
Round Up: Local Currency - 1000	Other Charges -
1000	
Armenia	
Armenian Dram AMD	Note -
Round Up: Local Currency - 100	Other Charges - 10
Azerbaijan	
Azerbaijani	
Manat AZM	Note -
Round Up: Local Currency - 100	Other Charges - 10
Bahamas	
Bahamian Dollar BSD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Bangladesh	
Taka BDT	Note -
Round Up: Local Currency - 1	Other Charges - 1
Barbados	
Barbados Dollar BBD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Belarus	
Belarussian	
Ruble BYB	Note -
Round Up: Local Currency - 100	Other Charges - 10
Belize	
Belize Dollar BZD	Note 1
Round Up: Local Currency - 1	Other Charges - 0.1
Bermuda	
Bermudian	
Dollar BMD	Note 3
Round Up: Local Currency - 1	Other Charges - 0.1
Bolivia	
Boliviano BOB	Note 1
Round Up: Local Currency - 1	Other Charges - 0.1
Bosnia and Herzegovina	
Dinar BAD	Note -
Round Up: Local Currency - 1	Other Charges - 1
Brazil	
Brazilian Real BRL	Note 1,2
Round Up: Local Currency - 1	Other Charges - 1
Burundi	
Burundi Franc BIF	Note -
Round Up: Local Currency - 10	Other Charges - 5
Bulgaria	
Lev BGL	Note -
Round Up: Local Currency - 1	Other Charges - 1
Cambodia	
Riel KHR	Note -
Round Up: Local Currency - 10	Other Charges - 10

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Cape Verde		
Cape Verde		
Escudo	CVE	Note -
Round Up: Local Currency - 100		Other Charges - 100
Cayman Islands		
Cayman Island Dollar	KYD	Note 3
Round Up: Local Currency - 0.1		Other Charges - 0.1
Chile		
Chilean Peso	CLP	Note 1
Round Up: Local Currency - 1		Other Charges - 1
Colombia		
Colombian Peso	COP	Note 1
Round Up: Local Currency - 100		Other Charges - 100
Costa Rica		
Costa Rican Colon	CRC	Note 1
Round Up: Local Currency - 10		Other Charges - 10
Croatia		
Croatian Kuna	HRK	Note 3
Round Up: Local Currency - 1		Other Charges - 1
Cuba		
Cuban Peso	CUP	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Dominica		
EC Dollar	XCD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Dominican Republic		
Dominican Peso	DOP	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Ecuador		
Sucre	ECS	Note 1,3
Round Up: Local Currency - 1		Other Charges - 0.1
El Salvador		
El Salvador Colon	SVC	Note -
Round Up: Local Currency - 1		Other Charges - 1
Eritrea		
Ethiopian Birr	ETB	Note -
Round Up: Local Currency - 1		Other Charges - 1
Estonia		
Kroon	EEK	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Ethiopia		
Ethiopian Birr	ETB	Note -
Round Up: Local Currency - 1		Other Charges - 1
Gambia		
Dalasi	GMD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Georgia		
Lari	GEL	Note -
Round Up: Local Currency - 100		Other Charges - 10
Ghana		
Cedi	GHC	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Grenada		

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EC Dollar	XCD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Guatemala		
Quetzal	GTQ	Note 3
Round Up: Local Currency - 1		Other Charges - 0.1
Guinea		
Guinea Franc	GNF	Note -
Round Up: Local Currency - 100		Other Charges - 100
Guyana		
Guyana Dollar	GYD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Haiti		
Gourde	HTG	Note -
Round Up: Local Currency - 1		Other Charges - 0.5
Honduras		
Lempira	HNL	Note 1
Round Up: Local Currency - 1		Other Charges - 0.2
Indonesia		
Rupiah	IDR	Note -
Round Up: Local Currency - 100		Other Charges - 100
Israel		
Shekel	ILS	Note 3
Round Up: Local Currency - 1		Other Charges - 1
Jamaica		
Jamaican Dollar	JMD	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Kazakhstan		
Kazakhstan		
Tenge	KZT	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Kenya		
Kenyan Shilling	KES	Note -
Round Up: Local Currency - 5		Other Charges - 5
Kyrgyzstan		
Som	KGS	Note -
Round Up: Local Currency - 1		Other Charges - .1
Laos, People's		
Democratic		
Republic of		
Kip	LAK	Note -
Round Up: Local Currency - 10		Other Charges - 10
Latvia		
Latvian Lats	LVL	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Lebanon		
Lebanese Pound	LBP	Note -
Round Up: Local Currency - 100		Other Charges - 100
Liberia		
Liberian Dollar	LRD	Note -
Round Up: Local Currency - 100		Other Charges - 100
Lithuania		
Lithuanian Litas	LTL	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Macedonia, The		
Former Yugoslav		
Republic of		
Dener	MKD	Note 3
Round Up: Local Currency - 1		Other Charges - 1

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Madagascar			
Malagasy Franc	MGF		Note -
Round Up: Local Currency	-1000		Other Charges - 50
Malawi			
Kwacha	MWK		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Maldives			
Rufiyaa	MVR		Note 1
Round Up: Local Currency	- 1		Other Charges - 1
Mexico			
Mexican			
Peso	MXN		Note -
Round Up: Local Currency	- 1		Other Charges - 1
Moldova,			
Republic of			
Moldovan Leu	MDL		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Mongolia			
Tugrik	MNT		Note -
Round Up: Local Currency	- -		Other Charges - -
Montserrat			
EC Dollar	XCD		Note 3
Round Up: Local Currency	- 1		Other Charges - 0.1
Nepal			
Nepalese Rupee	NPR		Note -
Round Up: Local Currency	- 1		Other Charges - 1
Nicaragua			
Cordoba Oro	NIO		Note 1
Round Up: Local Currency	- 1		Other Charges - 1
Nigeria			
Naira	NGN		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Panama			
Balboa	PAB		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Paraguay			
Guarani	PYG		Note 1
Round Up: Local Currency	- 1000		Other Charges - 1000
Peru			
Nuevo Sol	PES		Note -
Round Up: Local Currency	- 0.1		Other Charges - 0.1
Philippines			
Philippine Peso	PHP		Note -
Round Up: Local Currency	- 1		Other Charges - 1
Poland			
Zloty	PLN		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Romania			
Leu	ROL		Note -
Round Up: Local Currency	- 1		Other Charges - 1
Russian			
Federation			
Belarussian			
Ruble	BYB		Note -
Round Up: Local Currency	- 100		Other Charges - 10
Rwanda			
Rwanda France	RWF		Note -
Round Up: Local Currency	- 10		Other Charges - 5

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Saint Kitts and Nevis		
EC Dollar	XCD	Note -
Round Up: Local Currency	- 1	Other Charges - 0.1
Saint Lucia		
EC Dollar	XCD	Note -
Round Up: Local Currency	- 1	Other Charges - 0.1
Saint Vincent and The Grenadines		
EC Dollar	XCD	Note -
Round Up: Local Currency	- 1	Other Charges - 0.1
Sao Tome and Principe		
Dobra	STD	Note -
Round Up: Local Currency	- 10	Other Charges - 10
Sierra Leone		
Leone	SLL	Note -
Round Up: Local Currency	- 1	Other Charges - 0.1
Somalia		
Somali Shilling	SOS	Note -
Round Up: Local Currency	- 1	Other Charges - 1
Surinam		
Surinam Guilder	SRG	Note -
Round Up: Local Currency	- 1	Other Charges - 1
Tajikistan		
Tasik Ruble	TJR	Note -
Round Up: Local Currency	- 100	Other Charges - 10
Tanzania, United Republic of		
Tanzanian Shilling	TZS	Note -
Round Up: Local Currency	- 10	Other Charges - 10
Trinidad and Tobago		
Trinidad and Tobago Dollar	TTD	Note -
Round Up: Local Currency	- 1	Other Charges - 0.1
Turkey		
Turkish Lira	TRL	Note -
Round Up: Local Currency	- 1000	Other Charges - 100
Turkmenistan		
Turkmenistan Manat	TMM	Note -
Round Up: Local Currency	- 1	Other Charges - 0.1
Uganda		
Uganda Shilling	UGX	Note -
Round Up: Local Currency	- 1	Other Charges - 1
Ukraine		
Hryvnia	UAH	Note -
Round Up: Local Currency	- 1	Other Charges - 0.1
Uruguay		
Uruguayan Peso	UYU	Note -1,3
Round Up: Local Currency	- 100	Other Charges - 100
Uzbekistan		
Uzbekistan Sum	UZS	Note -
Round Up: Local Currency	- 100	Other Charges - 10

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Venezuela		
Bolivar	VEB	Note -
Round Up: Local Currency - 10		Other Charges - 10
Viet Nam		
Dong	VND	Note -
Round Up: Local Currency - 1		Other Charges - 1
Yemen,		
Republic of		
Yemeni Rial	YER	Note -
Round Up: Local Currency - 1		Other Charges - 1
Yugoslavia		
New Dinar	YUM	Note 4
Round Up: Local Currency - 1		Other Charges - 1
Zaire		
New Zaire	ZRN	Note -
Round Up: Local Currency - 1		Other Charges - 0.05
Zambia		
Kwacha	ZMK	Note -
Round Up: Local Currency - 1		Other Charges - 5

Notes:

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

Rule 200 Children's and Infants' Fares

Issued: October 26, 2019

Effective: October 27, 2019

(Unless otherwise specified)

(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.
- (5) The age limits referred to in this rule shall be those in effect on the date of commencement of carriage.
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.

	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:
when travel is:		

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Carrier: Caribbean Airlines Ltd. - BW

between the continental U.S./Canada and points in the Caribbean area	no charge	75 percent
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Between the continental U.S./Canada and South America	10 percent of the applicable adult fare	67 percent
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Between points within the Caribbean area	10 percent	67 percent
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- (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:
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between the continental U.S./Canada and Area 1	100 percent	100 percent
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Between points within the Caribbean area	100 percent	100 percent
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- (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.

Rule 205 Free and Reduced Rate Transportation for Agents

Issued: October 26, 2019

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- (A) Airline Tariff Publishing Company agents and Airline Tariff Publishing Company sales agents
A Airline Tariff Publishing Company agent or an Airline Tariff Publishing Company sales agent, duly appointed by any one of the participating carriers, and officials and employees (including members of their immediate families) of such an Airline Tariff Publishing Company 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 Airline Tariff Publishing Company agent, Airline Tariff Publishing Company 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 Airline Tariff Publishing Company agent or to Airline Tariff Publishing Company agency officials or employees (including members of their immediate families) by the carriers when transportation is for the purpose of personal vacation of the Airline Tariff Publishing Company agent or an official or employee or an Airline Tariff Publishing Company agency, but not to exceed one trip per person per calendar year.
 - (3) Eligibility: To be eligible for the reductions specified above, the Airline Tariff Publishing Company agent, the official or employee of the Airline Tariff Publishing Company 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 Airline Tariff Publishing Company 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 Airline Tariff Publishing Company agent or a senior official of the Airline Tariff Publishing Company 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.
 - (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 countersigned 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.
- (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 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)(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.
- (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.
- (vii) 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.
- (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)(b) 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.

Rule 210 Free and Reduced Fare Transportation for Tour Conductors

Issued: October 26, 2019

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- (A) Airline Tariff Publishing Company
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.
 - (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

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Carrier: Caribbean Airlines Ltd. - BW

reduction apply to any other charges or services, such
as charges for excess baggage.

Rule 500 Passengers on Stretchers

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- (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) 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.

Rule 600 Attendant Accompanying Air Cargo Shipments

Issued: October 26, 2019 Effective: October 27, 2019

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.

Tariff: BW1 - CTA No. 331 DOT No. 538
Carrier: Caribbean Airlines Ltd. - BW

Rule 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

Issued: October 26, 2019 Effective: October 27, 2019

- (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.

Tariff: BW1 - CTA No. 331 DOT No. 538
Carrier: Caribbean Airlines Ltd. - BW

Rule 1100 & 1100 Senior Citizens Discount Fare From Antigua / Barbados / St. Lucia / Trinidad / Tobago to Miami / New York
Issued: October 26, 2019 Effective: October 27, 2019

- (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.

Rule 1150 Intra-Caribbean Unlimited Travel Fare

Issued: October 26, 2019

Effective: October 27, 2019

- (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)
 - (a) First class - FEC30 - USD 750.00.
 - (b) Economy class - KEC30 - USD 450.00.
- X - X
 - (2) (Applicable for travel to/from KIN or HAV or SDQ or SJO)
 - (a) First class - Fec30 - USD 900.00.
 - (b) Economy class - kec30 - USD 550.00.
- X - X
 - (3) (Applicable for travel to all points except KIN/SJO)
Economy class - K4EC30 USD 350.00
 - (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 stopover is made at each point on the routing.

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- (2) For k4ec30 - Four (4) Stopovers permitted only.
- (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 applicable fare basis code - kec30, k4ec30 or fec30.
 - c (3) K4ec30 fares are 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)

Rule 1200 Circle Trip Air/Sea Fares

Issued: October 26, 2019

Effective: October 27, 2019

- (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:
- (1) From Miami, FLA. To port of Spain, Trinidad and returning from port of Spain, Trinidad to Barbados the fare in USD will be YWAS 363.00/YXAS 348.00
 - (2) From port of Spain, Trinidad to Miami, FLA. And returning from Barbados to port of Spain, Trinidad the fare in USD will be YWAS 363.00/YXAS 348.00
 - (3) From port of Spain, Trinidad to Barbados and returning from Miami, FLA. To port of Spain, Trinidad the fare in USD will be 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.

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(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)

**Rule 1500 Economy Class Round Trip Contract Bulk Inclusive Tour
Prices Between Canada and the Caribbean**

Issued: October 26, 2019

Effective: October 27, 2019

(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

Applicable from Toronto, Ontario	Midweek (1)	Midweek (2)	weekend	Routing No.
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to:

Antigua, Leeward
Islands:

Basic season	7,360.00	7,880.00	9,060.00	18
Peak season	7,480.00	8,220.00	9,460.00	18

Barbados:

Basic season	8,180.00	8,180.00	9,300.00	18
Peak season	9,100.00	9,100.00	10380.00	18

port of Spain,
Trinidad:

Basic season	8,940.00	8,940.00	10140.00	18
Peak season	9,840.00	9,840.00	11200.00	18

St. Kitts:

Basic season	7,360.00	7,880.00	9,060.00	18
Peak season	7,480.00	8,220.00	9,460.00	18

St. Lucia:

Basic season	8,180.00	8,180.00	9,300.00	18
Peak season	9,100.00	9,100.00	10380.00	18

Tobago:

Basic season	8,940.00	8,940.00	10140.00	18
Peak season	9,840.00	9,840.00	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) Airline Tariff Publishing Company 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.
- (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 applicable 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 than 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.
- (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 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.
 - (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 responsibility 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) Commission
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)

Rule 1750 Senior Citizen Discount Fares

Issued: October 26, 2019

Effective: October 27, 2019

- (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

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- 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.

Rule 1775 Senior Citizen Discount Fares From Canada

Issued: October 26, 2019

Effective: October 27, 2019

- (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.

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(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.

**Rule 1781 Contract Bulk Group Inclusive Tours Fares (CBIT)
Between Canada and St. Kitts**

Issued: October 26, 2019

Effective: October 27, 2019

Contract bulk fares are available for sale to tour operators only. For the purpose of this rule 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.

(A) Application

- (1) Fare type - Contract bulk inclusive tour fares apply on economy and business service for one way transportation between points in Canada and points in St. Kitts.
- (2) Fares apply between origin and destination on carrier's direct or through services and do not apply to or from intermediate points. No online or interline transfers are permitted.
- (3) Notwithstanding Rule 5 of the governing rules tariff, the contents of this tariff in effect by virtue of the effective date of each page on the signing of the contract bulk inclusive tour contract shall govern the contract bulk inclusive tour contract. Should the tour operate and the carrier agree to amend a 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.
- (4) Airline Tariff Publishing Company application of fares:
 - (a) When a contract has been executed for not less than (80) Eighty seats, the tour operator is deemed to have met his requirement providing a minimum of 80 seats are contracted for during a specific calendar week (Monday through Sunday) and not less than 80 seats are contracted for any one day (64 economy and 16 business).
 - (b) When the seats contracted for are utilized only in combination with an inclusive tour as required herein.
 - (c) For a block of economy and business class seats for travel from point of origin to the point of destination and return in the direction as specified, and are not applicable to or from intermediate points.
 - (d) Additional seats may be purchased on a one way basis to a maximum of 80 economy seats at a one way base fare of USD 400/CAD 428 for each additional seat.

(B) Combinations

combinations with any other fare shall not be permitted.

- (C) Period of validity
valid as per details signed in original contract.

- (D) Fares

From to	CBIT one-way fares-per passenger				Rtg
Fare basis	Class	Amount			
YTO-SKB	CBIT	Y	400 USD/428 CAD		1
YTO-SKB	CBIT	J	850 USD/908 CAD		1

Notes:

YYZ equals Toronto; SKB equals St. Kitts

- (E) Length of stay
return travel shall not commence prior to the seventy-second (72) hour after the hour of the commencement of travel from the point of origin.
- (F) Stopovers
no stopovers are permitted.
- (G) Children's and infants' fares
Rule 200 children discount is not applicable to fares governed by this rule.
Exception: Accompanied infants under 2 years of age not occupying a seat will be carried as per Rule 200(a)(6).
- (H) Tour requirement
contract bulk arrangements may only be made for the purpose of air travel for carrying passengers who have purchased tickets to the country of destination.
- (I) Group requirements
contract bulk fares are subject to the following conditions:
- (1) The minimum number of seats required above, or 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, two or three tour operators who together contract for a minimum number of seats fails to meet all the requirements for a departure, all seats purchased on that departure will be cancelled by the carrier and each tour operator agrees to indemnify and hold harmless the carrier from any claims for 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:
- (a) The remaining number of contracted seats are not less than the minimum number required as published in (a)(4)(a) of this rule.
 - (b) The remaining tour operator(s) agree 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 (80) Eighty seats for each departure.
 - (5) A deposit of 25% of the contract price shall be paid on execution of a contract between the tour operator(s) and the carrier.
 - (6) Full payment for seats on each round trip contract shall be made by the tour operator(s) to the carrier thirty (30) days before the date 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 trip to be operated.
 - (7) When additional seats are requested thirty (30) Days or less before full payment must be made when reservations are confirmed.
- (J) Reservations and ticketing - 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) Ensuring that the tickets and documentation required are available for inspection by the carrier during check in prior to departure.
- (K) Routing/rerouting
no rerouting is permitted.
- (L) Cancellation and refunds
- (1) The tour operator may not cancel fewer than all seats purchased on a flight and no refund shall be paid by the carrier, for seats used at the time of departure.
 - (2) 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 flight or flights shall be made by the carrier and the 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.
 - (3) In the event of cancellation of a contract for seats by the tour operator before departure,

- refund would be less applicable cancellation fees.
- (4) Any refunds to passengers shall be the sole responsibility of the tour operator.
 - (5) Voluntary rerouting shall not be permitted.
- (M) Rules and discounts not applicable - The following rules are not applicable:
- (1) Children discounts
 - (2) Other discounts
- (N) Other conditions
- (1) 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 applicable individual economy fare for the air transportation provided.
 - (2) Commission - No commission shall be paid by the carrier for the sale of transportation on a bulk inclusive tour contract.
 - (3) Failure to operate or failure to carry
 - (a) Liability of carrier except to the extent provided in paragraph (b) below, the carrier shall not be liable for failure to operate any flight according to schedule or for changing the schedule of any flight, with or without notice to the passenger.
 - (b) 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 reservation of the tour group because of reasons beyond its control, the carrier shall transport the group in the first flight of the same class of service originally held by the group on which space is available.
 - (4) Indemnity
 - (a) 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.
 - (b) The carrier shall indemnify the tour operator against all claims and expenses (including legal cost) 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

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- of the tour operator.
- (5) Refusal to transport - In addition to the provisions published elsewhere in this tariff, or the governing tariffs, the carrier will refuse transportation when:
 - (a) The document required in (j) above is not available, or
 - (b) The carriage of any member of the inclusive tour group contravenes any portion of the rule.
 - (6) Seats sold to tour operators and not occupied at time of departure may be used by the carrier.

Rule 1800 Compassionate Travel Between Points in the Caribbean and Area 1

Issued: October 26, 2019

Effective: October 27, 2019

(A) Application

- (1) These fares apply when travel is due to the death of an immediate family member defined as:
 - (a) Spouse (including common law)
 - (b) Child (including adopted/step/grand/great grand/in-law)
 - (c) Parent (including step/grand/great/in-law)
 - (d) Daughter/son/father/mother (legal/in-law)
 - (e) Brother/sister (including step/half/in law)
 - (f) Cancelled
 - (g) Legal guardian and spouse (with proof of judgement)

(B) Flight application

- (1) Applicable only on the scheduled services of Caribbean 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.
- (2) Cancelled
- (3) Upgrade certificates can be used for compassionate travel by Platinum members only.
cancelled
- (4) Cancelled

(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 applicable in (c)(1).
- (3) Application for refund must be filed within 90 days of return travel date.

(D) Minimum/maximum stay

- (1) Minimum stay - None.
- (2) Maximum stay - None.

(E) Booking class - As per applicable fare.

(F) Reservations

- (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.
- (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.
 - (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.
 - (5) Travel must originate within 7 days of funeral service of immediate family member.
 - (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.
 - (8) Tickets must be endorsed: Compassionate travel valid on BW only, non endorsable.
 - (9) Cancelled
 - (10) Cancelled
 - (11) Cancelled
 - (12) Saleable by Caribbean airlines' CTO only.
 - (13) Contact funeral home director to determine validity of deceased.
- (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.
- (H) Changes
permitted once applicable change fee is collected.
- (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.

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- All documents will be retained by BW.

- (J) (1) Cancelled
- (2) Cancelled
- (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.
- (5) Cancelled
- (6) Cancelled

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