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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. LH1

Containing
Local Rules, Fares & Charges
on Behalf of

Deutsche Lufthansa AG

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.

Issued by:

Alex Zoghlin, President
Airline Tariff Publishing Company, Agent

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Rule 1 Definitions

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

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

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

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

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

Arbitrary or arbitrary amount means an amount published for use only in combination with other fares for the construction of through fares.

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

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

Area 3 means all of Asia except that portion included in Area 2 above; all of the East Indies; Australia; new Zealand; all islands of Indonesia, Melanesia, Micronesia and Polynesia (except Midway and Palmyra islands); Guam islands;

Wake Island; Marshall Islands; Mariana Islands (except Guam); Caroline Islands; Society Islands; Fiji Islands; Samoa islands; New Caledonia; Norfolk Island; and Tasmania.

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

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

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

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

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

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

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

article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.

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

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

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

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

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

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

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

Central Africa - Malawi, Zambia and Zimbabwe.

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

Checked baggage which is equivalent to registered luggage, means baggage of which carrier takes sole custody and 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 travel comprising two fare components but which do not meet the conditions of the round trip definition.

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

Civil Aeronautics Board means Department of Transportation.

Civil Aeronautics Board of the United States of America means Department of Transportation.

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

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

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

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

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

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

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

Days means full calendar days, including Sundays and legal holidays; provided that for purposes of notification the

balance of the day upon which notice is dispatched shall not be counted and that, for purposes of determining durations of validity, the balance of the day upon which the ticket is issued or flight commenced shall not be counted.

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

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

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

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

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

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

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

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

Exchange - The issuance of a new ticket for a totally unused ticket necessitated by a change to the carrier, flight, date, class of service or sector of the first flight coupon of the ticket.

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

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

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

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

Flight coupons - That portion of a ticket annotated "good for passage" or a segment(s) of an electronic ticket

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

Foreign air transportation means transportation between a point in the United States and a point outside thereof.
Freedom rights
(1) Third freedom - The right to deplane traffic in the foreign country that has been enplaned in the home country of the carrier.
(2) Fourth freedom - The right to enplane traffic in the foreign country that is bound for the home country of the carrier.
(3) Fifth freedom - The right to enplane traffic in one foreign country and to deplane traffic in another foreign country.
Gateway refers to the last U.S.A./Canadian point prior to departure on the Transatlantic/Transpacific leg of a trip or the first point of arrival in the U.S.A./Canada.

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

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

the country of commencement of transportation.

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

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

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

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

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

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

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

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

International carriage means (except when the Warsaw convention is applicable) carriage in which according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in this definition, the term "state" includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof, international carriage as defined by the 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, or within the

territory of a single high contracting party, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another state, even though that state is not a party to the convention.

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

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

Journey - Origin or destination of the entire ticket.

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

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

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

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

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

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

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

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

Most significant carrier (MSC) means is determined by a methodology, established by IATA (resolution 302), which establishes, for each portion of a passenger's itinerary where baggage is checked through to a new stopover point, which carrier will be performing the most significant part of the service. For travelers under the resolution 302 system, the baggage rules of the MSC will apply. For 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 - IATA resolution 302 as conditioned by the agency means in this instance, the MSC is determined by applying IATA resolution 302 methodology as conditioned by the agency. The 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.

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

Normal fare means the highest fare established for first, economy, business class service, the application of which is not dependent upon any specially limited period of ticket validity or other special circumstances.

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

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

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

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

NUC means the neutral unit of construction.

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.

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

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

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

Operating carrier means the carrier that operates the actual flight.

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

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

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

Passenger means any person, except members of the crew, 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.

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

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

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

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

Rebooking - A change to the reservation data without a change to the ticketed points.

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

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

Rerouting - Any change to ticketed points.

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

Resident - A person legally living in a given country.

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

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

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

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

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

Side trip - Travel from and/or to an enroute point of a fare component

side trip combination - Combination of a pricing unit at an enroute point of a fare component.

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

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

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

South east Asia means the area comprised of Brunei, Burma, China, Guam, Hong Kong, Indonesia, democratic Kampuchea, Laos People’s democratic Republic, Malaysia, Mongolia,

Philippines, Singapore,
province of Taiwan, Thailand, Russian Federation (east of the Urals) and Vietnam.

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

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

Special fare means a fare other than normal fare.

Star Alliance Partners Means Adria Airways (JP), Aegean Airlines (A3), Air Canada (AC), Air China (CA), Air India (Ai), Ana (NH), Air New Zealand (NZ), Asiana Airlines (OZ), Austrian Airlines (OS), Avianca (AV), Avianca In Brazil (O6), Brussels Airlines (SN), Copa Airlines (CM), Croatia Airlines (OU), Egyptair (MS), Ethiopian Airlines (ET), Eva Air (BR), Lot Polish Airlines (LO), Lufthansa (LH), Scandinavian Air Services (SAS) (SK), Shenzeen Airlines (ZH), Singapore Airlines (SQ), South African Airways (SA), Swiss (LX), Tap Portugal (TP) Thai Airways (TG), Turkish Airlines (TK), United Airlines (UA).

Stopover takes place when a passenger breaks the journey at an intermediate point and is not scheduled to depart on the day of arrival, or within 24 hours of arrival if there is no connection on the day of arrival (exception for LH online travel only) If there is no LH connection departure scheduled on the date of arrival, departure on a LH flight the following day shall not be deemed a stopover.

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

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

Ticket - Either the document entitled "passenger ticket and baggage check" or an electronic ticket.

Ticketed point means points shown in the "good for passage" section of the passenger ticket plus any other point(s) used for fare construction and shown in the "fare construction box" of the passenger ticket; provided that two flight

numbers or two carriers such as for an interchange flight will not be permitted on one flight coupon.

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

traffic document - Ticket, MCO or any other accountable passenger traffic document.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Rule 2 Standard Format of Electronic Rules

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

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

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

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

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

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

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

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

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

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

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

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

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

Seasonality (Category 3)
(A) Fares apply all year, except when designated with a seasonal indicator (as shown below)

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

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

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

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

Standard seasonal indicators
H - Highest level of fare having more than one seasonal level
K - 2nd highest level of fare having more than two seasonal levels
J - 3rd highest level of fare having more than three seasonal levels
L - Lowest level of a fare having more than one seasonal level

Flight application (Category 4)
Unless otherwise stated in the specific fare rule, travel is only valid via any LH designated flight.

Advance reservations/ticketing (Category 5)
(A) Reservations
(1) Unless otherwise specified in the specific fare rule, reservations may be made any time prior to departure of a desired flight provided space is available.
(2) Unless otherwise specified in the specific fare rule, any advance reservation requirement in this

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

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

(B) Payment and ticketing

(1)

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

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

(c) Special fare type provisions

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

(2) Confirmed reservations are required for all sectors.

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

Minimum stay (Category 6)
Unless otherwise stated in the specific fare rule, return travel may commence at any time within the normal validity of the ticket which is one year from the date travel commences from the point of origin.

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

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

stopovers (Category 8)
(A) Stopovers will be permitted under the following conditions and unless otherwise stated in the specific fare Rule
  (i) Stopovers must be arranged with LH in advance and specified on the ticket.
  (ii) Stopovers will be permitted at all intermediate points that can be included in an itinerary constructed either by the mileage system or based on a published routing, unless such stopover is prohibited by a specific rule.
  (iii) Unless otherwise stated in a specific fare rule, unlimited stopovers are permitted, free of charge.
  (iv) Only one stopover is permitted at any single point on the itinerary traveled at a one way or half round trip fare.

(B) For the purpose of this tariff, a stopover is defined as follows:
  (i) Stopover means a deliberate interruption of the journey at an intermediate point from which the passenger is not scheduled to depart within 24 hours.
  (ii) The terminal points of a single open jaw shall be considered to be the point of turnaround.
  (iii) The arrival and departure points of a surface sector will be counted as one stopover.

(C) Stopovers will be permitted in accordance with Rule 1 definitions and Rule 135 stopovers.

Transfers (Category 9)

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

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

Permitted combinations (Category 10)
(A) Construction
(i) Fares may not be combined with arbitraries.
(ii) All fares may be combined end-on with any fare permitting such combination.
(iii) When fares are used in end-on combination, travel must be via the fare construction points.

(B) Combinations
(i) Subject to individual fare rules, any fare may be combined with any other fare, which by its own terms is combinable, provided all conditions of the fare are met subject to conditions and fare Construction principles as stated in Rule 130.
(ii) Fifty percent of a round trip fare published in this tariff may be combined with fifty percent of the same fare type published with the same global indicator by any carrier in any tariff.
(iii) (Applicable for combination of special fares) Where combination is permitted, the conditions of the special fare (including the application section) apply only to the use of the special fare and not to any combined fares.
(iv) All fares governed by the same rule are combinable.
(v) A maximum of two international fare components is permitted.
(iv) One half of fares designated as midweek may be combined with one half of fares designated as weekend.
(vii) Only normal fares may be used to construct round

the world journeys.
(viii) Unless otherwise specified, travel must be via the fare construction point.
(ix) When fifty percent of a published round trip fare is combined with fifty percent of another fare, and the governing provisions differ, the most restrictive conditions apply. The following provisions will determine the most restrictive conditions:
(aa) Minimum stay (Category 6)
The longer minimum stay requirement shall apply to the entire pricing unit.
(bb) Maximum stay (Category 7)
The shorter maximum stay limitation shall apply to the entire pricing unit.
(cc) Stopovers (Category 8)
(Applicable to special and promotional type fares) The stopover provisions of each fare shall apply to the appropriate fare component for which the fare is assessed provided that the passenger will not receive more than the maximum number of permitted stops (whether free or at a charge) in the most restrictive rule.
(dd) Reservations and ticketing (Category 5)
(i) The longer advance reservation requirement will apply to the entire pricing unit.
(ii) The longer advance-ticketing requirement will apply to the entire pricing unit.
(iii) Any rule provision requiring simultaneous reservations and ticketing shall apply in addition to the longer advance-ticketing deadline.
(ee) Routing/rerouting
(i) The routing conditions of each fare shall apply to the appropriate fare component for which the fare is assessed.
(ii) The voluntary rerouting provisions of each fare shall apply to the appropriate fare component for which the fare is assessed.
(iii) The involuntary rerouting provisions of each fare shall apply to the appropriate fare component for which the fare is assessed.
(ff) Cancellation and refunds
The highest cancellation penalty will apply to the entire pricing unit.

Blackout dates (Category 11)
Restricted travel dates when applicable, apply per half round trip, no sector of the pricing unit may be flown on these days.

Surcharges (Category 12)
A so called q - surcharge may be applicable on specific fares and/or point of sales. In this case the application is stated in a specific fare rule.
Accompanied travel (Category 13)
Unless otherwise stated in the specific fare rule, when travel with one or more other passengers is necessary to qualify for a fare, all passengers must travel together for the entire journey.
Travel restrictions (Category 14)
Intentionally left blank
Sales restrictions (Category 15)
(1) Applicable to special/promotional fares: Unless specifically stated in the individual fare rule, fares apply only when tickets are purchased at such fares prior to commencement of travel.
(2)
(3) Unless otherwise stated in the specific fare rule, extension of ticket validity may apply for death/illness of the passenger/traveling companion/immediate family member. Refer to Rule 65 (tickets) for conditions of extension.
Penalties (Category 16)
As used herein "voluntary rebooking" shall refer to changes only for the flight, date or time (origin, destination and connection/stopover points are unchanged) requested by a passenger not requiring ticket reissue. Rebooking is also referred to as revalidation.
As used herein, "Voluntary rerouting" shall refer to any changes in reservations of flights requested by a passenger requiring reissuance of the ticket. Rerouting is also referred to as reissue.
As used herein "Inbound and outbound" shall refer to the inbound/outbound fare components.
(A) Changes - Before departure:
(i) When voluntary rerouting involving a change of a totally unused ticket and where the original fare no longer applies, the original ticket may be reissued and the fare recalculated from the point of origin using the fare(s) and rate(s) of exchange applicable at the time of reissue.
(ii) Unless otherwise stated in the specific fare rule, voluntary rebooking/rerouting shall be permitted. The revised routing must conform to the provisions of the original fare.
(iii) In case of fares that have advance reservations restrictions, voluntary rerouting will be permitted without penalty prior to ticket issuance (Advance ticketing deadline).
(iv) If there is a penalty charge for rerouting, reservations for the revised itinerary will only be confirmed prior to advance reservations deadline or upon simultaneous reissue/revalidation of the passenger's ticket and collection of the

penalty charge.

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

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

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

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

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

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

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

(B) Changes - After departure

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

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

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

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

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

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

specific fare rule.
(i) The routing conditions of each fare shall apply to the appropriate sector over which the fare is assessed.
(ii) The voluntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.
(iii) The involuntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.

Standard application for special fares:
(i) Unless otherwise stated in the specific fare rule, no change is permitted to the first or subsequent flight coupon(s) up to and including the first international flight coupon.
(ii) There is no limit to the number of changes made within a pricing unit when the ticket is presented for a change.

(C) Cancellation - before departure
Unless otherwise stated in the specific fare rule, rule 80 revised routing, failure to carry and missed connections) and 90 (refunds) are applicable to fares governed by this rule.
(a) Full refund will apply:
(i) In the event of death or illness, as substantiated by a medical/death certificate of the passenger, immediate family member or traveling companion as described in Rule 1 (definitions). In the event of death of the passenger, fares will be refunded to such passengers state in accordance with the provisions in rule 90 (refunds). Any applicable administrative service charge will apply.
(ii) In the event that cancellations are made after an increase in airfare occurs between the initial payment and the date of commencement of travel.
(b) In the event of a cancellation or a failure to use confirmed space as ticketed for any reason other than those outlined in paragraphs (a)(i) Through (iii) above, the passenger will forfeit the penalty amount as stated in the specific fare rule, except for any ticket governed by the APPRs, as amended.
(c) Credit toward further transportation:
In the event of failure to use confirmed space as ticketed, the full amount of the fare paid can be used as a credit towards the upgrade to any other type of fare, subject to the provisions of such fare and provided that such fare does not restrict the upgrade.

(D) Cancellations - after departure

(a) Partial refund

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

(b) Credit toward further transportation

(i) In the event of cancellation or failure to use confirmed space as ticketed, the full amount of the fare paid can be used as a credit towards the upgrade to any applicable fare calculated from the point of origin, subject to all provisions of such fares; provided that such fare does not restrict the upgrade.

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

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

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

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

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

(E) Schedule changes

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

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

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

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

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

(F) Group fares (including g.i.t. Fares)
(a) Prior to departure
(i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.
(ii) In the event of voluntary cancellation by the group or a member of the group less than the number of days stated in the rule prior to commencement of outbound travel, except as provided in (iii) below, a portion of the group fare paid will be deemed non-refundable and will be forfeited by the non-departing group member(s). The applicable non-refundable amount will be specified in each group rule.
(iii) Full refund will be made in the case of:
(aa) death or illness of the passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);
(bb) replaced passenger, if substitutions are permitted in the rule being detailed;
(cc) cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.
(b) After departure
(i) Normal cancellation and refund procedures will apply provided that in the event of cancellation or rerouting by a member of the group due to:
(aa) death of the passenger EN route, the difference, if any, by which the group fare paid exceeds the applicable fare for the portions actually flown by the passenger, calculated from the original point of origin, will be refunded;
(bb) a death in the immediate family of a passenger, the amount of the group fare paid by the passenger will be applied as a credit (but not in cash) towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements may be made for other members of the travel group who belong to the immediate family of such passengers;
(cc) a passenger being unable to complete or continue his/her journey with the group due to illness, which must be substantiated by a medical certificate, the amount of the group fare paid will

be applied as a credit towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements for transportation may be made for other members of the inclusive tour group who belong to the immediate family of such passenger.

(ii) Except as provided above, in case of voluntary cancellation of the group or a member of the group, refund will be an amount equal to the excess of the group fare paid over the all-year fare applicable for transportation from the point of origin to the point of cancellation, less the percentage/penalty specified in the applicable rule.

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

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

Higher Intermediate Point (Category 17)

Hip checks only apply from origin to (intermediate) stopover points or between intermediate stopover points. Transfer points are not considered. Unless otherwise stated in a specific fare rule hip check and mileage surcharge apply.

Ticket endorsements (Category 18)

Intentionally left blank

Children's discounts (Category 19)

Unless otherwise stated in a specific fare rule charge 75 percent of the applicable adult fare for accompanied child's travel 2-11 years. Unless otherwise specified in a specific fare rule charge 10 percent of the applicable adult fare for infant travel 0-2 years. For infants turning 2 years enroute, due to safety regulations, a booked seat will be required for the remaining portion of the journey. When a separate seat is required on a portion of the journey the child fare has to be used for the entire journey.

tour conductor discounts (Category 20)

Intentionally left blank

Agent discounts (Category 21)

Intentionally left blank

All other discounts (Category 22)
Intentionally left blank
Miscellaneous provisions (Category 23)
Intentionally left blank

(Category 24)
Currently not available

(Category 25)
Fare by rule
Groups (Category 26)
(1) Group size
(a) The minimum number of passengers required to qualify for transportation at the group fare will be stated in the individual fare rule, where applicable.
(b) For the purpose of determining the number of passengers.
(i) Two children each paying the applicable children's discounted fares shall be counted as one member of the group.
(ii) Infants paying 10 percent of the fare shall not be considered in determining the number of passengers in the group.

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

Standard application:
Group must travel together on all outbound and inbound flights.
(3) Eligibility
(a) Affinity group requirements
(i) The travel group must be formed only from affinity groups, i.e., member (or employee) Of the same association, corporation, company or other legal entity (referred to as the 'organization').
(ii) The principal purpose, aims and objectives of the organization, must be other then travel.
(iii) Each member of the travel group must be a member of the organization at the time of application for the group fares discount and must have been a member for at least six months immediately prior to the date of commencement of travel.
(iv) The travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn. In addition, parents

living in the same household as a member may be included. However, any such spouse, dependent children or parents must be accompanied on the flight by such member, unless the member has been compelled to cancel his passage.

(v) Limitations of solicitation
With respect to the formation of affinity groups:
(aa) solicitation must be effected only by officials of the organization or members of the travel group.
(bb) if the organizers of the travel group employ a travel agent to assist in the travel arrangements, he must in no way solicit members of the travel group. However, after the party to be transported is formed, the travel agent may contact members of the group for the purposes of arranging other travel services in addition to assisting in travel arrangements.

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

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

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

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

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

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

(4) Documentation

(a) General requirements for all individual and group inclusive tours

There must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such vouchers, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound Transatlantic travel.

(b) Affinity/incentive/non-affinity/own use group requirement

(i) Written application, in the form required by LH, shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provisions under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).

(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.

(iii) Passenger substitution/additions

If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.

(iv) Each travel group shall be identified by a definite number (group code) assigned by LH.

(C)
Tours (Category 27)
(A) Fares used in conjunction with inclusive tours

must include land arrangement for the minimum stay period.

(B) Land/tour arrangements
(1) Land/tour arrangements must be published in appropriate tour brochures/literature and must include features or options as specified below which must be paid for prior to commencement of the tour.
(2) Sleeping accommodations for the total duration of the trip in hotels, motels, commercially operated mobile/immobile caravan/trailers, commercially operated pensions or tents, or public transportation, which offers sleeping accommodations.
(3) A program of one or more of the following for the total duration of the trip.
(i) Sightseeing
(ii) Entertainment feature
(iii) Motor economy trips
(iv) Rail trips, or
(v) Car rental (not to include the purchase of cars).

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

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

Visit another country (Category 28)
Intentionally left blank
deposits (Category 29)
Intentionally left blank
Voluntary changes (Category 31)
As used herein "voluntary rebooking" shall refer to changes only for the flight, date or time (origin, destination and connection/stopover points are unchanged) requested by a passenger not requiring ticket reissue. Rebooking is also

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

(A) Changes - Before departure:

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

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

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

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

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

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

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

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

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

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

(B) Changes - After departure

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

(2) When a ticket is presented for rerouting after departure and the only coupons remaining in the ticket are for domestic transportation, the ticket may not be rerouted for further international travel.
(3) If a penalty charge is applicable, the charge applies each time the ticket is presented for a change.
(4) All changes must be made prior to the date of the originally scheduled flight as shown on the affected flight coupon.
(5) If a penalty charge is applicable for rerouting, reservations for the revised itinerary will only be confirmed upon simultaneous reissue/revalidation of the passenger's ticket and collection of the penalty charge.
(6) When 50 percent of a published round trip fare is combined with another fare, and the governing provisions differ, the following routing/rerouting provisions will apply as stated in the applicable specific fare rule.
(i) The routing conditions of each fare shall apply to the appropriate sector over which the fare is assessed.
(ii) The voluntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.
(iii) The involuntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.

Standard application for special fares:
(a) Unless otherwise stated in the specific fare rule, no change is permitted to the first or subsequent flight coupon(s) up to and including the first international flight coupon.
(b) There is no limit to the number of changes made within a pricing unit when the ticket is presented for a change.

Involuntary changes (Category 33)
Currently not available
Negotiated fares (Category 35)
Intentionally left blank

Rule 5 Application of Tariff

(A) General

(1) Except as provided below, the provisions of this tariff apply locally via the services of LH or jointly via the services of LH with the other participating carriers in this tariff:

(2) Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in Rule 55 (liability of carrier) with respect to tariff C.A.B. No. 514 published by airline tariff Publishing Company, agent. Any such limitations or condition in any rule herein except to the extent provided in Rule 55 is not a part of tariff C.A.B. No. 514 filed with the department of transportation. Nothing in this tariff modifies or waives any provision of the Warsaw convention.

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

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

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

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

(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 LH are considered to be part of this tariff.
Exception: For fares published by rule, see page nos. LH-347 and LH-561 of C.A.B. No. 514, NTA(A) no. 312.

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

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

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

(E) Effective rules, fares and charges
Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by carrier and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not the applicable fares or charges, the differences will be refunded to or collected from the passenger, as may be appropriate.
(1) Applicable only to sales and tickets issued in the U.S.A. For travel originating in the U.S.A. (not applicable to Canada)
(a) No increase will be collected in cases where the LH ticket as been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in the fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:
(i) The originating Transatlantic flight coupon of the ticket WAS issued for a specific flight at the fare contained in a tariff lawfully in effect on the date

of ticket issuance (determined by the validation of the ticket).

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

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

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

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

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

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

(a) The ticket is issued on LH ticket stock which means the ticket is imprinted with the LH carrier code in the ticket serial number (220) and issued and validated with an official LH validator by an authorized LH employee, an LH appointed travel agency or other person authorized to issue LH ticket stock:

(b) The ticket is issued with confirmed reservations from point of origin in Canada to the first point of stopover in areas 1, 2, or 3 at the fares and charges applicable on the date of ticket issuance for the date of commencement of travel. The date of the ticket issuance is determined by the validator stamped or imprinted on the ticket.
(c) The confirmed ticketed reservations are not changed and the ticket is not reissued at the passengers request.
(d) Sale occurs and ticket is issued in Canada.

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

(G) For the purpose of establishing obligations under both the Canadien APPR and ATPDR, LH declares that it is a Large Carrier

refunded to or collected from the passenger, as may be appropriate.
(1) Applicable only to sales and tickets issued in the U.S.A. For travel originating in the U.S.A. (not applicable to Canada)
(a) No increase will be collected in cases where the LH ticket as been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in the fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:
(i) The originating Transatlantic flight coupon of the ticket WAS issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation of the ticket).
(ii) The originating Transatlantic flight shown on the ticket is not voluntarily changed at the passenger's request on/after the effective date of any increase in the applicable fare.
(iii) This provision shall apply only to the passenger to whom the ticket WAS originally issued. (Not applicable to Canada)furthermore, this provision will

not apply to sales made outside the U.S.A. For tickets to be issued in the U.S.A.

(b) (Applicable to local transportation originating in the U.S.A.)
This guarantee applies only to groups of 25 or more passengers whose fares are paid for and issued in the U.S.A. Upon the execution of a contract between the group organizer and LH and payment of USD 100.00 for travel commencing during October 1 through April 30 or 25 percent of the applicable fare for travel commencing May 1 through September 30, the fare to be charged will be either (i) or (ii) below, whichever produces a lower fare.
(i) The fare in effect on the date of ticket issuance.
(ii) The fare in effect on the date the organizer and LH entered into a contractual agreement, plus any fuel increase, war risk insurance, taxes, etc. Which becomes effective between the date of the contractual agreement and the date of ticket issuance.

(2) (Applicable to LH for transportation which originates in Canada.)
No increase in fares or charges applicable to the carriage of passengers will be collected or more restrictive conditions of such carriage applied in the event that an increase in fares or charges occurs or more restrictive conditions are imposed between the time of ticket issuance and the effective date of any subsequent tariff containing such an increase or more restrictive conditions of carriage, provided:
(a) The ticket is issued on LH ticket stock which means the ticket is imprinted with the LH carrier code in the ticket serial number (220) and issued and validated with an official LH validator by an authorized LH employee, an LH appointed travel agency or other person authorized to issue LH ticket stock:
(b) The ticket is issued with confirmed reservations from point of origin in Canada to the first point of stopover in areas 1, 2, or 3 at the fares and charges applicable on the date of ticket issuance for the date of commencement of travel. The date of the ticket issuance is determined by the validator stamped or imprinted on the ticket.
(c) The confirmed ticketed reservations are not changed and the ticket is not reissued at the passengers request.

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

Rule 6 Classes of Service

(A) First class or class "f"
Fares apply when travel is in the first class compartment of combination compartment flights operated with jet aircraft.
(1) The first class section will be located in the forward-most compartment of LH aircraft.
(2) Separate check-in facilities will be provided for passengers eligible for first class seating, when airport space and staffing permit.
(3) Passengers eligible for first class seating will be afforded the use of first class lounges where such facilities exist.
(4) Passengers seated in the first class section will (when flight time permits) be afforded in-flight amenities such as complimentary beverages (including cocktails and wine) and the complimentary use of headsets or audio/visual entertainment (where such feature is provided in flight).

(B) Business class or class "c"
(1) The business class section will be located immediately behind the first class compartment.
(2) Separate check-in facilities will be provided for passengers eligible for business class seating where such facilities exist.
(3) Passengers seated in the business class section and between Canada/U.S.A. And Germany in the economy class section will be afforded in-flight amenities such as complimentary beverages (including cocktails, beer and wine) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).

(C) Premium economy class or class "w"
The premium economy class section will be located immediately behind the first class compartment, except on aircraft operating with a business class section, where the premium economy class section will then begin immediately after the business class section.
Passengers seated in the economy class section will (where flight time permits) be afforded in-flight amenities such as complimentary beverages (excluding cocktails, beer and wine) and will be offered headsets for rental for audio/visual entertainment (where such feature is

provided in flight).

D) Economy class or class "y"

The economy class/tourist class section will be located immediately behind the first class compartment, except on aircraft operating with a business class section, where the economy class/tourist class section will then begin immediately after the business class section. Or else on aircraft operating a premium economy section it will begin directly after the premium economy class section.

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

Rule 10 Special Airport Lounge Facilities

(A) In order to provide special services for full paying passengers and status card holders, Lufthansa offers an extensive number of lounges worldwide.
The lounge strategy is based on 3 types of lounge operators:
(1) LH lounges (hon circle first class lounge FRA, senator, FTL, business)
(2) Star alliance gold lounges
(3) Lounges operated by third parties (airports, other airlines)
Hon circle members have access to any type of lounge (LH, star gold, contract)
Star alliance gold customers (f/cl, senators) have access to any star gold lounge worldwide in connection with a same day boarding pass departing on a flight of an alliance partner.
LH-senators do not need a same day boarding pass to enter LH senator lounges.

(b) Below is shown a list of all lounges worldwide (in three letter code format) with access for LH passengers (F/CL, SEN, FTL, C/CL).
Remarks: *-LH lounge type is available
+passengers use other than LH lounge

	ABV	ACC	ADD	AGP	AMM	AMS	ARN	ATH*	ATL*	AUH	BAK	BCN
F/CL	X	X	X	X	X	X		X	X	X	X	
SEN	X	X	X	X	X	X	X	X	X	X		X
FTL	X		X	X		X		X		X	X	X
C/CL	X	X	X	X		X	X	X		X	X	X

	BEG	BEY	BHX	BIO	BKK*	BLQ	BLR	BOM*	BOS*	BRE*	BRU	BSL
F/CL	X			X	+	X		X	X	X	X	X
SEN	X	X	X	X	+	X	X	X	X	X	X	X
FTL		X	X		X				X	X	X	
C/CL		X	X		X		X	+	X	X	X	X

	BUD	CAI	CCS	CDG*	CGK	CGN*	CLT	CMN	CPH	CPT	DEL	DEN
F/CL	X	X	X	X	X	X		X	X	X	X	X
SEN	X	X	X	X	X	X	X	X	X	X	X	X
FTL		X		X		X		X				
C/CL		X	X		X	X	X	X	X		X	

	DFW	DMM	DRS*	DTM	DTW*	DUB	DUS*	DXB	EDI	EWR*	EZE	FAO
F/CL	X	X		X	X	X	X	X		X	X	X
SEN	X	X	X	X	X	X	X	X	X	X	X	X
FTL	X	X	X	X		X	X	X	X		X	
C/CL	X	X	X	X		X	X	X	X	+	X	

	FCO	FLR	FMO	FRA*	GOT	GRU	GRZ	GVA*	HAJ*	HAM*	HDY	HEL
F/CL	X	X	X	X		X	X	X	X	X	X	X
SEN	X	X	X	X	X	X	X	X	X	X	X	X
FTL		X	X	X			X		X	X		

C/CL	X			X	X	X	X			X	X	X
	HKG	IAD	IAH	ICN	IST	JED	JFK*	JNB+	KBP	KIX	KRT	KTW
F/CL	X	X	X	X	X	X	X	X	X	X	X	X
SEN	X		X	X	X	X	X		X	X	X	X
FTL			X		X		X				X	
C/CL	X	X	X	X	X	X	X	X			X	
	KUL	KWI	LAX	LCA	LED	LEJ*	LHR*	LIN*	LIS	LNZ	LOS	LYS
F/CL	X	X	X		X	X	X	X	X	X	X	X
SEN	X	X	X	X	X	X	X	X	X	X	X	X
FTL		X		X		X	X	X			X	
C/CL	X	X		X		X	X		X		X	
	MAA	MAD	MAN	MCT	MEX	MIA	MLA	MNL	MSQ	MUC*	MXP*	NAP
F/CL	X	X	X	X	X	X	X	X	X	X	X	
SEN	X	X	X	X	X	X	X	X	X	X	X	X
FTL			X	X			X		X	X	X	
C/CL	X	X	X	X	X	X	X	X	X	X	X	X
	NCE	NCL	NGO	NRT	NUE*	OPO	ORD	OSL	OTP	PEK	PHL	PHX
F/CL		X	X	X	X	X	X	X		X	X	
SEN	X	X	X	X	X	X	X	X	X	X	X	X
FTL		X	X		X						X	
C/CL	X	X	X	X	X	X	X	X			X	
	PRG	PVG	RIX	RUH	SAH	SCL	SFO	SGN	SIN	SJJ	SOF	
F/CL	X	X	X	X	X	X	X	X	X	X	X	
SEN		X	X	X	X	X	X	X		X	X	
FTL				X	X			X				
C/CL	X	X	X	X	X	X	X	X	X	X		
	STR*	SVG	SVO	SVX	THR	TIP	TLL	TLV	TRN	TUN	TXL*	VCE
F/CL	X	X	X		X	X	X	X	X		X	X
SEN	X	X	X	X	X	X	X	X	X	X	X	X
FTL	X				X			X				
C/CL	X	X		X	X	X	X	X		X	X	
	VIE	VNO	WAW	YUL	YVR	YYZ	ZAG	ZRH				
F/CL	X	X	X	X	X	X		X				
SEN	X	X	X	X	X	X	X	X				
FTL	X	X										
C/CL	X	X		X		X	X	X				

(C) The services and facilities provided by LH at the above lounges are
- (1) Self-service bar with free alcoholic beverages (subject to local laws) and free non-alcoholic beverages.
- (2) A limited number of U.S. And German newspapers and magazines.
- (3) Television set and telephone service.

(D) Admission to the lounges is restricted to
- (1) First class ticket holders.
- (2) Honorary card holders, awarded to passengers who are frequent LH travelers.
- (3) Very important passenger status granted to heads of states and other leading statesmen, princes of the church, secretaries of leading international organizations, artists of world

renown, official government delegations.

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

Rule 15 Electronic Surveillance of Passengers and Baggage

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

Rule 21 Transport of Disabled Passengers

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

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

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

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

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

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

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

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

(8) Random seating - The assignment of any passenger seat on the main deck of an aircraft except a seat in a row of seats at an emergency exit.

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

(10) Service Animal – means a dog, regardless of breed or type, that is individually trained to do work or perform tasks for the benefit of a qualified individual With a Disability, including a

visual, sensory, psychiatric, intellectual, or other mental disability. Animal species other than dogs, emotional support animals, comfort animals, companionship animals, and service animals in training are not Service Animals pursuant to U.S. or Canadian regulations.

(B) Acceptance of disabled passenger

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

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

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

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

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

(4) Seating assignments

When a person identifies the nature of his/her disability, this carrier will, to the extent possible, accommodate the passenger with a seat assignment that suits the passenger's needs, including seating the passenger together with any safety attendant or personal attendant traveling with the passenger.

(5) Service animals

(a) Carrier accepts for transportation properly harnessed, leashed or tethered dog that is accredited, in writing, as a Service Animal, when it accompanies a passenger with a with a disability or medical condition. The dog will be permitted to accompany such passenger into the cabin, but will not be permitted to occupy a seat. Large Service

Animals must fit either in the passenger's lap or in the passenger's footspac e, unless transportation would be inconsistent with safety requirements set out by any regulating authority.

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

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

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

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

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

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

(4) The service dog's carriage would violate applicable safety or health requirements of any applicable laws or regulations.

(e) For U.S. flights only: Passegners are required complete and submit to the carrier the following forms:

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

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

(3) These forms should be submitted more than 48 hours in advance of travel to this carrier, and are required

at the departure gate on your date of travel.

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

(6) Reservations

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

(7) Seating restrictions

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

(8) Assistance to disabled persons.

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

(a) Priority registration at the check-in counter*
(b) Proceeding to the boarding area
(c) Boarding and deplaning
(d) Stowing and retrieving the person's carry-on Baggage*
(e) Retrieving the person's checked baggage
(f) Transferring the person:
  (i) Between: The person's own wheelchair, scooter or other mobility aid and: a wheelchair, boarding chair or other mobility aid provided by the carrier
  (ii) Between: A wheelchair, boarding chair or other mobility aid and: the person's passengers seat
(g) Assisting the person, other than by carrying the person, in moving to and from an aircraft washroom, including assisting the person in using an on-board wheelchair where one is available

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

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

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

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

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

(9) Pre-boarding

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

(C) Mobility aids

(1) Wheelchair manual driven (WCMP) and wheelchair battery driven with dry cell or non-spillable battery (WCBD) are accepted by carrier for passengers booking in need of wheelchair services. Batteries must be disconnected for acceptance for carriage carriage on passenger's flight. Wheelchair battery driven with wet cell or spillable battery (WCBW) are not accepted for carriage on this carrier operated flights.

to a maximum of two (2) 160 Wh batteries (320 Wh total), per mobility device.

(2) As of October 1, 2025, any mobility aid with non-removable (fixed installed) lithium batteries will be restricted

a maximum of two (2) 160 Wh batteries (320 Wh total), per mobility device.

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

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

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

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

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

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

Rule 25 Refusal to Transport-Limitations of Carrier

(A) Refusal, cancellation or removal
(1) Carrier will refuse to carry, cancel the reserved space of, or remove EN route any passenger:
(a) When such action is necessary for reasons of safety;
(b) When such action is necessary to prevent violation of any applicable laws, regulations, or orders of any state or country to be flown from, into or over;
(c) When the conduct, age, status or mental or physical condition of the passenger is such as to:
(i) Require special assistance of carrier; or
(ii) Cause discomfort or make himself objectionable to other passengers; or
(iii) Involve any hazard or risk to himself or to other persons or to property.
(d) When the passenger refuses on request to produce positive identification.
Note: Carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft.
(e) When the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.
(f) When the passenger refuses to obey the fasten seat belt signs, or announcements by the crew to fasten seat belts.
(2) If question arises of any aircraft being overloaded, carrier shall decide which passengers or articles will be carried.
(3) Subject to the provisions of Rule 87, (denied boarding compensation) herein, the sole recourse of any person so refused carriage or remove EN route for any reason specified in the foregoing paragraphs shall be recovery of the refund value of the unused portion of his/her ticket as hereinafter provided in rule 90 (refunds).
(4) (for travel originating in Canada) Determination of self-reliance - LH will accept the determination of a person with a disability as to self reliance.

(B) Conditional acceptance for carriage
(1) If a passenger, whose status, age, or mental or

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

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

(2) Medical clearance

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

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

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

(d) Pregnant passengers

(i) Expectant mothers with complication free pregnancies can travel on carrier flights up to the 36th

week of their pregnancy or up to four weeks before their expected due date without a medical certificate.

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

(C) Carriage of unaccompanied children

(1) Children under 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 advance arrangements have been made with the carrier and must be escorted by an adult:

- When brother or sister the escort must be at least 16 years old.
- When not brother or sister the escort must be at least 18 years old.

Exception: Cancelled

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

Rule 30 Ground Transfer Service

(A) General

(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 of such ground transfer service shall in no way make 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

(1) Ground transfer service between airports and the town centers served is not included in the fare.

(2) Ground transfer service between airports serving the same city is provided at the following points at no additional charge.

Between:	and:
John f. Kennedy international; and La Guardia; Newark (NJ)	For passenger paying First class or business class fares governed by rules 2000/2100 making connections with other air services within the U.S.A. Which are scheduled to depart not more than 12 hours after passengers arrival on the carriers Transatlantic flights.

Rule 35 Passenger Expenses EN Route

Passenger expenses en route

This rule does not apply for travel originating USA/Canada.
Meals, hotel accommodations, ground transportation and transit taxes (Applicable to LH for passengers who have purchased a first class, business class or economy class normal through fare provided LH is the international carrier.)

(A) If food is provided, it is provided at no charge.

(B) Hotel expenses, charges for ground transportation service, meals (other than those served aloft), airport service charges and transit taxes are not included in passenger fares:

Exception 1: Such expenses may be absorbed under the following conditions:

(1) At any scheduled stopping point on a single carrier through-flight; or

(2) At points where carrier's flight connects with another of its flights, or with the flight of another carrier, provided that:

(a) The passenger, before arrival at the connecting point, is ticketed and holds confirmed space out of such connecting point; and

(b) The passenger does not stop over and is not ticketed to stop over at the connecting point.

(c) The minimum revenue amount to/from the connecting point for LH shall not be less than USD 1000.00/CAD 1335.00.

(3) Expenses shall not be absorbed:

(a) Beyond the departure of the next scheduled connection of the carrier in the class of service for which the passenger is ticketed and on which space is available, or beyond 24 hours after arrival at the connecting point, whichever is earlier; or

(b) Beyond 24 hours after arrival at the connecting point where

there is an onward flight of the carrier scheduled to depart within such 24 hour period; or

(c) Where the passenger does not depart from such connecting point within 24 hours although there is an onward flight of the carrier scheduled to depart within such 24 hour period.

(4) In addition, such expenses shall not be absorbed:

(a) At connecting points where international service connects to domestic service or vice versa; or

(b) At connecting points in Europe for passengers traveling wholly within Europe; or

(c) At connecting points within the Southwest Pacific for passengers originating, terminating or turning around in the Southwest Pacific; or

(d) For passengers traveling wholly within Area 1.

Exception 2: Such expenses shall only be absorbed for passengers making same-day connections where the time between arrival and scheduled departure on the connecting flight is in excess of six hours.

Note: For the purpose of this rule, connecting point means a point to which a passenger holds or held confirmed space on a flight of one carrier and out of which the passenger holds or held confirmed space on a flight of the same or another carrier. All airports by which a city is served by any carrier shall be deemed to be a single connecting point when the receiving carrier has confirmed reservations to the delivery carrier.

Rule 40 Taxes

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

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

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

(A) This carrier will collect an international/domestic surcharge on this carrier flight sectors in addition to the air fare.

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

(a) Following are the exceptions to the Transatlantic surcharge on the Transatlantic journey applicable per one-way

CAD 1060.00 from CA to z000 (except CA)/z160/PA (via IN) for F

CAD 1040.00 from CA to z000 (except CA)/z160/PA (via AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ, XU for F

CAD 1155.00 from CA to z000 (except CA)/z160/PA (via A02) for F

CAD 1060.00 from CA to z000 (except CA)/z160/PA (via IN) for C

CAD 1030.00 from CA to z000 (except CA)/z160/PA (via AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ, XU for C

CAD 1155.00 from CA to z000 (except CA)/z160/PA (via A02) for C

CAD 630.00 from CA to z000 (except CA)/z160/PA (via IN) for W

CAD 630.00from CA to z000 (except CA)/z160/PA (via AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ, XU for W

CAD 630.00 from CA to z000 (except CA)/z160/PA (via IL) for W

CAD 630.00 from CA to z000 (except CA)/z160/PA (via A02) for W

CAD 435.00 from CA to z000 (except CA)/z160/PA (via IN) for Y

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 43 are effective December 30, 2025, pursuant to Order No. 2021-A-3 of the CTA.

CAD 450.00 from CA to z000 (except CA)/z160/PA (via AF, BD, IN, LK,
MV, PK, TJ, TM, UZ, KG, KZ, XU for C

CAD 425.00 from CA to z000 (except CA)/z160/PA (via IL) for C

CAD 425.00 from CA to z000 (except CA)/z160/PA (via A02) for C

CAD 1110.00 from CA to z210 for F

CAD 1024.50 from CA to GB for C

CAD 1095.00 from CA to IE for C

CAD 875.00 from CA to MA for C

CAD 1110.00 from CA to z210(except GB/IE/MA) for C

CAD 545.00 from CA to GB for W

CAD 610.00 from CA to z210(except GB) for W

CAD 260.00 from CA to z210 applicable for FBC KZ-/ LZ-

CAD 200.00 from CA to 210 applicable for FBC KJ-/ LJ-

CAD 335.00 from CA to z210 applicable for K Seasonality / FBC &K&&&&&&

CAD 310.00 from CA to z210 applicable for L Seasonality / FBC &L&&&&&&

CAD 350.00 from CA to GB for Y

CAD 355.00 from CA to IE applicable for RBD K/L/T/S

CAD 315.00 from CA to IS for Y

CAD 375.00 from CA to PT for Y

CAD 345.00 from CA to DZ/MA for Y

CAD 300.00 from CA to z210 FBC &Q&&&&&&

CAD 395.00 from CA to Z210 (except GB/IS/PT/DZ/MA/ IE:RBD K L T S
and FCC KZ-/LZ-) for Y

CAD 1162.00 from CA to z230 for F

CAD 1155.00 from CA to z230 for C

CAD 630.00 from CA to z230 for W

CAD 435.00 from CA to z230 for Y

CAD 1162.00 from CA to AE for F

CAD 1135.00 from CA to z220 (except AE) for F

CAD 1162.00 from CA to AE for C

CAD 1135.00 from CA to the IL for C

CAD 1135.00 from CA to z220 (except AE/IL) for C

CAD 1155.00 from CA to A02 (except z230,z220) for F

CAD 1155.00 from CA to A02 (except z230,z220) for C

CAD 630.00 from CA to QA for W

CAD 630.00 from CA to IL for W

CAD 630.00 from CA to z220 (except QA/IL) for W

CAD 630.00 from CA to A02(except z230, z220) for W

CAD 425.00 from CA to QA for Y

CAD 425.00 from CA to IL for Y

CAD 425.00 from CA to LB for Y

CAD 430.00 from CA to z220 (except QA/IL/LB) for Y

CAD 425.00 from CA to A02(except z220,z230) for Y

CAD 1060.00 from CA to IN for F

CAD 1040.00 from CA to AF, BD, IN, LK, MV, PK, TJ, TM, UZ, KG, KZ,
XU for F

CAD 1060.00 from CA to IN for C

CAD 1035.00 from CA to AF, BD, IN, LK, MV, PK, TJ, TM, UZ,KG, KZ,
XU for C

CAD 630.00 from CA to IN for W

CAD 630.00 from CA to AF, BD, IN, LK, MV, PK, TJ, TM, UZ
KG, KZ, XU for W

CAD 435.00 from CA to IN for Y

CAD 450.00 from CA to AF, BD, IN, LK, MV, PK, TJ, TM, UZ KG, KZ, XU for Y

CAD 264.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ, TM, UZ, IN) in sector CA to z210 for F

CAD 264.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ, TM, UZ, IN) in sector CA to z210 for C

CAD 264.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ, TM, UZ, IN) in sector 210 to 220 / 230 / A01 / A03 for F

CAD 264.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ, TM, UZ, IN) in sector 210 to 220 / 230 / A01 / A03 for C

CAD 198.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ, TM, UZ, IN) in sector CA to z210

CAD 198.00 from Canada to 220 / 230 / A01 / A03 (except AF, BD, IN, LK, MV, PK, TJ, TM, UZ, IN) in sector 210 to 220 / 230 / A01 / A03

(b) YQ does not apply on this carrier flight numbers operated by ground transportation operated by busses and does not apply for "railfly" services operated by trains.

(c) The charge applies on tickets of this carrier or interlining carrier's ticket (1).
Exception:YQ does not apply to the portion of journeys where this carrier flight numbers are operated by ground transportation (busses) or "railfly" services (trains).

(d) This surcharge applies on departure.
The international/domestic surcharge amount is charged at the time of ticket issuance and shown in the ticket tax/fees /charges box.

(e) The charge applies to all passengers in all flight class on all fare types (2).
Exception: This charge does not apply to infants and ID (industry discount) travel.
(i) Provided the respective interline carrier does collect such surcharges
(ii) Except as noted above

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

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

(a) Below are the surcharge amounts which apply for travels originating point of commencement Canada and USA for flights originating from Europe, Algeria, Morocco, Tunisia to worldwide.

CAD 60.00 for travel from Canada in First class for flights originating from IATA Europe to GB

CAD 30.00 for travel from Canada in Business class for flights originating from IATA Europe to Great Britain

CAD 14.00 for travel from Canada in Premium Economy class for flights originating from IATA Europe to Great Britain

CAD 10.00 for travel from Canada in Economy class for flights originating from IATA Europe to Great Britain

CAD 60.00 for travel from Canada in First class for flights originating from IATA Europe to worldwide

CAD 30.00 for travel from Canada in Business class for flights originating from IATA Europe to worldwide

CAD 14.00 for travel from Canada in Premium Economy class for flights originating from IATA Europe to worldwide

CAD 10.00 for travel from Canada in Economy class for flights originating from IATA Europe to worldwide

(C) This carrier will collect a distribution cost surcharge (dcc) for tickets issued on this carrier ticket stock when this carrier is participating carrier in the itinerary.

(1) The code "YR-I" will be used.

(a) The charge will only be applicable at original first issue and only when sales are made with travel agencies or online agencies.

(b) The charge is not applicable when tickets will be reissued.

(C) Only ad interim code "YR" will be used. The value of this surcharge is the amount in CAD equivalent to

CAD 34,50 *until 31. December 2025 and 37,50 CAD as of 01 January 2026* for journeys originating CA.

Decoding:
F: First class fares
C:Business class fares
W: Premium Economy class fares
Y: Economy class fares

AE:United Arab Emirates
AF: Afghanistan
BD:Bangladesh
CA: Canada
DZ:Algeria
GB:Great Britain
IE:Ireland
IL: Israel
IN: India
IS: Iceland
KG: Kyrgyzstan
KZ: Kazakhstan
LB Libanon
LK: Sri Lanka
MA:Morocco
MV: Maldives
PA: Panama
PK: Pakistan
PT: Portugal
QA Qatar
TJ: Tajikistan
TM: Turkmenistan
UZ: Uzbekistan
XU:Russia (east of)
z000: The 50 United States and the District of Columbia, Canada,Puerto Rico, US Virgin Islands and Mexico
z160: Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua

z210: Europe. Refer to Rule 1
z220: Middle East. Refer to Rule 1
z230: Africa. Refer to Rule 1
A02: EUROPE z210, Middle East z220, Africa z230
Refer to Rule 1

Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

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

(B) Passports and visas
(1) The passenger must present all exit, entry and other documents required by laws, regulations, orders, demands or requirements of the countries concerned. Carrier will refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands or requirements or whose documents are not complete. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision.
(2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier, on government order, is required to return a passenger at his point of origin or elsewhere due to the passenger's inadmissibility into a country, whether of transit or of destination. Carrier will apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the passenger in the possession of carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by carrier.
(3) Passengers travelling without a visa (TWOV) (IX) . service charges. A passenger travelling without a visa who transits a point within a country requiring a visa for lawful entry, will be assessed a service charge of USD 50.00/CAD 60.00 or its equivalent converted at the applicable banker's rate when
LH is the carrier providing the passenger with transportation to/from such point.
Note: The service charge will be assessed

either when LH issues or reissues the passenger's ticket or when passenger checks-in for 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 therefor.

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

Rule 50 Preplanned Oxygen Service

(A) LH provides oxygen usable for a maximum constant flow of 150 minutes. The flow of 4 litres per minute is not adjustable but device may be switched on and off as required. Add oxy cannot be installed to/from stations without LH maintenance. Add oxy cannot be installed in C/Cl or F/Cl on long haul aircraft (footrests). Add oxy is only possible on LH operated flights (not CLH/EW/IQ/EN, add oxy is not suitable for infants or toddlers due to the size of the mask and high oxygen flow).

(B) The charge for this service is CAD 70/ EUR 50 per segment.

(C) Verification and confirmation of their fitness to travel by air, by the LH medical service or by presenting a certificate from an attending physician describing passengers condition and attesting to his/her need for oxygen.

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

Rule 55 Liability of Carriers

(A) For the purpose of international carriage governed by the 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.

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

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

and any conjunction ticket issued therewith or as shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name, and its abbreviation of each carrier concurring is published in this tariff.

(D) 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 attributable to negligence of carrier. Assistance rendered the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.

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

(4) (Applicable on LH only)

(a) In accordance with article 22(1) Of the convention for the unification of certain rules relating to international transportation by air signed at Warsaw, October 12, 1929 or said convention as amended by the protocol signed at the Hague on 25 September 1955 ("the protocol"), LH agrees that, as to all international transportation by LH 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, LH shall not invoke the limitation of liability in article 22(1) Of the convention as to any claim for recoverable compensatory damages arising under articles 17 of the convention.

(b) LH shall not avail itself of any defense under article 20(1) Of the convention with respect to that portion of such claim which

does not exceed 100,000 SDRs.

(c) Except as otherwise provided in paragraphs (a) and (b) hereof, LH reserves all defenses available under the convention to any such claim. With respect to third parties, LH also reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.

(d) Neither the waiver of limits nor the waiver of Defenses shall be applicable in respect of claims made by public social insurance or similar bodies (except with respect to any such bodies of the United States), however asserted. Such claims shall be subject to the limit in article 22(1) and to defenses under article 20(l) of the convention.
Note: In the United States, paragraph (c)(4) Of Rule 55 shall expire upon any final motion of the Department of Transportation which does not make provision for tariffs identical to that paragraph.

(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 kilogram in the case of checked baggage, and 5,000 French gold francs, USD 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.
Note: For the purpose of determining liability under the convention with respect to passenger baggage acceptable for checking under Rule 115 (baggage), 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.

(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) 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.

(9) Liability for fragile, irreplaceable or perishable articles
Carrier is not liable for loss, damage or delay in the delivery of: fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables, liquids, food, prescription drugs, computers, photographic equipment, video equipment, cellular telephones, electronic and mechanical items, glass, artistic items, Chinaware, ceramics, pottery, musical instruments and equipment, paper (includes but not limited to photographs, negatives, prints, historical documents, maps), sporting goods and trophies, and business documents or samples which are included in the passenger's checked baggage, whether with or without the knowledge of carrier.

(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 - services of other airlines

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

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

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

Note: Except to the extent provided in rule 55 (liability of carriers) with respect to tariff C.A.B. No. 514, issued by Airline Tariff Publishing Company, agent, rules affecting liability of

carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and Rule 55, is included herein, as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. No. 514 issued by Airline Tariff Publishing Company, agent, filed with the department of transportation.

(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.

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

(E) Gratuitous transportation

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

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

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

(c) Transportation of persons, which is required by and authorized pursuant to part 223 of the economic regulations of the department of transportation.

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

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

(2) Except with respect to gratuitous transportation

of persons described in paragraph (d) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rule 55 (liability of carriers)to the contrary notwithstanding) under any circumstances, whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.

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

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

(F) Time limitations on claims and actions

(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to an office of carrier forthwith after the discovery of the damage, and, at the latest,

within seven (7) days from the date of receipt; and in the case of delay or loss, unless the complaint is made at the latest within twenty-one (21) days for all carriers from the date on which the baggage has been placed at his disposal (in the case of delay) or should have been placed at his disposal (in the case of loss). Every complaint must be in writing and dispatched within the times aforesaid. Where carriage is not "international carriage" as defined in the convention, failure to give notice shall not be a bar to suit where claimant proves that:

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

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

(G) Overriding law, modification and waiver

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

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

Rule 60 Reservations

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

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

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

Exception 2: A reservation or seat request (waitlist) is valid only for the passenger in whose name the reservation or request WAS originally made.
Transfer of reservations or seat requests (name changes) from one passenger to another is not permitted.
As an exception to such rule, name changes for totally unused LH (220-) documents are permitted free of charge for legal name change reasons (for Example: marriage or divorce) provided supporting and eligible documentation will be presented along with such request (e.g.; copy of the respective passport and/or marriage certificate).
In the event that such transfer occurs without prior approval of LH, LH reserves the right to cancel said reservation, waitlisted or requested space.

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

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

Exception 4:

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

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

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

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

Exception 6: In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated will be subject to Rule no. 87, (denied boarding compensation), herein.

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

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

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

(i) Within Europe:

Purchase via Lufthansa.com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	18	14	14	12
Preferred Seat	30	25	25	17
Legroom Seat	45	30	30	25
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	28	21	21	19
Preferred Seat	40	32	32	24
Legroom Seat	55	37	37	32

(ii) Between Germany and Amman, Ashgabat, Beirut, Cairo, Erbil, Marsa Alam, Tel Aviv, Ovda:

Purchase via Lufthansa.com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	21	17	17	15
Preferred Seat	33	28	28	20
Legroom Seat	55	45	45	40
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	31	24	24	22
Preferred Seat	43	35	35	27
Legroom Seat	65	52	52	47

(iii) Between Germany and Abuja, Addis Ababa, Bahrain, Dammam, Doha, Dubai, Jeddah, Kuwait, Lagos, Port Harcourt, Riyadh, Tehran:

Purchase via Lufthansa.com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	35	30	30	25

Preferred Seat	52	40	40	35
Legroom Seat	75	60	60	50
Premium Economy Class				
Standard Seat	52	40	40	35
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	45	37	37	32
Preferred Seat	62	47	47	42
Legroom Seat	85	67	67	57
Premium Economy Class				
Standard Seat	62	47	47	42

(iv) Between Germany and Almaty, Atlanta, Bengaluru, Mumbai, Boston, Chicago, Charlotte, Delhi, Detroit, Luanda, Chennai, Miami, Male, Nairobi, New York, Orlando, Philadelphia, Pune, Malabo, Tampa, Nur-Sultan, Washington, Montreal, Ottowa, Toronto:

Purchase via Lufthansa.com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	42	35	35	30
Preferred Seat	62	50	50	45
Legroom Seat	110	100	100	75
Premium Economy Class				
Standard Seat	62	50	50	45
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	52	42	42	37
Preferred Seat	72	57	57	52
Legroom Seat	120	107	107	82
Premium Economy Class				
Standard Seat	72	57	57	52

(v) Between Germany and Austin, Beijing, Bangkok, Bogota, Buenos Aires, Caracas, Cape Town, Cancun, Hong Kong, Johannesburg, Mexico City, Mauritius, Nagoya, Nanjing, Osaka, Panama City, Rio de Janeiro, San Diego, Sao Paulo, Seoul, Shanghai, Shenyang, Singapore, San Jose (California), San Jose (Costa Rica), Qingdao, Tokyo:

Purchase via Lufthansa.com desktop and mobile, ticket counter/service center:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	49	40	40	35
Preferred Seat	72	60	60	55
Legroom Seat	130	115	115	100
Premium Economy Class				
Standard Seat	72	60	60	55
Purchase via travel agent/GDS:	CAD	USD	CHF	EUR
Economy Class				
Standard Seat	59	47	47	42
Preferred Seat	82	67	67	62
Legroom Seat	140	122	122	107
Premium Economy Class				
Standard Seat	82	67	67	62

(vi) Between Germany and Denver, Dallas, Houston, Los Angeles, Seattle, San Francisco, Vancouver:

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

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

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

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

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

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

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

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

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

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

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

(G) Arrival of passengers at airports
The passenger must present himself at the airport of departure for check-in at least the number of minutes indicated below for each carrier prior to the schedule 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, carrier(s) will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Carrier(s) is not liable to the passenger for loss or expense due to passenger's failure to comply with this provision.

Carrier	Check-in time in minutes
LH	30 at Houston, TX/Washington, D.C. 45 at Anchorage, AK/Boston, MA/Chicago, IL/new York/ Philadelphia, PA/Toronto, on/Montreal, QUE/Calgary/Alberta/ Edmonton/Vancouver, B.C. 60 at Atlanta, GA/Dallas, TX/Los Angeles, CA/Miami, FL/QU/San Francisco, CA/San Juan, PR

(H) Communications costs upon cancellation
Except as otherwise provided in this tariff, whenever a passenger cancels reservations made for himself/herself and such cancellation is not subject to a service charge, carrier will require payment from the passenger to cover the communications costs of making such reservations and subsequent cancellation thereof. The passenger will be charges for any communication expense paid or incurred by carrier including, but not limited to: telephone, telex, facsimile, courier, radio or cable.

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

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

Rule 65 Tickets

(A) general

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

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

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

Note: The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket, i.e. If international travel actually commences in a different country, the fare must be reassessed from such country. For example, if the ticket WAS issued at the Hong Kong dollar fare for travel HKG-TYO-LAX and the passenger actually commences travel in Tokyo instead of Hong Kong, the fare must be reassessed at the TYO-LAX, Japanese yen fare level.

(4) Name changes

Name changes for totally unused LH (220-) documents are permitted free of charge for legal name change reasons (for Example: marriage or divorce) provided supporting and eligible documentation will be presented along with such request (e.g.: copy of the respective passport and/or marriage certificate)

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

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

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

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

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

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

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

(B) Validity

(1) General

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

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

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

(2) Periods of validity

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

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

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

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

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

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

(3) Cancelled

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

Sao-MUC used, remaining coupons are to be used thereafter.
Reissue processing for all tickets
This rule applies to all fares any time.
Reissue must be based on the lowest applicable fare in the highest originally ticketed booking class to/from final destination per direction or if no fare is available in the originally ticketed booking class any higher applicable fare. As long as the passenger continues on originally booked flights.
Example: CAI-W/CL-FRA-W/CL-SAO-Q/CL-MUC-Q/CL-CAI
Reissue to FRA-W/CL-SAO-Q/CL-MUC only possible if applicable fare in w/cl and q/cl exists
CAI-W/CL-FRA-W/CL-SAO-Q/CL-MUC-Q/CL-CAI
reissue to FRA-V/CL-SAO-Q/CL-MUC if no applicable fare in w/cl but only in V/cl exists
across pricing units (end-on-end combinations)
CAI-W/CL-FRA-Q/CL-SAO-W/CL-MUC-H/CL-CAI
CAI-FRA/MUC-CAI (pricing unit 1)
FRA-SAO-MUC (pricing unit 2)
Reissue to CAI-Q/CL-FRA// Sao-h/cl-MUC
if applicable booking class is not available, contact carrier for confirmation.
Reissue will always be based on the original ticket issue date (past date pricing) incl BSR applicable at time of original ticket issue date.
All fare conditions including advance purchase of the new applicable fare must be complied with.
For restricted fare (all fares that originally allow changes against charge or do not allow changes at all), collect charge for reissue according to original fare conditions or minimum of EUR 50 for travel within Europe and EUR 100 for all other travel.
In case the passenger requests further changes in and out of sequence itinerary (e.g. Flight date or reroutings), the standard reissue processing applies, i.e. It must based on actual booking class availability at the time of reissue and performed according to the penalty conditions of the originally ticketed fare.
Originally paid amount is credited towards the payable amount of the reissued fare, though the original non-refundable amount remains non-refundable.
If the new applicable fare is lower than the originally ticketed fare, no refund is granted in case of non-refundable fares. Reissue is mandatory for any case of out of sequence travel.
The passenger is always entitled to refund the old ticket and to purchase a new ticket according to the fare conditions of the respective fare. In this case the new ticket has to be annotated: "Voluntary new purchase due to out of sequence":
Changes that do not fall under the "out of sequence" provisions will be regularly processed according to the penalty conditions of the respective fare.

Rule 65 Tickets

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

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

tariff, C.A.B. No. 514 and NTA(A) no. 312 issued by Airline Tariff Publishing CO., agent.

(G) Waiver of minimum/maximum stay requirements
(1) When a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived on presentation of a death certificate, or copy thereof, for passengers who are:
(a) Members of the immediate family of a passenger who dies EN route, or
(b) Other persons actually accompanying a passenger who dies EN route.
(2) If a passenger holding a special fare ticket with a minimum stay requirement desires to commence the return before the expiration of the minimum stay period owing to the death of an immediate family member not accompanying the passenger, and a death certificate or copy thereof is not immediately available, the passenger will be entitled to a refund of the additional amounts paid to permit earlier return on presentation of a death certificate attesting to the death of such family member after the passenger's commencement of travel.

(H) Acceptance of tickets
(1) All airlines operating to, from or through the Philippines, including off-line carriers with sales offices and/or general sales agents in the Philippines, are hereby prohibited from importing into the Philippines airline tickets issued outside the Philippines for international air transportation of passengers originating in the Philippines.
(2) All airlines operating to, from and/or through the Philippines, shall ascertain whether or not the tickets for international air transportation of passengers originating in the Philippines, presented by such passengers at the airline check-in counters at the manila international airport, have been issued outside the Philippines. If so, said airlines shall not honor such tickets.

Rule 75 Currency of Payment

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

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

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

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

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

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

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

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

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

(6) For travel commencing in Area 1 (except U.S.A./Canada/Area 2/Area 3 via a point in the U.S.A. When tickets are issued and paid for in the U.S.A.)
(a) Where one way, round trip, circle trip or open jaw transportation originates outside the U.S.A./Canada and travel is via the U.S.A. On any portion of the journey, the applicable fare shall be the sum of:
(i) The applicable U.S. Dollar fare(s) from the first ticketed point of arrival or the last point of departure in the U.S.A. To the first Construction point outside the U.S.A.; plus
(ii) The applicable local currency fare for all other portions of the journey, calculated in the currency of the country of origin, converted to U.S. Dollars at the bankers' buying rate.
(b) Separate ticket(s) must be issued for any portion of travel calculated in accordance with (a) above where the fare for such portion is based on the U.S. Dollar fare from the U.S.A.

Rule 80 Revised Routings, Failure to Carry and Missed Connections

(A) Changes requested by passenger

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

(a) Such carrier issued the original ticket or;

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

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

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

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

(1) Partly used tickets

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

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

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

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

(2) Totally unused tickets

Unless otherwise specified in the applicable fare rule used:

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

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

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

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

(1) Partly used tickets

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

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

(i) A one-way ticket shall not be converted into a round, circle

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

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

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

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

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

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

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

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

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

(B) Involuntary revised routing
In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with rule 25 (refusal to transport- limitations of carrier) herein, carrier will either:
(1) Carry the passenger on another of its passenger aircraft on which space is available; or
(2) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or
(3) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from rule 90 (refunds) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower; or
(4) Make involuntary refund in accordance with the provisions of rule 90 (refunds) herein.

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

(D) (cancelled)

(E) (cancelled)

Rule 85 Schedules, Delays and Cancellations

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

(B) Delays and cancellations

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

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

(1) Applicability
The following rules shall apply:
(a) In respect of flights departing from an airport in the European Union (EU) and flights departing from an airport in a third country bound to an airport in the EU unless passenger received benefits or compensation and were given assistance in that third country;
(b) On condition that passengers have a confirmed reservation on the flight concerned and presents himself/herself for check-in at the time indicated in advance and in writing or electronically; or; if no time is indicated; not later than 60 minutes before the published departure time;
(c) Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
(i) Presents himself at the appropriate place and has observed published minimum check-in times
(ii) Has complied with Lufthansa's ticketing and reconfirmation procedures
(iii) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and

departs without him/her

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

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

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

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

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

(ii) If an alternative flight is offered and the new scheduled arrival time does not exceed 2 hours versus the originally planned, the

compensation amounts shown under (i) above can be reduced by 50 percent:

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

(iii) In lieu of cash payment of the amounts mentioned in (b)(i) and (b)(ii) the passenger may choose compensation in the form of a voucher valid for further travel on the services of Lufthansa, then the compensation amount will be 150 percent of the amount mentioned in (b)(i) and (b)(ii). Following conditions shall apply to such vouchers:
- Validity is 1 year from the date of issue
- If, after one year the voucher has not been used, it will be refunded but only at the cash values as applicable in (b)(i) and (b)(ii).
- Lost vouchers will not be replaced
- A ticket may only be issued in exchange for the voucher in the same name as that on the voucher
- If the value of a desired ticket exceeds the value of the voucher, the passenger shall pay the applicable difference
- If the value of the voucher exceeds the value of a desired ticket, the difference will not be refunded.

(3) Long delay

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

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

In this case the passengers are entitled to the following

(a) Right to care provided this does not result in a further delay of the flight including
- Meals and refreshments, reasonably related to the waiting time
- 2 telephone calls or telex, e-mails, fax
- If necessary, hotel accommodation plus transfer

between airport and hotel; in case the flight is delayed until the next day hotel accommodation and transfer are mandatory.

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

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

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

(1) Applicability
The following rules shall apply:
(a) In respect of flights departing from an airport in Canada bound to an airport in the European Union (EU) unless passenger received benefits or compensation and were given assistance in the EU or a third country;
(b) On condition that passengers have a confirmed reservation on the flight concerned and presents himself/herself for check-in at the time indicated in advance and in writing or electronically; or; if no time is indicated; not later than 60 minutes before the published departure time;
(c) Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
(i) Presents himself at the appropriate place and has observed published minimum check-in times
(ii) Has complied with Lufthansa's ticketing and reconfirmation procedures
(iii) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her
(d) Where LH is the operating carrier of the flight exceptions:
The following passengers will not be entitled to compensation:
(i) Passengers travelling to EU who have received

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

(2) When a flight is delayed or cancelled (including before the day of travel), an airline has minimum obligations to passengers. The obligations depend on whether the disruption is:
(a) Within the control of the airline, such as staff issues, aircraft preparation activities, decisions to consolidate flights because of low demand and disruptions due to routine and scheduled maintenance (including any work to address issues found during that maintenance).
(b) Within the airline's control but required for safety. In this category "required for safety" means "required by law to reduce risk to passengers". Generally, these are situations in which an airline must delay or cancel a flight to follow rules put in place to make sure the flight and people on board are safe. These rules include the Canadian Aviation Regulations and its standards, or
(c) Outside the airline's control, such as security incidents, medical emergencies, bad weather or orders from applicable authorities.

(3) Obligations in situations within the airline's control
(a) Standards of treatment
If LH does not notify passengers of a flight disruption at least 12 hours before the scheduled departure time, it will provide passengers with certain amenities, free of charge, when it cancels a flight or when a flight delay reaches two hours. These are described below.
(i) LH will provide a meal voucher and means of communication.
(ii) In the event the passenger will wait overnight for the new flight, LH will provide a voucher for hotel accommodation in the vicinity of the airport, if the airport is not within a reasonable distance to the passenger's residence.
(iii) LH may limit or refuse to provide the standards of treatment if doing so would further delay the passenger.
(b) Alternate travel arrangements

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

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

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

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

(c) Refund

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

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

(d) Compensation

(i) If LH informs the passengers 14 days or less before their original departure time, they will compensate the passengers for the inconvenience of the disruption. The compensation is determined by the time of arrival at destination compared to the arrival time on their original itinerary and is as follows:
- $400 if the passenger arrives three or more hours late, but less than six hours
- $700 if the passenger arrives six or more hours late, but less than nine hours; and

- $1000 if the passenger arrives nine or more hours late.

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

(e) Responding to a claim

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

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

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

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

(f) Communicating with passengers

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

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

(4) Obligations in situations within the airline's control, but required for safety

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

(5) Obligations in situations outside the airline's control

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

(a) Alternate travel arrangements

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

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

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

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

(b) Refunds

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

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

(C) Cancellations

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

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

(a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of god, force majeure, strikes, riots, civil commotions,

embargoes, wars, hostilities, disturbances, or unsettled international conditions) Actual, threatened or reported or because of any delay, demand, conditions, circumstance or requirement due, directly or indirectly, to such fact; or

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

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

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

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

Rule 87 Denied Boarding Compensation

(A) Definitions
For the purpose of this rule, except as otherwise specifically provided herein:

Airport means the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive or some other airport serving the same metropolitan area, provided that transportation to the other airport is accepted (i.e. Used) by the passenger.

alternate transportation is air transportation (by an airline licensed by the Department of Transportation) or other transportation used by the passenger which, at the time the arrangement is made, is planned to arrive at the passenger's next scheduled stopover (of 4 hours or longer) or if none, at the airport of final destination no later than 4 hours after the passenger's originally scheduled arrival time.

carrier means:
(1) A direct air carrier, except a helicopter operator, holding a certificate issued by the Department of Transportation pursuant to section 401(d)(2), 401(d)(2), 401(d)(5), or 401(d)(8) of the act, or an exemption from section 401(a) of the act, authorizing the transportation of persons, or
(2) A foreign route air carrier holding a permit issued by the Department of Transportation pursuant to section 402 of the act, or an exemption from section 402 of the act, authorizing the scheduled foreign air transportation of persons.

Comparable air transportation means transportation provided to passenger at no extra cost by a carrier as defined above.

confirmed reserved space means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or its agent has verified, by appropriate notation on the ticket or in any other manner provided therefore by the carrier as being reserved for the accommodation of the passenger.

Stopover means a deliberate interruption of a journey by the passenger, scheduled to exceed four hours, at a point between the place of departure and the place of

final destination.

the sum of the values of the remaining flight coupons means the sum of the applicable one way fares including any surcharges and air transportation taxes, less any applicable discounts.

volunteer means a person who responds to carrier's request for volunteers and who willingly accepts carrier's offer of compensation, in any amount, in exchange for relinquishing his confirmed reserved space. Any other passenger denied boarding is considered, for the purposes of this rule, to have been denied boarding involuntarily, even if he accepts denied boarding compensation.

(B) Applicable only to flights or portions of flights originating in the United States

(1) Conditions for payment of compensation

Subject to the exceptions in this subparagraph, carrier will tender to the passenger the amount of compensation specified in paragraph (2) 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 (see Rule 65 (tickets)) and reconfirmation procedures and being acceptable for transportation under carrier's tariff; and

Exception: (Applicable only for travel originating/tickets sold and issued in the U.S.A. And only to passengers travelling at first/business class fares.) If a passenger is holding confirmed reservations in first class and no first class seating on LH flights to/from Germany is available at the time of boarding, LH will transport the passengers in business class free of charge. If a passenger is holding confirmed reservations in business class on LH flights to/from Germany and no business class seating is available at the time of boarding, LH will either upgrade the passenger into first class at no additional charge or if first class is also not available, transport the passenger in tourist class free of charge.
Conditions
Minimum published check-in times

must be adhered to at the airports prior to boarding.
Refund conditions
Claims for refunds must be made in writing within 60 days of occurrence and must include a copy of the original passenger coupon indicating the involuntary downgrade signed by the boarding agent.

(b) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her.
Exception: The passenger will not be eligible for compensation if:
(i) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him/her because of substitution of equipment of lesser capacity when required by operational and/or safety reasons; or
(ii) Passenger is accommodated on the flight for which he/she 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) If the carrier arranges comparable air transportation accepted by the passenger which at the time such arrangement is made, is planned to arrive at the airport of the passenger's next stopover, or if none the airport of the passenger's destination not later than one hour after the time the direct connecting flight on which the confirmed space is held.

(2) Amount of compensation payable
(a) Compensation for denied boarding
If you have been denied a reserved seat on (name of air carrier), your are probably entitled to monetary compensation. This notice explains the airline's obligation and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of transportation.
(b) 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 or her will until airline personnel first ask for volunteers who will give up their reservation willingly, in exchange for compensation 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 (name of air carrier); (in this space the carrier inserts its boarding priority rules or a summary thereof, in a manner to be understandable to the average passenger.)

(c) Compensation for involuntary denied boarding
If you are denied boarding involuntarily, your 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 canceled; or

(3) You are denied boarding because a smaller capacity aircraft WAS substituted for safety or operational reasons; or

(4) On a flight operated with an aircraft having 60 or fewer seats, you are denied boarding due to safety-related weight/balance restrictions that limit payload; or

(5) You are offered accommodations in a section of the aircraft other than specified in your ticket, at no extra charge (a passenger seated in a section for which a lower fare is charged much be given an appropriate refund); or

(6) The airline is able to place you on another flight or flights that are planned to reach your next stopover or final destination within one hour of the planned arrival time of your original flight.

(d) Amount of denied boarding compensation
International transportation
Passengers traveling from the United States to a foreign point who are denied boarding involuntarily from an oversold flight originating at a U.S. Airport are entitled

to:

(i) 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;

(ii) 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

(iii) 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 $1,300).

Alternate transportation

"Alternate transportation" is air transportation with a confirmed reservation at no additional charge (by any scheduled airline licensed by DOT), or other transportation accepted and used by the passenger in the case of denied boarding.

(e) Method of payment

Except as provided below, the airline must give each passenger who qualifies for involuntary denied boarding compensation a payment by cash or check for the amount specified above, on the day and at the place the involuntary denied boarding occurs. If

the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment shall be sent to the passenger within 24 hours. The air carrier may offer free or discounted transportation in place of the cash payment. In that event. The carrier must disclose all material restrictions on the use of the free or discounted transportation before the passenger decides whether to accept the transportation in lieu of a cash or check payment. The passenger may insist on the cash/check payment or refuse all compensation and bring private legal action.

(f) Passenger's options
Acceptance of the compensation may relieve (name of air carrier) 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.

(3) Boarding priority

(a) Passengers holding a confirmed reservation will always be boarded before any passenger not holding a confirmed reservation or not entitled to a firm reservation.

(b) Passengers holding a confirmed reservation who have fully paid a fare (including special fares, excursion fares, discounted fares-such as for children) approved by the U.S. Department of Transportation for publication and sale to the general public, will be boarded in the sequence in which they have presented themselves, properly documented for the flight and at the appropriate time and place, for check-in.
Exception: The following passengers cannot be left behind:
(i) LH crew members traveling with confirmed reservations.
(ii) LH employees on duty traveling with confirmed reservations.
(iii) Unaccompanied children (under 12 years of age).
(iv) Sick and handicapped passengers.
(v) Heads of states and other leading statesmen, official government delegations, diplomatic couriers
(vii) Inaugural flight invitees

(vii) Hardship cases, as determined by the manager on duty

(4)

Rule 89 Denied Boarding Compensation

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

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

(A) Applicability
The following rules shall apply:
(1) In respect of flights departing from an airport in the European Union (EU) and flights departing from an airport in a third country bound to an airport in the EU unless passenger received benefits or compensation and were given assistance in that third country;
(2) On condition that passengers have a confirmed reservation on the flight concerned and presents himself/herself for check-in at the time indicated in advance and in writing or electronically; or; if no time is indicated; not later than 60 minutes before the published departure time;
(3) Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
(a) Presents himself at the appropriate place and has observed published minimum check-in times
(b) Has complied with Lufthansa's ticketing and reconfirmation procedures
(c) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her
(4) Where LH is the operating carrier of the flight exceptions:
The following passengers will not be entitled to compensation:
(a) Passengers travelling to EU who have received benefits or compensation in a third country
(b) Passengers travelling between two airports outside the EU unless the sector is part of a flight (same flight number) that originated in the EU
(c) Passengers without confirmed reservations
(d) Passengers who have not presented themselves for check-in on time
(e) Passengers on free or reduced fares not directly or indirectly available to the

public, e.g. ID and AD tickets

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

(B) Passenger rights

(1) Denied boarding

Volunteers

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

(a) Reimbursement within 7 days of coupons not used or

(b) Rerouting to final destination at the earliest opportunity under comparable transport conditions or

(c) Rerouting to final destination at a later date according to passenger's convenience but subject to availability of space. Volunteers are not entitled to care, such as phone calls, food, accommodation etc.

(2) Involuntary denied boarding

In case of involuntary denied boarding the passengers are entitled to the following:

(a) Right to compensation according to paragraph (c) and

(b) Right to choose between reimbursement/rerouting with the same options as mentioned under (a)(1) above and

(c) Right to care including

- Meals and refreshments, reasonably related to the waiting time
- 2 telephone calls or telex, e-mails, fax
- If necessary, hotel accommodation plus transfer between airport and hotel

(3) Amount of compensation payable

(a) The amount of compensation depends on the distance of the scheduled flight or the alternative flight proposed.

Compensation amounts in EUR:

Flight km between and	Amount in EUR
0-1500	250
1500 - 3500	400
intra EU flights of more than 1500	400
greater than 3500	600

(b) If an alternative flight is offered and the new scheduled arrival time does not exceed 2

hours versus the originally planned, the compensation amounts shown under (1) above can be reduced by 50 percent:

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

(c) In lieu of cash payment of the amounts mentioned in (b)(1) and (b)(2) The passenger may choose compensation in the form of a voucher valid for further travel on the services of Lufthansa, then the compensation amount will be 150 percent of the amount mentioned in (b)(1) and (b)(2). Following conditions shall apply to such vouchers:
- Validity is 1 year from the date of issue
- If, after one year the voucher has not been used, it will be refunded but only at the cash values as applicable in (b)(1) and (b)(2).
- Lost vouchers will not be replaced
- A ticket may only be issued in exchange for the voucher in the same name as that on the voucher
- If the value of a desired ticket exceeds the value of the voucher, the passenger shall pay the applicable difference
- If the value of the voucher exceeds the value of a desired ticket, the difference will not be refunded.

(4) Cancellation of flights

(a) In case of cancellation of a flight the passengers will be entitled to the following:

(1) Right to compensation according to paragraph (c) and

(2) Right to choose between reimbursement/rerouting with the same options as mentioned under (a)(1) above and

(3) Right to care including
- Meals and refreshments, reasonably related to the waiting time
- 2 telephone calls or telex, e-mails, fax
- If necessary, hotel accommodation plus transfer between airport and hotel

(b) Amount of compensation payable

(1) The amount of compensation depends on the distance of the scheduled flight or the alternative flight proposed.

Compensation amounts in EUR:

Flight km between and	Amount in EUR
0-1500	250

1500 - 3500	400
intra EU flights of	
more than 1500	400
Greater than 3500	600

(2) If an alternative flight is offered and the new scheduled arrival time does not exceed 2 hours versus the originally planned, the compensation amounts shown under (1) above can be reduced by 50 percent:

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

(3) In lieu of cash payment of the amounts mentioned in (b)(1) and (b)(2) the passenger may choose compensation in the form of a voucher valid for further travel on the services of Lufthansa, then the compensation amount will be 150 percent of the amount mentioned in (b)(1) and (b)(2). Following conditions shall apply to such vouchers:

- Validity is 1 year from the date of issue
- If, after one year the voucher has not been used, it will be refunded but only at the cash values as applicable in (b)(1) and (b)(2).
- Lost vouchers will not be replaced
- A ticket may only be issued in exchange for the voucher in the same name as that on the voucher
- If the value of a desired ticket exceeds the value of the voucher, the passenger shall pay the applicable difference
- If the value of the voucher exceeds the value of a desired ticket, the difference will not be refunded.

(C) Long delay

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

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

In this case the passengers are entitled to the following

(1) Right to care provided this does not result in a

further delay of the flight including
- Meals and refreshments, reasonably related to the waiting time
- 2 telephone calls or telex, e-mails, fax
- If necessary, hotel accommodation plus transfer between airport and hotel; in case the flight is delayed until the next day hotel accommodation and transfer are mandatory.

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

(3) Downgrading of passengers
In case of involuntary downgrading to a lower class of service passengers will be entitled to the following reimbursement within 7 days
(a) 30 percent of the ticket price for trips less than 1,500 km
(b) 50 percent of the ticket price for trips between 1,500 and 3,500 km & all intra EU flights in excess of 1,500 km
(c) 75 percent of the ticket price for all other trips more than 3,500 km

Note:
In all cases the relevant distance is understood to be the sector on which the passenger is downgraded. The ticket price is understood to be the one way coupon value for the sector on which the passenger is downgraded.

(D) Boarding priority
Passengers holding confirmed reservations will be boarded before:
(1) Any passengers not holding confirmed reservations.
(2) Any who are not entitled to confirmed reservations.

Passengers holding confirmed reservations and a valid ticket for the flight in question will be boarded in the sequence in which they have presented themselves for check-in.
Exceptions:
The following passengers cannot be left behind:
- Lufthansa crew members travelling with confirmed reservations
- Lufthansa employees on duty travel holding confirmed reservations

- Sick and/or handicapped passengers
- Unaccompanied children (12 years and under)
- Heads of state and other leading statesmen, official government delegations, diplomatic couriers
- Hardship cases as determined by the manager on duty

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

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

(A) Applicability
The following rules shall apply:
(1) In respect of flights departing from an airport in Canada and bound to an airport in the EU unless passenger received benefits or compensation and were given assistance in the European Union or a third country;
(2) On condition that passengers have a confirmed reservation on the flight concerned and presents himself/herself for check-in at the time indicated in advance and in writing or electronically; or; if no time is indicated; not later than 60 minutes before the published departure time;
(3) Only to the passenger traveling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
(a) Presents himself at the appropriate place and has observed published minimum check-in times
(b) Has complied with Lufthansa's ticketing and reconfirmation procedures
(c) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her
(4) Where LH is the operating carrier of the flight exceptions:
The following passengers will not be entitled to compensation:
(a) Passengers travelling to EU who have received benefits or compensation in the EU or a third country
(b) Passengers travelling between two airports outside of Canada unless the sector is part of a flight (same flight number) that originated or transits from Canada to the EU
(c) Passengers without confirmed reservations
(d) Passengers who have not presented themselves for check-in on time
(e) Crew members, airline employees or passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and AD tickets

(B) Denied boarding
Denied boarding is defined as when a passenger has a valid ticket for a flight, but is not allowed to occupy a seat on board the aircraft because the number of passengers who have checked in and are at the gate on time is greater than the

number of available seats that can be occupied. Passengers presenting themselves for travel must also have confirmed reservations and valid travel documents. The following are the valid denied boarding scenarios:
(1) The flight is intentionally oversold;
(2) There are fewer seats than originally anticipated;
(3) Exceptions:
(a) When a passenger is denied for health, safety, or security reasons;
(b) When a passenger has failed to follow carrier rules or instructions;
(c) When a passenger does not have appropriate travel documents;
(d) When a passenger has failed to respect check-in and departure gate cut-off time limit.

(C) The obligations discussed in this Rule 89 do not apply to refusal to transport as defined and governed by Rule 25.

(D) There are three categories of denied boarding:
(1) Within the carrier's control, such as overbooking or the switching out of an aircraft to one with fewer seats for commercial reasons.
(2) Within the carrier's control, but required for safety.
(3) Outside the carrier's control:
Often, situations outside the carrier's control affect all passengers on the aircraft, which would not be considered denied boarding, but rather a delay or cancellation of the entire flight.

(E) Volunteers
Carrier personnel will ask for volunteers who will give up their reservation willingly to travel on a later flight, in exchange for compensation.
(1) Compensation
(a) $400 for arrival delays up to and including 4 hours after original scheduled arrival time.
(b) $800 for arrival delays over 4 hours after scheduled arrival time.

(F) Involuntary denied boarding
If there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the below boarding priority. If the passenger is denied boarding involuntarily, the passenger is entitled to the services mentioned in (H), (I) or (J) below.

(G) Boarding priority
The following passenger groups are subject to pre-acceptance to avoid involuntary denied boarding.
(1) Dead head crews
(2) HON/SEN/Star Alliance Gold passengers
(3) Disabled passengers (WCHR, WCHS, WCHC)
(4) Disabled passengers with support person, or service animal , if any.
(5) Unaccompanied minors (UMNR)
(6) Families with infants (INF)
(7) Families with children (CHD)

(8) Passengers who were previously denied boarding on the same ticket

(H) Obligations in situations within the carrier's control

(1) Alternative travel arrangements

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

(i) May take any reasonable route out of the same airport to the passenger's destination; and

(ii) Must depart within nine hours of the departure time on the passenger's original ticket.

(b) If LH cannot meet obligations listed in H(1)(a) above, it must provide the passenger with a confirmed reservation on the next available flight that is operated by any carrier on any reasonable route out of the same airport to the passenger's destination.

(2) Comparable conditions

To the extent possible, LH will provide alternative travel arrangements comparable to the ones the passenger originally purchased in terms of:

(a) The class of service;

(b) Added services the passenger purchased.

(3) Refund of additional services if not available or transferable

In the event that a passenger is rebooked into a lower class of service, a refund of the fare differential will be processed to the passenger's original form of payment, as governed by Rule 90. LH will also refund any additional services the passenger purchased if:

(a) They do not receive those services on the alternative flight;

(b) They must pay for those services a second time.

(4) Refund

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

(5) Form of refund

Refund must be made to the person who purchased the ticket, in the same form of payment in which the ticket or additional service was purchased.

(6) Standards of treatment

(a) In the event that there is a layover in the original airport, in excess of one hour, LH will provide a meal voucher and means of communication.

(b) Overnight accommodation

In the event the passenger will wait overnight for the new flight, LH will provide a voucher for hotel

accommodation in the vicinity of the airport, if the airport is not within a reasonable distance to the passenger's residence.

(7) Compensation

In all denied boarding cases within the carrier's control, except those required for safety, the passenger will be compensated for the inconvenience.

(a) The compensation is determined by time of arrival at destination and is as follows:

(i) $900 if the passenger's arrival time at their destination on the original ticket is delayed by less than six hours:

(ii) $1800 if the arrival time is delayed by six hours or more, but less than nine hours and

(iii) $2400 if the arrival time is delayed by nine hours or more.

(b) When and how to pay

The compensation is based on delay at arrival. LH must put in writing the compensation agreed to, prior to the flight departure and customer has to sign for compensation other than cash. Compensation is payable within 48 hours or as soon as operationally feasible. Compensation other than cash must be of greater value. If the delay at final destination is greater than expected, compensation has to be adjusted.

(I) Obligations in situations within the carrier's control, but required for safety

If a passenger is denied boarding for reasons within the carrier's control, but required for safety purposes, no compensation is due. All other accommodations such as rebooking and care referenced above will be provided to the passenger.

(J) Obligations in situations outside the carrier's control

If an airline denies boarding for reasons outside its control, it does not have to look for volunteers.

(1) Alternative travel arrangements

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

(i) May take any reasonable route from the airport where the passenger is located to the passenger's destination; and

(ii) Must depart within 48 hours of the end of the event that caused the airline to deny boarding to the passenger.

(b) However, if LH cannot accommodate the above, then LH will provide the passenger with a confirmed reservation on the next available flight operated by any other airline, free of charge. The new flight:

(i) May take any reasonable route to the passenger's original destination, from the airport where the passenger is located or another airport that is within reasonable distance of that airport; and

(ii) If the new departure is from an airport other than one in which the passenger is located, the carrier must provide transportation to that other airport.

(2) Refunds
Refunds in situations outside of the carrier's control will be governed by the provisions of Rule 90.

Rule 90 Refunds

(A) General

(1) In case of refund, whether due to failure of carrier to provide the accommodation called for by the ticket, 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/ancillary service fees 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/ancillary service fees 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 of miscellaneous charges order. A refund made in accordance with this procedure to a person representing him as the person named or designated in the ticket 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:

(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 therefrom, unless the passenger establishes to carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.

(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. Refund will be made subject to the following provisions:

(1) Voluntary refunds of tickets, miscellaneous charges orders/electronic miscellaneous document (EMD) or deposit receipts purchased in currency other than U.S. Dollars shall be made in currency used for such purpose, and in the country where such purchase WAS made. However, if the government laws, rules, regulations or orders of the country in which the ticket WAS originally purchased permit refunds outside that country, then such refund can be made outside that country.

(2) Voluntary refunds of tickets, miscellaneous charges orders/ancillary service fees / electronic miscellaneous document (EMD) or deposit receipts purchased in U.S./Canadian dollars may be made in U.S. Dollars or local currency in any country provided such refund is not prohibited by local governmental exchange control regulations point of refund.

(C) Special handling by carrier

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

(1) For Canada only – all refunds required to be provided under APPRs will be provided within 30 days after the day on which the carrier becomes obligated to pay.

(D) Involuntary refunds

See also Rule 80 (revised routings, failure to carry and missed connections) and Rule 87 (US)/Rule 89 (Canada) (denied boarding compensation) For the purpose of this paragraph, the term "involuntary refund" shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in Rule 25 (refusal to transport- limitations of carrier). Notwithstanding any provision or rule to the contrary, passengers shall not be entitled to a refund under this section if they have been denied boarding or had a flight cancelled pursuant to Rule 25 (a)(1)(a),(a)(1)(b),(a)(1)(c)(i), (a)(1)(c)(ii), (a)(1)(c)(iii), (a)(1)(d),(a)(1)(e),(a)(1)(f) or rule 45(b)(1). Except as noted, involuntary refunds will be computed as follows:

(1) When no portion of the trip has been made, the

amount of refund will be equal to the fare paid.

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

(a) Either an amount equal to the one-way fare less the same rate of discount, if any, that WAS applied in computing the original one-way fare (or on round or circle trip tickets, one-half of the round trip fare) and charges applicable to the unused transportation from the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is to be resumed, 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 of service between the points where the lower class service is used;

(2) For round trip, circle trip or open-jaw tickets: The difference between 50 percent of the round trip fare for the higher class of service and 50 percent of the round trip fare for the lower class of service between the points where the lower class of service is used.

For the purpose of this exception fares are published in the following descending order of classes of service:
(a) First class fares;
(b) Business/intermediate class fares;
(c) Economy class, tourist class or coach class fares;

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

(4) This entire Section 4 applies to flights to/from the U.S. only: Entitlement to a refund of airfare when the flight has been cancelled or significantly changed by the airline.
See also Rule 80 (revised routings, failure to carry and missed connections) and Rule 85 (Schedules, Delays and Cancellations)

Definitions for this subsection only:

Cancelled Flight: A flight that was published in the airline's Computer Reservation System (CRS) at the time of the ticket sale but not operated by the airline.

Significant Change: Any flight where one or more of the following has occurred –

(a) the passenger is scheduled to depart from the origination airport three hours or more (for domestic itineraries) or six hours or more (for international itineraries) earlier than the original scheduled departure time;
(b) the passenger is scheduled to arrive at the destination airport three hours or more (for domestic itineraries) or six hours or more (for international itineraries) later than the original scheduled arrival time;
(c) the passenger is scheduled to depart from a different origination airport or arrive at a different destination airport;

(d) the passenger is scheduled to travel on an itinerary with more connection points than that of the original itinerary;
(e) the passenger is downgraded to a lower class of service;
(f) the passenger with a disability is scheduled to travel through one or more connecting airports that differ from the original itinerary; or
(g) the passenger with a disability is scheduled to travel on a substitute aircraft that results in one or more accessibility features needed by the passenger being unavailable.

If Lufthansa is the merchant of record for the ticket, a refund of the airfare, including any taxes and ancillary fees, for any cancelled or significantly changed flight will be provided if passenger choose not to:

(a) fly on the significantly changed flight or accept rebooking on an alternative flight; or
(b) accept any voucher, credit, or other form of compensation that may be offered in lieu of a refund.

The refund will be processed automatically in these circumstances (meaning that there is no need to contact the airline to request the refund) if the passenger:

(a) rejects the significantly changed flight, rebooking on an alternative flight, or any voucher, credit, or other form of compensation offered in lieu of a refund; or
(b) does not respond to an offer of a significantly changed flight or an alternative flight and the flight departs without the passenger; or
(c) does not respond to an offer of a voucher, credit, or other form of compensation by the date on which the cancelled flight was scheduled to depart or the date that the significantly changed flight departs.

(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 cancellation penalty, applicable service charge and communication expenses (Canada Only); or if the passenger requests a voluntary change to the first flight coupon of a totally unused ticket (exchanges) and the ticket fare allows such change, then:
(a) When a passenger requests a change to the carrier, flight, date, class of service and/or sector of the first flight coupon, a new ticket must be issued.
(b) The new fare shall be calculated from origin to destination of the new journey based on the fares applicable at the time of commencement of the new transportation and the IATA rate of exchange respectively bankers selling rate of exchange (BSR) Applicable at the time of reassessment (current fares and IROE/BSR).
(c) All other changes to the first flight coupon are reissues and the provisions of reissues apply.
Note: Any applicable service charge and communication expenses (see Rule nos. 60 (reservations) and 65 (tickets) might still apply.
(2) Refunds for partly used tickets: If a portion of a ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has been used, less any applicable service charge and communication expenses, as follows:
(a) Refunds will be assessed as follows:
(i) The amount of the refund will be assessed in the currency of the country of commencement of transportation.
(ii) The fare for the travel undertaken will be assessed using the fare(s) applicable at the time of commencement of transportation and the IATA rate of exchange respectively bankers selling rate (BSR) applicable at the time of the original transaction.
(iii) (a) When original payment has been made in a currency other than the currency of the country of

commencement of transportation, refunds in the same currency as originally tendered will be made at the exchange rate used for original payment.

(b) Refunds other than outlined in subparagraph (iii) (a) will be made at the bank rate in effect on the date of refund.

Note: Any applicable service charge and communication expenses (see Rules nos. 60 (reservations) and 65 (tickets) might still apply.

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

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

(F) Lost ticket

The following provisions will govern refund of a lost ticket or unused portion thereof:

(1) When a lost ticket or portion thereof is not found, refund as stipulated will be made upon receipt of proof of loss satisfactory to carrier and after receipt of 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, 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.

Exception: Carrier will not refund lost tickets less than six months after the expiration date of the lost

ticket.

(2) The amount of refund for lost tickets shall be the difference between the total amount paid for the carriage, including any replacement ticket, and the cost of the carriage actually used.

(3) The foregoing provisions shall also apply to lost miscellaneous charges order, deposit receipts and excess baggage tickets.

(4) (Applicable only to documents originally issued in the U.S.A./Canada.) A service charge as indicated below will be imposed per passenger/document for handling such request for refund or replacement of a lost ticket stated in USD/CAD (or the equivalent local currency):

lost ticket

USD/ EUR	CAD
100.00	135.00

Rule 99 Baggage Concept

Allowance
(1) Free checked baggage allowance
(2) Free carry-on allowance (cabin baggage)
(3) Additional free checked baggage allowance (sporting equipment)
(4) Additional free checked baggage allowance (status passengers)
    (a) Origin & destination: To/from/via North America
    (b) Origin & destination: World-wide (except to/from/via North America)
(5) Special free checked baggage allowance (specific sectors or products in economy class)
(6) Specific baggage allowance (specific passengers/specific reasons)
    (a) Carry-on baggage using additional seats (EXST means extra seat and CBBG means carry-on baggage)
    (b) Incapacitated passengers
    (c) Combined first/business or economy class travel
    (d) Animals (AVIH means animal in hold)
    (e) Animals (PETC means pet in cabin)
    (f) Musical instruments (heavy)/large)
    (g) Specific LH fare products
(7) Specific regulations for sporting equipment

Charges
(1) Charges for LH piece concept (PC)
(2) Charges for LH FBAG (within Europe)
(3) Charges for OAL weight concept (WC) (OAL means any airline other than LH)
(4) Charges for sporting equipment
(5) Charges for carry-on baggage
(6) Charges for animals
    (a) Animals (AVIH)
    (b) Animals (PETC)
(7) Charges for musical instruments (heavy/large)
(8) Selection of currency for charges

Baggage selection criteria
(1) Origin & destination: to/from the U.S.
(2) Origin & destination: to/from Canada
(3) Origin & destination: any other destination

General baggage conditions
(1) Free baggage allowance (FBA)
(2) Excess baggage
(3) Checked baggage
(4) Unchecked baggage (carry-on baggage) allowance

Note: Any of the allowances listed below will only apply in case LH determines the baggage allowance and charges as per the valid industry rules. In case another airline determines the applicable baggage

and charges, such allowances and charges may differ from those of Lufthansa.

(1) Free checked baggage allowance
Intercontinental (PT 1)

	First Class	Business Class	Premium Economy Class	Economy Class (PT 2)
Max number of free pieces (PT 3)	3	2	2	1
Max weight of each free piece (PT3)	32 kg	32 kg	23 kg	23 kg
Max dimension of each free	158 CM	158 CM	158 CM	158

Within Europe (PT 4)

	Business Class (BUZ/ BXX)	Economy Flex Class (flx)	Economy Class (cls)	Economy Light (LGT)
Max number of free pieces (pt 3)	2	1	1	0
Max weight of each free piece (pt 3)	32 kg	23 kg	23 kg	
Max dimension of each free piece	158 CM	158 CM	158 CM	

(pt 1) Including European feeder traffic for intercontinental flights
(pt 2) For specific exceptions see (5) below
(pt 3) Not applicable to infants (INF is a passenger less than the age of two who does not occupy a seat). The free checked baggage allowance for an INF is one piece with a max weight of 23 kg (Applicable to first, business, premium economy and economy class (except for economy light (LGT) tariff within Europe) plus one additional collapsible buggy or carrying basket or car seat. In case of INF turning 2 years EN-route, a seat must be booked and the applicable children fare has to be applied.
(pt 4) AD, AL, AT, BA, BE, BG, BY, CH, CY, CZ, DE, DK, EE, ES, FI, FO, FR, GB, GE, GI, GR, HU, HR, IE, IS, IT, LI, LT, LU, LV, MA, MC, MD, ME, MK, MT, NL, NO, PL, PT, RO, RS, RU, SE, SI, SK, SM,TN, TR, UA, VA
Note 1: Baggage weight exceeding 32 kg per piece as per the limitations above, the baggage must be checked as air cargo at the respective air cargo charges. In total 100 kg per passenger and per flight allowed. Total excess baggage of more than 100 kg per passenger and per flight or when size per piece exceeds 110 X 120 X 75 CM possible upon request only. Normal excess baggage charges applicable.
Note 2: Pax with reduced mobility:
In case the bag allowance is 1 piece, disabled passengers or passengers with reduced mobility may be granted up to 2 pieces free of charge, provided the total

baggage weight does not exceed their original allowance in kilograms, and the passenger can show this special need credibly, e.g. By a medical certificate. As of October 1, 2025, any mobility aid with non-removable (fixed installed) lithium batteries will be restricted to a maximum of two (2) 160 Wh batteries (320 Wh total), per mobility device.

Note 3: Objects which are not suitable for carriage as checked baggage (e.g. delicate musical instruments) will only be accepted for transportation in the passenger cabin of the aircraft if advance notice is given to the carrier and the carrier agrees to carry the object. Passengers should contact the carrier or review its website for more information about which objects are not suitable for carriage as checked baggage and will only be accepted for transportation in the passenger cabin of the aircraft upon prior agreement with the carrier.

(2) Free carry-on allowance (cabin baggage)
In addition to the checked baggage allowance each passenger may carry without additional charges carry-on baggage suitable for placement in the closed overhead rack or under the passenger's seat.
Duty free purchases are part of the following allowances.

	First Class	Business	Premium Economy	
			(pt 2)	(pt 2)
Max number of carry-on pieces	2(pt 1) 1(pt 3)	2(pt 1) 1(pt 3)	1(pt 2)	1
Max weight of each carry-on piece	8 kg	8 kg	8 kg	8 kg
Max dimensions of each carry-on piece	55 X 40 X 23 CM	55 X 40 X 23 CM	55 X 40 X 23 CM	55 X 40 X 23 CM
Max dimensions of foldable garment bag	57 X 54 X 15 CM	57 X 54 X 15 CM	57 X 54 X 15 CM	57 X 54 X 15 CM

pt 1 - May consist of two carry-on pieces such as e.g.: Brief case, board case, travel bag, attaché case or one carry-on piece and one foldable garment bag (applies on international flights only)
pt 2 - May consist of one carry-on piece such as e.g.: Briefcase, board case, travel bag, attaché case or one foldable garment bag. Limitation also applicable to HON, SEN, FTL or other status customers
pt 3 - May consist of one carry-on piece such as e.g.: Briefcase, board case, travel bag, attaché case or one foldable garment bag (applies to Lufthansa regional partners flights)

Note 1: Limitations with respect to the max number of carry-on pieces on LH may apply, if required by government restrictions (such as to/from the United States, Italy or India) or on LH regional aircraft
Note 2: In addition, each passenger may carry:
1 personal item (such as 1 ladies' handbag or 1

laptop bag or 1 shoulder-strapped bag).
The allowed max size of such an item is 40 X 30 X 10 CM and, in addition, if applicable (for INF and CHD only) 1 baby basket, or 1 fully collapsible baby stroller/push chair, or 1 car seat (pt 1). For handicapped passengers, the following items will be included if they are needed during the journey:
2 wheelchairs (pt 2) As of October 1, 2025, any mobility aid with non-removable (fixed installed) lithium batteries will be restricted to a maximum of two (2) 160 Wh batteries (320 Wh total), per mobility device.

Crutches and other orthopedic devices on which a passenger is depending (pt 1)
1 small dialysis equipment for personal use (pt 2)
pt 1 - Items will be carried in belly free of charge if the space on board is limited
pt 2 - Items will be carried in belly only and must be requested in advance

(3) Additional free checked baggage allowance (sporting equipment)

Origin & Destination	First Class	Business Class	Premium Economy Class	Economy Class
To/from/via North America (excluding Canada) (pt 1)	NIL	NIL	NIL	NIL
Any other origin & destination (pt 2)	Plus 1 ski or snow board equipment (pt 3)	Plus 1 ski or snow board equipment (pt 3)	Plus 1 ski or snow board equipment (pt 3)	Plus 1 ski or snow board equipment (pt 3/4)

pt 1 - North America: United States of America, Mexico, Belize, Costa Rica, Guatemala, Honduras, Nicaragua, El Salvador, Panama
pt 2 - Except to/from/via North America (excluding Canada)
pt 3 - Definitions see (7b) below (maximum weight of additional ski or snow board equipment as per the respective compartment ticketed)
pt 4 - Not applicable to economy light (LGT) tariff within new European fares.

(4) Additional free checked baggage allowance (status passengers)
(a) Origin & destination: To/from/via North America (pt 1)

Status	First Class	Business Class	Premium Economy Class	Economy Class (pt 3)
HON	plus 1 PC	plus 1 PC	plus 1 PC	plus 1 PC
SEN	plus 1 PC	plus 1 PC	plus 1 PC	plus 1 PC
FTL	NIL	NIL	NIL	plus 1 PC

Star Alliance Gold card	plus 1 PC	plus 1 PC	plus 1 PC	plus 1 PC
Swiss golf Traveller member	plus 1 golf (pt 2)	plus 1 golf (pt 2)	plus 1 golf (pt 2)	plus 1 golf (pt 2)

(b) Origin & destination: World Wide (except to/from/via North America (pt 1)

Status	First Class	Business Class	Premium Economy Class	Economy Class (pt 3)
HON	plus 1 PC plus 1 golf (pt 2)	plus 1 PC plus 1 golf (pt 2)	plus 1 PC plus 1 golf (pt 2)	plus 1 PC plus 1 golf (pt 2)
SEN	plus 1 PC plus 1 golf (pt 2)	plus 1 PC plus 1 golf (pt 2)	plus 1 PC plus 1 golf (pt 2)	plus 1 PC plus 1 golf (pt 2)
FTL	NIL	NIL	NIL	plus 1 PC
Star Alliance Gold card	plus 1 PC plus golf(pt 2)	plus 1 PC plus golf(pt 2)	plus 1 PC plus golf(pt2)	plus 1 PC plus golf(pt2)

Note 1: Maximum weight of additional 1 PC/1 golf as per the respective compartment ticketed

pt 1 - North America: United States of America, Canada, Mexico, Belize, Costa Rica, Guatemala, Honduras, Nicaragua, El Salvador, Panama

pt 2 - Definitions see (7b) below

pt 3 - Not applicable to economy light (LGT) tariff within new European fares

(5) Special free checked baggage allowance (specific sectors or products in economy class)
In cases where LH is the selected carrier determining the baggage allowance and charges as per the current industry selection criteria, LH economy class passenger(*) will be granted different free baggage allowances with respect to the free number of pieces and partly with respect to the max weight per piece on selected sectors or for specific fare products(**):

	Max Number of piece	Max Weight per piece	Max Dimension per piece
to/from Japan (pt 5)	2	23 kg	158 CM
to/from West-/Central Africa to U.S.A, Canada and Mexico (pt 1) (pt 5) from South Africa to U.S.A, Canada and Mexico (pt 5/7)	2	23 kg	158 CM

	Max Number of piece	Max Weight per piece	Max Dimension per piece
	2	23 kg	158 CM
Journey origin in the USA, Canada and journey destination in South Africa (pt 3) Between the U.S.A.,Canada, Mexico and Afghanistan, Bahrain, , Iran, , Kuwait, , Oman, Pakistan, Qatar, Saudi Arabia, Syria, Turkey, U.A.E., Yemen (pt. 5)	2	23 kg	158 CM

(*) Not applicable to infants (INF)
(**) In case of open jaws or multi-stop routings the special free checked baggage allowance may be granted at all or on all segments of the journey.

pt 1 - Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, central Africa Republic, Chad, Congo (Brazzaville), Congo Kinshasa), Cote d'Ivoire, Djibouti, Eritrea, Ethiopia, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Liberia, Mali, Mauritania, Niger, Nigeria, Rwanda, Sao Tome, Senegal, Sierra Leone, Somalia, South Sudan, Sudan, Togo, Tanzania, Uganda

pt 2 - Only applicable from/to Lufthansa destinations in the U.S. (Seattle, San Francisco, Los Angeles, Denver, Chicago, Atlanta, Houston, Dallas, Charlotte, New York, Washington, Boston, Philadelphia, Detroit, Miami, Orlando Tampa and San Jose) and only in case the routing is via Europe. Applicable for the entire journey irrespective of possible stop-over EN route.

pt 3 - Only applicable in case the routing is via Europe. Applicable for the entire journey irrespective of possible stop-over EN-route

pt 4 - Not applicable in case of stop-over (i.e. In case you pick up your luggage at an intermediate point), however it is applicable from/to the U.S. Or Canada irrespective of possible stop-over EN-route.

pt 5 - Applicable for the entire journey irrespective of possible stop-over EN-route.

pt 6 - Applicable for the entire journey irrespective of possible stop-over EN-route but not applicable to destination in North/Central America.

pt 7 - Applicable to both premium economy and economy class

pt 8 - Botswana, Comoros, Lesotho, Madagascar, Malawi, Mauritius, Mayotte, Mozambique, Namibia, Reunion, Seychelles, South Africa, Swaziland, Zambia, Zimbabwe.

(6) Specific baggage allowance (specific passengers/specific reasons)

(a) Carry-on baggage (CBBG) using additional seats or extra seats (EXST)
Upon requested and advance arrangements, a passenger will be permitted the exclusive use of two adjacent seats subject to booking class and seat availability
CBBG not allowed in first cabin
has to be booked in the same booking class and same brand (new European fares) as the passenger
Not eligible for rebated fares (such as CHD/INF or others)
Taxes, refund and change fees shall not be collected for the additional seat (YQ and YR will be charged)
The total FBA is a combination of the passengers ticket and the extra ticket for CBBG/EXST
CBBG: the maximum weight shall be 75 kg per seat.

(b) Incapacitated passengers
Incapacitated passengers may carry two wheelchairs or other mobility devices they are dependent on free of charge As of October 1, 2025, any mobility aid with non-removable (fixed installed) lithium batteries will be restricted to a maximum of two (2) 160 Wh batteries (320 Wh total), per mobility device.

(c) Combined first/business or premium economy/economy class travel
In cases where LH is the selected carrier determining the baggage allowances and charges as per the current industry selection criteria and the passenger has a mixed class itinerary (mixed F/C/Y equals "cross compartment"), the FBA on each portion of the itinerary shall be the one applicable to the class of service for which the fare is paid.

(d) Animals (AVIH)
AVIH generally not included in the free baggage allowance (FBA)
Only the following species will be accepted as AVIH: cats, dogs, hares, rabbits.
The animal shall be carried in a container which meets the specifications of the "IATA live animals regulations"
The general weight limitation of max 32 kg per piece does not apply for AVIH (exception to the rule)

Size	Container	Max dimensions (CM)
Medium	1	60 X 45 X 40
Large	4	125 X 75 X 85

(e) Animals (PETC)
PETC (pet and container) generally not included in the FBA
Max one container per passenger allowed
Only cats or dogs permitted as PETC

Dimensions (CM)	Max weight (kg)

	(pt 1)
55 X 40 X 23	8

pt 1 - Consisting of both container and animal

(f) Musical instruments
Heavy/large musical instruments generally not included in the FBA
Such instruments may - upon confirmation by LH - be carried on a LH operated flight though the max weight per instrument exceeds the max limitation of 32 kg per piece (exception to the rule)
Such heavy/large instruments could be any kind of bass (such as double bass, violone, viola da gamba) or heavy/large drums (Kettledrum/timbal or similar)

Dimensions (CM)	Max weight (kg) (pt 1)
Length max 200	52
Width max 75	

(pt 1) Consisting of both container and musical instrument

(g) Specific LH fare products
LH may grant specific free baggage allowances for specific customer segments or fare products which are not communicated to the general public.
In such cases, a different FBA may be stipulated in the respective ticket or passenger's receipt with the respective weight attached to the prevailing conditions. Such FBA is binding even if deviation from the normal regulations.

(7) Specific regulations for sporting equipment
Lufthansa offers special excess baggage charges for sports baggage (pt 1). These changes will be applied per baggage travel unit (BTU equals sector from baggage drop off until next baggage collection). In general, sporting equipment is treated like any other baggage. Thus, sporting equipment is included in the free baggage allowance (FBA) if the respective limitations (with respect to number and weight) are not exceeded.
Step-by-step approach to determine the applicable sport baggage allowances:

(a) Is the sporting equipment contained in the list below included in the individual FBA with respect to number and weight?
Yes The sporting equipment is transported free of charge within the respective FBA
No Check for (b)

(b) Is the specific sporting equipment within the max. Weight limitation of 32 kg per piece and contained in the list for sports baggage?

Nr	Type of Sporting Equipment	Definition	Pre-RSVN Req'd? Max #bags PC./ctns
3	Bicycle	1 regular bike (No motor/no e-bike) or 1 special children's	Yes/1

		trolley to use with a bike or 1 one-	
	normal	wheel bike	
7	Fishing equip- ment normal	1 tackle box or 1 Haversak or 1 angle's basket, 1 rod, 1 bag or 1 box	Yes/2
8	Golf equip-	1 golf bag containing one set of golf clubs, golf balls and tees, 1 pair of	Yes/1
	normal	golf shoes	
9	Hang gliding equip. bulk	1 set of hand gliding equipment Packed in 1 container	Yes/1
10	Hockey equipment	1 hockey bag, hockey sticks, 1 pair of ice skates, 1 set of body protection (knee, arms, etc.) 1 helmet	Yes/2

nr	Type of Sporting Equipment	Definition	Pre-rsvn Req'd? Max #bags PC./ctns
19	Scuba equipment normal	1 diving mask, snorkel, fins, wet suit, bcd jacket regulator, 1 empty tankbottle, (1 lamp switched off, energy source separately packed, removed battery protected against short circuit)	Yes/2

Nr	Type of Sporting Equipment	Definition	Pre-rsvn Req'd? Max #bags PC./ctns
23	Sporting /hunting weapons plus ammunition	sporting/hunting guns, pistols, rifles (packed in a bag) plus ammunition max 5 kg. (according to IATA	Yes/2
	normal	DGR regulations even if packed in separate bag)	
	Tandem bike bulk	1 tandem bike with max 2 seats (no motor/no e-bike)	Yes/1
	Winter sport equipment	1 pair of ski or One snowboard	Yes/2

normal		1 pair of ski/ snowboarding 1 pair of ski poles 1 1 helmet	
Boards small normal		Boards up to 2m length	Yes/1
Boards Long bulk		Boards above 2m Length up to 3.15m Length	Yes/1
Yes	Respective charges to be applied - Refer to charges for sporting equipment.		
No	Check for (c)		

(c) Any sporting equipment not contained in the list is treated as normal excess baggage with the respective charges of normal excess baggage (pt 3).

pt 1 - Where applicable, country-specific surcharges for sports baggage and excess baggage will be levied.

pt 2 - For journeys originating in Indonesia rates will be charged in IDR, please refer to www.iflybags.com for IDR rates.

pt 3 - Or as cargo with applicable cargo charges in case weight exceeds 32 kg per piece

Note 1: Sporting equipment shall not contain normal luggage items, otherwise, it will be treated as regular excess baggage and charged with the applicable charges

Note 2: Firearms and ammunition for hunting and sporting purposes may be accepted as checked baggage only.
Carriage of ammunition is subject to ICAO and IATA regulations. Requirements for dangerous goods transportation must be adhered to. Due to local security procedures, an additional airport handling fee for weapons will always be charged
locally at departures in JNB/CPT: 50 EUR , Italy: 60 EUR , Spain: 60 EUR , Turkey: 30 EUR

Charges

(1) Charges for LH pieces concept (PC)

Note: Any of the charges listed below will only apply in case LH determines the baggage allowance and charges as per the valid industry rules. The below listed charges will be applied per baggage travel unit (BTU equals sector from baggage drop-off until next baggage collection).
In case another airline determines the applicable baggage and charges, such charges may differ from those of Lufthansa.
Lufthansa offers flat charges for checked baggage being within the free baggage allowance (with respect to pieces) but possibly exceeding the limits in respect

of weight and/or dimensions

Excess baggage charges piece concept per piece
Definitions:
Standard weight: Economy/Premium Economy Class: 23kg (50LB)
Business/First Class: 32kg (70LB)
Standard size: 158cm (62in) (LXWXH)
Second piece: Maximum 23kg (50LB) and 158cm (62in)
Extra piece: Economy/Premium Economy Class: Maximum 23kg (50LB) and 158 CM. (62in)
Heavy: 24-32kg (51-70LB)
Oversized: Over 158cm (62in)

Within Germany
LH flights
Purchase via Lufthansa.com

	CHF	EUR	USD	CAD
First piece eco light:	20	15	20	25

Within Germany

LH flights purchase via GDS

First piece	CHF	EUR	USD	CAD
Eco light:	25	20	25	30

Within Germany
LH flights purchased at airport counter
or at the check-in

	CHF	EUR	USD	CAD
First piece eco light:	60	50	60	75
Extra piece:	80	70	80	105
Heavy:	45	40	45	60
Oversized:	45	40	45	60

Within Germany
LH flights purchase at gate

	CHF	EUR	USD	CAD
First piece	60	55	60	80

Within-Europe and within
third countries LH flts
purchase via
Lufthansa,com and LH
service centers

	CHF	EUR	USD	CAD
First piece eco light:	30	25	30	40

Within-Europe (including Morocco,
Tunisia and Turkey) and within
third countries LH flights
purchase via GDS

	CHF	EUR	USD	CAD
First piece eco light:	35	30	35	45

Within Europe and within
third countries LH flights
purchase at airport tickets
counter or at the check-in

	CHF	EUR	USD	CAD

First piece eco light:	60	50	60	75
Extra piece:	90	80	9092	120
Heavy:	57	50	57	75
Oversized:	57	50	57	60

Within Europe and within
third countries LH flights
Purchase at gate

	CHF	EUR	USD	CAD
First piece eco light:	60	55	60	80

Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY
LH flights purchase at airport ticket counter
or at the check-in

	CHF	EUR	USD	CAD
Extra piece:	115	100	115	150
Heavy:	86	75	86	112
Oversized:	86	75	86	112

For short intercontinental flights (i.e. Between Europe,
JO,TM,LB,EG,IQ,IL,IR,SY AND AE,BH,BJ,BF,CM,CU,CF,TD,CI,
DJ,ER,ET,GM,GH,GN,GW,KW,LR,LY,ML,MR,NE,NG,PS,OM,QA,RU,
SA,SN,SL,SS,SD,TG,YE,AG,BS,BB,DM,DO,GD,HT,JM,KN,LC,VC)
LH flights purchase at airport ticket counter or at
the check-in,

	CHF	EUR	USD	CAD
Extra piece:	172	150	172	225
Heavy:	115	100	115	150
Oversized:	115	100	115	150

Between Europe and CA/US
LH flights purchase via
Lufthansa.com, LH service
and GDS

	CHF	EUR	USD	CAD
First piece eco light	70	60	70	70

Between Europe,JO,TM,LB,EG,IQ,IL,
IR,SY,and East Coast Canada/East Coast USA
LH flights purchase at airport ticket counter
or at check-in

	CHF	EUR	USD	CAD
First piece eco light	70	60	70	70
Second piece:	100	90	100	100
Extra piece:	230	200	230	300
Heavy:	138	120	138	180
Oversized:	138	120	138	180

For medium intercontinental flights
(i.e. Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY AND
AF,AO,BD,BI,CG,CD,GQ,GA,GL,IN,KZ,MV,PK,RW,SC,SO,UL,
TJ,TZ,UG,UZ,ZM) LH flights purchase at airport
ticket counter or at check-in)

	CHF	EUR	USD	CAD
Extra piece:	230	200	230	300
Heavy:	138	120	138	180
Oversized	138	120	138	180

Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and
West Coast Canada/West Coast USA/MX or between
CA/US/MX and all other destinations.
LH flights purchase at airport ticket counter or
at the check-in.

	CHF	EUR	USD	CAD
First piece eco light	70	60	70	70
Second piece:	100	90	100	100
Extra piece:	287	250	287	375
Heavy:	173	150	173	225
Oversized:	173	150	173	225

For long intercontinental flights (between Europe,JO,TM,
LB,EG,IQ,IL,IR,SY AND AI,AS,AR,AW,AU,BZ,BM,BT,BO,BQ,SAB,
BW,BR,BN,KH,KY,CL,CN,CX,CC,CO,KM,CK,CR,CU,CW,EC,SV,FK,FJ,
GF,PF,GP,GU,GT,GY,HN,HK,CN,ID,KI,KR,LA,LS,MO,MG,MW,MY,MP,
MH,MQ,MR,MU,YT,FM,MN,MS,MZ,MM,NA,NR,NP,NC,NZ,NI,NU,NF,PW,
PA,PG,PY,PE,PH,PR,RE,WS,ST,SG,SX,SB,ZA,SH,PM,SR,SZ,TW,TH,
TL,TO,TT,TC,TV,US,UY,VU,VE,VN,VI,WF,ZW) or between any other
destinations.
LH flights purchase at airport ticket counter or at the
check-in.

	CHF	EUR	USD	CAD
Extra piece:	287	250	287	375
Heavy:	173	150	173	225
Oversized:	173	150	173	225

For travel to/from Japan
LH flights purchase at airport ticket counter or at the
check-in

	CHF	EUR	USD	CAD
Extra piece:	180	100	200	200
Heavy:	120	100	150	150
Oversized:	240	200	300	300

(2) Not used

(3) Not used

(4) Charges for sporting equipment
Category normal on LH flights for travel:

	CHF/USD	EUR	CAD
Within Germany	80	70	105
Within Europe (incl. MA,TR, TN) or within third countries:	92	80	120
Between Europe and JO,TM,LB, EG,IQ,IL,IR,SY:	115	100	150
Between Europe JO,TM,LB,EG,IQ, IL,IR,SY and short intercontinental:	172	150	225
Between Europe, JO,TM,LB,EG,IQ, IL,IR,SY and medium intercontinental or	230	200	300

	CHF/USD	EUR	CAD
East Coast Canada and USA: Between Europe, JO,TM,LB,EG,IQ, IR,SY and long intercontinental or West Coast Canada and USA or any other destinations:	287	250	375
Category bulk on LH flights for travel			
Within Germany	126	110	165
Within Europe (incl. MA,TR, TN) or within third countries:	149	130	195
Between Europe and JO,TM,LB,EG, IQ,IL,IR,SY:	201	175	262
Between Europe JO,TM,LB,EG,IQ, IL,IR,SY and short intercontinental	287	250	375
Between Europe, JO, TM,LB,EG,IQ,IL,IR, SY and medium inter- continental or east coast Canada or east coast USA:	368	320	480
Between Europe, JO, TM,LB,EG,IQ,IL,IR,SY and long intercontinental or West Coast Canada or West Coast USA or any other destinations:	460	400	600

(5) Charges for carry-on baggage
No specific charges for carry-on baggage available since no additional carry-on baggage is permitted.

(6) Charges for animals
Animals (AVIH)
Note:
- AVIH medium: Containers up to a maximum size of 60x45x40 CM
- Avi large: Containers up to a maximum size of 125x75x80 CM
- Flights operated NY LH cityline: Only AVIH medium allowed, larger sizes cannot loaded

AVIH medium (point-to-point journeys):
(a) Domestic: CHF/USD 92, EUR 80, CAD 120
(b) Within Europe or within third countries: CHF/USD 115, EUR 100, CAD 150
(c) Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY: CHF/USD 149, EUR 130, CAD 195
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY short intercontinental: CHF/USD 172, EUR 150, CAD 225
(e) Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and medium

intercontinental or East Coast Canada or East Coast USA: CHF/USD 195, EUR 170, CAD 255
(f) Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and long intercontinental or West Coast Canada or west USA or any other destinations: CHF/USD 218, EUR 190, CAD 285
AVIH medium (journeys via FRA, MUC, VIE, ZRH, GVA):
(a) Domestic: CHF/USD 265, EUR 230, CAD 345
(b) Within Europe or within third countries: CHF/USD 288, EUR 250, CAD 375
(c) Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY: CHF/USD 322, EUR 280, CAD 420
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY short intercontinental: CHF/USD 345, EUR 300, CAD 450
(e) Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and medium intercontinental or East Coast Canada or East Coast USA: CHF/USD 368, EUR 320, CAD 480
(f) Between Europe, JO,TM,LB,EG,IQ,IL,IR,SY and long intercontinental or West Coast Canada or west USA or any other destinations: CHF/USD 391, EUR 340, CAD 510
AVIH large (point-to-point journeys): (a) Domestic: CHF/USD 184, EUR 160, CAD 240
(b) Within Europe or within third countries: CHF/USD 230, EUR 200, CAD 300
(c) Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY CHF/USD 299, EUR 260,CAD 390
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and short intercontinental: CHF/USD 345, EUR 300, CAD 450
(e) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and medium intercontinental or East Coast Canada or East Coast USA: CHF/USD 391, EUR 340, CAD 510
(f) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and long intercontinental or West Coast Canada or West Coast USA or any other destinations: CHF/USD 437, EUR 380, CAD 570
AVIH large (journeys via FRA, MUC, VIE, ZRH, GVA):
(a) Domestic: CHF/USD 357, EUR 310, CAD 465
(b) Within Europe or within third countries: CHF/USD 403, EUR 350, CAD 525
(c) Between Europe and JO,TM,LB,EG,IQ,IL,IR,SY CHF/USD 472, EUR 410,CAD 615
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and short intercontinental: CHF/USD 519, EUR 450, CAD 675
(e) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and medium intercontinental or East Coast Canada or East Coast USA: CHF/USD 564, EUR 490, CAD 735
(f) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and long intercontinental or West Coast Canada or West Coast USA or any other destinations: CHF/USD 610, EUR 530, CAD 795Animals (PETC)
(a) Domestic: CHF/USD 57, EUR 50, CAD 75
(b) Within Europe or within third countries: CHF/USD 69, EUR 60, CAD 90
(c) Between Europe and JO,TM,LB,EG,IQ,LB,IR,SY: CHF/USD 92, EUR 80, CAD 120
(d) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and short intercontinental: CHF/USD 103, EUR 90, CAD 135
(e) Between Europe,JO,TM,LB,EG,IQ,IL,IR,SY and medium intercontinental or East Coast Canada or East Coast USA: CHF/USD 115, EUR 100, CAD 150

(f) Between Europe,JO,TM,LB,EG,IQ,IL,SY and long intercontinental or West Coast Canada or West Coast USA or any other destinations: CHF/USD 126, EUR 110, CAD 165

(7) Charges for musical instruments (heavy/large)

	Charge in EUR	Charges in USD/CAD
Within Europe and within third countries	200	300
intercont	300	400

(8) Selection of currency for charges (pt 1)
Herein, charges may be published in different currencies. In cases where charges are published in more than one currency, the following currencies are used as basis for calculation, however the charges will be converted from this currency into the respective local currency (if applicable: CAD (if baggage check-in in Canada). EUR (if baggage check-in in Europe), JPY(pt 3) (if baggage check-in Japan) IDR (if baggage check-in Indonesia), or otherwise USD (if baggage check-in in places other than mentioned before). Itineraries to/from the US or Canada do have a different allocation of currency: The currency applicable at the point of origin (not the point of baggage check-in will be used to determine the charges for the whole itinerary. Charges may be converted into local currency following this selection of currency rule.
pt 1 - Not applicable for "charges for OAL weight concept (WC)" and new European fares.
pt 3 - Valid where charge is explicitly published in JPY

Bag Selection Criteria
(1) Origin & destination: To/from the U.S.
US DOT order 2009-9-20 (government reservation to IATA resolution 302)

Background: In July 2012, the United States Department of transportation (US DOT) Rule 399.87 came into effect. Under this rule, all carriers selling transportation to passengers, whose ultimate ticketed origin or destination is in the United States, must apply the same baggage policy and fees throughout a passenger's journey (including the return portion), regardless of the number of baggage check-ins during the journey.

Accordingly, the US DOT requirements stipulate that it is only the first marketing carrier(pt 1) on the first flight segment of an itinerary that has the right to establish the baggage rules (consisting of the free baggage allowance, the dimensions and weight of each of the bags, the level of any charges that may be incurred and carry-on luggage regulations) to apply for the entire journey.

This is irrespective of stopovers or other carrier flights listed on the single ticket. If Lufthansa is listed on the first flight segment of the ticket, then

Lufthansa baggage regulations will apply throughout the entire journey (pt 2) - both on the outbound and the return flight. Charges, if any, will apply from the point of "baggage check-in" until the next stopover, or the next point of baggage collection. Thus, each time baggage is re-checked by the passenger, the same charges will apply.

However, if Lufthansa is not the first marketing carrier on the itinerary, such carrier has the right to choose to apply its baggage rules, the rules of the MSC (most significant carrier), or those of any other carrier on the single ticket. In case of itineraries where the first flight is operated on a code-share basis, the rules of the marketing carrier do apply.

Consequently, Lufthansa cannot guarantee that - though the ticket might have been issued on Lufthansa ticket stock - the Lufthansa baggage rules will apply in such cases. Other airlines often have baggage rules which differ from those of Lufthansa.

(2) Origin & destination: to/from Canada
CTA decision no. 144-a-2014 (government reservation to IATA resolution 302)

(a) Applicability
Paragraph (2) is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada. It establishes how the carrier will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.

(b) General
For the purposes of interline baggage acceptance:

(i) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.

(ii) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.

(c) Baggage rule determination by selecting carrier

(i) Checked baggage
The selecting carrier will:

(aa) Select and apply its own baggage rules as set out in its tariff to the entire interline itinerary or;

(bb) Select the most significant carrier, as determined by IATA resolution 302 and conditioned by the Canadian transportation agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary. The carrier identified by means of (aa) or (bb) will be known as the selected carrier.

(ii) Carry-on baggage
Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.

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

(d) Disclosure of baggage rules
Summary page at the end of an online purchase and e-ticket disclosure

(i) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e., the passenger's "standard" baggage allowance), when the carrier sells and issues a ticket for an interline itinerary, it will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in paragraph (ii) below. The disclosed information will reflect the baggage rules of the selected carrier.

(ii) The carrier will disclose the following information:

(aa) Name of the carrier whose baggage rules apply;

(bb) Passenger's free baggage allowance and/or applicable fees;

(cc) Size and weight limits of the bags, if applicable;

(dd) Terms or conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. Frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card);

(ee) Existence of any embargoes that may be applicable to the passenger's itinerary; and,

(ff) Application of baggage allowances and charges (i.e., whether they are applied once per direction or if they are applicable at each stopover point).

(iii) The carrier will provide this information in text format on the passenger's e-ticket confirmation. Any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific

charges.
Web site disclosure
The carrier will disclose on its website, in a convenient and prominent location, a complete and comprehensive summary of all of the carrier's own baggage rules, including information concerning:
(a) The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
(b) The number of checked and unchecked passenger bags that can be transported and the applicable charges;
(c) Excess and oversized baggage charges;
(d) Charges related to check in, collection and delivery of checked baggage;
(e) Acceptance and charges related to special items, e.g. Surfboards, pets, bicycles, etc.;
(f) Baggage provisions related to prohibited or unacceptable items, including embargoes;
(g) Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. Frequent flyer status, early check in, pre-purchasing baggage allowances with a particular credit card); and,
(h) Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges, etc.

(3) Origin & destination: Any other origin or destination (except to/from the U.S./Canada)
IATA resolution 302(pt 1)
Background: Recognizing the industry requirement for more flexible baggage allowance and fees, on April 1, 2011, IATA resolution 302 came into force which sets out a new methodology to determine which carrier's baggage rules would apply in the case of any given journey, whether via an interline or code-share arrangement. Such new rule is based on the most significant carrier (MSC) approach to baggage allowance and charge determination and defines which airline's baggage rules would apply with respect to both allowance (i.e. Number of free pieces, size, weight, etc.) and charges (baggage fees and excess baggage fees).
The MSC shall be determined in the following order.
1) The marketing carrier crossing from one TC area to another, or otherwise(pt 2)
2) The marketing carrier crossing from one TC sub-area to another sub-area, or otherwise
3) The marketing carrier performing the first international sector within a TC sub-area
MSC rule applies on each portion of an itinerary where baggage is through checked (from where a passenger checks a bag to the point the passenger collects the bag). Baggage rules of the MSC are applicable from the point of "baggage check-in" until the next stop-over, or the next point of baggage collection. Thus, each time baggage is re-checked by the passenger, a MSC is once again defined and such MSC's baggage rules do

apply.
pt 1 - not applicable to/from the United States or Canada
pt 2 - Exception: For itineraries from tc1 to TC 3 (via tc2): First carrier on the Transatlantic portion

General Baggage Conditions

(1) Free baggage allowance
In case LH determines the free baggage allowance (FBA) of a journey, the piece concept of LH applies per checked portion of the baggage (Note: Exception may apply to/from the U.S. And Canada)
The FBA shall always be handled as shown on the respective ticket or the passenger receipt .
A passenger may carry some baggage free of charge, subject to LH conditions and limitations which are mentioned in the ticket and according to the terms of Lufthansa. The weight of each piece of baggage must not exceed 32 kg.

2) Excess baggage
In case of baggage in excess of the free allowance a passenger has to pay the charges as published by Lufthansa and a pre-reservation is mandatory.

(3) Checked baggage
Checked baggage will be accepted according to the general conditions of carriage which can be found on www.LH.com under terms & conditions.

(4) Unchecked baggage (carry-on baggage)
In addition to the checked baggage allowance, each passenger may carry, without additional charges, carry-on baggage suitable for placement in the closed overhead rack or under the passenger's seat.
If baggage cannot be stored by this means or exceeds the limitations in regards of weight, size and number or is considered unsafe for any reason, it must be checked as checked baggage in the cargo compartment.

(5) For Canada only – any excess to baggage fees or ancillary charges charged but not used, or charged a second time due to alternate travel arrangements, will be refunded pursuant to Rule 90 (Refunds).

Rule 105 Acceptance of Pets and Animals

(A) General conditions of acceptance
  (1) Pets, limited to dogs, cats and household birds, when properly crated and accompanied by valid health and rabies vaccination certificate, entry permits and other documents required by countries of entry or transit will be accepted for carriage subject to the following requirements.
  (2) Pets will be accepted as baggage only when accompanied by a passenger traveling on the same aircraft.
  (3) Advance arrangements must be made.
  (4) The passenger must make all arrangements and assume full responsibility for complying with any applicable laws. Customs, and/or other government regulations, requirements or restrictions of the country, state or territory to which the animal is being transported.
  (5) The passenger must assume all financial obligations involved in transporting the animal, including but not limited to the cost of obtaining vaccinations, health certificates, quarantine charges, etc.
  (6) Acceptance is subject to the availability of space at departure time.
  (7) The animal will be transported in either the cargo compartment or in the passenger cabin of the aircraft.
  (8) The animal must be harmless, inoffensive, odorless, and require no attention during transit.
  (9) Environmental conditions must pose no hazard to the safety or comfort of the animal.
  (10) Animals will not be accepted as checked baggage for interline carriage.

(B) Containers
  (1) The animal must be confined in a cage or container subject to inspection and approval by UA prior to acceptance.

(2) The passenger is responsible for insuring that the container meets all governmental requirements for the safe and humane transportation of the animal being transported.
(3) The container cannot exceed 21 inches in length, 13 inches in width and during take off and landing must collapse to a maximum of 9 inches of height if transported in the passenger cabin.
(4) The maximum outside linear dimensions of the container checked as baggage may not exceed 97 inches.
(5) Only one container is permitted in passenger cabin per passenger.
(6) Containers must be leak proof.

(C) Pets in the passenger cabin
(1) Maximum number of animals
(a) Widebody aircraft
Carriage of pets in the passenger compartment is limited to one pet per cabin in first and connoisseur; three per cabin in economy class.
(b) Narrow body aircraft
Carriage of pets in the passenger compartment is limited to one pet per cabin in first and two pets per cabin in economy.
(2) Container and animal storage
The container must be stored under the seat directly in front of the passenger. The animal will not be carried in the first (bulkhead) row or adjacent to an emergency exit. The animal must remain in the container while in the boarding area, during boarding or deplaning and at all time while on board the aircraft.
(3) Provisions of carriage
In the event the animal becomes offensive or causes a disturbance during transit, the animal may be removed at the captain's discretion, at the first enroute stop and placed in the cargo compartment for continuing transportation.
(4) Animals will not be permitted to travel with unaccompanied minors.
(5) Acceptance of animals as carry-on will be in lieu of one (1) piece of carry-on baggage and subject to charges in (D) below.

(D) Charges
(1) (Except to/from Japan, within Germany and for certified service animals trained to assist the disable) The animal and it's container will not be included in determining the free baggage allowance and will always be subject to a charge as follows:
(a) For an animal traveling in a small or medium

container (maximum dimensions 27x20x19 inches 68x50x48 CM), 100 percent of an excess baggage charge as listed in rule 99, paragraph (g).

(b) For an animal traveling in a large or extra large container, 200 percent of an excess baggage charge.

(2) (to/from Japan) The animal and it's container will not be included in determining the free allowance and will always be subject to a charge of 200 percent of an excess baggage charge as listed in rule 99, paragraph (g).

(3) If the animal is not called for within 6 hours after arrival at destination, a storage charge of USD 20.00/CAD 27.00 per day, or a fraction thereof, will be assessed.

(E) Refunds

For Canada Only- any pet carriage fees or ancillary charges charged but not used, or charged a second time due to alternate travel arrangements, will be refunded pursuant to Rule 90 (Refunds).

Rule 130 Fares

(A) General
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 centres except where Rule 35 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:

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 Backhaul 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

(C) Application

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

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

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

(2) Applicable fares

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

(3) Arbitrary construction

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

(4) Non-adherence to precedence of through published fares

Except for the provisions in paragraphs (8) below 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.

(C) Application

(7) End on 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.

(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 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

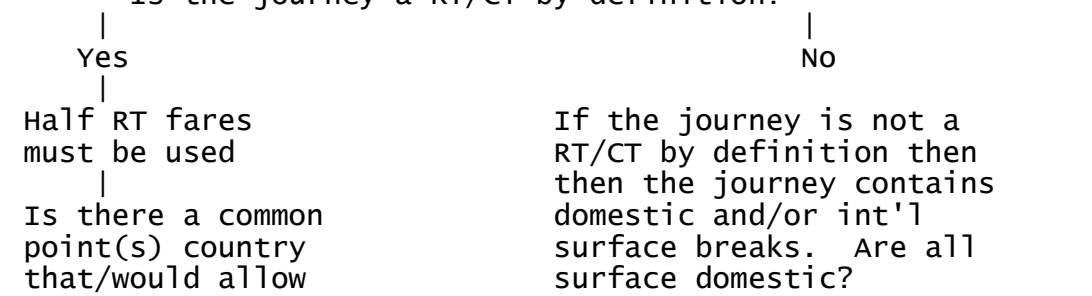
(1) The fare for a journey (excluding side trips assessed separately) shall be the lowest of:

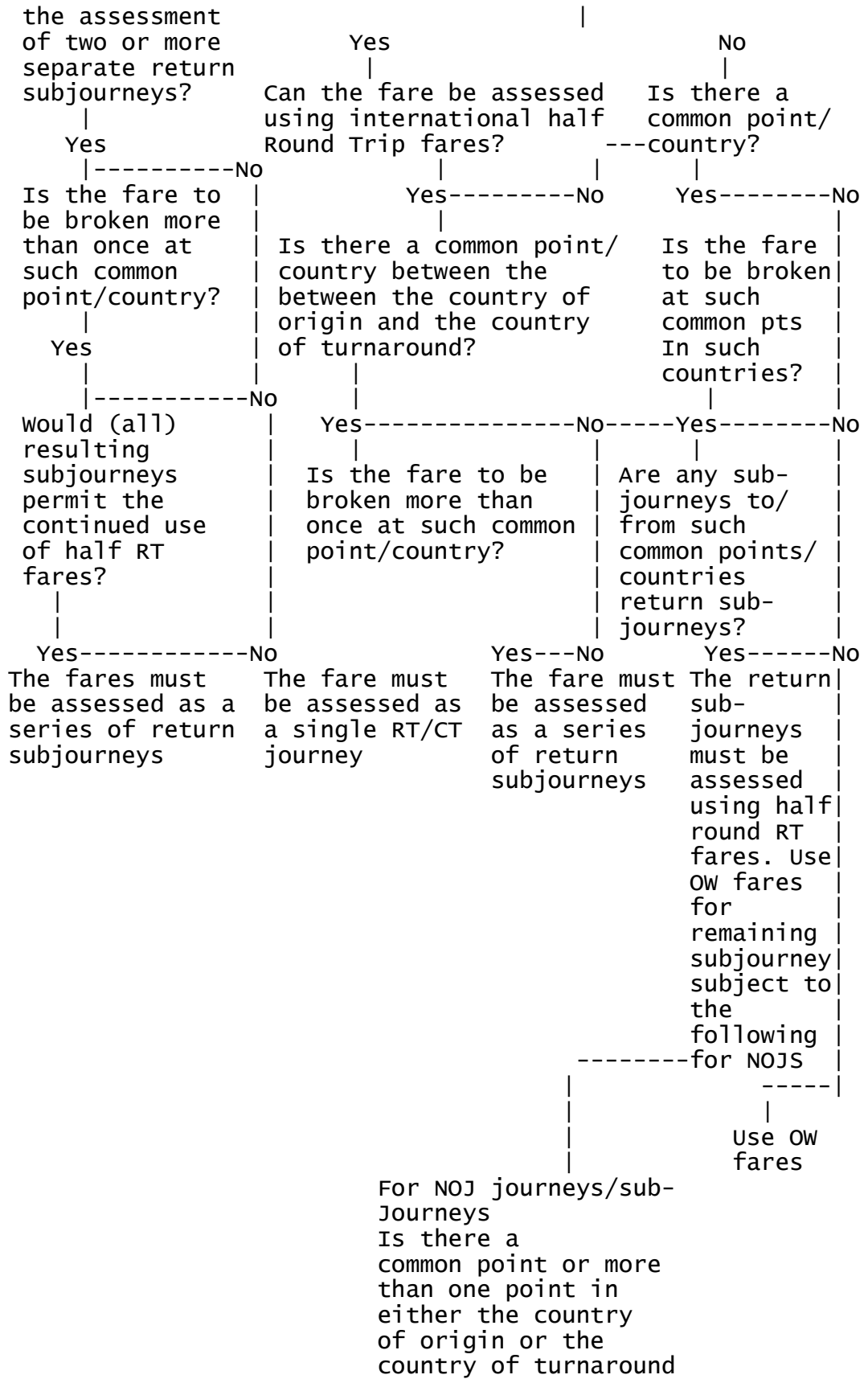
(a) A single Pricing unit for the journey, or

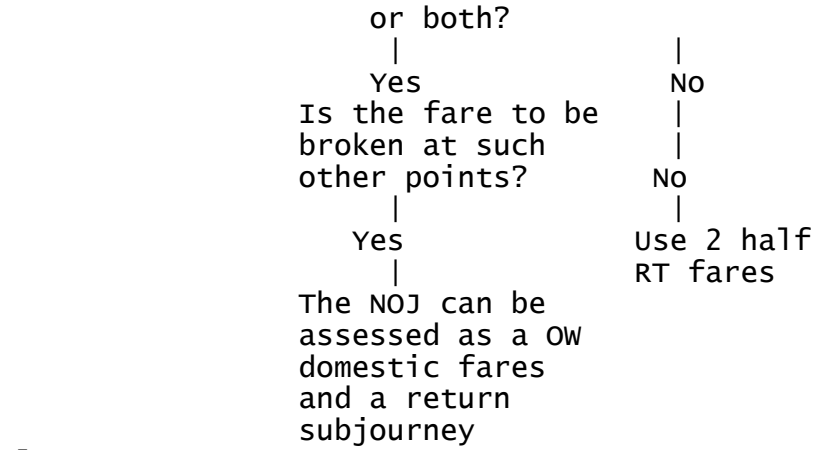
(b) Any series of end-on combined Pricing units, which collectively comprise the journey being traveled.

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

Normal Fare Flow Chart




the assessment of two or more separate return subjourneys?
Yes
No
Can the fare be assessed using international half Round Trip fares?
Is there a common point/ country?
Yes
No
Is the fare to be broken more than once at such common point/country?
Yes
No
Yes
No
Is there a common point/ country between the between the country of origin and the country of turnaround?
Is the fare to be broken at such common pts In such countries?
Yes
No
Yes
No
Would (all) resulting subjourneys permit the continued use of half RT fares?
Is the fare to be broken more than once at such common point/country?
Are any sub- journeys to/ from such common points/ countries return sub- journeys?
Yes
No
Yes
No
Yes
No
The fares must be assessed as a series of return subjourneys
The fare must be assessed as a single RT/CT journey
The fare must be assessed as a series of return subjourneys
The return sub- journeys must be assessed using half round RT fares. Use OW fares for remaining subjourney subject to the following for NOJS
Use OW fares
For NOJ journeys/sub- Journeys
Is there a common point or more than one point in either the country of origin or the country of turnaround



General 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.

(3) (a) If the journey fulfills the definition of a Round Trip or Circle Trip or normal/special fare Open Jaw trip, the Pricing unit must be assessed as a Round Trip, or Circle Trip or normal/special fare Open Jaw trip as applicable and must use half Round Trip fares. The use of One Way fares is not permitted. For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart.

Example: Travel: LON-MIL-STO-LON
Construction:
LON-MIL 1/2 RT
MIL-STO 1/2 RT 1 Pricing unit
LON-STO 1/2 RT

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

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

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

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

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

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

NYC-LON	1/2 RT	
NYC-MAN	1/2 RT	1 Pricing unit
LON-JNB	1/2 RT	
MAN-JNB	1/2 RT	1 Pricing unit

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

(d) If travel between such fare break points would 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.

(4) If the routing of the journey fulfills the definition of a normal/special fare Open Jaw trip, the Pricing unit shall be assessed as two half Round Trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or both, the fare may alternatively be assessed as a

return subjourney from/to the common point(s) or other points and a One Way subjourney(s) for the domestic sector(s). If this type of pricing option is used then One Way Pricing units must be assessed using One Way fares and the return subjourney must be assessed using half Round Trip fares.

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

Example 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE

Construction could be:

KHH-DPS	1/2 RT)	
TPE-JKT	1/2 RT)	1 Pricing unit

or

KHH-TPE	OW	1 Pricing unit
TPE-JKT	RT	1 Pricing unit
JKT-DPS	OW	1 Pricing unit

or

KHH-TPE	OW	1 Pricing unit
TPE-DPS	1/2 RT)	
TPE-JKT	1/2 RT)	1 Pricing unit

or

KHH-TPE	1/2 RT)	
TPE-JKT	1/2 RT)	1 Pricing unit
JKT-DPS	OW	1 Pricing unit

whichever is the lower

Example 3: Travel GLA-MAN-ROM-LON

Construction could be:

GLA-ROM	1/2 RT)	
LON-ROM	1/2 RT)	1 Pricing unit

or

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

(5) A) If the routing of a journey does not fulfill the definition of Round Trip, Circle Trip or normal/special fare Open Jaw trip, it shall be assessed as follows, subject to the routing

i) As a One Way journey
ii) As a series of One Way subjourneys
iii) As a Round Trip or Circle Trip journey

with the surface sector assumed flown

iv) If there is a common point/country - as a mix of a One Way subjourney and a return subjourney (as shown in paragraph 3.c. above).

Example 1: Travel PAR-ATH

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

Example 2: Travel PAR-BKK-VIE-ROM

Construction could be:

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

or

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

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

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

Construction could be:

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

or

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

or

STO-SEZ	RT	1 Pricing unit

B) The One Way journey/subjourney(s) above must be assessed using One Way fares. The use of half Round Trip fares is not permitted. The Round Trip journey/subjourney(s) above must be assessed using half Round Trip fares.

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

(1) Limitation on indirect travel

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

I) One departure from fare component origin or

ii) One arrival at fare component destination or

iii) More than one stopover at any one intermediate ticketed point

B) Additional limitations

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

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

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

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

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

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

iii) A fare component within Area 1 or between Area 1 and Area 3 (via the Pacific) must not include more than one arrival and one departure at any ticketed point.

iv) For a journey originating in Area 1, no fare component within Area 1 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-LON at a through fare FLN-LON is not permitted. This first international fare component must be assessed from IGU and FLN-CWB-IGU charged separately.

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

vii) Journey application

A journey on a ticket or conjunction ticket, at the time of original issue or when reissued, must not include more than four international arrivals and four international departures in any one country; except in Europe, not more than three international arrivals and three international departures 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 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
Amristar, 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
Curitaba, Brazil	Joinville, Brazil
Cuzco, Peru	LA Paz, Bolivia
Detroit, U.S.A.	Windsor, Canada
Dresden, Germany	Leipzig, Germany
Dubai, United Arab Emirates	Sharjah, United Arab Emirates
Dusseldorf, Germany	Munster, Germany
Grenada, Spain	Malaga, Spain
Guatamala, Guatamala	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
Jerez DE LA Frontara, Spain	Seville, Spain
Kabul, Afghanistan	Peshawar, Pakistan
LA Coruna, Spain	Santiago DE Compostela, Spain
Laredo, Texas, U.S.A.	Nuevo Laredo, Mexico
Larnaca, Cyprus	Paphos, Cyprus
Leticia, Columbia	Tabatinga, Brazil
Livingstone, Zimbabwe	Victoria Fall, Zimbabwe
Livramento, Brazil	Rivera, Uruguay
Ljubijana, Croatia	Zagreb, Croatia
Mcallen, Texas, U.S.A	Reynosa, Mexico
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg, Germany
Nagoya, Japan	Osaka, Japan
Paso de Los Libres, Argentina	Uruguaiana, Brazil
Podgrorica, Montenegro	Tivat, Montenegro
Puerto Montt, Chile	San Carlos de Bariloche, Argentina
San Diego, U.S.A.	Tijuana, Mexico
Santiago de Composatala, Spain	Vigo, Spain
Split, Croatia	Zadar, Croatia

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) HIPs must be checked when calculating differentials, however the BHC does not apply.

Note: Minimum checks are not applicable when calculating a differential.

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

(h) When half Round Trip fares are used, the differential is assessed using half round trip fares. When One Way fares are used, the differential is assessed using One Way fares.

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

(j) The above rules may not be used to circumvent any stopover or transfer restrictions

applicable to the through fare for the lowest class of service used.

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

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

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

(n) Where two applicable same class fares exist in a market, the applicable fare used for the through fare component and any intermediate fares used for HIP check purposes to the breakpoint, is also the same fare used in calculating the differential, i.e. Y and y2 fares exist in a market. If the lower level y2 fare is used as the HIP check fare, it must also be used when calculating the differential.

(o) Class differentials may not be assessed over a fare 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 south west Pacific) When the sector between Europe and Area 1 and the sector between Area 1 and the south west Pacific are flown in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.

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

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

(2) Surface sectors

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

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

Example: Travel: NYC-LON surface BKK-PAR-LON-NYC
TPMs 3458 5919 5860 220 3458

Construction could be:

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

* notwithstanding separate pus, the TPM is undertaken from NYC

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

established by a combination of TPMs.

(d) Surface breaks in section e.7. And between Canada and the 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 fare referred to above (higher intermediate fare). In the case of fares which are established by seasonality (including blackout dates), or day of week or flight application, the check will be based on the applicable fare (by seasonality including blackouts, or by dates, or by day of week or by flight application).

(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) of the same class of service between the fare construction points, the fare for the indirect route shall not be less than the highest fare referred to above (higher intermediate fare), and the surcharge percentage applicable to the through fare shall be applied to such higher intermediate fare.

(iii) When there is no direct route fare between two ticketed points, a fare must be constructed over an intermediate ticketed point in order to apply the provisions of (i) and (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) When tickets are issued in the country of commencement of travel, a higher intermediate point check shall be applicable only at intermediate ticketed stopover point(s).
The points checked are:
(aa) The point of origin to any intermediate stopover point; or
(bb) Any intermediate stopover point to

the destination; or

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

Exception 1: For the purpose of this rule, EC member states shall be considered as one country, provided that:

(i) The journey is wholly within the Europe sub-area and all fare Construction points are in EC member states.

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

Exception 2: Not used

Exception 3: For journeys originating western Africa, higher intermediate points check in each fare component shall be applied at all ticketed points in Western Africa.

Exception 4: applicable for travel originating in Israel, HIP's 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: Cancelled

Exception 5:

Exception 6:

Exception 7: When travel originates in India and destined to Canada/USA, when stopovers taken in Europe or UK higher fares shall not be applicable from points in Europe/UK to Canada/USA.

(xii) 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) When tickets are issued outside the country of commencement of travel, a higher intermediate fare shall be applicable at all intermediate ticketed point(s).

(b) Special fares

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

(ii) If there is a higher normal fare, as determined in accordance with paragraph

a, above, the special fare for the component shall not be less than such higher normal are, except:

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

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

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

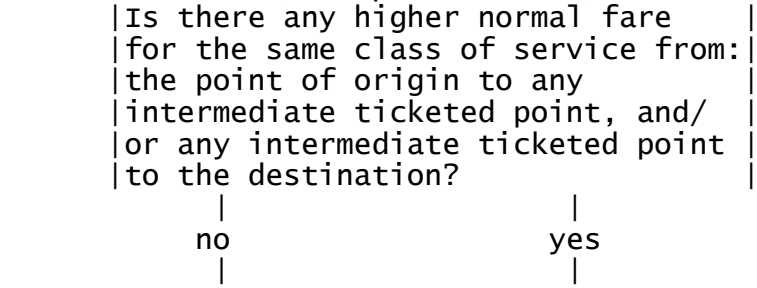
(dd) In defining a 'fare of the same type', the comparison of special fares shall be limited to the class of service and

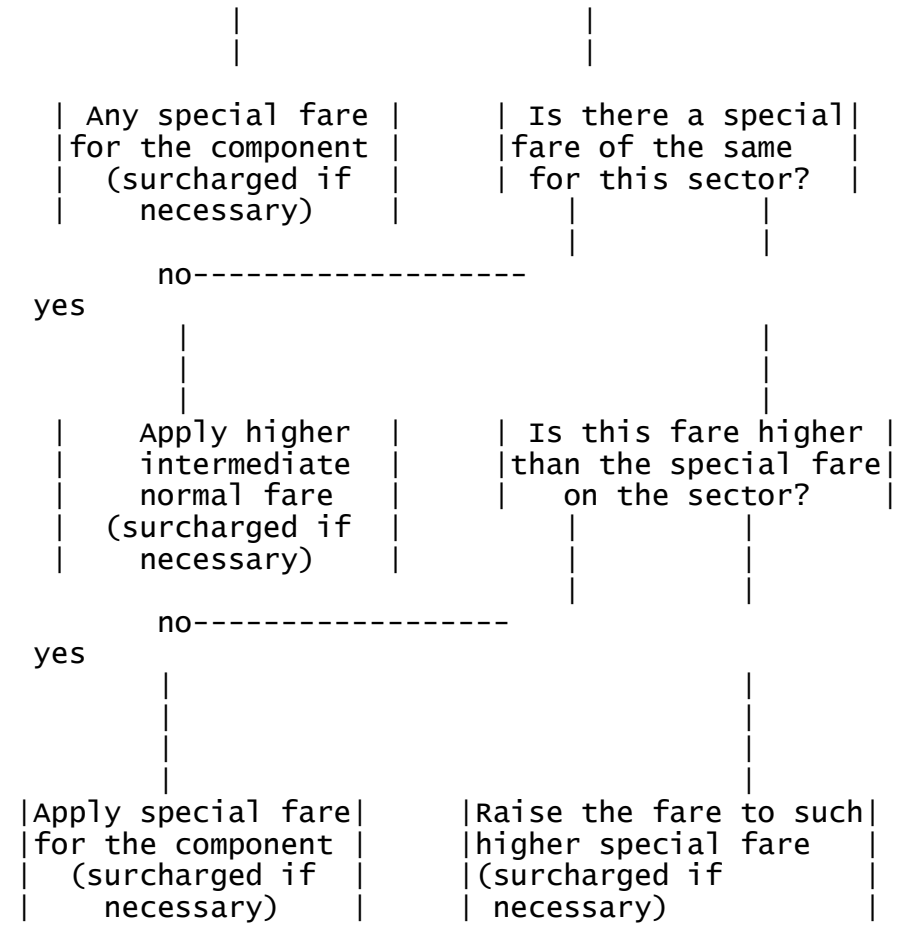
Column 1	Column 2	Column 3
Late booking fare or APEX fare or PEX fare or Excursion fare	GIT fare or Individual IT or Excursion fare	Group fare or Excursion fare

(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)





(5) Directional minimum fare check (DMC)
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 Area 1

(ii) For sales made in Area 1 for transportation commencing in Area 1

(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 for end-on combination or side trips paid for separately, being shown on the same ticket.

(c) Round trip fares are combinable with other Round Trip fares.

(2) Circle Trip fares

(a) The fare for a Circle Trip shall be the lowest combination of half Round Trips in the direction of travel, beginning the

calculation from the point of unit origin of the trip; provided that for any fare component which terminates in the country of unit origin, the fare applicable to such fare component from the country of unit origin shall be used.

(b) Circle Trip Minimum (CTM)

(i) (Not applicable for travel commencing in Australia/New Zealand other than within Area 3: 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) Cancelled

(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 a round the world itinerary. One way special fares must not be used to calculate fares for round-the- world travel.

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

(iv) The total fare for 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.

(dd) In applying the above, for travel origination in Canada or USA, the

surface break may be permitted between countries in the Europe sub-area provided:

(i) Travel in both directions is via the Atlantic

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

Example: YMQ-LON-ZRH XXX
ROM-ZRH-LON-YMQ
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 (COM): 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) Not applicable for travel to/from Canada

(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.

(2) One way subjourneys check (OSC) Not applicable for travel to/from Canada

(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.

(Not applicable to journeys to/from via the US/US territories)

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

(b) The OSC will apply between consecutive Pricing units for One Way subjourneys.

Example 1 (SITI):

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

P	A		
P	B		100
	C		100
	D		100
	H	A-C	100
	H	A-D	100
	Total		500
	**********		

Example 2: CPH-DEL-JED-BKK

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

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

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

P	CPH	
p	DEL	900
	JED	600

BKK 475
H 100
H 125
Total 2200

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

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

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

Example: Travel: MAD-NBO-DAR surface NBO-LUN-JNB

. One way fare components MAD-NBO, NBO-DAR, NBO-LUN, LUN-JNB

. The OSC is performed on MAD-DAR and NBO-JNB

(3) Mixture of return subjourneys and One Way subjourneys

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

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

Construction could be:

LON-PAR	OW	1 Pricing unit
PAR-AMS	OW	1 Pricing unit
AMS-HKG	RT	1 Pricing unit
HKG-TYO	RT	1 Pricing unit

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

Consecutive RTs AMS-HKG and HKG-TYO

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

Construction could be:

LON-PAR	RT	1 Pricing unit
PAR-HKG	OW	1 Pricing unit
HKG-TYO	RT	1 Pricing unit

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

(i) If two or more Pricing units for return subjourneys have a common fare Construction point but are separated by a Pricing unit for a One Way subjourney, the minimum check shall apply from the unit origin of the first of these Pricing units to all stopover points in the order contiguous/consecutive pricing units(s).

Example: Travel: JNB-ATH-IST surf
ATH-STO-ATH-JNB

Construction could be:

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

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

(ii) If two or more Pricing units for OW subjourneys have a common fare Construction point but are separated by a RT Pricing unit, the OSC is applied to all fare construction points in the contiguous/consecutive Pricing unit(s).

Example: Travel:
NRK-X/CPH-GLA-CPH-FRA-X/MAD-PMI

Construction could be:

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

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

(b) 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-.

(5) Extra mileage allowances are permitted in certain markets in addition to the published MPM's; however, only one extra mileage allowance is permitted in connection with a one way or half round trip fare. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and the route of travel, including scheduled stopovers, intermediate transit points and connecting point(s), must be ticketed via the point(s) specifically indicated. The extra mileage allowance should be educted from the sum total of the TPM's before making the comparison between this total and the applicable MPM's.

Between	and	via	Allowance
Or/WA	Europe	USA	750
USA (Except Or/WA)	Europe	HOU	750
Anchorage	Europe		2600
Boston	Europe	Washington, Dc	200
Maryland/ Pennsylvania/ Washington, Dc	Ireland	London	500
CA	Area 2/3	USA	1200
United States	Portugal	Frankfurt/ London/Paris	800
USA	Togo	PAR-DLA	1500
USA	Angola, Benin, Burkina Faso, Cameroon, Cape Verde, Central Africa Republic, Chad, Congo, Congo (Dem. Rep. of), Cote d'Ivoire, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome & Principe,		

	Senegal, Sierra Leone, Togo	Europe	2300
Points In Alberta, Yukon, British Columbia	Europe	Montreal and/or Toronto And /Or Ottawa and/or St Johns, Halifax	400
Points In New Brunswick, Nova Scotia, Prince Edward Island	Europe	Boston and/or Montreal and/or Toronto and/or Ottawa	1500
New Brunswick, Nova Scotia, Prince Edward Island	Israel	YHZ/YMQ/YTO	500
Newfoundland	Europe	YHZ	700
Newfoundland	Israel	YYT/YHZ/ YMQ/YTO	1600
Caribbean	Europe	SJU-EWR	1000
Caribbean	Europe	New York	550
Puerto Rico	Europe	EWR/NYC/WAS	500
Puerto Rico	Europe	HOU-CHI	2400
Bergen	New York	OSL And CPH	50

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

Rule 135 Stopovers

(A) Except as otherwise provided in this rule, stopovers within the validity period of the ticket will be permitted at any scheduled stop unless carrier's tariffs or government regulations do not permit a stopover at any such stop.

(B) Stopovers must be arranged with carrier in advance and specified on the ticket.

(C) Cancelled

(D) A stopover takes place when a passenger breaks the journey at an intermediate point and is not scheduled to depart on the day of arrival; or within 24 hours of arrival if there is no connection on the day of arrival. When there is no LH connecting departure scheduled on the date of arrival, departure on a LH flight the following day shall not be deemed a stopover.

Rule 145 Currency Applications

Local Currency Fares and Charges

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

(A)

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

(B)

Albania
Armenia
Austria
Azerbaijan

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

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

Combination of Local Currency Fares

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

Step 1: (a) Establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA rate of exchange (ROE) shown in the currency conversion table below for the country in which the currency is denominated.

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

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

Step 3: (a) Established the through local currency

fare by multiplying the total NUC amounts (derived from steps 1, 2, and 3 above) by the IATA rate of exchange (roe) shown in the currency conversion table below for the country of commencement of travel.

(b) Calculate the resultant amount of one decimal place beyond the number of decimal places shown next to the local currency in the conversion table below, ignoring any further decimal places.

(c) Round up to the next higher rounding unit shown next to the local currency in the currency conversion table, unless otherwise indicated.

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

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

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

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

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

Currency Table

Abu Dhabi
(See United Arab Emirates)

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

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

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

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

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

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

Round Up: Local Currency - 1 Other Charges - 0.1
Bonaire
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Bosnia and
Herzegovina
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Botswana
Pula BWP ROE:11.007161 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Brazil
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
British Virgin
Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Brunei
Darussalam
Brunei Dollar BND ROE:1.366139 Note -
Round Up: Local Currency - 1 Other Charges - 1
Bulgaria
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Burkina Faso
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Burundi
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Cambodia
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 1.0
Cameroon
CFA Franc XAF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Canada
Canadian Dollar Cad ROE:1.339292 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Cape Verde
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Cayman Islands
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Central African
Republic
CFA Franc XAF ROE:582.696007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Chad
CFA Franc XAF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Chile
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
China
Yuan Renminbi CNY ROE:6.909927 Note -

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

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

Ghana
 US Dollar USD ROE:1.0 Note D
 Round Up: Local Currency - 1 Other Charges - 0.1
Gibraltar
 Gibraltar
 Pound GIP ROE:.787961 Note -
 Round Up: Local Currency - 1 Other Charges - 0.1
Greece
 Euro EUR ROE:.888299 Note -
 Round Up: Local Currency - 100 Other Charges - 10
Greenland
 Danish Krone DKK ROE:6.633619 Note -
 Round Up: Local Currency - 5 Other Charges - 1
Grenada
 US Dollar USD ROE:1.0 Note D
 Round Up: Local Currency - 1 Other Charges - 0.1
Guadeloupe
 Euro EUR ROE:.888299 Note -
 Round Up: Local Currency - 1 Other Charges - 0.01
Guam
 US Dollar USD ROE:1.0 Note -
 Round Up: Local Currency - 1 Other Charges - 0.1
Guatemala
 US Dollar USD ROE:1.0 Note D
 Round Up: Local Currency - 1 Other Charges - 0.1
Guinea
 US Dollar USD ROE:1.0 Note D
 Round Up: Local Currency - 1 Other Charges - 0.1
Guinea-Bissau
 CFA Franc XOF ROE:582.686007 Note -
 Round Up: Local Currency - 1 Other Charges - 0.1
Guyana
 US Dollar USD ROE:1.0 Note -
 Round Up: Local Currency - 1 Other Charges - 1
Haiti
 US Dollar USD ROE:1.0 Note -
 Round Up: Local Currency - 1 Other Charges - 0.1
Honduras
 US Dollar USD ROE:1.0 Note D
 Round Up: Local Currency - 1 Other Charges - 0.1
Hong Kong
 Hong Kong Dollar HKD ROE:7.840588 Note -
 Round Up: Local Currency - 10 Other Charges - 1
Hungary
 Forint HUF ROE:286.079249 Note -
 Round Up: Local Currency - 10 Other Charges - 10
Iceland
 Iceland Krone ISK ROE:124.101625 Note -
 Round Up: Local Currency - 100 Other Charges - 10
India
 Indian Rupee INR ROE:69.344359 Note -
 Round Up: Local Currency - 5 Other Charges - 1
Indonesia
 Indonesian Rupiah IDR ROE:14354.200000 Note -
 Round Up: Local Currency - 1 Other Charges - 0.1
Iran, Islamic
 Republic of
 Iranian Rial IRR ROE:110241.000000 Note -

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

US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Lesotho
Loti LSL ROE:14.694945 Note -
Round Up: Local Currency - 10 Other Charges - 0.1
Liberia
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Libyan Arab
Jamahiriya
Libyan Dinar LYD ROE:1.420540 Note -
Round Up: Local Currency - 0.1 Other Charges - 0.05
Lithuania
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Luxembourg
Luxembourg
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Macao
Pataca MOP ROE:8.075805 Note -
Round Up: Local Currency - 10 Other Charges - 1
Macedonia, the
Former Yugoslav
Republic of
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Madagascar
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 100 Other Charges - 50
Malawi
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Malaysia
Malaysian
Ringgit MYR ROE:4.165836 Note -
Round Up: Local Currency - 1 Other Charges - 1
Maldives
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Mali
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Malta
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Marshall Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Martinique
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Mauritania
Ouguiya MRO ROE:369.921158 Note -
Round Up: Local Currency - 20 Other Charges - 10
Mauritius
Mauritius Rupee MUR ROE:36.799593 Note -
Round Up: Local Currency - 5 Other Charges - 1

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

New Zealand
Dollar NZD ROE:1.511449 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Nicaragua
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Niger
CFA Franc XOF ROE:582.686007 Note -
Round Up: Local Currency - 100 Other Charges - 100
Nigeria
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Niue
New Zealand Dollar NZD ROE:1.511449 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Norfolk Island
Australian Dollar AUD ROE:1.432645 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Northern
Mariana Islands
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Norway
Norwegian Krone NOK ROE:8.695266 Note -
Round Up: Local Currency - 5 Other Charges - 1
Occupied Palestinian Territory
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Oman
Rial Omani OMR ROE: .384500 Note -
Round Up: Local Currency - 1 Other Charges - 1
Pakistan
Pakistan Rupee PKR ROE:148.387683 Note -
Round Up: Local Currency - 10 Other Charges - 1
Palau
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Panama
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Papua New Guinea
Kina PGK ROE:3.459640 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Paraguay
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Peru
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Philippines
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Poland
Pln PLN ROE:3.799713 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Portugal
Portuguese
Euro EUR ROE:.888299 Note -

Round Up: Local Currency - 1 Other Charges - 0.01
Puerto Rico
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Qatar
Qatari Rial QAR ROE:3.640000 Note -
Round Up: Local Currency - 10 Other Charges - 10
Reunion
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Romania
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Russian
Federation
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.01
Rwanda
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saba
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Helena
Saint Helena
Pound SHP ROE:.787961 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Kitts and
Nevis
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Lucia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Maarten
Guilder Netherlands ANG ROE:1.790000 Note -
Antilles
Round Up: Local Currency - 1 Other Charges - 0.1
Saint Pierre and
Miquelon
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 0.01 Other Charges - 0.01
Saint Vincent and
the Grenadines
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Samoa
Tala WST ROE:2.713072 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Sao Tome and
Principe
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Saudi Arabia
Saudi Riyal SAR ROE:3.750000 Note -
Round Up: Local Currency - 1 Other Charges - 1
Senegal
CFA Franc XOF ROE:582.686007 Note -

Round Up: Local Currency - 100 Other Charges - 100
Serbia
Euro EUR ROE:.888299 Note E
Round Up: Local Currency - 1 Other Charges - 0.1
Seychelles
Seychelles
Rupee SCR ROE:14.529489 Note -
Round Up: Local Currency - 1 Other Charges - 1
Sierra Leone
US Dollar USD ROE:1.0 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Singapore
Singapore
Dollar SGD ROE:1.366139 Note -
Round Up: Local Currency - 1 Other Charges - 1
Slovakia
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 1
Slovenia
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 100 Other Charges - 1
Solomon Islands
Solomon Islands
Dollar SBD ROE:8.481025 Note -
Round Up: Local Currency - 1 Other Charges - 0.1
Somalia
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
South Africa
Rand ZAR ROE:14.694945 Note -
Round Up: Local Currency - 10 Other Charges - 1
South Sudan
South Sudanese Pound SSP ROE:157.810800 Note G
Round Up: Local Currency - 1 Other Charges - 1
Spain
Euro EUR ROE:.888299 Note -
Round Up: Local Currency - 1 Other Charges - 0.01
Sri Lanka
Sri Lanka Rupee LKR ROE:177.065044 Note -
Round Up: Local Currency - 100 Other Charges - 1
Sudan
Sudanese Dinar SDG ROE:45.225000 Note G
Round Up: Local Currency - 1 Other Charges - 1
Suriname
US Dollar USD ROE:1.0 Note D
Round Up: Local Currency - 1 Other Charges - 0.1
Swaziland
Lilangeni SZL ROE:14.557967 Note -
Round Up: Local Currency - 10 Other Charges - 1
Sweden
Swedish Krone SEK ROE:9.438611 Note -
Round Up: Local Currency - 5 Other Charges - 1
Switzerland
Swiss Franc CHF ROE:.992589 Note -
Round Up: Local Currency - 1 Other Charges - 0.5
Syrian Arab
Republic
Syrian Pound SYP ROE:436.000000 Note G

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

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

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

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

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

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

Round Up: Local Currency - 1 Other Charges - 1

Gambia

Dalasi GMD Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Georgia

Lari GEL Note -

Round Up: Local Currency - 100 Other Charges - 10

Ghana

Cedi GHC Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Grenada

EC Dollar XCD Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Guatemala

Quetzal GTQ Note 3

Round Up: Local Currency - 1 Other Charges - 0.1

Guinea

Guinea Franc GNF Note -

Round Up: Local Currency - 100 Other Charges - 100

Guyana

Guyana Dollar GYD Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Haiti

Gourde HTG Note -

Round Up: Local Currency - 1 Other Charges - 0.5

Honduras

Lempira HNL Note 1

Round Up: Local Currency - 1 Other Charges - 0.2

Indonesia

Rupiah IDR Note -

Round Up: Local Currency - 100 Other Charges - 100

Israel

Shekel ILS Note 3

Round Up: Local Currency - 1 Other Charges - 1

Jamaica

Jamaican Dollar JMD Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Kazakhstan

Kazakhstan

Tenge KZT Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Kenya

Kenyan Shilling KES Note -

Round Up: Local Currency - 5 Other Charges - 5

Kyrgyzstan

Som KGS Note -

Round Up: Local Currency - 1 Other Charges - .1

Laos, People's

Democratic

Republic of

Kip LAK Note -

Round Up: Local Currency - 10 Other Charges - 10

Latvia

Latvian Lats LVL Note -

Round Up: Local Currency - 1 Other Charges - 0.1

Lebanon

Lebanese Pound LBP Note -

Round Up: Local Currency - 100 Other Charges - 100

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

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

Round Up: Local Currency - 1 Other Charges - 1

Ukraine
Hryvnia UAH Note -
Round Up: Local Currency - 1 Other Charges - 0.1

Uruguay
Uruguayo Peso UYU Note -1,3
Round Up: Local Currency - 100 Other Charges - 100

Uzbekistan
Uzbekistan
Sum UZS Note -
Round Up: Local Currency - 100 Other Charges - 10

Venezuela
Bolivar VEB Note -
Round Up: Local Currency - 10 Other Charges - 10

Viet Nam
Dong VND Note -
Round Up: Local Currency - 1 Other Charges - 1

Yemen,
Republic of
Yemeni Rial YER Note -
Round Up: Local Currency - 1 Other Charges - 1

Yugoslavia
New Dinar YUM Note 4
Round Up: Local Currency - 1 Other Charges - 1

Zaire
New Zaire ZRN Note -
Round Up: Local Currency - 1 Other Charges - 0.05

Zambia
Kwacha ZMK Note -
Round Up: Local Currency - 1 Other Charges - 5

Notes:

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

Rule 200 Children's and Infants' Fares

Note 1: As used herein, "adult" shall mean someone at least 12 years of age.

Note 2: The provisions/percentages in paragraphs (A), (B), (C) and (D) of this rule apply only to the extent provided/specified in the applicable fare rule making reference to this rule.

(A) Accompanied children (infant(s)) under two years of age

(1) When accompanied by an adult passenger, children who are less than two years of age throughout the journey and not occupying an individual seat will be assessed 10 percent of the applicable adult fare.

(2) Children under two years of age occupying individual seats or if more than 1 infant is travelling with one accompanying adult second infant is charged with the applicable child fare (75 percent).

(B) Accompanied children two years of age or over, but under 12

When accompanied by an adult passenger the fare for children who have reached their second birthday but have not reached their twelfth birthday on the date of commencement of their outward journey, will be 75 percent of the applicable adult fare.

(C) Unaccompanied children under twelve years of age

(1) Unaccompanied children under twelve years of age on the date of commencement of their outward journey will be 75 percent of the full applicable adult fare.

Exception: Unaccompanied children under five years of age on the date of commencement of their outward journey will not be accepted for carriage via LH.

(2) A service charge for unaccompanied child applies. The service will be offered on LH operating flights only.

(D) Other conditions for accompanied/unaccompanied children

(1) Unless otherwise specified in an applicable fare rule, children's and infants' discounts apply to stopover charges, weekend surcharges, cancellation charges etc.

Exception: For travel ex Germany: if not specified otherwise in a fare rule no children's discount applies on penalty charges.

(2) "Adult passenger" as used herein, shall mean a passenger 12 years of age and older.

(3) When Rule 200 is not applicable to a fare, as indicated in paragraph (g) of a fare-rule, the full adult fare will apply instead of the discounted fares stated in this rule; provided that the passenger qualifies for such airfare in accordance with the other provisions of the fare-rule. When the application of Rule 200 is modified by the applicable fare-rule in paragraph (g), that modification will be applicable to unaccompanied as well as accompanied children in Rule 200; for example, when the exception for children (2 through 11 years old) is given as 67 percent, the "percent of the applicable adult fare" in Rule 200 paragraphs (b)(c) and (d) will be 67 percent instead of the 75 percent shown in Rule 200, and infants (under 2 years old) paying the children's fare as in paragraph (a)(2) Of Rule 200 will pay 67 percent, not 75 percent, of the applicable adult fare.

(4) Each unaccompanied minor travelling on LH shall be charged:

(a) EUR70/CHF80/USD80/CAD110 within Europe;

(b) EUR80/CHF90/USD90/CAD120 between Europe and Lebanon, Israel, Kazakhstan, Egypt, Jordan, Turkmenistan, Iraq;

(c) EUR100/CHF115/USD115/CAD150 between Europe and United Arab Emirates, Qatar, Iran, Nigeria, Saudi Arabia, Ethiopia, Bahrain, Oman, Kuwait;

(d) EUR125/CHF140/USD140/CAD190 between Europe and Maldives, India, Equatorial Guinea, Kenya, Tanzania, Angola, Miami, Toronto, New York, Chicago, Charlotte, Orlando, Montreal, Washington, Atlanta, Philadelphia, Tampa, Boston, Detroit, Fort Myers; and

(e) EUR150/CHF170/USD170/CAD230 between Europe and Japan, China, Republic of Korea, Thailand, Singapore, South Africa, Seychelles, Mauritius, Colombia, Los Angeles, Denver, San Francisco, Mexico, Brazil, Dallas, Hong Kong, Panama, Vancouver, San Jose, Argentina, Houston, Seattle, San Diego, Costa Rica, St Johns.

Exception 1: If a brother and/or sister residing at/destined to the same address travel together for the entire journey, the charges for one child as outlined above shall apply.

Exception 2: In case full adult fare has been charged no unaccompanied minor charge shall apply.

(5) Please refer to the carrier’s website for additional information and forms for unaccompanied minor bookings.

(6) Age limits - the age limits referred to in this rule shall be those in effect on the date of commencement of travel except.

(a) For infants who will reach their second birthday during the journey, in that case, due to safety regulations, a booked seat will be required for the remaining portions of the journey. When a separate seat is required on a portion of the journey child fare has to be used for the entire journey. Combinations are not required within a fare component.

(b) Children who will turn twelve years enroute, will have to pay the applicable adult fare for the entire journey.

Rule 205 Free and Reduced Rate Transportation for Agents

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

(1) When transportation is for the purpose of carrier's business
Transportation will be issued free of charge to the general agent, general agency officials and employees when such transportation is on the carrier's business.

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

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

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

Exception for Canada: The free and/or reduced fare transportation specified above is not applicable to carriage solely between points in Canada on the one hand and points in 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 applied 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 the date if 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 subparagraphs (a) and (b) above within each country.

(2) Spouses

The spouse of a person eligible under paragraph (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 carrier 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 (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 of 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 such 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), (b) And (c) 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 meeting

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. 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 value of the normal economy class

fare, and provided further that were air transportation over the service 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 change 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 of the group shall be permitted to travel.

(vii) Duration daily instructions

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 instructions: 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 complete 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) (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.

(d) Application for transportation

(i) The secretary of traffic conference 1 shall furnish each cargo sales agent with two educational and market development trip authorizations for each approved location.

(ii) 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 carrier 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

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

(B) Definitions: As used herein
(1) The term "initial carrier" means the carrier performing the initial transportation under the tour itinerary or the carrier selling and issuing the transportation on behalf of the carrier(s) participating in the tour itinerary. The initial carrier shall determine whether the group traveling hereunder qualifies in accordance with this rule and whether tour conductor's transportation at free or reduced fares may be issued in accordance herewith.
(2) The term "travel agent" means an agent duly appointed by the carrier to sell air passenger transportation over its lines.
(3) The term "travel organizer" means a person who, with the approval and consent of the carrier, organizes and arranges an advertised group tour for a group of passengers.
(4) The term "advertised group tour" means a tour involving a round or circle trip, in whole or in part on the lines of one or more carriers which is advertised and described, including descriptive copy covering hotel accommodations and other facilities and attractions available at stopover point included in the tour in 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 scheduled, 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 as indicated that it will participate. In cases where two or more carriers may have arrangements between them for the issuance of tour conductor's transportation, the initial carrier will issue such transportation on all such carriers.

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

(E) Baggage, meals and transfers

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

Rule 220 Voluntary Changes for Fully Flexible Fares

This rule is governed by LH-1 general Rule 220 (paper), LH IPRG rules 1va1 (electronic).

(A) For change requests made before departure of the journey:

(1) All changes must be made within the ticket validity.

(2) No carrier may override.

(3) No charge will apply to any change.

(4) If a refund is due to the passenger, it will be returned in the original form of payment.

(5) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.

(6) The reissue transaction is restricted to 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH only.

(7) The ticket must be re-priced per one of the following options:

(a) Use LH fares that were in effect at the time the ticket WAS issued provided -

(i) No change is made to stopover, connection, or fare break points.

(ii) The new fare is the same fare class and is governed by the same rule number as the previous fare.

(iii) The advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(b) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH fares that were in effect at the time the ticket WAS issued provided -

(i) No change is made to the 1st flight coupon.

(ii) The advance reservation requirements of the new fare are met by measuring from original ticket date to the departure of the pricing unit.

(c) Use LH fares that were in effect at the time the ticket is presented for re-issue provided the advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(B) For change requests made after departure of the journey:
    (1) All changes must be made within the ticket validity.
    (2) No carrier may override.
    (3) No charge will apply to any change.
    (4) If a refund is due to the passenger, it will be returned in the original form of payment.
    (5) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.
    (6) The reissue transaction is restricted to 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH only.
    (7) The ticket must be re-priced per one of the following options:
        (a) Use LH fares that were in effect at the time the ticket WAS issued provided -
            (i) No change is made to stopover, connection, or fare break points.
            (ii) When no international coupons remain, all new travel must be domestic.
            (iii) Fully flown fare components are not extended to further points.
            (iv) The new fare is governed by the same rule number as the previous fare.
            (v) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the departure of the pricing unit.
        (b) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH fares that were in effect at the time the ticket WAS issued provided -
            (i) When no international coupons remain all new travel must be domestic.
            (ii) Fully flown fare components are not extended to further points.
            (iii) When the same fare as the previous fare is used - advance reservation requirements need not be met.
            (iv) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the departure of the pricing unit.

Rule 230 Voluntary Changes Permitted Against Charge

This rule is governed by LH-1 general Rule 230 (paper), LH IPRG rules 2VA1/2VA2/2VA3/2VA4/2VA6/ 3VA1/3VA2/3VA3/3VA4/3VA5/3VA6/4VA1/4VA2/4VA3/4VA4/5VA1/5VA2/ 5VA4/9VA1/9VA2/9VA4 (electronic).

(A) For change requests made before departure of the journey and before departure of the originally scheduled flight.
  (1) All changes must be made within the ticket validity.
  (2) No carrier may override.
  (3) A charge, as outlined in the chart below, will apply to any change. No charge will apply to infants not occupying a seat. No charge will apply if the new fare is a higher OW fare or equal or higher normal fare.
  (4) If more than one fare component exists on the ticket, the highest fee of any changed fare component within journey will be assessed.
  (5) If a refund is due to the passenger, it will be returned in the original form of payment.
  (6) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.
  (7) The reissue transaction is restricted to 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/ NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH only.
  (8) The ticket must be re-priced per one of the following options:
    (a) Use LH fares that were in effect at the time the ticket WAS issued provided -
      (i) No change is made to stopover, connection or fare break points.
      (ii) The new fare is the same fare class and is governed by the same rule number as the previous fare.
      (iii) The advance reservation requirements of the new fare are met by measuring from original ticket date to the departure of the pricing unit.
    (b) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/ MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ ZH fares that were in effect at the time the ticket WAS issued provided -
      (i) No change is made to the 1st flight coupon.
      (ii) The advance reservation requirements of

the new fare are met by measuring from original ticket date to the departure of the pricing unit.

(c) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH round trip fares that were in effect at the time the ticket is presented for re-issue provided the advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(d) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH one-way fares that are in effect at the time the ticket is presented for reissue provided:

(i) No change is made to fare break points.

(ii) The value of the new fare is higher than the value of the previous fare.

(iii) The advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(iv) Use 4u/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/nz/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH normal fares that were in effect at the time the ticket WAS issued provided:

(a) No change is made to the 1st flight coupon.

(b) The advance reservation requirements of the new fare are met by measuring from original ticket date to the departure of the pricing unit.

(v) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH normal fares that were in effect at the time the ticket WAS issued provided:
The advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(B) For change request made before departure of the journey and after departure of the originally schedule flight. Changes are not permitted.

(C) For change requests made after departure of the journey

and before departure of the originally scheduled flight:

(1) All changes must be made within the ticket validity.

(2) No carrier may override.

(3) A charge, as outlined in the chart below, will apply to any change. No charge will apply to infants not occupying a seat. No charge will apply if the new fare is a higher OW fare or equal or higher normal fare.

(4) If more than one fare component exists on the ticket, the highest fee of any changed fare component within journey.

(5) If a refund is due to the passenger, it will be returned to the original form of payment.

(6) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.

(7) The reissue transaction is restricted to 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH only.

(8) The ticket must be re-priced per one of the following options:

    (a) Use LH fares that were in effect at the time the ticket WAS issued provided;

        (i) No change is made to stopover, connection, or fare break points.

        (ii) When no international coupons remain all new travel must be domestic.

        (iii) Fully flown fare components are not extended to further points.

        (iv) The new fare is the same fare class and is governed by the same rule number as the previous fare.

        (v) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the departure of the pricing unit.

    (b) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH fares that were in effect at the time the ticket WAS issued provided:

        (i) When no international coupons remain all new travel must be domestic.

        (ii) Fully flown fare components are not extended to further points.

        (iii) When the same fare as the previous fare is used advance reservation requirements need not be met.

        (iv) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the

departure of the pricing unit.

(c) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH one way fares that were in effect at the time the ticket WAS issued provided;
  (i) No change is made to fare break points.
  (ii) When no international coupons remain all new travel must be domestic.
  (iii) Fully flown fare components are not extended to further points.
  (iv) The value of the new fare is higher than the value of the previous fare.
  (v) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the departure of the pricing unit.

(d) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH normal fares that were in effect at the time the ticket WAS issued provided;
  (a) When no international coupons remain all new travel must be domestic.
  (b) Fully flown fare components are not extended to further points.
  (c) When the same fare as the previous fare is used-advance reservation requirements need not be met.
  (d) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the departure of the pricing unit.

(D) For change request made after departure of the journey and after departure of the originally scheduled flight. Changes not permitted.

(E) Voluntary changes chart

Assess the change fees based on the electronic rule number below.

Rule	Change Fee	Currency
05C7	160	CAD
07C7	240	CAD
09C7	310	CAD
11C7	510	CAD
04C4	80	USD
06C4	160	USD
08C4	240	USD
10C4	310	USD
12C4	510	USD
06C3	130	GBP
08C3	190	GBP

10C3	250	GBP
12C3	410	GBP
04C2	105	CHF
06C2	210	CHF
08C2	260	CHF
10C2	310	CHF
12C2	510	CHF
BFM2	75	CHF
04C1	65	EUR
06C1	130	EUR
08C1	190	EUR
10C1	250	EUR
12C1	410	EUR

Rule 240 Voluntary Changes Permitted Free of Charge

This rule is governed by LH-1 general Rule 240 (paper), LH IPRG rules 4iv1/4iv2/4iv3/4iv4/4iv5 (electronic).

(A) For change requests made before departure of the journey:

(1) All changes must be made within the ticket validity.

(2) No carrier may override.

(3) No charge will apply to any change.

(4) If a refund is due to the passenger, it will be returned in the original form of payment.

(5) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.

(6) The reissue transaction is restricted to 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/nz/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH only.

(7) The ticket must be re-priced per one of the following options:

(a) Use LH fares that were in effect at the time the ticket WAS issued provided -

(i) No change is made to stopover, connection or fare break points.

(ii) The new fare is the same fare class and is governed by the same rule number as the previous fare.

(iii) The advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(b) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH round trip fares that were in effect at the time the ticket WAS issued provided -

(i) No change is made to the 1st flight coupon.

(i1) The advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(c) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH round trip fares that were in effect at the time the ticket is presented for re-issue provided the advance reservation requirements

of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(d) Use 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/NZ/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH one-way fares that are in effect at the time the ticket is presented for fare reissue provided -

(i) No change is made to fare break points.

(ii) The value of the new fare is higher than the value of the previous fare.

(iii) The advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(B) For change requests made before departure of the journey and after departure of the originally scheduled flight: changes are not permitted.

(C) For change requests made after departure of the journey:

(1) All changes must be made within the ticket validity.

(2) No carrier may override.

(3) No charge will apply to any change.

(5) If a refund is due to the passenger, it will be returned in the original form of payment.

(6) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.

(7) The reissue transaction is restricted to 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/nz/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH only.

(8) The ticket must be re-priced per one of the following options:

(a) Use LH fares that were in effect at the time the ticket WAS issued provided -

(i) No change is made to stopover, connection, or fare break points.

(ii) When no international coupons remain, all new travel must be domestic.

(iii) Fully flown fare components are not extended to further points.

(iv) The new fare is governed by the same rule number as the previous fare.

(v) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the departure of the pricing unit.

(b) Use LH round trip fares that were in effect at the time the ticket WAS issued provided;

(i) No change is made to fare break points.
(ii) When no international coupons remain all new travel must be domestic.
(iii) Fully flown fare components are not extended to further points.
(iv) When the same fare as the previous fare is used advance reservation requirements need not be met.
(v) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the departure of the pricing unit.

(c) Use LH one way fares in effect at the time the ticket WAS issued provided -
(i) No change is made to fare break points.
(ii) When no international coupons remain all new travel must be domestic.
(iii) Fully flown fare components are not extended to further points.
(iv) The value of the new fare is higher than the value of the previous fare.
(v) The advance reservation requirements of the new fare are met by measuring from the original ticket date to the departure of the pricing unit.

(d) For change requests made after departure of the journey and after departure of the originally scheduled flight: Changes are not permitted.

Rule 250 Voluntary Changes Not Permitted

This rule is governed by LH-1 general Rule 250 (paper), LH IPRG rules 6va1 (electronic).

(A) For change requests made before departure of the journey and before departure of the originally scheduled flight.
  (1) All changes must be made within the ticket validity.
  (2) The international fare component may not override certain reissue provisions of the domestic fare component. No carrier may override.
  (3) Changes not permitted except the new fare is higher OW.
  (4) No charge will apply if the new fare is a higher OW.
  (5) If a refund is due to the passenger, it will be returned in the original form of payment.
  (6) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.
  (7) The reissue transaction is restricted to 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/nz/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH only.
  (8) The ticket must be re-priced per one of the following options:
  Use LH one way fares that were in effect at the time the ticket is presented for reissue provided -
    (a) No change is made to fare break points.
    (b) The value of the new fare is higher than the value of the previous fare.
    (c) The advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(B) For change requests made before departure of the journey and after departure of the originally scheduled flight:
  Changes are not permitted.

(C) For change requests made after departure of the journey and before departure of the originally scheduled flight:
  (1) All changes must be made within the ticket validity.
  (2) The international fare component may not override certain reissue provisions of the domestic fare

component. No carrier may override.

(3) Changes not permitted except the new fare is higher OW.

(4) No charge will apply if the new fare is a higher OW.

(5) If a refund is due to the passenger, it will be returned in the original form of payment.

(6) The endorsement box of the new ticket must include the higher non-refundable amount of the previous and new ticket and any endorsements of the new fare.

(7) The reissue transaction is restricted to 4U/A3/AC/AV/BR/CA/CM/EN/ET/JP/LG/LH/LO/LX/MS/NH/nz/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH only.

(8) The ticket must be re-priced per one of the following options:
Use LH one-way fares in effect at the time the ticket WAS issued provided -

(a) No change is made to fare break points.

(b) When no international coupons remain all new travel must be domestic.

(c) Fully flown fare components are not extended to further points.

(d) The value of the new fare is higher than the value of the previous fare.

(e) The advance reservation requirements of the new fare are met by measuring from the reissue ticket date to the departure of the pricing unit.

(D) For change requests made after departure of the journey and after departure of the originally scheduled flight: Changes are not permitted.

Rule 500 Passengers on Stretchers

(A) Passengers traveling on a stretcher will be accepted for transportation subject to Rule 25 (Refusal to Transport- Limitations of Carrier) herein, provided advance arrangements are made and space and appropriate equipment for mounting within the aircraft are available; and subject to the conditions and charges indicated provided that:

(1) The cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher.

(2) Except as otherwise provided, the normal free baggage allowances will apply to each fare paid.

(B) Carrier will carry an incapacitated passenger on a stretcher provided such passenger is accompanied by at least one able-bodied attendant who shall care for the stretcher passenger during the trip. The one-way charge for the stretcher will be 3 one-way business class fares. The stretcher passenger and accompanying attendant will each be charged the applicable business class fare.

Rule 550 Passengers Occupying Two Seats

Upon request and advance arrangement, a passenger will be permitted the exclusive use of two seats subject to payment of two applicable fares for the points between which the two seats will be used. A ticket will be issued for each seat, and the normal free baggage allowance will apply in connection with each such ticket presented to the carrier.

Rule 600 Attendant Accompanying Cargo Shipment

Carrier will transport attendants and their personal baggage on all-cargo aircraft or in the cargo compartment of a mixed cargo-passenger aircraft for the purpose of accompanying the consignment. The fare for such attendant shall be as follows: Lowest fare level irrespective of applicable conditions (i.e. Special fare conditions may be ignored, except that seasonal levels must be observed). This fare is only applicable on LH services and it must be in accordance with the routing actually flown. The airway bill number must be shown in the endorsement box of the ticket.

Rule 1100 Lufthansa Corporate Mileage Dividend Plan – North America

(A) Application

(1) The provisions of this rule apply only to international transportation solely over the scheduled passenger services of LH.

(2) Participation will be limited to businesses with addresses in the U.S.A. who elect to participate. LH will provide enrollment information to all corporations wishing to participate as well as rules and regulations governing such participation.

(B) Mileage accumulation

(1) Tickets used to accumulate mileage must have been purchased and issued in the United States and travel must originate in the U.S.A. And must include one Transatlantic sector.

(2) Mileage shall be credited to the participant as follows:
Purchasers of economy class tickets (H class)
Accumulate mileage credit of 100 percent of the actual mileage flown.
Purchasers of economy class tickets (B/L class)
Accumulate mileage credit of 50 percent of the actual mileage flown.
Purchasers of business class tickets (C/D class)
Accumulate mileage credit of 125 percent of the actual mileage flown.
Purchasers of first class tickets (F class)
Accumulate mileage credit of 200 percent of the actual mileage flown.

(3) Bonus flights and/or upgrading awards are earned by the participant according to the "Lufthansa corporate mileage dividend plan award schedule" whose terms and conditions govern the distribution of all such awards.

(4) The accrual of miles will be based on the date of travel.

(C) Restrictions

(1) Industry discounts, government discounts, prepaid tickets, agency discount tickets or any other reduced fare tickets do not qualify for mileage accumulation.

(2) The bonus program shall not apply to non-revenue transportation provided by LH.

(3) Mileage earned by the participant under this plan may not be accumulated or used by the participant for credit in any other corporate mileage plan without the express written consent of LH.

(D) Mileage notification procedure

(1) Lufthansa corporate mileage dividend plan - North America participants will be provided with a printed form to record its tickets purchases/accumulated mileage. Whenever the participant has qualified for an award and desires to redeem it, he must submit the completed form to LH for processing.

(2) LH shall assign each participant an account number and shall continually tabulate the participant's mileage accumulation. LH shall forward monthly statements to the participants listing its accumulated mileage. In the event that the participant fails to document its mileage accumulation, in order to get credit for these miles, the participant shall submit the original or a photocopy of the ticket stub to LH. All such irregular mileage claims for mileage credit must be submitted no later than six (6) months from the date that travel has commenced.

(3) LH may from time to time, give additional bonus mileage for specified purposes, or reduce, or eliminate previously announced bonus mileage.

(E) Awards

Each participant who has followed the procedures in (b) and (d) above for accumulation of mileage, will receive an award based on the amount of mileage accumulated pursuant to the redemption schedule below. Participants will have the option of continuing to a higher award level. Free transportation will apply to round trip or open jaw tickets.

(1) The Transatlantic awards are distributed by three groups of gateways as follows:

Group i: from New York, NY/Newark, NJ/Boston, MS/Washington, D.C. To points in Germany.

Group ii: from Chicago, IL/Atlanta, GA/Miami, FL/San Juan, PR to points in Germany.

Group iii from Dallas, TX./Houston, TX./Los Angeles, CA./San Francisco, CA. To points in Germany.

Award Type	Number Of Awards	Group I Miles	Group Ii Miles	Group Iii Miles
Upgrade	1	40,000	45,000	60,000
Free Ticket E	1	70,000	80,000	110,000
Free Ticket C	1	90,000	100,000	140,000

Free Ticket F	1	160,000	180,000	235,000

(2) The Area 2/3 awards to be issued in combination with the Transatlantic awards are distributed as follows:

Group 1: Special Destinations in Germany
Group 2: AT/BE/BG/HR/CZ/DK/FI/FR/GB/HU/IE/IT/NL/NO/PL/RO/SI/ES/SE/CH
Group 3: BY/CY/EE/RU/GR/IS/LV/LT/MT/PT/TR/UA
Group 4: Canary Island, EG/IL/MA/SY/TN
Group 5: BH/IR/KW/SA/AE/YE
Group 6: CM/ER/ET/GM/GH/KE/MU/NA/SN/SC/ZA/SD/TZ/ZR/ZW
XU/CN/HK/IN/ID/JP/KZ/MY/MV/NP/PK/PH/SG/LK/KR/TW
TH/UZ/VN
AG/AR/BO/BR/CL/CO/EC/PE/AN/VE
Group 7: Australia

Award Type	Group 1	Group 2	Group 3	Group 4
First Rt	N/A	N/A	N/A	75,000
Business Rt	15,000	25,000	35,000	55,000
Economy Rt	10,000	15,000	30,000	45,000
Upgrades	5,000	10,000	25,000	40,000

Award Type	Group 5	Group 6	Group 7
First Rt	100,000	135,000	160,000
Business Rt	75,000	100,000	120,000
Economy Rt	60,000	85,000	100,000
Upgrades	50,000	60,000	70,000

(F) Redemption

(1) The award will be given to the person designated by the LH corporate plan participant. Once the award has been given it cannot be transferred or refunded.
(2) Awards cannot be redeemed for cash.
(3) Request for redemption of miles will be deducted from the oldest banked annual mileage account.

(G) Expiration of miles

All mileage accrued but not redeemed in the plan prior to December 31, 1992 will be banked and begin to age effective January 1, 1993. These miles, if not

redeemed, will expire on December 31, 1994. Subsequently, all mileage accrued but not redeemed, in each successive year will be banked on the last day of the calendar year and begin to age on the first day of the following calendar year. The unused accrued miles banked at the end of each calendar year will expire two years thereafter on December 31st.

(H) Travel conditions for awards

(1) All award travel must be solely on LH from an LH gateway in the U.S.A. To points in Germany and points in Area 2/3 designated in (e)(2) above.

(2) A free ticket is good for passage for one year from the date of issue.

(3) LH reserves the right to limit or exclude travel on free award ticket for specific periods and/or specified flights. If period of exclusion exceeding thirty days in length falls within one month after the date of commencement of travel, the validity of an award ticket will be extended for an additional 48 days.

(I) Other conditions

(1) LH reserves the right to cancel this program with three months advance notice. When this program is cancelled, an award will be effective for six months after the date of cancellation of this program.

(2) LH reserves the right to disqualify participants from further participation in the program and to cancel all previously accumulated mileage if in LH's sole judgement, such participants have violated any of the eligibility, mileage accumulation, award utilization or any other rules governing the Lufthansa corporate mileage dividend plan.

Rule 1200 Star-Convention Plus Rule (Applicable To Lufthansa)

(A) Application
This discount applies to business/economy class service, as applicable, from and to any point worldwide to create international RT/CT/SOJ journeys except not applicable to/from Japan or from Australia/New Zealand.
Valid for international travel on star alliance partners only -
A3/AC/AI/AV/TA/BR/CA/CM/ET/JP/LH/LO/LX/MS/NH/NZ/O6/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH.
if a star partner decides not to participate in a specific convention fare or on specific convention fare or on specific flight no's such exclusion(s) shall be identified in the CRS systems.
Accredited convention delegate and a companion must travel together to and from the event except in case of illness of either passenger after commencement of travel which is substantiated by a medical certificate travel together may be waived but the ticket validity may not be extended.
The delegate must submit proof of attending the convention to which destination the ticket(s) is purchased. The PNR must reflect all the convention details, including authorization (the tour code) Number.
booking class (RBD)
As per applicable fare rule.

(B) Discount
10 percent off any valid star alliance carrier filed fare.
Exception 1: Not applicable to senior citizen, youth, agency discount, industry discount, web saver or bilateral/star around-the-world fares.
Exception 2: Applicable to SQ only: 10 percent discount shall apply to IATA published fares only.
Note: Fare, published means a fare, the amount of which is specifically set forth in the carrier's tariff.
This discount is also available to accompanying companion. Additional discounts are not permitted.

(C) Routing
If a carrier/routing specific fare is used the routing may be changed to MPM provided that all construction rules apply in accordance with IATA fare construction rules, and provided all transportation is via star

alliance carriers only.

(D) Transfers
As per applicable fare rule - note when a fare is valid on a non-stop flight transfers are not permitted.

(E) Flight application
Fares apply on any A3/AC/ai/AV/ta/BR/CA/CM/ET/JP/LH/LO/LX/MS/NH/nz/o6/OS/OU/OZ/SA/SK/SN/SQ/TG/TK/TP/UA/ZH flight.
Exceptions can be looked up in the individual fare rules.

(F) Capacity limitations
The carrier shall limit the number of passengers carried on any one flight at fares governed by this rule and such fares will not necessarily be available on all flights. The number of seats which the carrier shall make available on a given flight will be determined by the carrier's best judgment.

(G) Reservations
As per applicable fare rule.

(H) Ticketing
As per applicable fare rule. Valid on participating star carriers ticket stock only.
Cross reference of ticket numbers are required.

(I) Fare basis
As per fare rule. Add "co10" at the end of appropriate fare basis code preceded by a slash "/".

(J) Min/max stay
As per fare rules.

(K) Cancellations/refunds/changes/reissues
As per applicable fare rules.

(L) Open jaw/circle trip
As per applicable fare rule used.

(M) Combinations
As per fare rule. May only be combined as end-on-end with other star carrier fares.

(N) Stopover
As per applicable fare rule. If the governing fare rule does not permit a stopover then 1 stopover shall be permitted at transfer point, plus point of turnaround.

(O) Refunds
As per applicable fare rule.

(P) Open ticket
As per applicable fare rule.

(Q) Tour Code
Appropriate star convention event code must appear in the tour code box on ticket.

(R) Airport Improvement Fee/Taxes
Applicable (no discount permitted).

(S) Restrictions
The Star Convention Discount cannot be claimed retroactively.

(T) Endorsement
Valid on Star Alliance Carriers - AC, AN, BD, LH, MX, NG, NH, NZ, OS, RG, SK, SQ, TG, UA, VO - only.

(U) Name Changes
Not Permitted.

(V) PTA's
As Per Applicable Fare Rule.

(W) Discounts
Additional discounts are not permitted.
Children and infants discounts are not permitted.
Agents And Tour Conductor Discounts Are Not Permitted.

(X) Other conditions

Passenger expenses not permitted.

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