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Carrier: Scandinavian Airlines – SK

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Title Page

Airline Tariff Publishing Company, Agent  
International Passenger Rules and Fares

Tariff No. IPR2

containing  
Local Rules, Fares & Charges  
on behalf of

Scandinavian Airlines System (SAS)

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

## Table of Contents

Title Page .....	1
Table of Contents.....	2
Rule 1 Definitions .....	4
Rule 2 Standard Format of Electronic Rules.....	20
Rule 5 Application of Tariff.....	28
Rule 6 Classes of Service .....	32
Rule 15 Electronic Surveillance of Passengers and Baggage .....	33
Rule 21 Carriage of Persons with Disabilities – Large Carrier ATPDR .....	34
Rule 22 Carriage of Persons with Disabilities .....	45
Rule 25 Refusal to Transport – Limitations of Carrier .....	49
Rule 40 Taxes .....	53
Rule 41 Seat Assignment for Passengers Including the Seating of Children Under the Age of 14 Years.....	54
Rule 43 International and Domestic Fee (Applicable to/from Canada Only) .....	57
Rule 45 Administrative Formalities – Passports, Visas and Tourist Cards .....	58
Rule 55 Liability of Carriers.....	60
Rule 60 Reservations .....	68
Rule 65 Tickets .....	71
Rule 80 Revised Routings, Failure to Carry and Missed Connections .....	77
Rule 85 Schedules, Delays and Cancellation of Flights .....	81
Rule 87 Denied Boarding Compensation.....	90
Rule 90 Refunds .....	104
Rule 97 Acceptance of Baggage.....	108
Rule 99 Baggage Regulations.....	110
Rule 109 Interline Baggage Acceptance.....	117
Rule 133 Fares (Applicable to SK only) .....	122
Rule 135 Stopovers .....	162
Rule 140 Routings.....	163
Rule 144 SK Surcharges.....	163

Tariff: IPR2  
Carrier: Scandinavian Airlines – SK

CTA No. 210 DOT No. 376

Rule 145 Currency Applications .....	166
Rule 200 Children's and Infants' Fares Part A .....	188
Rule 550 Passengers Occupying Two Seats .....	190
Rule 854 SK'S Eurobonus Program .....	191
Rule 9998 sk-1 Table of Contents .....	195

## Rule 1 Definitions†

As used herein:

Add-on-fare: See "arbitrary"

Adult (applicable to SK only) means a person who has reached his/her 12th birthday as of the date of commencement of travel.

Africa means the area comprised of all the countries on the continent of Africa, other than Algeria, Morocco, Sudan, Tunisia, and Egypt, but including the following islands: Cape Verde, Comoros, Fernando Poo, Malagasy, Mauritius, Reunion, Sao Tome and Seychelles.

Animals (applicable between Canada and Puerto Rico/Virgin Islands) in addition to the usual connotation, include reptiles, birds, poultry and fish.

APPR means the Air Passenger Protection Regulations.

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

Area no. 1 means all of the North and South American continents and the islands adjacent thereto; Greenland, Bermuda, the West Indies and the islands of the Caribbean sea, the Hawaiian Islands (including Midway and Palmyra).

Area no. 2 means all of Europe (including that part of the Russian Federation in Europe) and the islands adjacent thereto; Iceland, the Azores, all of Africa and the islands adjacent thereto; Ascension Island; that part of Asia lying west of and including Iran.

Area no. 3 means all of Asia and the islands adjacent thereto except that portion included in area no. 2; all of the East Indies, Australia, New Zealand, and the islands adjacent thereto; the islands of the Pacific Ocean except those included in area no. 1; Russian Federation east of the Urals.

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

ATPDR means the Accessible Transportation for Persons with Disabilities Regulations.

ATR means the Air Transportation Regulations

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† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 1 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

Australasia means Australia, New Caledonia, New Zealand; New Hebrides, Fiji, Samoa, Cook Islands, Tahiti and the islands adjacent thereto.

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 trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger.

Bankers buying rate means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transaction in bank notes, travellers cheques and similar banking instruments), a bank will purchase 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.

Bankers 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 cheques 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.

Bank of seats means passenger seats that are immediately adjacent to each other and does not include passenger seats that are across the aisle.

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

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

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

Basing fare: see "arbitrary"

Calendar month – period of time starting with any day in a month, identified by number, and ending with the same day of the following month. When the same day does not occur in the following month this period ends on the last day of that month.

Calendar week means a period of seven days starting at 12:01 a.m. Sunday and ending at 12:00 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:

- (A) (Not applicable between Canada and Puerto Rico/Virgin Islands.) Anguilla, Antigua, Bahamas, Barbados, Bermuda, British Virgin Islands, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Leeward Islands, Martinique, Montserrat, Netherlands Antilles, Nevis, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad, Tobago, Turks and Caicos Islands, West Indies and Windward Islands.
- (B) (Applicable between Canada and Puerto Rico/Virgin Islands.) Antigua, Bahama Islands, Barbados, Bermuda, Cayman Islands, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Netherlands Antilles, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad/Tobago.

Carriage, which is equivalent to transportation, means carriage of passengers and/or baggage by air, gratuitously or for hire.

Carrier

- (A) (Not Applicable between Canada and Puerto Rico/Virgin Islands.) means the air carrier issuing the ticket and all air carriers that carry or undertake to carry the passenger and/or his baggage thereunder or perform or undertake to perform any other services related to such air carriage.
- (B) (Applicable between Canada and Puerto Rico/Virgin Islands.) means any air carrier shown as a participant in this tariff.

Central Africa means the area comprising Malawi, Zambia and Zimbabwe.

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

Checked baggage (applicable to AZ only) 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).

Child means a person who has reached his/her second birthday but not his/her 12th birthday as of the date of commencement of travel.

Circle trips (not applicable to SK) means travel from a point and return thereto by a continuous, circuitous air route; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle may be travelled by any other means of transportation without prejudice to the circle trip.

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

Civil Aeronautics Board means Department of Transportation.

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

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

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

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

Convention means the convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, October 12, 1929, or that convention as amended by the Hague protocol, 1955, 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.

Curbside zone means an area that is located outside of a terminal where passengers are picked up or dropped off and that is owned, operated, leased or otherwise controlled by the terminal operator.

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

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 the purposes of notification the balance of the day upon which notice is dispatched shall not

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

Deadline means--

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

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

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

Destination

- (a) Not used
- (b) Means the ultimate stopping place as shown on the ticket.

Denial of boarding occurs when a passenger is not permitted to occupy a seat on-board a flight because the number of seats that may be occupied on the flight is less than the number of passengers who have checked in by the required time, hold a confirmed reservation and valid travel documentation, and are present at the boarding gate at the required boarding time.

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

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

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

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

Disability means any impairment, including a physical, mental, intellectual, cognitive, learning, communication or sensory impairment – or a functional limitation – whether permanent,



temporary or episodic in nature, or evident or not, that, in interaction with a barrier, hinders a person's full and equal participation in society.

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

Eastbound means travel from a point in area no. 1 to a point in areas no. 2 or 3 via the Atlantic Ocean or travel from points in area nos. 2 or 3 to a point in area 1 via the Pacific ocean.

educational establishment means a school-academy-college or

University offering full time educational-vocational or technical courses for a school year and does not include a commercial office, industrial or military establishment or a hospital at which a student is serving an apprenticeship unless such apprenticeship is part of the school curriculum of the educational establishment at which the student is enrolled.

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

Europe means the area comprised of Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Azores, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Canary Islands, Croatia, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, France, Georgia, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Madeira, Malta, Moldova, Monaco, Montenegro, Morocco, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Russian Federation (west of the Urals), San Marino, Serbia, Slovakia, Slovenia, Spain, Svalbard and Jan Mayen Islands, Sweden, Switzerland, Tunisia, Turkey In Europe and Asia, Ukraine, United Kingdom.

European Union (EU) means any one of the sovereign nation states that have acceded to the EU. In accordance with Article 299(2) of the Treaty Establishing the EU, this tariff also applies to overseas departments, namely Guadeloupe, French Guyana, Martinique, Reunion Island, the Azores, Madeira and the Canary Islands.

Exchange means 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 break points – see fare construction points.

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

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

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

for carriage.

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

Gateway

Gateway means the passenger's first point of arrival or last point of departure in areas 1, 2 or 3.

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

Half round trip fare means half of a specified or constructed round trip normal or special fare. In the absence of a specified or constructed round trip normal fare, the one way normal fare is considered to be a half round trip normal fare. If a specified or constructed one way special fare may be doubled to establish a round trip special fare, the one way special fare is considered to be a half round trip special fare.

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 - the rate of exchange notified by IATA to convert local currency fares to NUC and to convert total NUC amounts to the currency of the country of commencement of transportation.

Iberian peninsula means the area comprised of Gibraltar, Portugal (including Azores and Madeira) and Spain (including Balearic and Canary Islands).

Immediate family, except as otherwise indicated, shall mean:

- (a) (Not applicable between Canada and Puerto Rico/Virgin Islands) spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.
- (b) (Applicable between Canada and Puerto Rico/Virgin Islands.) spouse, children, grandchildren, parents, brothers, sisters, daughters-in-law, sons-in-law, fathers-in-law, mothers-in-law, and grandparents.

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

Indirect route (applicable to SK only) means any scheduled continuous air route other than a direct route.

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

Interline transfer point means any point at which the passenger transfers from the services of one carrier to the services of another carrier.

Interline transportation means transportation on the services of more than one carrier.

International carriage means (except when the 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 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 a transshipment, are situated either within the Territories of two high contracting parties to the convention or within the territory of a single high contracting party to the convention, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another power even though that power is not a party to the Convention.

International transportation means any transportation or other services, furnished by any carrier, which are included within the scope of the term "international transportation" as used in the convention for the unification of certain rules relating to international transportation by air signed at Warsaw, October 12, 1929, or such convention as amended, whichever may be applicable to the transportation hereunder and to which the said convention applies. For the purpose of determining the applicability of the term "international transportation:"

Agreed stopping place. all stops between the original place of departure and the place of final destination scheduled by any carrier by air which participates in the transportation between such places, as shown in the schedules or time tables of such carriers shall constitute "agreed stopping places;" but each participating carrier reserves the right to alter the "agreed stopping places" in the case of necessity without thereby depriving the transportation of its international character; and

Single operation. transportation to be performed by several successive carriers by air, arrangements for which are made in advance, is regarded as "a single operation" and shall be deemed to be "one undivided transportation" whether one or more tickets or other documents are issued to cover such transportation, and whether or not all such tickets or documents are issued prior to the commencement of such transportation; but this provision shall not be deemed to contain an exclusive definition of transportation which is regarded by the parties as "a single operation".

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

Intraline transportation means transportation solely over the services of a single carrier.

Involuntary refunds means any refund made in the event the passenger is prevented from using all or a portion of their ticket in situations set out in Rule 91, Delay or cancellation – within the carrier's control and within the carrier's control but required for safety purposes, or Rule 96, Denial of boarding – within the carrier's control and within the carrier's control but required for safety purposes.

Journey means all travel included on a ticket or group of conjuncted tickets.

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

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

Local combination means combination of fares between the same points.

Local currency fares means fares and related charges expressed in the currency of the country of commencement of travel, as defined in rule 145 (a).

Maximum outside linear dimensions means the sum of the greatest outside length plus the greatest outside depth plus the greatest outside height.

Maximum stay means the number of days counting from the day after departure, or the number of months counting from the day of departure, to the last day return travel may commence from the last stopover point (including for this purpose the point of turn around). When no maximum stay period is stated in the rule, the maximum stay period shall, in no case, be more than one year from the date travel commences from the point of origin.

Medical certificate means the following:

- (a) In the case of illness a note issued by a doctor on letterhead or prescription pad.
- (b) In the case of hospitalization - a copy of any document certifying hospitalization issued by the hospital administration involved.

Micronesia means the area comprised of Guam, Johnston Island, Marshall Islands, Caroline Islands, Palau Island and Mariana Islands.

Mid-Atlantic (applicable to AZ Only) 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, Puerto Rico, St. Kitts-Nevis-Anguilla, Saint Lucia, St. Martin, St. Vincent, Suriname, Trinidad and Tobago and United States Virgin Islands.

Middle east means the area comprised of Aden, Bahrain, Cyprus, Egypt, Islamic Republic of Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Muscat and Oman, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, Trucial, United Arab Emirates and Republic of Yemen.

Military agencies means departments of the Army, Navy, and Air Force, the Marine Corps, the Coast Guard, the respective academies of the Army, Navy, Air Force, and Coast Guard, and the National Guard. The reserve officer training corps is not included.

Military passenger means military personnel of the U.S. military agencies who are on active duty status or who have been discharged from active military service within seven days of the date of travel.

Minimum stay means the number of days counting from the day after departure, or the number of months counting from the day of departure, on the first outbound international sector to the earliest day return travel may commence from the last international stopover point outside the country of origin (including for this purpose the point of turnaround). When no minimum stay period is stated in the rule, return travel may commence at any time within the period of validity of the fare.

Miscellaneous charges order means a document issued by a carrier or its agents requesting issue of and 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).

Mobility aid means any manual or electric wheelchair, scooter, boarding chair, walker, cane, crutch, prosthesis or other aid that is specially designed to assist a person with a disability with a need related to mobility.

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.

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

Normal fare means a fare without any restrictions established for business, premium economy or economy class service and any other fares denominated and published as a normal fare.

Children's fares and infants' fares which are established as a percentage of the fares referred to above are also considered to be normal fares.

North Central pacific means all routes between points in

Canada/U.S.A. on the one hand and points in area 3 except points in the Southwest Pacific, on the other hand via the Pacific Ocean.

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

Neutral Unit of Constructions (NUC) means the unit value equivalent of local currency fares, addons and related charges derived by converting same using the IATA rate of exchange.

On-line tariff data base means the remotely accessible,

On-line version, maintained by the filer, of (1) the electronically filed tariff data submitted to the "official D.O.T. tariff database," and (2) the departmental approvals, disapprovals and other actions, as well as departmental notations concerning such approvals, disapprovals or other actions, that subpart w of the proposed part 221 requires the filer to maintain in its database. The term "official D.O.T. tariff database" means those data records (as set forth in sections 221.283 and 221.286 of the rule) which would be in the custody of, and maintained by the department of transportation.

Online transfer point means any point at which the passenger transfers from one service of a carrier to another service of the same carrier (bearing a different flight number).  
open jaw (special fares) means travel comprising two international fare components whereby:

- (1) For "turnaround open jaw" the outward point of arrival and the inward point of departure are different, or
- (2) For "origin open jaw" the outward point of departure and the inward point of arrival are different, or
- (3) For "single open jaw" either (1) or (2) applies, or
- (4) For "open jaw" any combination of the above may apply.

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

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.

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

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

Passenger ticket means those portions of the ticket issued by the carrier that provide for the carriage of the

passenger.

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

Proportional fare: see "arbitrary"

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

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

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

(B) Not used

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

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

Round trip means travel from a point to another point and return to the original point via the same global indicator, comprising two fare components.

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

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

Scandinavia means the area comprising Denmark, Norway and Sweden.

school year means a period of 12 consecutive months less whatever interruptions for vacations are normally granted by the education establishment at which the student is enrolled; provided that where the official scholastic year is less than 12 months, "school year" shall mean not less than 6 months period less whatever interruptions for

vacations are normally granted at the educational establishment at which the student is enrolled.

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

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

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

- (1) Meteorological conditions or natural disasters that make the safe operation of the aircraft impossible;
- (2) Instructions from air traffic control;
  - a. Ad Notam (Notice to Airmen) as defined in subsection 101.01(1) of the Canadian Aviation Regulations;
- (3) a security threat;
- (4) airport operation issues;
- (5) a medical emergency;
- (6) a collision with wildlife;
- (7) a labour disruption within the carrier or within an essential service provider such as an airport or an air navigation service provider;
- (8) a manufacturing defect in an aircraft that reduces the safety of passengers and that was identified by the manufacturer of the aircraft concerned, or by a competent authority; and
- (9) an order or instruction from an official of a state or a law enforcement agency or from a person responsible for airport security.

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

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



Special drawing right means a special unit of currency, the currency values of which fluctuate and are recalculated each banking day. these values are known to most commercial banks and are reported in some newspapers and in the IMF survey, published weekly by the International Monetary Fund, Washington, D.C. 20431.

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

Side trip combination means the combination of a fare which could be ticketed separately from and/or to an en-route point of a fare component.

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

South East Asia means Brunei Darussalam, Cambodia, China, Guam, Hong Kong, Indonesia, Kazakhstan, Kyrgyzstan, Laos, People's Democratic Republic of, Malaysia, Mongolia, Myanmar, Philippines, Singapore, Taiwan, Province of, Tajikistan, Thailand, Turkmenistan, Russian Federation (east of Urals), Uzbekistan and Vietnam.  
South Pacific means the area comprising of all routes between points in the U.S.A./Canada on the one hand and points in the Southwest Pacific on the other hand via the Pacific ocean.

Southern Africa means points within Africa comprised of Botswana, Lesotho, Mozambique, Namibia, South Africa and Swaziland.

Southwest Pacific means that area comprised of American Samoa, Australia, Cook Islands, Fiji, French Polynesia, Gilbert and Ellice Islands, Loyalty Islands, New Caledonia, New Hebrides, New Zealand, Papua New Guinea, Samoa, Society Islands, Solomon Islands, Tonga and intermediate islands.

Special fare means a fare other than a normal fare.

- (A) Not used
- (B) Not used
- (C) Not used
- (D) Means a deliberate interruption of a journey by the passenger, agreed to in advance by carrier, at a point between the place of departure and place of destination. furthermore, a stopover will be deemed to occur when a passenger arrives at an intermediate point and is not scheduled to depart within 24 hours of arrival. If a portion of the routing is traveled by surface transportation, one stopover shall be deemed to have been taken for such portion.

Surface sector means a sector between two intermediate points of a fare sector, where travel is via other than air transportation. In the case of a mileage fare, the ticketed point mileage between the origin and destination of the surface sector is included in the ticketed point mileage calculation of the through fare sector. In the case of a routing fare, both the origin and destination points

of the surface sector must be on the specified routing. The fare over the surface sector is covered by the charged through fare.

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

Ticket means the "passenger ticket and baggage check," or electronic ticket including all flight, passenger and other coupons therein, issued by carrier, which provide for the carriage of the passenger and baggage according to baggage allowance.

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

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

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

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

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

Transatlantic sector means that portion of travel covered by a single flight coupon from the point of departure in area no. 1 to the point of arrival in area no. 2 and vice versa.

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

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

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

Transpacific sector means the portion of travel covered by a single flight coupon from the point of departure in area 1 to the point of arrival in area 3 and vice versa.

Trust territory means the area comprising the Caroline Islands, Mariana Islands and Marshall Islands.

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

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

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

United States Department of Defense means the U.S. Departments of the Army, Navy, and Air Force and the U.S. Marine Corps.

Virgin islands (applicable between Canada and Puerto Rico/Virgin Islands) means the virgin islands of the U.S.

West Africa the term 'West Africa' shall be deemed to apply to Angola, Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Cote D' Ivoire, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo and Zaire.

Westbound means travel from a point in area nos. 2 or 3 to a point in area no. 1 via the Atlantic Ocean or travel from a point in area no. 1 to a point in area nos. 2 or 3 via the Pacific Ocean.

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

## Rule 2 Standard Format of Electronic Rules

### Rule Title/Application (Category 50)

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

### Eligibility (Category 1)

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

### Day/Time (Category 2)

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

### Seasonality (Category 3)

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

### Flight Application (Category 4)

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

### Advance Reservations/Ticketing (Category 5)

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

- (2) Advance purchase, super advance purchase and special excursion (PEX) fare tickets must show confirmed reservations for the entire journey.

Minimum Stay (Category 6)

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

Maximum Stay (Category 7)

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

Stopovers (Category 8)

Stopovers are permitted.

Transfers (Category 9)

Where transfers are limited by number, an interline transfer shall be permitted at the point of turnaround/fare construction point; provided that such transfer shall not be counted.

Permitted Combinations (Category 10)

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

Blackout dates (category 11)

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

Surcharges (Category 12)

This category defines the conditions under which surcharges are applicable and the corresponding charge. The assumption is that there are no surcharges unless this category is present. If restrictions for a fare may be waived or modified based upon payment of a charge, these conditions will be found in either this category or in (category 16), penalties.

Accompanied Travel (Category 13)

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

Travel Restrictions (Category 14)

This category is used to state specific travel date restrictions. Usually these are the dates when the fare may

first be used for travel or after which it may no longer be used. if this category is not present, the fare is available for travel at all times.

#### Sales Restrictions (Category 15)

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

#### Penalties (Category 16)

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.

##### (1) changes - before departure:

- (a) 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.
- (b) 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.
- (c) In case of fares that have advance reservations restrictions, voluntary rerouting will be permitted without penalty prior to ticket issuance (advance ticketing deadline).
- (d) If a penalty charge is applicable, the charge applies once the ticket is issued.
- (e) If a penalty charge is applicable, the charge applies each time the ticket is presented for a change.
- (f) All changes must be made prior to the date of the originally scheduled flight as shown on the affected flight coupon.
- (g) 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.
- (h) Changes are not permitted within the ticketing time limit.
- (i) 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.
- (2) changes - after departure.
- (a) If there is a voluntary rerouting on any flight(s) after departure, the fare and charges must be reassessed using fares, rules and rate(s) or exchange effective at the time that travel commenced from the point of origin.
  - (b) 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.
  - (c) If a penalty charge is applicable, the charge applies each time the ticket is presented for a change.
  - (d) All changes must be made prior to the date of the originally scheduled flight as shown on the affected flight coupon.
  - (e) 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.
  - (f) 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.
- (3) Cancellations  
Unless otherwise stated in the specific fare rule, voluntary refund shall be permitted.

#### Higher Intermediate Point (Category 17)

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

#### Ticket Endorsements (Category 18)

Advance purchase, super advance purchase and special excursion (PEX) fare tickets and any subsequent reissue must be annotated: "Nonref/APEX" or "Nonref/PEX", as applicable.

#### Children's Discounts (Category 19)

Refer to rule 200

#### Tour Conductor Discounts (Category 20)

This category is used to provide either specific fare amounts or the information for calculating discount fares for tour conductors. It also specifies accompanying travel requirements travel requirements for the tour conductors

travelling at the calculated or specified fare. If this category is not present, the fare is not discountable for tour conductors.

Agent Discounts (Category 21)

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

All Other Discounts (Category 22)

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

Miscellaneous Provisions (Category 23)

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

(Category 24)

Currently not available

(Category 25)

Currently not available

Groups (Category 26)

- (1) SAS group  
SAS group must consist of a minimum of 10 passengers that travel together to and from the same destination.
- (2) CONSIDERATION time  
when you confirm our offer you accept our terms and conditions.  
Confirmed seats can be changed (routing, dates or departure) before entering commitment. changes are subject to availability and a new net fare will be recalculated. after the above date is passed, 100% payment is required.
- (3) Passenger names  
A list of names and Eurobonus numbers (if applicable) must be available 40 days prior to departure. please state date of birth for children up to and including 11 years. Please ensure that each name matches names in the passport.
- (4) Payment  
Select from the following payment options: deposit of 100 USD/CAD per person required to hold the reservation, can be paid either by bank transfer or credit card.
- (5) Service fee



- SK service fee is 35 USD/CAD per passenger.
- (6) Travel confirmation  
SK will send the travel confirmation to the passenger's e-mail address approximately 30 days prior to departure. for credit card payment, SK will charge the passenger's credit card when he/she receives the travel information.
  - (7) Children 2 to 11 years old with a seat  
Children from 2 to 11 years old at the time of departure will be offered a 25% discount on adult net fare (fare before domestic/international fee, taxes and service charge is required). the date of birth needs to be stated at time of name reporting.
  - (8) Children 1 to 23 months old without a seat  
Children 0 to 23 months old at the time of departure travel on European and international destinations the net fare is 10% of net adult fare excluding domestic/international charge (yq fee) and taxes. airport taxes may apply.

Changes and adjustments

- (1) Rebooking  
Before consideration time: change of travel date is possible with plus or minus 10 days from original travel dates. after the consideration time: rebooking is not permitted.
- (2) Reduction or cancellation of the whole group  
reducing the number of booked seats can be done free of charge during his/her consideration time up until the day before he/she enters their first commitment. the group size can be reduced by 20% without charge until the travel confirmation is sent to the passenger (provided that the group still consists of at least 10 people traveling together on the outbound and inbound flights). cancellations exceeding the allowed 20% will be charged at full value to their credit card, or billed when he/she sends the travel confirmation.
- (3) Name change  
Name changed is free of charge before travel confirmations have been sent out. name change against a fee of 80 USD/CAD can be made after travel confirmation have been sent out until 2 business days before outbound departure. (for intercontinental travel no later than 96 hours before departure).
- (4) Cancellation of the entire group  
Cancellation of the entire group can be done free of charge during the consideration period. for cancellation after the consideration period, you will be charged for all booked seats. the cost depends on when the cancellation is made, see commitment.
- (5) Refund  
If one or several of passengers cancel after the travel confirmation has been sent, only airport taxes are refunded. domestic/international fees (specified as yq tax) and service fee (35usd/CAD passenger) is not refundable after travel confirmation has been sent.
- (6) Adjustment of public taxes and fees\*  
\*All prices are subject to any changes in taxes, fees and changes imposed by government, other authority, or

by the airport operators. all prices are also subject to any increase in domestic/international fee for other airlines following the time of reservation and until the tickets are issued. to avoid any possible increases of the domestic/international fee for other airlines following the time of reservation and until the tickets are issued. to avoid any possible increases of the domestic/international fees, the ticket must be issued in connection with the reservation. the given flight times may also be subject changes. you will be notified accordingly.

Additional information

- (1) General conditions  
SK terms and conditions. see [www.flysas.com](http://www.flysas.com)
- (2) Baggage  
Each traveller in SAS go can bring 2 pieces of luggage. one checked bag up to 23kg/51 lbs and one cabin baggage item up to 8 kg/18 lbs.
- (3) Conditions of carriage  
WE reserve the right to change the booked flight times and itinerary. If that happens, SK will inform the passenger of any changes as soon as such changes occur. conditions of carriage, see paragraph 9  
<http://flysas.com/en/us/travel-info/travel-conditions/conditions-of-carriage/>

Tours (Category 27)

- (1) Minimum tour price
  - (a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour plus a specific dollar amount.
  - (b) Any increase in the minimum selling price due to extra days of stay en route.  
note: the term "minimum tour price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.
- (2) Tour features (inclusive tours only)  
Tour features must include:
  - (a) Except as otherwise noted, the individual inclusive tour must be included in it's published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals.
  - (b) Except as otherwise noted, the group inclusive tour must include in it's published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.
- (3) Tour literature (inclusive tours only)  
Tour literature must include:
  - (a) The price of the inclusive tour (air and land prices may be shown separately);
    - (i) Except as otherwise noted, the individual

- inclusive tour must be included in it's published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals.
- (ii) Except as otherwise noted, the group inclusive tour must include in it's published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.
- (b) The inclusive tour code.
- (4) Tours must be paid for in full prior to commencement of travel and price of tour features and facilities may not be less than the amount specified in this category of the particular fare rule.

#### Visit Another Country (Category 28)

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

#### Deposits (Category 29)

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

## Rule 5 Application of Tariff†

### (A) General

- (1) This tariff shall apply to carriage of passengers and baggage, and to all services incidental thereto, performed by SK under local fares, rates and charges and by SK in conjunction with other participating carriers under joint fares, rates and charges contained in tariffs which make specific reference to this tariff for governing rules, regulations AND conditions of carriage.
- (2) Where SK are specifically named in any rule contained herein such rule applies to local carriage via SK and to carriage via SK in conjunction with other participating carriers named in such rule.
- (3) Where participating carriers other than SK are specifically named in any rule contained herein such rule applies only to carriage in conjunction with SK.
- (4) Except as otherwise provided, charges or monetary amounts shown herein in dollars or cents are stated in terms of lawful U.S. currency. Charges or monetary amounts are also stated in terms of lawful Canadian currency whenever so indicated directly in connection therewith.
- (5) International transportation shall be subject to the rules relating to liability established by, and to all other provisions of the convention for the unification of certain rules relating to international transportation by air, signed at Warsaw, October 12, 1929, or the convention for the unification of certain rules for international carriage by air, signed at Montreal on May 28, 1999, whichever may be applicable 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), whichever may be applicable to the transportation hereunder. any provision of these rules which is inconsistent with any provision of said convention shall, to that extent, but only to that extent, be inapplicable to international transportation.  
Note: Rules stating any limitation on, or condition relating to, the liability of

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† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 5 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

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(b)(1) with respect to tariff C.A.B. no. 376. Any such limitation or condition in any rule herein is not a part of tariff C.A.B. no. 376, except to the extent provided in rule 55(b)(1) with respect to tariff C.A.B. no. 376, filed with the civil aeronautics board of the United States. nothing in this tariff modifies or waives any provision of the convention.

(6) Not used

(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, and on behalf of SK all participating carriers in the Transatlantic and are considered to be part of this tariff.

Exception: For fares published by rule, refer to the following chart for page number and applicable tariff:

Carrier	page no.	C.A.B. no.	NTA(a) no.
SK	SK-3-SK-3-B/ SK-20	376	210

(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) Effective rules, fares and charges

All carriage of passengers and/or baggage shall be subject to the carrier's rules, regulations, and tariffs in effect on the date of commencement of carriage covered by the first flight coupon of the ticket.

(1) (Applicable to SK only) when the fares or charges collected are not the applicable fares or charges, the difference will be refunded on or collected from the passenger as may be appropriate.

(2) The following notes will apply below:

Exception 2: Applicable only  
To transportation which originates in the U.S.A.) no increase in fares/charges applicable to the carriage of passengers will be collected, or more restrictive conditions of such carriage imposed, in the event an increase in fares or charges occurs between the time

of initial ticket purchase and the selling date (see note below) of any subsequent tariff containing such an increase and/or more restrictive conditions of carriage, provided:

- (a) SK is the transatlantic carrier used;
- (b) Tickets are duly issued on SK ticket stock, the term "tickets... issued on SK ticket stock" means tickets which are imprinted with the SK carrier code (117) in the ticket serial number and which are issued and validated with an official SK validator by an authorized SK employee, an SK appointed travel agency or other person authorized to issue SK ticket stock pursuant to rule 65(h) hereof;
- (c) The ticket is issued with confirmed reservations from the point of origination in the U.S.A. to the first point of stopover in area 1, 2 or 3 at the fares/charges being sold on the date of ticket issuance for the date of commencement of transatlantic travel. Budget fare tickets are issued at the fare being sold on the date of ticket issuance for the week of travel ticketed. Standby tickets are issued at the fare in effect on the date of ticket issuance for the season requested by the passenger. the date of ticket issuance is determined by the validation stamped or imprinted on the ticket except when arrangements are made for the carrier to mail the ticket to the passenger, the mutually agreed upon telemail invoicing date if payment is made by check, or ticket issuing date if payment is made by credit card, will constitute the date of ticket issuance;
- (d) Neither confirmed, ticketed reservations including assigned weeks of travel for budget fare passengers are changed, nor tickets reissued, at the passenger's request;
- (e) Sale occurs and ticket is issued in the U.S.A.

Note: When a tariff increasing  
Fares or charges is issued  
the selling date of any

- proposed increase in fares or charges will be as follows:
- (a) on at least 60 days notice the selling date will be 30 days prior to the effective date of the increase.
  - (b) On less than 60 and at least 30 days notice the selling date will be 15 days prior to the effective date of the increase.
  - (c) On less than 30 days notice the selling date will be the effective date of the increase.
- (E) Percentage of fares or charges  
When rules or provisions in this tariff, or tariffs governed hereby, provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the percentage conversion table of this tariff.
- (F) Reference to tariffs, pages, rules, items and notes are continuous and include revisions, supplements thereto and reissues thereof.
- (G) 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.
- (H) 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 or incompatibility, but do not relieve the carrier from applying the terms and conditions of carriage that are more favorable to the passenger than the obligations set out in the appr.
- .
- (I) Self identification – large or small carrier  
APPR  
For the purposes of establishing obligations toward passengers under the APPR, SK declares that it is a Large Carrier APPR Carrier APPR].
- (J) Accessibility for persons with disabilities  
For the purposes of establishing obligations toward passengers with disabilities under the ATPDR or otherwise, SK declares that it is a Large Carrier ATPDR and that it has included a statement on its website indicating that it is subject to the ATPDR.

## Rule 6 Classes of Service

- (A) Not used
- (B) Not used
- (C) Not used
- (D) SK classes of service
  - (1) Business class
    - (a) The business class section will be located in the forward-most compartment of SK aircraft. (for those flights where business class cabin is part of the aircraft).
    - (b) Separate check-in facilities will be provided for passengers eligible for business class seating where such facilities exist.
    - (c) Passengers seated in the business class section will be afforded in-flight amenities such as complimentary food and beverages (including cocktails, beer and wine) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).
  - (2) Premium economy class

The premium economy class section will be located immediately behind the business class compartment, passengers seated in the premium economy class section will (where flight time permits) be afforded in-flight amenities such as complimentary food and beverages and will be offered headsets for audio/visual entertainment (where such feature is provided in flight).
  - (3) Economy class

The economy class section will be located immediately behind premium economy class section.

    - (a) passengers seated in the economy class section will (where flight time permits) be afforded in-flight amenities such as complimentary food and beverages (excluding cocktails, beer and wine) will be offered headsets for audio/visual entertainment (where such feature is provided in flight).
    - (b) flights within Europe, meal and beverages offered for a charge. No inflight entertainment.



Tariff: IPR2  
Carrier: Scandinavian Airlines – SK

CTA No. 210    DOT No. 376

## Rule 15 Electronic Surveillance of Passengers and Baggage

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

## Rule 21 Carriage of Persons with Disabilities – Large Carrier ATPDR<sup>†</sup>

### (A) Application

(1) This rule applies to the transportation of persons with disabilities by SK, which is a Large Carrier ATPDR, on its international transportation services.  
Pursuant to Rule 5(A)(1), Application of tariff, this rule applies to the transportation of all persons with disabilities on all flights marketed and operated by SK, and in respect to all flights marketed by SK but operated by another carrier.

### (B) Acceptance for carriage

(1) The carrier will accept the determination made by or on behalf of a person with a disability as to their self-reliance, unless doing so would impose undue hardship on the carrier, for example, if it would jeopardize security, public health or public safety.

(2) The carrier will not refuse to transport a person with a disability unless the transportation of the person would impose an undue hardship on the carrier, for example, if it would jeopardize security, public health or public safety.

(3) If the carrier refuses to transport a person with a disability for reasons related to their disability, it will, at the time of the refusal, inform the person of the reasons for the refusal. In addition, within 10 days of the refusal, the carrier will provide the person with a written notice setting out the reasons for the refusal including:

(a) the evidence of undue hardship, such as a medical report, an expert opinion, or an engineering report that demonstrates that the risk is significant enough that it would be unreasonable to waive or modify a requirement;

(b) any relevant rule, policy, procedure or regulation; and,

(c) the duration of the refusal and the conditions, if any, under which the carrier would accept the person for transport.

See also: Rule 105(B), Refusal to transport, removal of passenger and Rule 105(B)(1)(f)(iv), Refusal to transport, passenger's condition, medical clearance

### (C) Reservations and online services

(1) If a person with a disability identifies the nature of their disability when making a reservation with a carrier, the carrier will:

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<sup>†</sup> Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 21 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

(a) discuss with the person their needs in relation to their disability and the services offered by the carrier in relation to those needs;

(b) before assigning a passenger seat to a person with a disability, inform the person of the passenger seats that are available in the class of service that the person has requested and that have equipment and facilities that best meet the accessibility needs of that person, such as a wheelchair-accessible washroom or a passenger seat that has additional leg room, a larger seat pitch or movable armrests; and,

(c) in assigning a passenger seat to a person with a disability, take into account the person's opinion with respect to which seats would best meet the accessibility needs of that person.

(2) The carrier will advise the person if information and/or documents are required to permit the carrier to assess their request, as per (F)(3) below. The carrier will also advise the person that the information and/or documents must be filed within 48 hours and that the assessment of the request may take up to 2 business days after receipt of the information and/or documents.

(3) As an alternative means to using its website to make or modify a reservation, the carrier will offer to a person with a disability the following means of communication: Telephone, SAS web site chatt.

(D) Written confirmation of services

(1) The carrier will, without delay, indicate in the record of a person's travel reservation the services that the carrier will provide to the person.

(2) The carrier will include a written confirmation of the services in the itinerary that is issued to the person.

(3) If a service is confirmed only after the itinerary is issued, the carrier will, without delay, provide a written confirmation of the service.

(E) Services for which no advance notice is required

(1) The services identified in (3) below will be provided at no additional fare or charge.

(2) The carrier will not require a person with a disability to file information and/or documents, including medical certificates, to support any request for services identified in (3) below. Services – no advance notice

(3) Regardless of when a person with a disability makes the request for the following services, the carrier will:

(a) Assist the person with checking in at the check-in counter;

(b) Permit the person, if they are unable to use an automated self-service kiosk or other automated check-in

or ticketing process, to advance to the front of the line at a check-in counter or ticket counter;

(c) If the person is in a wheelchair, a boarding chair or any other device in which they are not independently mobile while waiting at a terminal for departure after check-in or in order to transfer to another segment of their trip, provide the person with a place to wait that is close to personnel who are available to provide assistance to the person and who will periodically inquire about the person's needs, and attend to those needs;

(d) Assist the person in storing and retrieving their carry-on baggage;

(e) In the case of a person who is blind or has any other visual impairment,

(i) describe to the person, before departure or, if impossible because of time constraints, after departure, the layout of the aircraft, including the location of washrooms and exits, and the location and operation of any operating controls at the person's passenger seat;

(ii) describe to the person, if a meal is offered on-board, all the food and beverages that are offered for consumption or provide a menu in large print or in Braille;

(f) Assist the person in accessing any entertainment content that is offered on-board an aircraft;

(g) Before departure, provide the person with an individualized safety briefing and demonstration;

(h) Assist the person in moving between their passenger seat and a washroom, including by assisting them in transferring between their passenger seat and an on-board wheelchair;

(i) Permit a person to use the washroom that has the most amount of space, regardless of where the washroom is located in any part of the aircraft, if the person needs an on-board wheelchair or the assistance of a support person or service dog to use a washroom;

(j) If a meal is served on-board to the person, assist the person with the meal by opening packages, identifying food items and their location and cutting large food portions; and

(k) If a person is unable to use the call button to request assistance, periodically inquire about the person's needs.

(F) Services for which advance notice is required

(1) The services identified in (3) below will be provided at no additional fare or charge. Exception: in the case of (3)(b), the provision of additional adjacent seating in the case of international transportation, the carrier will require an

additional fare to be paid when the person requires an additional adjacent seat.]

(2) Every reasonable effort

In all instances, the carrier will make every reasonable effort to provide a service requested by a person with a disability even if the person does not comply with any requirement in this section, to provide advance notice or to provide information and/or documents to permit the carrier to assess the request.

(3) Services – 48 hours advance notice

Subject to the carrier's requirement for a person with a disability to provide information and/or documents identified in (4) below, the carrier will provide the following services if requested by a person with a disability at least 48 hours prior to the scheduled time of departure of the person's flight:

(a) Assign a passenger seat to a person with a disability, taking into account the person's opinion with respect to which seats would best meet the accessibility needs of that person;

(b) Provide additional adjacent seats, meaning seats which are next to the seat of the person with a disability, in the following three situations:

(i) when the person with a disability must travel with a support person for transport if, because of the nature of their disability, the person with a disability, after departure and before arrival, needs:

(A) assistance with eating meals, taking medication, using the washroom;

(B) assistance with transferring to and from a passenger seat;

(C) assistance with orientation or communication; or

(D) physical assistance in the event of an emergency, including in the case of an evacuation or decompression;

(ii) when the size of a service dog belonging to a person with a disability is such that the person's seat does not provide sufficient floor space for the dog to lie down at the person's feet in a manner that ensures the safety and well-being of the dog and the person; or

(iii) when a person with a disability needs more than one seat because of the nature of their disability, for example, if they are a person who has a fused leg or who is disabled by severe obesity;

(c) Accept for transportation a mobility aid and/or other assistive device, as per section (G) below;

- (d) Accept for transportation a service dog, as per section (H) below;
- (e) Assist the person in proceeding to the boarding area after check-in;
- (f) Assist the person in proceeding through any security screening process at the terminal, including by
  - (i) providing personnel to assist the person through the process, or Air Carrier Name CTA (A) No. 1 (Version 1)  
Sample Tariff – Canadian Transportation Agency Part I II, Rule 69 – Page 78
  - (ii) collaborating with the relevant security authority to permit a person who is not travelling with the person with a disability to have access to the security screening checkpoint so that they may assist the person with a disability to proceed through the process;
- (g) Before boarding, transfer the person between the person's own mobility aid and a mobility aid provided by the carrier;
- (h) Permit the person to board in advance of other passengers if:
  - (i) The person requests assistance with boarding, locating their passenger seat or cabin, transferring between a mobility aid and their passenger seat or storing carry-on baggage;
  - (ii) in the case where the person is blind or has any other visual impairment, the person requests a description of the layout of the aircraft, or of the location and operation of operating controls at the person's passenger seat; or,
  - (iii) in the case where the person is disabled due to a severe allergy, the person requests to clean their passenger seat to remove any potential allergens;

Note: If the person has requested the assistance in (i) or (ii) above, the carrier may require the person to board in advance of other passengers or, if they arrive at the boarding area after priority boarding, to board after the other passengers.

- (i) Assist the person in boarding and disembarking;
- (j) Before departure and on arrival at the destination, transfer the person between a mobility aid and the person's passenger seat;
- (k) Provide the person with an on-board wheelchair;

(l) Provide the person with a personal electronic device where the aircraft's entertainment system does not offer closed captioning and audio descriptions;

(m) Establish a buffer zone around the passenger seat of a person who has a disability due to a severe allergy by providing the person with a passenger seat that is in a bank of seats other than the bank of seats in which the source of the allergen is located;

(n) Ensure that any public announcement that is made on-board is made in an audio format or a visual format that is accessible to a person with a disability;

(o) Assist the person in proceeding through border clearance (immigration and customs);

(p) Assist the person in retrieving their checked baggage;

(q) Assist the person, after disembarkation, in proceeding to the general public area;

(r) Assist the person, after disembarkation, in proceeding to a location where the person may receive assistance either

(i) from a member of the terminal operator's personnel to proceed to the curbside zone, or

(ii) from a member of the receiving carrier's personnel to transfer to another segment of their trip within the same airport; and

(4) Services – information and/or documents required to be filed with the carrier

(a) The carrier will require the person to file any information and/or documents, including a medical certificate, that are reasonably necessary to permit the carrier to assess the person's request for the following services:

(a) Medical Transportation: Medical Information Form must be filled out for Medical transportation. The form for medical clearance and handling is used to decide if transport can be accepted or not. The form is used in case of disabilities such as broken legs, plastered legs, incubators, infection with contagious diseases etc. Upload your medical form [here](#).

(b) Bring oxygen onboard: If the passenger want to bring their own oxygen onboard, please fill out Oxygen Registration Form.

(c) Ordering oxygen: SAS can supply medical oxygen for a fee if requested no later than 48 hours before departure by filling out the Medical Information Form.

(d) Service dog: If the passenger brings a service dog onboard, the [Certification for transportation with service dog](#) must be filled out.

(5) Notwithstanding (4) above, the carrier retains the right to require information and/or documents to assess any other requests for services to be provided to, as well as to substantiate the fitness to travel of persons with disabilities, with the exception of those services identified in (E)(3) above.

(6) Where the carrier requires the person to file information and/or documents for a request for services identified in (4) above, they must be filed with the carrier at least 48 hours, including one full business day, prior to the scheduled time of departure of the person's flight to ensure that the carrier has sufficient time to assess the request.

(7) The carrier may not provide the services identified in (3) and (4) above if the carrier has required the person to file information and/or documents and:

(a) any of the conditions referred to in (5) or (6) above are not met or the information and/or documents provided are not reasonably sufficient to permit the carrier to assess the request,

(b) the request has not been made 96 hours in advance of travel, and

(c) the carrier has made every reasonable effort to provide the service but cannot do so.

(8) If, on the request of the carrier, a person with a disability provides the carrier with information and/or documents in relation to a request for service, the carrier will offer to retain an electronic copy of the information and/or documents for a period of at least three years for the purpose of permitting the carrier to use the information and/or documents if the person makes another request for a service.

(G) Acceptance of mobility aids and other assistive devices  
Mobility aids

(1) The carrier will, on request, carry, free of charge and as priority baggage, a person with a disability's mobility aid, and will permit the person to retain their mobility aid until it becomes necessary to store it for carriage.

(2) The carrier will make every reasonable effort to permit a person with a disability who uses a walker or manual folding wheelchair to store it on-board the aircraft.

(3) Where the aircraft can transport the mobility aid, the carrier will:

(a) disassemble and package, where necessary, the aid for transportation and unpackage and reassemble the aid upon arrival; and



(b) return the aid promptly upon arrival.

(4) where the mobility aid needs to be disassembled and reassembled in order for it to be transported with the person who needs it, the carrier will require that the person:

(a) provide the carrier with instructions for the disassembly and reassembly of the mobility aid; and

Note: Information for persons travelling with a mobility aid that needs to be disassembled for carriage, including the requirement to provide any specialized tools needed for assembling or disassembling the mobility aid, can be found at [www.flysas.ca](http://www.flysas.ca).

(b) check in 90 minutes before the scheduled time of departure or arrive at the boarding gate of their flight 45 minutes in advance to allow for the additional time needed to handle the mobility aid and prepare it for transport.

(5) Notwithstanding (4) above, the carrier will make every reasonable effort to transport the mobility aid even if written instructions for disassembly and reassembly are not provided by the person with a disability or the aforementioned times are not met.

(6) The carrier will refuse to transport a mobility aid where:

(a) the weight or size of the mobility aid exceeds the capacity of lifts or ramps,

(b) the doors to baggage compartments are too small for the mobility aid, or

(c) transportation of the mobility aid would jeopardize aircraft airworthiness or violate safety regulations.

Note: Information regarding maximum weight and dimensions of mobility aids that each make and model of our aircraft is capable of transporting can be found at [www.flysas.ca](http://www.flysas.ca)

(7) when the carrier refuses to transport a mobility aid for any of the reasons above, it will:

(a) at the time of the refusal, tell the person with a disability why their mobility aid was not accepted and provide the reason in writing within the next 10 days; and

(b) inform the person with a disability of alternative trips operated by the carrier to the same destination on which their mobility aid can be transported, and offer to book this for the person at the lesser of the fare for the original trip and the fare for the alternative trip.

Note: For provisions related to limitations of liability regarding loss of, damage to, or delay in delivering mobility aids, refer to Rule 120(B)(3), Liability – Domestic Transportation, Mobility aids or Rule 121(B)(3), Liability – International Transportation, Mobility aids.

(8) Other assistive devices

The carrier will permit a person with a disability to bring on-board and to retain any small assistive device that the person needs during travel, including a cane, crutches, a communication device, an orthotic positioning device or a portable oxygen concentrator, except to the extent that the presence or use of such a device jeopardizes security, public health or public safety.

(H) Acceptance of service dogs

(1) The carrier will, on request, accept for transportation a service dog required to assist a person with a disability, and will permit the service dog to accompany the person on board subject to:

(a) any advance notice requirements contained in (F)(3)

(b) any time limits set out in (F)(6) and (7) where the carrier requires the filing of additional information and/or documents

(c) any requirements in (2) and (3) below

(d) A restraint harness must be used to secure and restrain the dog during taxi, take-off, landing and during turbulence.

The dog must be seated at the customer's feet without protruding into the aisle.

(2) Transport of a service dog accompanying a person with a disability will be free of charge (including both fees and fares)

If the dog doesn't fit within the allowed spaces passenger may need to buy an extra seat for more space and comfort. The animal must still be seated on the floor.

(3) The carrier will make every reasonable effort to accept a service dog for carriage if requested by a person with a disability even if the person does not provide advance notice or any information and/or documents that are requested by the carrier.

(4) The person is responsible for complying with all laws, regulations, orders, demands, and travel requirements of countries to be flown from, into or through, in respect of the service dog. In particular, the person is responsible for

obtaining valid health and vaccination certificates, entry permits and other documents required by countries, states or territories for entry or transit of any service dog that is to accompany the person.

(5) The carrier may refuse to transport a service dog 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.

(6) When travel involves more than one carrier, it is the responsibility of the person to verify the policy of each carrier involved in the itinerary and ensure that the requirements of each carrier have been met and that each carrier is aware of and has agreed to carry the service dog on its own aircraft.

(I) Acceptance of other service animals animals  
Emotional support animals (ESAN) are not accepted onboard SAS flights worldwide.

(J) Other services for persons with disabilities.

(1) Passengers requiring oxygen during the transportation to/from the aircraft and/or during the journey may bring their own compressed oxygen. The oxygen can be carried both as checked or unchecked baggage.

(a) Use of liquid oxygen is prohibited.

(b) The measurement of the cylinders must not exceed the maximum permitted weight or dimensions for cabin baggage:

Size: Max 115 cm/46 IN

Weight: Max 5 kg/18 LBS

(c) When oxygen is used in the cabin, the cylinder must be strapped to the passenger by a strap, provided by the passenger.

(2) SAS can supply medical oxygen for a fee if requested not later than 48 hours before departure.

(3) SAS does not provide a Crelling harness onboard.

(4) Stretcher is not available on SAS.

(5) Passengers may bring, free of charge and for personal use, medicines and injections onboard. The medicines and injections must be kept in a separate bag. The passenger must be able to

Tariff: IPR2  
Carrier: Scandinavian Airlines – SK

CTA No. 210    DOT No. 376

show a certificate from a doctor affirming the need of medicines and injections.

## Rule 22 Carriage of Persons With Disabilities<sup>†</sup>

In the case of code share, passengers are advised that the Carriage of persons with disabilities rules applicable to Their transportation are those of the carrier identified on Your ticket and not of the carrier operating the flight.

(A) Acceptance for carriage

The carrier will make every effort to accommodate a person with a disability and will not refuse to transport a person solely based on his/her disability. in instances when refusing transportation to a person with a disability is necessary, the carrier will provide a written explanation to the person for the decision to refuse carriage at the same time of the refusal.

(B) Acceptance of declaration of self-reliance

Except for applicable safety-related rules and regulations. SK will accept the determination made by or on behalf of a person with a disability as to self-reliance. Once advised that he or she is self-reliance, "SK shall not refuse such passenger transportation on the basis that the person with a disability is not accompanied by a personal attendant or based on the assumption that the passenger may require assistance from airline employees in meeting the passenger's needs such as assistance with eating, using the washroom facilities or administering medication which are beyond the range of services that are normally offered by SK.

see also: rule 25 refusal to transport passenger's condition, medical clearance

(C) Medical clearance

SK will not automatically require a medical clearance for person with disabilities as a condition of travel. rather, SK may, in good faith and using its reasonable discretion, determine that a person with a disability requires medical clearance where their safety or well-being, in terms of such things as assistance with eating, using the washroom facilities, or that of other passengers is in question. Where SK refuses to transport a passenger for such reasons a written explanation must be provided at the time of refusal. when medical clearance is required SK may assess a person's fitness to travel based on information and/or documentation submitted by the person with a disability (such as a note from the person's physician of healthcare professional).

see also: rule 25 refusal to transport passenger's condition, medical clearance.

(D) Advance notice

where a passenger requests a service set out in this

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<sup>†</sup> Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 22 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

rule at least 48 hours prior to departure. SK will provide the service. Such requests should be made by the passenger at the time of reservation, and as far in advance of travel as possible. Where a passenger requests a service less than 48 hours prior to departure, SK will make a reasonable effort to provide the service.

(E) Seating restriction and assignments

When a person identifies the nature of his or her disability, SK will inform the passenger of the available seats that are most accessible and then establish with that passenger an appropriate seat assignment.

passengers with a disability will not be permitted to occupy seats in designated emergency exit rows, or otherwise in accordance with applicable safety-related rules and regulations.

person with disabilities and their attendants, who will meet the persons disability-related needs, will be seated together.

(F) Acceptance of aids

In addition to the regular baggage allowance, SK will accept without charge as priority checked baggage, mobility aids, including

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

Where space permits, SK will without charge permit the person to store a manually operated folding wheelchair and small aids in the passenger cabin, or in a dedicated space in the cargo hold during the flight. the assembling and disassembling of mobility aids by SK without charge.

Wheelchairs and mobility aids will be the last items to be stowed in the aircraft hold and the first items to be removed.

Applicable to domestic operations: where the design of the aircraft that has fewer than 60 passenger seats does not permit the carriage of a person's aid, the air carrier is not required to carry the aid. The carrier will advise the person about transportation arrangements that are available for the aid.

Note: For provisions related to limitations of liability regarding loss of, damage to, or delay in delivering mobility aids, refer to rule 55 liability of carrier.

(G) Manually operated wheelchair access

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

- (1) Until the person reaches the boarding gate
- (2) where facilities permit, while the persons moving between the terminal and the door of the aircraft.
- (3) where space and facilities permit, while the person is moving between the terminal and the

- passenger seat.
- (H) Service dogs  
The carrier will accept for transportation, without charge, a service dog required to assist a person with a disability provided that the dog is properly harnessed and certified in writing as having been trained by a professional service dog institution. for the comfort of all passengers, the carrier staff will determine, in consultation with the person with a disability, where the person and service dog will be seated. The carrier will assign a seat to the person which provides sufficient space for the person and the service dog and the carrier will permit the service dog to accompany the person on board the aircraft and to remain on the floor at the person's passenger seat. where there is insufficient floor space in the seat row of the person's passenger seat, the carrier will permit the service dog to remain on the floor in an area where the can still exercise control over the dog. see also: rule 99 baggage regulations, rule 55 limitations of liability and rule 25 refusal to transport.
- (I) Service to be provided to persons with disabilities  
SK will ensure that services are provided to persons with disabilities when a request for such services is made at least 48 hours prior to departure, and will make reasonable efforts to accommodate requests not made within this limit. Services to be provided upon request will include.
- (1) Assisting with registration at the check-in counter;
  - (2) Assisting in proceeding to the boarding area;
  - (3) Assisting in boarding and deplaning;
  - (4) Assisting in stowing and retrieving carry-on baggage and retrieving checked baggage
  - (5) Assisting in moving to and from an aircraft lavatory;
  - (6) Assisting in proceeding to the general public area or, in some cases, to a representative of another carrier;
  - (7) Transferring a person between the person's own mobility aid and a mobility aid provided by the carrier;
  - (8) Transferring a person between a mobility aid and the person's passenger seat;
  - (9) Providing limited assistance with meals, such as opening packages, identifying items and cutting large food portions;
  - (10) Inquiring periodically during a flight about a person's needs; and
  - (11) Briefing individual passengers with disabilities and their attendant of emergency procedures and the layout of the cabin.
- (J) Boarding and deplaning  
Where a person with a disability requests assistance in boarding or seating or in stowing carry-on baggage, snoop will allow the person, upon request, to board the aircraft in advance of other passengers where time

permits. SK may also require a person, even in the absence of a request to do so, to board the aircraft in advance of other passengers in order that it has sufficient time to provide the requested assistance.

- (K) Communication and confirmation of information  
Announcements to passengers concerning stops, delays schedule changes, connections, onboard services and claiming of baggage will be made in visual, verbal and/or written format to persons with disabilities who request such a service.  
SK will supply a written confirmation of services that it will provide to that person.  
modification to reflect that pre-boarding can occur upon request of the person with a disability as well a requirement by carriers.
- (L) Inquire periodically  
When persons in wheelchairs who are not independently mobile are waiting to board an aircraft, SK will inquire periodically about their needs, and shall attend to those needs where the services required are usually provided by SK.



## Rule 25 Refusal to Transport – Limitations of Carrier†

Carrier will refuse to transport, or will remove any Passenger at any point for any of the following reasons:

- (A) Government requests  
Government request or regulations – whenever such action is necessary to comply with any government regulation, or to comply with any government request for emergency transportation in connection with the national defense, or whenever such action is necessary or advisable by reason or weather or other conditions beyond its control (including but without limitation acts of god, force majeure, strikes, civil commotions, embargoes, wars, hostilities or disturbances) actual, threatened or reported.
- (B) Search of passenger  
Search of passenger or property – when a passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.
- (C) Proof of identity  
Proof of identity – when a 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.
- (D) Across international boundaries  
Across international boundaries – when a passenger is travel across any international boundary if:
  - (1) The travel documents of such passenger are not in order;
  - (2) For any reason, such passenger's embarkation from, transit through, or entry into any country from, through, or to which such passenger desires transportation would be unlawful;
  - (3) Such passenger fails or refused to comply with the rules and regulations of the carrier.
- (E) Passenger's conduct
  - (1) Carrier will refuse to carry, cancel the reserved space or, or remove en route any passenger when in the exercise of its reasonable discretion, carrier decides:
    - (a) The passenger, in the reasonable judgement under the influence of intoxicating liquors or drugs (except a medical patient under proper care), or passenger's conduct or condition is or has been known to be abusive,

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† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 25 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

- offensive, threatening, intimidating, violent, or otherwise disorderly, and there is a possibility in the prudent judgment of a responsible carrier employee that such passenger would cause disruption or serious impairment to the physical comfort and safety of other passengers or carrier's employees, interfere with a crew member in the performance of his duties aboard carrier's aircraft, or otherwise jeopardize safe and adequate flight operations.
- (b) The passenger fails to observe the instructions of carrier.
  - (2) Carrier may refuse to transport or may remove at any point any passenger whose behavior is interfering or has interfered with the safety or comfort of any other passenger or any crew member. passengers shall discontinue any such behavior immediately upon the request of a crew member. carrier will accept the determination of a person with disability as to self-reliance.
  - (3) In the following categories refusal or removal of passengers may be necessary for the comfort and safety of themselves or other passengers:
    - (a) Persons whose conduct is disorderly, abusive or violent.
    - (b) Persons who are barefoot.
    - (c) Persons who are unable to sit in the seat with the seatbelt fastened.
    - (d) Persons who appear to be intoxicated or under the influence of drugs.
    - (e) Persons who have an obvious contagious disease.
    - (f) Persons who have an offensive odor such as from a draining wound.
    - (g) Persons who are mentally deranged or mentally incapacitated. However, the carrier will accept escorted mental patients under the following conditions:
      - (1) The requesting medical authority furnishes assurance, in writing, that an escorted mental patient can be transported safely.
      - (2) Acceptance is for online travel only.
      - (3) The escort must accompany the escorted passenger at all times.
    - (h) persons who wear or have on or about their person concealed or unconcealed deadly or dangerous weapons; provided, however, that carrier will carry passengers who meet the qualifications and conditions established in F.A.R. 108.00
    - (i) Manacled persons in custody of law enforcement personnel or persons who have resisted or may reasonably be believed to be capable or resisting escorts.
  - (F) Passenger's conduct or condition

Carrier will refuse to transport or will remove at any point any passenger whose mental or physical condition is such as to render him incapable of caring for himself without assistance or medical treatment en route unless:

- (1) He is accompanied by a ticketed attendant who will be responsible for caring for him en route, and
- (2) With the care of such attendant he will not require unreasonable attention or assistance from carrier personnel.

Exception: (For transportation to/from Canada)  
carrier will accept the determination of a person with disability as to self-reliance (see rule 20).

(G) Recourse of passenger

The sole recourse of any person so refused carriage or removed en route for any reason specified in the foregoing paragraphs or in rule 20 shall be recovery of the refund value of the unused portion of his ticket from the carrier so refusing or removing, as provided in rule 90(d).

(H) Carriage of unaccompanied children general provisions  
General provisions

(1) Not used

(2) (Applicable to SK only)

Children 5-11 years of age, at applicable fare will be accepted for carriage provided:

- (a) Advance arrangements have been made with the carrier.
- (b) Children are accompanied to the airport at the time of departure by a parent or responsible adult who shall remain with the child until the flight has departed. A handling advice with name, address and telephone number to the parents/guardian at place of departure and arrival, must be completed for each unaccompanied child and signed by parent or responsible adult prior to check-in.
- (c) The confirmed flight is not expected to be cancelled.
- (d) Upon advancements, and in addition to above provisions, SK will accept children for travel involving same day connection provided space has been confirmed to destination.
- (e) Unaccompanied children may be accepted for interline carriage in accordance with paragraph (2)(a) above and subject to the conditions of carriage of the interline carrier.
- (f) The carrier will not accept any financial or guardianship responsibilities beyond those applicable to an adult passenger.
- (g) The age limit referred to in this rule shall be the age of the child at the date of commencement of carriage.
- (h) A child shall be considered unaccompanied if not accompanied on the same flight and in the same compartment by a passenger at least 16

Tariff: IPR2  
Carrier: Scandinavian Airlines – SK

CTA No. 210    DOT No. 376

(3) Not used    years of age.

## Rule 40 Taxes

Any tax or other charge imposed by government authority and collectable from a passenger will be in addition to the published fares and charges, except that transit taxes at connecting points may be absorbed under the conditions indicated in rule 35, paragraph (a)(2)(a) and (b), provided also that such transit tax is not applicable to such through service.

## Rule 41 Seat Assignment for Passengers Including the Seating of Children Under the Age of 14 Years<sup>†</sup>

### (A) Applicability

(1) This Rule applies to all passengers irrespective of the type of fare on which they are travelling or have purchased.

(2) Unaccompanied children will be carried pursuant to the provisions of Rule 200 Childrens and Infants fares.

(3) The carrier will not accept a reservation for a child under 5 years of age who will be travelling alone, irrespective of whether the child's parent or guardian wishes to use the carrier's unaccompanied minors (UM) service for their child to travel alone.

Further information see Rule 25.

### (B) Advance seat selection

(1) The passenger may pre-select a seat once they have purchased their ticket when booking a fare. If a passenger is choosing a specific seat, a fee may be assessed based on the conditions of the fare purchased (unless the seat is required to meet a disability related need – see (3) below). Nonetheless, complimentary seat selection is available at the time of check-in.

Business class cabin free of charge.

Premium economy class cabin free of charge.

Economy

Pre-reserved seat Intercont A359

AIRCRAFT TYPE Airbus 359

	CAD
Extra leg room	69
Preferred window/Aisle	55
Preferred seat	49
window/Aisle	35
Middle seat	13

All other aircraft types Intercont

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<sup>†</sup> Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 41 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

	CAD
Extra leg room	69
Preferred seat	49
Window/Aisle	35
Middle seat	13

(C) Seat selection fees will be refunded if:

(1) the carrier must move the passenger from their pre-paid, pre-selected seat due to an involuntary schedule or airport change or due to safety or operational reasons,

(2) seat selection fee is otherwise non-refundable.

Exception: A person with a disability who requires a specific seat to meet a disability-related need will not be charged a seat selection fee.

For additional obligations on seat assignment for persons with disabilities, including persons who need additional adjacent seating, see: Rule 22

(D) Assignment of seats to accompanied children under the age of 14 years

(1) In order to facilitate the assignment of a seat to a child who is under the age of 14 years that is in close proximity to an accompanying person (parent, guardian or tutor) in accordance with part (D) (below), the carrier will, at no additional charge:

(a) assign a seat before check-in to the child that is in close proximity to the accompanying person, or

(b) if the carrier does not assign seats prior to check-in, in accordance with paragraph (a), the carrier will:

(i) advise passengers before check-in that the carrier will facilitate seat assignment of children in close proximity to an accompanying person at no additional charge at the time of check-in or at the boarding gate,

(ii) assign seats at the time of check-in, if possible,

(iii) if it is not possible to assign seats at the time of check-in, the carrier will, via an announcement at the gate, ask for volunteers to change seats at the time of boarding, and

(iv) if it is not possible to assign seats at the time of check-in and no passenger has volunteered to change seats at the time of boarding, the carrier will ask again for volunteers on-board the aircraft to change seats before take-off.

(E) Proximity to accompanying person's seat

(1) The carrier will facilitate, pursuant to the steps outlined in (C) (above), the assignment of a seat to a child who is under the age of 14 years by offering, at no additional charge:

(a) in the case of a child who is 4 years of age or younger, a seat that is adjacent to their accompanying person'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 accompanying person's seat, and that is separated from that accompanying person's seat by no more than one seat; and

(c) in the case of a child who is 12 or 13 years of age, a seat that is in a row that is separated from the row of their accompanying person's seat by no more than one row.

(d) Difference in price

(i) If the passenger who is assigned seating in accordance with (D)(1) (above) is seated in a lower class of service than their ticket provides, the carrier will reimburse the price difference between the classes of service.

(ii) If the passenger who is assigned seating in accordance with (D)(1) (above) chooses a seat that is in a higher class of service than their tickets provide, the carrier will not request supplementary payment representing the price difference between the classes of service.



Rule 43 International and Domestic Fee (Applicable to/from Canada Only)

- (A) SK will collect a domestic/international fee on SK flight sectors in addition to the air fare.
- (B) The code "YQ" will be used. The value of this surcharge is:
  - (1) CAD 630 on Transatlantic sectors for journey originating in Canada for business class fares.
  - (2) CAD 358 on transatlantic sectors for originating in Canada for premium economy and economy class fares.
  - (3) CAD 303 on transatlantic sectors for originating in Canada for economy class fares.
  - (4) 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.
- (C) The charge applies to all passengers in all flight class on all fare types (2).  
Exception: This charge does not apply to infants, eurobonus award tickets.  
and ID (industry discount) travel. (1)  
- Provided the respective interline carrier does collect such surcharges.

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, in writing, or otherwise, 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) Each passenger desiring transportation across any international boundary will be responsible for obtaining all necessary travel documents and for complying with all government travel requirements. the passenger must present all exit, entry and other documents required by the laws, and, unless applicable laws provide otherwise, shall indemnify the carrier for any loss, damage, or expense suffered or incurred by such carrier by reason of such passenger's failure to do so. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision. Carrier reserves the right to refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands, or requirements or whose documents are not complete. No carrier shall be liable for any aid or information given by any agent or employee of such carrier to any passenger in connection with obtaining such documents or complying with such laws, whether given orally or in writing or otherwise. In addition, carrier reserves the right to hold, photocopy or otherwise image reproduce a travel document presented by any passenger and accepted as a condition of boarding.
- (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 to his point of origin or elsewhere due to the passenger's inadmissibility into or deportation from a country, whether of transit or of destination. The fare applicable will be the fare that would have been applicable had the original ticket designated the revised destination on the new ticket. Any difference

between the fare so applicable and the fare paid by the passenger will be collected from or refunded to the passenger as the case may be. carrier may 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 the carrier, unless the law of such country requires that such fare be refunded.

(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. Carrier shall not be liable to the passenger for any aid, assistance, data, or other information provided to customs or other government agencies involved in border controls of any country pertaining to passenger or passenger's travel.

(D) Government regulation

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

## Rule 55 Liability of Carriers†

- (A) Successive carriers  
Carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive carriers is regarded as a single operation.
- (B) Laws and provisions applicable
- (1) (a) Not applicable  
(b) Not applicable  
(c) Not applicable  
(d) Not applicable  
(e) Not applicable  
(f) Not applicable  
(g) SK agrees in  
Accordance with article 22 (1) of the convention for the unification of certain rules relating to international carriages by air, signed at Warsaw, October 12, 1929 or, the said convention as amended by the protocol signed at the Hague on September 28, 1955 or the convention for the unification of certain rules for international carriage by air, signed at Montreal on 28May99, that as to all international transportation by SK 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.
- (i) SK shall not apply or invoke the applicable limit of liability in article 22(1) of said convention or said convention as amended by said protocol in defense of any claim for recoverable compensatory damages arising out of the death, wounding or other bodily injury of a passenger within the meaning of article 17 of the convention or said convention as amended by said protocol.
- (ii) SK shall not, with respect to any claim arising out of the death, wounding or other bodily injury of a passenger within the meaning of article 17 of said convention or said convention as amended by said protocol, avail itself of any defense under article 20(1) of said

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† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 55 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

- convention or said convention as amended by said protocol with respect to that portion of such claim which does not exceed the sum of 128,821 S.D.R. exclusive of the costs of the action including lawyers' fees which the court finds reasonable.
- (iii) Except as otherwise provided in paragraphs (i) and (ii) hereof, SK reserves all defenses available under the convention or said convention as amended by said protocol to any such claim. With respect to third parties, SK reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.
- (iv) Neither the waiver of limits nor the waiver of defenses shall be applicable in respect of claims made by the 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 the defenses under article (20)(1) of the convention(s).
- (v) This paragraph (b)(1)(g) covers transportation performed by SK, Scandinavian airlines system (SAS), (i) as the operator of an aircraft during a flight on which the death, wounding or other body injury of a passenger occur and/or (i) as the carrier designated on the ticket as the carrier for such flight(s) as used in this paragraph (b)(1)(g), "SK" or "carrier" refers to the carrier, whether it otherwise participates in this tariff, is as a successive carrier in an interline journey in which the carrier performs a portion of the transportation, or for any other reason, is to be determined in accordance with such carrier's own tariff publications and/or conditions of carriage.
- Note: In the United States, paragraph (b)(1)(g) of rule 55 shall upon any final action of the department of transportation which does not make provision of tariffs identical to that paragraph.
- (h) Nothing herein shall be deemed to affect the rights of the carrier with regard to any claim brought by, on behalf of, or in respect of any person who has willfully caused damage resulted in

- death, wounding or other bodily injury or a passenger.
- (i) the sum mentioned in terms of S.D.R. in this paragraph shall be deemed to the special drawing rights as defined by the international monetary fund. conversion of the sum into national currencies shall, in case of judicial proceedings, be made according to the value of such currencies in terms of the special drawing rights at the date as the court may determine, or in case of the non-judicial proceedings, according to the value of such currencies in terms of the special drawing rights at the date when damages to be paid is agreed.
  - (j) 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.
- (2) carrier's name may be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket, and for the purpose of the convention the agreed stopping places (which may be altered by carrier in case of necessity) are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith, or shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name and abbreviation of each carrier in this tariff is provided at the front of this tariff.
- (3) To the extent not in conflict with the provisions of paragraphs (1) and (2) above, all carriage hereunder 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;
  - (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.
- (4) (a) The carrier 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 128,821 special drawing rights (SDR'S).
- (b) Except as otherwise provided in paragraph (a) hereof, the carrier reserves all defenses available under the convention to such claims. With respect to third parties, the carrier reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.
- (c) The carrier agrees that subject to applicable law recoverable compensatory damages for such claims may be determined by reference to the law of the domicile or permanent residence of the passenger.
- (C) Limitation of liability
- (1) Carrier is not liable for any death, injury, delay, loss, or other damage of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") to passengers or unchecked baggage arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is caused by the negligence of carrier. Assistance rendered to the passenger by carrier's employees in loading, unloading, or transshipping baggage shall be considered as gratuitous service to the passenger.
- (2) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws, government regulations, orders, or requirements or from failure of passenger to comply with same, or out of any cause beyond carrier's control.
- (3) Any liability of carrier (via SK), for damage to baggage) is limited to ( 1288 SDR (special drawing rights) per person \$20.00 (250 French gold francs, consisting of 65 1/2 milligrams of gold with a fineness of nine hundred thousandths) per kilogram in the case of checked baggage and \$400.00 (5,000 French gold francs) 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 regulations. In that event the liability of the 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 : Under no circumstances will the carrier be liable for the loss, delay or damage to unchecked baggage or cabin baggage not attributed to the negligence of the carrier. Assistance rendered to the

- passenger by the carrier's employees in loading, unloading or trans-shipping of unchecked or cabin baggage shall be considered as a gratuitous service to the passenger.
- (4) (a) In any event liability of carrier for delay of a passenger shall not exceed 125,000 French gold francs, (via SK, 5346 SDR (special drawing rights), or its equivalent.  
(b) In any event liability of carrier for death or injury shall not exceed 125,000 French gold francs, (via SK, should not be subject to any financial limit, except that liability of carrier for death or injury should not exceed 128,821SDR per passenger where carrier can prove that (1) damages are not due to the negligence or other wrongful act or omission of carrier or its servants or agents, or (2) such damage was solely due to the negligence or other wrongful act or omission of a third party), or its equivalent. (see note, paragraph (b)(1) above.)
- (5) Not applicable
- (6) (a) 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.  
(b) Via SK, carrier is not able for loss, damage to, or delay in the delivery of fragile or perishable articles that are included in the passenger's checked baggage with or without the knowledge of carrier.
- (7) Not applicable
- (8) Carrier may refuse to accept any articles that do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability, and shall be subject to the published rates and charges of carrier.
- (9) (a) Liability of carrier for damages shall be limited to occurrences on its own line, except in the case of checked baggage as to which the passenger also has a right of action against the first or last carrier.  
(b) A carrier issuing a ticket or checking baggage for carriage over the lines of another carrier does so only as agent. (see note, paragraph (b)(1) above.)
- (10) Not used
- (11) 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, nor shall carrier be liable for punitive or exemplary damages arising therefrom.
- (12) Any exclusion or limitation of liability of carrier under this tariff or the ticket shall apply to agents, servants, or representatives of the carrier acting within the scope of their employment and also to any person whose aircraft is used by the carrier and its agents, servants or representatives acting within the scope of their employment.
- (13) Carrier shall not be liable for the loss, damage, or delay in delivery of any property which is not acceptable for transportation in accordance with rules 97, 100 and 105 or for any other loss or damage of whatever nature resulting from any such loss or damage or from the transportation of such property. This exclusion is applicable whether the nonacceptable property is included in the passenger's checked baggage with or without the knowledge of the carrier.
- (14) The owner of a pet shall be responsible for compliance with all governmental regulations and restrictions, including furnishing valid health and rabies vaccination certificates when required. carrier will not be liable for loss or expense due to the passenger's failure to comply with this provision, and carrier will not be responsible if any pet is refused passage into or through any country, state or territory.
- (D) Time limitations on claims and actions
- (1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt; and in the case of delay, or loss, complaint must be made at the latest within 21 days 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 made in writing and dispatched within the time 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 years reckoned from the date of arrival at the destination, or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.
- (E) Overriding law

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

(F) Modification and waiver

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

(G) valid for Canada only

(H) Refund of baggage fees

Carrier will refund to the passenger any fees paid for the transportation of the baggage that was delayed, damaged or lost

(I) ATPDR

(1) In the event that a mobility aid of a person travelling with the aid is damaged, destroyed or lost, or is not made available to the person at their time of arrival at their destination, the carrier will without delay and at the carrier's own expense:

(a) provide the person with a temporary replacement mobility aid that meets their needs in relation to their mobility and that they are permitted to use until their mobility aid is returned to them or is repaired or replaced or until they are reimbursed by the carrier for the loss of the mobility aid;

(b) reimburse the person for any expenses they have incurred because the mobility aid was damaged, destroyed or lost or because it was not made available to them at the time of their arrival at their destination;

(c) in the case of a damaged mobility aid, arrange for the repair of the mobility aid and promptly return it to the person or, in the case of a damaged mobility aid that cannot be adequately repaired,

(i) replace the damaged mobility aid with the same model of mobility aid or, if the same model is not available, a model that has equivalent features and qualities as the damaged mobility aid and that meets the person's needs in relation to their mobility, or

(ii) reimburse the person for the full replacement cost of the mobility aid; and

(d) in the case of a destroyed mobility aid or a mobility aid that is not made available to the person at the time of their arrival at their destination and that is not returned to them within 96 hours after that arrival,

(i) replace the destroyed or lost mobility aid with the same model of mobility aid or, if the same model is not available, a model that has equivalent features and qualities as the destroyed or lost mobility aid and that meets the person's needs in relation to their mobility, or

(ii) reimburse the person for the full replacement cost of the mobility aid.

(2) If a person with a disability who uses a mobility aid makes a reservation for transportation on an international service, the air carrier will advise the person of the option to make a special declaration of interest, under Article 22(2) of the Montreal Convention or under Article 22(2) of the Warsaw Convention, that sets out the monetary value of the mobility aid and a description of its identifying features.

(3) The carrier will permit a person with a disability to make the special declaration of interest, at no additional charge to the person, at any time before the mobility aid is removed by the carrier for storage in the aircraft's baggage compartment.

(J) Service dogs

If a person with a disability who uses a service dog makes a reservation for transportation on an international service, the air carrier will advise the person of the option to make a special declaration of interest, under Article 22(2) of the Montreal Convention or under Article 22(2) of the Warsaw Convention, that sets out the monetary value of the dog.

(K) The carrier will permit a person with a disability to make the special declaration of interest, at no additional charge to the person, at any time before the service dog is carried by the carrier.

(L) Should injury or death of a service dog result from the fault or negligence of the carrier, the carrier will undertake to provide expeditiously, and at its own expense, medical care for or replacement of the service dog.

(M) Mobility aids are considered as baggage for transportation on an international service for purposes of limits of liability. The air carrier will advise the person of the option to make a special declaration of interest, under Article 22(2) of the Montreal Convention or under Article 22(2) of the Warsaw Convention, that sets out the monetary value of the mobility aid and a description of its identifying features.

(N) The carrier will offer at no additional charge to a person with a disability the option to make the special declaration of interest, at any time before the mobility aid is removed by the carrier for storage in the aircraft's baggage compartment.

## Rule 60 Reservations†

### (A) General

A ticket will be valid only for 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 exchange order for onward travel, or who wishes to change his ticketed reservations to another date, shall not be entitled to any preferential right with respect to the obtaining of reservations.

### (B) Conditions of reservations

- (1) (a) A reservation for space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent and entered into the reservation system. Subject to payment or other satisfactory credit arrangement and compliance with the payment provisions of paragraph (d) below, a validated ticket will be issued to the passenger by the carrier or agent of the carrier indicating such confirmed space provided the passenger applies for such ticket prior to the expiration of the time limits prescribed in paragraph (c) below. such reservation of space is subject to cancellation by the carrier without notice if the passenger has not applied to the carrier or agent of the carrier for a validated ticket specifying thereon the confirmed reserved space prior to the time limits prescribed in paragraph (c) below.
- (b) 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 permitted. A Ticket is transferable in its entirety (but not in part), provided;—that you contact us with a request for transfer of your Ticket at least 24 hours before the scheduled departure time shown on the first flight coupon of the Ticket,— that we are the operating carrier of all the flights or flight segments in the Ticket, and— that the person to whom the Ticket is to be transferred satisfies and complies with all the conditions applying to the original Ticket. Upon your surrender of your Ticket to us, we will issue a new Ticket in the name of the person to whom the Ticket is to be transferred. The new Ticket will be subject to the same terms and conditions as

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† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 60 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

those of the replaced Ticket. You will be charged an Administration Fee for the transfer of the Ticket. For the avoidance of doubt, a name change is considered a transfer of a ticket even if it is you that is changing your own name since a name change means that we have to issue a new Ticket.

Except as provided above, a Ticket is not transferable.

In the event such transfers occur without prior approval of SK, the right to cancel said reservation, waitlisted or requested space is reserved by SK.

(2) Seat allocation

- a) The Carrier will make reasonable efforts to meet seat allocation requests but cannot guarantee the allocation of a given seat, even if the Reservation has been confirmed for such seat. The Carrier reserves the right to change seat allocation at any time, including after boarding, for operating, security or safety reasons and for reasons of Force Majeure
- b) For provisions related to the assignment of seats on-board an aircraft for all passengers including children, see Rule 41, Seat assignment for passengers including the seating of children under the age of 14 years.
- c) For more specific provisions related to the assignment of seats on-board an aircraft for persons with disabilities, see: Rule 22
- d) For more specific provisions related to making reservations in an accessible manner for persons with disabilities, see: Rule 22
- e) The carrier will not accept a reservation for a child under 5 years of age who will be travelling alone, irrespective of whether the child's parent or guardian wishes to use the carrier's unaccompanied minors (UM) service for their child to travel alone. (see Rule Acceptance of children Rule 65, Unaccompanied minors)

(C) Cancellation of reservations

(1) The carrier may cancel reservations of any passenger:

- (a) If circumstances require due to situations within a carrier's control as defined in Rule 1, Definitions and applied in Rule 85, Delays or cancellation – within the carrier's control and within the carrier's control but required for safety purposes or Rule 25, Denial of boarding – within the carrier's control and within the carrier's control but required for safety purposes;

(b) If circumstances require due to situations outside a carrier's control as defined in Rule 1, Definitions and applied in Rule 85, Delays or cancellation- outside the carrier's control or Rule 85, Denial of boarding – outside the carrier's control;

(2) If the carrier cancels a passenger's reservation due to (B)(1)(a) (above), the passenger may be eligible to take advantage of the provisions found in Rule 91, Delays or cancellation – within the carrier's control and within the carrier's control but required for safety purposes or Rule 96, Denial of boarding – within the carrier's control and within the carrier's control but required for safety purposes.

(3) If the carrier cancels a passenger's reservation due to (B)(1)(b) (above), the passenger may be eligible to take advantage of the provisions found in Rule 90, delays or cancellation – outside the carrier's control or Rule 95 Denial of boarding – outside the carrier's control.

(D) Time limit for ticket issuance/payment  
Ticketing shall be made according to the fare rule of the ticket type purchased

(E) Check-in time limits  
Check-in Deadlines vary from airport to airport and passenger must inform himself about these Check-in Deadlines in order to facilitate the journey and avoid the Reservation being cancelled.

If the journey includes any subsequent flights with another carrier it is the passenger's responsibility to inform themselves of the Check-in Deadlines for these flights.

The check-in process must have been completed no later than the Check-in Deadlines indicated and passenger must arrive sufficiently in advance of the flight in order to be able to carry out all necessary formalities for their journey. Should passenger fail to do so or not present all the documents necessary for check-in and therefore be unable to travel, we are entitled to cancel the Reservation and seat reserved.

We are not liable for any damages incurred due to the failure to comply with the provisions of this clause.

(F) Reservations and ticketing time limits  
Reservations requested from any carrier or authorized agency will be accepted subject to the ticketing provision of the rule governing the fare used.

## Rule 65 Tickets

### (A) General

- (1) A ticket will not be issued and in any case carrier will not be obligated to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by carrier; and further, the passenger has applied for confirmed space and such space is confirmed, in accordance with the conditions provided for in rule 60(b)(1), by a reservations agent.
- (2) 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.
- (3) A Ticket comprises one or more Flight Coupons. Each Flight Coupon is issued for exactly one sector. For example: a Ticket from Stockholm to New York and back, with the sectors from Stockholm – Copenhagen, Copenhagen – New York, New York – Copenhagen, Copenhagen – Stockholm comprises four Flight Coupons or one Ticket. In the same way, the flight from Stockholm – Copenhagen, Copenhagen – Stockholm also comprises two Flight Coupons, regardless of any stopover in Copenhagen. The Ticket you have purchased is only valid for the sequence of transportation shown on it. The price you paid is based on our fares and is specially calculated based on the travel dates you have selected and sequence of travel. Therefore, the calculated price applies only to the sequence of transportation shown on the Ticket. This represents an important part of our contract with you. Due to the market situation, fares consisting of several Flight Coupons can be less expensive than the respective individual flight sections. To prevent these cheaper fares from being misused, we have made it a condition of Carriage that the sectors are to be flown in the sequence of transportation shown on the Ticket.

Should you wish to change any aspect of your Carriage, you must contact us in advance. If you are unable to fly the indicated sequence in the order given due to Force Majeure, illness or for any other reason or impediment for which you are not responsible, the remainder of the Flight Coupons shall remain valid. In this case, you may use the remaining Flight Coupons in the sequence shown. The relevant reasons are to be made known to us and substantiated immediately after you become aware of them or after discontinuation of the impediment. In this case, you may use the remaining Flight Coupons in the planned order sequence shown.

Should you have selected a Tariff which provides for compliance with a fixed sequence of travel, please note: if Carriage is not used on all individual legs or not used in the sequence anticipated on the Ticket with otherwise unchanged travel data, we will recalculate the fare according to your altered routing. The new fare will hereby

be determined, and you will have to pay for your actual routing, depending on the Tariff and fare rules for the Ticket. The new fare will be based on the fare available on the day of the request for change of routing. This fare may be higher or lower than the fare you originally paid.

The calculation will be based on the best value price available in your booking class for the changed sequence of transportation. If the booking class originally booked by you is not available for the changed routing on the day of making the reservation, the cheapest available booking class will be used to recalculate the changed sequence of transportation. Any refundable taxes and charges for the unused Flight Coupon will be deducted. Please note that unless the difference in price has been paid, you will not be allowed to travel.

- (4) A ticket which has been improperly issued, shall not be valid.
- (5) Tickets are transferable however carrier is not liable to the owner of a ticket for honoring or refunding such ticket when presented by another person.

(B) Validity for carriage

(1) General

When validated, the ticket is good for carriage from the airport at the place of departure to the airport at the place of destination via the route shown therein and for the applicable class of service and is valid for the period of time specified or referred to in paragraph (2) below. Each flight coupon will be accepted for carriage on the date and flight for which accommodation has been reserved. When flight coupons are issued on an "open date" basis, accommodations will be reserved upon application, subject to the availability of space. The place and date of issue are set forth on the flight coupons.

(2) Period of validity

The period of validity for transportation will be one year from the date on which transportation commences at the point of origin designated on the original ticket, or if no portion of the ticket is used, from the date of issuance of the original ticket.

- (a) Normal fare tickets - the above period of validity applies, however a ticket for a normal fare trip which limits the carriage to specific periods of the day, week, month or year, is good for carriage only during the period to which the fare applies.
- (b) Special fare tickets - if the ticket is for a special fare having a shorter period of validity than indicated above, such shorter period of validity applies only in respect to such special fare transportation.



- (3) Expired ticket  
An expired ticket will be accepted for refund in accordance with rule 90(e), (voluntary refunds).
- (4) Computation of validity  
When determining ticket validity, return limits and all other calendar periods specified herein, the first day to be counted shall be the day following that upon which the ticket is issued or the transportation commenced.
- (5) Expiration of validity  
tickets expire at midnight on the date of expiration of ticket validity.
- (C) Involuntary Extension of ticket validity  
The following provisions shall apply for passengers travelling at normal or special fares unless otherwise stated in the appropriate Note.  
Flight irregularities or booking errors  
A carrier may without additional collection of fare extend the validity of the ticket of a passenger who is prevented from travelling within the period of validity of his ticket because such carrier:
  - (1) (a) Cancels the flight upon which the passenger holds confirmed space;  
(b) Fails to stop at a point to which the passenger is destined or is ticketed to stopover (whether over or under carriage)  
(c) Fails to operate a flight reasonably according to schedule;  
(d) Causes the passenger to miss a connection;  
(e) Is unable to provide previously confirmed space
  - (2) No space available  
When a passenger in possession of a normal fare ticket, or a special fare ticket that has the same validity as a normal fare ticket, is prevented from travelling within the period of validity of his ticket because carrier is unable to provide space on the flight, the validity of such passenger's ticket may be extended until the first flight, of the same class of service paid for, upon which space is available, but not for more than seven days. This rule is applicable only to tickets having a validity of one year.
- (D) Extension of ticket validity and waiver of Minimum/maximum stay provisions
  - (1) In the event of death of a family member not accompanying passenger  
In the event a passenger holding a special fare ticket returns prior to the expiry of the minimum stay requirement because of the death of an immediate family member not accompanying him, such passenger will be entitled to a refund of additional amounts paid in order to return early. however, no refund will be permitted unless the passenger is able to produce a death certificate attesting to the fact of the death after

commencement of travel of such family member.  
a copy of the death certificate must be retained  
in the carrier's files for a minimum period of two  
years.

(2) Before commencement of travel

If a passenger or an immediate family member of the  
passenger dies before commencement of travel, tickets can,  
at any time, be completely refunded. EMD:s issued in  
connection with the ticket are also refundable.

Note: For fares originating in CA/MX/US, also travel  
companion is included when stated in the PE-rule of the  
fare.

Death certificate or a copy of such is required. This is in  
accordance with PAT rules 9.3.4.

(3) After commencement of travel

**Death of a passenger:**

In case of death of a passenger, refund may be arranged. Accompanying  
passengers may terminate travel or interrupt travel until completion  
of formalities and religious customs, if any, but in no event later  
than 45 days after travel is interrupted.

**Note:** Rebooking in the same booking class or lowest available booking  
class in the same service class as originally booked.

No rebooking fee or fare difference shall be collected.

**Death in the immediate family:**

A passenger travelling at a fare with rerouting/change of reservation  
restrictions may return to the place of origin shown in this ticket,  
without stopovers en route, at the same fare on the next available  
flight.

Or, if death occurred at the point at which travel is interrupted,  
immediately after completion of formalities and religious customs, if  
any, passenger may extend the validity of the ticket, but in no event  
later than 45 days after travel is interrupted.

(E) Coupon sequence and issuance of the ticket

A Ticket comprises one or more Flight Coupons. Each Flight  
Coupon is issued for exactly one sector. For example: a Ticket  
from Stockholm to New York and back, with the sectors from  
Stockholm – Copenhagen, Copenhagen – New York, New York –  
Copenhagen, Copenhagen – Stockholm comprises four Flight Coupons  
or one Ticket. In the same way, the flight from Stockholm –  
Copenhagen, Copenhagen – Stockholm also comprises two Flight  
Coupons, regardless of any stopover in Copenhagen. The Ticket  
you have purchased is only valid for the sequence of  
transportation shown on it. The price you paid is based on our  
fares and is specially calculated based on the travel dates you  
have selected and sequence of travel. Therefore, the calculated  
price applies only to the sequence of transportation shown on  
the Ticket. This represents an important part of our contract  
with you. Due to the market situation, fares consisting of  
several Flight Coupons can be less expensive than the respective  
individual flight sections. To prevent these cheaper fares from  
being misused, we have made it a condition of Carriage that the

sectors are to be flown in the sequence of transportation shown on the Ticket.

Should you wish to change any aspect of your Carriage, you must contact us in advance. If you are unable to fly the indicated sequence in the order given due to Force Majeure, illness or for any other reason or impediment for which you are not responsible, the remainder of the Flight Coupons shall remain valid. In this case, you may use the remaining Flight Coupons in the sequence shown. The relevant reasons are to be made known to us and substantiated immediately after you become aware of them or after discontinuation of the impediment. In this case, you may use the remaining Flight Coupons in the planned order sequence shown.

Should you have selected a Tariff which provides for compliance with a fixed sequence of travel, please note: if Carriage is not used on all individual legs or not used in the sequence anticipated on the Ticket with otherwise unchanged travel data, we will recalculate the fare according to your altered routing. The new fare will hereby be determined, and you will have to pay for your actual routing, depending on the Tariff and fare rules for the Ticket. The new fare will be based on the fare available on the day of the request for change of routing. This fare may be higher or lower than the fare you originally paid.

The calculation will be based on the best value price available in your booking class for the changed sequence of transportation. If the booking class originally booked by you is not available for the changed routing on the day of making the reservation, the cheapest available booking class will be used to recalculate the changed sequence of transportation. Any refundable taxes and charges for the unused Flight Coupon will be deducted. Please note that unless the difference in price has been paid, you will not be allowed to travel.

(F) Carrier will refuse carriage to any person not in possession of a valid ticket.

(G) Nontransferability

A Ticket is transferable in its entirety (but not in part), provided;

- that you contact us with a request for transfer of your Ticket at least 24 hours before the scheduled departure time shown on the first flight coupon of the Ticket,
- that we are the operating carrier of all the flights or flight segments in the Ticket, and
- that the person to whom the Ticket is to be transferred satisfies and complies with all the conditions applying to the original Ticket.

Upon your surrender of your Ticket to us, we will issue a new Ticket in the name of the person to whom the Ticket is to be transferred. The new Ticket will be subject to the same terms and conditions as those of the replaced Ticket. You will be charged an Administration Fee for the transfer of the Ticket. For the avoidance of doubt, a name change is considered a transfer of a ticket even if it is you that is changing your own

name since a name change means that we have to issue a new Ticket.

Except as provided above, a Ticket is not transferable.

The 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. If a ticket is in fact used by any person other than 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 or the death or injury of such unauthorized persons arising from or in connection with such unauthorized use.

## Rule 80 Revised Routings, Failure to Carry and Missed Connections

- (A) Definitions. For the purpose of this rule, the following terms have the meaning indicated below.
- (1) Comparable air transportation means transportation provided by air carriers or foreign air carriers holding certificates of public convenience and necessity or foreign permits issued by the civil aeronautics board.
  - (2) 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 through 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 delivering carrier;
  - (3) Delivering carrier means a carrier on whose flight a passenger holds or held confirmed space to a connecting point;
  - (4) Misconnection occurs at a connecting point when a passenger holding confirmed space on an original receiving carrier is unable to use such confirmed space because the delivering carrier was unable to deliver him to the connecting point in time to connect with such receiving carrier's flight.  
Note: The same rules regarding delivering and receiving carriers responsibility apply at the subsequent point(s) of misconnection as would apply at the point of original misconnection.
  - (5) New receiving carrier(s) means a carrier or combination of connecting carriers, other than the original receiving carrier(s), operating between the point of misconnection and the destination or next point of stopover or connecting point shown on the passenger's ticket, on whose flight a passenger is transported from the connecting point;
  - (6) Original receiving carrier(s) means a carrier or combination of connecting carriers on whose flight(s) a passenger originally held or holds confirmed space from a connecting point to a destination, next stopover or connecting point;
  - (7) Outbound flight means the flight on which a passenger originally held confirmed space beyond the point where the schedule irregularity or failure to carry occurs;
  - (8) Schedule irregularity means any of the following irregularities:
    - (a) Delay in scheduled departure or arrival of a carrier's flight resulting in a misconnection, or
    - (b) Flight cancellation, omission of a scheduled

- stop, or any other delay or interruption in the scheduled operation of a carrier's flight, or
  - (c) Substitution of equipment of a different class of service, or
  - (d) Schedule changes which require rerouting of passenger at departure time of the original flight.
- (B) Changes requested by passenger
- (1) When change can be made at the passenger's request, carrier will effect a change in the routing (other than the point of origin); destination carrier(s); class of service; or validity specified in an unused ticket, flight coupon(s), or miscellaneous charges order provided that:
    - (a) Such carrier issued the ticket; or miscellaneous charges order;
    - (b) Such carrier is designated in the "via carrier" box, or no carrier is designated in the "via carrier" box, of the unused flight coupon or exchange 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 that issued the ticket is designated as carrier for any subsequent section and has an office or general agent 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) and (b) above, to effect the change.
  - (2) Method of effecting change  
The change requested by the passenger shall be effected by:
    - (a) Endorsement of such unused ticket, flight coupon(s), or exchange order to the new receiving carrier or
    - (b) Reticketing of the passenger.
  - (3) Applicable fare
    - (a) The fare and charges applicable as a result of any such change in routing, destination, or carrier shall be the fare and charges that would have been applicable if transportation had been purchased as of the date of commencement of carriage; provided that,
      - (i) Additional passage at the through fare shall not be permitted unless request has been made prior to arrival at the destination named on the original ticket or miscellaneous charges order, and
      - (ii) After the carriage has commenced, a one way ticket shall not be converted into a round trip or circle trip ticket at the round trip or circle trip discount for

- (iii) any portion already flown; and After carriage has commenced a round trip ticket can be converted into a circle trip ticket, or vice versa provided that request is made prior to the passenger's arrival at the destination named on the original ticket or miscellaneous charges order.
    - (b) Any difference between the fare and charges applicable under subparagraph (3)(a) above, and the fare and charges paid by the passenger will be collected from the passenger by the carrier accomplishing the rerouting, who will also pay to the passenger any amounts due on account of refunds or arrange for the applicable refund by the carrier that issued the original ticket.  
(see also rule 60.)
  - (4) The expiration date of any new ticket issued for a change in routing, destination, carrier(s), class of service, or validity will be limited to the expiration date that would have been applicable if the new ticket had been issued on the date of sale of the original ticket or miscellaneous charges order.
  - (5)
- (C) Involuntary revised routings  
In the event carrier cancels a flight, fails to operate according to schedule, fails to stop at a point to which the passenger is destined or is ticketed to stop over, substitutes a different type of equipment or class or service, denies boarding to a passenger holding a confirmed reservation because there is insufficient space on the flight to accommodate him, induces a passenger to surrender voluntarily his confirmed reserved space so that another passenger is not denied boarding involuntarily, or removes or refuses passage to a passenger in accordance with rule 25, carrier will either:
  - (1) Carry the passenger on another of its passenger aircraft on which space is available without additional charge regardless of the class of service; or
  - (2) Endorse to another carrier or other transportation service, the unused portion of the ticket for purposes of rerouting; or
  - (3) Reroute the passenger to the destination named on the ticket or applicable portion thereof by its own or other transportation services; and, if the fare, excess baggage charges, and any applicable service charge for the revised routing or class of service is higher than the refund value of the ticket or applicable portion thereof as determined by rule 90, carrier will require no additional payment from the passenger, but will refund the difference if it is lower; or
  - (4) (a) Transport the passenger on another

- economy flight on which space is available or
- (b) Transport the passenger to the destination shown on its portion of the ticket on carrier's next first class flight on which space is available, at no additional fare, if so doing will provide an earlier arrival than the next economy flight on which space is available.
- (5) Make involuntary refund in accordance with rule 90(d).
- (D) Missed connections  
In the event a passenger misses an onward connecting flight on which space has been reserved because the delivering carrier did not operate its flight according to schedule or changed the schedule of such flight, the delivering carrier will arrange for the carriage of the passenger or make involuntary refund in accordance with rule 90.
- (E) Free baggage allowance  
An involuntarily rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a first class flight to a business/economy/tourist/economy/thrift class flight and is entitled to a fare refund.



## Rule 85 Schedules, Delays and Cancellation of Flights<sup>†</sup>

### (A) Schedules

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 if the passenger has separate tickets. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules.

### (B) Cancellations

- (1) Carrier undertakes to use its best efforts to carry the passenger and baggage with reasonable dispatch, but no particular time is fixed for the commencement or completion of carriage. Subject thereto carrier may, without notice, substitute alternate carriers or aircraft and may alter or omit the stopping places shown on the face of the ticket in case of necessity.
- (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 to refund in accordance with its tariffs the fare and baggage charges for any unused portion of the ticket, when it would be advisable to do so:
  - (a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, ATC-restrictions, restrictions at airport, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances or unsettled international conditions), actual, threatened or reported or because of any delay, demand, condition, circumstances or requirement due, directly or indirectly, to such fact; or
  - (b) Because of any fact not reasonably to be foreseen, anticipated, or predicted; or
  - (c) Because of any government regulation, demand, or requirement; or
  - (d) Because of shortage of labor, fuel, or facilities or labor difficulties of carrier or others.
- (3) Carrier may cancel the right or further right of carriage of the passenger and his baggage upon refusal of the passenger, after demand by carrier, to pay the fare or portion thereof so demanded, or to pay any charge so demanded and assessable with

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<sup>†</sup> Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 85 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

respect to the baggage of the passenger, without being subject to any liability therefore except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.

(C) Delay or cancellation – outside the carrier's control

(1) This Rule applies to all passengers irrespective of the type of fare on which they are travelling or they have purchased.

(2) This Rule applies in respect of a carrier when there is a delay or cancellation due to situations outside the carrier's control. See Rule 90(C) for situations that are outside a carrier's control.

(3) A delay or cancellation that is directly attributable to an earlier delay or cancellation that is due to situations outside the carrier's control, is considered to also be due to situations outside that carrier's control if that carrier took all reasonable measures to mitigate the impact of the earlier flight delay or cancellation.

(D) Situations outside the carrier's control

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

(a) war or political instability;

(b) illegal acts or sabotage;

(c) meteorological conditions or natural disasters that make the safe operation of the aircraft impossible;

(d) instructions from air traffic control;

(e) a NOTAM, (Notice to Airmen), as defined in subsection 101.01(1) of the *Canadian Aviation Regulations*;

(f) a security threat;

(g) airport operation issues;

(h) a medical emergency;

(i) a collision with wildlife;

(E) Alternate arrangements – delay or cancellation outside the carrier's control

(1) In case of a delay of three hours or more, if the passenger desires, or a flight cancellation, the carrier will provide alternate travel arrangements free of charge to ensure that passengers complete their itinerary as soon as feasible:

(a) a confirmed reservation for the next available flight that is operated by the original carrier, or a carrier with which the original carrier has a commercial agreement, is travelling on any reasonable air route from the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and departs within 48 hours of the end of the event that caused the delay or cancellation of flight,

(b) if the carrier cannot provide a confirmed reservation that complies with subparagraph (a) (above),

(2) a confirmed reservation for a flight that is operated by any carrier and is travelling on any reasonable air route from the airport at which the passenger is located, or another airport that is within a reasonable distance of that airport, to the destination that is indicated on the passenger's original ticket, and

(3) if the new departure is from an airport other than the one at which the passenger is located, transportation to that other airport.

(F) Comparable services

To the extent possible, the alternate travel arrangement must provide services that are comparable to those of the original ticket, including the carrier making every reasonable effort to maintain accessible seating assignments and any other accessibility-related accommodation for persons with disabilities.

(G) Higher class of service

If a higher class of service is booked for the passenger than was originally provided for on the passenger's original ticket, the carrier will not request supplementary payment from the passenger

(H) Delay or cancellation – within the carrier's control and within the carrier's control but required for safety purposes

(1) Applicability

(a) This Rule applies to all passengers irrespective of the type of fare on which they are travelling or they have purchased.

(b) This Rule applies in respect of a carrier when there is delay or cancellation due to a situation that is within the carrier's control and within the carrier's control but required for safety purposes. Rule 91(G) is applicable only if the delay or cancellation is within the carrier's control and is not required for safety purposes.

(2) General

(a) The carrier will make all reasonable efforts to transport the passenger and their baggage at the times indicated in its timetable and according to schedule; however, flight times are not guaranteed.

(b) Personalized documents, such as a ticket/itinerary issued by the carrier for the passenger, which are consistent with the reservation held by the passenger form part of the contract of carriage between the carrier and the passenger.

(c) A delay or cancellation that is directly attributable to an earlier delay or cancellation that is within the carrier's control but is required for safety purposes, is considered to also be within that carrier's control but required for safety purposes, if that carrier took all reasonable measures to mitigate the impact of the earlier flight delay or cancellation.

(3) Alternate arrangements – delay or cancellation – within the carrier's control and within the carrier's control but required for safety purposes

In case of a delay of three hours or more, if the passenger desires, or a flight cancellation, the carrier will provide the following alternate travel arrangements free of charge to ensure that each passenger completes their itinerary as soon as feasible:

(4) A confirmed reservation for the next available flight that is operated by the original carrier, or a carrier with which the original carrier has a commercial agreement, is travelling on any reasonable air route from the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and departs within 9 hours of the departure time that is indicated on that original ticket,

(5) A confirmed reservation for a flight that is operated by any carrier and is travelling on any reasonable air route from the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and departs within 48 hours of the departure time that is indicated on that original ticket if the carrier cannot provide a confirmed reservation that complies with subparagraph (a), or

(6) If the carrier cannot provide a confirmed reservation that complies with subparagraph (a) or (b) (above),

(a) a confirmed reservation for a flight that is operated by any carrier and is travelling on any reasonable air route from another airport that is within a reasonable distance of the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and.

(b) if the new departure is from an airport other than one at which the passenger is located, transportation to that other airport.

#### (I) Refund

If the alternate travel arrangements offered, in accordance with above, do not accommodate the passenger's travel needs, the carrier will in any other case, refund the unused portion of the ticket. The amount of the refund will be calculated pursuant to Rule 90, Involuntary refunds.

(1) in the case where the passenger is no longer at the point of origin that is indicated on the ticket and the travel no longer serves a purpose because of the delay or cancellation, refund the ticket, pursuant to Rule 90, Involuntary refunds, and provide the passenger with a confirmed reservation that is for a flight to that point of origin which accommodates the passenger's travel needs; and

(2) Comparable services

(3) To the extent possible, the alternate travel arrangement must provide services that are comparable to those of the original ticket, including the carrier making every reasonable effort to maintain accessible seating assignments and any other accessibility-related accommodation for persons with disabilities.

(J) Refund of additional services

(1) The carrier will refund the cost of any additional services purchased by a passenger in connection with their original ticket if

(2) the passenger did not receive those services on the alternate flight; or

(3) the passenger paid for those services a second time.

(K) Higher class of service

If the alternate travel arrangements referred to in (1) above provide for a higher class of service than the original ticket, the carrier will not request supplementary payment.

(L) Lower class of service

If the alternate travel arrangements provide for a lower class of service than the original ticket, the carrier will refund the difference in the cost of the applicable portion of the ticket.

(M) Form of refund

Involuntary refunds and must be paid by the method used for the original payment and to the person who purchased the ticket or additional service.

(N) Standards of treatment – delay or cancellation – within the carrier's control and within the carrier's control but required for safety purposes

(a) If the passenger has been informed of the delay or of the cancellation less than 12 hours before the departure time that is indicated on their original ticket and they have waited two hours after the departure time that is indicated on their original ticket, the carrier must

provide the passenger with the following treatment free of charge:

- (i) food and drink in reasonable quantities, taking into account the length of the wait, the time of day and the location of the passenger; and
- (ii) access to a means of communication.

(O) Accommodations

If the passenger has been informed of the delay or of the cancellation less than 12 hours before the departure time that is indicated on their original ticket and if the carrier expects that the passenger will be required to wait overnight for their original flight or for a flight reserved as part of alternate travel arrangements, the carrier must offer, free of charge, hotel or other comparable accommodation that is reasonable in relation to the location of the passenger, as well as transportation to the hotel or other accommodation and back to the airport.

(P) Refusing or limiting treatment

The carrier may limit or refuse to provide a standard of treatment referred to in (1), and (2) above if providing that treatment would further delay the passenger.

(Q) Compensation – delay or cancellation – within the carrier's control and not required for safety purposes

(1) Compensation for inconvenience is only payable when the delay or cancellation is within the carrier's control and is not required for safety purposes.

(2) If a passenger is informed 14 days or less before the departure time on their original ticket that the arrival of their flight at the destination that was indicated on their ticket will be delayed, the carrier will provide the minimum compensation for inconvenience as follows:

(a) CAD400, if the arrival of the passenger's flight at the destination that is indicated on the original ticket is delayed by three hours or more, but less than six hours,

(b) CAD700, if the arrival of the passenger's flight at the destination that is indicated on the original ticket is delayed by six hours or more, but less than nine hours, or

(c) CAD1,000, if the arrival of the passenger's flight at the destination that is indicated on the original ticket is delayed by nine hours or more;

(R) Compensation in case of refund

(1) If the passenger's ticket is refunded in accordance with (3) above, the carrier will provide a minimum compensation of:

CAD400

(2)Deadline to file request

To receive the minimum compensation referred to above, a passenger must file a request for compensation with the carrier before the first anniversary of the day on which the flight delay or flight cancellation occurred.

(3)Deadline to Respond

The carrier will, within 30 days after the day on which it receives the request, provide the compensation or an explanation as to why compensation is not payable.

(S) Compensation for inconvenience

(1)If the carrier is required by this tariff to provide compensation to a passenger, the carrier will offer it in form of money (i.e., cash, cheque, or bank transfer). However, the compensation may be offered in another form (e.g. vouchers) if:

(a) compensation in the other form has a greater monetary value than the minimum monetary value of the compensation that is required under the APPR;

(b) the passenger has been informed in writing of the monetary value of the other form of compensation;

(c) the other form of compensation does not expire; and

(d) the passenger confirms in writing that they have been informed of their right to receive monetary compensation and have chosen the other form of compensation.

(T) Tarmac delay

(1) Applicability

(a) This Rule applies to all passengers experiencing a tarmac delay irrespective of the type of fare on which they are travelling or they have purchased.

(2)Urgent medical assistance

(a) If a passenger requires urgent medical assistance while the flight is delayed on the tarmac after the doors of the aircraft are closed for take-off or after the flight has landed, the carrier will facilitate access to the medical assistance.

(3)Tarmac delay obligations – standards of treatment

(a) If a flight is delayed on the tarmac after the doors of the aircraft are closed for take-off or after the flight has landed, the carrier will provide passengers with the following treatment, free of charge:

(i) if the aircraft is equipped with lavatories, access to those lavatories in working order;

(ii) proper ventilation and cooling or heating of the aircraft;

(iii) if it is feasible to communicate with people outside of the aircraft, the means to do so; and

(iv) food and drink, in reasonable quantities, taking into account the length of the delay, the time of day and the location of the airport.

(4) Communications and information

(a) Once it becomes clear that the aircraft will experience a tarmac delay the carrier will communicate with passengers in accordance with the provisions of Rule 97, Communication of information – cancellation, delay, tarmac delay or denial of boarding.

(5) Tarmac delay (over 3 hours) carrier obligations at an airport in Canada

Passenger disembarkation

(a) If a flight is delayed on the tarmac at an airport in Canada, the carrier will provide an opportunity for passengers to disembark:

(i) three hours after the aircraft doors have been closed for take-off; and

(ii) three hours after the flight has landed, or at any earlier time if it is feasible.

(b) Exception: Carrier is not required to provide an opportunity for passengers to disembark in accordance with (1) (above) if:

(i) it is likely that take-off will occur less than three hours and 45 minutes after the doors of the aircraft are closed for take-off or after the flight has landed, and,

(ii) the carrier is able to continue to provide the standards of treatment referred to in

to in (2) (above).

Priority disembarkation

If the carrier allows disembarkation, it will, if it is feasible, give passengers with disabilities and their support person, service dog, if any, the opportunity to leave the aircraft first.

Exceptions

This rule (3.3.a) does not apply if providing an opportunity for passengers to disembark is not possible, including if it is not possible for reasons related to safety and security or to air traffic or customs control

(U) Communication of information – cancellation, delay, tarmac delay, or denial of boarding Pursuant to the provisions of the APPR, the carrier will provide the following information to the affected passengers:

(1) the reason for the delay, cancellation, or denial of boarding;



- (a) the compensation to which the passenger may be entitled for the inconvenience;
  - (b) the standard of treatment for passengers, if any; and
  - (c) the recourse available against the carrier, including their recourse to the Agency.
- (2) In the case of a delay, the carrier will communicate status updates every 30 minutes until a new departure time for the flight is set or alternate travel arrangements have been made for the affected passenger.
- (3) The carrier will communicate new information to passengers as soon as feasible.
- (4) The information of paragraph (1) above will be provided by means of audible announcements. Visible announcements will be provided upon request.
- (5) The information of paragraph (1) above will also be provided to the passenger using the available communication method that the passenger has indicated that they prefer, including a method that is compatible with adaptive technologies intended to assist persons with disabilities.

## Rule 87 Denied Boarding Compensation<sup>†</sup>

When the carrier is unable to provide previously confirmed space due to more passengers holding confirmed reservations and tickets on a flight than there are available seats on that flight, the carrier will take the actions specified in the provisions of this rule.

### (A) Definitions

For the purpose of this rule, definitions, of the following terms are as indicated.

- (1) 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.
- (2) Alternate transportation means air transportation (by an airline licensed by the C.A.B.) 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 final destination no later than 4 hours after the passenger's originally scheduled arrival time.
- (3) Carrier means (a) a direct air carrier, except a helicopter operator, holding a certificate issued by the board pursuant to section 401(d)(1), 401(d)(2), 401(d)(5) or 401(d)(8) of the act or an exemption from section 401(a) of the act, authorizing the transportation of persons or (b) a foreign route air carrier holding a permit issued by the board pursuant to section 402 of the act or an exemption from section 402 of the act, authorizing the scheduled foreign air transportation of persons.
- (4) Comparable air transportation means transportation provided to passengers at no extra cost by a carrier as defined above.
- (5) 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

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<sup>†</sup> Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 87 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

- carrier as being reserved for the accommodation of the passenger.
- (6) Large aircraft means any aircraft that has a passenger capacity of more than 60 seats.
  - (7) 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 destination.
  - (8) 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.
  - (9) ticket lifting point/boarding area means the point where the passenger's flight coupon is lifted and retained by the carrier.

Notice on passenger rights in the event of long delay or Cancellation of flights or denied boarding by Scandinavian Airlines

This notice is required by regulation EC 261/2004 of the European parliament and of the council of European Union

(a) Applicability

the following rules shall apply:

- (1) In respect of flights departing from an airport in the EU and flights operated by a community air carrier departing from an airport in a third country to an airport in the EU (unless the passenger received benefits or compensation and were given assistance in that third country.
- (2) On condition that the passenger has a confirmed reservation on the flight concerned and presented themselves for check-in at the time indicated or, if no time is indicated, not later than 45 minutes before the published departure time;
- (3) Cancellations: in the event of the non-operation of a flight which was previously planned to be operated and in which at least one place was reserved;
- (4) Applicable for passengers travelling at a fare available directly or indirectly to the public, or on tickets issued under a frequent flyer program or other commercial program;
- (5) where SK is the operating carrier of the flight.
- (6) Unless the passenger has volunteered to surrender their reservation assistance described in this folder will apply without prejudice to any rights the passenger may have under applicable law to further compensation. Such assistance granted may be deducted from any such further compensation.

(B) Flight cancellation

If a flight is cancelled, SK will offer the following assistance:

(1) A choice between:

- (a) Reimbursement within seven days of the full cost of the ticket, at the price at which it was bought, for the part or parts of the journey not made, and for the part or parts already made if the flight is no longer serving any purpose in relation to the

- original travel plan together with, when relevant, a return flight to the first point of departure, at the earliest opportunity; or
- (b) Rerouting, under comparable transport conditions, to the final destination, at the earliest opportunity, or
  - (c) Rerouting, under comparable transport conditions, to the final destination at a later date at the passengers convenience, subject to availability of seats.
- (2) In addition, SK will offer, free of charge:
- (a) Meals and refreshments in a reasonable relation to the waiting time; and
  - (b) Two telephone calls, telex or fax messages or e-mails.
- (3) In the event of re-routing in connection with the cancelled flight, if the reasonably expected time of departure of the new flight is at least the day after the departure as it was planned for the cancelled flight, SK will also offer;
- (a) hotel accommodation,
    - (i) where a stay of one or more nights becomes necessary, or where a stay additional to that intended becomes necessary, and
    - (ii) Transport between the airport and place of accommodation.
- (4) In certain situations the passenger may also be entitled to compensation as follows:
- (a) EUR 250 for all flights of 1500 km or less;
  - (b) EUR 400 for all intra-community flights of more than 1500 kilometers and for all other flights between 1500 and 3500 kilometers;
  - (c) EUR 600 for all flights not falling under a) or b).
  - (d) when passengers are offered rerouting to their final destination on an alternative flight, the arrival time of which does not exceed the scheduled arrival time of the flight originally booked;
    - (i) By two hours, in respect of all flights of 1500 kilometers or less; or
    - (ii) By three hours, in respect of all intra-community flight of more than 1500 kilometers and for all other flights between 1500 and 3500 kilometers; or
    - (iii) By four hours, in respect of all flights not falling under (i) or (ii) the operating air carrier may reduce the compensation provided for by 50%.
- Note: For the above purposes, "final destination" means the destination on the ticket presented at the check-in counter, or, in the case of directly connecting flights, the destination of the last flight; alternative connecting flights available shall not be taken into account if the original planned

- arrival time is respected.
- (5) This compensation does not apply at all if:  
SK can prove that the cancellation is caused by extraordinary circumstances, which could not have been avoided even if all reasonable measures had been taken. Such circumstances may, in particular, occur in cases of political instability, meteorological conditions incompatible with the operation of the flight concerned, security risks, unexpected flight safety shortcomings and strikes that affect the operation of an operating air carrier and impact of an air traffic management decisions; or
- (a) Passengers informed of the cancellation at least two weeks before the scheduled time of departure; or
  - (b) Passengers informed of the cancellation between two weeks and seven days
  - (c) Passengers informed of cancellation between two weeks and seven days before the scheduled time of departure and are offered re-routing, allowing you to depart no more than two hours before the scheduled time of departure and to reach your final destination less than four hours after the scheduled time of arrival; or
  - (d) Passengers informed of the cancellation less than seven days before the scheduled time of departure and are offered rerouting, allowing the passenger to depart no more than one hour before the scheduled time of departure and to reach their final destination less than two hours after the scheduled time of arrival.
- (6) Delay  
When SK reasonably expects a flight to be delayed beyond its scheduled time of departure:
- (a) For two hours or more in the case of flights of 1500 km or less;
  - (b) For three hours or more in the case of all intra-community flights of more than 1500 kilometers and of all other flights between 1500 and 3500 kilometers; or
  - (c) For four hours or more in the case of all flights not falling under a) or b).
- SK will offer the passenger free of charge:
- (i) Meals and refreshments in a reasonable relation to the waiting time; and
  - (ii) Two telephone calls, telex or fax messages or emails.
  - (iii) When the time of departure reasonably expected is at least the day after the time of departure previously announced, in addition to the assistance described above, SK will offer the passenger, depending on local availability.
    - . Hotel accommodation in cases,
    - . Where a stay of one or more nights becomes necessary, or
    - . Where a stay additional to that

- intended by the passenger becomes necessary,  
and  
. Transport between the airport and place of accommodation.
- (d) when the delay is at least five hours and passenger decides not to travel on the delayed flight, SK will offer: reimbursement within seven days of the full full cost of your ticket, at the price at which it was bought, for the part or parts of the journey not made, and for the part or parts already made if the flight is no longer serving any purpose in relation to your original travel plan, together with, when relevant, a return flight to the first point of departure, at the earliest opportunity.
- (7) Denied boarding resulting from overbooking:  
Denied boarding is a refusal by an airline to carry a passenger on a flight, even though the passenger has presented himself or herself for boarding under the conditions mentioned above under the heading applicability, except when there are reasonable grounds to deny boarding, such as reasons of health, safety, security or inadequate travel documentation.  
before SK denies boarding for a flight we call for volunteers to surrender their reservations, in return for benefits under conditions to be agreed, see Sep. Note.  
if an insufficient number of volunteers come forward and we deny boarding to the passenger against their will, SK will immediately compensate the passenger as follows:  
(a) EUR 250 for all flights of 1500 km or less;  
(b) EUR 400 for all intra-community flights of more than 1500 kilometers, and for all other flights between 1500 and 3500 kilometers;  
(c) EUR 600 for all flights not falling under a) or b).
- (8) When passengers are offered rerouting to their final destination on an alternative flight, the arrival time of which does not exceed the scheduled arrival time of the flight originally booked  
(a) By two hours, in respect of all flights of 1500 kilometers or less; or  
(b) By three hours, in respect of all intra-community flights of more than 1500 kilometers and for all other flights between 1500 and 3500 kilometers; or  
(c) By four hours, in respect of all flights not falling under a) or b), SK may reduce the compensation provided for by 50%.
- (9) In determining the distance, the basis shall be the last destination at which the denial of boarding will delay the passenger's arrival after the scheduled time.

in addition, SK will offer the following:

- (a) a choice between:
  - (i) reimbursement with seven days of the full cost of the ticket, at the price at which it was bought, for the part or parts of the journey not made, and for the parts already made if the flight is no longer serving any purpose in relation to the original travel plan together with, when relevant, a return flight to the first point of departure, at the earliest opportunity; or
  - (ii) Rerouting under comparable transport conditions, to the final destination, at the earliest opportunity; or
  - (iii) Rerouting, under comparable transport conditions, to final destination at a later date at the passenger's convenience, subject to availability of seats.
- (b) SK will offer free of charge:
  - (i) Meals and refreshments in a reasonable relation to the waiting time, and
  - (ii) Hotel accommodation in cases:
    - . Where a stay of one or more nights becomes necessary
    - . Where a stay additional to that intended by the passenger becomes necessary,and
  - (iii) Transport between the airport and place of accommodation, and
  - (iv) Two telephone call, telex or fax messages or emails.

(10) Downgrading

If SK places the passenger in a cabin class lower than for which the ticket was purchased the passenger is entitled to reimbursement to a certain percentage of the fare paid for the respective flight leg. Passenger may be offered a lump sum to cover compensation for downgrading or reimbursements as described below:

- (a) 30% of the price of the flight coupon for all flights of 1500 kilometers or less, or
  - (b) 50% of the price of the flight coupon for all intra-community flights of more than 1500 kilometers, and for all other flights between 1500 and 3500 kilometers, or
  - (c) 75% of the price of the flight coupon for all flights not falling under a) or b).
- the compensation will be forwarded to the passenger within 7 days after the downgrading took place.  
this right does not apply to passengers travelling in a lower cabin class at their own convenience.

(C) Communication of information – cancellation, delay, tarmac delay,

or denial of boarding

(1) Pursuant to the provisions of the APPR, the carrier will provide the following information to the affected passengers:

(a) the reason for the delay, cancellation, or denial of boarding;

(b) the compensation to which the passenger may be entitled for the inconvenience;

(c) the standard of treatment for passengers, if any; and

(d) the recourse available against the carrier, including their recourse to the Agency.

(2) In the case of a delay, the carrier will communicate status updates every 30 minutes until a new departure time for the flight is set or alternate travel arrangements have been made for the affected passenger.

(3) The carrier will communicate new information to passengers as soon as feasible.

(4) The information of paragraph (1) above will be provided by means of audible announcements. Visible announcements will be provided upon request.

(5) The information of paragraph (1) above will also be provided to the passenger using the available communication method that the passenger has indicated that they prefer, including a method that is compatible with adaptive technologies intended to assist persons with disabilities.

Valid for Canada

(D) Denial of boarding – outside the carrier's control

(1) The passenger holding a confirmed ticketed reservation must present themselves for carriage in accordance with this tariff having complied fully with the carrier's applicable reservation, ticketing, check-in and boarding requirements within the time limits as set out in Rule 40.

(2) A denial of boarding that is directly attributable to an earlier delay or cancellation that is due to situations outside the carrier's control, is considered to also be due to situations outside that carrier's control if that carrier took all reasonable measures to mitigate the impact of the earlier flight delay or cancellation.

(3) A denial of boarding that is directly attributable to an earlier delay or cancellation that is due to situations outside the carrier's control, is considered to also be due to situations outside that carrier's control if that carrier took all reasonable measures to mitigate the impact of the earlier flight delay or cancellation.

(E) Situations outside the carrier's control



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

- (a) war or political instability;
- (b) illegal acts or sabotage;
- (c) meteorological conditions or natural disasters that make the safe operation of the aircraft impossible;
- (d) instructions from air traffic control;
- (e) a NOTAM, (Notice to Airmen) as defined in subsection 101.01(1) of the

Canadian Aviation Regulations;

- (f) a security threat;
- (g) airport operation issues;
- (h) a medical emergency
- (i) a collision with wildlife;
- (j) a labour disruption within the carrier or within at an essential service provider such as an airport or an air navigation service provider;
- (k) a manufacturing defect in an aircraft that reduces the safety of passengers and that was identified by the manufacturer of the aircraft concerned, or by a competent authority; and
- (l) an order or instruction from an official of a state or a law enforcement agency or from a person responsible for airport security

(F) Denial of boarding – within the carrier's control and within the carrier's control but required for safety purposes

(1) General

A denial of boarding that is directly attributable to an earlier delay or cancellation that is within that carrier's control but is required for safety purposes, is considered to also be within that carrier's control but required for safety purposes if that carrier took all reasonable measures to mitigate the impact of the earlier flight delay or cancellation.

(2) Denial of boarding – within the carrier's control and within the carrier's control but required for safety purposes – request for volunteers

- (a) In cases of denial of boarding within the carrier's control and within the carrier's control but required for safety purposes, the carrier will not deny boarding to a passenger unless it has asked all passengers if they are willing to give up their seat.

As such, the carrier will make an announcement and ask for volunteers to relinquish their seats from among the confirmed passengers. At the same time, the carrier will announce what type of benefits passengers will be entitled to should they voluntarily relinquish their seat. The carrier will advise any passenger who expresses an interest in relinquishing their seat of the amount of compensation a passenger could receive pursuant to (G)(1) if there is a denial of boarding.

(b) Attempts to find volunteers may take place at the check-in or boarding areas. The carrier may also seek volunteers before the passenger arrives at the airport. The carrier will continue to make this request of passengers until it obtains enough volunteers to prevent a denial of boarding or until it determines that it does not, despite its best efforts, have enough volunteers.

(c) If the carrier offers a benefit in exchange for a passenger willingly relinquishing their seat in accordance with (1) (above) and a passenger accepts the offer, or if they negotiate a benefit acceptable to both parties, the carrier will provide the passenger with a written confirmation of that benefit before the flight departs. A passenger who willingly relinquishes their seat is not considered to be a passenger who has been subject to a denial of boarding by the carrier and as such, is not entitled to compensation pursuant to (G).

(G) Passenger on aircraft

The carrier will not deny boarding to a passenger who is already on-board the aircraft unless the denial of boarding is required for reasons of safety. However, passengers may still elect to volunteer to relinquish their seat if already on-board the aircraft in exchange for benefits agreed upon with the carrier.

(H) Priority for boarding

If denial of boarding is necessary, the carrier will give priority for boarding to passengers in the following order:

- (1) an unaccompanied minor;
- (2) a person with a disability and their support person, service dog , if any;
- (3) a passenger who is travelling with family members;
- (4) a passenger who was previously denied boarding on the same ticket;

(I) Alternate arrangements – denial of boarding – within the carrier's control and within the carrier's control but required for safety purposes

- (1) In the case where there is a denial of boarding for situations within the carrier's control or within the carrier's control but required for safety purposes, the carrier will provide the following alternate travel arrangements free of charge to ensure that the passenger completes their itinerary as soon as feasible:
  - (a) a confirmed reservation for the next available flight that is operated by the original carrier, or a carrier with which the original carrier has a commercial agreement, is travelling on any reasonable air route from the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and departs within 9 hours of the departure time that is indicated on that original ticket,
  - (b) a confirmed reservation for a flight that is operated by any carrier and is travelling on any reasonable air route from the airport at which the passenger located to the destination that is indicated on the passenger's original ticket and departs within 48 hours of the departure time that is indicated on that original ticket if the carrier cannot provide a confirmed reservation that complies with subparagraph (a), or
  - (c) if the carrier cannot provide a confirmed reservation that complies with subparagraph (a) or (b) (above),
    - (i) a confirmed reservation for a flight that is operated by any carrier and is travelling on any reasonable air route from another airport that is within a reasonable distance of the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and
    - (ii) if the new departure is from an airport other than one at which the passenger is located, transportation to that other airport.

(J) Refund

(1) If the alternate travel arrangements offered in accordance with (F)(1) do not accommodate the passenger's travel needs, the carrier will:

(a) in the case where the passenger is no longer at the point of origin that is indicated on the ticket and the travel no longer serves a purpose because of denied boarding, refund the ticket, pursuant to Rule 90, Involuntary Refunds, and provide the passenger with a confirmed reservation that is for a flight to that point of origin which accommodates the passenger's travel needs; and

(b) in any other case, refund the unused portion of the ticket. The amount of the refund will be calculated pursuant to Rule 90, Involuntary refunds.

(2) Comparable services

To the extent possible, the alternate travel arrangement must provide services comparable to those of the original ticket, including the carrier making every reasonable effort to maintain accessible seating

(3) Refund of additional services

(4) The carrier will refund the cost of any additional services purchased by a passenger in connection with their original ticket if

(a) the passenger did not receive those services on the alternate flight; or

(b) the passenger paid for those services a second time.

(5) Higher class of service

If the alternate travel arrangements referred to in (1) above provide for a higher class of service than the original ticket, the carrier will not request supplementary payment.

(6) Lower class of service

If the alternate travel arrangements provide for a lower class of service than the original ticket, the carrier will refund the difference in the cost of the applicable portion of the ticket.

(7) Form of refund

Refunds under this section will be made in conformity with Rule 90. Involuntary refunds and must be paid by the method used for the original payment and to the person who purchased the ticket or additional service.

(K) Standards of treatment – denial of boarding – within the carrier's control and within the carrier's control but required for safety purposes

(1) Before a passenger boards the flight reserved as an alternate travel arrangement per (3)(1), the carrier will provide them with the following treatment free of charge:

(a) food and drink in reasonable quantities, taking into account the length of the wait, the time of day and the location of the passenger; and

(b) access to a means of communication.

(L) Accommodations

(1) If the carrier expects that the passenger will be required to wait overnight for a flight reserved as part of alternate travel arrangements, the air carrier must offer, free of charge, hotel or other comparable accommodation that is reasonable in relation to the location of the passenger as well as transportation to the hotel or other accommodation and back to the airport.

(2) Refusing or limiting treatment

The carrier may limit or refuse to provide a standard of treatment referred to (1) and (2) above, if providing that treatment would further delay the passenger

(M) Compensation – denial of boarding – within the carrier's control and not required for safety purposes

(1) Compensation is only payable when the denial of boarding is within the carrier's control and is not required for safety purposes.

(2) Compensation for denial of boarding

If a denial of boarding that is within the carrier's control occurs, the carrier will provide the following compensation for inconvenience to the affected passenger:

(a) CAD 900, if the arrival time of the passenger's flight at the destination that is indicated on the original ticket is delayed by less than six hours;

(b) CAD 1800, if the arrival of the passenger's flight at the destination that is indicated on the original ticket is delayed by six hours or more, but less than nine hours; and

(c) CAD 2400, if the arrival of the passenger's flight at the destination that is indicated on the original ticket is delayed by nine hours or more

Payment

(3) The carrier will provide the compensation to the passenger as soon as it is operationally feasible, but not later than 48 hours after the denial of boarding.

(4) Estimated arrival time

If the compensation is paid before the arrival of the flight reserved as part of alternate travel arrangements made pursuant to (3)(1) above, at the destination that is indicated on their ticket, that compensation will be based on the flight's expected arrival time.

(5) Written confirmation

If it is not possible to provide the compensation before the boarding time of the flight reserved as part of alternate travel arrangements made pursuant to (3)(1) above, the carrier will provide the passenger with a written confirmation of the amount of the compensation that is owed.

(6) Adjustment

If the arrival of the passenger's flight at the destination that is indicated on their original ticket is after the time it was expected to arrive when the compensation was paid or confirmed in writing and the amount that was paid or confirmed no longer reflects the amount due in accordance with (2), the carrier will adjust the amount of the compensation.

(7) Compensation for inconvenience

If the carrier is required by (2) above to provide compensation for a denial of boarding to a passenger, the carrier will offer it in form of money (i.e. cash, cheque, or bank transfer). However, the compensation may be offered in another form (e.g. vouchers) if:

- (a) compensation in the other form has a greater monetary value than the minimum monetary value of the compensation that is required under the APPR.
- (b) the passenger has been informed in writing of the monetary value of the other form of compensation;
- (c) the other form compensation does not expire; and
- (d) the passenger confirms in writing that they have been informed of their right to receive monetary compensation and have chosen the other form of compensation.

(N) Communication with passengers – denial of boarding – outside the carrier's control

(1) Carrier will communicate with passengers in accordance with the provisions in this rule, Communication of information – cancellation, delay, tarmac delay or denial of boarding.

(O) Alternate arrangements – denial of boarding outside the carrier's control

(1) If there is denial of boarding due to situations outside the carrier's control, the carrier will provide alternate travel arrangements free of charge to ensure that passengers complete their itinerary as soon as feasible:

(a) a confirmed reservation for the next available flight that is operated by the original carrier, or a carrier with which the original carrier has a commercial agreement, is travelling on any reasonable air route from the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and departs within 48 hours of the end of the event that caused the denial of boarding,

(b) if the carrier cannot provide a confirmed reservation that complies with subparagraph (a) (above),

(i) a confirmed reservation for a flight that is operated by any carrier and is travelling on any reasonable air route from the airport at which the passenger is located, or another airport that is within a reasonable distance of that airport, to the destination that is indicated on the passenger's original ticket, and

(ii) if the new departure is from an airport other than the one at which the passenger is located, transportation to that other airport.

Comparable services

(2) To the extent possible, the alternate travel arrangement must provide services that are comparable to those of the original ticket, including the carrier making every reasonable effort to maintain accessible seating assignments and any other accessibility-related accommodation for persons with disabilities.

(3) Higher class of service

If a higher class of service is booked for the passenger than was originally provided for on the passenger's original ticket, the carrier will not request supplementary payment from the passenger

#### Refunds

According to Rule 90 (D)

## Rule 90 Refunds

### (A) General

Refund by carrier for an unused ticket or portion thereof, or electronic miscellaneous document (EMD) will be made in accordance with the following conditions, except as otherwise provided in (f) of this rule.

- (1) Persons requesting refund must surrender to the carrier all unused flight coupon(s) of the ticket, electronic miscellaneous document (EMD),
- (2) Carrier will refuse 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 the carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.
- (3) Carrier shall make all or any individual refunds through its general accounting offices of regional sales or accounting offices, and require prior written applications for refunds to be prepared by passengers on special forms furnished by carrier.

### (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. Refunds will be made subject to the following provisions:

- (1) Voluntary refunds of tickets, electronic miscellaneous document(EMD) or deposit receipts purchased in currency other than U.S. dollars shall be made in the currency used for such purpose, and in the country where such purchase was made.
- (2) Voluntary refunds of tickets, 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 at point of refund.
- (3) Not used
- (4) Not used

### (C) Person to whom refund is made

- (1) Not used
- (2) Not used
- (3) Not used
- (4) General
  - (a) Refund by carrier for an unused ticket or portion thereof or an electronic miscellaneous document (EMD) will be made to the person named as the passenger in such ticket or electronic miscellaneous document (EMD) unless at the time of purchase, the



purchaser designates on the ticket or electronic miscellaneous document (EMD) another person to whom refund shall be made in which event refund will be made to persons so designated, and only upon surrendering of the passenger coupon and all unused flight coupons of the ticket of electronic miscellaneous document (EMD) a refund made in accordance with this procedure to a person representing him as the person named or designated in the ticket or electronic miscellaneous document (EMD) will be considered a valid refund and carrier will not be liable to the true passenger for another refund.

Exception: 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.

- (b) 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.

(D) Involuntary refunds

- (1) For the purpose of this paragraph, the term "involuntary refund" shall mean any refund made in the event the passenger is prevented from using the carriage provided for in his/her ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in provisions of rule 25 refusal to transport - limitation of carrier.

- (2) Amount of involuntary refunds  
involuntary refunds will be computed as follows:
  - (a) If no portion of the ticket has been used, the amount of refund will be equal to the fare paid.
  - (b) If a portion of the ticket has been used, the amount of refund will be computed as follows:
    - (i) 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-trip 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:

- (aa) The routing specified on the ticket, if the point of termination was on such routing; or
- (bb) 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 fares applicable between such points; or
- (ii) The difference between the fare paid and the fare for the transportation used, whichever is higher.

(5) not used  
(E) Voluntary refunds

- (1) Not used
- (2) Not used

(3) Voluntary refunds (applicable to SK)

Voluntary refunds will be computed as follows:

- (a) If no portion of the ticket has been used, refund will be the full amount of the fare paid, less any applicable cancellation penalty
- (b) If a portion of the ticket has been used, refunds will be assessed as follows, less any applicable cancellation penalty

- (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.

(aa) 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.

(bb) Refunds other than outlined in subparagraph (aa) above will be made at the bank rate in effect on the date of refund.

Note: Any applicable service charge might still apply.

(3) not used

Tariff: IPR2  
Carrier: Scandinavian Airlines – SK

CTA No. 210    DOT No. 376

(F)

## Rule 97 Acceptance of Baggage<sup>†</sup>

- (A) GENERAL CONDITIONS OF ACCEPTANCE  
CARRIER WILL ACCEPT FOR TRANSPORTATION AS BAGGAGE, SUCH PERSONAL PROPERTY AS IS NECESSARY OR APPROPRIATE FOR THE WEAR, USE, COMFORT, OR CONVENIENCE OF THE PASSENGER FOR THE PURPOSE OF THE TRIP, SUBJECT TO THE FOLLOWING CONDITIONS:
- (1) ALL BAGGAGE IS SUBJECT TO INSPECTION BY THE CARRIER; HOWEVER, THE CARRIER SHALL NOT BE OBLIGATED TO PERFORM INSPECTION. CARRIER WILL REFUSE TO TRANSPORT OR WILL REMOVE AT ANY POINT BAGGAGE THAT THE PASSENGER REFUSES TO SUBMIT FOR INSPECTION.
  - (2) CARRIER HAS THE RIGHT TO REFUSE TO TRANSPORT BAGGAGE ON ANY FLIGHT OTHER THAN THE ONE CARRYING THE PASSENGER.
  - (3) (A) CARRIER WILL REFUSE TO ACCEPT PROPERTY FOR TRANSPORTATION THAT IS NOT SUITABLY PACKAGED TO WITHSTAND ORDINARY HANDLING; WHOSE SIZE, WEIGHT OR CHARACTER RENDERS IT UNSUITABLE FOR TRANSPORTATION ON THE PARTICULAR AIRCRAFT THAT IS TO TRANSPORT IT; THAT WILL DAMAGE OTHER BAGGAGE; THAT CANNOT BE ACCOMMODATED WITHOUT HARMING OR ANNOYING PASSENGERS.  
(B) UNSUITABLE ARTICLES
    - (1) BAGGAGE WITH PROTRUDING PARTS SUCH AS, BUT NOT LIMITED TO FEET, WHEELS, PULL STRAPS, PULL HANDLES, HANGER HOOKS, LOOSE FLAPS AND/OR POCKETS.
    - (2) OVERPACKED/OVERSIZE BAGGAGE..
    - (3) BAGGAGE WITH MANUFACTURE DEFECT.
    - (4) ARTICLES STRAPPED, FASTENED, OR OTHERWISE SECURED TO OTHER BAGGAGE BEING CHECKED AND WHICH ARE NOT INDEPENDENTLY TAGGED AND/OR PACKAGED. SUCH ITEMS INCLUDE BUT ARE NOT LIMITED TO SLEEPING BAGS, TENTS, LUGGAGE RACKS, LUGGAGE CARRIERS, AND UMBRELLAS.
  - (4) CHECKED BAGGAGE WILL BE CARRIED IN THE SAME AIRCRAFT AS THE PASSENGER UNLESS SUCH CARRIAGE IS DEEMED IMPRACTICAL BY CARRIER, IN WHICH EVENT CARRIER WILL CARRY THE BAGGAGE ON THE NEXT PRECEDING OR SUBSEQUENT FLIGHT ON WHICH SPACE IS AVAILABLE.
  - (5) (A) UPON DELIVERY TO CARRIER OF THE BAGGAGE TO BE CHECKED, CARRIER REGISTERS THE NUMBER OF PIECES OF

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<sup>†</sup> Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 97 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

THE CHECKED BAGGAGE, (WHICH ACT SHALL CONSTITUTE THE ISSUANCE OF THE BAGGAGE CHECK); IN ADDITION, CARRIER SHALL ISSUE FOR IDENTIFICATION PURPOSES ONLY A BAGGAGE (CLAIM) TAG FOR EACH PIECE OF BAGGAGE SO DELIVERED AND COVERED BY THE BAGGAGE CHECK. ALL BAGGAGE OR OTHER PROPERTY OF WHICH THE CARRIER ASSUMES CUSTODY AND FOR WHICH IT ISSUES A CLAIM CHECK SHALL BE DEEMED ACCEPTABLE FOR TRANSPORTATION BY AIR. BAGGAGE AND PROPERTY OF WHICH THE CARRIER WILL NOT ASSUME CUSTODY AND WILL NOT ISSUE A CLAIM CHECK WILL ONLY BE ACCEPTED IF THE PASSENGER EXECUTES A RELEASE IN THE FORM SET FORTH IN THE NOTE BELOW:

NOTE: THE RELEASE, TO BE SUPPLIED BY THE CARRIER, WILL RELIEVE CARRIER FROM LIABILITY FOR LOSS OF CONTENTS OF, DAMAGE TO, OR DELAY IN DELIVERY OF CHECKED BAGGAGE OF THE TYPES IDENTIFIED IN PARAGRAPH (3) ABOVE WHICH RESULTS SOLELY FROM THE UNSUITABILITY OF SUCH ITEMS AS CHECKED BAGGAGE AND/OR THE INADEQUACY OF THEIR PACKAGING, AND NOT FROM CARRIER FAILURE TO EXERCISE THE ORDINARY STANDARD OF CARE.

#### Checked baggage

Note: For additional provisions related to the transportation of assistive devices for persons with disabilities, refer to rule 22.

- (B) NOT USED
- (6) CANCELLED
- (7) CANCELLED

(B)

Unchecked baggage must be within the carrier's size and weight limits to be taken on-board the aircraft.

Unchecked baggage must fit under the seat located in front of the passenger or in the enclosed storage compartment in the passenger cabin of the aircraft.

Note: This provision does not apply to assistive devices for persons with disabilities. For provisions related to the transportation of assistive devices for persons with disabilities, refer to rule 22.

(C) NOT USED

## Rule 99 Baggage Regulations†

### Area of application

Piece concept (pc) applies worldwide

#### (A) Free baggage allowance – checked baggage

- (1) Maximum weight per piece of baggage and passenger:  
Please note, that more than 32 kg (70 lb) per piece is not accepted as excess baggage, if exceeding 32 kg (70 lb), the piece of baggage must be repacked or checked as air cargo at specified cargo rates. Special baggage, including sporting equipment, exceeding 32 kg may be accepted after request or the nearest cargo office should be contacted for cargo shipment.

- (2) Free baggage allowance piece concept
- For passengers traveling in business compartment: 2 pieces with 32 kg (70 lb) each and maximum dimensions of 158 cm (62 inches).
  - For passenger traveling in economy premium (plus pro) class: 2 pieces with 23 kg (50 lb) each and maximum dimensions of 158 cm. (62 inches) each.
  - For passenger traveling in economy premium (plus smart) class: 1 pieces with 23 kg (50 lb) each and maximum dimensions of 158 cm. (62 inches) each.
  - For passengers traveling in economy go class: 1 piece with 23 kg (50 lb) each
  - For passengers traveling in economy (light): 0 piece and

Maximum dimensions of 158 cm (62 inches) each; in case of excess weight from 23 kg (50 lb) up to a total of 32 kg (70 lb) per piece, a flat rate of depending on routing will be charged.

Exceptions:

- Maximum 2 pieces with 32 kg (70 lb) each and maximum dimensions of 158 cm (62 inches) for star RTW fares.
- SK EBP (Eurobonus Pandion Member): 2 extra pieces on SK operated flights with weight according to service class and maximum dimensions of 158 cm (62 inches).
- SK EBG (Eurobonus Gold Member) and Star Alliance Gold customers not travelling on economy light: 1 extra with weight according to service class and maximum dimensions of 158 cm (62 inches).
- For infants 1 piece with maximum weight of 23 kg (50 lb) and maximum

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† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 99 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

- dimensions of 115 cm (45 inches)  
and one collapsible buggy.  
- children and infants with booked  
seat have the same allowance as  
adults.
- (3) Combined class travel  
For through journeys where the passenger travels  
partly on C- class and partly on Y- or M- class  
service, the free baggage allowance on each  
portion of travel shall be that applicable to the  
class of service for which the fare is paid.
- (4) Interlining  
Refer to rule 109 interline baggage.
- (B) Free baggage allowance - unchecked baggage
- (1) Free carry-on items
- (a) In addition to the checked baggage allowance,  
each passenger may carry without  
additional charges one piece of hand baggage  
suitable for placement in the closed overhead  
rack or under the passenger's seat. Exception for  
passengers traveling in Go Light within Europe where hand  
baggage allowance is not included in ticket but available for  
purchase.
- (b) Maximum dimensions for one piece should not  
be more than 23x40x55 cm (length plus width  
plus height) (8 x 15 x 22 inches) and not  
exceed the overall dimensions of 115 cm (45  
inches). E.g., briefcase, board case, travel  
bag, attaché case. The maximum  
weight may not be more than 8 kg (18 lb).  
if traveling in business, passenger may  
have 2 carry-on bags onboard and
- (c) 1 small personal item (40x30x15 cm) in all  
travel classes.
- (2) Incapacitated passengers  
Incapacitated passengers may carry free of charge  
wheelchairs and/or other assistive device they are  
dependent on.
- (C) Excess baggage charges - rates
- (1) Collection  
All excess baggage must be assessed and charged  
prior to boarding of the aircraft by the  
passenger. At the carrier's option, excess weight  
charges can be paid for the entire journey to the  
final destination or to the next point of  
stopover.
- In effect on the date of issuance of the excess  
baggage ticket
  - In the direction of travel
  - Per checked portion: from the point for which  
the checked baggage allowance is exceeded  
to the first point at which the baggage is  
collected (excluding any transfer point)
- (2) Rates for excess baggage  
Maximum number of excess pieces of baggage per  
passenger is a total of 10 piece.
- (a) SK marketed intercontinental flights:  
for the first piece in economy (light),-

for the second piece in economy (go), and for the third piece in economy premium (plus), up to the maximum of ten piece, with weight of maximum 23 kg (50 lb) the charge will be: EUR 105/USD 119 /CAD 140 or equivalent amount in local currency per piece of baggage.

- For the third piece of business, up to the maximum of ten piece, with maximum weight of 32 kg the charge will be: EUR 105/USD 119/CAD 140 or equivalent amount in local currency per piece of baggage.

Exception: - For each piece exceeding the free baggage allowance of 23 kg (50 lb) up to 32 kg (70 lb) in economy (go & light) and economy premium (plus) the charge will be: EUR 110/USD 130 or equivalent amount in local currency.

(b) SK marketed European and Intrascandinavian flights:

- For the first piece in economy (light)

for the second piece in economy (go), and for the third piece in economy premium (plus), up to the maximum of ten piece, with weight of maximum 23 kg (50 lb) the charge will be: EUR 75/USD 85 or equivalent amount in local currency per piece of baggage

Exception: - For each piece exceeding the free baggage allowance of 23kg (50lb) up to 32kg (70 lb) in economy (go & light) and economy premium (plus), the charge will be: EUR 80/USD 90 or equivalent amount in local currency.

(c) SK marketed domestic flights (note: domestic equals within Sweden, Norway and Denmark):

- For the second piece in economy (go), and for the third piece in economy premium (plus), up to the maximum of ten piece, with weight of maximum 23 kg (50 lb) the charge will be: EUR 55/USD 65 or equivalent amount in local currency per piece of baggage.

Exception: For each piece exceeding the free baggage allowance of 23 kg (50 lb) up to 32 kg (70 lb) in economy premium (plus) and economy (go) and economy (light), the charge will be: EUR 60/USD 70 or equivalent amount in local currency.

(3) Rates for carry on baggage (hand baggage)

(a) SK marketed European and Intrascandinavian flights:

for the first piece in economy (light), - up to the maximum of one piece, with weight of maximum 8 kg (18 lb) the charge will be:



- EUR 75/USD 85 or equivalent amount in local currency per piece of baggage.
- (b) SK marketed Domestic flights:  
for the first piece in economy (light), - up to the maximum of one piece, with weight of maximum 8 kg (18 lb) the charge will be:  
EUR 55/USD 65 or equivalent amount in local currency per piece of baggage.
- (4) Rates for special baggage and sporting equipment  
special baggage that cannot be repacked must be confirmed as a special service in the reservation (SSR). Sporting equipment shall not contain normal baggage items.
- (a) Special baggage excess rates: SK operating intercontinental flights  
- For each piece of special baggage exceeding 32 kg (70 lb) up to 45 kg (100 lb) the charge will be: EUR 210/USD 245 or equivalent amount in local currency.
- (b) SPECIAL baggage excess rates: SK operating European and Intrascandinavian flights  
for each piece of special baggage exceeding 32 kg (70 lb) up to 45 kg (100 lb) the charge will be: EUR 155/USD 180 or equivalent amount in local currency.
- (c) Special baggage excess rates: SK operating domestic flights  
for each piece of special baggage exceeding 32 kg (70 lb) up to 45 kg (100 lb), the charge will be: EUR 115/USD 135 or equivalent amount in local currency.
- (5) Rates for AVIH and PETC  
- AVIH is not included in the free baggage allowance and shall always be charged for. AVIH shall be sent as checked baggage.  
- PETC is not included in the free baggage allowance and shall always be charged for. PETC shall be carried as unchecked baggage.  
- Excess baggage rates for AVIH and PETC:  
Domestic: AVIH EUR 90/USD 100 or equivalent in local currency.  
PETC EUR 55/USD 60 or equivalent in local currency.  
Europe and Intrascandinavian flights:  
AVIH EUR 169/USD 195 or equivalent in local currency.  
PETC EUR 75/USD 80 or equivalent in local currency.  
Intercontinental:  
AVIH EUR 270/USD 310 /CAD 381 or equivalent in local currency.  
PETC EUR 99/USD 105/CAD 140 or equivalent in local currency.  
AVIH: Two normal excess AVIH charges per crate if the dimensions exceed 158 cm (62 in).  
exception: Seeing eye dogs accompanying blind passengers, dogs trained to assist deaf passengers or comparable service dogs are carried free of charge.
- (D) Rules for checked baggage, unchecked baggage, sporting

equipment and animals

- (1) Golfing equipment  
Golfing equipment consists of: one golf bag including 14 golf clubs, 12 golf balls and one pair of golf shoes.
- (2) Snow/water ski equipment  
Snow/water ski equipment consist of one pair of skis, one pair of poles, one pair of boots and one helmet or one snowboard and one pair of boots or one pair of standard water skis or one pair of slalom water skis including wake board.
- (3) Scuba/diving equipment  
The tank has to be empty.
- (4) Angling equipment  
Angling equipment includes one tackle box, haversack or anglers basket and one rod in a bag or box.
- (5) Weapons/firearms and ammunition  
To be noted "weapons" here means weapons for sport and hunting. (See [www.flysas.com](http://www.flysas.com) for more information).
- (6) Bikes  
In order to protect other pieces of baggage from damage, bicycles may only be accepted as baggage, if the handlebar is turned lengthwise and the pedals removed. The tire pressure must be reduced or all the air let out, it is recommended to cover the chain. No further packaging is required but recommended.
- (7) Windsurfer/Stand Up Paddle board (SUP)  
Windsurfing/SUP equipment can only be accepted on some aircrafts types and specific dimensions apply per aircraft type. Always contact your travel agent or closest SK office for details. A windsurfing board or SUP may be carried as baggage provided that the passenger turns it in the baggage at least two hours prior to departure and SAS must be notified in advance. The maximum weight for boards are 45 kg (109 lb). If the maximum weight is exceeded, the windsurfer/SUP has to be sent as cargo.
- (8) Canoes/kayaks, whitewater kayaks and hang gliders  
canoes/kayaks and hang gliders are only accepted as cargo. A whitewater kayak is made of rigid plastic (not soft shell or glass fiber) and for transport by SAS it must be packed in a case/bag. the size of a white water kayak should not exceed 2.5 x 1.0 x 0.8 meters and the maximum weight not more than 32 kg.
- (9) Animal in hold (cargo compartment)(AVIH)  
AVIH is not included in the free baggage allowance. The animal shall be carried in a container which meets the specification of the "IATA live animals regulations". The carriage of snub-nosed pets are restricted on all SAS flights, and are not allowed in the cargo hold. For further information please see [www.flysas.com](http://www.flysas.com).
- (10) Pet in cabin (PETC)  
Accompanied pets(cat or dog) and containers shall not be

included in the free baggage allowance and special baggage rates apply. The maximum weight for one PETC container including a pet is 8 kg (18 lb) per person. A maximum of 1 pet box is permitted.

- (11) Unchecked baggage using additional seat(s)
  - (a) The charge for each seat shall be the fare which applies for the passenger.
  - (b) It, child or other discounted fares such agent or ship's crew may not be used. the maximum weight is 75 kg (175 lb) per seat.  
The passenger's checked baggage allowance shall not be increased when using this facility.

(E) General baggage conditions

(1) Free baggage allowance

A passenger may carry some baggage free of charge subject to SK conditions and limitations which are mentioned in the ticket and according to the terms of SK. The weight of each piece of baggage may not exceed 32 kg (70 lb) per piece. A bag exceeding 32 kilos must be repacked into two bags or sent as cargo. Special baggage and sporting equipment exceeding 32 kg can be requested in advance in the pnr. For more information please see [www.flysas.com](http://www.flysas.com) excess baggage.

(2) Excess baggage

In case of baggage in excess of the free allowance a passenger has to pay the charges as published by SK and a pre-reservation is mandatory.

(3) Checked baggage

Upon delivery of baggage to be checked, SK shall take custody thereof. Carriers will thereupon make an appropriate entry indicating the number of pieces and the weight of the checked baggage on the ticket to constitute the issue of the baggage check. Baggage (identification) tags that may be issued by SK in addition to the baggage check are for identification purposes only.

(a) Checked baggage must bear the passenger's name or other personal identification affixed to it.

(b) Checked baggage will be carried on the same aircraft as the passenger, unless SK and/or a subsequent carrier decide for safety, security or operational reasons to carry it on an alternative flight. If checked baggage is carried on a subsequent flight, it will be delivered to the passenger's specified address, unless applicable law requires any customs clearance.

(4) Unchecked baggage

(a) In addition to the checked baggage allowance, each passenger may carry hand baggage suitable for placement in the closed overhead rack or under the passenger's seat. Additional charges may apply. If baggage cannot be

- stored by this means or is of excessive weight or is considered unsafe for any reason, it must be checked as checked baggage in the cargo compartment.
- (b) All Star Alliance members have agreed to use the minimum requirement of 2/2/1 pieces of carry-on for international flights in the respective compartment on all flights and in all classes.
- (c) SK Accepts:
- (i) 2 pieces of cabin baggage in c and y/s (economy premium (plus))  
exception: within Europe only 1 piece is allowed in economy premium (plus).
  - (ii) 1 piece of cabin baggage in economy (go & light)
  - (iii) Maximum dimensions for one piece 55 x 40 x 23 cm (22 x 15 x 8 in); max weight 8 kg (18 lb); e.g., briefcase, board case, travel bag, attaché case. the size of one carry-on item shall not exceed the overall size of 115 cm (45 inches),
  - (iv)
  - (v) In addition:
    - (aa) 1 small handbag or wrist bag or small shoulder strap bag,
    - (bb) 1 overcoat or wrap or blanket,
    - (cc) 1 umbrella or walking stick,
    - (dd) 1 small camera,
    - (ee) 1 pair of binoculars,
    - (ff) A reasonable amount of reading matter for the flight,
    - (gg) 1 infant's carrying basket and baby food for consumption during the flight,
    - (hh) 1 fully collapsible baby pushchair/stroller or infant's carrying basket or infants car seat which may be carried in the passenger cabin subject to the availability of space. If no space it will still be free of charge even if it is carried in the cargo compartment.
    - (ii) For a disabled passenger, if needed during the journey (will be carried free of charge even if it is carried in the cargo compartment):
      - wheelchairs (only in the cargo compartment)
      - Crutches or braces,
      - Small dialysis equipment for self-use of the passenger (only in the cargo compartment,
      - Other orthopedic device.

## Rule 109 Interline Baggage Acceptance

- (A) Applicability  
This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada.  
it establishes how SK will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.
- (B) General  
For the purposes of interline baggage acceptance:
- (1) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.
  - (2) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.
- (C) Baggage rule determination by selecting carrier
- (1) Checked baggage  
The selecting carrier will:
    - (a) select and apply its own baggage rules as set out in its tariff to the entire interline itinerary; or
    - (b) select the most significant carrier, as determined by IATA resolution 302 and conditioned by the Canadian Transportation Agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary.The carrier identified by means of a) or b) will be known as the selected carrier.
  - (2) Carry-on baggage  
Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.
- (D) Baggage rule application by participating carrier  
where SK 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, SK will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.
- (E) Disclosure of baggage rules  
Summary page at the end of an online purchase and e-ticket disclosure
- (1) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e. the passenger's "standard" baggage allowance), when the carrier

sells and issues a ticket for an interline itinerary, it will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in paragraph 2 below. The disclosed information will reflect the baggage rules of the selected carrier.

- (2) The carrier will disclose the following information:
- (a) Name of the carrier whose baggage rules apply;
  - (b) Passenger's free baggage allowance and/or applicable fees;
  - (c) Size and weight limits of the bags, if applicable;
  - (d) Terms or conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card);
  - (e) Existence of any embargoes that may be applicable to the passenger's itinerary; and,
  - (f) Application of baggage allowances and charges (i.e. whether they are applied once per direction or if they are applicable at each stopover point).
- (3) The carrier will provide this information in text format on the passenger's e-ticket confirmation. any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific charges (i.e., not a range).

web site disclosure

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

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

- special baggage allowances or charges etc.
- (F) Definitions
- "Airline designator code"  
An identification code comprised of two-characters which is used for commercial and traffic purposes such as reservations, schedules, timetables, ticketing, tariffs and airport display systems. airline designators are assigned by IATA. When this code appears on a ticket, it reflects the carrier that is marketing the flight, which might be different from the carrier operating the flight.
- "Baggage rules"  
The conditions associated with the acceptance of baggage, services incidental to the transportation of baggage, allowances and all related charges. for example, baggage rules may address the following topics:
- . The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
  - . The number of checked and unchecked passenger bags that can be transported and the applicable charges;
  - . Excess and oversized baggage charges;
  - . Charges related to check-in, collection and delivery of checked baggage;
  - . Acceptance and charges related to special items, e.g. surfboards, pets, bicycles, etc.;
  - . Baggage provisions related to prohibited or unacceptable items, including embargoes;
  - . Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card); and,
  - . Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges, etc.
- "Interline agreement":  
An agreement between two or more carriers to co-ordinate the transportation of passengers and their baggage from the flight of one air carrier to the flight of another air carrier (through to the next point of stopover).
- "Interline itinerary":  
All flights reflected on a single ticket involving multiple air carriers. Only travel on a single ticket is subject to the agency's approach provided the origin or the ultimate ticketed destination is a point in Canada.
- "Interline travel":  
Travel involving multiple air carriers listed on a single ticket that is purchased via a single transaction.
- "Single ticket":

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

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

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

"Ultimate ticketed destination":

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

Carrier definitions (various)

"Down line carrier ":

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

"Marketing carrier":

The carrier that sells flights under its code.

"Most Significant Carrier (MSC)":

Is determined by a methodology, established by IATA (resolution 302), which establishes, for each portion of a passenger's itinerary where baggage is checked through to a new stopover point, which carrier will be performing the most significant part of the service. For travelers under the resolution 302 system, the baggage rules of the MSC will apply. For complex itineraries involving multiple checked baggage points, there may be more than one MSC, resulting in the application of differing baggage rules through an itinerary.

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

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

"Operating carrier":

The carrier that operates the actual flight.

"Participating carrier(s)":



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

"selected carrier":

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

"selecting carrier":

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

## Rule 133 Fares (Applicable to SK only)

### (A) General

The mileage routings or specified routing contained in this tariff shall apply only when transportation between the last point of departure in the area comprising area 1 and the first point of arrival outside such area, or vice versa, is via the service of SK unless otherwise prohibited by said tariff. Fares apply only 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 airports and city centers except where rule 30 specifically provides that such ground transfer service will be furnished without additional charge. all published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with all the provisions governing travel as stated herein. 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 fare; however, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion on the transportation covered by that fare.

### (B) Applicable fares

#### General

- (1) The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket.
- (2) If international travel actually commences in a different country, the fare must be reassessed from such country.  
example: if a ticket is purchased at the drachma fare for travel between Athens-Copenhagen-New York and the passenger actually commences travel in Copenhagen instead of Athens, the fares must be reassessed at the Copenhagen-New York, Danish krone level.
- (3) All fare constructions shall be accomplished in NUCS.
- (4) 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
Normal fare check	OSC	Normal OW
Directional minimum check	DMC	OW, normal
Circle trip minimum/	CTM/RWM	OJ CT/RW

Round the world minimum		
Common point minimum	CPM	Normal OJ
check		
Return subjourney check	RSC	Normal CT, OJ, RT
Country of payment check	COP	Normal CT, RT

(C) Construction rules for journeys - applications

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

(i) A single pricing unit for the journey,  
or

(ii) Any series of end-on combined pricing units which collectively comprise the journey being travelled

(b) To determine the fares for paragraph 1)a) above using normal fares refer to the flow chart attached hereto

(2) Fares to be assessed for the total journey shall be the applicable fares effective on the date of departure on the first sector.

(a) If the routing of the journey is determined as fulfilling the definition of a round trip, circle trip or normal/special fare open jaw trip in resolution 012, the pricing unit must be assessed as a round trip, 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 not permitted as travel is continuous, circuitous and returns to 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) (i) 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)	1
	Pricing unit	
NYC-MAN	1/2 RT)	1
	Pricing unit	
LON-JNB	1/2 RT)	1
	Pricing unit	
MAN-JNB	1/2 RT)	1
	Pricing unit	

\* Both subjourneys fall within definition of OJ

\* (Note that above journey could also be constructed as NYC-JNB RT)

- (ii) 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	)	Not possible
RIO-JNB	OW	)	
MAN-JNB	OW	)	

\* Travel LON-RIO-JNB-MAN is not within definition of OJ

\* Use of OW fares not permitted

\* Total journey falls within definition of CT and may only be constructed as a single pricing unit

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

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

FRA-JNB RT 1 Pricing unit  
or

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

\* Component JNB-MAD must be in the direction from MAD to JNB

- (3) (a) If the routing of the journey is determined as fulfilling the definition of a normal/special fare open jaw trip in

resolution 012, 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).

- (b) In the case of the alternative pricing option the one way pricing unit must be assessed using one way fares and the return subjourney must be assessed using half round trip fares.
- (c) Fares shall be assessed in the direction of travel, except that the fare component into the country of pricing unit origin shall be in the direction from such country, i.e., not in the direction of travel

Example 1: 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 XXX

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-JKT	1/2 RT)	
TPE-JKT	1/2 RT)	1 Pricing unit
JKT-DPS	OW	1 Pricing unit

whichever is the lower

Example 3: Travel GLA MAN ROM LON

Construction could be

GLA-ROM	1/2 RT)	
LON-ROM	1/2 RT)	1 Pricing unit

OR

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

- (4) (a) If the routing of a journey is determined as Not fulfilling 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 one way subjourney and a return subjourney (subject to paragraphs 2)c) and 2)d) above)

Example: Travel PAR-ATH  
Construction PAR-ATH OW 1 Pricing Unit  
\* Does not qualify for RT, CT or normal fare OJ

Example: 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: Travel STO-NBO XXX  
SEZ-NBO-STO  
Construction could be  
STO-NBO OW 1 Pricing unit  
STO-SEZ OW 1 Pricing unit  
OR  
STO-NBO RT 1 Pricing unit  
SEZ-NBO OW 1 Pricing unit  
OR  
STO-SEZ RT 1 Pricing unit

- (B) In the case of i), ii) and the one way subjourney in iv) above, the journey/subjourney must be assessed using one way fares; the use of half round trip fares is not permitted.

- (c) 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.

- (5) In applying the provisions of subparagraphs 2)d) and 3)c) and except for round trip pricing units, fare components between Canada and USA and between Denmark, Norway, Sweden shall be assessed in the direction of travel.

- (6) 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
- (7) Unpublished fares  
When it is necessary to establish a fare between any two ticketed points on a journey, the following provisions shall apply, subject to (d)(4):
- (a) the fare shall be the lowest combination of sector fares over an intermediate ticketed point for the class of service used.
- (b) The fare shall be constructed in the direction of travel, except that when the fare is for a fare component which terminates in the country of unit origin or in a country from which a previous pricing unit has been assessed, the fare shall be in the direction from the country, i.e. not in the direction of travel.
- (c) If the same construction point is used for the outbound and inbound fare, the fare shall be constructed in accordance with section b, paragraph 1
- Example: I A to B to C to D TO A  
II A to D to C to B to A
- |       |                |    |                |    |
|-------|----------------|----|----------------|----|
| Fares | a to b         | 50 | b to A         | 45 |
|       | B to C         | 40 | C to B         | 50 |
|       | C to D         | 60 | D to C         | 90 |
|       | D to A         | 90 | A to D         | 50 |
|       | No fare A to C |    | no fare C to A |    |
- Construction: I A to B 50 plus B to C 40 plus C to D 60 plus A TO D 50: Total 200  
II A to D 50 plus D to C 90 plus C to B 50 plus A to B 50: Total 240
- (d) Other than when used for fare construction checks (E.G. HIP, CTM, DMC, OSC, RSC, ETC.) The fares used must be shown separately on the ticket
- (E) Example of DMC  
Example: A to B TO C  
Fares: A to B 50 B to A 45  
B to C 40 C to B 50  
Directional minimum check: C TO B 50 PLUS B TO A 45 TOTAL 95
- (8) Fares expressed as a percentage  
when fares are expressed as a percentage of another fare and different percentages apply in a pricing unit, the following rule applies:
- a) Apply the percentage to the base fare to establish the fare level as an amount
- b) Use such fare level for the application of all fare construction rules
- Example: A – B – C – D – A  
Children's fare: A – C 50% of adult fare  
B – C 67% of adult fare

- A – D 50% of adult fare
  - \* Calculate amounts resulting from application of above percentages
  - \* Apply HIP/CTM etc. rules using the resultant levels
- (9) 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.
- (10) Unless otherwise specified, for the purpose of:  
Resolution 017a (except section a paragraphs 6 and 8, section b paragraph 3)  
Resolution 017b  
Resolution 017c (except paragraphs 3 and 7)e)  
Resolution 017f (except section b paragraph 1, section c, section d)
  - (a) Canada and USA shall be considered as one country
  - (b) Scandinavia shall be considered as one country
- (D) Construction rules for journeys – combinations
  - (1) (a) Combinations are only permitted with fares which by their own terms are combinable  
exception: combinations to/from USA  
(b) Fares used in combination are to be shown separately on the ticket  
(c)
  - (2) Round the world: one way special fares shall not be used to calculate fares for round the world travel.
  - (3) Combination of one way normal pricing units with international side trip one way pricing units to or via the country of commencement of transportation shall not be permitted.
  - (4) Combination of fares USA: nothing precludes the combination of international fares and normal/special fares within USA provided that any conditions attached to such fare are complied with; stand-by fares must not be so combined.
- (E) General
  - (1) Combination of fares USA: nothing precludes the combination of international fares and normal/special fares within USA provided that any conditions attached to such fares are complied with; stand-by fares must not be so combined.
  - (2) Notwithstanding any other resolution, the normal fare check will not apply within pricing units.
- (F) Round trip fares
  - (1) Unless otherwise specified in an IATA resolution, the fare for a round trip shall be twice the outbound one way fare.
  - (2) The reference in the round trip definition in resolution 012 to two fare components only, does not preclude fares for end-on combination or side trips paid for separately being shown on the same ticket.



- (3) Round trip fares which by their own terms are combinable may be used with other fares on the basis of half the round trip fare instead of the one way fare.
- (G) circle trip fares
- (1) The fare for a circle trip shall be the lowest combination of half round trip fares in the direction of travel along respective sections involved in the trip, 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.
- (2) (a) The applicable 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, as appropriate, for the highest rated pair of points applicable to the class of service used from the point of unit origin to any stopover point on the route of travel.
- (i) 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.
- (ii) when the flown itinerary incorporates such different global indicators (including round the world travel), the fare must not be less than the lower of such round trip fares from the point of unit origin provided that, only direct route fares between two points with the appropriate global indicators shall be used; if there is no direct route fare with the appropriate global indicators or there is no global indicator for the routing, it is not necessary to construct such fares.
- Example
- |                   |                  |
|-------------------|------------------|
| HKG               |                  |
| MOW               |                  |
| IST               | M                |
| PAR               | 1500             |
| X/SEL             | M                |
| HKG               | 1450             |
| Fare component 1: | HKG-PAR (EH) 1/2 |
| Roundtrip         | 1500             |
| Fare component 2: | HKG-PAR (TS) 1/2 |
| Roundtrip         | 1450             |
| Total CT          | 2950             |
- (b) circle trip minimum check
- (i) Identify the RT fares from HKG to all stopover points based on the routing flown outbound and inbound

- (ii) Delete the higher of the two fares  
HKG-MOW (FE) RT 1600 and (TS) RT 2000  
HKG-IST (EH) RT 3000 and (TS) RT 4200  
HKG-PAR (EH) RT 3000 and (TS) RT 2900
- (iii) From the remaining lower rt amounts,  
select the highest (HKG-IST RT 3000) AS  
the minimum fare and compare to the CT  
total
- (iv) As this is higher, the circle trip is  
raised to 3000

Example

Itinerary - LON-HKG-YVR-NYC-LON

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

Fares to be used for the check

Sector	outbound	Inbound
LON-HKG	EH	AP
LON-YVR	EH PLUS PA	AT
LON-NYC	EH PLUS PA	AT

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

- (c) When 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.
  - (d) Where more than one normal fare is published  
for the carrier(s) and the class of services  
used, the lower, lowest level may be used  
subject to seasonality (including blackout  
dates) and day of week application
  - (e) For round the world travel originating in  
Australia/New Zealand the provisions of  
subparagraphs 2)a) and 2)b) shall not apply.
  - (f) When checking the circle trip minimum fare,  
when special fares are used the comparison  
shall be as provided in resolution 017c,  
subparagraph 5)b); 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.
  - (g) The foregoing provisions need not be applied  
for points which have been excluded from the  
higher intermediate point rule, subject to  
the same conditions contained in the  
Exclusion.
  - (h) Special fares only the foregoing provisions  
need to be applied for points which have  
passed the hip check and have not qualified  
to be a HIP point.
- (3) Establishing unpublished fares: when it is

necessary to establish a fare for application of the circle trip minimum, the following provisions shall apply, subject to resolution 017a, section b, paragraph 4:

- (a) The fare shall be the lowest combination of round trip fares over any intermediate ticketed point from the point of unit origin for the lowest class of service used.

Example: (I) A to B TO C to D to A

(II) A to D TO C to B to A

Fares: A to B 50 B to A 45

B to C 40 C to B 50

C to D 60 D to C 90

D to A 90 A to D 50

No fare A to C No fare C to A

Circle trip minimum check:

(i) A to B 50 plus B to C 40

Total 90 X 2 Total RT 180

(ii) A to B 50 plus B to C 40

Total 90 X 2 Total RT 180

- (b) The constructed fare shall be considered a 'direct route fare' and must be shown on the ticket as 'C/'.

(H) Open jaw fares

(1) Normal fare open jaw

(A) General

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

(ii) Canada, USA shall be considered as one country.

(iii) Except for pricing units wholly within Scandinavia, Scandinavia shall be considered as one country.

(b) Origin open jaw

- (i) Only domestic surface sectors are permitted, except as provided in 1)a)iii) above

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

Example: GVA-ZRH-BKK-ZRH, the open jaw fare shall not be less than the fare ZRH-BKK-ZRH.

(c) Turnaround open jaw

- (i) Both domestic and international surface Breaks are permitted

(ii) When the surface sector is a domestic surface sector

If there is a common ticketed point(s) in the country of unit turnaround, the fare shall not be less than the highest applicable fare(s) to the common

- point(s).  
Example: GVA-TYO surface OSA-TYO-GVA,  
the open jaw fare shall not be  
less than GVA-TYO-GVA
- (iii) when the surface sector is an  
international sector
- (aa) The distance of such surface  
sector must not be greater than  
the flown distance of the shorter  
of the two fare components  
(measurement of the surface sector  
shall be in accordance with  
resolution 017c, paragraph 4)c)  
Exception: For travel originating  
in Canada or USA, the  
surface break may be  
permitted between  
countries in the  
Europe sub-area;  
provided travel in  
both directions is via  
the Atlantic.
- (bb) If there is a common ticketed  
point(s) in the country of the  
terminal point of a fare  
component, the fare shall not be  
less than the highest applicable  
fare to the common point(s) in the  
country(ies) of the terminal  
point(s) of the fare component(s).  
Example: YMQ-ZRH surface  
ROM-ZRH-YMQ, the open  
jaw fare shall not be  
less than YMQ-ZRH-YMQ.
- (d) Double open jaw
- (i) Combination of an origin open jaw and a  
turnaround open jaw with a domestic  
surface sector
- (aa) If there is a common ticketed  
point(s) in both the country of  
unit turnaround, the fare shall  
not be less than the highest  
applicable fare from the common  
ticketed point(s) in the country  
of unit origin to the common  
ticket point(s) of the country of  
unit turnaround.  
Example: GVA-ZRH-TYO surface  
OSA-TYO-ZRH, the open  
jaw fare shall not be  
less than ZRH-TYO-ZRH.
- (BB) If there is a common ticketed  
point(s) in either the country of  
unit origin or the country of unit  
turnaround, the fare shall not be  
less than the highest applicable  
open jaw fare from/to the common  
ticket point(s).

- Example 1: GVA-ZRH-TYO surface  
OSA-TYO-BSL, the open  
jaw fare shall not be  
less than GVA-TYO PLUS  
BSL-TYO.
- Example 2: GVA-ZRH-TYO surface  
OSA-ZRH, the open jaw  
fare shall not be less  
than ZRH-TYO PLUS  
ZRH-OSA.
- (ii) Combination of an origin open jaw and a  
turnaround open jaw with an international  
surface sector
- (aa) If there is a common ticketed  
point(s) in both the country of  
unit origin and the country of the  
terminal point of a fare  
component, the fare shall not be  
less than the highest applicable  
fare from the common ticketed  
point(s) in the country of unit  
origin to the common ticketed  
point(s) of the country of the  
terminal point(S) OF THE FARE  
component(S).
- Example: TYO-YMQ-ZRH surface  
ROM-ZRH-YMQ, the open  
jaw fare shall not be  
less than YMQ-ZRH-YMQ.
- (bb) If there is a common ticketed  
point(s) in either the country of  
unit origin or the country of the  
terminal point of a fare  
component, the fare shall not be  
less than the highest applicable  
open jaw fare from/to the common  
ticketed point(s).
- Example 1: YTO-YMQ-ZRH surface  
ROM-YMQ, the open jaw  
fare shall not be less  
than YMQ-ZRH plus  
YMQ-ROM
- Example 2: YTO-YMQ-ZRH surface  
ROM-ZRH-YOW, THE OPEN  
JAW fare shall not be  
less than YTO-ZRH plus  
YOW-ZRH.
- (E) In applying the above common point 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 points in  
other countries.
- Example: YMQ-LON-ZRH Surface  
ROM-ZRH-LON-YMQ, the open jaw fare  
shall not be less than  
YMQ-ZRH-YMQ; no check is applied  
YMQ-LON-YMQ.

- (2) Special fare open jaw  
Except as otherwise specified in a fare resolution, 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, the fare component which terminates in Europe shall be assessed in the direction from Europe.
- (I) One way fares
  - (1) For one way subjourneys, one way fares must be used.
  - (2) 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-JED-ATL-RIO-RUH using ow fares for each sector.  
Since both Saudi Arabia and Switzerland have been used for the assessment of previous pricing unit direction of the pricing unit ZRH-RUH shall be from RUH to ZRH.
- (J) Construction rules for fare components
  - (1) Application  
the provisions of this resolution must be used to calculate the fare for a fare component in one class of service; if different classes are used the fare shall be calculated as per resolution 017e.
  - (2) Fares  
The fare shall not be less than the lower amount obtained by either of the following principles.
    - (a) Mileage principle
      - (i) (aa) Total TPMS shall be compared with the MPM for the fare component
      - (bb) Routings within MPM  
where the sum of the TPMS does not exceed the comparable MPM, apply the applicable direct route fare. Such comparison must be made using TPMS, MPMS and fares with the same global indicator provided that, to ascertain the applicable MPM between tc2 and tc3, the sector flown between tc2 and tc3 shall determine the global indicator;  
If within a fare component there is more than one sector

		that transits between tc2 and tc3 the sector attracting the highest tpm will be used to determine the MPM
	(cc)	Routings exceeding MPM
		- where the sum of the TPMS is in excess of the MPM: divide the sum of TPMS by the MPM, and surcharge in accordance with the table below. When dividing the sum of TPMS by the MPM the result of the calculation shall be truncated at 5 decimals; the result indicates the mileage percentage to be applied
If the result is over	Up to and Including	The fare shall be not less Than the direct route fare plus
1.00	1.05	5%
1.05	1.10	10%
1.10	1.15	15%
1.15	1.20	20%
1.20	1.25	25%
	over 1.25	Lowest combination
	(dd)	Notwithstanding paragraphs bb) and cc) above, for travel wholly within TC1 which originates, Terminates or has a fare Construction point in Rio de Janeiro or Sao Paulo and neither city is an intermediate ticketed point on such fare component.
		(1) If the fare to or from Rio de Janeiro falls within the MPM, and the fare for the same route to or from Sao Paulo exceeds the MPM, the fare to and from the latter point need not be surcharged.
		(2) If the fare to or from Sao Paulo falls within the MPM, and the fare for the same route to or from Rio de Janeiro exceeds the MPM, the fare to and from the latter Point need not be surcharged.
		(3) if the fare to or from Rio de Janeiro must be surcharged, the fare for the same routing to or from Sao Paulo need not take a higher surcharge (or vice versa).
	(ii)	Specified routings
		When the fare component coincides with the routing in attachment 'a', the direct route fares apply disregarding subparagraph i) above and paragraph 5),

- provided that an intermediate point(s) may be omitted if a more direct routing is used and no additional point(s) is added.
- (iii) MPM deductions  
Mileages specified in attachment 'b' must be deducted from the MPM before the comparison with the sum of TPMS is made. these MPM reductions only apply when the fare component and the global indicator coincide with the provisions in the attachment.
- (iv) TPM exceptions
- (aa) TPM deductions  
mileages specified in attachment 'c' must be deducted from the total tpm before comparison with the MPM is made
- These TPM deductions only apply when the fare component includes intermediate ticketed points shown in the applicable routing in the attachment; provided additional intermediate ticketed points may be added to the routing.
  - Only one tpm deduction per fare component is permitted.
- (bb) Surface sector TPMS  
Any intermediate sector(s) travelled by surface within a fare component must be included in the sum of TPMS, except for intermediate sectors specified in attachment 'd'. In the absence of a tpm for an intermediate sector not listed in attachment 'd', a tpm shall be established by a combination of TPMS.
- (cc) South Atlantic TPMS
- (1) TC12  
For transportation between Argentina, Brazil, Chile, Paraguay, Uruguay and Europe, Middle East where a passenger travels on a direct single flight coupon service from a point in Argentina, Brazil, Chile, Paraguay, Uruguay to Miami Or Montreal Or New York or Toronto and on a direct single flight coupon service from such point (i.e. arrival and departure city in North America must be the same) to a point in Europe, Middle East or vice versa, the mileage for these two sectors



shall be deemed to be equal to the ticketed point mileage between the last point of departure in Argentina, Brazil, Chile, Paraguay, Uruguay to the first point of arrival in Europe, Middle east or vice versa.

(2) TC123

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

Note: If a ticketed point mileage is not published for these sectors, calculate the mileage by dividing the maximum permitted mileage by 1.20

The following examples are shown to illustrate the application of the above.

Example 1: VIE-FRA-NYC-RIO-BUE

Maximum permitted mileage VIE-RIO is 8838  
ticketed point mileages are

	TPM
VIE-FRA	385
FRA-NYC)	
NYC-RIO)	5948
RIO-BUE	1232
Total	7565
No mileage	

surcharge  
applicable

EXAMPLE 2: MVD-SCL-YTO-AMS-P  
AR-FRA-ZRH-ROM-AT  
H-RUH  
Maximum permitted  
mileage MVD-RUH  
is 10948  
ticketed point  
mileages are

	TPM
MVD-SCL	849
SCL-YTO)	
YTO-AMS)	7597
AMS-PAR	261
PAR-FRA	289
FRA-ZRH	178
ZRH-ROM	435
ROM-ATH	657
ATH-RUH	1627
TOTAL	11893

A 10% mileage  
surcharge  
applicable

EXAMPLE 3: RIO-NYC-KHI-HKG  
maximum permitted  
mileage RIO-HKG  
is 14077  
ticketed point  
mileages are

	TPM
RIO-NYC)	
NYC-KHI	9013*
KHI-HKG	2980
TOTAL	11993

\* RIO-KHI maximum  
permitted mileage  
of 10816 divided  
by 1.20 - No  
mileage surcharge  
applicable.

- (b) Lowest combination principle  
except as provided in resolution 017a,  
section b; paragraph 4, the lowest  
combination of fares over a ticketed point on  
the itinerary.
- (3) Limitations on indirect travel  
a fare component must not include more than one  
departure from fare component origin or more than  
one arrival at fare component destination or more  
than one stopover at any one intermediate ticketed  
point, additionally
  - (a) A fare component within TC1 or within TC31  
must not include more than one arrival and  
one departure at any ticketed point.
  - (b) For a journey originating in tc1 no fare  
component within tc1 may include more than  
one international departure and one

international arrival at any ticketed point in the country where travel originates.

Example: POA-BUE-SAO-NYC – through fare not permitted because of two international departures from Brazil.

- (c) Except for journeys wholly within South America for a pricing unit originating in Brazil, a fare component from a point in Brazil must not include more than 2 domestic sectors in Brazil.

Examples:

1. BSB-RIO-NYC at a through fare BSB-NYC is permitted
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
3. FLN-X/CWB-IGU-X/SAO-LON at a through fare FLN-LON is not permitted. The first international fare component must be assessed from IGU and FLN-CWB-IGU charged separately.

- (d) 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.

- (4) Fare components with a surface sector(s)

- (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 travelled 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 the surface break is not included in the through fare, travel from origin of the journey up to the surface break will be ticketed separately, the remainder of the journey being assessed in accordance with resolution 024e.

Example: Travel NYC LON PAR xxx FRA LON NYC  
Construction could be

NYC-LON	RT	1 Pricing unit
LON-PAR	OW	1 Pricing unit
Fra-Lon	OW	1 Pricing unit

\* Notwithstanding separate pus, the tpm is undertaken from NYC

- (c) In the application of subparagraph b), the surface break shall be measured using ticketed point mileages; if no ticketed point mileage 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 ticketed point mileages. For the purpose of this rule, surface breaks in attachment 'd' and between Canada and USA may be ignored.

(5) Higher Intermediate fare

(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 be not less than the highest fare referred to above (hip). In the case of fares that 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 blackout 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 any two ticketed points which is higher than the direct route normal fare between the fare construction points, the fare for the indirect route shall be not less than the highest fare referred to above (hip), 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 subparagraphs 5)a)i) and 5)a)ii)

Example: I A to B to C to D to A  
II A to D to C to B to A  
Fares A to B 50 B to A 45  
B to C 40 C to B 50  
C to D 60 D to C 90  
D to A 90 A to D 50  
No fare A to C No fare C to A

HIP check (assuming journey extends beyond C):

I Outbound A-B-C: A to B 50 + B to C 40 Total 90  
II Inbound C-D-A: A to D 50 + D to C 90 Total 140  
I Outbound A-D-C: A to D 50 + D to C 90 Total 140  
II INBOUND C-B-A: A to B 50 + B to C 40 total 90

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

- (iv) In applying the above hip check, the sector shall be
  - (aa) From fare component origin to each intermediate point
  - (bb) From each intermediate stopover point to each subsequent intermediate stopover point
  - (cc) From each intermediate stopover point to the subsequent fare break point.
- (v) When comparing normal fares of the 'same class of service' in order to determine if there is a higher intermediate fare, the following sequence shall be followed
  - Sleeper seat fare is compared with sleeper seat fare;
  - If no sleeper seat fare, compare with first class fare
  - first class fare is compared with First class fare;
  - if no first class fare, compare with intermediate class fare (or next lower class fare)
  - 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.
- (vi) When comparing normal fares in accordance with the foregoing, 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 of the lower/lowest fare (excluding application of stopover charges).
- (viii) When the ticket shows no stopover at both the unit origin and the unit destination point of a side trip which has been charged 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 resolution 012.
- (ix) When there is an imbedded surface sector the hip 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 the departure does not constitute a stopover as defined in resolution 012.
  - (x) When there is a fare construction surface sector, the hip check applies to the point of such surface sector that is not the fare construction point.
  - (xi) Notwithstanding the above.
    - (aa) For journeys originating in Western Africa, the hip check in each fare component shall be applied on all ticketed points in Western Africa.
    - (bb) For journeys wholly between Kilimanjaro and Nairobi, the hip check in each fare component shall be applied on all ticketed points.
    - (cc) For journeys originating in Malawi, the hip checks in each fare component shall be applied on all ticketed points in Malawi.
    - (dd) Except TC12 mid and south Atlantic for journeys originating in the Republic of Yemen, the hip check in each fare component shall be applied on all ticketed points in the Republic of Yemen.
  - (xii) Day-of-week application: in establishing the day-of-week fare level to be used for the hip check the rule for 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 to be used for the hip check.
  - (xiii) In establishing the seasonal fare level to be used for the hip check the rule for the application of the seasonal fares 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

First 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 applied
- To establish the seasonal fare level to be used for the hip check on the sector B-C the date of travel B to C will be used second 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 applied
- To establish the seasonal fare level to be used for the hip check on the sector C-B the date of travel C to B will be used

(b) special fares

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

- (aa) price the fare as a normal fare in accordance with paragraph 5)a)
- (bb) Establish the lowest applicable level
  - (1) If there is no HIP between either fare construction point of the special fare and an intermediate ticketed point, the special fare may be applied.
  - (2) If there is a hip between either fare construction point of the special fare and an intermediate ticketed point, the special fare shall be not less than such higher fare, except
    - (a) If there is a special fare of the same type at the same level or a lower level on the sector for which the normal fare applies, the special fare for the component may be applied, or
    - (b) 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

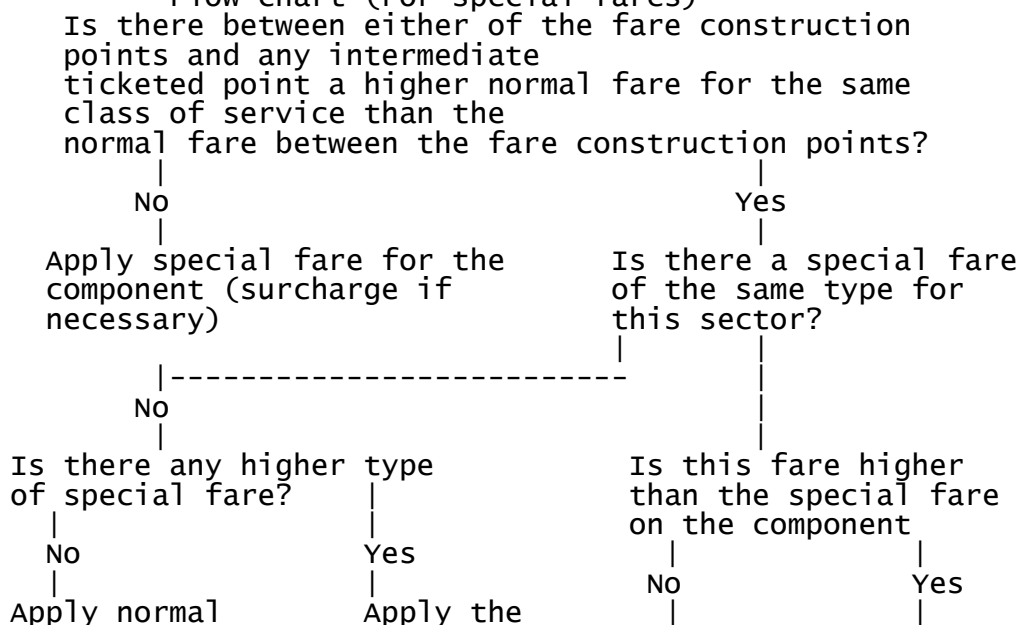
- for the component shall be not less than such higher special fare, or
- (c) If there is no special fare of the same type on the sector for which the higher normal fare applies, the fare shall be not less than the lowest of any higher type of special fare within the same column shown in subparagraph (d).
- (d) In defining a 'fare of the same type' the comparison 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 fare, or Excursion fare	Public group Excursion fare

- (e) 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 fare for the component shall be used for comparison

- (ii) All conditions attached to the special fare for the component apply

Flow chart (For special fares)





higher inter- mediate point fare (surcharge if necessary)	lowest of any higher special fare type (Surcharge if necessary)	Apply special fare for the component (surcharge necessary)	Raise the fare to such higher special fare (Surcharge if necessary)
--	---	--	--

- (v) when there is an imbedded surface sector the hip 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 the departure does not constitute a stopover as defined in resolution 012.
- (vi) when there is a fare construction surface sector, the hip check applies to the point of such surface sector that is not the fare construction point.
- (vii) Notwithstanding the above.
  - (aa) For journeys originating in Western Africa, the hip check in each fare component shall be applied on all ticketed points in Western Africa.
  - (bb) For journeys wholly between Kilimanjaro and Nairobi, the hip check in each fare component shall be applied on all ticketed points.
  - (cc) For journeys originating in Malawi, the hip checks in each fare component shall be applied on all ticketed points in Malawi.
- (viii) when comparing special fares in accordance with this paragraph, 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.
- (iv) when the ticket shows no stopover at both the unit origin and the unit destination point of a side trip which has been charged 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 resolution 012.

- (6) One way backhaul rule (BHC)
- (a) This paragraph does not apply.
    - (i) For journeys wholly within tc1
    - (ii) For journeys wholly between Argentina, Brazil, Chile, Paraguay, Uruguay and TC2
    - (iii) For pricing units wholly within Europe
  - (b) This paragraph applies only when using normal one way fares and special one way fares.
  - (c) If in any fare component travel is via higher rated intermediate stopover point, the fare for such fare component shall be the higher of:
    - (i) The applicable fare between the fare construction points, or
    - (ii) The fare from fare component origin to the highest rated intermediate stopover point plus the difference between such fare and the direct route fare between the fare construction points.

example: A - B - C - D

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

Fare to be charge is  
B to C NUC 175

or

A TO C	NUC	150
PLUS THE DIFFERENCE BETWEEN		
A TO C AND A TO D		
10	TOTAL NUC	160

whichever is higher

The one way backhaul rule check need not be applied for points which have been excluded from the provisions of this resolution, subject to the same conditions contained in the exclusion.
- (7) Directional minimum check (DMC) (only applicable to/from and via japan)
- (a) The fare for one way and normal open jaw PU'S shall not be less than
    - (i) One way PU: 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 each fare component.
    - (ii) Normal open jaw PU: 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.
  - (b) In applying this check the comparison of fares shall follow the sequence in resolution 017c paragraph 5)a)v).
  - (c) Special one way fares

- when applying the rule in paragraph 7)a) the fares to be used shall be one way direct route fares of the same type in the absence of a fare of the same type, the next higher one way fare shall be used.
- (d) Applicable fares
- (i) The fares to be used shall be those applicable on the date of commencement of the outbound transportation; or in the case of seasonal fares, those applicable on the date which determines the seasonal level to be used. This shall apply in each component.
  - (ii) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used.
  - (iii) As used herein 'fare of the same type' shall be as defined in subparagraph 5)b).
- (e) Application of a), b) and c)  
the provisions in paragraphs a), b) and c) shall apply as shown in the attachment but shall not apply:
- (i) For traffic documents issued in tc1 for journeys commencing in tc1
  - (ii) for traffic documents issued in Canada, USA/US territories for journeys to Canada, USA/US territories.
  - (III) When the journey originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo (Brazzaville), Cote D'Ivoire, Equatorial Guinea, Gabon, Guinea-Bissau, Mali, Niger, Senegal or Togo and the traffic document is issued in these countries.

Specified routings

Specific Routing		TC12 North Atlantic	Canada-Europe	Miles	Applicable Routings
Between			and		
TC12 North Atlantic					
Alberta/British Columbia/Yukon	Europe	400			Via St. Johns-Halifax-Montreal-Ottawa-Toronto
Cancun	Europe	550			Via Mexico City
Merida	Europe	150			Via Mexico City
New Brunswick/and Labrador Newfoundland/Nova Scotia/Prince Edward Island	Europe	1500			Via Montreal-Ottawa-Toronto
Newfoundland	Europe	700			Via Halifax

and Labrador

New Brunswick/  
Nova Scotia/  
Prince Edward  
Island Israel 500 Via Halifax-Montreal-  
Toronto

Newfoundland Israel 1600 Via St. Johns-Halifax-  
Montreal-Toronto

South Africa Canada/ 660 via Tel Aviv  
Mexico/Usa

Surface sector TPMS-  
Between and

Alghero	IT	Olbia	IT
Alicante	ES	Murcia	ES
Alicante	ES	Valencia	ES
Almeria	ES	Malaga	ES
Amman	JO	Jerusalem	
Amritsar	IN	Lahore	PK
Amsterdam	NL	Rotterdam	NL
Antwerp	BE	Brussels	BE
Arica	CL	Tacna	PE
Barcelona	ES	Gerona	ES
Barcelona	ES	Reus	ES
Basle	CH	Mulhouse	FR
Beijing	CN	Tianjin	CN
Berlin	DE	Dresden	DE
Berlin	DE	Leipzig Halle	DE
Berne	CH	Geneva	CH
Berne	CH	Zurich	CH
Bilbao	ES	San Sebastian	ES
Bilbao	ES	Santander	ES
Bilbao	ES	Vitoria	ES
Bologna	IT	Florence	IT
Brazzaville	CG	Kinshasa	CD
Bremen	DE	Hamburg	DE
Bremen	DE	Munster	DE
Brownsville	US	Matamoros	MX
Catania	IT	Palermo	IT
Ciudad Juarez	MX	El Paso	TX
Cologne	DE	Dusseldorf	DE
Cologne	DE	Munster	DE
Curitiba	BR	Joinville	BR
Cuzco	PE	Lapaz	BO
Detroit	US	Windsor	CA
Dresden	DE	Leipzig Halle	DE
Dubai	AE	Sharjah	AE
Dusseldorf	DE	Munster	DE
Florence	IT	Pisa	IT
Granada	ES	Malaga	ES
Guatemala	GT	Tapachula	MX
Guayaramerin	BO	Porto Velho	BR
Hamburg	DE	Hanover	DE
Hamburg	DE	Munster	DE
Hanover	DE	Munster	DE

Hilo	US	Kona	US
Hong Kong Sar	HK	Macau	MO
Iguassu Falls	BR	Iguazu	AR
Jerez De La Frontera		ES	Seville ES
Kabul	AF	Peshawar	PK
Krabi	TH	Phuket	TH
Lacoruna	ES	Santiago De	
		Compostela	ES
Laredo	US	Nuevo Laredo	MX
Larnaca	CY	Paphos	CY
Leticia	CO	Tabatinga	BR
Livingstone	ZM	Victoria Falls	ZW
Livramento	BR	Rivera	UY
Ljubljana	SI	Zagreb	HR
Mcallen	US	Reynosa	MX
Milan	IT	Turin	IT
Munich	DE	Nuremberg	DE
Nagoya	JP	Osaka	JP
Paslio DE LOS Libres	AR	Uruguaiana	BR
Podgorica	YU	Tivat	YU
Puerto Montt	CL	San Carlos De	
Bariloche	AR	Bariloche	
San Diego	US	Tijuana	MX
Santiago De			
Compostela	ES	Vigo	ES
Split	HR	Zadar	HR
Stockholm	SE	Vaster Se	SE
Swakopmund	NA	Walvis Bay	NA
Venice	IT	Verona	IT

(K) Minimum check for consecutive normal fare pricing units

(1) Return subjourneys check (RSC) (not applicable for journeys originating and/or terminating in Canada)

(a) If the total fare for the journey contains any consecutive normal fare pricing units for return subjourneys, a minimum check will be applied whereby the total fare assessed for such consecutive pricing units (excluding any side trips charged separately) shall 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 of such 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 plus RT plus CT)

All are stopover points

from unit origin of the consecutive pricing unit to any stopover point in any subsequent consecutive pricing unit,

MAD-SYD being the highest direct route round trip fare from Madrid 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 trip 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

CONSTRUCTION COULD BE

NCE-BRU 1/2 RT)

LYS-BRU 1/2 RT) 1 Pricing unit

BRU-NBO RT 1 Pricing unit

NBO-JNB RT 1 Pricing unit

\* Minimum check - total fare for the pricing units must not be less than the sum of 1/2 RTS NCE-BRU plus LYS-BRU or NCE-NBO plus LYS-NBO or NCE-JNB plus LYS-JNB, whichever is the highest

- (bb) If any subsequent pricing unit is for an origin open jaw then such pricing unit will be considered as a round trip pricing unit and paragraph 1)a) will apply (i.e. close the unflown 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 points in the open jaw pricing unit shall be assessed as the sum of half the direct route round trip fares 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 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-DUR XXX

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-DUR plus 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 shall apply
- (b) 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 seasonality (including blackout dates) or day of week application
- (c) (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 that applicable 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 of such round trip fares from the point of origin
- (d) 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 inbound journeys, the fare to be used for the check shall be the lower of such round trip fares
- (e) If there is surface break between two return subjourneys, the minimum check is not applied
- (f) Multiple pricing unit assessed from a common pricing unit origin are not considered consecutive in relation to each other and the minimum check is not applied to such pricing units
- 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 plus SFO-LON and TYO-HKG plus HKG-BOM
- . There is no minimum check other than those shown above
- (2) One way subjourneys checks (OSC) (Not applicable to journeys to/from/via USA/US territories)
- A) A specified through fare must not be undercut by a combination of fares
- b) The normal fare check (OSC) will apply between consecutive pricing units for one way

subjourneys				
Example				
A	B	C	D	
100	100	100		
	300			
		250		
		500		
P	A			
P	B	100		
	C	100		
	D	100		
	H	A-C	100	
	H	A-D	100	
	Total	500		

- (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 subject to any stopover and transfer limitations seasonality (including blackout dates) and day of week application of the lower/lowest fare (excluding application of stopover charges)
- (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 will be 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 XXX  
NBO-LUN-JNB

- . ONE WAY FARE COMPONENTS MAD-NBO, NBO-DAR, NBO-LUN, LUN-JNB
- . NORMAL FARE CHECK MAD-DAR AND NBO-JNB

- (3) Mixture of return subjourneys and one way subjourneys
- (a) when a journey comprises pricing units which are a mixture of pricing units for return subjourneys and pricing units for 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 such pricing units, i.e. if there are two or more consecutive pricing units for one way subjourneys the OSC will be applied between such pricing units; if there are two or more consecutive/contiguous 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/contiguous pricing (units)

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 XXX  
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 since  
there are no consecutive rt pricing  
units or consecutive ow subjourneys  
additionally

- (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 be applied from  
the unit origin of the first of such  
units to all stopover points in the  
other contiguous/consecutive pricing  
unit(s)

Example: Travel JNB-ATH-IST XXX  
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 common point on 2 contiguous  
RT pricing units, minimum check is  
applied on the contiguous RT pricing  
units JNB-ATH and ATH-STO
- (ii) If two or more pricing units for one way  
subjourneys have a common fare  
construction point but are separated by  
a pricing unit for a return subjourney,  
the normal fare check shall be applied  
to all fare construction points in the  
contiguous/consecutive pricing unit(s)

Example: Travel  
NRK-XCPH-GLA-CPH-FRA-XMAD-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 common point on 2 contiguous  
ow pricing units, normal fare check is  
applied NRK-CPH plus CPH-PMI

- (b) where a journey involves travel to/from/via  
USA/US territories the one way subjourney  
check will not be applied

- (4) Unpublished fares

- (a) where 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 paragraphs 1) and 3)

Example 1 A to B to C to D to E to C to A  
(2 pricing units A-C-A and C-E-C)

Fares: No round trip fare A to D

RSC: The round trip fare a to d will be established by the lowest combination of two round trip fares using intermediate points between A and D. I.E.

A-B plus B-D or

A-C plus C-D

whichever is lower

Example 2 A TO B TO C TO D TO E TO F TO C  
TO G TO A (2 pricing units  
A-C-A and C-E-C)

Fares: No round trip fare A to D, nor A to F

RSC: The round trip fare a to d will be established by the lowest combination of two round trip fares using intermediate points between A and D. I.E.

A-B plus B-D OR

A-C plus C-D

whichever is lower

The round trip fare a to f will be established by the lowest combination of two round trip fares using intermediate points between A and F. I.E.

A-G plus G-F or

A-C plus C-F

whichever is lower

(B) The constructed fare shall be considered a 'direct route fare' and must be shown on the ticket as 'C/'

(5) This resolution is not applicable for journeys originating and/or terminating in Canada.

(L) Mixed class

(1) General

(a) Mixed class travel is when an itinerary involves travel in two or more classes of service:

(b) In assessing the fare for the mixed class transportation, special fares must not be used

(c) The application of this resolution shall not be used to circumvent any stopover/transfer restrictions applicable to the through fare for the lowest class of service used.

(d) Differentials are assessed in the same direction as the fare used for the lowest class of service

(e) when half round trip fares are used, differentials are assessed using half round trip fares. When one way fares are used,

- differentials are assessed using one way Fares.
- (f) class differential calculation is only subject to the hip check, no further minimum checks apply.
- (2) Fare calculation
- (a) Establish the fare for the itinerary in the lowest class of service used applying all applicable fare construction checks
- (b) Establish whether as a result of (a) above THE mixed class sector(s)
- (i) Apply within a fare component, or
- (ii) Constitute an entire fare component, or
- (iii) Constitute an entire pricing unit
- (3) Mixed class sector(s) within a fare component
- (a) If the calculation in the lower class of travel establishes that the mixed class sector(s) fall within a fare component, the differential for the sector(s) travelled in a higher class shall be the lowest of the following
- (i) The difference between the lower class fare for the sectors flown in the higher class and the fare for the higher class of travel on those sectors
- (ii) The difference between the applicable fare for the fare component in the lower class of service and the applicable fare for the component in the higher class of service.
- Example LON-BKK-HKG-LON CLASS OF Service Y except BKK-HKG F
- |                        |         |         |
|------------------------|---------|---------|
| Fares (half RT IN NUC) | First   | Economy |
| LON-BKK                | 4626.10 | 1929.54 |
| LON-HKG                | 4895.92 | 2188.27 |
| BKK-HKG                | 291.13  | 207.96  |
- The fare shall be assessed in Economy class: LON-HKG-LON-RT equals NUC 4376.54
- The differential shall be the lowest of
- |           |         |              |
|-----------|---------|--------------|
| BKK-HKG F | 291.13  |              |
| less      |         |              |
| BKK-HKG Y | 207.96  | Differential |
|           | 83.17   |              |
| LON-HKG F | 4895.92 |              |
| less      |         |              |
| LON-HKG Y | 2188.27 | Differential |
|           | 2707.65 |              |
- The total fare shall be LON-HKG-LON RT Y 4376.54
- Plus differential 83.17
- Total 4459.71
- (B) For consecutive sectors within a fare component travelled in a higher class of service, the difference shall be the lower of
- (i) The difference between the lowest

- applicable fare for the lowest class of service used and the lowest applicable fare for the higher class used, or
- (ii) Lowest applicable through fare for the lowest class used for the sectors concerned and the lowest applicable through fare for the higher class used for such sectors

Example

Travel BKK  
HKG C  
SIN F  
ZRH F

Sum of the through C fare plus lower differential of the following

Calculation 1	HKG-SIN	F fare	876.94
	HKG-SIN	C fare	741.73
	Difference		135.21
	SIN-ZRH	F2 fare	2421.28
	SIN-ZRH	C fare	2122.39
	Difference		298.89
	Total difference		434.10
Calculation 2	HKG-ZRH	F fare	*3613.68
	HKG-ZRH	C fare	2566.70
	Difference		1046.98

(\*Subject to mileage rules and HIP check)

The differential to be applied shall be 434.10

- (4) An entire fare component in a higher class if the calculation in the lower class of travel establishes that the mixed class sector(s) constitute an entire fare component(s), the differential shall be the difference between the applicable fare for the lower class of travel for the fare component and the applicable fare for the higher class of travel for the fare component  
example LON-BKK-HKG-LON class of service Y  
except HKG-LON F

Fares (HALF RT IN NUC)	First	Economy
LON-BKK	4626.10	1929.54
LON-HKG	4895.92	2188.27
BKK-HKG	291.13	207.96

The fare shall be assessed in Economy class  
LON-HKG-LON-RT Y 4376.54

The differential shall be

LON-HKG F	4895.92
less	
LON-HKG Y	2188.27
Differential	2707.65
Total	7084.19

- (5) An entire pricing unit in a higher class
- (a) If the calculation in the lower class of travel establishes that the mixed class sector(s) constitute an entire pricing unit, the differential shall be the difference between the applicable fare for the lower class of travel for the pricing unit and the applicable fare for the higher class of travel for the pricing unit
- (b) In applying this methodology the resultant

level will only be applied if it gives A  
lower level than other calculations

Example LON-BKK-HKG-BKK-LON

Class of service	LON-BKK-LON	F	BKK-HKG-BKK	Y
Fares (Half RT in NUC)		First		Economy
LON-BKK		9256.20		3859.08
LON-HKG		9791.84		4376.54
BKK-HKG		582.26		415.92
The fare shall be				
LON-BKK RT Y				3859.08
plus differential				
LON-BKK RT F		9256.20		
less				
LON-BKK RT Y		3859.08		5397.12
plus				
BKK-HKG RT Y				415.92
Total				9672.12

(M) Reroutings and Refunds

Section A – General

- 1) All applicable fare construction rules shall apply to the recalculation of the fare for the new routing
- 2) Additional transportation at the through fare shall not be permitted unless the request has been made prior to arrival at the unit destination named on the ticket submitted for rerouting
- 3) When the only coupons remaining in the ticket are for domestic transportation, such ticket shall not be rerouted for further international carriage
- 4) New fares and charges shall be recalculated: from the last fare construction point preceding the point from which the flight coupon(s) will be uplifted at a fare break point when the recalculation shall be assessed from such fare break point) to the destination or to the next fare construction point beyond which the original fare calculation remains applicable provided once travel on a fare component has been completed such fare component may not be used for subsequent rerouting

Section B – Voluntary reroutings (for partly used pricing units)

- 1) a) When a one way journey is to be converted into a return journey/subjourney or a return journey/subjourney is to be converted into a one way journey/subjourney the new fare shall be calculated from the point of origin/unit origin for the journey/subjourney to be traveled provided that if travel on a fare component has been completed such fare calculation point shall not be changed in assessing the new fare
- b) The fare to be used shall be those applicable to the new journey/subjourney
- c) For the application of the above, all applicable fare construction rules shall apply to the recalculation of the fare

- 2) When, as a result of a rerouting, an additional collection is required, the additional amount to be collected will be assessed as follows:
  - a) The difference between the fare for the original journey and the fare for the new journey will be assessed in the currency of the country of commencement of transportation
  - b) The fares to be used will be those applicable at the time of commencement of transportation using the IATA rate of exchange applicable at the time of the original transaction
  - c) When collection is in a country other than the country of commencement of transportation, the amount to be collected will be the amount in the currency of the country of commencement of transportation, converted to the currency of the country of collection at the bankers selling rate in effect at the time of rerouting
- 3) Nothing herein shall be deemed to permit a passenger travelling on an inclusive tour to voluntarily change his routing to a carrier not participating in the tour and still retain the inclusive tour benefits

Section C - Voluntary rerouting (for totally unused tickets)

When a totally unused ticket is presented for a change of journey, the fare for the new journey shall be assessed based on the fares applicable at the time of commencement of the new transportation and the IATA rate of exchange applicable at the time of reassessment.

Section D - Refunds (for partly unused tickets)

refunds will be assessed as follows:

- (a) The amount of the refund will be assessed in the currency of the country of commencement of transportation
- (b) 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 applicable at the original transaction
- (c) (i) 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 the original payment  
(ii) Refunds other than outlined in subparagraph c)i) will be made at the bank rate in effect on the date of refund
- (d) Resolved that,
  - (i) For the application of circle trips, a fare construction surface sector break may be travelled by any other means of transportation without prejudice to the circle trip on the sectors listed in table 1. these sectors considered to have no reasonable direct scheduled air service
  - (ii) Any TC member may introduce, delete or amend a Route in table 1 by notification to the

secretary for circulation to all TC members

Table (I)

Circle trip - normal and special fares  
Routes considered to have no reasonable direct scheduled air service

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

Göteborg	GOT	SE	Jönköping	JKG	SE
Göteborg	GOT	SE	Malmö	MMA	SE
Göteborg	GOT	SE	Trollhättan	THN	SE
Göteborg	GOT	SE	Vaxjö	VXO	SE
Granada	GRX	ES	Malaga	AGP	ES
Graz	GRZ	AT	Ljubljana	LJU	SI
Graz	GRZ	AT	Maribor	MBX	SI
Graz	GRZ	AT	Zagreb	ZAG	HR
Halmstad	HAD	SE	Ängelholm	AGH	SE
Halmstad	HAD	SE	Göteborg	GOT	SE
Halmstad	HAD	SE	Jönköping	JKG	SE
Halmstad	HAD	SE	Malmö	MMA	SE
Halmstad	HAD	SE	Vaxjö	VXO	SE
Hamburg	HAM	DE	Hannover	HAI	DE
Hamburg	HAM	DE	Münster	FMO	DE
Hannover	HAI	DE	Münster	FMO	DE
Helsingborg	AGH	SE	Malmö	MMA	SE
Hong Kong	HKG	HK	Macao	MFM	MO
Hong Kong	HKG	HK	Shenzhen	SZX	CN
Hong Kong	HKG	HK	Zhuhai	ZUH	CN
Innsbruck	INN	AT	Munich	MUC	DE
Istanbul	IST	TR	Thessaloniki	SKG	GR
Jerez De La F	XRY	ES	Malaga	AGP	ES
Jerez De La F	XRY	ES	Seville	SVQ	ES
Jönköping	HKG	SE	Malmö	MMA	SE
Kalmar	KLR	SE	Ronneby	RNB	SE
Kalmar	KLR	SE	Vaxjö	VXO	SE
Karlstad	KSD	SE	Örebro	ORB	SE
Klagenfurt	KLU	AT	Ljubljana	LJU	SI
Klagenfurt	KLU	AT	Maribor	MBX	SI
Klagenfurt	KLU	AT	Salzburg	SZG	AT
Kristianstad	KID	SE	Helsingborg	AGH	SE
Kristianstad	KID	SE	Kalmar	KLR	SE
Kristianstad	KID	SE	Malmö	MMA	SE
Kristianstad	KID	SE	Ronneby	RNB	SE
La Coruna	LCG	ES	Santiago Comp	SCQ	ES
Leeds	LBA	GB	Manchester	MAN	GB
Linköping	LPI	SE	Malmö	MMA	SE
Linz	LNZ	AT	Munich	MUC	DE
Lisbon	LIS	PT	Malaga	AGP	ES
Lisbon	LIS	PT	Seville	SVQ	ES
Liverpool	LPL	GB	Manchester	MAN	GB
Livingstone	LVI	ZM	Seville	SVQ	ES
Ljubljana	LJU	SI	Victoria Falls	VFA	ZW
Ljubljana	LJU	SI	Trieste	TRS	IT
Ljubljana	LJU	SI	Venice	VCE	IT
Lugano	LUG	CH	Zagreb	ZAG	HR
Malaga	AGP	ES	Tangier	TNG	MA
Malmö	MMA	SE	Norrköping	NRK	SE
Malmö	MMA	SE	Ronneby	RNB	SE
Maribor	MBX	SI	Trieste	TRS	IT
Maribor	MBX	SI	Zagreb	ZAG	HR
Montevideo	MVD	UY	Puerto Montt	PMC	CL
Munich	MUC	DE	Nuremberg	NUE	DE
Munich	MUC	DE	Salzburg	SZG	AT
Munich	MUC	DE	Stuttgart	STR	DE
Norrköping	NRK	SE	Vasteras	VST	SE
Norrköping	NRK	SE	Linköping	LPI	SE



Tariff: IPR2  
Carrier: Scandinavian Airlines – SK

CTA No. 210 DOT No. 376

Orebro	ORB	SE	Stockholm	STO	SE
Ornskoldsvik	OER	SE	Lulea	LLA	SE
Ornskoldsvik	OER	SE	Lychsele	LYC	SE
Ornskoldsvik	OER	SE	Skelleftea	SFT	SE
Ornskoldsvik	OER	SE	Umea	UME	SE
Pula	PUY	HR	Trieste	TRS	IT
Pula	PUY	HR	Venice	VCE	IT
Pula	PUY	HR	Verona	VRN	IT
Ronneby	RNB	SE	Vaxjo	VXO	SF
Santiago Comp	SCQ	ES	Vigo	VGO	ES
Stockholm	STO	SE	Vasteras	VST	SE
Strasbourg	SXB	FR	Stuttgart	STR	DE
Swakopmund	SWP	NA	walvis Bay	WVB	NA
Trieste	TRS	IT	Zagreb	ZAG	HR
Umea	UME	SE	Lychsele	LYC	SE
Umea	UME	SE	Ornskoldsvik	OER	SE
Vasteras	VST	SE	Linkoping	LPI	SE
Vasteras	VST	SE	Orebro	ORB	SE
Venice	VCE	IT	Verona	VRN	IT

## Rule 135 Stopovers

- (A) Stopovers will be permitted under the following conditions:
- (1) Stopovers must be arranged with the carrier in advance and specified on the ticket.
  - (2) Stopovers will be permitted at any point which can be included in an itinerary constructed either by the use of a mileage routing or as specified in the published routing, unless such stopover is prohibited by the carrier's tariff or government.
  - (3) Stopover provisions for special fares (applicable to all fares for which stopovers other than at the point of turnaround are prohibited or restricted in number.) when travel at a through fare is interrupted by surface travel, either at intermediate points or at the point of turnaround, the points of disembarkation and reembarkation of the interrupted portion of travel will be considered together as one stopover or provided this occurs in the same country, the point of turnaround.
  - (4) Only one stopover is permitted at any single point on the itinerary of a journey travelled at a one way or half a round trip fare.
    - (a) The origin and destination or point of turnaround, as the case may be, may not be included in such itinerary more than once, regardless as to whether or not a stopover is made at such point.
    - (b) (Not applicable to travel which originates or terminates in Nigeria.) If travel involves a side trip to/from or via the country of origin, for which a separate fare is assessed, such side trip must be ticketed separately.
    - (c) When a transit point is used as the origin, destination of a side trip, that point will be counted as a stopover 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.
  - (5) Cancelled

## Rule 140 Routings

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

## Rule 144 SK Surcharges<sup>†</sup>

- (A) Application  
applicable to SK between the United States and areas  
2/3 From Scandinavia to area 1 and from Iceland to US.
  - (1)
  - (2) for SK fuel/insurance /paper ticket surcharge
- (B) Eligibility  
Not used
- (C) Period of validity  
This surcharge is applicable all year.
- (D) Surcharges
  - (1) Domestic/international fee on Transatlantic sectors for journey for economy class fares USD 170.00 when originating from US and 820 SEK/NOK/DKK when originating from Scandinavia
  - (2) Domestic/international fee on Transatlantic sectors for journey for premium economy class fares USD 250.00 when originating from US and 1200 SEK/NOK/DKK when originating from Scandinavia
  - (3) Domestic/international fee on Transatlantic sectors for journey for business class fares USD 700.00 when originating from US and 1500 SEK/NOK/DKK when originating from Scandinavia

This fee applies on departure. The domestic/international fee is charged at the time of ticket issuance and shown in the ticket/tax/fees/charges box.F

### Notes: - General information

- 1. A fuel/insurance surcharge will be assessed for any fare paying passenger when travel involves enplanement on any SK flight.
- 2. for passengers travelling via SK in both directions the fuel/insurance surcharge outlined below shall be applied twice except as noted.  
The above mentioned amounts only apply for the Transatlantic sectors.
- 3. The amount to be charged will be the USD/EUR amount converted into NUCS using the applicable IATA rate of exchange (IROE) at the time of ticketing.
- 4. The fuel/insurance surcharge will not apply to passengers who are travelling on any SK free ticket.
- 5. The fuel/insurance surcharge applies in addition to all other charges and is not subject to any discount.
- 6. Domestic/international fee will be collected as a YQ tax

## (E) Children's and infants' fares

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<sup>†</sup> Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 144 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

Rule 200 (children's and infants' fares) is not applicable to surcharges offered by this rule. children pay the full fuel/insurance/paper ticket surcharge.

Exception: Infants under 2 years of age not occupying a seat shall not be charged any fuel surcharge offered by this rule.

- (F) Reservations and ticketing  
Domestic/international fee will be collected as a YQ tax
- (G) Rules and discounts not applicable
  - (1) For SAS Domestic/international fee
    - Not applicable on Eurobonus award tickets
    - Not applicable on ID tickets
    - Not applicable for infants under 2 years of age
    - Not occupying a seat.

## Rule 145 Currency Applications

### Local currency fares and charges

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

(A)

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

(B)

Albania  
Armenia

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

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

Combination of local currency fares

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

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

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

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

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

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

#### Other Charges

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

MCOs for unspecified transportation and PTAs.

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

#### Currency Table

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

#### Local Currency Rounding Table

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

#### Currency Table

Abu Dhabi

(See United Arab Emirates)

Afghanistan

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

Albania

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

Algeria

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

American Samoa

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

Angola

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

Anguilla

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

Antigua and



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

Bosnia and Herzegovina			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency	-	1	Other Charges - 0.01
Botswana			
PULA	BWP	ROE:11.113232	Note -
Round Up: Local Currency	-	1	Other Charges - 0.1
Brazil			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency	-	1	Other Charges - 0.1
British Virgin Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency	-	1	Other Charges - 0.1
Brunei			
Darussalam			
Brunei Dollar	BND	ROE:1.385105	Note -
Round Up: Local Currency	-	1	Other Charges - 1
Bulgaria			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency	-	1	Other Charges - 0.01
Burkina Faso			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency	-	100	Other Charges - 100
Burundi			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency	-	1	Other Charges - 0.1
Cambodia			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency	-	1	Other Charges - 1.0
Cameroon			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency	-	100	Other Charges - 100
Canada			
Canadian dollar	CAD	ROE:1.323867	Note -
Round Up: Local Currency	-	1	Other Charges - 0.1
Cape Verde			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency	-	1	Other Charges - 0.1
Cayman Islands			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency	-	1	Other Charges - 0.1
Central African Republic			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency	-	100	Other Charges - 100
Chad			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency	-	100	Other Charges - 100
Chile			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency	-	1	Other Charges - 0.1
China			
Yuan Renminbi	CNY	ROE:7.145291	Note -
Round Up: Local Currency	-	10	Other Charges - 1
Chinese Taipei			
Dollar	TWD	ROE:31.279394	Note -
Round Up: Local Currency	-	1	Other Charges - 0.5

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

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

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

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

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

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



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

Tariff: IPR2  
Carrier: Scandinavian Airlines - SK

CTA No. 210 DOT No. 376

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

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

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

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

Notes:

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

Local Currency Rounding Table

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

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

Round Up: Local Currency - 100	Other Charges - 100
Anguilla	
EC Dollar XCD	Note 3
Round Up: Local Currency - 1	Other Charges - 0.1
Antigua and Barbuda	
EC Dollar XCD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Argentina	
Argentine Peso ARS	Note 1,3
Round Up: Local Currency - 1000	Other Charges -
1000	
Armenia	
Armenian Dram AMD	Note -
Round Up: Local Currency - 100	Other Charges - 10
Azerbaijan	
Azerbaijani	
Manat AZM	Note -
Round Up: Local Currency - 100	Other Charges - 10
Bahamas	
Bahamian Dollar BSD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Bangladesh	
Taka BDT	Note -
Round Up: Local Currency - 1	Other Charges - 1
Barbados	
Barbados Dollar BBD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Belarus	
Belarussian	
Ruble BYB	Note -
Round Up: Local Currency - 100	Other Charges - 10
Belize	
Belize Dollar BZD	Note 1
Round Up: Local Currency - 1	Other Charges - 0.1
Bermuda	
Bermudian	
Dollar BMD	Note 3
Round Up: Local Currency - 1	Other Charges - 0.1
Bolivia	
Boliviano BOB	Note 1
Round Up: Local Currency - 1	Other Charges - 0.1
Bosnia and Herzegovina	
Dinar BAD	Note -
Round Up: Local Currency - 1	Other Charges - 1
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 Lira	TRL		Note -
Round Up: Local Currency	- 1000		Other Charges - 100
Turkmenistan			
Turkmenistan Manat	TMM		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Uganda			
Uganda Shilling	UGX		Note -
Round Up: Local Currency	- 1		Other Charges - 1
Ukraine			
Hryvnia	UAH		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Uruguay			
Uruguayan Peso	UYU		Note -1,3
Round Up: Local Currency	- 100		Other Charges - 100
Uzbekistan			
Uzbekistan Sum	UZS		Note -
Round Up: Local Currency	- 100		Other Charges - 10

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 Part A<sup>†</sup>

- (A) Accompanied children and infants
  - (1) Fares for accompanied infants and children will be charged according to paragraph 1(e) below, provided:
    - (a) Infants under 2 years of age are accompanied by an adult passenger paying the applicable adult fare;
    - (b) Only one infant is permitted to accompany each adult passenger fare in order to apply the charge in paragraph 1(e);
    - (c) Children 2 years of age or over but under 12 years of age are accompanied by an adult passenger paying the applicable adult fare.
    - (e) Percentage shown shall be applied to the applicable adult fare
      - (i) Not used
      - (ii) Not used
      - (iii) (For Transatlantic carriage)
        - (aa) Accompanied infants under 2 years of age not occupying a seat will be charged 10 percent.
        - (bb) Accompanied infants under 2 years of age occupying a seat will be charged 75 percent.
        - (cc) Accompanied children 2 years of age to 12 years of age will be charged 75 percent.
        - (dd) (Applicable to/from the U.S. only) accompanied children 2 years of age to 12 years of age (see also rule 25(h)) will be charged 75 percent.
      - (iv) Not used
  - (2) not used
- (B) Not used
- (C) Miscellaneous fees and charges
  - (1) Unless otherwise specified in the applicable fare rule when the passenger fare for infants under 2 years of age not occupying a seat is 10 percent of the adult fare, miscellaneous fees and charges, if applicable shall be assessed as follows:
    - (a) Stopover charges – at 10 percent of the adult stopover charge;
    - (b) Any other charge or surcharge, or any

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<sup>†</sup> Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 200 are effective March 4, 2022 pursuant to Order No. 2021-A-3 of the CTA.

- cancellation, change or other fee shall be waived.
- (2) Each unaccompanied minor  
Travelling on SK shall be charged EUR50/USD70/CAD90 or  
equivalent amount in  
another currency. This is for each through  
journey from the point of embarkation to the point  
of disembarkation including any en route transfer  
points.  
Exception: If unaccompanied minors travel  
together for the entire journey,  
the charges for one child as  
outlined above shall apply.
- (D) Not used
- (E) The age limits referred to in this rule shall be those  
in effect on the date of commencement of carriage.

#### Rule 550 Passengers Occupying Two Seats

- (A) (Applicable to SK only) upon request and advance arrangement, passengers who need an extra seat beside due to physical dimensions or personal comfort, an extra seat can be provided against a charge. Valid on all SK flights on domestic, Intrascandinavian, and European flights in SAS go and SAS Plus. On intercontinental flights valid in SAS Go Only. Seat must be requested at time of reservation. The extra seat cannot be used for transporting extra baggage.
- (B) Not used

## Rule 854 SK'S Eurobonus Program

- (A) Application
- (1) Eligibility
- (a) Members of the Eurobonus program, who comply with the rules, regulations, conditions and limitations of this program, may accumulate points, and use Eurobonus awards and tickets to receive, based on the points accumulated, awards applicable for free/ discounted transportation on SK, and participating partners, except in countries where this program is prohibited.
- (b) Airline employees and their dependents and travel agency employees are not eligible to accrue points or benefits under the program when travelling at free or reduced fares.
- (2) General terms
- (a) This rule does not establish the complete rules, conditions and limitations of the Eurobonus program.
- (b) SK provides direct notice to Eurobonus program members of the rules, conditions and limitations of the Eurobonus program in material sent to members, including the Eurobonus program rules and member's guide and newsletters.
- (c) These rules, conditions and limitations include, without limitation, those related to the accumulation of points, the use and claiming of awards, the expiration of points and the sale or transfer of awards or points. SK has reserved the right to change the Eurobonus program rules, conditions, limitations, awards and special offers at any time.
- (d) SK also reserved the right to cancel the Eurobonus program with three months notice.
- (B) Conditions and point accumulation
- (1) Conditions
- Point credit will be issued to the member under whose account number the points have been accumulated.
- (2) Point Accumulation
- |                       |                           |
|-----------------------|---------------------------|
| (A) Membership Levels |                           |
| Blue Tier             | Automatic on Enrollment   |
| Silver Tier           | 30,000 points earned      |
| Gold Tier             | 90,000 points earned      |
| (B) Class of Service  |                           |
| Economy Class         | Actual Mileage            |
| Business Class        | Double the actual mileage |
| (C) (X)               |                           |

- (3) Redemption of points
- (a) All mileage presented for an award must be issued from the same Eurobonus program account number.
  - (b) Redemption of free award tickets will be accomplished by the member under whose account number the points have been accumulated, only at a SK ticketing location.
  - (c) Certificates and tickets deemed by SK to have been sold or bartered are void and will not be honored.
- (C) Capacity limitations  
The carrier shall limit the number of passengers carried on any given flight for travel governed by this Rule and seats may not 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 judgement as to the anticipated total passenger load.
- (D) Award structure
- (1) The Eurobonus award chart shown below reflects the number of points required for bonus travel to the chosen destination. The number of points required is based on a round trip flight in tourist class or Euroclass travel for one person. Eurobonus Awards may be subject to certain blackout dates designated by SK.

Award chart for bonus travel on SAS flights

To:	Denmark	Sweden/ Norway/ Finland	Europe 1*
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From:	Class	Number of Points		
Denmark	Tourist	10,000	20,000	20,000
	Euroclass	--	30,000	30,000
Sweden/ Norway/ Finland	Tourist	20,000	20,000	40,000
	Euroclass	30,000	30,000	60,000
Europe 1*	Tourist	20,000	30,000	30,000
	Euroclass	30,000	50,000	50,000
Europe 2	Tourist	30,000	40,000	40,000
	Euroclass	50,000	60,000	60,000
North America/ India	Tourist	50,000	50,000	50,000
	Euroclass	70,000	70,000	70,000
Far East (X)	Tourist	80,000	80,000	80,000
	Euroclass	130,000	130,000	130,000

Award chart for bonus travel on SAS flights

To:	Europe 2	Far East (X)	North America/ INDIA
From:	Class	Number of Points	
Denmark	Tourist	40,000	110,000
			70,000



	Euroclass	60,000	180,000	110,000
Sweden/ Norway/ Finland	Tourist	50,000	110,000	70,000
	Euroclass	70,000	180,000	110,000
Europe 1*	Tourist	30,000	110,000	70,000
	Euroclass	50,000	180,000	110,000
Europe 2	Tourist	50,000	110,000	70,000
	Euroclass	70,000	180,000	110,000
North America/ India	Tourist	50,000	70,000	70,000
	Euroclass	70,000	110,000	110,000
Far East/ (X)	Tourist	80,000	100,000	100,000
	Euroclass	130,000	160,000	160,000

Europe1\* – Austria/Belgium/Czech Republic/Estonia/Germany  
Hungary/Republic of Ireland/Latvia/Lithuania  
Luxembourg/The Netherlands/Poland/Russia  
Switzerland/United Kingdom

\* For bonus round trips booked  
between Germany and Norway/Sweden: Tourist  
class 40,000 points/Euroclass 60,000 points  
Europe2 – Croatia/France/Greenland/Iceland/Israel/Italy  
Portugal/Spain/Turkey

North  
America/  
India – United States/India

Far East – China/Japan/Singapore/Thailand

For a bonus flight between  
Bangkok and Singapore, 20,000 points are  
needed in tourist class and 30,00 points in  
Euroclass.

Award chart for SAS International Hotels

10,000 points entitle you to a bonus free  
overnight during the weekend  
(Fri-Sat, Sat-Sun Or Sun-Mon)

20,000 points entitle you to a bonus free  
overnight during the week  
(Mon-Fri)

Hotel awards only in conjunction w/a bonus flight  
exception: EBG members.

- (2) From time to time bonus points and special  
promotional awards will be offered by SK and  
participating airlines and free and reduced rates  
on hotels and rental cars may be provided courtesy

Tariff: IPR2  
Carrier: Scandinavian Airlines – SK

CTA No. 210    DOT No. 376

of hotels or rental car agencies. SK Eurobonus  
program participants will be fully advised of  
these additional features when applicable.

Tariff: IPR2  
Carrier: Scandinavian Airlines – SK

CTA No. 210    DOT No. 376

## Rule 9998 Sk-1 Table of Contents

Title	Rule No.
Acceptance of Baggage	97
Application of Tariff	5
Baggage Regulations	99
Carriage of Physically Handicapped Passengers	20
Definitions	1
Excess Value Charges for Baggage	125
Fares	133
First Class Dormette Seat Surcharge	300
Liability of Carrier	55
Refusal To Transport - Limitations of Carrier	25
SAS Intercontinental Sleeper Surcharge	144
Standard Format of Electronic Rules	2
Taxes	40
Transport of Disabled Passengers	21