

Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. HX1

containing
Local Rules, Fares & Charges
on behalf of

Hong Kong Airlines Limited

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

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

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Issued by:
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Rule 1 Definitions

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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, Madagascar, Mauritius, Reunion, Sao Tome and Principe and Seychelles.

Agreed stopping places means those places, except the place of departure and the place of destination, set forth in the ticket or shown in HX's timetables as scheduled stopping places on passenger's route.

Airline designator code means two-characters or three letters which identify particular air carriers.

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

Area no. 2 means all of Albania, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czech Republic, Denmark, Finland, France, Germany, Gibraltar, Greece, Hungary, Iceland, Italy, Liechtenstein, Luxembourg, Madeira, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Romania, San Marino, Slovakia, Spain, Sweden, Switzerland, Tangier, Turkey (in Europe and Asia), the Russian Federation (west of the Urals), the United Kingdom and Yugoslavia; all of Africa, Madagascar, Ascension Island; that part of Asia lying west of and including Iran, Islamic Republic of.

Area no. 3 means all of Asia except that portion included in Area no. 2 above; all of the East Indies; Australia; New Zealand; all islands of Indonesia, Malaysia, Micronesia and Polynesia (except Midway and Palmyra Islands); Guam; Wake Island; New Caledonia, Norfolk Island; and Tasmania.

Authorized agent means a passenger sales agent who has been appointed by HX to represent HX in the sale of air transportation over HX services and, when authorized, over the services of other air carriers.

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.

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.

Bankers buying rate (BBR) 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 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 (BSR) 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 instrument(s)), 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.

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

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

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

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

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

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

Civil Aeronautics board means Department of Transportation.

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

Conditions of contract means those statements contained in passenger's ticket or transaction record or Itinerary/receipt which include a summary of those Conditions of carriage, and important notice(s).

Conjunction ticket means a ticket issued to a passenger in conjunction with another ticket which together constitute a single contract of carriage.

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

Continental U.S.A. means the 48 Contiguous Federated States and the District of Columbia of the United States of America.

Country of commencement of transportation means the country from which travel on the first international sector takes place. If the first international sector is a surface sector, priced as an embedded surface sector, such sector shall constitute "travel" for the purpose of establishing the country of commencement of transportation.

Country of payment means the country where payment is made by the purchase to the carrier or its agent. payment by check, credit card or other banking instruments are deemed to have been made at the place where such instrument is accepted by the carrier or its agent.

Convention means whichever of the following instruments is Applicable to the contract of carriage. The convention for the unification of certain rules relating To international carriage by air, signed at Warsaw, 12 October 1929; or The Warsaw Convention as amended at the Hague on 28 September 1955; or The convention for the unification of certain rules for International carriage by air, signed at Montreal, May 28, 1999 (herein after the "Montreal Convention").

CTA means Canadian Transportation Agency.

Damage includes death, injury, delay, loss, partial loss or other damage of any nature arising out of or in connection with carriage or other services incidental thereto performed by HX.

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

Days means full calendar days, including Sundays and legal holidays, provided that for purposes of notification the balance of the day upon which notice is dispatched shall not

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

Deadline means:

Reservations: the minimum/maximum number of days/months before the day of departure by which reservations must be confirmed.

Ticketing: the minimum/maximum number of days/months before the day of departure or the minimum/maximum number of hours/days after reservation by which payment and ticketing must be completed; issue date of a PTA constitutes the ticketing date.

Notes:

- (1) Before departure: the definition refers to the first flight of the pricing unit.
- (2) After departure: the definition refers to subsequent flights of the pricing unit.
- (3) For the purpose of determining a deadline expressed in months it shall mean a period of time before a given date in one month to the corresponding date in a previous month.

Exceptions

where the corresponding date does not exist in a shorter, earlier month, then the month(s) shall mean from a given date in one month to the last day of such shorter earlier month.

for example:

Departure date: 30 March

one month before departure: 28/29 February

when the 'given date' is the last day in one month, then the corresponding date in an earlier month must be the same date, with the exception of earlier months that do not have that same date.

for example:

Departure date: 31 March

One month before departure: 28/29 February

Departure date: 28/29 February

One month before departure: 28/29 January

Departure date: 30 April

Three months before departure: 30 January

Departure date: 31 July

One month before departure: 30 June

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

Electronic coupon means an electronic flight coupon or other value document held in HX's database.

Electronic ticket means the transaction record or Itinerary/receipt issued by HX or on HX's behalf, the electronic coupons and, if applicable, a boarding document.

Europe means that area comprised of Albania; Algeria; Andorra; Austria; Azores; Belgium; Bulgaria; Canary Islands; Croatia; Czech Republic; Denmark; Finland; France; Germany; Gibraltar; Greece; Hungary; Iceland; Ireland; Italy; Liechtenstein; Luxembourg; Madeira; Malta; Monaco; Morocco;

Netherlands; Norway; Poland; Portugal; Romania; Russian Federation (west of Urals); San Marino; Serbia; Slovakia; Slovenia; Spain; Sweden; Switzerland; Tunisia; Turkey (in EUROPE and Asia); and United Kingdom.

Excess baggage charge means charges applied to baggage checked in excess of free or paid baggage allowance.

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.

Flight means a journey by aircraft or by other means of transportation including surface transportation.

Flight coupon means that portion of the ticket that bears the notation "good for passage" or in the case of an electronic ticket, the electronic coupon, and indicates the particular places between which passengers are entitled to be carried.

Foreign air transportation means transportation between a point in the United States and a point outside thereof. HX's regulations means rules, other than these conditions, published by HX and in effect on date of ticket issue, governing carriage of passengers and/or baggage and shall include any applicable tariffs in force.

Iberian Peninsula means the area comprised of Spain, Portugal, Gibraltar and the Balearic Islands.

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

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

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

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

Itinerary/receipt means a document or documents HX issues passengers traveling on electronic tickets that contains information and notices required under the convention.

Local currency fares means fares and related charges expressed in the currency of the country of commencement of travel; with the exceptions shown in table in Rule 145 for Those countries where the US Dollar or EURO is used for Local currency.

Middle east means the area comprised of Bahrain, Cyprus, Egypt (Arab Republic of Egypt), Iran, Islamic Republic of, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, Syria, Syrian Arab Republic, United Arab Emirates (Abu Dhabi, Ajman, Dubai, Fujairah, Ras-El-Khaimah, Sharjah, Umm Al Qaiwain) and Yemen, Republic of.

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

Normal fare means the full fare established for a normal, regular or usual service, the application of which is not dependent upon any specially limited period of ticket validity or other special circumstances. unless otherwise specified for the application of provisions of this tariff, normal fares shall be considered to include all year one-way, round, circle and open jaw trip fares, first class, tourist/coach class, thrift class, premium economy class, economy class, executive full facilities, one class and standard class service fares, on-season (peak) and off-season (basic) fares and business class fares.

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

NUC means the neutral unit of construction.

On-line tariff data base means the remotely accessible, on-line version, maintained by the filer, of (1) the electronically filed tariff data submitted to the "official D.O.T. tariff database," and (2) the departmental approvals, disapprovals and other actions, as well as departmental

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

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

Other charges means charges such as taxes/fees/charges, flight related services, merchandising related service, ticket related services etc., 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 or passenger receipt means that portion of the ticket issued by hx or on hx's behalf, which is so marked and which ultimately is to be retained by passenger. prepaid ticket advice (PTA) means the notification by teletype commercial wire or mail that a person in one city has requested the issuance of prepaid transportation to a person in another city.

Rebooking means a change to the reservations data without a change of ticketed points.

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

Related charges means fare related charges such as cancellation penalties, non-refundable amounts, rebooking and rerouting charges, refund/reissue overrides, stopover charges, weekend surcharges etc., and excess baggage charges.

Rerouting means any change to ticketed points.

ROE means rate of exchange.

Round trip which is equivalent to return journey, means:

1. Travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or
2. Travel from one point to another and return by an air route different from that used outbound, for which the same normal, through, one way fare is established.

Scandinavia means the area comprising Denmark, Norway and Sweden.

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

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

South East Asia means the area comprised of Brunei Darussalam, Cambodia, China, Guam, Hong Kong Sar, Indonesia, People's Democratic Republic of Laos, Malaysia, Mongolia, Myanmar, Philippines, Singapore, Taiwan, Province of, Thailand, Russian Federation (east of the Urals) and Vietnam.

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

Special fare means a fare other than a normal fare.

Special drawing rights are an international unit of account based upon the values of several leading currencies. The currency values of the special drawing right fluctuate and are re-calculated each banking day. These values are known to most commercial banks and are reported regularly in leading financial journals.

Status fares means fares that are only available to designated categories of passengers after meeting eligibility requirements accompanied by passenger type description.

Stopover means a planned interruption of passenger's journey, at a point between the place of departure and the place of destination, to which hx have previously agreed. ticket means either the document entitled "passenger ticket and baggage check" or the electronic ticket, in each case issued by hx or on HX's behalf and including conditions of contract, notices and passenger coupons contained in it. ticketed point means any point(s) shown in the "good for passage" section of the ticket plus any point(s) used for fare construction and shown in the "fare construction box" of the ticket.

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

Transaction record means a document or documents issued to passengers purchasing an electronic ticket by means of an auto teller machine (ATM).

Unchecked baggage means any baggage other than checked baggage including all items brought by passenger into the aircraft cabin in accordance with HX's regulations.

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

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

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

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

Rule 2 Standard Format of Electronic Rules

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Rule Title/Application (Category **)

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

Eligibility (Category 1)

Intentionally left blank

Day/Time (Category 2)

Intentionally left blank

Seasonality (Category 3)

Intentionally left blank

Flight Application (Category 4)

Intentionally left blank

Advance Reservations/Ticketing (Category 5)

(1) Advance Purchase Fares

requires that reservations be made, and payment and ticketing be completed prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each advance purchase fare rule. any voluntary changes in reservation(s)/ticket(s) after a ticket(s) has been issued will result in the imposition of a charge or penalty by the carrier concerned, as indicated in category 16 of the applicable fare rule.

(2) Group Fares (including group inclusive tour fares)

requires that reservations be made, and tickets for all members of the group be issued and paid for prior to commencement of outbound travel.

Minimum Stay (Category 6)

(1) Stated in days:

As used herein, the minimum stay period means the number of days, counting from the day after commencement of outbound travel for the transpacific sector (in the case of transpacific fares) to the earliest day return travel for the transpacific sector (in the case of transpacific fares) may commence.

(2) Stated in months:

As used herein, the minimum stay period means the

number of months, counting from the day of commencement of outbound travel for the transpacific sector (in the case of transpacific fares) to the earliest day return travel for the transpacific sector (in the case of transpacific fares) may commence.

Maximum Stay (Category 7)
Intentionally left blank

Stopovers (Category 8)
Intentionally left blank

Transfers (Category 9)
Intentionally left blank

Permitted Combinations (Category 10)
Intentionally left blank

Blackout Dates (Category 11)
Intentionally left blank

Surcharges (Category 12)
Intentionally left blank

Accompanied Travel (Category 13)
Intentionally left blank

Travel Restrictions (Category 14)
Intentionally left blank

Sales Restrictions (Category 15)
Intentionally left blank

Penalties (Category 16)

- (1) Rerouting of advance purchase and group fare passengers unless otherwise specified, voluntary reroutings are not permitted but will be subject to the provisions specified in the category of the fare rule.
- (2) Advance Purchase Fares
 - (a) Prior to departure
 - (i) In the event of cancellation by the passenger or failure to use confirmed space as ticketed prior to or at departure time for any reason, except as provided in (ii) and (iii) below, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each advance purchase/advance purchase excursion rule.
 - (ii) Full refund will be made in the event of:
 - (aa) Death or illness of the prospective passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);
 - (bb) An increase in the advance purchase fare after a ticket has been issued, and the passenger desires to cancel;
 - (cc) On flights to or from the U.S., where a

reservation has been made one week or more prior to scheduled departure and is cancelled within 24 hours after reservation is made.

- (iii) If, after issuance of the ticket, schedule changes by the carrier(s) create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty.
- (b) After departure
 - (i) In the event of cancellation by the passenger or failure to use confirmed space as ticketed after travel has commenced, except as provided in (ii) below, refund will be the difference between the fare paid and the applicable fare for the transportation used less the non-refundable amount specified in the applicable rule.
 - (ii) In the case of death en route of a member of a family traveling together, the surviving member(s) will be permitted a rerouting of the balance of the journey without penalty.
- (c) After the ticket has been issued, the non-refundable portion of the fare shall not be used as credit towards payment of any other fares. however, an advance purchase fare ticket may be upgraded to another fare type, only as specified in the applicable rule, subject to all conditions of the new fare, in which case the original non-refundable amount shall still not be refundable. The "NONREF/APEX" entry shall continue to be carried in the "form of payment" box of the new ticket and any subsequent reissues.
- (3) Group Fares (including group inclusive tour fares) group fare and their terms and conditions shall be referred to HX's responsible offices in USA and Canada. for ticketed group, no change shall be allowed except special reasons initiated from airlines (e.g. flight cancellation or change, etc); if any special cases rose from passengers, date change is allowed in a condition of charge collection. Penalty charge of force majeure, illness and death.

Higher Intermediate Point (Category 17)
Intentionally left blank

Ticket Endorsements (Category 18)
Intentionally left blank

Children's Discounts (Category 19)
Intentionally left blank

Tour Conductor Discounts (Category 20)
Intentionally left blank

Agent Discounts (Category 21)

Intentionally left blank
All Other Discounts (Category 22)
Intentionally left blank

Miscellaneous Provisions (Category 23)
Intentionally left blank

(Category 24)
Currently not available

(Category 25)
Currently not available

Groups (Category 26)

- (1) Group Size
A minimum group size refers to the minimum number of adult fare paying passengers. In order to determine the minimum group size, child and infant paying the applicable adult fare, will be counted as one adult fare paying passenger.
- (2) Group Travel Requirements
a group is required to travel together on the same flight(s).

Tours (Category 27)

- (A) Individual and Group Inclusive Tour Requirements
 - (1) Except as otherwise noted, 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.
 - (2) Except as otherwise noted, 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 must be paid for in full prior to commencement of travel and price of tour features and facilities may not be less than amount specified in this category of particular fare rule.
- (B) Minimum Tour Price
 - (1) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour plus a specific amount.
 - (2) 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.

Visit Another Country (Category 28)
Intentionally left blank

Deposit (Category 29)

Intentionally left blank

Rule 5 Application of Tariff

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(A) General

- (1) This tariff shall apply locally via the services of HX or jointly via the services of HX with other participating carriers in this tariff.
- (2) Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in rule 55 with respect to tariff C.A.B. No. 901, NTA(A) No. 559 published by Airline Tariff Publishing Co., agent. Any such limitation or condition in any rule herein except to the extent provided in Rule 55 is not a part of tariff C.A.B. No. 901, NTA(A) No. 559 filed with the department of transportation. Nothing in this tariff modifies or waives any provision of the convention.
- (3) This tariff shall apply to carriage of passengers and baggage including all services incidental thereto performed by carrier under local and joint rates and charges of carrier contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage.
- (4) Fares and charges or monetary amounts shown in dollars or cents are stated in terms of U.S. currency except where fares and charges or monetary amounts are specifically stated as being published in Canadian currency or other currency.
- (5) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.
- (6) The rates, fares, charges, classifications, rules, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty, convention or agreement entered into between that country and Canada, in accordance with the provisions of the applicable treaty, convention or agreement.
- (7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries contained in the on-line tariff database maintained by Airline Tariff Publishing Company, agent on behalf of

- HX are considered to be part of this tariff.
- (B) Gratuitous carriage with respect to gratuitous carriage, carrier reserves the right to exclude the application of all or any part of this tariff.
 - (C) Change without Notice
Except as may be required by applicable laws, government regulations, orders and requirements, carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.
 - (D) When rules or provisions in this tariff or tariffs governed hereby provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the percentage conversion instruction of this tariff.
 - (E) Effective Rules, Fares and Charges
Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by carrier and shall be those in effect on the date of commencement carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not applicable fares or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.

Exception: (Applicable only to sales and tickets issued in the U.S.A./Canada/Mexico, for HX local or joint transportation originating in the U.S.A./Canada/Mexico) no increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:

- (1) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket);
- (2) The originating flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.

Note: The provisions of sub-paragraph (1) and (2) above will not apply to tickets issued at published standby fares.

- (3) This provision shall apply only to the passenger to whom the ticket was originally issued. Furthermore, this provision will not apply to sales made outside of the area comprised of the

U.S.A./Canada/Mexico for tickets to be
issued in the U.S.A./Canada/Mexico.

Rule 6 Classes of Service

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On the fare pages the fares are designated "Economy Class" Or "Premium

Economy Class" or "Business Class" or "First Class".

- (B) "Economy Class" fares apply when travel is:
in the economy class/tourist class section will be located in the area of the aircraft designated by the carrier as economy class. Passengers seated in the economy class section will be provided economy class service.
- (C) "Business Class" fares apply when travel is:
in the business class section will be located in the area of the aircraft designated by the carrier as business class. Separate check-in facilities will be provided for passengers in business class seating where such facilities exist. Passengers seated in the business class section will be provided business class service.
- (D) "Premium Economy Class" fares apply when travel is:
in the premium economy class section will be located in the area of the aircraft designated by the carrier as premium economy class. Passengers seated in the premium economy class section will be provided premium economy class service.
- (E) "First Class" fares apply when travel is:
in the first class section will be located in the area of the aircraft designated by the carrier as first class. Passengers seated in the first class section will be provided first class service.

Rule 18 Security Surcharges, Processing Fees and Airport Construction Fee

Issued: February 29, 2024

Effective: February 29, 2024

(A) Security Surcharges

- (1) A security service charge of HKD 55 will be collected from each passenger of any age group during ticket issuance worldwide for each departure out of Hong Kong.
- (2) The amount to be charged will be incorporated in fare calculation as in "I5" surcharge, by converting HKD 55 into NUC using the applicable IATA rate of exchange (IROE).
- (3) The security service charge will apply to passengers departing Hong Kong including through passengers with stopover(s) in Hong Kong.
- (4) The security service charge HKD 55 shall apply to all types of passengers transferring or transiting Hong Kong SAR regardless of class of travel and the type of fare used including CH/IN/AD/ID/FOC ticket etc. this charge is not subject to any exemption.
- (5) The HX security service charge is interlineable and applicable to interline service charge.

(B) Processing Fees

- (1) Processing Fees will be collected for all travel sectors in the amount below on any ticket purchase under Hong Kong Airlines official website and official mobile application as respective point of origin

RESPECTIVE DEPARTURE REGION (POINT OF ORIGIN)	PROCESSING FEES WITH EQUIVALENT TO DISPLAY CURRENCY IN HKA OFFICIAL WEBSITE AND OFFICIAL MOBILE APPLICATION* (BY NUMBER OF TRAVEL SECTOR)
MAINLAND CHINA REGION	USD 3.6 / CNY 26
TAIWAN CHINA REGION	USD 4.5 / TWD 140
JAPAN REGION	USD 3.3 / JPY 480
VIETNAM REGION	USD 4.2
THAILAND REGION	USD 4.0 / THB 140
KOREA REGION	USD 3.4 / KRW 4,500
INDONESIA REGION	USD 4.3 / IDR 65,000
MALDIVES REGION	USD 4.2
THE UNITED STATES	USD 4.2

* subject to exchange rate and currency fluctuation, the updated sectors with amount shall be displayed on any ticket purchase under Hong Kong Airlines official website and official mobile application

- (2) The collection is subjected to the number of travel sector(s) in the ticket issued.
- (3) The collection is valid on any ticket purchase under Hong Kong Airlines official website and official mobile application.

- (4) The collection level is subjected to the first sector departure origin and is not valid with first travel sector departure from Hong Kong International Airport.
- (5) The actual collection level is subjected to the display currency under Hong Kong Airlines official website and official mobile application.
- (6) The collection is valid for all passengers including adult, children and infants.
- (7) The collection is non-refundable item except point of origin Korea and any involuntary situation such as cancellation of flights operated by Hong Kong Airlines.
- (8) The collection is not valid for any ticket re-issues if the collection has been included in the previous transaction.

(C) Airport Construction Fee

- (1) An Airport Construction Fee will be collected on all flight tickets departing or transit / transfer at Hong Kong International Airport as shown in the table below:-

For Origin-Destination Passengers

ORIGIN-DESTINATION PASSENGERS	FIRST / BUSINESS CLASS	ECONOMY CLASS
Long Haul	HKD180 PER PASSENGER	HKD160 PER PASSENGER
Short Haul	HKD160 PER PASSENGER	HKD90 PER PASSENGER

For Transit/Transfer Passengers

TRANSIT/TRANSFER PASSENGERS	FIRST / BUSINESS CLASS	ECONOMY CLASS
LONG HAUL	HKD180 PER PASSENGER	HKD160 PER PASSENGER
SHORT HAUL	HKD160 PER PASSENGER	HKD70 PER PASSENGER

Rule 20 Transportation of Persons with Disabilities (Part A -
Applicable To/From Canada)

Issued: February 29, 2024

Effective: February 29, 2024

- (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 time of the refusal.
- (B) **Acceptance FOF Declaration of Self-Reliance**
Except for applicable safety-related rules and regulations, the carrier will accept the determination made by or on behalf of a person with a disability as to self-reliance. Once advised that he or she is "self-reliant," the carrier shall not refuse such passenger transportation on the basis that the person with a disability is not accompanied by a personal attendant or based on the assumption that the passenger may require 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 the carrier.
- (C) **Medical Clearance**
A carrier will not automatically require a medical certificate from persons with disabilities as a condition of travel. Rather, a carrier 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, or that of other passengers cannot be guaranteed. Where a carrier refuses to transport a passenger for such reasons, a written explanation must be provided at the time of refusal.
- (D) **Advance Notice**
Where a passenger requests a service set out in this rule at least 48 hours prior to departure, the carrier will provide the service. Such requests should be made by the passenger at the time of reservation, and as far in advance of travel as possible. Where a passenger requests a service less than 48 hours prior to departure, the carrier will make a reasonable effort to provide the service.
- (E) **Seating Restrictions and Assignments**
When a person identifies the nature of his or her disability, the carrier 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.

persons with disabilities and their attendants will, if they so request, be seated together or in other seating arrangements of their choice.

(F) Acceptance of Aids

In addition to the regular baggage allowance, the carrier 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, the carrier will, without charge, permit the person to store a manually operated folding wheelchair and small aids in the passenger cabin during the flight.

the assembling and disassembling of mobility aids is provided by the carrier 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.

(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 person is moving between the terminal and the door of the aircraft;
- (3) where space and facilities permit, while the person is moving between the terminal and the passenger seat.

(H) Service Animals

The carrier will accept for transportation, without charge, a service animal required to assist a person with a disability provided that the animal is properly harnessed and certified, in writing, as having been trained by a professional service animal institution, to accompany the person on board the aircraft and to remain on the floor at the person's passenger seat. for the comfort of all passengers, the carrier staff will determine, in consultation with the person with a disability, where the person and service animal will be seated. Should injury or death of a service animal result from the fault or negligence of the carrier, the carrier will undertake to provide expeditiously, and at its own expense, medical care, or replacement of the animal.

(I) Services to Be Provided to Persons with Disabilities

The carrier 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 time 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 on emergency procedures and the layout of the cabin.

(J) Boarding and Deplaning

Persons with disabilities needing assistance with boarding and deplaning may be required to board separately (normally prior to all other passengers) and disembark separately normally after all other passengers.

Transport of Persons with Disabilities Part B
(Applicable for Travel To/From The USA)

(A) Definitions

A disabled passenger is any individual who has a physical or mental impairment that, on a permanent or temporary basis, substantially limits one or more major life activities, has a record of such an impairment, or is regarded as having such an impairment.

Passengers shall be considered disabled when their physical, medical or mental condition requires individual attention on enplaning, deplaning, during flight, in an emergency evacuation or during ground handling which is normally not extended to other passengers. This requirement will become apparent from special requests made by the passengers and/or their family or by a medical authority, or from obvious abnormal, physical or mental conditions observed and reported by airline personnel or industry-associated persons (travel agents, etc.) on flights to or from the United States.

- (1) Ambulatory/Non Medical Case - a person who is able to move about within the aircraft unassisted. passengers who are able to reach the aircraft exit in case of an emergency. Passengers with 'minor' physical disabilities, e.g. blind (blind) or deaf (deaf). Expectant mothers in normal health if

- confinement is not expected for at least 4 weeks.
- (2) Non-Ambulatory/Medical Case - a person who is incapable of self-care during a flight. passengers whose conduct, mental status or physical condition may render them incapable of caring for themselves without assistance. Stretcher cases, i.e. passengers who cannot use the standard airline seat in an upright position, and thus require a stretcher. Passengers whose carriage might cause unusual hazard or risk to themselves, to other persons or to the safety of the flight. expectant mothers, if confinement is expected within 4 weeks. Premature babies. Even for healthy newborn babies, air travel is not recommended within the first 7 days after birth. passengers addicted to drugs being flown back to their place of origin.
 - (3) Self-Reliant - a person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on board attention beyond that afforded to the general public. Except that assistance in boarding and deplaning may be required.
 - (4) Non-Self-Reliant - a person who is incapable of self care during a flight.
 - (5) Determination of Self-Reliance - HX will accept the determination of a person with a disability as to self-reliance, applicable to/from the USA when the passenger's journey originates in the USA.
 - (6) Assistant (Personal Attendant) - an able-bodied person physically capable of assisting a disabled passenger to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required.
 - (7) Wheelchair-Bound Athlete - a non-ambulatory person with upper body and arm development such as to make him/her physically capable of egressing an aircraft in an emergency with minimal assistance, and who is a member of a bona-fide sports organization.
 - (8) Random Seating - the assignment of any passenger seat on the main deck of an aircraft except a seat in a row of seats at an emergency exit.
 - (9) Planned Seating - the assignment of passenger seats at or near the end of an evacuation line to an exit which, in general, will be floor level exit.
- (B) Acceptance of Disabled Passenger
- (1) HX will accept the disabled person's determination as to self-reliance.
 - (2) HX will accept for carriage any passenger whose mental or physical condition is such as to render him/her incapable of caring for him/herself without assistance, provided:
 - (a) he/she is accompanied by an assistant who will be responsible for caring for the passenger en-route*, and

- (b) with the care of such assistant, he/she will not require attention or assistance beyond that usually provided by carrier's employees*, or
- (c) Any assistance required by the passenger is outlined in paragraph (h) below*.
 - *on flights to or from the US, a safety assistant will be required for (i) a passenger traveling in an incubator, (ii) a passenger who, because of a mental disability, cannot comprehend or respond appropriately to safety instructions, (iii) a passenger with a severe mobility impairment who is unable to physically assist in his or her own evacuation of the aircraft, (iv) a passenger who has both severe hearing and vision impairments and cannot establish a means of communication with carrier personnel to permit transmission of the safety briefing and assist in his or her own evacuation of the aircraft in case of emergency. If HX determines a passenger meeting any of these criteria must travel with a safety assistant, contrary to the passenger's self-assessment, HX will not charge for carriage of the safety assistant. If a passenger voluntarily chooses to travel with a safety assistant or personal care attendant, HX may charge for such person's transportation.

- (3) Disabled passengers will be accepted for transportation as outlined in the following:

Disability	Assistant Required
Blind	No
Deaf	No
Blind and Deaf	Yes

(Except that on flights to or from the US, an assistant will be required where the passenger has both a severe hearing and vision impairment such that the passenger cannot establish a means of communication with HX personnel to permit transmission of the safety briefing and assist in his or her own evacuation of the aircraft in case of emergency)

Mentally handicapped/self-reliant	No
Mentally handicapped/non-self-reliant	Yes

(except that on flights to or from the US, an assistant will be required when, because of a mental disability, the passenger is unable to comprehend or respond appropriately to safety instructions)

Ambulatory/self-reliant	No
Ambulatory/non-self-reliant	Yes

(Except that on flights to or from the US, an assistant will be required when, because of a severe mobility impairment, the passenger is unable to assist in his or her own evacuation of the aircraft)

Note: (Applicable to the above disability)

The maximum no. Per flight: No limit
 (however, if the number of such passengers to be carried in our flight impose additional requirement on number of cabin crew, HX reserves the right to restrict the acceptance of such passengers.)

Disability		Assistant required
Non-ambulatory/non-self-reliant	Yes	
Non-ambulatory/self-reliant	Yes	

-(except that on flights to or from the US, An assistant will be required when, because of a severe mobility impairment, the passenger is unable to assist in his or her own evacuation of the aircraft)

(4) Medical clearance

HX reserves the right to require a medical clearance from medical authorities if travel involves any unusual risk or hazard to the passenger or to other persons (including, in cases of pregnant passengers, unborn children). (except that on flights to or from the US, company medical clearance will be required only where there is a legitimate medical reason for believing a passenger cannot complete the flight without requiring extraordinary medical assistance or would pose a direct threat to the health or safety of other persons on the flight).

(C) Seating Restrictions

Disabled passengers will not be permitted to occupy seats in designated emergency exit rows, over-wing emergency exit rows or where the ventral stair may have to be used as an emergency exit or the upper deck of an aircraft.

(D) Reservation/Check-In Requirements

Reservations and request for additional services per paragraph (H) of this rule should be made at least 48 hours in advance of departure, advising the carrier as to the nature of the disability and assistance required, so that arrangements can be made. HX will make every effort to accommodate passengers who fail to make reservation 48 hours in advance.

Example of specifying limit of passenger with a disability by aircraft type (HX) persons with disabilities will be accepted for transportation as outlined in the following: (except on flights to or from the US, where the number of disabled passengers will not exceed the number of floor level exits on each aircraft type):

Non-ambulatory/non-self-reliant (WCHC)

Non-ambulatory/self-reliant (WCHP)

	Seating Type	Aircraft Type
	A330/A350	A320
Random WCHP/WCHC without attendant	4	3
Random WCHP/WCHC extra with attendant	3	2
Planned WCHP/WCHC without attendant	4	3
Planned WCHP/WCHC	3	2

extra with attendant		
Total random/planned seating	14	9
Maximum of WCHC with attendant	2	2
Additional no. of WCHP athletes	7	5

Note 1: The maximum number of non-ambulatory passengers shown in the tables refers to accompanied and unaccompanied passengers.

Note 2: WCHC passengers must be attended and must be included in computing the total allowable in planned and random seating.

Note 3: Planned seating will be in accordance with transport Canada guidelines and published in the airline's tariffs.

(E) Fares for Persons with Disabilities

Passengers with disabilities may travel via any fare type offered subject to the governing rules for the fare type being used.

(F) Acceptance of Mobility Aids

In addition to the regular free baggage allowance provided in Rule 115 Baggage, HX will accept the following items which must be stowed in the baggage compartment (on flights to or from the US, at no extra charge). HX reserves the right to refuse transportation of wheelchairs and batteries and oxygen bottle in the cabin where government regulations prohibit such carriage:

- (1) Manually operated wheelchairs and walkers
- (2) wheelchairs with non-spillable batteries with terminals disconnected and taped.
- (3) wheelchairs with spillable wet cell batteries on certain types of aircraft with terminals disconnected and taped providing they can be securely fastened in an upright position and protected against contact with other articles. HX requires 48 hour notice for carriage of spillable wet cell battery operated wheelchair.
- (4) wheelchairs with spillable wet cell batteries
 - (a) On containerized aircraft such as A350/A330/A320 when loaded in a LD3 baggage container in an upright position (at no cost to the passenger). Batteries must be disconnected at both terminals, capped to prevent short circuits and must be secured to the wheelchair with non-conductive material;
 - (b) wheelchair in a non upright position: on narrow-body aircraft such as DC9/B727 the battery must be removed and stored in a kimpack battery kit which is available from the carrier at no cost to the passenger.
 - (c) Passengers are requested to check in at least 1 (one) hour prior to flight departure.
- (5) Crutches and canes may be retained in the passenger's custody provided they are stowed in accordance with carrier's safety regulations.

- (6) If an aircraft's design does not permit the carriage of these aids, HX will inform the passenger about alternative transportation arrangements available for these aids.
 - (7) In addition to the above, where space permits, HX will provide one manually operated folding wheelchair per flight to be stored in the passenger cabin without charge.
 - (8) Where a mobility aid cannot be carried in the passenger cabin, HX will provide assistance in disassembling and packaging the aid, unpacking and reassembling the aid, and returning the aid promptly on arrival at the person's destination, all without charge.
 - (9) If a mobility aid is damaged or lost, HX will immediately provide a suitable temporary replacement without charge. If a damaged aid can be repaired, HX will arrange, at its expense, for the prompt and adequate repair of the aid and return it to the passenger as soon as possible. If a damaged aid cannot be repaired promptly and adequately, or is lost and cannot be located within 96 hours after the passenger's arrival, HX will, at its discretion, replace it with an identical one to the passenger, or reimburse the passenger for the full replacement cost of the aid.
 - (10) If a temporary replacement aid has been provided, a passenger shall continue to have the use of that aid:
 - (a) Until the time the passenger's (repaired) aid is returned, or
 - (b) Until a reasonable period for the replacement of the aid has elapsed, where HX has taken steps to, at its discretion, replace the aid or reimburse the passenger.
- (G) Refusal to Transport and Subsequent Refund
Carrier is not liable for its refusal to transport any passenger or for its removal of any passenger in accordance with the preceding paragraphs of this rule, but such carrier will, at the request of the passenger, refund in accordance with Rule 90 Refunds - (D) Involuntary Refunds.
- (H) Services to be provided to persons with disabilities
assistance will be provided to persons with disabilities as shown below when requested at least 48 hours prior to departure. A reasonable effort will be made to accommodate requests not made within this time limit.
- (a) Registration at the check-in counter;
 - (b) Proceeding to the boarding area, boarding, deplaning, stowing and retrieving of checked and carry-on baggage;
 - (c) Other than by carrying, in moving to/from an aircraft washroom, including assisting a passenger in using an onboard wheelchair where one is available;
 - (d) Serving regular and special meals where available

and providing limited assistance with such meals, including cutting of large food portions, opening of packaging, identifying objects;

- (e) Inquiring periodically during flight about a passenger's needs;
- (f) Transferring a person with a disability between mobility aids, or between a mobility aid and an aircraft seat;
- (g) In proceeding to the general public area or, where a person with a disability is changing to a flight of another carrier within the same terminal, to a representative of the receiving carrier.

Rule 25 Refusal to Transport - Limitations of Carriage

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(A) Refusal, Cancellation or Removal

- (1) HX may refuse to carriage of the passenger and baggage if for the reasons of safety and security, HX determines in reasonable discretion that it is necessary, or if HX has notified the passenger in writing that they would not at any time after the date of such notice carry the passenger on any flights due to any following violations:
 - (a) when such action is necessary in order to comply with any applicable laws, regulations, or orders of any state or country to be flown from, into or over; or
 - (b) The passenger refuses HX requests for information about himself/herself including information required by government authorities; or
 - (c) The passenger is, or HX reasonably believes to be, in unlawful possession of drugs; or
 - (d) The passenger has used threatening, abusive or insulting words or has behaved in a threatening, abusive, insulting or disorderly way towards our ground staff or a member of the crew; or
 - (e) The passenger has deliberately interfered with a member of the crew carrying out their duties; or
 - (f) The passenger has committed a criminal offense during the check-in boarding processes or on board the aircraft; or
 - (g) The passenger has refused to submit to a security check for himself/herself or baggage, or having submitted to such a check, passenger fails to provide satisfactory answers to security questions at check-in or at the boarding gate, or passenger fails a security profiling assessment/analysis, or tampers with or remove any security seals on their baggage or security stickers on their boarding pass; or
 - (h) The passenger has not fully paid the applicable fare, taxes, fees, charges or surcharges in which event, HX may suspend his/her ticket until all outstanding amounts paid and cancel the ticket if the passenger fails to pay within a reasonable time; or
 - (i) The passenger does not appear to have valid travel documents; or
 - (j) The passenger seeks to enter a country through which he/she is in transit; or
 - (k) The passenger destroys travel documents during flight; or
 - (l) The passenger refuses to surrender their

- travel documents to the flight crew, against receipt, when so requested by HX; or
- (m) The passenger presents a ticket that has been altered by anyone other than HX or their authorized agent or is invalid, or is spoiled, torn, damaged, mutilated or has been tampered with. HX has the right to retain such ticket; or
 - (n) HX presents a ticket that has been acquired unlawfully; or
 - (o) HX presents a ticket that has been reported as being lost or stolen; or
 - (p) HX presents a ticket that is a counterfeit ticket; or
 - (q) The passenger cannot prove that he/she is the person named on the ticket; or
 - (r) The passenger has refused or failed to undergo a health screening or health examination requested by HX or by a government or enforcement agency; or
 - (s) The passenger fails to comply with the requirements concerning coupon sequence and use, or he/she presents a ticket which has been issued or altered in any way, other than by HX or their authorized agents; or
 - (t) The passenger has failed to arrive at the boarding gate in time; or
 - (u) The passenger has failed to present himself/herself for check-in time; or
 - (v) The passenger fails to observe HX instructions; or
 - (w) The passenger has committed one of the acts or omissions referred to above on or in connection with a previous flight and HX believes he/she may repeat such behavior; or
 - (x) The passenger tries to travel while a refusal of carriage notice HX has served on the passenger is in force.
- (2) If HX has, in the exercise of reasonable discretion, refused to carry the passenger or removed him/her en route for any of the above reasons, or for any other lawful reason, then HX may cancel the remaining unused portion of the ticket. In such circumstances the passenger will not be entitled to further carriage or to a refund either in respect of the sector that was the subject of the refusal of carriage or removal, or any subsequent sectors covered by the ticket, and HX shall have no liability whatsoever to the passenger for any consequential losses arising out of our refusal to carry the passenger, or decision to remove the passenger from the aircraft.
- (3) If question arises of any aircraft being overload, carrier shall decide which passengers or articles will be carried.
- (4) Subject to the provisions of Rule 87 (Denied Boarding Compensation) herein, the sole recourse of any person so refused carriage or removed en

route for any reason specified in the foregoing paragraphs shall be recovery of the refund value of the unused portion of his/her ticket as hereafter provided in Rule 90 (Refund) herein.

- (5) HX will accept the determination of a person with a disability as to self-reliance.

(B) Passenger's Condition

HX will refuse to transport, or will remove any passenger at any point for:

- (1) When the passenger's actions or inactions prove to the carrier that his/her mental, intellectual or physical condition is such as to render him/her incapable of caring for himself/herself without assistance or medical treatment en route unless:
- (a) The passenger is accompanied by a personal attendant who will be responsible for assisting with the passenger's needs en route such as assistance with eating, using the washroom facilities or administering medication which are beyond the range of services that are normally offered by the carrier, and
 - (b) The passenger complies with requirements of Rule 20, Carriage of Passengers With Disabilities.

Exception: (for transportation to/from Canada) the carrier will accept the determination of a person with a disability as to self-reliance as per Rule 20, Carriage of Persons With Disabilities.

note: if the passenger is accompanied by an attendant and the passenger is refused transport, then the attendant will also be refused transport and the two will be removed from the aircraft together.

- (2) When the passenger has a contagious disease that poses a direct threat of transmission to others.
- (3) When the passenger has an offensive odor (not applicable to/from the USA).
- (4) Medical Clearance
When the carrier determines, in good faith and using its reasonable discretion, that a passenger's medical or physical condition involves an unusual hazard or risk to their self or other persons (including, in the case of expectant mothers, unborn children) or property. The carrier can require the passenger to provide a medical certificate that then may be assessed by the carrier's own medical officer as a condition of the passenger's acceptance for subsequent travel. The carrier may refuse transportation to the person posing such hazard or risk.
- (5) Pregnant Passengers
- (a) An expectant mother with a complication-free pregnancy can travel on the carrier's flights up to the 28th week of her pregnancy without a medical certificate.
 - (b) An expectant mother who is in or beyond the

28th week of her pregnancy must present a medical certificate, issued within 7 days of the scheduled time of departure. The certificate must state that the physician has examined the patient and found her to be physically fit for travel by air and the certificate must state the estimated date of birth, weeks of carriage and also whether it is a single or multiple pregnancy.

- (c) The medical certificate shall be issued within 7 days before the departure date and valid for 14 days from the date of issue. For flights to or from the USA the certificate must be issued within 10 days of the initial departing flight.
 - (d) pregnant passengers cannot be accepted for air travel at or beyond 36th week of single pregnancy and 32nd week of multiple pregnancies.
- (6) Failure to Provide A Suitable Escort
When the passenger is required to travel with an attendant if it is essential for safety or he/she is unable to manage their own evacuation from the aircraft or the passenger is unable to understand safety instructions, and such necessary arrangements have not been made with the carrier at least 48 hours before the departure of the flight. The following passengers with reduced mobility shall require travelling with an able body person over 18 years of age as an escort if the passenger is;
- (a) Travelling in a stretcher;
 - (b) Unable to comprehend or respond properly to safety instructions from the cabin crew due to the disability;
 - (c) Unable to establish some means of communication with cabin crew on the safety briefing due to both hearing and vision impairment; and
 - (d) Unable to assist his or her own evacuation due to the mobility impairment.
- (C) Conditional Acceptance for Carriage
If a passenger, whose status, age, or mental or physical condition is such as to involve any hazard or risk to himself is carried, it is on the express condition that carrier shall not be liable for any injury, illness or disability, or any aggravation or consequence thereof, including death caused by such status, age, or mental or physical condition. (see note)
- Note: Except to the extent provided in Rule 55 (Liability of Carriers) with respect to tariff C.A.B. No. 901, issued by Airline Tariff Publishing Company, agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the united states, and Rule 25 (Refusal To Transport-Limitations of Carriage) is included

herein as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. No. 901 issued by Airline Tariff Publishing Company, agent, filed with the department of transportation of the United States.

Rule 30 Ground Transfer Service

Issued: February 29, 2024

Effective: February 29, 2024

(A) General

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

(B) At Points in Area No. 1

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

Rule 35 Passenger Expenses en Route

Issued: February 29, 2024

Effective: February 29, 2024

- (A) Inflight services
 - Meals Meals, if served, will be free of charge; unless otherwise specified.
- (B) En route ground services
 - Hotel Accommodations and Other Services
 - (1) When requested by passenger, carrier's representatives will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier or its representatives in arranging, or attempting to arrange, for reservations will be chargeable to passengers except as otherwise provided in this tariff.
 - (2) Hotel expenses are not included in passenger fares, except that carrier may absorb such expense under the following conditions:
 - (a) At any scheduled stopping point on a single carrier through flight, provided that:
 - (i) The passenger, before arrival at a stopping point of a through flight is ticketed or holds confirmed space onwards on such flight; and
 - (ii) such expenses will not be absorbed beyond 24 hours after arrival at the stopping point, unless required for operational reasons.
 - (b) At any points where carrier's flight connects with another of its flights, or with the flight of another carrier, provided that:
 - (i) The passenger, before arrival at a connecting point between flights of the same or another carrier is ticketed onward from such point, whether on a confirmed space or requested basis or holds confirmed space onward from such points;
 - (ii) Such expenses shall not be absorbed beyond the departure of the next scheduled flight of the carrier on which the passenger is ticketed and holds confirmed space or beyond 24 hours after arrival at the connecting point, whichever is earlier,
 - (iii) Such expense will not be absorbed where there are onward connecting services of any carrier, within 24 hours, to the passenger's destination or next connecting or stopover point as shown on the passenger's ticket but the passenger does not depart from the connecting point within 24 hours; and

- (vi) where there are no such connecting services of any carrier within 24 hours, such expenses will only be absorbed up to a maximum period of 24 hours irrespective of the carrier on whose service the passenger is booked for onward transportation from the connecting point provided the passenger departs on the first connecting service of the onward carrier shown on the ticket.
- Exception 1: Carrier will not absorb expenses at connecting points in the U.S.A./ Mexico or Canada for passengers originating in, destined to, or having a turnaround point in that area.
- Exception 2: Carrier will not absorb expenses at connecting point in area 1 for passengers traveling across the Atlantic Ocean to/from a point in Area 2 or to/from a point in Area 1 outside the U.S.A./Mexico and/or Canada.
- Exception 3: Carrier will not absorb expenses at connecting points within EUROpe for passengers whose travel is wholly performed within that area.
- Exception 4: Carrier will not absorb expenses at connecting points in Australia, New Zealand or Fiji for passengers originating in, destined to, or having a turnaround point in Australia, New Zealand or Fiji respectively.
- Exception 5: when travel is wholly within area 3, carrier will not absorb expenses at connecting points in the Southwest Pacific for passenger originating in, destined to, or having a turnaround point in the Southwest Pacific.
- Exception 6: when travel is wholly within Area 3, carrier will not absorb expenses at connecting points for passengers traveling on an inclusive tour based on a fare other than a normal fare.
- Exception 7: when travel is wholly within Area 1, carrier will not absorb expenses at connecting points.
- Note: For the purpose of this rule, the connecting 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 carrier or another carrier shall be deemed to be a

- single connecting point when the receiving carrier has confirmed reservations to the delivering carrier.
- (C) Expenses may not be absorbed if the passenger is ticketed to stopovers at the stopping or connecting point.

Rule 40 Taxes

Issued: February 29, 2024

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

Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

Issued: February 29, 2024

Effective: February 29, 2024

- (A) Compliance with Regulations
The passenger shall comply with all laws, regulations, orders, demands or travel requirements of countries to be flown from, into or over, and with all rules, regulations and instructions of carrier. Carrier shall not be liable for any aid or information given by any agent or employee of carrier to any passenger in connection with obtaining necessary documents or complying with such laws, regulations, orders, demands, requirements or instructions, whether given orally or in writing; or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements or instructions.
- (B) Passports and Visas
- (1) The passenger must present all exit, entry and other documents required by laws, regulations, orders, demands or requirements of the countries concerned. Carrier will refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands or requirements or whose documents are not complete. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision.
 - (2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier, on government order, is required to return a passenger at his point of origin or elsewhere due to the passenger's inadmissibility into a country, whether of transit or of destination. Carrier will apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the passenger in the possession of carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by carrier.
- (C) Customs Inspection
If required, the passenger must attend inspection of his baggage, checked or unchecked, by customs or other government officials. Carrier accepts no responsibility toward the passenger if the latter fails to observe this condition. If damage is caused to carrier because of the passenger's failure to observe this condition, the passenger shall indemnify carrier therefore.
- (D) Government Regulations
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 refused and it does refuse to carry a passenger.

Rule 55 Liability of Carriers

Issued: February 29, 2024

Effective: February 29, 2024

- (A) Successive Carriers
Carriage to be performed under one ticket or under a ticket and any conjunction tickets issued in connection therewith by several successive carriers is regarded as a single operation.
- (B) Liability in The Case of Death or Bodily Injury of A Passenger
 - (1) Our liability for proved damages sustained in the event of death, wounding or any other bodily injury by a passenger in the event of an accident will be subject to the applicable laws, the convention and as described hereinafter.
 - (2) For any recoverable damages up to and including the sum of the equivalent of 128,821 SDRs, the carrier shall not exclude or limit their liability. To the extent that damages may potentially exceed 128,821 SDRs they will be reduced accordingly if HX proves that the damage was not due to the negligence or other wrongful act or omission of HX or HX agents or that the damage was solely due to the negligence or other wrongful act or omission of a third party.
 - (3) If HX proves that such damage was caused by, or contributed to by, the negligence or other wrongful act or omission of the injured or deceased passenger or of the person claiming compensation HX may be exonerated wholly or partly from liability in accordance with applicable laws and convention.
 - (4) In no cases shall the carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.
 - (a) in the case of any passenger whose age or mental or physical condition, including pregnancy, presents a risk or hazard, for any damages sustained by that passenger that would not have been sustained but for his/her age or mental or physical condition; or
 - (b) in the case of a pregnant passenger, for any damages in respect of the unborn child of that passenger.
 - (5) The carrier reserves all other defenses and limitations available under the convention to such claims including, but not limited to, the exoneration defense of article 21 of the Warsaw Convention and Article 20 of the Montreal Convention.
 - (6) With respect to third parties, the carrier reserves all rights of recourse against any other person, including, without limitation, rights of contribution and indemnity.
 - (7) The carrier agrees that, subject to applicable

law, recoverable compensatory damages for such claims may be determined by reference to the laws of the country of the domicile or country of permanent residence of the passenger.

(C) Liability in the case of destruction or loss of, damage to, or delay of checked and unchecked baggage

(1) The carrier is liable for the damage sustained in case of destruction or loss of, damage to, checked or unchecked baggage upon condition only that the event which caused the destruction, loss or damage took place on board the aircraft or during any period within which the checked baggage was in the charge of the carrier, subject to the following limit:

(a) For claims which the Warsaw Convention applies, the liability of the carrier in the case of damage to checked baggage shall be limited to 17 SDRs per kilogram and in the case of damage to unchecked baggage 332 SDRs per passenger. For claims which the Montreal Convention applies, the liability of the carrier for damage to both unchecked and checked baggage, including damage caused by delay is limited to 1,288 SDRs (approximately \$1800 CAD) per passenger. In either case if in accordance with applicable laws different limits of liability are applicable such different limits shall apply.

(b) Save and except for mobility aid, where the actual value or replacement cost of the passenger's baggage exceeds HX's liability as above, the passenger is strongly advised to ensure that his/her baggage is full. Unless the passenger proves otherwise:

(i) All baggage checked by the passenger will be considered to be the property of that passenger; and

(ii) a particular piece of baggage, checked or unchecked, will not be considered to be the property of more than one passenger, and

(iii) Unchecked baggage, including personal items, will be considered to be property of the passenger who is in possession of the baggage at the time of embarkation.

(c) however, the limit will not apply:

(i) If it is proved that the damage resulted from an act of omission of the carrier, its servants or agents, done with intent to cause damage or recklessly and with knowledge that damage would probably result; provided that, in case of such act or omission of a servant or agent, it is also proved that such servant or agent was performing services for the carrier in furtherance of the contract of carriage.

(ii) If the carrier proves that the damage

- was caused or contributed to by the negligence or other wrongful act or omission of the person claiming compensation, or the person from whom he/she derives his or her rights, the carrier shall be wholly or partly exonerated from its liability to the claimant to the extent that such negligence or wrongful act or omission caused or contributed to the damage.
- (iii) If and to the extent that the damage resulted from the inherent defect, quality or vice of the baggage, in which case, the carrier's liability is subject to the terms, limitations and defenses set forth in the convention, whichever may apply, in addition to any limitation of defense recognized by a court with proper jurisdiction over claim.
 - (d) In the event of delivery to the passenger of part but not all of his, checked baggage (or in the event of damage to part but not all of such baggage), the liability of the carrier with respect to the no delivered (or damaged) portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.
 - (e) 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 damaged 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.
 - (f) Carrier will refuse to accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability and shall be subject to the published rates and charges of carrier.
 - (g) Liability - services of other airlines
 - (i) A carrier issuing a ticket or checking baggage for carriage over the lines of others does so only as agent.
 - (ii) No carrier shall be liable for the delay of a passenger, or the loss, damage, or delay of unchecked baggage, not occurring on its own lines and no carrier shall be liable for the loss, damage or delay of checked baggage not occurring on its own line, except that the passenger shall have a right of action for such loss, damage or delay on the terms herein provided against the actual carrier or the contracting

- carrier under the agreement to carry.
- (iii) no carrier shall be liable for the death or injury of a passenger not occurring on its own line.

Note: Except to the extent provided in this rule, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariff filed pursuant to the laws of the United States, and rule 55, is included herein, as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. No. 901, issued by airline tariff publishing co., agent, filed with the department of transportation.

- (h) 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.
 - (i) whenever the liability of carrier is excluded or limited under these conditions, such exclusion or limitation shall apply to agents, servants or representatives of the carrier who were performing services in furtherance of the contract of carriage and also any carrier whose aircraft is used for carriage and its agents, servants or representatives who were performing services in furtherance of the contract of carriage.
 - (j) The carrier reserves all other defenses and limitations available under the convention to such claims including, but not limited to, the exoneration defense of article 21 of the Warsaw Convention and Article 20 of the Montreal Convention.
- (3) Liability in the case of passenger delay the carrier shall be liable for damage occasioned by delay in the carriage of passengers by air, as provided in the following paragraphs:
- (a) The carrier shall not be liable if it proves that it and its servants and agents took all measures that could be reasonably be required to avoid the damage, or that it was impossible for it or them to take such measures.
 - (b) Damages occasioned by delay are subject to the terms, limitations and defenses set forth in the Warsaw Convention and the Montreal Convention, whichever may apply, in addition to any limitation or defense recognized by a court with proper jurisdiction over a claim.
 - (c) The carrier reserves all defenses and limitations available under the convention, including, but not limited to, the

exoneration defense of Article 21 of the Warsaw Convention and Article 20 of the Montreal Convention. Under the Montreal Convention, the liability of the carrier for damage caused by delay is limited to 5,346 SDR per passenger. The limits of liability shall not apply in cases described in Article 25 of the Warsaw Convention or Article 22(5) of the Montreal Convention, whichever may apply.

(D) Mobility Aids

Notwithstanding the normal carrier liability as contained in this rule, the limit of liability will be waived for claims involving the loss of, damage to, or delay in delivery of mobility aids, when such items have been accepted as checked baggage or otherwise. In the event that a mobility aid is lost or damaged:

- (1) HX will immediately provide a suitable temporary replacement without charge;
- (2) If a damaged aid can be repaired, in addition to (1) above, the air carrier will arrange, at its expense, for the prompt and adequate repair of the aid and return it to the passenger as soon as possible;
- (3) If a damaged aid cannot be repaired or is lost and cannot be located within 96 hours following the passenger's arrival, the carrier will in addition to (1) above, replace it with an identical aid satisfactory to the passenger, or reimburse the passenger for the actual repairing or replacement of the mobility aid.

(E) Gratuitous Transportation

- (1) Gratuitous Transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraphs (2) and (3) which follow, and by all other applicable rules of this tariff.
 - (a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.
 - (b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.
 - (c) Transportation of persons, which is required by and authorized pursuant to Part 223 of the Economic Regulations of the Department of Transportation.
 - (d) Transportation of persons which is subject to the convention.
 - (e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.
- (2) Except in respect of gratuitous transportation of persons described in paragraph (E)(1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rules 55

(c) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.

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

Note: Except to the extent provided in Rule 55 with respect to tariff C.A.B. No. 901, issued by Airline Tariff Publishing, Co., agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and Rule 55 is included herein as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. No. 901, issued by Airline Tariff Publishing Co., agent, filed with the department of transportation.

(F) Time Limitations on Claims and Actions

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

that:

- (a) It was not reasonably possible for him to give such notice, or
 - (b) That notice was not given due to fraud on the part of carrier, or
 - (c) The management of carrier had knowledge of damage to passenger's baggage.
- (2) Any right to damages against carrier shall be extinguished unless an action is brought within 2 years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped. For baggage claims, reimbursement for expenses will be based upon acceptable proof of claim.
- (G) Overriding Law Modification and Waiver
- (1) Overriding Law
Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to the convention, mandatory law, government regulations, orders, or requirements, such provision shall remain applicable to the extent that it is not over-ridden thereby. The invalidity of any provision shall not affect any other part.
 - (2) Modification and waiver
No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.

Rule 56 Service Animals

Issued: February 29, 2024

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The provisions of this rule for the carriage of service Animals trained to detect explosives or to search and rescue Do not apply to/from Japan.

- (A) HX will accept for transportation, without charge in the passenger cabin especially-trained, certified, accompanied service animals in the following categories:
 - (1) Search and Rescue Dogs;
 - (2) Dogs used to detect explosives;
 - (3) A service animal required to assist a person with a disability provided the animal is properly harnessed and certified as having been trained by a professional service animal institution; such an animal will be permitted to accompany the person with a disability into the cabin and to remain on the aircraft floor at the person's seat.
- (B) Service Animals, will not be carried unless proper permits are obtained for entry into the country or territory of destination and countries or territories of transit where such permits are required and only if the evidence of possession of such permits is presented prior to reservations being made. If any country or territory on the route prohibits the entry of service animals, carriage will be refused.
- (C) We will have no liability in respect of any such animal not having all the necessary exit, entry, health and other documents with respect to the animal's entry into passage through any country, state or territory and the person transporting the animal must reimburse us for any fines, costs, losses or liabilities reasonably imposed or incurred by us as a result. Should injury or death of a service animal 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 animal.
- (D) HX will determine where passengers and service animals accepted under this rule will be seated for the safety of all passengers. For reasons other than safety, such determination is to be made in consultation with the person with a disability.

Rule 58 Fuel Surcharge

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Effective: February 29, 2024

- (A) (Applicable to/from LAX/SFO and other HX online North, Central and South American destinations only)
 - (1) HKD 900/USD 115.7 per sector will be collected on the journey originated from LAX or SFO (or other HX online USA gateway) to HKG, with point of sales in USA, or equivalent per passenger per HX flight sector for tickets issued/reissued on/after 29Feb24.
 - (2) HKD 900/USD 115.7 per sector will be collected on the journey originated from HKG to LAX or SFO (or other HX online USA gateway) with points of sales in HKG, or equivalent per passenger per HX flight sector for tickets issued/reissued on/after 29Feb24.
 - (3) Onward fuel surcharge level for any onward sector via to/from HKG which linked to HX LAX/SFO sector (or other HX online USA gateway) will be subject to the value in GDS and HX's official website.
- (B) (Applicable to/from SPN only)
 - (1) HKD 537/USD 68.7 per sector will be collected on the journey originated from SPN to HKG, with point of sales in Saipan or equivalent per passenger per HX flight sector for tickets issued/reissued on/after 29Feb24.
 - (2) HKD 537/USD 68.7 per sector will be collected on the journey originating from HKG to SPN, with point of sales in HKG or equivalent per passenger per HX flight sector for tickets issued/reissued on/after 29Feb24.
 - (3) Onward fuel surcharge level for any onward sector via to/from HKG which linked to HX SPN sector will be subjected to the value in GDS and HX's official website.
- (C) (Applicable to/from YVR and other HX online Canadian destinations only)
 - (1) HKD 900/USD 115.7 per sector will be collected on the journey originated from YVR (or other HX online Canadian gateway) to HKG, with point of sales in Canada, or equivalent per passenger per HX flight sector for tickets issued/reissued on/after 29Feb24.
 - (2) HKD 900/USD 115.7 per sector will be collected on the journey originated from HKG to YVR (or other HX online gateway), with point of sales in HKG, or equivalent per passenger per HX flight sector for tickets issued/reissued on/after 29Feb24.
 - (3) Onward fuel surcharge level for any onward sector via to/from HKG which linked to HX YVR sector (or other HX online Canadian gateway) will be subjected to the value in GDS and HX's official website.

- (D) (Other remarks for all the scenario A,B,C as the above)
- (1) For the latest fuel surcharges, refer to GDS or HX's official website.
 - (2) Surcharge should be collected at the time of ticket issuance or reissue for worldwide travel.
 - (3) Surcharge should be applied to all HX and interline ticket stocks.
 - (4) Surcharge should be applied to all passengers regardless of class of travel, type of fares and type of passenger including FFP.
 - (5) Surcharge should be reflected in the tax/fee/charge box of tickets under code - YR-.
 - (6) Surcharge must be collected whenever HX is the transporting carrier on the sector.

Rule 60 Reservations

Issued: February 29, 2024

Effective: February 29, 2024

- (A) General
A ticket will be valid only for the flight(s) for which reservation(s) shall have been made, and only between the points named on the ticket or applicable flight coupons. A passenger holding an unused open-date ticket or portion thereof or miscellaneous charges order for onward travel, or who wishes to change his ticketed reservation to another date, shall not be entitled to any preferential right with respect to the obtaining of a reservation.
- (B) Conditions of Reservations
Reservations shall be tentative unless and until carrier has issued a validated ticket or miscellaneous charges order for the carriage for which space is reserved. Carrier will cancel a reservation at any time without notice on the failure of the passenger to purchase a ticket for the space reserved. A reservation for space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent of the carrier and entered into the carrier's computer. In the event that the number of persons presenting confirmed reservations for carriage on a flight exceeds the number of seats available these passengers with confirmed reservations who are not accommodated will be subject to Rule 87 herein.
- (C) Communication Charges
The passenger will be charged for any communication expense paid or incurred by carrier for telephone, telegraph, radio or cable arising from a special request of the passenger concerning a reservation.
- (D) Allocation of Accommodations
Carrier does not guarantee allocation of any particular space in the aircraft.
- (E) Arrival of Passengers at Airports
The passenger should arrive at the check-in location well ahead of the check-in deadlines of the scheduled flight departures to permit completion of any government formalities and departure procedures. All check-in counters and boarding gates will close 40 minutes and 20 minutes respectively before the scheduled departure time. If the passenger does not complete the check-in process by the check-in deadline, HX may decide to cancel his/her reservation and not carry the passenger. By completing the check-in process, HX means that the passenger has received his/her boarding pass for their flight. HX will not be liable to the passenger for any loss or expense incurred due to the passenger's failure to comply with the provisions of this rule.
- (F) Communications Costs Upon Cancellation
Except as otherwise provided in this tariff, whenever a

passenger cancels reservations made for him/her and such cancellation is not subject to a service charge, carrier will require payment from the passenger to cover the communications costs of making such reservations and subsequent cancellation thereof.

(G) Reconfirmation of Reservation

Carrier will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it:

- (1) From any stopover point; or
- (2) From the point of origin of the continuing or return trip, unless the passenger advises the carrier of his/her intention to use his/her reservation by communicating with a reservations or ticket office of the carrier at least 72 hours before scheduled departure of the flight. however, reconfirmation of reservations is not required if the passenger remains at any point less than 72 hours.

(H) Cancellation of Continuing Space

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

(I) Seating

HX does not guarantee to provide any particular seat in the aircraft but they will endeavor to honor advance seating requests. The passenger agrees to accept any seat that may be allotted on the flight in the class of service for which the ticket has been issued. HX has the right to assign or reassign seats at any time, even after boarding of the aircraft for operational, safety, security or other reasons.

Rule 65 Tickets

Issued: February 29, 2024

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(A) General

- (1) A ticket will not be issued and in any case carrier will not be obliged to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by carrier.
- (2) A ticket which has not been validated or which has been altered, mutilated or improperly issued, shall not be valid.
- (3) No person shall be entitled to transportation except upon presentation of a valid ticket. Such ticket shall entitle the passenger to transportation only between points of origin and destination and via the routing designated thereon.
- (4) Airline tickets issued outside Philippines for international transportation of passengers originating in Philippines shall not be valid for such transportation. (see Notes 1 and 2 below)
Note 1: For the purpose of this rule, a passenger traveling abroad from Philippines shall be deemed originating in Philippines if:
 - (a) He is a resident of Philippines; or
 - (b) His travel abroad from Philippines is subject to the payment of the travel tax imposed under pd1183, as amended; or
 - (c) The first leg of his actual trip starts in Philippines as verified by the absence of the corresponding immigration entry on his passport subsequent to the date of issuance or the airline ticket abroad.
Note 2: For the purpose of this rule, an airline ticket is deemed issued outside the Philippines if it shows on its face that it has been issued outside the Philippines.
- (5) Flight coupons will be honored only in the order in which they are issued, and only if all unused flight coupons and passenger coupons are presented together. The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket, that is, if international travel actually commences in a different country, the fare must be reassessed from such country. For example, if the ticket was issued at the Hong Kong dollar fare for travel Hong Kong-Tokyo-Los Angeles and the passenger actually commences travel in Tokyo instead of Hong Kong, the fare must be reassessed at the Tokyo-Los Angeles Japanese YEN fare level.

- (6) An electronic ticket (e-ticket/et) is the record of agreement maintained and processed within the carrier's electronic reservation system. A written receipt is provided to the purchaser of the electronic ticket which contains a reference for retrieving the record within the carrier's reservation system and summary of the ticket information.
- (7) The carrier may mandate the issuance of an electronic ticket (ET), regardless of market, carrier, form of payment, and customer type (including frequent flyer members).

(B) Validity

(1) General

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

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

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

(2) Period of validity

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

- (a) For no longer than seven days beyond the original limit when a passenger who holds a ticket valid for one year is unable to obtain space at time of application to carrier.
- (b) For no longer than thirty days beyond the original limit when carrier is unable to provide previously confirmed space; or a flight is cancelled or postponed during the period of validity; a scheduled stop which is either a stopover or destination for the passenger is omitted; carrier substitutes a

different class of service, or causes a passenger to miss a connection, or fails to operate a flight reasonably according to schedule.

- (c) Until the date when the passenger who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point. provided that when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger.
- (d) For no longer than 45 days after the date of death of a passenger for tickets of the persons accompanying the deceased passenger.
- (e) A miscellaneous charges order issued without definite date of passage must be presented for a ticket within one year from the date of issue; otherwise it will not be honored for a ticket.

(C) Coupon Sequence and Production of The Ticket
Flight coupons will be honored in sequence from the place of departure as shown on the passenger coupon. the passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to carrier. He must, when required, produce the ticket or surrender any applicable portion to carrier.

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

(E) Non-Transferability

- (1) A ticket is not transferable, but carrier shall not be liable to the person entitled to be transported or to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith.
- (2) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued. Carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property arising from or in connection with such unauthorized use.
- (3) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unauthorized use (see note).

Note: Except to the extent provided in Rule 55 with respect to tariff C.A.B. No. 901 issued by Airline Tariff Publishing, Co. agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and this rule is included herein as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. No 901 issued by airline tariff publishing, co. Agent, filed with the department of transportation.

(F) Waiver of Minimum/Maximum Stay Requirements

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

- (3) (Applicable between points in Area 1 and Area 3 other than Southwest Pacific via the Pacific Ocean) when a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived when the passenger by reason of illness, substantiated by a medical certificate attesting to the illness of such passenger after passenger's commencement of travel, desires, to commence return travel prior to the minimum stay period. The passenger will be permitted to return at the special fare originally purchased at the commencement of travel from the point of origin. The ticket must be endorsed "early return account illness of (name of passenger)". A copy of the medical certificate must be retained in the carrier's files for a minimum period of two years.

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

(G) Acceptance of Tickets

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

(H) Acceptance of MCO

- (1) MCOs shall be accepted as payment of a ticket.
- (2) When MCO(s) is presented for payment of a ticket and the MCO is issued outside the country of commencement of journey of the ticket, the transaction of the ticket shall be considered as being sold outside the country of origin, i.e. the country of the original issue of the MCO shall be considered as the country of payment of a new ticket.
- (3) In the case of MCO paying for additional collection due to rerouting, MCO issued in the same country of commencement of transportation in the same currency of country of commencement shall be honored as payment in country of commencement. the additional amount shall be deducted from the said MCO and any additional amount shall be collected in the currency of country of payment at local banker's selling rate.

Rule 75 Currency of Payment

Issued: February 29, 2024

Effective: February 29, 2024

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

- (A) Payment of fares in the country of commencement of travel, shall be made in the currency of the country of commencement of travel.
- (B) Payment of fares outside the country of commencement of travel, shall be made by converting the total amount of fares expressed in the country of commencement of travel, into the currency of the country of payment at the applicable banker's selling rate in effect on the date of transaction.
- (C)
 - (1) When a transportation document is presented for either rerouting or refund at:
 - (a) Points in the U.S.A.; or
 - (b) Points outside the U.S.A. covering travel originating and paid for in the U.S.A.; and
 - (2) The difference between the value of the revised journey and the value of the original transportation document shall be calculated in the currency of the country in which travel commenced; and
 - (a) If the value of the revised journey exceeds the value of the original transportation document, the difference in value shall constitute an additional collection and it shall be converted from the currency in which calculated into the currency being collected from the passenger or purchaser at the local banker's selling rate of exchange in effect at the time of such transaction; or
 - (b) If the value of the original transportation document exceeds the value of the revised journey, the difference in value shall constitute a refund and it shall be converted from the currency in which calculated into the currency being refunded to the passenger or purchaser at the local banker's rate of exchange in effect at the time of such transaction.

Note: Carrier will pay the refund in the same form (i.e., cash, check, credit card, etc.) that was used in purchasing the original transportation document. Carrier, in making the refund, will observe any refund

restriction that may be published in the applicable rules governing the original transportation document. further, carrier will observe a government or carrier restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.

Rule 80 Revised Routings, Failure to Carry and Missed Connections
Issued: February 29, 2024 Effective: February 29, 2024

(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 in the ticket or remaining in the ticket are for domestic transportation, such ticket shall not be rerouted for further international carriage.

(B) Voluntary Changes for Partly Used Pricing Units
(Reissue)

- (1) Fares and charges shall be recalculated from the last fare construction point preceding the point from which the flight coupon(s) will be uplifted (unless flight coupons are being uplifted at a fare break point when the recalculation shall be reassessed from such fare break point) to the destination or to the next fare construction point beyond which the original fare calculation remains applicable. Except when a one way journey/subjourney 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 fares and related charges shall be recalculated from the point of origin/unit origin for the journey/subjourney to be travelled.
- (2)
 - (a) Once travel on a fare component has been completed, such fare calculation point shall not be changed in assessing the new fare.
 - (b) The fares to be used shall be those applicable to the revised journey/subjourney.
 - (c) For the application of the above, all applicable fare construction rules shall apply to the recalculation of the fare.
- (3) when establishing the difference between the fare for the original journey and the fare for the revised journey:
 - (a) The fare for the revised 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 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 the country of collection at the bankers selling rate in effect at the time of rerouting.

- (d) 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.

(C) Totally Unused Tickets

(1) Voluntary Changes to The First Flight Coupon (Exchange)

- (a) when a passenger requests a change to the carrier, flight, date, class of service or sector of the first flight coupon, a new ticket must be used.
- (b) The new fare shall be calculated from origin to destination of the new journey based on the fares applicable at the time of commencement of the new transportation and the IATA rate of exchange applicable at the time of reassessment (current fares and IROE).
- (c) All other changes to the first flight coupon are reissues and the provisions of paragraph (2) below apply.

(2) other Voluntary Changes (Reissue)

- (a) when a passenger requests a change other than as in (1) above, the fare for the revised journey shall be assessed based on the fares in effect on the date of original issue and applicable at the time of commencement of transportation. The IATA rate of exchange in effect on the date of original issue shall apply.
- (b) The fares and related charges shall be recalculated from origin/unit origin for the journey/subjourney to be travelled.

(D) Service Charges

Except as otherwise provided, for specific fare types or except as indicated below at any time after commencement of travel from the point of origin indicated on the ticket, a service charge of USD/CAD 25.00 will be assessed in any case where the passenger requests:

- (1) A change of routing, a change in reservations already shown as confirmed on the ticket, or a change in the class of service, which requires reissuance of the ticket.
- (2) In the event these changes are performed by a passenger sales agent, this service charge will accrue to such agent.
exception: this service charge will not apply:
 - (a) In connection with first class or business class or premium economy class or economy class fares.
 - (b) when a passenger upgrades from a lower fare

to business class or
premium economy class or economy class fare.

(E) Involuntary Revised Routings (See Also Rule 87 Denied Boarding Compensation)

In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with rule 25 herein, carrier will either:

- (1) Carry the passenger on another of its passenger aircraft on which space is available; or
- (2) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or
- (3) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and if the fare, excess baggage charges and any applicable service charges for the revised routing is higher than the refund value of the ticket or applicable portions as determined from rule 90 (refunds) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing is lower; or:
- (4) Make involuntary refund in accordance with the provisions of Rule 90 (Refunds) herein.

(F) Missed Connections

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

(G) 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 or business class flight to an economy class flight or premium economy class and is entitled to a fare refund.

Rule 85 Schedules, Delays and Cancellations

Issued: February 29, 2024

Effective: February 29, 2024

(A) Schedules

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

(B) Cancellations

- (1) Carrier may, without notice, substitute alternate aircraft.
- (2) Carrier may 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 if it would be advisable to do so:
 - (a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of god, force majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances, or unsettled international conditions) actual, threatened or reported or because of any delay, demand, conditions, circumstance or requirement due, directly or indirectly, to such fact; or
 - (b) Because of any fact not be foreseen, anticipated or predicted; or
 - (c) Because of any government regulation, demand or requirement; or
 - (d) Because of shortage of labor, fuel or facilities, or labor difficulties of carrier or others.
- (3) Carrier will cancel the right or further right of carriage of the passenger and his baggage upon the refusal of the passenger, after demand by carrier, to pay the fare or the portion thereof so demanded, or to pay the charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefore except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.

(C) Change in Schedule

In the event a passenger will be delayed because of a change in HX schedule, HX will arrange to:

- (1) Transport the passenger over its own lines to the destination, next stopover point or transfer point shown on its portion of the ticket, without stopover at no additional cost to the passenger.
 - (2) When a schedule change results in the cancellation of carrier service at a city, carrier will reroute passengers holding confirmed reservations on the carrier to/from such city, over the lines of one or more other carriers at no additional cost to the passenger.
 - (3) The cancellation of the carriers' single-plane and connecting service between two cities, and no alternative service acceptable to the passengers available over the lines of the carrier, the carrier will reroute passengers holding confirmed reservations and tickets on the carrier between such cities over the lines of one or more other carriers at no additional cost to the passenger, provided that such new routing is applicable via published local or joint fares.
 - (4) Endorse the unused ticket, for the purpose of reroute, over to another carrier.
 - (5) Refund in accordance with Rule 90 (Refunds).
- Exception: Carrier shall have no obligation to accept another carrier's ticket which does not reflect a confirmed reservation on the carrier, unless the issuing carrier reissues the ticket for any changes in routing. In the event such carrier is not available to do so, the carrier reserves the right to reroute passengers only over its own lines between the points named on the original ticket.

Rule 87 Denied Boarding Compensation

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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) Eligibility

- (1) In order to be eligible for the denied boarding compensation, such passengers must be in possession of a valid ticket with a confirmed reservation for the particular flight shown on that ticket. They must also have presented themselves for check-in within the stipulated time limits and be in possession of the necessary travel documents, according to the general conditions of carriage.
- (2) If the passenger arrives before the time stipulated but check-in has closed, they would be entitled to compensation if they are denied boarding, regardless of over sales.
- (3) Passengers will not qualify if there are reasonable grounds to deny boarding, such as health, safety or security. Passengers who fail to fulfill the exit requirements of the immigration at the departure points and are subsequently refused departure by the local immigration are not entitled to compensation.

(B) Overbook of Flights

HX, as well as most major airlines, may take overbooking on HX services. By careful monitoring and control, HX does their utmost to match the number of available seats to the number of passengers that HX expects will show up on the flight. Nevertheless, the occurrence of any force majeure events (e.g., act of god, war, adverse weather conditions, political or military acts, or any other events that are not within HX's control) may also lead to overbooking of flights and that the availability of seats cannot be guaranteed for such reasons. While HX makes every effort to provide seats for which confirmed reservations have been made, no absolute guarantee of seat availability is denoted by the expression reservations, bookings, status and the timings attached to them. HX operates compensation schemes, in accordance with the applicable laws and HX's compensation policy to passengers with confirmed reservations who are involuntarily denied carriage because of non-availability of seats. Please contact HX staff for assistance.

(C) Request for Volunteers

- (1) Where flights are overbooked and offloads are anticipated, HX will ask passengers to give up their seats voluntarily as soon as check-in starts. Any passenger who volunteers and accepts

the compensation offered to volunteers does so as full settlement of all and any claim for compensation against the airline.

- (2) If a volunteer gives up their reservations willingly, in exchange for payment of USD/CAD \$200 or USD/CAD \$400 if 'alternate transportation' cannot be arranged within or beyond 4 hours respectively.

(D) Involuntary Denied Boarding Procedure

(1) Compensation for Denied Boarding

If there are not enough volunteers and the passenger is denied a confirmed reservation on a HX flight, he/she may be entitled to denied boarding compensation.

(2) Volunteers and Boarding Priorities

In the event there are not enough volunteers, the remaining passengers will be denied boarding on an involuntary basis. Passengers holding confirmed and ticketed reservations will be permitted to board in the following order until all available seats are occupied:

- (a) Persons with disabilities and any accompanying attendant or service animal;
- (b) Passengers travelling under the services of the unaccompanied minor program;
- (c) Passengers traveling who have been previously mishandled;
- (d) Passengers who are positioning crew;
- (e) Passengers holding VIP or CIP status;
- (f) Passengers with onward connections;
- (g) Passengers travelling as a group including the tour conductor of the group;
- (h) Passengers requiring special assistance;
- (i) Passengers who are deportees; and
- (j) Passengers who may be causing overstay if not travelling on the day.

(3) Compensation If Involuntary Denied Boarding

If the passenger is denied boarding involuntarily, he/she is entitled to a payment of "denied boarding compensation" from the airline unless

- (a) The passenger has not presented himself/herself for check-in at the airport before the check-in deadline; or
- (b) The passenger has not complied fully with the carrier's applicable reservation, ticketing, check-in, and boarding requirements within the time limits and at the location set out in the tariff; or
- (c) The passenger is denied boarding because the flight is cancelled; or
- (d) The passenger is denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or

(4) Compensation If Involuntary Denied Boarding

- (e) The passenger is offered accommodations in a section of the aircraft other than specified on his/her ticket, at no extra charge, (a passenger seated in a sector for which a

lower fare is charged must be given an appropriate refund); or

(f) The airline is able to place the passenger on another flight or flights that are planned to reach his/her final destination within one hour of the scheduled arrival of his/her original flight.

(5) Amount of Denied Boarding Compensation
HX will provide compensation in the following amounts to passengers who are involuntary denied boarding. Regardless of the fare paid, passengers are entitled to a monetary compensation as follows:

Delay Time	Amount of Compensation
0 to 4 hours	200% of fare up to USD 775
over 4 hours	400% of fare up to USD 1,550

For volunteer who finally accept on the flight, the passenger will receive complimentary upgrade for this sector single only

(6) Method of Payment

The airline must give each passenger who qualifies for denied boarding compensation a payment by cash or check for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternative transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The air carrier may offer free tickets in place of the cash payment. The passenger may, however, insist on the cash payment, or refuse all compensation and bring private legal action.

(7) Passenger's Options

Acceptance of the compensation may relieve Hong Kong Airlines from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline the payment and seek to recover damages in a court of law or in some other manner.

(E) Transportation for Passenger Denied Boarding

Passengers who denied boarding despite having complied fully with the carrier's applicable reservation, ticketing, check-in and boarding requirements within the time limits and at the location set out in the tariff and are subsequently denied boarding, voluntarily or involuntarily, shall, unless there is a valid reason for refusing carriage, have a choice of either:

- (1) Reroute the passenger, under comparable transport conditions to the destination of the ticket presented at check-in at the earliest opportunity or at a later date at the passenger's convenience; or
- (2) Passengers can request a full refund of the cost of the unused portion of the ticket.

Rule 90 Refunds

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(A) General

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

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

(a) ticket refund will be made for tickets issued as described in column a and only to the purchaser described in column b below:

Column a	Column b
In exchange for a prepaid ticket advice under a universal air travel plan against a transportation request issued by a government agency, other than a U.S. government agency against a U.S. government transportation request tickets for transportation issued against a credit card	The purchaser of the prepaid ticket advice the subscriber against whose account the ticket was charged the government agency that issued the transportation request the U.S. agency that issued the U.S. government transportation request with a check payable to the "Treasurer of The United States". The account of the person to whom such credit card has been

- issued
- (b) if, at the time of application for refund, evidence is submitted that a company purchased the ticket on behalf of its employee or the travel agent has been refunded to its client, such refund will be made directly to the employee's company or the travel agent.
 - (3) Carrier will refuse to refund when application therefore is made later than 30 days after the expiry date of the ticket or miscellaneous charges order.
 - (4) 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 established to carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.
- (B) Currency
- All refunds will be subject to government laws, rules, regulations or orders of the country in which the ticket was originally purchased and of the country in which the refund is being made. Subject to the foregoing provisions, refunds will be made in the currency in which the fare was paid, or in lawful currency of the country of the carrier making the refund or of the country where the refund is made, or in the currency of the country in which the ticket was purchased, in an amount equivalent to the amount due in the currency in which the fare or fares for the flight covered by the ticket as originally issued was collected.
- (C) Special Handling by Carrier
- Carrier will make all or any individual refunds through its general accounting offices or regional sales or accounting offices, and will require prior written applications for refunds to be prepared by passenger on special forms furnished by carrier.
- (D) Involuntary Refunds
- (See also Rule 80 (Involuntary Revised Routings) and Rule 87 (Denied Boarding Compensation))
- For the purpose of this paragraph, the term "Involuntary Refund" shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in rule 25, paragraph (a).
- Involuntary refunds will be computed as follows:
- (1) when no portion of the trip has been made, the amount of refund will be equal to the fare paid.
 - (2) when a portion of the trip has been made, the amount of refund will be:
 - (a) Either an amount equal to the one way fare

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

- (i) The routing specified on the ticket, if the point of termination was on such routing; or
 - (ii) The routing of any carrier operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on the lowest fare applicable between such points; or
- (b) the difference between the fare paid and the fare for the transportation used, whichever is higher.

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

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

For the purpose of this exception fares are published in the following descending order of classes of service:

- (a) First class fares applicable on jet aircraft.
- (b) First class fares

- applicable on propeller aircraft.
- (c) One class standard service fares.
- (d) Premium economy class, tourist class, or coach class fares applicable on jet aircraft.
- (e) Economy class, tourist class, or coach class fares applicable on jet aircraft.
- (f) Thrift class fares applicable on jet aircraft.

the term "jet aircraft" as used above means A350, A330, A320, BAC-111, B-707, B-720, B-720b, B-727, B-737, B-747, Caravelle, Convair 600, Convair 880, Convair 990, Comet 4, Comet 4-C, DC-8, DC-9, DC-10, Ilyushin IL-62, L-1011, Tupolev TU-114 and VC-10.

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

(E) Voluntary Refunds

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

- (1) If no portion of the ticket has been used, an amount equal to the fare paid, less any reasonable service charges or cancellation fees, (see Rules 60 (Reservations) and 65 (Tickets)); or
- (2) If a portion of the ticket has been used, the refund will be an amount equal to the difference between the fare paid and the applicable fare for travel between points for which the ticket has been used, less any reasonable service charge or cancellation fees. (see Rules 60 (Reservations) and 65 (Tickets)).

Exception: HX assumes no obligation to issue voluntary refunds in accordance with 1 and 2 above unless such ticket was issued on HX ticket stock. The term "ticket stock" means tickets printed with HX carrier code (851) as part of the ticket serial number.

- (3) When the refunding of any portion of a ticket

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

(4) HX reserves the right to make a refund in the same manner and the same currency used to pay for the ticket.

(5) Refund Charges

(applicable only to refund transactions effective in Hong Kong for totally unused tickets issued in Hong Kong)

(a) A refund charge of HKD 1600 will be assessed in any case where the passenger requests a refund of any totally unused ticket purchased and refunded directly with the airline.

(b) A refund charge of HKD 1600 will be assessed in any case where the passenger requests a refund of any totally unused ticket purchased and refunded directly with the agent.

(F) Lost Ticket

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

(1) When a lost ticket or portion thereof is not found, refund as stipulated will be made upon receipt of proof of loss satisfactory to carrier and after receipt of written request for refund from the passenger. Refund will only be made provided that the lost ticket or portion thereof has not been honored for transportation of, or refunded, upon surrender by any person prior to the time the refund is made and further provided that the passenger agrees to indemnify and hold carrier harmless against any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which carrier may suffer or incur by reason of the making of such refund and/or the subsequent presentation of said ticket(s) for transportation or refund of any other use whatsoever.

Note 1: Carrier will not refund lost tickets less than 90 days after written notice has been received.

Note 2: Written request for refund of lost ticket must be made not later than one month after expiration date of the lost ticket.

(2) The foregoing provisions shall also apply to lost miscellaneous charges order, deposit receipts, excess baggage tickets and discovery tour exchange order.

(3) A service charge of USD/CAD 50.00/HKD 400 (or equivalent) will be imposed per passenger/document

for handling such request for refund or replacement of a lost ticket.

Rule 100 Interline Baggage Acceptance

Issued: February 29, 2024

Effective: February 29, 2024

(A) 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:

- (1) The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
- (2) The number of checked and unchecked passenger bags that can be transported and the applicable charges;
- (3) Excess and oversized baggage charges;
- (4) Charges related to check-in, collection and delivery of checked baggage;
- (5) Acceptance and charges related to special items, e.g. surf boards, pets, bicycles, etc;
- (6) Baggage provisions related to prohibited or unacceptable items, including embargoes;
- (7) 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,
- (8) 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 CTA/US DOT's approach provided the origin or the ultimate ticketed destination is a point in Canada/USA.

"Interline Travel":

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

"Single Ticket":

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

"Summary Page at The End of An Online Purchase":

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

"Ultimate Ticketed Destination":

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

Carrier Definitions

"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 rule 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 CTA/US DOT
in this instance, the MSC is determined by applying IATA Resolution 302 methodology as conditioned by the CTA/US DOT. The CTA/US DOT's reservation have stipulated that only a single set of baggage rules may apply to any given interline itinerary. The aim of the CTA/US DOT'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/USA, 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 flight segment of the passenger's ticket at the beginning of an interline itinerary issued on a single ticket whose origin or ultimate destination is in Canada/USA.

(B) Applicability

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

(C) 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.

(D) Baggage Rule Determination By Selecting Carriers

(1) Checked Baggage

The selecting carrier will:

- (a) select and apply its own baggage rules as set out in Rule 110 to the entire interline itinerary. Or
- (b) select the most significant carrier, as determined by IATA Resolution 302 and conditioned by the CTA/US DOT, 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.

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

(F) 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 (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 of the carrier's own baggage rules, including information concerning:

- (a) The maximum weight and dimensions of passenger

- (b) bags, if applicable, both checked and unchecked;
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.

Rule 105 Acceptance of Pets and Animals

Issued: February 29, 2024

Effective: February 29, 2024

- (A) General Conditions of Acceptance
- (1) HX will accept certain live animals for transportation. If HX agrees to carry the passenger's animal(s), they will be carried subject to the following conditions:
 - (2) Booking needs to be made in advance through HX reservations, a minimum of 7 working days prior to travel.
 - (3) The animal must be harmless, inoffensive, odorless and require no attention during transit.
 - (4) The animal and pets must be transported as checked baggage (suitably containerized and carried within the cargo compartment of the aircraft) and will not be allowed in the passenger cabin.
 - (5) The animals and pets must be properly crated (or carried in containers which comply with applicable legal requirements or relevant industry standards, including where applicable, the IATA live animals regulations) and are accompanied by valid health and vaccination certificates, entry permits, and other documents required by countries of entry or transit, failing which animals will not be accepted for carriage.
 - (6) If accepted, the animal, together with its container and food, shall not be included in the passenger's free baggage allowance but constitute excess baggage, for which he/she shall pay the applicable rate.
 - (7) Service animals accompanying passengers with disabilities can be carried as checked baggage or in the cabin free of charge in addition to the normal free baggage allowance subject to conditions specified by HX or as required by laws.
 - (8) HX allows one service dog per passenger, but in the event that he/she wishes to travel with more than one service animals, HX would make every reasonable effort to accommodate them. An extra seat could be purchased to accommodate the animals in accordance to safety regulations by local authorities.
 - (9) Acceptance for carriage of animals is subject to the condition that the passenger assumes full responsibility for such animal. Where carriage is not subject to the liability rules of the convention, HX is not responsible for injury to or loss, sickness or death of an animal which HX has agreed to carriage except to the extent that HX has been negligent.
 - (10) HX will have no liability in respect of any such animal not having all the necessary exit, entry, health and other documents with respect to the animal's entry into or passage through any

country, state or territory and the person transporting the animal must reimburse HX for any fines, costs, losses or liabilities reasonably imposed or incurred by HX as a result.

(B) Containers

The container must be in compliance with applicable legal requirements or relevant industry standards, including where applicable, the IATA live animal regulations. The maximum outside linear dimensions of such container may not exceed 115 inches and the combined weight of the container and the animal(s) may not exceed 100 lbs.

(C) If accepted, the animal, together with its container and food, shall not be included in the passenger's free baggage allowance but constitute excess baggage, for which the passenger shall pay the applicable rate. refer to Rule 110 Baggage Acceptance (E) excess charges.

Rule 110 Baggage Acceptance

Issued: February 29, 2024

Effective: February 29, 2024

- (A) **Applicability**

This rule applies to intraline (online) transportation of baggage and interline transportation of baggage where HX is selected to apply the baggage rules to an entire interline itinerary.
- (B) **General Conditions of Acceptance of Checked and Unchecked Baggage**

The carrier will accept for transportation as baggage, any good that is necessary or appropriate for the wear, use, comfort, or convenience of the passenger for the purpose of the trip, subject to the following:

 - (1) **Checked Baggage**
 - (a) Upon delivery to HX of the passenger's baggage which he/she wishes to check, HX will take custody thereof and issue a baggage identification tag, for each piece of the passenger's check baggage.
 - (b) If baggage has no name, initial or other personal identification, the passenger shall affix such identification to the baggage prior to acceptance by HX.
 - (c) Checked baggage will be carried on the same aircraft as the passenger, unless, for safety, security, or operational reasons, HX decides that this is impracticable, in which case HX will carry the checked baggage on the next flight on which space is available.
 - (d) If the checked baggage is carried on a subsequent flight, HX will deliver it to the passenger unless applicable laws require the passenger to be present for customs clearance.
 - (2) **Unchecked Baggage (Carry-On Baggage)**
 - (a) Unchecked baggage must be within the following carrier's size and weight limits to be taken onboard the aircraft.
 - (i) Each first class or business class passenger is allowed to carry two (2) piece of cabin baggage, which must not exceed 45 inches (22" x 14" x 9" or 56 cm x 36 cm x 23 cm) in size and 7 kg/15 lbs in weight for each cabin baggage.
 - (ii) Each premium economy class or economy class passenger is allowed to carry one (1) piece of cabin baggage, which must not exceed 45 inches (22" x 14" x 9" or 56 cm x 36 cm x 23 cm) in size and 7kg/15 lbs in weight.
 - (iii) In addition to the checked and unchecked baggage allowance, passengers are entitled to bring 1 more small item

aboard the aircraft in addition to their cabin luggage. These items include: small handbags, laptop bags, small backpacks, camera bags and briefcases.

- (iv) Duty-free items are included in your cabin baggage allowance. Any items exceeding the cabin baggage allowance must be checked in as normal baggage.
 - (v) At the boarding gate, all the excessive or bulky hand baggage, exceeding the limitations, will be intercepted and stowed in the aircraft hold. The excessive carry-on baggage will be subjected to a charge of HKD 500/CAD 90/USD 90 per piece (regardless of whether the check-in baggage allowance is used or not).
 - (b) Baggage which is carried on to the aircraft must fit under the seat in front of the passenger or in an enclosed storage compartment in the cabin. Items HX determines to be of excessive weight or size or HX otherwise considers unsafe will not be permitted in the cabin and must be carried as checked baggage. HX may specify maximum dimensions and/or weight for baggage which the passenger carries onto the aircraft.
 - (c) Objects which are not suitable for carriage as checked baggage (e.g. delicate musical instruments) and which do not meet the requirements above, will only be accepted for transportation in the passenger cabin of the aircraft if advance notice is given to the carrier and the carrier agrees to carry the object. Except as provided by applicable laws, the transportation of such objects may be charged separately.
 - (d) each operating carrier's carry-on baggage allowances will apply per flight segment.
- (C) Free Baggage Allowance
- (1) The passenger may carry some free of charge as specified and subject to the conditions and limitations below. The free baggage allowance will be shown on the ticket, or in the case of an electronic e-ticket, in the passenger's itinerary/receipt.

Standard Free Checked Baggage Allowance

For segment between Hong Kong and Canada/USA and AU/NZ between Area 3 and Canada/USA via Hong Kong and AU/NZ

PASSENGER	FIRST OR BUSINESS CLASS	ECONOMY CLASS (STANDARD & FELXIPLUS)
ADULT/ CHILD/ INFANT OCCUPYING SEAT	2 PIECES* PER PASSENGER	1 PIECE* PER PASSENGER
INFANT WITHOUT OCCUPYING SEAT	10KG (FOR ANY APPLICABLE HX INFANT FARE ONLY)	

*weight: up to 50lb/(23kg); size: up to 62in/(158cm), WIDTH + DEPTH + HEIGHT = up to 158cm per piece

Free checked baggage allowance for Fortune wings Club member

FWC MEMBERSHIP TIER	FIRST OR BUSINESS CLASS	ECONOMY CLASS (STANDARD & FELXIPLUS)
SILVER MEMBER	1 PIECE* PER PASSENGER	1 PIECE* PER PASSENGER
GOLD/PLATINUM MEMBER	1 PIECE* PER PASSENGER	1 PIECE* PER PASSENGER

- * - weight: up to 50lb(23kg); size: up to 62in(158cm), WIDTH + DEPTH + HEIGHT = up to 158cm per piece.
 - (2) Subject to allowance for certain flights which may have lower maximum permitted weight, the maximum permitted weight for a single item of checked baggage is 32kgs/70lbs. HX shall not accept such baggage for carriage if the passenger fails to comply with the above flight limit and the instruction to repack or split overweight.
 - (3) Where two or more passengers, travelling as one party to a common destination or point of stopover by the same flight, present themselves and their baggage for travelling at the same time and place, they may be permitted a total free baggage allowance equal to the combination of their individual free baggage allowances.
- (D) Collection and Delivery of Baggage
 - (1) The passenger shall collect his/her checked baggage as soon as it is made available at the destination or, if the stopover is greater than 24 hours, at the stopover. HX may charge a storage fee if the checked baggage is not collected within a reasonable time. HX may dispose of the checked baggage without any liability to the passenger if it is not claimed within three (3) months from the time it is made available.
 - (2) Only the bearer of the baggage check and baggage identification tag is entitled to delivery of checked baggage. HX does not take any responsibility for ensuring that the bearer of the baggage check is entitled to delivery.
 - (3) If a passenger claiming the baggage is unable to produce the baggage check and identify the baggage

by means of a baggage identification tag, HX will deliver the baggage to such person only on condition that he/she establishes to HX's satisfaction his/her right to the baggage thereto, and if required by HX, such person shall furnish adequate security to indemnify HX for any loss, damage or expense which may be incurred by HX as a result of such delivery.

- (4) Acceptance of the baggage without complaint at the time of delivery by the passenger in possession of the baggage identification tag is evidence that the carrier delivered the baggage in good condition and in accordance with this tariff.

(E) Excess Baggage

- (1) Baggage in excess of the free baggage allowance will be accepted by the carrier upon payment of the applicable charge. The charge for excess baggage is payable prior to departure at the point of check-in.
- (2) Excess baggage charge with oversized baggage charge USD 150 will be collected for each baggage between 62in/158cm and 80in/203cm (WIDTH + DEPTH + HEIGHT)
- (3) Excess baggage charge with overweight charge (per kg)

PER KG (USD) BETWEEN	ZONE 1	ZONE 2	ZONE 3
HONG KONG	13*	15*	18*
ZONE 1	20*	20*	20*
ZONE 2	20*	20*	20*
ZONE 3	20*	20*	20*

*OR EQUIVALENT AMOUNT IN LOCAL CURRENCY CALCULATED BY IATA IROE

- (4) Excess baggage charge with extra piece charge (except Canada/North, Central and South America, Saipan)

PER EXTRA PIECE (USD) BETWEEN	ZONE 1	ZONE 2	ZONE 3
HONG KONG	30*	30*	30*
ZONE 1	30*	30*	30*
ZONE 2	30*	30*	30*
ZONE 3	30*	30*	30*

*OR EQUIVALENT AMOUNT IN LOCAL CURRENCY CALCULATED BY IATA IROE

- (5) Excess baggage charge with extra piece charge for Canada/North, Central and South America, Saipan

PIECE PER PIECE	CHARGES IN USD
EXTRA PIECE	200

- (6) Excess baggage charge with overweight and/or oversize and/or extra piece charges will be accumulated by summing up the applicable charges in above(2),(3)&(4)

- (7) Zone

DEFINITION ZONE	REGIONS	CITIES
ZONE 1	MAINLAND CHINA TAIWAN, CHINA VIETNAM	GUIYANG, HAIKOU, NANCHANG, SANYA TAIPEI HANOI
ZONE 2	MAINLAND CHINA	CHENGDU (SHUANGLIU), CHENGDU (TIANFU), CHONGQING, HANGZHOU, NANJING,

	JAPAN	SHANGHAI (HONGQIAO), SHANGHAI (PUDONG) OKINAWA
ZONE 3	MAINLAND CHINA INDONESIA JAPAN KOREA MALDIVES THAILAND UNITED STATES	BEIJING (CAPITAL), BEIJING (DAXING) BALI KAGOSHIMA, OKAYAMA, OSAKA, SAPPORO, TOKYO (NARITA), YONAGO, FUKUOKA, NAGOYA, KUMAMOTO, HAKODATE SEOUL (INCHEON) MALE BANGKOK, PHUKET SAIPAN

Remarks

- (a) Repack into separated unit to under max limit of overweight allowance is required.
- (b) Maximum total dimension of a baggage unit should not be over 203cm.

(F) Special Baggage

- (1) Sporting Equipment will be assessed the charges as below:

EQUIPMENT TYPE	RESERVATION	HANDLING CHARGE	CONTENT & REQUIREMENTS
Bicycles	Pre-advise at least 48 hours prior to the scheduled departure time	USD 80 per piece (up to 20kg)	<p>Regard less of the actual dimension, the equipment may be considered as a piece of baggage at 158cm/62in</p> <ul style="list-style-type: none"> • Non-motorized touring or racing, single-seat bicycle; • deflated tires; • Handlebars have to be removed or fixed sideways, and wrapped in plastic foam or similar material; • Pedals must be removed or turned in, before being wrapped in plastic foam or similar material; • Packed in a strong and

			protective hard case or recognized bicycle box at the time of check-in.
SURFBOARDS / WINDSURFING EQUIPMENT	Pre-advise at least 48 hours prior to the scheduled departure time	USD 100 per piece (up to 20kg)	Regardless of the actual dimension, the equipment may be considered as a piece of baggage at 203 cm/80 in <ul style="list-style-type: none"> • Surfboards are allowed up to two boards per bag. • Windsurfing equipment including one board and one mast, wooden boom and sail. • Windsurfing equipment must be padded and enclosed in a suitable package sufficient to protect

Remarks:

- Passengers should provide the weight and dimensions of baggage in order to check if cargo compartment space is available at the time of booking.
- Excessive weight will be charged as normal overweight baggage.
- Unrelated items should not put in the equipment packing.
- If no advance reservation was made, bicycle / surfboard equipment / windsurfing equipment will be treated as standby baggage.
- No compensation will be given to passengers whose bicycle / surfboard equipment / windsurfing equipment is offloaded due to cargo capacity issue.
- In case of any disputes, Hong Kong airlines' decision shall be final.

Regardless of the actual dimension, following types of sport equipment will be considered as a piece of baggage at 158 cm/62 in.

EQUIPMENT TYPE	RESERVATION	CONTENT & REQUIREMENTS	REMARKS
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Angling / Fishing Equipment	Pre-advise at the time of booking	<ul style="list-style-type: none"> • Including one fishing tackle box, landing net, fishing boots, one reel and two rods • All items must be properly encased in a suitable container at the time of check-in. 	-
Archery Equipment	Pre-advise at the time of booking	<ul style="list-style-type: none"> • Including one bow case containing bows, one quiver with arrows, and maintenance kit of sufficient strength to protect items from accidental damage. • All items must be properly encased in a suitable container at the time of check-in. 	One item of archery equipment per customer as checked baggage.
Bowling Equipment	Pre-advise at the time of booking	<ul style="list-style-type: none"> • Including one bowling bag, one bowling ball and bowling shoes. • All items must be properly encased in a suitable container at the time of check-in. 	-
Hockey / Lacrosse Equipment	Pre-advise at the time of booking	<ul style="list-style-type: none"> • Hockey (e.g. field hockey/ice hockey), ringette, lacrosse and football equipment: helmet, a puck / ring / football / stick, a set of pads, and a pair of cleats, shoes or skates are included as part of one accepted set, per guest. • One equipment bag and a maximum of two sticks taped together will be counted as one piece of checked baggage. • Hockey sticks must be packed separately from hockey equipment in a hard-sided 	-

		container or sporting bag.	
Golf Equipment	<p>Pre-advise at the time of booking.</p> <p>If travelling in a group of 10 or more people carrying golf set, pre-advise at least 48 hours prior to the scheduled departure time.</p>	<ul style="list-style-type: none"> • Including 14 clubs, 12 golf balls, and a pair of golf shoes. • The golf bag must be covered or enclosed in a heavy, rigid carrying case. • All items must be properly encased in a suitable container at the time of check-in. 	-
Scuba Diving Equipment	<p>Pre-advise at least 48 hours prior to the scheduled departure time</p>	<ul style="list-style-type: none"> • Including one empty scuba tank, one scuba regulator, one tank harness, one tank pressure gauge, mask, fins, snorkel and safety vest. • All items must be properly encased in a suitable container at the time of check-in. • Gas vessels must be fully depressurized for carrying. 	-
Ski & Water Ski Equipment	<p>Pre-advise at least 48 hours prior to the scheduled departure time</p>	<ul style="list-style-type: none"> • Including ski boot, ski poles, one snow board; one pair of standard water skis or slalom water ski. • Equipment must be securely encased in a suitable container at the time of check-in. 	<ul style="list-style-type: none"> • Passengers should provide the weight and dimensions of baggage in order to check if cargo compartment space is available at the time of booking • If no advance reservation was made, Ski & water

			Ski Equipment will be treated as standby baggage.
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- (2) Payment of Charges
Carrier will not be obligated to carry baggage until the passenger has paid all applicable charges or has complied with credit arrangements established by carrier.
- (3) Stopover
The excess baggage charges apply at each checked point.
- (4) Excess weight/oversize and/or additional piece and value charges on reroutings or cancellations.
when a passenger IE rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fares or the refunding of fares shall likewise govern the payment or the refunding of excess weight charges and the payment of excess value charges, but no refund of value charges will be made when a portion of the carriage has been completed.
- (5) Free baggage allowance for involuntary rerouted
involuntarily rerouted passengers will receive that free baggage allowance applicable to the class of service for which tickets were originally issued, regardless of whether such passengers are subsequently transferred to a different class of service.

Note: in the case of code-share, passengers are advised that the baggage rules applicable to their transportation are those of the carrier identified on your ticket and not of the carrier operating the flight.

(G) Items Unacceptable as Baggage

The following items are unacceptable as baggage (checked or unchecked) and will not be transported by the carrier:

- (1) Items which are forbidden to be carried by the applicable laws, regulations, or orders of any country to be flown from, to, or over.
- (2) Dangerous Goods as defined in the IATA dangerous goods regulations, such as those listed below, shall not be carried as, within or as part of passengers' baggage unless packed, marked, labeled, documented and handled in accordance with IATA dangerous goods regulations and carried with consent of and prior arrangement with carrier, except that medicinal and toilet articles in small quantities which are necessary or appropriate for the passenger during the journey, such as hair sprays, perfumes and medicines containing alcohol, alcoholic beverages, dry ice not exceeding 2 kg (4.4 lb) per passenger as carry-on baggage may be carried without prior approval.

- (3) Items, which in the carrier's opinion, are unsuitable for carriage because of their weight, size or character, for example, fragile or perishable items.
- (4) Live animals except as provided in Rule 56 Service Animals and Rule 105 Acceptance of Pets and Animals.
- (5) Briefcases and security type attaché cases with installed alarm devices; or incorporate lithium batteries.
- (6) And/or pyrotechnic material.
- (7) Explosives, munitions, fireworks, toy fireworks and flares.
- (8) Compressed Gases, (flammable, non-flammable or poisonous) such as butane, propane, aqualung cylinders, lighter fuels or refills, aerosols, chemical irritant aerosols.
- (9) Electric Stunning Device.
- (10) Flammable Liquids such as paints, thinner, adhesives.
- (11) Flammable solids such as "strike anywhere matches, charcoal, phosphorus and articles which are easily ignited.
- (12) Oxidizing Substances such as bleaching powder and peroxides.
- (13) Toxic Substances, Poisons such as arsenic, cyanides, insecticides, weed killers.
- (14) Infectious Substances such as biological products.
- (15) Radioactive Materials.
- (16) Corrosive Materials such as mercury (which may be contained in thermometers or blood pressure gauges), acid, alkalis and wet cell batteries.
- (17) Any Other Substances which, during a flight, present a danger not covered above, such as magnetized, offensive or irritating materials.
- (18) Inflated Objects, including inflated balls for sporting purposes such as basketballs, are restricted to be carried on board unless those objects have been fully deflated before boarding.
- (19) Firearms and Ammunition
 - (a) provided the carriage is not contrary to the laws, regulations, orders, demands, or travel requirements of countries to be flown from, into or over and provided such firearms have been proved to be unloaded and are well packed in a cover or case and provided the passenger is in possession of the necessary export, transit and import permits for carrying firearms and/or ammunition, firearms and/or a small quantity of ammunition, will be accepted for carriage in the cargo compartments as "not available baggage".
 - (b) arms must be packed and labeled as prescribed by IATA dangerous goods regulations and accompanied by shipper's certification.
 - (c) ammunition for small firearms only will be carried and only as "not available baggage" in the cargo compartment.

(H) Right to Refuse Carriage of Baggage

- (1) HX will refuse carriage as baggage of such items as are prohibited from carriage as baggage and HX may refuse further carriage of any such items on discovery thereof.
- (2) For security, safety or operational reasons, HX will refuse to carry as baggage any item which does not belong to the passenger and which you have pooled with his/her baggage. Except as provided by applicable laws and convention, HX does not accept liability for such baggage and reserve the right to seek indemnity from the passenger in respect of claims or losses incurred as a result of damage caused to it.
- (3) Unless advance arrangements for its carriage have been made, HX will carry any baggage which exceeds the applicable free baggage allowance on a flight other than the one HX carries the passenger, subject to them paying the charges specified above.
- (4) HX will refuse to accept baggage for carriage as checked baggage unless it is in our reasonable opinion properly securely packed in suitable suitcases or other appropriate containers to ensure safe carriage with ordinary care in handling.
- (5) HX will not refuse to carry wheelchairs or other disability-assistive devices of passengers, provided that such carriage would not violate relevant safety, hazardous materials or safety requirements. The passenger should inform HX at the time of booking of his/her special assistance needs so HX may have adequate time to make appropriate arrangements.
- (6) HX and their agents shall not check through baggage for other carriers where HX does not have an interline agreement with them. You should check whether we have an interline agreement with such other carrier(s) in advance if you plan to (a) connect with flight(s) of other carrier(s) after taking our flight(s); or (b) connect with our flight(s) after taking flight(s) of other carrier(s). If such other carrier(s) do (es) not have an interline agreement with us, you should clear your baggage and have it checked-in re-tagged for the next flight. In such circumstances, we are not liable for any loss, damage or delay to your journey or baggage carried by such other carrier(s).

(I) Right of Search

- (1) For reasons of safety and security, we may request you to permit a search (including the possibility of a scan such as x-ray scanning) to be made of your person or your baggage. We may search or have searched the passenger's baggage in your absence if you are not available for the purpose of determining whether you are in possession of or whether your baggage contains any item described

in (G) above or any firearms, munitions or weapons which have not been presented to us. If you are unwilling to comply with such requests we may refuse to carry you and your baggage.

- (2) Except as required by applicable laws or convention, we are not liable for any damage caused to you or your baggage due to the search except to the extent that such damage is caused to you or your baggage due to our negligence or willful misconduct.

Rule 130 Fare Construction

Issued: February 29, 2024

Effective: February 29, 2024

(A) General

Except as provided in paragraph (J) published fares apply only for carriage from the airport at the point of origin to the airport at the point of destination. all fares are established in the currency of the country of commencement of travel. For assistance in fare computation and fare construction, neutral unit of construction (NUC) is established against all local selling fares and published arbitraries. Where HX ticket stock or a HX fare has been used, all relevant governing rules or fare rules under this tariff must be used.

(B) Not Used

(C) Limitation of 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.

- (1) A fare component within Area 1 or via the Pacific Ocean between Area 1 and Area 3, must not include more than one arrival and one departure at any ticketed point.
- (2) For a journey originating in Area 1 no fare component within Area 1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates.
- (3) 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 two domestic sectors in Brazil.
- (4) 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.
- (5) A fare component from/to/via a point in Japan must not include more than three domestic sectors in Japan.

(D) Combining Domestic U.S. Special Fares with International Fares

- (1) A special fare application within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from the point of origin to the point of destination, provided that the passenger complies with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare;
Exception: any minimum tour price required by the special fare within the U.S.A. will not be applicable when the fare is combined with an international inclusive tour

fare having a minimum tour price of the same or a higher amount.

- (2) Mileage routings set forth in the MPM tariff may be applied to a fare constructed under paragraph (A) above, either for the entire journey between the point in the U.S.A. and the point in Area 2 or 3 or between the gateway point and the point in Area 2 or when the international fare used is published with a mileage routing.
- (3) When travel is via a higher rated intermediate point, the applicable fare for the itinerary will be the highest of the fares applicable between such intermediate point and:
 - (a) the point of origin of the itinerary
 - (b) the point of destination of the itinerary, or
 - (c) another intermediate point of the itinerary.
- (4) Notwithstanding paragraph (B) above, when a passenger purchases a one way ticket for transportation via a higher rated intermediate point, the fare for such transportation will be constructed by calculating the round trip fare for transportation via the higher rated intermediate point and subtracting therefrom the one way fare for direct (not involving a higher rated intermediate point) transportation between the points involved.

(E) Construction Rules for Journeys

- (1) The fare for a journey (excluding side trips assessed separately) shall be the lowest of:
 - (a) a single pricing unit for the journey, or
 - (b) any series of end-on-end combined pricing units which collectively comprise the journey being traveled.
- (2) (a) if the routing of the journey is determined as fulfilling the definition of a round trip or circle trip the pricing unit(s) must be assessed as a round trip or circle 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.

Note: in the absence of a published RT fare, a published one way fare will be considered as 1/2 rt.

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
- last fare component is assessed 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)
 NYC-MAN 1/2 RT)1
 Pricing unit
 LON-JNB 1/2 RT)
 MAN-JNB 1/2 RT)1
 Pricing unit

- Both subjourneys fall within the definition of open jaw
- Note: the 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, the construction 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 permitted
 RIO-JNB OW)

MAN-JNB OW)

- Travel LON-RIO-JNB-MAN does not meet the definition of normal fare open jaw as there are more than two international fare components.
 - Use of OW fares is not permitted as the journey is a circle trip
 - The total journey falls with the definition of CT and the only permissible construction based on the itinerary is 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 assessed in the direction from such country, i.e. not in the direction of travel.
Exception: Fare components between Canada and USA and between Denmark, Norway, Sweden shall be assessed in the direction of travel except for round trip pricing units.
- (3) (a) If the routing of a journey does not fulfill the definition of a round trip or circle 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) As an open jaw using two half round trip fares (subject to paragraph (2)(D) above).
 - (v) If there is a common point/country, the journey may be assessed as a mix of one way subjourney and a return subjourney (subject to paragraphs (2)(C) and (2)(D) above)
 - (vi) If there is a common point/country, the journey may be assessed as a mix of side trip and a return subjourney (subject to paragraphs (2)(C) and (2)(D) above.
Example: Travel MAN-LON (-PAR-LON)
NCE-MAN
Construction could be:
MAN-NCE RT 1 Pricing unit
Does not qualify for round trip, circle trip or normal fare open jaw. PAR-LON must be in the direction PAR to LON as the side trip is considered separate.
- (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-SEL-SYD-BJS-PUS

Construction:

ATL-SEL	OW	1	Pricing unit
SEL-SYD	OW	1	Pricing unit
SYD-BJS	OW	1	Pricing unit
PUS-BJS	OW	1	Pricing unit

Total 4 pricing units

Fare component BJS-PUS must be in the direction of PUS-BJS because the termination point (PUS) is in the same country from which a previous pricing unit (SEL-SYD) is assessed.

(F) Routing

Unless otherwise provided in carrier(s) tariffs, fares apply in either direction and only to the service and routings of carrier(s) published in connection therewith; provided that routings via a point for which a higher fare is applicable will not be permitted unless such higher fare is assessed. If there is more than one routing at the same fare, the passenger, prior to issuance of the ticket, may specify the routing, and in respect to any open date portion of such ticket, may specify optional routings. If no routing is specified, carrier may determine the routing.

Exception 1: (For transportation wholly between points in Area 1 (except Canada) and points in Area 3: applicable locally or jointly). the higher fare shall only be assessed if the passenger makes a stopover at the intermediate point for which a higher fare is published.

Exception 2: (Applicable for transportation wholly between points in Canada and points in Area 3). Routings are published in one direction only, but apply for carriage in either direction, unless otherwise specified; and only to the fares published in connection therewith. An intermediate point(s) specified along the routing may be omitted provided that successive segments are flown non-stop on a single carrier named in the respective segments along the published routing. the higher fare shall only be assessed if the passenger makes a stopover at the intermediate point for which a higher fare is published.

(G) One Way Fares

(1) General

when a one way trip ticket is purchased prior to commencement of carriage, the fares for the one way trip shall be applied in the direction of travel.

- (2) Fare Calculation
The one way fare shall not be less than the fare calculations as follows:
- (a) Precedence of published fare check as provided in paragraph (B) above,
 - (b) One way backhaul fare check as provided in paragraph (N) below,
 - (c) Directional minimum check 1 for each fare component as provided in paragraph (O) below, and
 - (d) Directional minimum check 2 where the highest applicable fare between any two ticketed points of the whole itinerary as provided in paragraph (O) below.

(H) Round Trip Fares

(1) General

When a round trip ticket is purchased prior to commencement of carriage, the fare for a round trip will be the round trip fare published in the applicable tariff(s) of carrier via the desired routing and for the class of service used.

(2) Application of combined services and/or special short limit validity

when round trip, first class, business class, tourist/coach, economy, premium economy class thrift or special short limit fares are applicable between the same points, round trip passengers will be charged the sum of 50 percent of the round trip fares applicable to the classes of service used, provided that:

- (a) such fares, which by their terms are combinable with other fares, shall not be used in construction of round trip fares; and
- (b) the shortest validity period applicable to any such fare used shall apply to the entire round trip.

(3) Fare Calculation

- (a) For the outbound component, use the one way fare or 50 percent of the round trip fare as applicable in the direction of travel. For the last fare component into the country of origin, one way fare or 50 percent of the round trip fare as applicable shall be applied from the country of origin towards the turnaround point.
- (b) The round trip fare is subject to the precedence of published fare check as provided in paragraph (B) above.

(I) Circle Trip Fares

When a circle trip ticket is purchased prior to commencement of carriage, the fare for such circle trip shall be the sum of 50 percent of the applicable round trip fares for the class of service to be used for the respective sections of carriage, constructed from point of origin via the desired routing, that produces the lowest fare for the circle trip; provided that:

- (1) Fares which by their terms are not combinable with

other fares, shall not be used in the construction of circle trip fares; and

- (2) The fare constructed with combinations of sector fares should not undercut the direct published fare or add-on constructed fare as provided in paragraph (B) above.
- (3) If the fare for a circle trip travelled in one class of service constructed as specified above is less than the highest direct route round trip fare applicable to the same class of service between any two points on the circle trip route, including points within the side trip, such highest direct route round trip fare shall apply; and

Exception: This provision shall not apply to circle trip fares constructed for carriage completely around the world in the same general direction.

- (4) The fare for a circle trip travelled partly in one class of service and partly in another class of service shall be constructed in accordance with the provisions shown herein.
- (5) The shortest validity period applicable to any fare used shall apply to the entire circle trip.
- (6) The last fare component used inbound to the country of origin must be the fare applicable to such component from the country of origin.

(J) Open-Jaw Fares

(1) Normal Fare Open Jaw

- (a) general - the following conditions apply to the assessment of a normal fare open jaw:
 - (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
 - (iv) Aruba, Bonaire, Saint Eustatius, Saba, Curacao, St. Maarten shall be considered as one country
 - (v) except for pricing units wholly within Europe, Europe shall be considered as one country
- (b) origin open jaw
Only domestic surface sectors are permitted.
- (c) Turnaround open jaw
 - (i) Both domestic and international surface breaks are permitted
 - (ii) when the surface sector is an international sector the distance of such surface sector must not be greater than the flown distance of the shorter of the two fare components.
- (d) Double open jaw

- (i) Combination of an origin open jaw and a turnaround open jaw with a domestic surface sector
 - (ii) Combination of an origin open jaw and a turnaround open jaw with an international surface sector
- (2) Special Fare Open Jaw
Except as otherwise specified, the fare for an open jaw shall be the sum of half the applicable round trip fares or 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 direction from Europe.
- (K) Round and Circle Trip Fares Partly via Carrier
 - (1) Entirely via Air
When a ticket is purchased prior to commencement of carriage for a round or circle trip which is partly via the services of carrier and partly via the services of other scheduled air carrier(s), the fare for each section of carriage via carrier will be 50 percent of the applicable round trip fare for such section of the round or circle trip, as the case may be.
 - (2) Partly via Air and Partly via Sea
 - (a) When tickets are purchased prior to commencement of carriage for a round trip or circle trip for combined air and sea travel, the air fare for each one-way section of the air journey will be 50 percent of all-year round trip fare published in tariffs governed by this tariff and applicable between the points and via the class of service used. A break in the round trip or circle trip is permitted to allow passengers to make their own way by any means of transportation between airports and adjacent seaports.
 - (b) The fares specified above will apply only via the routings published in connection with the all-year fares in tariffs making reference to this tariff for governing provisions, except that when an excursion fare is used as provided in the exception above, the routing published in connection with such excursion fare will apply.
- (L) Side Trip
When a fare for a side trip is charged separately, all provisions of this rule, as applicable, shall apply from the point of origin of such fare component(s). Exception: combination of one way normal pricing units with international side trip one way pricing units to or via the country of commencement of
- (M) Higher Intermediate Point Check (HIP)

- (1) Normal Fare HIP
- (a) 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 involving stopover points from
 - (i) Fare component origin to each intermediate stopover point;
 - (ii) Each intermediate stopover point to each subsequent intermediate stopover point;
 - (iii) Each intermediate stopover point to the subsequent fare break point 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).
 - (b) If in any indirect routing otherwise permissible at the direct route normal fare plus a percentage (EMS), there is a direct route normal fare(s) of the same class of service involving stopover points as specified in (a) (i),(ii), (iii) above 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 (EMS) applicable to the through fare shall be applied to such higher intermediate fare.
 - (c) when comparing normal fare 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 is compared with sleeper seat fare; if no sleeper seat fare, compares with the highest first class fare, ignoring any fare rule provisions first class fare is compared with first class fare; if no first class fare, compare with the highest intermediate/business class fare (or next lower class fare), ignoring any fare rule provisions intermediate/business class fare is compared with intermediate/business class fare; if no intermediate/business class seat fare, compare with the highest economy class fare, ignoring any fare rule provisions economy class is compared with economy class fare; if no economy class fare to compare, no check is required.
 - (d) 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.

- (e) 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 (including blackout dates), flight application, routing validation, day of week limitations of the lower/lowest fare (excluding application of stopover charges).
- (f) 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.
- (g) 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, however, such check shall not apply between the terminal points of the unflown sector.
- (h) 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 unless the time interval between the arrival and departure at such point does not constitute a stopover; however, such check shall not apply between the terminal points of the unflown sector.
 - (i) For journeys originating in western Africa, the HIP check in each fare component shall be applied on all ticketed points in western Africa.
 - (ii) For journeys origination in Malawi, the HIP checks in each fare component shall be applied on all ticketed points in Malawi.
- (j) 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.
- (k) 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.

(2) Special Fare HIP

- (a) If in any routing otherwise permissible at the direct route special fare there is a direct route special fare(s) of the same class of service from,
 - (i) Fare component origin to each intermediate stopover point.
 - (ii) Each intermediate stopover point to fare component destination which is higher than the direct route special fare between the fare construction points, the fare shall be not less than the highest applicable special fare referred to above (HIP).
- (b) If in any indirect routing otherwise permissible at the direct route special fare plus a percentage (EMS), there is a direct route special fare(s) of the same class of service involving points as specified in (a) (i) and (ii) above, which is higher than the direct route special fare between the fare construction points, the fare for the indirect route shall be not less than the highest applicable special fare referred to above (HIP), and the surcharge percentage (EMS) applicable to the through fare shall be applied to such higher intermediate fare.
- (c) The sequence described below shall be followed for each sector indicated in (a)(i) and (ii) above.
 - (i) The special fare of the fare component shall not be less than the lower/lowest applicable special fare of the same fare type.
 - (ii) If there is no matching applicable special fare of the same type, the special fare of the fare component shall not be less than the lower/lowest applicable special fare within the same fare type group.
 - (iii) If there is no applicable special fare within the same fare type group, the special fare of the fare component shall not be less than the lower/lowest applicable special fare within the next higher fare type group. Continue to the next group only if there is no applicable special fare found.
 - (iv) If there is no applicable special fare

found in a higher fare type group(s)?		within this group higher than the special fare for the component?
No	Yes	No Yes
Apply the special fare for the component (surcharge if necessary)	Is the lowest applicable fare within this group higher than the special fare for the component?	Apply the special fare for the component (surcharge if necessary)
	No	Yes
	Apply the special fare for the component (surcharge if necessary).	Raise the fare to such higher special fare (surcharge if necessary).

- (f) when comparing special fares in accordance with the foregoing, comparison shall be made with the following provisions:
- (i) In the same direction as the fare component.
 - (ii) Half round trip fare compared to half round trip fare; one way fares compared to one way fares.
 - (iii) Limited to the same class of service;
 - . First class fare is compared with first class fare;
 - . Intermediate/business class fare is compared with intermediate/business class fare;
 - . Premium economy class fare is compared with premium economy class fare;
 - . Economy class fare is compared with economy class fare
- (g) 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.

- (h) 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, however, such check shall not apply between the terminal points of the unflown sector.
- (i) 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 unless the time interval between the arrival and departure at such point does not constitute a stopover; however, such check shall not apply between the terminal points of the unflown sector.
- (j) Notwithstanding the above,
 - (i) For journeys origination in western Africa HIP check in each fare component shall be applied on all ticketed points in West Africa.
 - (ii) For journeys between Kilimanjaro and Nairobi, the HIP check in each fare component shall be applied on all ticketed points.
 - (iii) For journeys origination in Malawi, the HIP check for each fare component shall be applied on all ticketed points in Malawi.
- (k) 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.
- (l) Seasonality application: 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.

- (N) One Way Backhaul Check
 - (1) This paragraph does not apply

- (a) for pricing units wholly within TC1
- (b) For pricing units wholly between Argentina, Brazil, Chile, Paraguay, Uruguay and TC2
- (c) For pricing units wholly within Europe
- (d) For pricing units between Europe and the Middle East/Africa
- (e) For pricing units wholly within Africa
- (2) This paragraph applies only when using normal one way fares pricing units.
- (3) If in any fare component travel is via a higher rated intermediate stopover point, the fare for such fare component shall be the higher of:
 - (a) The applicable fare between the fare construction points, or
 - (b) 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. The one way backhaul rule check not be applied for points which have been excluded from the provisions of this resolution, subject to the same conditions contained in the exclusion.
- (O) Circle Trip Minimum (CTM) Check
 - (1) The applicable fare for a circle trip - normal fare (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal round trip fare 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.
 - (2) 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.
 - (3) 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 fares with the appropriate global indicator for the routing, it is not necessary to construct such fares.
 - (4) 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 fares to be used for the check shall be the lower of such round trip fares.
 - (5) When more than one normal fare is published for the carrier(s) and the class of service used, the lower, lowest level may be used subject to seasonality (including blackout dates) and day of week application.
 - (6) For round the world travel originating in

Australia/New Zealand the provisions of subparagraphs (1) and (2) shall not apply.

- (7) 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.

(P) Class Differentials Calculation

- (1) The fare shall be determined in the lower class of the entire journey and plus the class differential for the sectors travelled in the higher class of service.
- (2) The Class Differential is subject to the normal mileage provisions and must be increased accordingly when the distance travelled in the higher class of service exceeds the maximum permitted mileage (MPM) for the sectors concerned.
- (3) The Class Differentials shall be assessed:
 - (a) In the same direction as the fare component used;
 - (b) within each fare component.
- (4) Class Differential calculation is only subject to the HIP check, no further minimum check applies.

(Q) Ground Transfers

Published fares do not include ground transfer service between airports and between airport and town centers unless carrier's tariffs specifically provide that such ground transfer service will be furnished without additional charge. (see Rule 30 herein)

Rule 135 Stopovers

Issued: February 29, 2024

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- (A) Stopovers may be permitted at agreed stopping places subject to applicable government requirements and HX regulations.
- (B) Stopovers must be arranged with carrier in advance and specified on the ticket.

Rule 145 Currency Applications

Issued: February 29, 2024

Effective: February 29, 2024

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

(b)

Albania
Armenia

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

- (2) All add-ons shall be established in the currency of the country concerned, or where agreed, in U.S. dollars or in EURO or in any other currency.
- combination of local currency fares
to combine two or more local currency fares, convert all local currency fares into the currency of the Country of Commencement of transportation.
- Step 1: (a) establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA Rate of Exchange (ROE) shown in the currency conversion table below for the country in which the currency is denominated.
- (b) calculate the resultant amount to two decimal places, ignoring any further decimal places.
- Step 2: add the resultant NUC amounts for the sectors involved.

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

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

Other Charges

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

MCOs for unspecified transportation and PTAs.

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

Currency Table

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

Local Currency Rounding Table

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

Currency Table

Abu Dhabi

(see United Arab Emirates)

Afghanistan

US Dollar USD ROE:1.0 Note d
round up: local currency - 1 other charges - 0.1

Albania

EURO EUR ROE:.888299 Note -
round up: local currency - 1 other charges - 0.01

Algeria

Algerian dinar DZD ROE:119.700963 Note -
round up: local currency - 1 other charges - 1

American Samoa

US Dollar USD ROE:1.0 Note -
round up: local currency - 1 other charges - 0.1

Angola

US Dollar USD ROE:1.0 Note d
round up: local currency - 1 other charges - 0.1

Anguilla				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Antigua and Barbuda				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Argentina				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Armenia				
EURO	EUR	ROE:.888299	Note e	
round up:	local currency - 1		other charges - 0.1	
Aruba				
Aruban Guilder	AWG	ROE:1.8000000	Note -	
round up:	local currency - 1		other charges - 1	
Australia				
Dollar	AUD	ROE:1.432645	Note -	
round up:	local currency - 1		other charges - 0.1	
Austria				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.01	
Azerbaijan				
EURO	EUR	ROE:.888299	Note e	
round up:	local currency - 1		other charges - 0.1	
Bahamas				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 0.1	
Bahrain				
Bahraini Dinar	BHD	ROE: .376100	Note -	
round up:	local currency - 1		other charges - 1	
Bangladesh				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Barbados				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 0.1	
Belarus				
EURO	EUR	ROE:.888299	Note e	
round up:	local currency - 1		other charges - 0.1	
Belgium				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.01	
Belize				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Benin, rep. of				
CFA Franc	XOF	ROE:582.686007	Note -	
round up:	local currency - 100		other charges - 100	
Bermuda				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Bhutan				
ngultrum	BTN	ROE:69.344359	Note -	
round up:	local currency - 1		other charges - 1	
Bolivia				
US Dollar	USD	ROE:1.0	Note d	

round up: local currency - 1		other charges - 0.1	
Bonaire			
US Dollar	USD	ROE:1.0	Note -
round up: local currency - 1		other charges - 0.1	
Bosnia and Herzegovina			
EURO	EUR	ROE:.888299	Note e
round up: local currency - 1		other charges - 0.01	
Botswana			
pula	BWP	ROE:11.007161	Note -
round up: local currency - 1		other charges - 0.1	
Brazil			
US Dollar	USD	ROE:1.0	Note d
round up: local currency - 1		other charges - 0.1	
British Virgin Islands			
US Dollar	USD	ROE:1.0	Note -
round up: local currency - 1		other charges - 0.1	
Brunei			
Darussalam			
Brunei Dollar	BND	ROE:1.366139	Note -
round up: local currency - 1		other charges - 1	
Bulgaria			
EURO	EUR	ROE:.888299	Note e
round up: local currency - 1		other charges - 0.01	
Burkina Faso			
CFA Franc	XOF	ROE:582.686007	Note -
round up: local currency - 100		other charges - 100	
Burundi			
US Dollar	USD	ROE:1.0	Note d
round up: local currency - 1		other charges - 0.1	
Cambodia			
US Dollar	USD	ROE:1.0	Note -
round up: local currency - 1		other charges - 1.0	
Cameroon			
CFA Franc	XAF	ROE:582.686007	Note -
round up: local currency - 100		other charges - 100	
Canada			
Canadian Dollar	CAD	roe:1.339292	Note -
round up: local currency - 1		other charges - 0.1	
Cape Verde			
EURO	EUR	ROE:.888299	Note e
round up: local currency - 1		other charges - 0.1	
Cayman Islands			
US Dollar	USD	ROE:1.0	Note d
round up: local currency - 1		other charges - 0.1	
Central African Republic			
CFA Franc	XAF	ROE:582.696007	Note -
round up: local currency - 100		other charges - 100	
Chad			
CFA Franc	XAF	ROE:582.686007	Note -
round up: local currency - 100		other charges - 100	
Chile			
US Dollar	USD	ROE:1.0	Note d
round up: local currency - 1		other charges - 0.1	
China			
Yuan Renminbi	CNY	ROE:6.909927	Note -

round up: local currency - 10	other charges - 1
Chinese Taipei	
Dollar	TWD ROE:31.396602 Note -
round up: local currency - 1	other charges - 0.5
Colombia	
US Dollar	USD ROE:1.0 Note d
round up: local currency - 1	other charges - 0.1
Comoros	
Comoro	
Franc	KMF ROE:437.014505 Note -
round up: local currency - 100	other charges - 50
Congo (Brazzaville)	
CFA Franc	XAF ROE:582.686007 Note -
round up: local currency - 100	other charges - 100
Congo (Kinshasa)	
US Dollar	USD ROE:1.0 Note -
round up: local currency - 1	other charges - 0.1
Cook Islands	
New Zealand	
Dollar	NZD ROE:1.511449 Note -
round up: local currency - 1	other charges - 0.1
Costa Rica	
US Dollar	USD ROE:1.0 Note -
round up: local currency - 1	other charges - 0.1
Cote D'ivoire	
CFA Franc	XOF ROE:582.686007 Note -
round up: local currency - 100	other charges - 100
Croatia	
EURO	EUR ROE:.888299 Note e
round up: local currency - 1	other charges - 0.01
Cuba	
US Dollar	USD ROE:1.0 Note d
round up: local currency - 1	other charges - 0.1
Curacao	
Netherlands	
Antilles	
Guilder	ANG ROE:1.790000 Note -
round up: local currency - 1	other charges - 0.1
Cyprus	
EURO	EUR ROE:.888299 Note -
round up: local currency - 1	other charges - 0.05
Czech	
Republic	
Czech Koruna	CZK ROE:22.838593 Note -
round up: local currency - 1	other charges - 1
Denmark	
Danish Krone	DKK ROE:6.633619 Note -
round up: local currency - 5	other charges - 1
Djibouti	
Djibouti Franc	DJF ROE:177.721000 Note -
round up: local currency - 100	other charges - 100
Dominica	
US Dollar	USD ROE:1.0 Note d
round up: local currency - 1	other charges - 0.1
Dominican	
Republic	
US Dollar	USD ROE:1.0 Note d
round up: local currency - 1	other charges - 0.1

Ecuador				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 0.1	
Egypt				
Egyptian Pound	EGP	ROE:17.880000	Note -	
round up:	local currency - 1		other charges - 1	
El Salvador				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 0.1	
Equatorial Guinea				
CFA Franc	XAF	ROE:582.686007	Note -	
round up:	local currency - 100		other charges - 100	
Eritrea				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Estonia				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 5		other charges - 0.1	
Ethiopia				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - .		other charges - 0.1	
European M. Union				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.5	
Falkland Islands				
Falkland Islands Pound	FKP	ROE:.787961	Note -	
round up:	local currency - 1		other charges - 0.1	
Faroe Islands				
Danish Krone	DKK	ROE:6.633619	Note -	
round up:	local currency - 5		other charges - 0.1	
Fiji				
Fiji Dollar	FJD	ROE:2.167769	Note -	
round up:	local currency - 1		other charges - 0.1	
Finland				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.01	
France				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.01	
French Guiana				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.01	
French Polynesia				
CFP Franc	XPF	ROE:106.002240	Note -	
round up:	local currency - 5		other charges - 1	
Gabon				
CFA Franc	XAF	ROE:582.686007	Note -	
round up:	local currency - 100		other charges - 100	
Gambia				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 0.1	
Georgia				
EURO	EUR	ROE:.888299	Note e	
round up:	local currency - 1		other charges - 0.1	
Germany				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.01	

Ghana				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Gibraltar				
Gibraltar				
Pound	GIP	ROE:.787961	Note -	
round up:	local currency - 1		other charges - 0.1	
Greece				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 100		other charges - 10	
Greenland				
Danish Krone	DKK	ROE:6.633619	Note -	
round up:	local currency - 5		other charges - 1	
Grenada				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Guadeloupe				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.01	
Guam				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 0.1	
Guatemala				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Guinea				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Guinea-Bissau				
CFA Franc	XOF	ROE:582.686007	Note -	
round up:	local currency - 1		other charges - 0.1	
Guyana				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 1	
Haiti				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 0.1	
Honduras				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Hong Kong				
Hong Kong Dollar	HKD	ROE:7.840588	Note -	
round up:	local currency - 10		other charges - 1	
Hungary				
Forint	HUF	ROE:286.079249	Note -	
round up:	local currency - 10		other charges - 10	
Iceland				
Iceland Krone	ISK	ROE:124.101625	Note -	
round up:	local currency - 100		other charges - 10	
India				
Indian Rupee	INR	ROE:69.344359	Note -	
round up:	local currency - 5		other charges - 1	
Indonesia				
Indonesian Rupiah	IDR	ROE:14354.200000	Note -	
round up:	local currency - 1		other charges - 0.1	
Iran, Islamic Republic of				
Iranian Rial	IRR	ROE:110241.000000	Note -	

round up: local currency - 100	other charges - 100
Iraq	
Iraq Dinar	IQD ROE:1196.998378 Note d
round up: local currency - 0.1	other charges - 0.05
Ireland	
EURO	EUR ROE:.888299 Note -
round up: local currency - 1	other charges - 0.01
Israeli	
US Dollar	USD ROE:1.0 Note d
round up: local currency - 1	other charges - 0.1
Italy	
EURO	EUR ROE:.888299 Note -
round up: local currency - 1	other charges - 0.01
Jamaica	
US Dollar	USD ROE:1.0 Note -
round up: local currency - 1	other charges - 0.1
Japan	
Yen	JPY ROE:108.210074 Note -
round up: local currency - 100	other charges - 10
Jordan	
Jordanian Dinar	JOD ROE: .709000 Note -
round up: local currency - 1	other charges - 0.05
Kazakhstan	
Tenge	KZT ROE:383.850000 Note d
round up: local currency - 1	other charges - 0.1
Kenya	
US Dollar	USD ROE:1.0 Note d
round up: local currency - 1	other charges - 0.1
Kiribati	
Australian Dollar	AUD ROE:1.432645 Note -
round up: local currency - 1	other charges - 0.1
Korea, Democratic People's Republic of	
North Korean Won	KPW ROE:107.250000 Note -
round up: local currency - 1	other charges - 1
Korea, Republic of	
Korean Won	KRW ROE:1128.635244 Note -
round up: local currency - 100	other charges - 100
Kuwait	
Kuwait Dinar	kwd roe:.304962 Note -
round up: local currency - 1	other charges - 0.05
Kyrgyzstan	
EURO	EUR ROE:.888299 Note e
round up: local currency - 1	other charges - 0.1
Laos, People's Democratic Republic of	
US Dollar	USD ROE:1.0 Note d
round up: local currency - 1	other charges - 0.1
Latvia	
EURO	EUR ROE:.888299 Note -
round up: local currency - 1	other charges - 0.1
Lebanon	

US Dollar	USD	ROE:1.0	Note -
round up: local	currency - 1		other charges - 0.1
Lesotho			
Loti	LSL	ROE:14.694945	Note -
round up: local	currency - 10		other charges - 0.1
Liberia			
US Dollar	USD	ROE:1.0	Note -
round up: local	currency - 1		other charges - 0.1
Libyan Arab Jamahiriya			
Libyan Dinar	LYD	ROE:1.420540	Note -
round up: local	currency - 0.1		other charges - 0.05
Lithuania			
EURO	EUR	ROE:.888299	Note -
round up: local	currency - 1		other charges - 0.1
Luxembourg			
Luxembourg			
EURO	EUR	ROE:.888299	Note -
round up: local	currency - 1		other charges - 0.01
Macao			
Pataca	MOP	ROE:8.075805	Note -
round up: local	currency - 10		other charges - 1
Macedonia, The Former Yugoslav Republic of			
EURO	EUR	ROE:.888299	Note e
round up: local	currency - 1		other charges - 0.01
Madagascar			
US Dollar	USD	ROE:1.0	Note d
round up: local	currency - 100		other charges - 50
Malawi			
US Dollar	USD	ROE:1.0	Note d
round up: local	currency - 1		other charges - 0.1
Malaysia			
Malaysian Ringgit	MYR	ROE:4.165836	Note -
round up: local	currency - 1		other charges - 1
Maldives			
US Dollar	USD	ROE:1.0	Note d
round up: local	currency - 1		other charges - 0.1
mail			
CFA Franc	XOF	ROE:582.686007	Note -
round up: local	currency - 100		other charges - 100
Malta			
EURO	EUR	ROE:.888299	Note -
round up: local	currency - 1		other charges - 0.1
Marshall Islands			
US Dollar	USD	ROE:1.0	Note -
round up: local	currency - 1		other charges - 0.1
Martinique			
EURO	EUR	ROE:.888299	Note -
round up: local	currency - 1		other charges - 0.01
Mauritania			
Ouguiya	MRO	ROE:369.921158	Note -
round up: local	currency - 20		other charges - 10
Mauritius			
Mauritius Rupee	MUR	ROE:36.799593	Note -
round up: local	currency - 5		other charges - 1

Mayotte				
EURO	EUR	ROE:.888299	Note -	
round up: local	currency - 1		other charges - 0.01	
Mexico				
US Dollar	USD	ROE:1.0	Note d	
round up: local	currency - 1		other charges - 0.1	
Micronesia				
US Dollar	USD	ROE:1.00	Note -	
round up: local	currency - 1		other charges - 0.1	
Moldova, Republic of				
EURO	EUR	ROE:.888299	Note e	
round up: local	currency - 1		other charges - 0.1	
Monaco				
EURO	EUR	ROE:.888299	Note -	
round up: local	currency - 1		other charges - 0.01	
Mongolia				
US Dollar	USD	ROE:1.0	Note d	
round up: local	currency - 1		other charges - 0.1	
Montenegro				
EURO	EUR	ROE:.888299	Note -	
round up: local	currency - 1		other charges - 0.1	
Montserrat				
US Dollar	USD	ROE:1.0	Note d	
round up: local	currency - 1		other charges - 0.1	
Morocco				
Moroccan Dirham	MAD	ROE:9.719251	Note -	
round up: local	currency - 5		other charges - 1	
Mozambique				
Metical	MZM	ROE:62.910000	Note -	
round up: local	currency - 10000		other charges - 10000	
Myanmar				
Kyat	MMK	ROE:1546.516236	Note d	
round up: local	currency - 1		other charges - 1	
Namibia				
Namibian Dollar	NAD	ROE:14.694945	Note -	
round up: local	currency - 10		other charges - 1	
Nauru				
Australian Dollar	AUD	ROE:1.432645	Note -	
round up: local	currency - 1		other charges - 0.1	
Nepal				
Napalese Rupee	NPR	ROE:110.950975	Note -	
round up: local	currency - 1		other charges - 0.1	
Netherlands				
Netherlands				
EURO	EUR	ROE:.888299	Note -	
round up: local	currency - 1		other charges - 0.01	
Netherlands Antilles				
Netherlands Antillean Guilder	ANG	ROE:1.790000	Note -	
round up: local	currency - 1		other charges - 1	
New Caledonia				
CFP Franc	XPF	ROE:106.002240	Note -	
round up: local	currency - 100		other charges - 10	
New Zealand				

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

EURO	EUR	ROE:.888299	Note -
round up: local	currency - 1		other charges - 0.01
Puerto Rico			
US Dollar	USD	ROE:1.0	Note -
round up: local	currency - 1		other charges - 0.1
Qatar			
Qatari Rial	qar	roe:3.640000	Note -
round up: local	currency - 10		other charges - 10
Reunion			
EURO	EUR	ROE:.888299	Note -
round up: local	currency - 1		other charges - 0.01
Romania			
EURO	EUR	ROE:.888299	Note e
round up: local	currency - 1		other charges - 0.01
Russian Federation			
EURO	EUR	ROE:.888299	Note e
round up: local	currency - 1		other charges - 0.01
Rwanda			
US Dollar	USD	ROE:1.0	Note d
round up: local	currency - 1		other charges - 0.1
Saba			
US Dollar	USD	ROE:1.0	Note -
round up: local	currency - 1		other charges - 0.1
Saint Helena			
Pound	SHP	ROE:.787961	Note -
round up: local	currency - 1		other charges - 0.1
Saint Kitts and Nevis			
US Dollar	USD	ROE:1.0	Note d
round up: local	currency - 1		other charges - 0.1
Saint Lucia			
US Dollar	USD	ROE:1.0	Note d
round up: local	currency - 1		other charges - 0.1
Saint Maarten			
Guilder			
Netherlands	Ang	Roe:1.790000	Note -
Antilles			
round up: local	currency - 1		other charges - 0.1
Saint Pierre and Miquelon			
EURO	EUR	ROE:.888299	Note -
round up: local	currency - 0.01		other charges - 0.01
Saint Vincent and The Grenadines			
US Dollar	USD	ROE:1.0	Note d
round up: local	currency - 1		other charges - 0.1
Samoa			
Tala	WST	ROE:2.713072	Note -
round up: local	currency - 1		other charges - 0.1
Sao Tome and Principe			
US Dollar	USD	ROE:1.0	Note -
round up: local	currency - 1		other charges - 0.1
Saudi Arabia			
Saudi Riyal	SAR	ROE:3.750000	Note -
round up: local	currency - 1		other charges - 1

Senegal				
CFA Franc	XOF	ROE:582.686007	Note -	
round up:	local currency - 100		other charges - 100	
Serbia				
EURO	EUR	ROE:.888299	Note e	
round up:	local currency - 1		other charges - 0.1	
Seychelles				
Rupee	SCR	ROE:14.529489	Note -	
round up:	local currency - 1		other charges - 1	
Sierra Leone				
US Dollar	USD	ROE:1.0	Note -	
round up:	local currency - 1		other charges - 0.1	
Singapore				
Singapore Dollar	SGD	ROE:1.366139	Note -	
round up:	local currency - 1		other charges - 1	
Slovakia				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 1	
Slovenia				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 100		other charges - 1	
Solomon Islands				
Solomon Islands Dollar	SBD	ROE:8.481025	Note -	
round up:	local currency - 1		other charges - 0.1	
Somalia				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
South Africa				
Rand	ZAR	ROE:14.694945	Note -	
round up:	local currency - 10		other charges - 1	
South Sudan				
South Sudanese Pound	SSP	ROE:157.810800	Note g	
round up:	local currency - 1		other charges - 1	
Spain				
EURO	EUR	ROE:.888299	Note -	
round up:	local currency - 1		other charges - 0.01	
Sri Lanka				
Sri Lanka Rupee	LKR	ROE:177.065044	Note -	
round up:	local currency - 100		other charges - 1	
Sudan				
Sudanese Dinar	SDG	ROE:45.225000	Note g	
round up:	local currency - 1		other charges - 1	
Suriname				
US Dollar	USD	ROE:1.0	Note d	
round up:	local currency - 1		other charges - 0.1	
Swaziland				
Lilangeni	SZL	ROE:14.557967	Note -	
round up:	local currency - 10		other charges - 1	
Sweden				
Swedish Krone	SEK	ROE:9.438611	Note -	
round up:	local currency - 5		other charges - 1	
Switzerland				
Swiss Franc	CHF	ROE:.992589	Note -	
round up:	local currency - 1		other charges - 0.5	

Syrian Arab Republic				
Syrian Pound	SYP	ROE:436.000000	Note g	
round up: local currency - 1			other charges - 1	
Tajikistan				
EURO	EUR	ROE:.888299	Note e	
round up: local currency - 1			other charges - 0.1	
Tanzania, United Republic of				
US Dollar	USD	ROE:1.0	Note d	
round up: local currency - 1			other charges - 0.1	
Thailand				
Baht	THB	ROE:31.839020	Note -	
round up: local currency - 5			other charges - 5	
Timor - Leste				
US Dollar	USD	ROE:1.0	Note -	
round up: local currency - 5			other charges - 0.1	
Togo				
CFA Franc	XOF	ROE:582.686007	Note -	
round up: local currency - 100			other charges - 100	
Tonga				
Pa'anga	TOP	ROE:2.352005	Note -	
round up: local currency - 1			other charges - 0.1	
Trinidad and Tobago				
US Dollar	USD	ROE:1.0	Note d	
round up: local currency - 1			other charges - 0.1	
Tunisia				
Tunisian Dinar	TND	ROE:3.095804	Note -	
round up: local currency - 0.5			other charges - 0.5	
Turkey				
Turkish Lira	TRY	ROE:5.866640	Note d	
round up: local currency - 1			other charges - 0.1	
Turkmenistan				
New Manat	TMT	ROE:3.500000	Note d	
round up: local currency - 1			other charges - 0.1	
Turks and Caicos Islands				
US Dollar	USD	ROE:1.0	Note -	
round up: local currency - 1			other charges - 0.1	
Tuvalu				
Australian Dollar	AUD	ROE:1.432645	Note -	
round up: local currency - 1			other charges - 0.1	
Uganda				
US Dollar	USD	ROE:1.0	Note d	
round up: local currency - 1			other charges - 0.1	
Ukraine				
US Dollar	USD	ROE:1.0	Note d	
round up: local currency - 1			other charges - 0.1	
United Arab Emirates (Comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras-El-Khaimah, Sharjah, Umm Al Qaiwain)				

UAE Dirham	AED	ROE:3.672750	Note -
round up: local currency - 10			other charges - 10
United Kingdom			
Pound Sterling	GBP	ROE:.787961	Note -
round up: local currency - 1			other charges - 0.1
United States			
US Dollar	USD	ROE:1.0	Note -
round up: local currency - 1			other charges - 0.1
Uruguay			
US Dollar	USD	ROE:1.0	Note d
round up: local currency - 1			other charges - 0.1
Uzbekistan			
EURO	EUR	ROE:.888299	Note e
round up: local currency - 1			other charges - 0.1
Vanuatu			
Vatu	VUV	ROE:114.140000	Note -
round up: local currency - 100			other charges - 10
Venezuela			
US Dollar	USD	ROE:1.0	Note d
round up: local currency - 1			other charges - 0.1
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:106.002240	Note -
round up: local currency - 100			other charges - 10
Yemen, Republic of			
Yemini Rial	YER	ROE:250.000000	Note g
round up: local currency - 1			other charges - 0.1
Zambia			
US Dollar	USD	ROE:1.0	Note d
round up: local currency - 1			other charges - 0.1
Zimbabwe			
Zimbabwe Dollar	USD	ROE:1.0	Note -
round up: local currency - 1			other charges - 0.1

Notes:

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

Local Currency Rounding Table

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

Unless Otherwise Shown:

Afghanistan			
Afghani	AFA		Note -
round up: local currency - 1			other charges - 1
Albania			
Lek	ALL		Note -
round up: local currency - 1			other charges - 1
Angola			
Kwanza	AOK		Note -
round up: local currency - 1000000			other 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	GYP	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		
Uruguayo Peso	UYU	Note -1,3
round up: local currency - 100		other charges - 100
Uzbekistan		
Uzbekistan		
Sum	UZS	Note -
round up: local currency - 100		other charges - 10
Venezuela		
Bolivar	VEB	Note -
round up: local currency - 10		other charges - 10
Vietnam		
dong	VND	Note -
round up: local currency - 1		other charges - 1
Yemen,		
Republic of		
Yemeni Rial	YER	Note -
round up: local currency - 1		other charges - 1
Yugoslavia		
New Dinar	YUM	Note 4
round up: local currency - 1		other charges - 1
Zaire		
New Zaire	ZRN	Note -
round up: local currency - 1		other charges - 0.05
Zambia		
Kwacha	ZMK	Note -
round up: local currency - 1		other charges - 5

Notes:

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

Rule 200 Children's and Infants' Fares

Issued: February 29, 2024

Effective: February 29, 2024

- (A) Accompanied and unaccompanied infants under two years of age
- (1) Accompanied
When accompanied by an escort (see Note), children who are less than two years of age on the date of commencement of outward travel will be assessed fares as follows:
- (a) Infant does not occupy a seat: the charge is 10 percent of the applicable adult fare unless otherwise specified in applicable fare rule.
- (b) Infant occupies seat - the charge shall be the same as accompanied child as listed hereunder.
- (2) Unaccompanied
Infants under 2 years of age must provide their own escort and therefore, will pay the infant fare according to (A)(1) above.
- Note: "Escort" herein shall mean a passenger 12 years of age or older.
Person(s) under 16 years of age will not be accepted as escorts.
Person(s) over 16 and under 18 years of age will only be accepted as escorts subject to HX approval.
No single escort shall be responsible for more than two (2) infants and/or children.
- (B) Accompanied and unaccompanied children two years of age or above, but under 12 years of age
- (1) Accompanied
The fare for children who have reached their 2nd birthday but have not reached their 12th birthday on the date of commencement of the outbound travel must be ticketed and assigned a seat and will be charged 75 percent of the applicable adult fare per child unless otherwise specified in applicable fare rule and subject to available charges.
- Note: infants who will reach their second birthday during the journey will in accordance with safety regulations, be required to occupy a seat, paying the child's or lowest applicable fare, for those sectors to be traveled after reaching two years or age. When a separate seat is requested or required on a portion of the itinerary, the ticket may be processed as:
- (a) Reassess the affected HX operated flight (including codeshare and joint venture) or;
- (b) One way sector difference on the affected HX operated flight (including codeshare and joint venture) by actual travel direction and applicable tax/fee/charges. The fare level should be based on action date or;

- (c) Purchase new ticket on affected HX operated flight (including codeshare and joint venture) and refund the original ticket if applicable.
- (2) Unaccompanied:
 - (a) Children under 6 years of age must provide their own escort and therefore will pay the child fare according to (B) (1) above.
 - (b) children who have reached their 6th birthday, but have not reached their 12th birthday on the date of commencement of their outbound travel will be charged 100 percent of the applicable adult fare per child unless otherwise specified in applicable rule.
 - (c) In addition to (B)(2)(b) above, the carrier offers a supervision service called the unaccompanied minor service (um service) at a charge for all minors who have reached their 6th birthday but have not reached their 12th birthday on the date of commencement of their outbound travel. This service is either mandatory or optional depending upon the age of the minor and must be requested at least 48 hours before departure.
 - Between HKG and all HX destinations, HKD 500/CAD 67/USD 65 (or equivalent)
 - The UM service charges shown herein are charged per child per direction.
- (C) Unaccompanied Young Traveler from (12) up to a maximum of 16 years of age.
 - (1) These passengers are considered to be adults for the purpose of air travel and will pay the applicable adult fare. These passengers will be eligible to travel unaccompanied and unsupervised.
 - (2) When requested, by their guardian at least 48 hours before departure, extra handling service (same as unaccompanied service) will be provided at a service fee listed in (B)(2)(c).
 - (3) With the exception of the service specifically provided to an unaccompanied minor in this rule, HX will not assume any financial or guardianship responsibilities for the unaccompanied minor beyond those applicable to an adult passenger.
- (D) Conditions of Application for Unaccompanied Travel
 - (1) Arrangements and registration for the um service must be made at least 48 hours prior to departure.
 - (2) The minor must be brought to the airport of departure by a guardian who remains with the minor until the carrier starts providing supervision. the guardian will complete all the required documents which include providing the carrier with satisfactory evidence that the minor will be met by another parent, guardian or other responsible adult. The guardian who will be meeting the unaccompanied minor at the airport of arrival must have photo identification which will allow the carrier personnel to identify this person as the appropriate person designated to meet the minor.

- (3) The guardian will be required to remain at the airport of departure until the aircraft has departed.
- (4) In case of emergency, the guardian must provide the carrier with the name and phone number of a person who can be contacted during the time the minor is in the carrier's care.
- (5) Once the minor is under the carrier's care, the minor will be provided supervision by the carrier until he/she is met at destination by a guardian who can confirm to the carrier personnel by means of photo identification that they are the person(s) designated to meet the minor.
- (6) Confirmed reservations must be booked for unaccompanied minors. Standby travel is not permitted.
- (7) A minor with a medical condition or with a disability may not be accepted for travel unaccompanied. Medical clearance may be required for any um service to be offered to a minor with a medical condition or a disability (note: for provisions related to medical clearance, refer to Rule 20(B)(4)).

(E) Seat Assignment for Children

Carrier will make reasonable efforts to ensure that children under the age of twelve (12) are seated with their accompanying parent or guardian prior to check-in, at time of check-in during the boarding process at the gate and on board the flight. the carrier's supplemental policies with regards to seat assignment for children are:

- (1) The possibility of selecting adjoining seats online; passengers can select a non-preferred economy class seat free of charge, subject to availability, at time of online check-in, which commences 24 hours prior to departure.
- (2) If unavailable online and if requested by the customer, check-in agents attempting to locate adjoining seats at check-in;
- (3) If efforts are unsuccessful at check-in, gate agents attempting to locate adjoining seats at boarding, or if unavailable, requesting volunteers to change seat;
- (4) If efforts are unsuccessful at boarding, flight attendants requesting volunteers to change seats on-board.
- (5) If the flight attendants are not able to seat the child(ren) with their accompanying parent or guardian, notwithstanding the above, the flight attendant will provide the child with an unaccompanied minor briefing.

(F) Other Conditions for Accompanied/Unaccompanied Children
Unless otherwise specified in an applicable fare rule, and children's and infants' discount apply to any charge or surcharge and any cancellation or refund fee.

- (1) The UM service fee mentioned in (B)(2)(c) would be non-refundable if no show the service.
- (2) UM service is available on non-stop flights,

direct flights or connecting flights operated by HX. Arrangements for um services on codeshare flights must be made direct with the operating carrier.

- (3) With the exception of the service specifically provided to an unaccompanied minor in this rule, the carrier will not assume any financial or guardianship responsibilities for the unaccompanied minor beyond those applicable to an adult passenger.

Rule 205 Senior Discounted Fares

Issued: February 29, 2024

Effective: February 29, 2024

- (A) Eligibility
 - (1) For senior residents who reached the age of 60 or specific age above (subjected to fare sheet conditions).
 - (2) For travelling purely on Hong Kong Airlines operating flights between Hong Kong and United States of America or between other Hong Kong Airlines online destinations and United States of America via Hong Kong as transfer gateway.
 - (3) For travel purely on Hong Kong Airlines operating flights between Hong Kong and Canada or between any other Hong Kong Airlines online destinations and Canada via Hong Kong as transfer gateway.
- (B) Documentation
 - (1) Passengers are required to provide proof of identity and age at the time during ticketing or check-in
 - (2) Hong Kong, Macau, PRC, Canada, United States of America identity card with age information or
 - (3) Senior citizen card issued by Hong Kong Social Welfare Department or
 - (4) Passport issued by Hong Kong SAR, Macau SAR, PRC, United States of America or Canada or
 - (5) Other valid official passport issued from recognized sovereign country.
- (C) Fare
 - (1) Discounted fare will be available on specific fare type or product valid on Hong Kong Airlines operating first, business, premium economy class, economy class.
 - (2) Level of discount and specific fare or product type will be subjected to change and all the information will be listed in fare sheet issued or Hong Kong Airlines official website.
 - (3) Passenger expenses, group, hotel package, specific joint promotional fares are not included in the discount policy.
- (D) Reservation and Ticketing
 - (1) Reservation and Ticketing Condition will be subjected to specific fare rule listed in fare sheet issued or information listed in Hong Kong Airlines official website.
 - (2) Fail to satisfy the fare condition listed in the fare sheet or information in Hong Kong Airlines official website during the first sector travel may be subjected to charge back the fare difference and applicable surcharge or handling fees.

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