

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

**Document Version No. 3**

**Issue Date: March 02, 2020**

**Effective Date: April 16, 2020**

Issue and Effective Dates noted are applicable to the entirety of the tariff except as noted within specific Rule(s). Rule(s) applicable exclusively within the USA or points between the USA and Area 1/2/3 are effective immediately.

**Title Page**

Airline Tariff Publishing Company, Agent  
International Passenger Rules and Fares

Tariff No. CZ1

Containing  
Local Rules, Fares & Charges  
On Behalf of

China Southern Airlines

Applicable To The  
Transportation of Passengers and Baggage  
Between Points In

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

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

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

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

## Table of Contents

Title Page .....	1
Table of Contents .....	2
Rule 2 Standard Format of Electronic Rules .....	10
Rule 5 Application of Tariff .....	17
Rule 6 Classes of Service .....	19
Rule 15 Electronic Surveillance of Passengers and Baggage .....	21
Rule 21 Transport of Persons with Disabilities .....	22
Rule 25 Refusal to Transport-Limitation of Carriage .....	27
Rule 26 ACCEPTANCE of Children .....	29
Rule 35 Passenger Expenses En Route .....	31
Rule 40 Taxes .....	32
Rule 41 CZ Fuel Surcharge (for Tickets Issued on/before 31Mar12) ...	33
Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards .....	34
Rule 55 Liability of Carriers .....	36
Rule 57 Codeshare Services .....	42
Rule 60 Reservations .....	44
Rule 65 Tickets .....	47
Rule 75 Currency of Payment .....	52
Rule 80 Revised Routings, Failure To Carry and Missed Connections ..	54
Rule 85 Schedules, Delays and Cancellations of Flights .....	57
Rule 87 Denied Boarding Compensation .....	58
Rule 90 Refunds .....	61
Rule 115 Baggage ACCEPTANCE (CZ/Piece System) .....	66
Rule 116 Excess Value Charges for Baggage .....	73
Rule 117 Interline Baggage ACCEPTANCE .....	74
RULE 130 Fares .....	79
Rule 135 Stopovers .....	109
Rule 145 Currency Applications .....	110
Rule 200 Children's and Infants' Fares .....	132
Rule 205 Free and Reduced Rate Transportation for Agents .....	134
Rule 210 Free and Reduced Fare Transportation for Tour Conductors ..	144
Rule 500 Passengers On Stretchers .....	148
Rule 550 Passenger Occupying Two Seats .....	149
Rule 1000 Reduced Fares for Seamen .....	150

Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

Rule 9998 CZ-1 Table of Contents .....156

RULE 1 DEFINITIONS

Issued: October 26, 2019

Effective: October 27, 2019

As used herein:

Add-on fare - see "arbitrary".

Africa - the area comprised of Central Africa, East Africa, Southern Africa, West Africa and the Indian Ocean islands.

Appointed transition point: the point of stay, other than the origin and destination, stipulated in the flight schedule of ticket of carrier.

Arbitrary - special amounts used only in combination with gateway fares for the purpose of creating a through international fare. Also referred to as "add-on fare".

area 1 - all of the north and South American continents; Bermuda; Greenland; Netherlands Antilles; Bahamas; Leeward, the state of Hawaii; Midway and palmyra Islands; and the Caribbean islands.

Area 2 - all of Europe (including that part of the Russian Federation lying west of the Urals) and the adjacent islands; Iceland; the Azores; all of Africa and the adjacent islands (including ascension); Libya; all of the Middle East; that part of Asia lying west of and including Iran, Islamic Republic of.

Area 3 - all of Asia except that portion included in area 2; all of the East Indies; Australia; New Zealand; All Islands of Indonesia, Melanesia, Micronesia and Polynesia (Except Midway and Palmyra Islands), Guam Island; Wake Island; Marshall Islands; Mariana Islands; Caroline Islands; Society Islands; Fiji Islands; Samoa Islands; New Caledonia; Norfolk Island; and Tasmania.

Asia - Afghanistan; Bangladesh; Bhutan; Brunei; Burma; China; Hong Kong, Sar; India; Indonesia; Islands of Pacific Ocean In Area 3 North of The Equator Except Gilbert Island; Japan; Kampuchea; Korea, Republic of; Laos; Malaysia; Maldives Islands; Nepal; Outer Mongolia; Pakistan; Philippines; Sikkim; Singapore; Sri Lanka; Timor; Thailand; Russian Federation (East of The Ural Mountains); and Vietnam.

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

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

Baggage check - 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 - 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.

Checked baggage - registered luggage; baggage of which the carrier takes sole custody and for which the carrier has issued a baggage check and baggage (claim) tag(s).

Caribbean - Anguilla; Antigua; Aruba; Barbados; Barbuda; Bonaire; Cayman Islands; Cuba; Curacao; Dominica; Dominican Republic; Grenada; Guadeloupe; Haiti; Jamaica; Martinique; Montserrat; Nevis; Puerto Rico; Saba; St. Barthelemy; St. Eustatius; St. Kitts; St. Lucia; St. Maarten; St. Vincent; Trinidad and Tobago; Virgin Islands.

CARRIAGE - transportation, which is carriage of passenger and/or baggage by air, gratuitous or for reward.  
carrier - the public air carriage company which issues air tickets, carries or undertakes to carry the passengers and baggage listed in air tickets.

Central Africa - Malawi, Zambia and Zimbabwe.

Central America - Belize; Costa Rica; El Salvador; Guatemala; Honduras; Nicaragua.

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

Charge fee - the charge for passenger's voluntary request of charging their original flight reservation, including flights, date, cabin and validity.

Child - any person 2 to 11 years old on the day of departure.

Code share - carriage by air which will be operated by another carrier as indicated on the ticket.

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

Consequential damages - 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. - (continental United States) THE district of Columbia and all states of the United States other than Alaska and Hawaii.

Convention - the convention for the unification of certain rules relating to international carriage by air, signed at Warsaw , 12 October 1929 (hereafter referred to as the Warsaw convention); the Warsaw convention as amended at the Hague on 28 September 1955 (hereafter referred to as the Hague protocol); the convention for the unification of certain rules for international carriage by air done at Montreal on 28 May 199 (hereafter referred to as the Montreal convention).

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

Days - 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 - the latest time stipulated for passenger by operating carrier to finish the check-in formalities and received your boarding pass.

DEPARTURE TIME - THE TIME OF CLOSING CABIN DOOR AFTER THE BOARDING OF PASSENGERS.

Domestic carriage - travel in which the points of departure, stopover and destination are within one sovereign state.

Eastern Africa - Burundi; Djibouti; Ethiopia; Kenya; Rwanda; Somalia; Tanzania; and Uganda.

Eastern Hemisphere - area comprising areas 2 and 3.  
EC Member States - Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, United Kingdom.

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

Europe" - the area comprised of Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Azores, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Canary Islands, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Madeira, Malta, Monaco, Montenegro, Morocco, Netherlands,

Carrier: China Southern Airlines - CZ

Norway, Poland, Portugal, Romania, Russian Federation (West of The Urals), San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tunisia, Turkey In Europe and Asia, Ukraine and United Kingdom.

Family - (immediate family) spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.  
flight coupon - the portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.

French gold francs - francs consisting of 65.50 milligrams of gold with a fineness of nine hundred thousandths.  
FCU - fare construction unit - units used for fare calculation purposes in lieu of published currency amounts for the country where travel originates. fare construction units do not represent local selling currency for any country until appropriate currency adjustments are made and a conversion factor is applied.

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

Itinerary for air carriage electronic ticket (hereafter referred to as itinerary) the payment proof for passengers provided by public air carriage company or its sales agency during ticket purchasing. one itinerary is provided for each electronic ticket, and can be printed at latest one month after the flight departure. passenger shall preserve it well in case of refunds.

Infant - any person who is under the age of 2 on the date of commencement of travel.

International carriage - air carriage in accordance with air carriage contract between CZ and the passenger, whether there is a break or transfer in the transportation or not, of which the origin, appointed stopover or destination is not located in the people's republic of china.  
mis-catch - passenger's failure to board the aircraft after finishing check-in formalities at the origin airport or transit airport.

No-show - passenger's failure to board the aircraft because they fail to finish check-in formalities before stipulated check-in deadline or because their travel documents don't meet the requirements.

Normal fare - the highest fare established for a first/business/premium economy class of valid adult fare. children's fare and infants' fare that are established as a percentage of a normal fare are also considered to be normal fares.

Open ticket - a ticket whose flight number, date of

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

Flight are not fixed and the seat is not reserved.  
overbooking - that the seats have been sold exceed the  
biggest allowance of the flight.

Passenger coupon - the portion of ticket issued by or on  
behalf of CZ and which is so marked and ultimately to be  
retained by passenger.

South West Pacific - Australia; Cook Islands; Fiji Islands;  
Kiribati; Loyalty Islands; New Caledonia; New Zealand; Papua  
New Guinea; Samoan Islands; Society Islands; Solomon  
Islands; Tonga; Tuvalu; Vanuatu; all intermediate islands.

Southern Africa - Botswana; Lesotho; Mozambique; South  
Africa; South West Africa (Namibia); and Swaziland.

Special fare - any fare that is not a normal fare.

Stopover - a break of journey, which is a deliberate  
interruption of a journey by the passenger, agreed in  
advance by carrier, at a point between the place of  
departure and the place of destination.

Ticketed point - points shown in the "good for passage"  
section of the passenger ticket plus any other point(s) used  
for fare construction and shown in the "fare construction  
box" of the passenger ticket.

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

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

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

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

Unchecked baggage - hand luggage which is baggage other than  
checked baggage.

united kingdom - area comprising Great Britain and Northern  
Ireland, including The Channel Islands and The Isle of Man.

United States of America or the United States or the U.S.A.  
- (unless otherwise specified) the area comprising the 48  
contiguous, federated states, the federal District of



Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

Columbia; the federated states of Alaska and Hawaii; Puerto Rico; The U.S. Virgin Islands; American Samoa; The Canal Zone; Canton; Guam; Midway and Wake Islands.

Waitlist segment - an unconfirmed segment for specific flight(s) for which seating was not available at the time reservations were requested.

Week - (calendar week) a period of seven days starting at 12:01 a.m. Sunday and ending at 12:00 midnight of the following Saturday; provided that when a carrier offers only once a week service between two points, it shall mean a period of eight days commencing with 12:01 a.m. on the day the flight operates.

Western Africa - Angola; Benin; Burkina Faso; Republic of Cameroon; Cape Verde; Central African Republic; Chad; Congo; Equatorial Guinea; Gabon; Gambia; Ghana; Guinea; Guinea Bissau; Ivory Coast; Liberia; Mali; Mauritania; Niger; Nigeria; Sao Tome and Principe; Senegal; Sierra Leone; Togo; and Zaire.

## Rule 2 Standard Format of Electronic Rules

Issued: October 26, 2019

Effective: October 27, 2019

### Rule Title/Application (Category 50)

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

### Eligibility (Category 1)

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)

Intentionally left blank

### 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)

Stated in months:

as used herein, the maximum stay period means the number of months, counting from the day of commencement of travel from the point of origin, to the last day travel may commence from the last stopover point (including for this purpose the point of turnaround).

### Stopovers (Category 8)

Unless otherwise stated in the fare rule, stopovers are permitted.

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)  
Intentionally left blank

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 passengers required to form a group, which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the

minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.

- (2) Group travel requirements  
(Applicable to group inclusive tour fares) unless otherwise specified in the governing fare rule, all members of the travel group must travel together as a single group on the same flight(s) for the entire itinerary. Should lack of seating accommodation or other operating conditions prevent the group from traveling together, the carrier may transport some members of the group on the next preceding or succeeding flight on which space is available.
- (3) Eligibility  
When the required conditions pertain to affinity, own use or incentive travel, the following provisions shall apply:
  - (a) affinity groups
    - (i) The travel group shall be formed only from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the "organization") which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public;
    - (ii) With respect to the formation of affinity travel groups:
      - (aa) Solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public solicitation as defined in (cc) below,
      - (bb) Solicitation shall be effected only by officials of the organization or members of the travel group.
      - (cc) "Public solicitation" shall be deemed to exist when the group transportation is described, referred to, announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any

- member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation.
- (dd) The travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public; provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as "applicant") employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact the members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements.
  - (ee) Each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence.
  - (ff) The travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.
- (b) Own use groups  
The travel group shall be formed only for own use of one person (which expression shall include an individual person or a legal entity such as an association, partnership, company or corporation) (hereinafter referred to as "the purchaser"); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions; provided that:
- (i) The voluntary contributions are not solicited

- nor obtained solely from the passengers to be carried;
- (ii) Participation in the travel group is not limited to those actually contributing;
  - (iii) The minimum amount of each person's contribution has not been prescribed by the purchaser, and
  - (iv) Each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that he be included in the travel group.
- (c) Incentive groups  
Incentive travel groups shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations) traveling under an established incentive travel program, which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:
- (i) The incentive travel program shall include air transportation, accommodation, sightseeing, entertainment and other features the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents;
  - (ii) Officials (and spouses) of such firm, corporation or enterprise may be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program;
  - (iii) Each member of the incentive group is a member of the organization at the time of application for group fare.
- (4) Documentation
- (a) Written application shall be in the form required by the issuing carrier, setting forth the names and total number of passengers, the inclusive tour code number, and shall be signed by either the applicant, tour operator or a single passenger sales agent (also referred to as the "travel organizer"). Such application shall be submitted to the "issuing carrier" (the carrier whose tickets are to be issued) prior to the commencement of outbound travel.
  - (b) (Applicable to group inclusive tour fares only) there must be vouchers specifying sleeping accommodations and vouchers specifying sightseeing tours and other features of the tour. Such documentation, including those for ground transportation, must be available for inspection during check-in prior to commencement of the outward transpacific portion of travel.

Tours (category 27)

(1) Tour features

Unless otherwise indicated in a particular rule, the fares shall apply only as a part of an inclusive tour. In addition to air transportation, the inclusive tour must include in the published price and appropriate tour literature, features or options as specified below which must be paid for prior to commencement of the tour.

- (a) Sleeping accommodations for the total duration of the round, circle, single or open jaw trip, in hotels, motels (including commercially operated mobile/immobile caravan/ trailers), in commercially operated pensions or tents. Sleeping accommodations may be provided on means of public transportation, provided that such transportation and sleeping accommodations are featured in approved tour literature.
- (b) A program of one or more of the following for at least half of the number of days in the total trip:
  - (i) Sightseeing,
  - (ii) Entertainment feature,
  - (iii) Motor coach trips,
  - (iv) Rail trips, or
  - (v) Car rentals (not to include the purchase of cars)
- (c) Any modification to approved air itineraries shall be subject to one of the following provisions:
  - (i) (Applicable to group inclusive tour and advance purchase excursion fares) modification to approved air itineraries shall be permitted only when and to the extent modification of the itinerary of the entire travel group is necessitated by circumstances beyond the control of the tour operator. Other revisions to the approved air itineraries will be considered as cancellations of previously confirmed space and the provisions outlined in rule 90 (refunds) and in the applicable fare rule shall apply.
  - (ii) (Applicable to non-affinity and affinity, incentive or own use groups) modification to approved air itineraries shall not be permitted and shall be considered as cancellation of previously confirmed space. In such instances, the provisions outlined in rule 90 (refunds) and in the applicable fare rule shall apply, provided that, the entire travel group may return to the point of departure at an earlier date than indicated on the application on services of the same carrier(s) specified in the application.

(2) Minimum tour price

The term "minimum tour price" shall be understood to mean the minimum selling price of the tour per passenger.

Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

- (a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour fare plus a specific dollar amount. The price of such tour features or options may not be less than the amount specified in the particular fare rule.
- (b) Any increase in the minimum selling price due to extra days of stay en route.

Visit Another Country (Category 28)  
Intentionally left blank

Deposits (Category 29)  
Intentionally left blank



Rule 5 Application of Tariff

Issued: October 26, 2019

Effective: October 27, 2019

(A) General

- (1) This tariff shall apply to carriage of passengers and baggage (and services related to such carriage) on china southern airlines or jointly via the services of china southern airlines and other carriers participating in this tariff.
- (2) The provisions outlined in this tariff shall apply to transportation of passengers and/or baggage at fares/charges outlined in this tariff. These rules constitute the conditions applying to the contract for carriage 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.
- (3) International transportation shall be subject to the rules relating to liability established by the convention for unification of certain rules relating to international carriage by air signed In Warsaw, October 12, 1929 as amended by the protocol signed at the Hague, September 28, 1955. the convention for the unification of certain rules for international carriage by air, done at Montreal on 28th May 1999 (hereinafter referred to as the Montreal convention). Only rule 55 (liability of carriers) paragraph (b)(1) of this tariff shall state any limitation on the carrier's liability for personal injury or death. Insofar as any other portion of this tariff refers to other limitations or conditions on the liability for personal injury or death, such references are included in this tariff as a part of the tariff filed with governments other than the U.S.A. and are not as part of this tariff filed with the United States department of transportation.
- (4) Overriding law if any provision contained or referred to in the ticket or in this tariff is contrary to mandatory law, government regulations, orders or requirements, such provision shall remain applicable to the extent that it is not over-ridden by such law/regulation/order/requirement. The invalidity of any provision shall not affect any other part.
- (5) Modification and waiver no agent, servant or representative of the carrier has authority to alter, modify or waive any provision of the contract of carriage or this tariff.
- (6) Except as otherwise provided, charges or monetary amounts shown in this tariff in dollars or cents are stated in terms of lawful U.S. currency.
- (7) 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 CZ are considered to be part of this tariff.

- (B) Gratuitous carriage  
With respect to gratuitous carriage, CZ reserves the right to exclude the application of all or any part of this tariff.
- (C) Change without notice  
rules, regulations and conditions of carriage are subject to change without notice except as required by applicable laws, orders or government regulations. however, any change in a contract for carriage will not apply if such carriage has already commenced.
- (D) Guaranteed day of purchase provisions  
The applicable rules, fares and charges for carriage of passengers and/or baggage are those in effect on the date of commencement of carriage covered by the first flight coupon of a ticket. When there is a difference between the fare/charges originally collected and the fare/charges in effect on the date of commencement of travel (from the point of origin), the passenger may be entitled to a refund of any over-collected amount or may be subject to additional collection for any under-collected amount.

Exception: For travel originating in the U.S.A., no increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:

- (1) The originating international 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 international 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-paragraphs (1) and (2) above will not apply to tickets issued at published standby fares.

## Rule 6 Classes of Service

Issued: October 26, 2019

Effective: October 27, 2019

- (A) First class service
  - (1) The first class section will be located in the forward-most compartment of the aircraft.
  - (2) Separate check-in facilities will be provided for passengers eligible for first class seating, when airport space and staffing permit.
  - (3) passengers eligible for first class seating will be afforded use of first class lounge where such facilities exist.
  - (4) Passengers eligible for first class seating will be afforded a choice of deluxe Japanese or continental style meals and in-flight amenities such as sleeper seats (where available) complimentary beverages (including cocktails), slippers, refresher kits and the complimentary use of headsets for audio-visual entertainment (when flight time permits).
- (B) Business class service
  - (1) Business class section will be located immediately behind the first class section.
  - (2) Separate check-in facilities will be provided for passengers eligible for executive class seating, when airport space and staffing permit.
  - (3) Business class passengers will be eligible for a choice of Japanese or continental style meals and in-flight amenities such as wider seats, special footrests, complimentary beverages (including cocktails), refresher kit and the complimentary use of headsets for audio-visual entertainment (when flight time permits).
- (C) Premium economy class
  - (1) Premium economy class fare (w) applies for travel in the w class compartment of an aircraft. Premium economy class section will be located behind the business class section. it is only available on certain aircraft.
  - (2) Premium economy class service consists of seat pitch and/or service less liberal than the business class and more liberal than economy class. Its amenity includes wider seats and extra leg space comparing to regular economy seats, blanket, pillow as well as better meal options comparing to economy class services.
  - (3) Premium economy class can be sold in combination with other classes. Its rules and conditions refer to specific fare document and general conditions of international carriage for passenger & baggage.
- (D) Economy class service
  - (1) Economy class section will be located behind the

Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

- premium economy class section.
- (2) Economy class passengers will be afforded In-flight amenities such as complimentary beverages (excluding cocktails) and will be offered headsets for rent for audio-visual entertainment (when flight time permits).

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

[Rule 15 Electronic Surveillance of Passengers and Baggage](#)

Issued: October 26, 2019

Effective: October 27, 2019

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

## Rule 21 Transport of Persons with Disabilities

Issued: October 26, 2019

Effective: October 27, 2019

### (A) Definitions

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

- (1) Ambulatory - a person who is able to move about within an aircraft assisted.
- (2) Non-ambulatory - a person who is not able to move about within an aircraft unassisted.
- (3) Self-reliant - a person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on-board attention beyond that afforded to the general public, except that assistance in boarding and deplaning may be required.
- (4) Non-self-reliant - a person who is not self-reliant as defined above. Assistance must be required in boarding and deplaning.
- (5) Determination of self-reliance - CZ will accept the determination of a person with a disability as to self-reliance.
- (6) Wheelchair athlete - a non-ambulatory person with upper body and arm development such as to make him/her physically capable of exiting an aircraft in an emergency with minimal assistance, and who is a member of a bona-fide sports organization.
- (7) 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.
- (8) Planned seating - the assignment of passenger seats at or near the end of an evacuation line to an exit which, in general, will be a floor level exit.
- (9) Attendant - means a person who travels with a person with a disability to provide a service related to a disability that is not usually provided by CZ staff.

### (B) Acceptance of passenger with disabilities

- (1) The carrier will accept the disabled persons determination as to self-reliance.
- (2) Carrier will refuse to transport or will remove at any point, any passenger whose mental or physical condition is such as to render him incapable of caring for himself without assistance, unless-
  - (a) He is accompanied by an attendant who will be responsible for caring for him en route, and
  - (b) with the care of such attendant, he will not require unreasonable attention or assistance

from employees of the carrier.

(c) Any assistance required by the passenger is outlined in paragraph (i) below.

- (3) Non self-reliant passengers must be attended at all times. Persons with disabilities will be accepted for transportation as outlined in the following examples:

Disability	Assistance Required	Maximum Per Flight
Blind	No	No Limit
Deaf	No	No Limit
Blind and Deaf	Yes	No Limit
Person with a Mental Disability/Cognitive Disability/Self-Reliant	No	No Limit
Person With A Mental/Cognitive Disability/Non-Self-Reliant	Yes	No Limit
Ambulatory/Self-Reliant	No	No Limit
Ambulatory/Non-Self-Reliant	Yes	No Limit
Non-Ambulatory/Non-Self-Reliant	Yes	No Limit
Non-Ambulatory/Self Reliant	Yes	No Limit

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

(C) Seating restrictions

- (1) Passengers with a disability required special seating accommodation for travel on CZ operated flights and who do not pre-select their seat upon making a reservation must contact CZ reservation center.
- (2) Passengers with a disability requiring special seating accommodation for travel on CZ coded flights operated by another carrier must either contact CZ reservations center or the operating carrier directly.
- (3) Passengers with disability will not be permitted to occupy seats in designated emergency exit rows or on the upper deck of a b747 or a380 aircraft.
- (4) Reservations should be made at least 48 hours in advance of travel. Advising CZ as to the nature of the disability and assistance required so that carrier arrangements can be made CZ will make every effort to accommodate passengers who fail to make reservations 48 hours in advance.

(D) Reservations

- (1) Reservations and requests for additional services per paragraph (i)(1) of this rule should be made at least 48 hours in advance of departure so that arrangements can be made. CZ will make every effort to assist passengers who fail to make reservations 48 hours in advance.
- (2) CZ will, upon request when reservations are being made, describe the services available under this

- rule to persons with disabilities and confirm in writing the services requested by the passenger.
- (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
- (1) CZ will carry mobility aids as defined in paragraph (a) above as priority checked baggage without charge and in addition to the free baggage allowance.  
Exception: If an aircraft has less than 60 seats and its design does not permit the carriage of these aids, CZ will inform the passenger about alternative transportation arrangements available for these aids.
- (2) In addition to the above, where space permits, one manually operated folding wheelchair per flight may be stored in the passenger cabin without charge.
- (3) Where a mobility aid cannot be carried in the passenger cabin, CZ 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.
- (4) If a mobility aid is damaged or lost, CZ will immediately provide a suitable temporary replacement without charge. If a damaged aid can be repaired, CZ 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, CZ will, at its discretion, replace it with an identical one satisfactory to the passenger, or reimburse the passenger for the full replacement cost of the aid.
- (5) Following the above statement, if the temporary replacement mobility aid is damaged, lost or delayed, persons with disabilities are not financially penalized. 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, CZ will, at its discretion, replace it with an identical one satisfactory to the passenger, or reimburse the passenger for the full replacement cost of the aid.
- (6) 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 CZ has taken



- steps to, at its discretion, replace the aid or reimburse the passenger.
- (7) Terminals on wheelchairs with non-spillable batteries must be disconnected and taped.
  - (8) Wheelchairs with spillable wet cell batteries are accepted at no charge to the passenger as follows:
    - (a) On B747/Dc10/B767 aircraft, when loaded in a LD3 baggage container in an upright position; batteries must be disconnected at both terminals, capped to prevent short circuits, and must be secured to the wheelchair with non-conductive material.
    - (b) On narrow-body aircraft such as a320/b737 and propeller aircraft, in a non-upright position provided the battery is removed and stored in an approved battery container; containers are available without charge from CZ with 24 hours notice.
  - (G) Service animals  
See rule 115 "baggage acceptance" "carry on item" "(c) carriage of pets and guide dogs"
  - (H) Refusal to transport/refunds  
CZ is not liable for its refusal to transport any passenger or for its removal of any passenger in accordance with this rule, however, at the request of the passenger, a refund will be issued in accordance with normal procedures.
  - (i) services to be provided to persons with disabilities
    - (1) 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 on-board 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,
    - (2) In addition to the above services for which 48 hours notice is requested, the following

additional services shall be provided to a person with a disability, regardless of notice received:

- (a) Inquiring periodically about the needs of a passenger who is not independently mobile while awaiting a flight, after check-in, or while in transit between flights;
- (b) cooperating with another carrier if a person who has requested a service has to travel with that other carrier due to a flight cancellation or the substitution by the original air carrier of an aircraft that has fewer than 30 seats;
- (c) Notification to the passenger of the most accessible seats prior to assigning a seat, and, where possible, ensuring that accessible seats are the last ones assigned to persons without disabilities.
- (d) Advance seat selection regardless of fare paid.

Rule 25 Refusal to Transport-Limitation of Carriage

Issued: October 26, 2019

Effective: October 27, 2019

(A) Refusal, cancellation or removal

(1) CZ will refuse to carry, cancel the reserved space of, or remove en route any passenger:

- (a) when such action is necessary for reasons of safety;
- (b) when such action is necessary to prevent violation of any applicable laws, regulations or orders of any state or country to be flown from, into or over;
- (c) when conduct, age, status or mental or physical condition of the passenger is such as to:
  - (i) Require special assistance of carrier; or  
note: the passenger has the right to determine his or herself reliance.
  - (ii) Involve any hazard or risk to the passenger or other persons or to property; or
  - (iii) Passenger's medical condition is not suitable for flight, or make uncomfortable or maybe hazardous to herself or himself.

exception 1: Such passengers may be carried on the express condition that the carrier shall not be liable for any injury or disability, or any aggravation or consequence (including death) caused by such status, age or mental or physical condition.

Note: Only Rule 55, (liability of carriers) paragraph (c)(6) in this tariff may state any limitation on the carrier's liability for personal injury or death. Insofar as any other portion of this tariff refers to other limitations or conditions on the liability for personal injury or death, such references are included in this tariff as a part of the tariff filed with governments other than the U.S.A. and Canada and are not part of this tariff filed with the United States Department of Transportation and Canadian Transportation Agency.

Exception 2: The carrier will accept infants in incubators and passengers who

- require respiratory devices or other life support systems under the following conditions:
- (a) Such passengers must be accompanied by a medically trained, or other suitable escort;
  - (b) Advance arrangements must be made with the carrier;
  - (c) A physician's statement indicating fitness for air travel and a liability release statement signed by the passenger, guardian or responsible family member must be submitted to the carrier;
  - (d) Approval to board life support systems in the passenger cabin of the aircraft must be obtained in advance from the carrier since FAA exemption may be required;
  - (e) When a passenger seat is required for the carriage of life support systems, the applicable charge for bulky cabin baggage (outlined in rule 115 (baggage regulations) herein) shall apply for adult passengers and children at least 2 years of age. Life support systems for infants under 2 years of age may be carried in a seat for the applicable children's fare that corresponds to the accompanying adult(s) tickets.
- (d) when the passenger refuses on request to produce positive identification. The carrier has the right, but not the obligation, to require positive identification of persons purchasing tickets and/or presenting tickets for the purpose of boarding an aircraft.
  - (e) when a passenger refuses to permit search of his/her person or property for explosives or a concealed, deadly or dangerous weapon or article.
- (2) If question arises of any aircraft being overloaded, the carrier will decide which passengers or articles will be carried.
  - (3) The sole recourse of any person who is refused carriage or removed en route for any reason specified above, shall be recovery of the refund value of the unused portion of his/her ticket as described in rule 90 (refunds).

## Rule 26 Acceptance of Children

Issued: October 26, 2019

Effective: October 27, 2019

For the purposes of the present rule, a minor means a person who has not reached his/her 18th birthday as of the date of commencement of travel.

- (a) Accompanied  
Children are accepted for transportation when accompanied on the same flight and in the same compartment by a passenger at least 18 years of age. only one infant will be accepted for carriage with each fare paying passenger at least 18 years of age occupying the same or adjacent seat occupied by the infant.
- (B) Unaccompanied  
Minors not accompanied on the same flight and in the same compartment by a passenger 18 years of age or over are accepted for transportation only under the following conditions:
  - (1) All classes of service not accepted under any conditions.
  - (2) 5 to 11 years of age unaccompanied minor service is mandatory.
  - (3) Accepted only for transportation on CZ-operated non-stop flights.
  - (4) Connections or multi-leg itineraries are not permitted.
  - (5) 12 to 16 years of age unaccompanied minor service optional.
- (C) Conditions of applicable service
  - (1) Registration for the unaccompanied minor service must be made at least 24 hours prior to departure.
  - (2) The minor must be brought to the airport of departure by a parent or responsible adult who remains with the minor until carrier starts providing supervision, and who must furnish the carrier with satisfactory evidence that the minor will be met by another parent or responsible adult showing photo identification, upon deplaning at his destination. Children of ages 5 to 11 are not accepted if the flight on which the child holds a reservation is expected to terminate short of, or bypass his destination.
  - (3) Carrier will provide supervision for the minor from the time of boarding or check-in, where applicable, until the minor is met at destination by a parent or responsible adult showing photo identification, as identified in the above paragraph.
  - (4) Standby/waitlist segments must be confirmed. Standby travel is not permitted.
- (D) Responsibility of carrier  
Limited responsibilities of carrier with the exception of the service specifically provided to an unaccompanied minor in this rule, carrier will not

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

assume any financial or guardianship responsibilities  
for unaccompanied minor beyond those applicable to an  
adult passenger.

Rule 35 Passenger Expenses En Route

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Meals, hotel accommodations, ground transportation and transit taxes
  - (1) If food is provided, it is provided at no charge.
  - (2) Hotel expenses, charges for ground transportation service, meals other than those served aloft, airport service charges and transit taxes are not included in passenger fares.
- (B) Hotel reservations
  - (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) Except as provided below, hotel expenses are not included in passenger fares, and in the case of scheduled overnight or other stops on through services, the cost of hotel accommodation may be borne by carrier.
- (C) Arrangements made by carrier  
In making arrangements for hotel or other housing and board accommodations for passengers or for excursion trips on the ground or other similar arrangements whether or not the cost of such arrangements is for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense of any nature whatsoever incurred by the passenger as a result of or in connection with the use by the passenger of such accommodation or the denial of the use thereof to the passenger by any other person, company or agency.

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

[Rule 40 Taxes](#)

Issued: October 26, 2019

Effective: October 27, 2019

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



Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

Rule 41 CZ Fuel Surcharge (for Tickets Issued on/before 31Mar12)  
Issued: October 26, 2019 Effective: October 27, 2019

- (A) This surcharge must be shown as a "YR" coded item in the tax/fees/charges section of the fare ticket box. it will be shown as "YQ" if system is unable to show as "YR"
- (B) Fuel surcharge is to be levied on all fare types including published fare, market fare, child fare AND PTA.
- (C) Application of surcharge between China mainland and the United States of America/Canada: CAD 118 per sector.  
Example:  
LAX-CZ-CAN USD 125 is to be levied.  
CAN-CZ-YVR CAD 118 is to be levied.
- (D) The surcharge amount applies to all classes of service.
- (E) Agency commission does not apply.

Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

Issued: October 26, 2019

Effective: October 27, 2019

- (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 the carrier. The carrier shall not be liable for any aid or information given by any agent or employee of the carrier to any passengers in connections 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/her 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. The carrier will refuse carriage to any passenger whose documents are incomplete or who has not complied with applicable laws, regulations, orders, demands or requirements. furthermore, the 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 the applicable laws and regulations, the passenger agrees to pay the applicable fare whenever the 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 therefor.
- (D) Government regulation  
No liability shall attach to the carrier if carrier in good faith determines that what it understands to be

Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

applicable law, government regulation, demand, order or requirement requires that it refuse and it does refuse to carry a passenger.

## Rule 55 Liability of Carriers

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Successive carriers carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive carriers is regarded as a single operation.
- (B) Laws and provisions applicable
- (1) (a) The carrier shall avail itself of the limitation of liability provided in the convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, October 12th, 1929, or provided in the said convention as amended by the protocol signed at the Hague, September 28th, 1955. The convention for the unification of certain rules for international carriage by air, done at Montreal on 28 May 1999. However, in accordance with article 22(1) of said convention, or said convention as amended by said protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said convention or said convention as amended by said protocol, which, according to the contract of carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place, the limit of liability for each passenger for death, wounding, or other bodily injury shall be the dollar equivalent of 100,000 special drawing rights USD 636.00 exclusive of the costs of the action including lawyers fee which the court finds reasonable.
- (b) As to all international transportation by the carrier to which the said convention or the said convention as amended by said protocol, is applicable, except as provided in (b)(1)(a) above, the limit of liability for each passenger for death, wounding or other bodily injury shall be the dollar equivalent of 100,000 special drawing rights USD 636.00 exclusive of the costs of the action including lawyer(s) fees which the court finds reasonable.
- Note: 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 paragraph (b)(1) above

- with respect to tariff C.A.B. no. 740. Insofar as this rule states any such limitation or condition it is included herein; except to the extent provided in paragraph (b)(1) above with respect to tariff C.A.B. no. 740, as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. no. 740 filed with the department of transportation of the United States.
- (2) Carrier's name will be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket, and for the purpose of the convention the agreed stopping places (which may be altered by carrier in case of necessity) are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith, or shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name and abbreviation of each carrier in this tariff is provided at the front of this tariff.
  - (3) To the extent not in conflict with the provisions of paragraphs (1) and (2) above, all carriage hereunder and other services performed by each carrier are subject to:
    - (a) Applicable laws (including national laws implementing the convention or extending the rules of the convention to carriage which is not "international carriage" as defined in the convention), government regulations, orders, and requirements;
    - (b) Provisions set forth in the passenger's ticket;
    - (c) Applicable tariffs.
  - (4) For the purpose of international carriage governed by the Montreal convention, the liability rules set out in the Montreal convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.
- (C) Limitation of liability  
except as the convention or other applicable law may otherwise require:
- (1) Carrier is not liable for any death, injury, delay, loss, or other damage of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") to passengers or unchecked baggage arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is caused by the negligence or willful fault of carrier and there has been no contributory negligence of the

- passenger. Assistance rendered to the passenger by carrier's employees in loading, unloading, or transshipping baggage shall be considered as gratuitous service to the passenger.
- (2) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws, government regulations, orders, or requirements or from failure of passenger to comply with same, or out of any cause beyond carrier's control.
- (3) Baggage liability  
Any loss, damage, or delay of certain items in checked baggage - including but not limited to antiques, documents, electronic equipment, film, jewelry, keys, manuscripts, medication, money, paintings, photographs, etc. - shall result in liability to the carrier of no more than 1000 SDRS. Unless a higher value is declared in advance and additional charges are paid pursuant to carrier's regulations. In that event, the liability of the carrier shall be limited to such higher declared value. In no case shall the carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.
- Exception: For carriage wholly between points in the U.S.A., on the one hand and points in area no. 2/3 or within area no. 1, on the other, carrier's liability is limited to USD 640.00 or its equivalent for each piece of checked baggage and USD 400.00 or its equivalent per passenger in case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to rule 115 (baggage allowance) herein. In that event, liability of carrier (including consequential damages) shall be limited to such higher value; provided, however, that such higher declared value shall not apply to money, jewelry, silverware, negotiable papers, securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications or other similar valuables when such valuables are included in baggage checked or otherwise delivered into the custody of carrier. In no case shall carrier's liability exceed actual loss suffered by the passenger. all claims are subject to proof of amount of loss or expenses incurred

- by carrier as a result thereof.
- (4) In any event liability of carrier for delay of a passenger shall not exceed the limitation set forth in the convention.
  - (5) In the event of delivery to the passengers 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 undelivered or damaged portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.
  - (6) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.
  - (7) Carrier is not liable for loss, damage to, or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities, or other valuables, business documents, or samples that are included in the passenger's checked baggage, with or without the knowledge of carrier.
  - (8) Carrier may refuse to accept any articles that do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability, and shall be subject to the published rates and charges of carrier.
  - (9) (a) Liability of carrier for damages shall be limited to occurrences on its own line, except in the case of checked baggage as to which the passenger also has a right of action against the first or last carrier.  
(b) A carrier issuing a ticket or checking baggage for carriage over the lines of another carrier does so only as agent. (see note, paragraph (b)(1) above.)
  - (10) 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.
  - (11) Any exclusion or limitation of liability of carrier under this tariff or the ticket shall apply to agents, servants, or representatives of the carrier acting within the scope of their employment and also to any person whose aircraft is used by the carrier and its agents, servants or representatives acting within the scope of their employment.
- (D) Time limitations on claims and actions
- (1) No action shall lie in the case of damage to baggage unless the person entitled to delivery

complains to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt; and in the case of delay, or loss, complaint must be made at the latest within 21 days from the date on which the baggage has been placed at his disposal (in the case of delay), or should have been placed at his disposal (in the case of loss). Every complaint must be made in writing and dispatched within the time aforesaid. Where carriage is not "international carriage" as defined in the convention, failure to give notice shall not be a bar to suit where claimant proves that (a) it was not reasonably possible for him to give such notice, or (b) that notice was not given due to fraud on the part of carrier, or (c) the management of carrier had knowledge of damage to passenger's baggage.

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

(E) Overriding Law

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

(F) Modification and waiver

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

(G) Gratuitous transportation

- (1) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraph (2) and (3) below 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 of the United States of America.
  - (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 (g) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of paragraph (b) and (c) of this rule 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 representative, 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 (g)(1) above, carrier in furnishing gratuitous transportation shall not be liable 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 below).

Note: Rules stating any limitation on, or conditions relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in paragraph (b)(1) of this rule. Insofar as this rule states any such limitation or condition it is included herein; except to the extent provided in paragraph (b)(1) of this rule, as part of the tariff filed with governments other than the United States and not as part of this tariff filed with the department of transportation of the United States.

## Rule 57 Codeshare Services

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Applicability to codeshare services  
One or more flight segments in your itinerary may be operated by airlines other than china southern ("CZ") pursuant to contractual codeshare arrangements with CZ that allow CZ to sell tickets for travel on flights operated by these carriers ("CZ codeshare partners"). if you purchase a CZ ticket, however, your contract of carriage is with CZ regardless of the operating carrier. CZ accepts responsibility for the entirety of the codeshare journey for all obligations established in this contract of carriage.
- (B) Rules applicable to codeshare flights  
Depending on which CZ codeshare partner you travel with, certain policies and operations may or may not differ from CZ's standard conditions of carriage. To the extent that any CZ policy may differ from that of its codeshare partner, the following subset of rules are highlighted for your attention and shall apply to flights operated by CZ codeshare partners.
- (1) Check-in time limits  
All passengers must check-in a minimum of 45 minutes prior to the scheduled departure.
  - (2) Unaccompanied minors  
Supervision and acceptance: for any child escorted on to the flight, introduced to a flight attendant, and escorted between connecting flights, upon arrival, dedicated ground personnel will meet the child and escort him/her to parents or guardians.  
age requirements: required 5-11 years old.  
optional for 12-16 years old. Minimum age for accompanying adult: 18 years old.  
restrictions: not allowed on change of flight transports.
  - (3) Baggage charges  
In first and intermediate class, the checked baggage allowance shall be two bags/pieces, provided that the sum of the three dimensions shall not exceed 62 inches (158 cm) for each bag/piece and provided that the maximum weight for each bag/piece shall not exceed 70 lbs (32 kgs).  
for economy class, the checked baggage allowance shall be two bag/pieces, provided that the sum of the three dimensions shall not exceed 62 inches (158 cm) for each bag/piece and provided that the maximum weight for each bag/piece shall not exceed 50 lbs (23 kgs).
  - (4) Carriage of animals  
CZ will transport service dog (e.g., guide dogs, seizure alert dogs, etc.) As long as safety and animal health requirements are met. CZ will transport emotional support or psychiatric service

animals only when operating under a U.S. carrier's code on covered flights. CZ reserve the right to refuse transport to any animal if in its reasonable determination the animal presents a threat to the health and safety of passengers or a fundamental alteration in service. CZ may reasonably limit the number of animals to only one per plane.

(5) Denied boarding compensation when the carrier judges that all passengers holding previously confirmed space and tickets on a flight cannot be accommodated on a given flight, the carrier shall solicit passengers to volunteer for denied boarding in exchange for monetary compensation and/or alternative travel arrangements.

(C) Additional services provided by CZ codeshare partners CZ codeshare partners may, in their discretion, accept more, larger or heavier items of checked baggage, accept specialty baggage items, accept other animals in the cabin or as cargo, and permit later check-in times. the CZ codeshare partner may charge a fee for any additional discretionary services it provides. Any additional services provided at the discretion of the CZ codeshare partner are not within CZ's control, are subject to change at any time, and do not form any part of this contract of carriage between the passenger and CZ.

## Rule 60 Reservations

Issued: October 26, 2019

Effective: October 27, 2019

### (A) General

A ticket will be valid only for the flight(s) for which reservations have been made, and only between the points named on the tickets or applicable flight coupons. A passenger holding an unused open-date ticket/flight coupon/miscellaneous charges order(MCO)/prepaid ticket advice(PTA), or who wishes to change his/her ticketed reservation to another date, shall not be entitled to any preferential right with respect to the obtaining of a reservation.

### (B) Conditions of reservations

(1) 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 entered into the carrier's computer. Subject to payment or other satisfactory credit arrangement and compliance with the payment provisions of paragraph (c) of this rule, a validated ticket will be issued to the passenger by the carrier or agent of the carrier indicating such confirmed space provided the passenger applies for such ticket prior to the expiration of the time limits prescribed in paragraph (c) of this rule. Such reservation of space is subject to cancellation by the carrier without notice if the passenger has not applied to the carrier or agent of the carrier for a validated ticket specifying thereon the confirmed reserved space prior to the time limits prescribed in paragraph (c) of this rule.

Exception: if the passenger agrees to apply to the carrier or agent of the carrier for a validated ticket indicating such reserved space at a time earlier than the limits specified in paragraph (c) of this rule such earlier time limits will be entered into the carrier's reservation system. The reservation space of passenger is subject to cancellation without notice if the passenger has not applied to the carrier or agent of the carrier for a validated ticket specifying thereon the confirmed space prior to the agreed time in advance of the scheduled departure of the flight to which such reservation applies.

(2) In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated will be subject to rule 87 (denied boarding compensation)

herein.

- (C) Reservations and ticketing time limits
  - (1) When reservation is made more than 72 hours in advance of the scheduled departure time without payment of the applicable fare, carrier will require that such reservation be ticketed and paid for in full not less than 48 hours prior to such departure time.
  - (2) Tickets for reservations made 72 hours or less prior to the schedule departure time for which confirmation is given must be issued and paid for no later than one hour prior to departure.
  - (3) Failure to pay the balance of fare or the full fare by the time specified above will result in automatic cancellation of the reservation, with refund to the passenger of the fare, less any communications expenses in accordance with paragraph (d) of this rule.
- (D) Communication charges  
The passenger will be charged for any communication expense paid or incurred by the carrier for telephone, telegraph, radio or cable arising from a special request of the passenger concerning a reservation.
- (E) Allocation of accommodations  
the carrier does not guarantee allocation of any particular space in the aircraft.
- (F) Arrival of passengers at airports  
The passenger must present himself/herself at the airport of departure for check-in at least 30 minutes prior to the schedule departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, CZ will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. CZ is not liable to the passenger for loss or expenses due to passenger's failure to comply with this provision.
- (G) Reconfirmation of reservations  
CZ 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 from any stopover point, unless the passenger advises CZ of his/her intention to use his/her reservation by communicating with a reservation or ticket office of CZ at the city where he/she intends to resume his/her trip at least 72 hours before scheduled departure of the flight. However, reconfirmation of reservation 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, the carrier will cancel all other reservations held by such passenger for continuing or return space. The carrier is not liable for such cancellation but will refund any unused portion of the

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

ticket in accordance with rule 90 (refunds) in this  
tariff.

Rule 65 Tickets

Issued: October 26, 2019

Effective: October 27, 2019

(A) General

- (1) A ticket will not be issued and in any case carrier will not be obligated to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by carrier.
- (2) No person shall be entitled to transportation except upon presentation of a valid ticket. Such ticket shall entitle the passenger to transportation only between points of origin and destination and via the routing designated thereon.
- (3) The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket, i.e. if international travel actually commences in a different country, the fare must be reassessed from such country. For example, if the ticket was issued at the Hong Kong dollar fare for travel 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.
- (4) 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.
- (5) A ticket which has not been validated, or which has been altered, mutilated or improperly issued, shall not be valid.
- (6) Tickets are not transferable but carrier is not liable to the owner of a ticket for honoring or refunding such ticket when presented by another person.
- (7) Unless otherwise provided, purchase of a prepaid ticket advice (PTA) will constitute purchase and issuance of ticket.

(B) Validity for carriage

(1) General

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

- (2) Period of validity  
the period of validity for transportation will be one year from the date of issuance of the original ticket, except as provided in paragraph (c) and (d).
    - (a) Normal fare tickets - the above period of validity applies, however a ticket for a normal fare trip which limits the carriage to specific periods of the day, week, month or year, is good for carriage only during the period to which the fare applies.
    - (b) Excursion or special fare tickets - if the ticket is for an excursion or special fare having a shorter period of validity than indicated above, such shorter period of validity applies only in respect to such excursion or special fare transportation.
  - (3) "Open exchange order"/miscellaneous charges order  
An exchange order or 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.
  - (4) Expired ticket  
An expired ticket or exchange order will be accepted for refund in accordance with rule 90(e), (refunds)
  - (5) Computation of validity  
When determining ticket validity, return limits and all other calendar periods specified herein, the first day to be counted shall be the day following that upon which the ticket is issued or the transportation commenced.
  - (6) Expiration of validity  
Tickets expire at midnight on the date of expiration of ticket validity.
- (C) Extension of ticket validity
- (1) If a passenger is prevented from travelling within the period of validity of his ticket because carrier:
    - (a) Cancels the flight upon which the passenger holds confirmed space;
    - (b) Omits a scheduled stop, provided this is the passenger's place of departure, place of destination, or place of stopover;
    - (c) Fails to operate a flight reasonably according to schedule;
    - (d) Causes the passenger to miss a connection;
    - (e) Substitutes a different class of service, or
    - (f) is unable to provide previously confirmed space;Carrier will, without additional collection of fare, extend the validity of such passenger's ticket until the first service of carrier, on the class for which the fare has been paid, on which space is available, but not for more than 30 days.
  - (2) Lack of space  
When a passenger in possession of a normal fare



ticket, or a special fare ticket that has the same validity as a normal fare ticket, is prevented from travelling within the period of validity of his ticket because carrier is unable to provide space on the flight, the validity of such passenger's ticket will be extended until the first flight, of the same class of service paid for, upon which space is available, but not for more than seven days.

(D) Waiver of minimum/maximum stay provisions

(1) Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of the death of any member of the passenger's immediate family as defined in rule 1 (definitions) occurring after commencement of travel.

(a) In the event the minimum stay requirement is waived, the ticket must be endorsed "earlier return on account of the death of . . . (name of passenger's immediate family member/relationship)."

(b) The maximum stay requirement will be extended for not more than 45 days after the date of death of passenger's immediate family member.

(c) A death certificate (or a copy) duly executed by the competent authorities (i.e. those designated to issue a death certificate by the applicable laws of the country concerned) in which death occurred must be presented at the time of re-ticketing.

(2) Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of illness or hospitalization occurring after commencement of travel of a passenger or any member of the passenger's immediate family as defined in rule 1 (definitions).

(a) In the event the minimum stay requirement is waived, the ticket must be endorsed "earlier return on account of illness of . . . (name of passenger or passenger's immediate family member/relationship)."

(b) The maximum stay requirement will be extended until the date when the passenger becomes fit to travel or member of the passenger's immediate family becomes fit according to a medical certificate, or until the date of the first available flight after such date for the class of service for which the fare has been paid; provided that, the validity of such ticket will be extended for not more than one year from the date of commencement of flight.

(c) A document certifying hospitalization issued by the administrative authority of the hospital where confinement occurred or

- physician's certificate stating the circumstance which necessitates travel under this provision must be presented at the time of reticketing.
- (3) If the death certificate or medical certificate is not available at the time the passenger is to travel or if the carrier has reason to doubt the validity of such certificate, the passenger will be accommodated only upon payment of the fare applicable to the transportation actually used and a request for refund may be filed with the carrier. Upon receipt of the claim form and all supporting documents and after determining the validity of the claim the carrier will refund to the passenger the difference between the total fare paid by the passenger and the amount the passenger would have paid under the provision of this rule.
- (E) Coupon sequence and production of the ticket  
Flight coupons must be used 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 and surrender any applicable portion to carrier.
- (F) Absence, loss, or irregularities of ticket
- (1) Carrier is not obligated to accept a ticket if any part of it is mutilated or if it has been altered by other than carrier or if it is presented without the passenger coupon and all unused flight coupons.
- (2) Carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or nonpresentation 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.
- (3) Notwithstanding the foregoing, carrier will issue at the passenger's request a new ticket to replace the lost one upon receipt of proof of loss satisfactory to carrier, and if the circumstances of the case in carrier's opinion warrant such action; provided that the passenger agrees, in such form as may be prescribed by carrier, to indemnify carrier for any loss or damage that carrier may sustain by reason thereof.
- (G) Nontransferability  
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. If a ticket is in fact used by any person other than the person to whom it was issued, carrier will not be

Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property or the death or injury of such unauthorized persons arising from or in connection with such unauthorized use.

(H) Prepaid ticket advice

Unless otherwise provided, purchase of a prepaid ticket advice (PTA) will constitute purchase and issuance of ticket.

## Rule 75 Currency of Payment

Issued: October 26, 2019

Effective: October 27, 2019

Except as noted below, fares and charges are payable in any currency acceptable to the 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 the carrier, the current statement of which is available for inspection by the passenger at the carrier's office where the ticket is purchased. The provisions of this rule are also subject to applicable exchange laws and government regulations.

- (A) Payment of fares in the U.S.A. for travel originating in the U.S.A. shall be in U.S. dollars (USD).
- (B) Payment of fares in Canada for travel originating in Canada shall be in Canadian dollars (CAD).
- (C) Payment of fares for travel originating at a point outside of the U.S.A./Canada shall be in the currency of the country of origin, or in USD/CAD. If payment is made in USD/CAD, then the fare calculated in the currency of the country of origin is converted into USD/CAD at the local bankers' selling rate of exchange.
- (D) When a transportation document is presented for either rerouting or refund at points in the U.S.A.; or points outside the U.S.A. covering travel originating and paid for in the U.S.A., 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 where travel commenced.
  - (1) If the value of the revised journey exceeds the value of the original transportation document, the difference in value shall constitute an additional collection and it shall be converted from the currency in which calculated into the currency being collected from the passenger or purchaser at the local bankers' buying rate of exchange at the time of such transaction.
  - (2) If the value of the original transportation document exceeds the value of the revised journey, the difference in value shall constitute a refund and it shall be converted from the currency in which calculated into the currency being refunded to the passenger or purchaser at the local bankers' buying rate of exchange at the time of such transaction.

Note: The carrier will pay a refund in the same form (e.g. cash, check, credit card; etc.) that was used in purchasing the original transportation document. The carrier, in making the refund, will also observe any refund restriction that is published in the

governing rule(s) applicable to the fare paid by the passenger. Furthermore, the carrier will observe any government or carrier restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.

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

(f) as used herein, the term "bankers selling rate"

Means

Transfer of funds through banking channels (i.e. other than transactions in bank notes, travellers cheques and similar banking instruments), a bank will sell a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.

Exception 1: In the U.S.A the "bankers selling rate" or "bankers' buying rate" means the rate published each Tuesday in the wall street journal under the heading of "selling prices for bank transfers in the U.S. for payment abroad". This rate will be applicable from wednesday of each week up to and including the Tuesday of the following week. When a national holiday falls on a Monday, foreign exchange rates do not appear in the Tuesday edition of the wall street journal. In this case, the previous week's rates are used through wednesday instead of Tuesday, and the wednesday edition of the wall street journal will be used for the period Thursday through Tuesday.

Exception 2: In Canada, the "bankers' selling rate" or "banker's buying rate" means the unit rate published in the Toronto globe and mail Friday edition each week, as the foreign exchange mid market rate in Canadian funds. For currencies not quoted in such publication, the banker's rate shall mean the bank buying rate quoted by the "royal bank of Canada", main office in winnipeg, as of the close of business on Thursday of each week. These rates will be applicable from Monday of the following week up to and including the following Sunday.

Rule 80 Revised Routings, Failure To Carry and Missed Connections  
Issued: October 26, 2019 Effective: October 27, 2019

- (A) Changes requested by passenger
- (1) at the passenger's request, CZ will effect a change in the routing (other than the point of origin), carrier(s), class(es) of service, destination, fare or validity specified in an unused ticket/flight coupon(s)/miscellaneous charge order (MCO)/prepaid ticket advice (PTA), provided that:
- (a) CZ issued such ticket/PTA/MCO, or
- (b) CZ is the carrier designated in the "via carrier" box (or no carrier is designated in the "via carrier" box) of the unused flight coupon/MCO/PTA for the first onward carriage from the point on the route at which the passenger desires the change to commence.  
Exception: The provisions of subparagraph (c), below, shall apply when a carrier other than CZ issued the ticket/MCO/PTA and; such carrier is designated in the "via carrier" box on any subsequent flight coupon/MCO/PTA; and such carrier has an office or general agent (who is authorized to make endorsements) at the point on the route where the change is to commence or the point where the change is requested, or.
- (c) CZ has received written or telegraphic authority from the carrier who is authorized to make such changes.  
changes requested by the passenger shall be effected by reticketing the passenger or endorsing any unused ticket/flight coupon/PTA/MCO to the new receiving carrier.
- (2) When the rerouting results in a change of fare, the new fare and charges shall be constructed as follows:
- (a) (Not applicable to/from points in the U.S.A./Canada) - if the destination is unchanged the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the fare construction point shown on the ticket submitted for rerouting, beyond which the original fare construction remains applicable:  
Note: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.

- (b) (Not applicable to/from points in the U.S.A./Canada) - if the destination is changed the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the new destination;
- Note 1: The points of origin and destination, as well as the point of outward destination in the case of a round trip ticket, shall also be fare construction points, and the fares and charges to be used for the construction of the new fare shall be those which would have been applicable as of the date of commencement of carriage.
- Note 2: For the purpose for this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.
- (c) (Applicable only from/to points in the U.S.A./Canada) - the new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.
- (d) Additional passage at the through fare and charges shall not be permitted unless request therefor has been made prior to arrival at the destination named on the original ticket or miscellaneous charges order; and, after carriage has commenced:
- (i) A one-way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will be applied only to any rerouted portion of the trip and only from the point of rerouting, not based on any portion of the trip already flown;
- (ii) A round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefor is made prior to arrival at the destination named on the original ticket or miscellaneous charges order.
- (3) Any difference between the fares and charges applicable under subparagraph (2) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting who will also pay to the passenger any amounts due on account of refunds.

- (4) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or miscellaneous charges order.
  - (5) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by passenger.
- (B) Involuntary revised routings
- (1) In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with rule 55 herein, carrier will either:
    - (a) Carry the passenger on another of its passenger aircraft on which space is available; or
    - (b) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or
    - (c) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from rule 90 (refunds) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower.
  - (2) Missed connections: 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.
  - (3) Free baggage allowance: an involuntary rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a first class flight to an economy/tourist/coach/thrift class flight and is entitled to a fare refund.



Rule 85 Schedules, Delays and Cancellations of Flights

Issued: October 26, 2019

Effective: October 27, 2019

(A) Schedules

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

(B) Cancellations

- (1) The carrier may, without notice, substitute alternate carriers or aircraft.
- (2) the carrier may, without notice cancel, terminate, Divert, postpone or delay any flight or the further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made, without any liability except to refund in accordance with its tariffs the fare and baggage charges for any unused portion of the ticket 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 to be foreseen, anticipated or predicted; or
  - (c) Because of any government regulation, demand or requirement; or
  - (d) Because of shortage of labor, fuel or facilities, or labor difficulties of the carrier or others.
- (3) The carrier will cancel the right or further right of carriage of the passenger and his/her baggage upon the refusal of the passenger, after demand by the carrier, to pay the fare or the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefor except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.

**Rule 87 Denied Boarding Compensation**

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Requesting volunteers on denied boarding when the carrier judges that all passengers holding previously confirmed space and tickets on a flight cannot be accommodated on a given flight, the following procedure shall apply:

A notice (as shown below) will be displayed at all airport ticket/check-in counters and boarding locations for that flight, soliciting passengers to volunteer for denied boarding.

Notice to passengers

CZ flight no.            May be overbooked today and there is a slight chance that a seat will not be available on this flight for which a person has a confirmed reservation. In accordance with the regulations of the U.S. government, CZ is seeking volunteers to give up their reservation in exchange for a compensatory payment, in case the flight is actually overbooked.

Anyone interested in being a volunteer is kindly requested to contact a CZ agent for further details. if you are denied boarding, you are eligible, subject to limited exceptions, to compensation equal to the value of your ticket (maximum \$200) if CZ arranges for alternative transportation for you and twice this if CZ cannot arrange alternative transportation. The complete rules for the payment of compensation and CZ's boarding priorities are available at all our airport ticket counters and boarding locations.

Thank you very much for your cooperation in this matter.

- (B) Involuntary denied boarding procedure  
CZ shall follow boarding priority rules as indicated in a statement of public disclosure to passengers encompassing the following:
- (1) Compensation for denied boarding  
if you have been denied a reserved seat on CZ, you are probably entitled to monetary compensation. this notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the department of transportation.
  - (2) Volunteers and boarding priorities  
if a flight is oversold (more passengers hold confirmed reservations than there are seats available), the persons with disabilities, along with their attendants, are not to be the first group of passenger to be denied boarding. If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his/her will

until airline personnel first ask for volunteers, who will give up their reservations willingly, in exchange for a payment of the airline's choosing. if there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the following boarding priority of CZ:

- (a) Non-revenue and reduced rate airline employees and/or his/her family members.
  - (b) Tour conductor(s) not accompanying a tour group.
  - (c) Passenger(s) (excluding tour conductors) other than airline employee(s) traveling on reduced rate or non-revenue tickets.
  - (d) Local boarding revenue passenger(s) excluding those passengers who volunteered for denied boarding.
  - (e) Tour conductor(s) accompanying a tour group.
  - (f) Transit revenue passengers continuing on the same flight.
  - (g) Government inspector(s) or checker(s).
  - (h) Deadhead crew members whose denied boarding may cause cancellation, delay or other forms or irregular operation to other scheduled flights.
- (3) Compensation for involuntary denied boarding if you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airline unless;
- (a) You have not fully complied with the airline's ticketing, check-in, and reconfirmation requirements, or you are not acceptable for transportation under the airline's usual practice; or
  - (b) You are denied boarding because the flight is cancelled; or
  - (c) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or
  - (d) You are offered accommodations in a section of the aircraft other than that specified on your ticket, at no extra charge. (a passenger seated in a section for which a lower fare is charged must be given an appropriate refund.); or
  - (e) The airline is able to place you on another flight or flights that are planned to reach your final destination within one hour of the scheduled arrival of your original flight.
- (4) Amount of denied boarding compensation passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face value of their ticket coupons, with a \$200 maximum. However, if the airline cannot arrange an alternate transportation for the passenger, the compensation is doubled (\$400 maximum). The "value" of a ticket coupon is the one-way fare for the flight shown on the coupon,

including any surcharge and air transportation tax, minus any applicable discount. All flight coupons, including connecting flights, to the passenger's destination or first 4-hour stopover are used to compute the compensation.

(5) Method of payment

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

(6) Passenger's options

Acceptance of the compensation (by endorsing or cashing the check, draft or MCO within 30 days) relieves CZ from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline the payment and seek to recover damages in a court of law or in some other manner.

Rule 90 Refunds

Issued: October 26, 2019

Effective: October 27, 2019

(A) General

- (1) In case of refund, whether due to failure of the carrier to provide the accommodation called for by the ticket, or due to voluntary change of arrangements by the passenger, the conditions and amount of refund will be governed by this tariff.
- (2) Except as otherwise provided in paragraph (f) of this rule, refund by the carrier for an unused ticket/flight coupon/miscellaneous charge order (MCO) will be made to the person named as the passenger in such transportation document unless, at the time of purchase, the purchaser designates on the ticket/MCO another person to whom refund shall be made.

Exception 1: In accordance with paragraph (e) of this rule, refund of a ticket/MCO which has been issued against a credit card will be made only to the credit card account of the person to whom such credit card has been issued.

Exception 2: Refund of prepaid ticket advice (PTA) or a ticket which has been issued against a PTA will be made only to the person who paid the carrier for the PTA.

When the purchaser designates another person to receive a refund, the refund will be made to such person only upon delivery of the passenger coupon and all unused flight coupons of the ticket/MCO/PTA.

A refund made in accordance with these procedures to a person who represents him/herself as the person named or designated on the ticket/MCO/PTA will be considered a valid refund and the carrier will not be liable to the true passenger for another refund.

- (3) The carrier will refuse to refund any ticket/MCO/PTA that has been presented to government officials of a country or to the carrier as evidence of intention to depart from a country, unless the passenger establishes to the carrier's satisfaction that he/she has permission to remain in that country or that he/she will depart on another carrier or conveyance.
- (4) Refund will be made provided that the unused coupons are surrendered to the carrier not later than thirty (30) days after the expiry date of the validity of the ticket.

(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 aforementioned provisions, refunds will be made in:

- (1) The currency in which the fare was paid;
- (2) the currency of the country where the refund is made;
- (3) The currency of the country in which the ticket was purchased; or
- (4) In Japanese Yen.

If the currency of refund is different than the currency of original payment, the refund will be calculated in the currency of original payment and converted into an equivalent amount in the currency of refund as outlined in rule 75 (currency of payment).

- (C) Special handling by the carrier  
The carrier will make all or any individual refunds through its general accounting offices or regional sales/accounting offices, and will require prior written applications for refunds to be prepared by the passenger on special forms furnished by the carrier.
- (D) Involuntary refunds (see also rule 80 (revised routings, failure to carry and missed connections) and rule 87, (denied boarding compensation))
- (1) As used herein, the term "involuntary refund" shall mean any refund to a passenger who is prevented from using the carriage provided for in his/her ticket due to:
    - (a) Cancellation of a flight;
    - (b) Inability of the carrier to provide previously confirmed space;
    - (c) Substitution of a different type of equipment or different class of service by the carrier;
    - (d) Missed connections, postponement or delay of flight, or omission of a scheduled stop; or
    - (e) Removal or refusal to carry under conditions outlined in rule 25, paragraph (a) (refusal to transport-limitation of carriage).
  - (2) Involuntary refunds will be computed as follows:
    - (a) when no portion of the ticket/MCO/PTA has been used, the amount of refund shall equal the fare paid.
    - (b) when a portion of the trip has been made, the amount of refund will be either:
      - (i) An amount equal to the one-way fare(s) and charges for the unused portion(s) calculated from the point of termination to the stopover/destination point or the point where travel resumed (less the same rate of discount, if any, that was applied in computing the original fare) via:
        - (aa) The routing specified on the ticket, if the point of termination was on such routing; or
        - (bb) The routing of any carrier operating between such points,

if the point of termination was not on the routing specified on the ticket. In such case, the amount of refund will be based on the lowest fare applicable between such points.

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

Exception: When a passenger holds a ticket for a higher class of service and is required by the carrier to use a lower class of service on any portion of such carriage, the amount refunded will be as follows:

- (aa) (Applicable to one way (ow) fares.) the difference between the fare for the higher class of service and the corresponding fare for the lower class of service between the points where the lower class of service is used.

- (bb) (Applicable to round trip (RT)/circle trip (CT)/open jaw (OJ) fares.) The difference between half of the RT/CT/OJ fare for the higher class of service and half of the corresponding RT/CT/OJ fare for the lower class of service between the points where the lower class of service is used.

- (c) Communication charges, as outlined in rule 60, paragraph (c) (reservations), will not be assessed, and any such communication expenses paid by the passenger will be refunded.

(E) Voluntary refunds

- (1) As used herein, the term "voluntary refund" shall

mean any refund to a passenger other than involuntary refunds as described in paragraph (d) above.

- (2) Voluntary refunds will be computed as follows:
- (a) when no portion of the ticket/MCO/PTA has been used, the amount of refund shall equal the fare paid less any applicable communication expenses (see rule 60, paragraph (c) (reservations)) and/or cancellation penalties (as outlined in the governing fare rule).
  - (b) when a portion of the trip has been made, the amount of refund will be the difference between the fare paid and the fare for the transportation used less any applicable communication expenses (see rule 60, paragraph (c) (reservations)) and/or cancellation penalties (as outlined in the governing fare rule).

Exception: 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 more distant point where the carrier does have operating rights or privileges. In such case, the refund will be the difference between the fare paid and the fare for the transportation to the more distant point, less any applicable communication expenses (see rule 60, paragraph (c) (reservations)) and/or cancellation penalties (as outlined in the governing fare rule.)

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

(F) Lost ticket

The following provisions will govern refund of a lost ticket/flight coupon/miscellaneous charge order (MCO)/prepaid ticket advice (PTA) or any other transportation document:

When a lost ticket/flight coupon/MCO/PTA is not found, a refund as outlined in this rule, will be made upon receipt of proof of loss satisfactory to the carrier and after receipt of written request for refund from the passenger (which must be received within 30 days of the expiration of the travel document). Refund will only be made provided that:



Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

- (1) The lost ticket/flight coupon/MCO/PTA has not been honored for transportation, or refunded prior to the time the lost ticket report is processed; and
- (2) 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 the carrier may suffer or incur by making such refund and/or honoring such ticket(s) for transportation.

Rule 115 Baggage Acceptance (CZ/Piece System)

Issued: October 26, 2019

Effective: October 27, 2019

Acceptance of baggage

- (a) General conditions of acceptance  
carrier will accept for transportation as baggage, such personal property as is necessary or appropriate for the wear, use, comfort, or convenience of the passenger for the purpose of the trip, is divided into checked baggage and un-checked baggage (self-care baggage and free hand-carry items).
- (1) Items unacceptable as baggage
  - (1) Dangerous goods.
    - (a) Explosives;
    - (b) Gas, including flammable gas, inflammable and nontoxic gas, and toxic gas;
    - (c) Flammable liquid;
    - (d) Flammable solid, spontaneous combustible substance; substance that would release flammable gas in contact with water.
    - (e) Oxidizer and organic peroxide;
    - (f) Toxic substance and infectious substance;
    - (g) Radioactive substance;
    - (h) Corrosive substance;
    - (i) Miscellaneous dangerous goods such as magnetic substance.
  - (2) Items the carriage of which is prohibited by the applicable laws, regulations or orders of any country to be flown from, to or over.
  - (3) Articles those in the opinion of carrier are unsuitable for carriage by reason of their weight, shape, size or character.
  - (4) Live animals, except as pets and guide dogs provided for in section ii (c).
  - (5) Firearms and ammunition other than for hunting and sporting purposes are prohibited from carriage as baggage.
  - (6) Items unacceptable as checked baggage
    - (a) Fragile items;
    - (b) Perishable items;
    - (c) Money or valuable securities;
    - (d) Jewelry;
    - (e) Precious metal and articles thereof;
    - (f) Antiques and valuable paintings;
    - (g) Computer and personal digital device;
    - (h) Samples and valuables;
    - (i) Lithium battery;
    - (j) Important files and documents;
    - (k) Travel documents, medical certificates, x-ray films;
    - (l) Prescribed drug that needs to be taken regularly.
  - (7) Limitation on carriage  
The carriage of the following articles is limited.

- they may be accepted only in accordance with the carrier regulations as checked baggage.
- (8) Precision instrument and electric appliances shall be carried as cargo. They may be accepted only in accordance with the CZ's regulations as checked baggage. Free baggage allowance does not apply to such items.
  - (9) Sporting equipment, including firearms and ammunition for hunting and sporting purposes.
  - (10) Dry ice, alcohol beverages, medicinal or toilet articles and personal smoking materials intended for use by an individual shall not exceed the set quota.
  - (11) Diplomatic envelopes, confidential files.
  - (12) Weapons such as swords, knives, antiques firearms, and similar items may be accepted as checked baggage, in accordance CZ's regulations, but will not be permitted in the cabin.
  - (13) Pet or guide-dog which is specified in provision
  - (14) The wheelchair and/or other assistant devices for incapacitated or the aged passengers.
  - (15) Liquid hand-carried by passenger.
  - (16) Item not suitable to be carried in cargo cabin such as delicate musical instrument and not meeting the requirements of weight and size, shall be carried in passenger cabin as seat-taking baggage. Extra fees shall be charged for such items, and such items shall be taken care of by the passenger.
- (B) Right to refuse carriage  
In the exercise of CZ's discretion, CZ may refuse to carry passenger or his baggage after informing the passenger. In this circumstances the passenger will be entitled to a refund. CZ may also refuse to carry passenger or his baggage for any of the following reasons:
- (1) will refuse carriage as baggage of such items described in (1) and (2) as are prohibited from carriage as baggage and may refuse further carriage of any such articles on discovery thereof.
  - (2) Unless advance arrangements for its carriage have been made with CZ, CZ may carry on later flight baggage that is in excess of the applicable free allowance.
  - (3) CZ may refuse to accept baggage as checked baggage unless it is properly packed in suitcases or other suitable containers to ensure safe carriage with ordinary care in handling.
  - (4) Such action is necessary to prevent a violation of any applicable laws, regulations, or orders of any state to be flown from, to or over.
  - (5) The carriage of passenger or his baggage may endanger or affect the safety, health, convenience, comfort of other passengers or crew members.
- (C) Checked baggage  
Checked baggage must meet the following requirements:

- (1) Passenger must check baggage with a valid ticket. CZ should correctly enter the pieces and/or weight of checked baggage into departure system. Each passenger's baggage must be recorded on his own record. If passenger holds a paper ticket, baggage content should be written on the correspondent spot of ticket.
- (2) CZ generally accepts baggage during check-in on the date of flight departure. If passenger requests CZ to accept checked baggage in advance, he could make an appointment in advance.
- (3) CZ shall attach a baggage tag to each piece of passenger's checked baggage, and give a baggage identification tag to passenger. Self-care baggage after weighed together with checked baggage and entered into ticket respectively and attached a self-care baggage tag, is taken care of by passenger in the passenger cabin.
- (4) The weight and size of checked baggage shall not exceed CZ's restrictions; those exceeding such restrictions shall be carried as cargo.
- (5) Passenger should attach name or other personal mark to the checked baggage before checking it in.
- (6) Checked baggage must be well packed, locked and bound, and must be able endure a certain amount of pressure, and can be safely loaded, unloaded and carried under normal operation conditions, and should meet the following requirements:
  - (1) Suitcase and handbags and so on must be locked;
  - (2) It's not allowed to bound more than two pieces of baggage into one piece;
  - (3) It's not allowed to attached other items to baggage.
  - (4) Bamboo baskets, net bags, grass strings, grass bags and so on are not allowed to be used as packing materials.
  - (5) Passenger's name, detailed address and telephone number should be written on baggage.
  - (6) Checked baggage will, whenever possible, be carried on the same aircraft as you, unless we decide for safety, security or operational reasons to carry it on alternative flight. if passenger's checked baggage is carried on a subsequent flight CZ will deliver it to passenger, unless applicable law requires passenger to be present for customs clearance.

Application - between China and U.S.A./Canada

Section i - free baggage allowance

(a) Checked baggage

- (1) (a) For passengers entitled to travel in first or business class, the checked baggage allowance shall be two checked bags (pieces), provided that the sum of the three dimensions shall not exceed 62 inches (158 cms) for each bag (piece) and provided that the maximum weight

- for each bag (piece) shall not exceed 70 lbs (32 kgs).
- (b) For passengers entitled to travel in premium economy class, the checked baggage allowance shall be two checked bags (pieces); provided that the sum of the three dimensions shall not exceed 62 inches (158 cms) for each bag (piece) and provided that the maximum weight for each bag (piece) shall not exceed 70 lbs (32 kgs).
  - (c) For passengers entitled to travel in economy class, the checked baggage allowance shall be two checked bags (pieces); provided that the sum of the three dimensions shall not exceed 62 inches (158 cms) for each bag (piece) and provided that the maximum weight for each bag (piece) shall not exceed 50 lbs (23 kgs).
  - (d) Notwithstanding subparagraphs (a) (b) and (c), for infants not entitled to a seat, one checked bag (piece), the sum of the three dimensions not to exceed 45 inches (115 cms), plus one fully collapsible stroller/pushchair or infant's carrying basket, which may be carried in the passenger cabin, subject to the availability of space.
- (2) The following articles, irrespective of their actual dimensions, may be considered as a piece of baggage at 62 inches (158 cms):
- (a) One sleeping bag or bedroll
  - (b) One rucksack/knapsack/backpack
  - (c) One pair of snow skis with one pair of ski poles and one pair of ski boots or one snow board and boots.
  - (d) One golf bag containing golf clubs and one pair of golf shoes.
  - (e) One duffle-type bag.
  - (f) One suitably packed bicycle (single seat touring or racing bicycle, non-motorized) provided that handlebars are fixed sideways and the pedals are removed.
  - (g) One pair of standard water skis or one slalom water ski.
  - (h) Suitably packed fishing equipment consisting of not more than two rods, one reel, one landing net, one pair of fishing boots and one fishing tackle box.
  - (i) Sporting firearms consisting of not more than:
    - (i) One rifle case containing not more than two rifles, 5 kgs (10 lbs) of ammunition, one shooting mat, noise suppressors and small rifle tools, or
    - (ii) Two shotguns and two shotgun cases, or
    - (iii) One pistol case containing not more than five pistols, 5 kgs (10 lbs) of ammunition, noise suppressors, one pistol telescope and small pistol tools.Acceptability of such firearms shall be in

accordance with the provisions of resolution 745a and the regulations contained in the IATA and ICAO dangerous goods regulations, and subject to CZ's conditions issued in 1992.

- (j) one portable musical instrument not exceeding 39 inches (100 cms) in length.

Section II - special charges

(B) Carry on baggage

In addition to the checked baggage allowance provided herein each passenger may carry, without additional charges hand baggage suitable for placing in closed overhead rack or under the passenger's seat provided that the sum of the three dimensions shall not exceed 45 inches (115 cms) and the maximum weight shall not exceed 10 lbs (5kgs).

(C) Carriage of pets and guide dogs

- (1) Pets mean such little animals as domestic dogs, cats, birds and other household pets. If the animal is too small in size (such as murines or spectacular fish), or too large in size (the size of whose cage exceeds the maximum size restriction), and may therefore cause hazard to the safety of carriage, it will not be accepted for transportation. Any wild and aggressive animal such as snakes will not be accepted for transportation. The carrier has the right to determine whether an animal can be carried and the way of transportation, and has the right to restrict the number of pets on a plane.
- (2) Pet may be accepted for carriage subject to CZ's regulations only when:
  - (a) Properly crated and accompanied by valid vaccination certificates, entry permits and other document required by the people's republic of china and countries of entry or transit.
  - (b) with the advance agreement of CZ and other carriers concerned.
- (3) Guide dog means a dog trained to lead the blind or assist the deaf (such passenger shall provide an evidenced by a medical certificate.) When it accompanies passenger with impaired vision or hearing dependent upon such dog.
- (4) The carriage of guide dogs shall be dealt in accordance with paragraph (c), guide dogs, if they meet the requirements of CZ, may accompany in passenger cabin the disabled eligible to travel. the disabled eligible to travel shall provide the identity and quarantine proofs for guide dogs. Guide dogs, food can be carried for free, without taking up the free baggage allowance.
- (5) Acceptance for carriage of animals (include guide dogs) is subject to the conditions that the passenger assumes full responsibility for such animal unless due to CZ's faults. CZ shall not be liable for injury to or loss, delay, sickness or death of such animal in the event that it is

- refused entry into or passage through any country, state or territory.
- (6) The passenger is fully liable for all damages or injuries which a pet might cause to other passengers or crew members.
  - (7) CZ 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.
  - (8) CZ can refuse to accept the carriage of pet on non-stop long-haul flight or some specific type of aircraft due to the unsuitability. Guide dog is free permitted to entry cabin with disabilities.
- (D) Excess, overweight and oversized baggage charges
- (1) Baggage in excess of the checked baggage allowance shall be charged according to the piece, the weight and the three dimensions as follows, the charge will be cumulative:
 

Excess piece	charge (per
piece)	piece)
Each piece	CNY
	900/USD/CAD
	145
Overweight	charge (per
	piece)
50 lbs (23 kgs) - 70 lbs (32 kgs)	CNY 900/CAD
	145
over 70 lbs (32 kgs), but not over	CNY 2700/CAD
	440
100 lbs (45 kgs)	
oversize (l-plus w plus h)	Charge (per
	piece)
158 cm/62 inches - 203 cm/80 inches	CNY 900/CAD
	145
over 203 cm/80 inches	CNY 2700/CAD
	440
  - (2) Any single bag (piece) exceed 100 lbs (45 kgs) in weight shall not be accepted for carriage. This section shall not apply to those items listed in section i, paragraph (a)(2), or to accompanied pets provided in section ii paragraph (c).

Section III - special charges

- (a) Unchecked baggage using additional seat(s)  
 CZ shall, at a charge and subject to advance arrangement, transport baggage of a valuable or fragile nature which the passenger wishes to carry in the cabin and which requires the blocking out or use of additional seat(s). The charge for each seat occupied by such baggage shall be the same of the normal economy fare for the applicable journey at the time of booking the additional seat(s). the maximum weight of any baggage under this arrangement shall not exceed 75 kg. Per seat. The passenger's checked baggage allowance shall not be increased when using this facility.
- (b) Golfing equipment

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

- (1) Notwithstanding paragraph (d), CZ establish a special excess baggage charge for golfing equipment contained in not more than one golf bag, which may also include one pair of golf shoes.
- (2) The charge for such golfing equipment if in excess of the normal checked baggage allowance shall be 50 percent of the applicable excess baggage charge.
- (3) This charge shall be available for the carrier of only one such golf bag per passenger, for any golf bag in excess thereof the normal excess baggage charge as established in paragraph (d) shall apply.



Rule 116 Excess Value Charges for Baggage

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Excess value charges
- (1) A passenger may declare a value for baggage in excess of \$30.00 (Canadian \$30.00) or its equivalent per kilogram in the case of checked baggage. no declaration value for accepted pet.
- (2) When such declaration is made, a charge of such excess value will be assessed by each carrier participating in the carriage at the following rates:
- | Charge<br>USD/CAD | Additional amount of liability<br>(USD/CAD) |
|-------------------|---|
| \$0.50 per        | \$100.00 or fraction thereof.               |
- Note: Any higher declared value shall not apply to money, jewelry, silverware, negotiable papers, securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications or other similar valuables when such valuables are included in baggage checked or otherwise delivered into the custody of the carrier.
- (B) Valuation limit of baggage  
No baggage of any one passenger having a declared value in excess of the amounts shown below will be accepted for carriage, unless special arrangement therefor has been made in advance between the passenger and the carrier concerned:
- | Valuation limit |                   |
|-----------------|-------------------|
| U.S. Currency   | Canadian currency |
| 5,000           | 5,000             |
- Exception: Carrier will not accept a declaration of value in excess of USD 500.00, CAD 500.00 on cats, dogs or household birds.
- (C) Collection of excess value charges  
excess value charges will be payable at the point of origin for the entire journey to final destination provided that, if at a stopover en route, a passenger declares a higher excess value than that originally declared, additional value charges for the increased value from the stopover at which the higher excess value was declared to final destination will be payable.
- (D) Excess value charges on reroutings or cancellations  
when a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fares or the refunding of fares shall likewise govern the payment of excess value charges. no refund of value charges will be made when a portion of the carriage has been completed.

### Rule 117 Interline Baggage Acceptance

Issued: October 26, 2019

Effective: October 27, 2019

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

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

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

web site disclosure

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

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

(F) Definitions

"Airline designator code"

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

"Baggage rules"

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

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

"Interline agreement":

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

"Interline itinerary":

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

"Interline travel":

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

"Single ticket":

A document that permits travel from origin to

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

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

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

"Ultimate ticketed destination":

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

#### CARRIER definitions (various)

"Down line carrier ":

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

"Marketing carrier":

the carrier that sells flights under its code.

"Most significant carrier (MSC)":

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

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

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

"Operating carrier":

The carrier that operates the actual flight.

"Participating carrier(s)":

Includes both the selecting carrier and down line carriers who have been identified as providing

Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

interline transportation to the passenger by virtue of the passenger's ticket.

"Selected carrier":

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

"Selecting carrier":

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

Rule 130 Fares

Issued: October 26, 2019

Effective: October 27, 2019

(A) General

Fares/rules apply for carriage from the airport at the point of origin to the airport at the point of destination and do not include ground transfer service between airport or between airports and city centres except where rule 35 specifically provides that such ground transfer service will be furnished without additional charge.

(B) Acronyms, sequence of checks, international sales indicators (ISI).

List of common acronyms used for fare constructions.

(1) List of common acronyms used for fare construction:

- BHC One way back haul check
- COM Country of unit origin minimum
- COP country OF payment check
- CPM Common point minimum
- CTM Circle trip minimum
- DMC Directional minimum check
- EMA Ticketed point mileage deduction (Previously Extra mileage allowance)
- EMS Extra mileage surcharge
- HIP Higher intermediate fare check
- MPM Maximum permitted mileage
- OSC One way subjourney check
- RSC Return subjourney check
- RWM Round the world minimum
- TPM Ticketed point mileage

(2) Sequence of checks

- (a) All fare constructions shall be accomplished in NUCS.
- (b) In applying fare construction checks, the following sequence shall apply to such checks.

Name	Acronym	Applicable Fares
Mileage checks	TPM/MPM/ EMS/EMA	All
Higher intermediate point	HIP	All
One way backhaul check	BHC	OW
One way subjourney check	OSC	Normal OW
Country of unit origin Minimum	COM	OW
Directional minimum	DMC	OW, normal OJ
Circle trip/round the world minimum	CTW/RWM	CT/RTW
Common point minimum	CPM	Normal OJ
Return subjourney check	RSC	Normal CT,OJ,RT
Local currency fare check	COP	Normal CT, RT

(C) Application

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

- (A) The maximum permitted mileage, referred to herein as mileage fares, provided that when a journey exceeds the MPM, the fare must be surcharged in accordance with the procedures for excess mileage surcharges, or;
  - (b) A specified diagrammatic or linear routing, referred to herein as routing fares.
- (2) Applicable fares  
Fares to be assessed for the total journey shall be the applicable fares effective on the date of departure on the first international sector, provided Canada and the USA are considered as one country.
- (3) Arbitrary construction  
Fares published by use of a published arbitrary and a published international gateway fare. These fares are referred to as constructed fares. When construction with arbitraries is used, travel need not be via the point of combination.
- (4) Non-adherence to precedence of through published fares  
Except for the provisions in paragraphs (8 below) and (e.6) the combination of two or more fares may be applied between any two points even if the amount results in less than the through published fare in this tariff. All rules of such fares combined must be observed.
- (5) Lowest combination principle (LCP)  
When no through fare is published between any two ticketed points, a fare must be constructed for the purpose of applying fare construction checks. the applicable fare must be constructed using sector fares over an intermediate ticketed point for the class of service used.
- (a) The fare must be constructed in the direction of travel except that for any fare component into the country of pricing unit origin, the fare applicable from the country of pricing unit origin shall be used.
  - (b) When the same fare construction point is used both for the outbound and inbound fare, the provisions of end-on combinations apply.
  - (c) When used for fare checks, the constructed fare must be shown on the ticket as "c"/. when used for other purposes, the fares must be shown separately on the ticket.
- (6) Direction of fares
- (a) Fares shall be assessed in the direction of travel, except that the fare component into the country of pricing unit origin shall be assessed in the direction from such country, i.e. not in the direction of travel.  
Note: Canada and the U.S.A. shall be considered the same country. Denmark, Norway and Sweden shall be considered the same country.  
Example: Travel: TRA-MAD-JNB-MAD-FRA  
Construction could be:



FRA-JNB RT 1 pricing unit  
OR  
FRA-MAD RT 1 pricing unit  
MAD-JNB RT 1 pricing unit  
Total OF 2 pricing units

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

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

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

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

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

Construction: ATL-LON OW 1 pricing unit  
LON-STO OW 1 pricing unit  
STO-LIS OW 1 pricing unit  
GLA-LIS OW 1 pricing unit  
total of 4 pricing units

Fare component LIS-GLA must BE IN THE direction of GLA-LIS BECAUSE THE TERMINATION point (GLA) is in the same country from which a previous pricing unit (LON-STO) was assessed.

(C) Application

(7) End of combinations

When two or more fares are combined end-on, the provisions of round trip, circle trip, one way or open jaw journeys, as applicable, shall apply separately to each.

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

(A) Combination of U.S. domestic normal/special fares with international fares to construct a through fare which is less than the published

fare from the point of origin to the point of destination is permitted; provided the passenger complies with all conditions of the fares.

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

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

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

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

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

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

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

(b) Use such fare for the applicable of all fare construction rules

example: journey a-b-c-d-a  
Children's fares

A-B 75 percent of adult fare

A-C 50 percent of adult fare

B-C 67 percent of adult fare

A-D 50 percent of adult fare

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

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

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

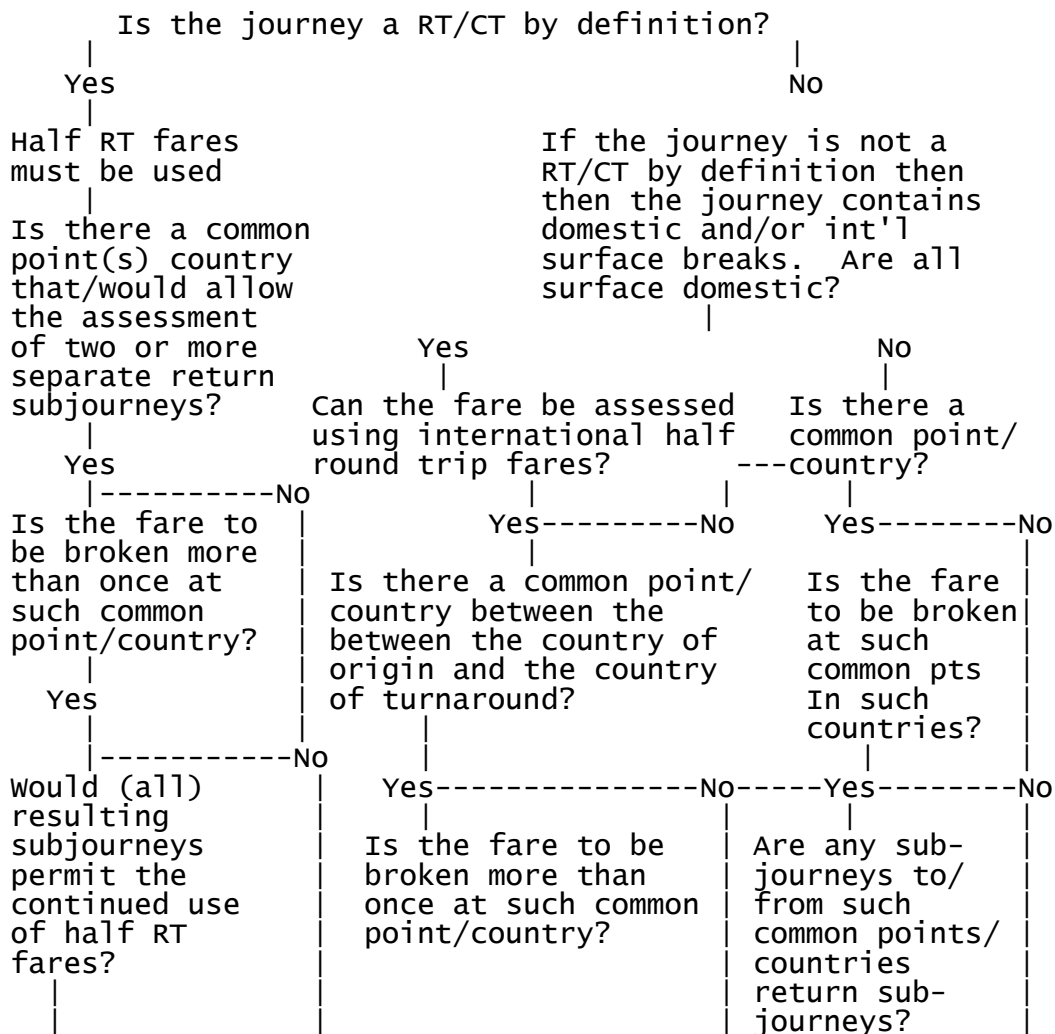
exception: constructions using add-on amounts.

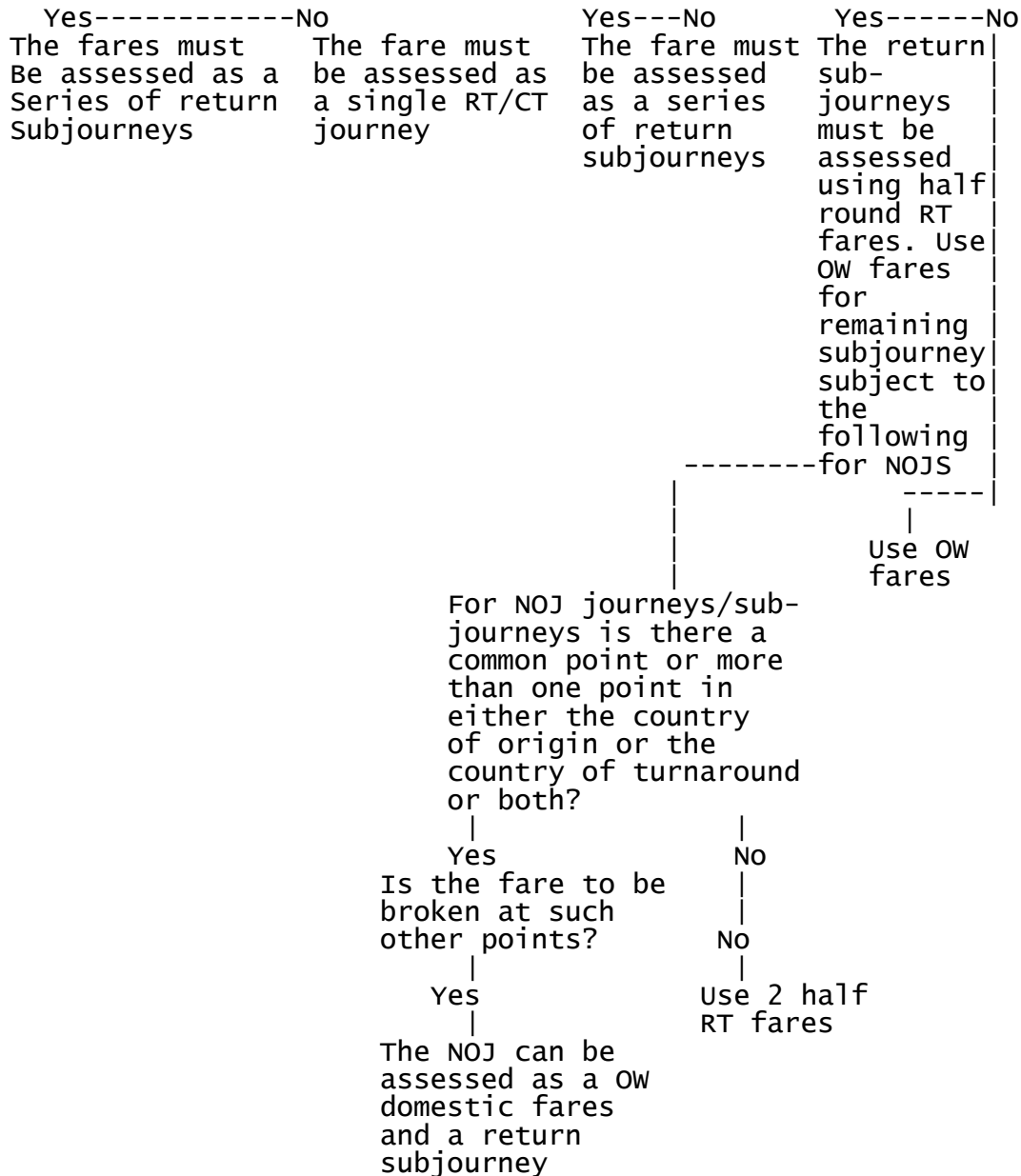
(11) All published fares governed by this tariff and

add fares constructed in accordance with the tariff are applicable only when compliance with the provisions governing travel via a higher created intermediate point (paragraph f3). mileage routings (see maximum permitted mileage tariff no. MPM-1, C.A.B. no. 424 NTA(a) no. 239) may be applied to any published or constructed fares; however, if a diagram on linear routing is specified in connection with a fare, such routing must be observed to that portion of the transportation covered by that fare.

- (D) Defining journey or pricing unit concept
- (1) The fare for a journey (excluding side trips assessed separately) shall be the lowest of:
    - (a) A single pricing unit for the journey, or
    - (b) Any series of end-on combined pricing units, which collectively comprise the journey being traveled.
  - (2) To determine the fares for 1) above using normal fares refer to the flow chart below:

Normal fare flow chart





General notes:

1. If for pricing purposes the journey is changed (e.g. closing surface gap or adding a sector that creates a surface gap) then the new journey will determine which path of the flow chart should be taken.
2. For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart.
3. The flow chart does not apply for local combination of normal and special fares - refer to the special fares rule.

(3) (a) If the journey fulfills the definition of a round trip or circle trip or normal/special fare open jaw trip, the pricing unit must be

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

Example: Travel: LON-MIL-STO-LON

Construction:

LON-MIL 1/2 RT  
MIL-STO 1/2 RT 1 pricing unit  
LON-STO 1/2 RT

- OW fares are not permitted as travel is continuous, circuitous and returns to the same point
- CTM check LON-MIL RT and LON-STO RT
- Last fare component from country of origin

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

Example: Travel: HEL-BKK-TYO-SEL-TYO-BKK-HEL

Construction could be:

HEL-BKK RT 1 pricing unit  
BKK-TYO RT 1 pricing unit  
TYO-SEL RT 1 pricing unit

or

HEL-TYO RT 1 pricing unit  
TYO-SEL RT 1 pricing unit

OR

HEL-BKK RT 1 pricing unit  
BKK-SEL RT 1 pricing unit

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

Example: Travel: NYC-LON-JNB-MAN-NYC

Construction could be:

NYC-LON 1/2 RT  
NYC-MAN 1/2 RT 1 pricing unit

LON-JNB 1/2 RT  
MAN-JNB 1/2 RT 1 pricing unit

- Both subjourneys fall within the definition of OJ
- (note that above journey could also be constructed as NYC-JNB RT)

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

Example: Travel: NYC-LON-RIO-JNB-MAN-NYC

Construction could not be:

NYC-LON 1/2 RT  
 NYC-MAN 1/2 RT

LON-RIO OW  
 RIO-JNB OW - Not possible  
 MAN-JNB OW

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

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

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

Example 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE

Construction could be:  
 KHH-DPS 1/2 RT)  
 TPE-JKT 1/2 RT) 1 pricing unit  
 or  
 KHH-TPE OW 1 pricing unit  
 TPE-JKT RT 1 pricing unit  
 JKT-DPS OW 1 pricing unit  
 or  
 KHH-TPE OW 1 pricing unit  
 TPE-DPS 1/2 RT)  
 TPE-JKT 1/2 RT) 1 pricing unit  
 or  
 KHH-TPE 1/2 RT)  
 TPE-JKT 1/2 RT) 1 pricing unit  
 JKT-DPS OW 1 pricing unit  
 whichever is the lower

Example 3: Travel GLA-MAN-ROM-LON

Construction could be:

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

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

Example 1: Travel PAR-ATH

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

Example 2: Travel PAR-BKK-VIE-ROM

Construction could be:

	PAR-BKK	OW	1 pricing unit
	BKK-VIE	OW	1 pricing unit
	VIE-ROM	OW	1 pricing unit
OR	PAR-BKK	OW	1 pricing unit
	BKK-ROM	OW	1 pricing unit

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

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

Construction could be:

	STO-NBO	OW	1 pricing unit
	STO-SEZ	OW	1 pricing unit
OR	STO-NBO	RT	1 pricing unit
	SEZ-NBO	OW	1 pricing unit
OR	STO-SEZ	RT	1 pricing unit

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

(E) Limitations on indirect travel/inclusion of surface

sectors on a through mileage calculator

(1) Limitation on indirect travel

- a) General limitations: A fare component must not include more than:
- i) One departure from fare component origin or
  - ii) One arrival at fare component destination or
  - iii) More than one stopover at any one intermediate ticketed point
- b) Additional limitations
- i) For a journey originating in Europe (not applicable for travel wholly within Europe) a fare component must not include more than one international departure and one international arrival at any ticketed point in the country where travel originates; provided that when the country of origin is transited, to/from another point in Europe; stopovers will not be permitted in such country.
    - Example 1: AMS-TYO-AMS-LON-RTM with a stopover in AMS between TYO AND LON at a through TYO-LON fare is not permitted (country of origin is transited to another point in Europe)
    - Example 2: LON-NYC-LON-TYO with a stopover in LON between NYC and TYO at a through NYC-TYO fare is permitted (country of origin is not transited to/from another point in Europe)
  - ii) The restriction in (i) above shall also apply for the country of payment in Europe if not identical to the European country where travel originates.
    - Example 1: ZRH-MIL-TYO sold in MIL with a stopover in MIL at a through fare ZRH-TYO is not permitted. (country of sale is transited from another point in Europe)
    - Example 2: LON-NYC-X/LON-AMS-TYO sold in FRA with a stopover in AMS at a through fare NYC-TYO is permitted. (country of origin is transited to another point in Europe but no stopover is made)
  - iii) A fare component within area 1 or between



- area 1 and area 3 (via the pacific) must not include more than one arrival and one departure at any ticketed point.
- iv) For a journey originating in area 1, no fare component within area 1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates.
- Example 1: POA-BUE-SAO-NYC-through fare not permitted because of two international departures from Brazil. Additionally, this restriction applies for the country of payment if not identical to the country where travel originates.
- Example 2: NYC-SAO-BUE-POA sold in Brazil - through fare not permitted because of two international arrivals in Brazil which is the country of sale.
- v) Applicable for travel commencing in Brazil (except for journeys wholly within South America) irrespective of where the fare is paid, the first international fare component must not include more than one Brazilian domestic flight coupon. where more than one Brazilian domestic flight coupon is issued, the first international fare component must be assessed from the point immediately prior to the point of commencement of the international sector.
- Example 1: BSB-RIO-NYC at a through fare BSB-NYC is permitted.
- Example 2: POA-RIO-SSA-LIS at a through fare POA-LIS is not permitted. the international fare component must be assessed from RIO and POA-RIO charged separately.
- Example 3: FLN-X/CWB-/CWB-IGU-XSAO-LON at a through fare FLN-LON is not permitted. this first international fare component must be assessed from IGU and FLN-CWB-IGU charged separately.
- vi) For a pricing unit originating in

Germany, a fare component from/to a point in Germany must not include more than two domestic sectors in Germany.

vii) Journey application

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

(2) Inclusion of a surface sector on a through mileage calculation

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

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

Between  
Alicante, Spain  
Alicante, Spain  
Almeria, Spain  
Amman, Jordan  
Amrisar, India  
Amsterdam, Netherlands

Antwerp, Belgium  
Arica, Chile  
Barcelona, Spain  
Barcelona, Spain  
Basle, Switzerland  
Berlin, Germany  
Berlin, Germany  
Berne, Switzerland

Berne, Switzerland

Bilboa, Spain

Bilboa, Spain  
Bilboa, Spain  
Bologna, Italy

Brazzaville, Congo Rep.

and  
Murcia, Spain  
Valencia, Spain  
Malaga, Spain  
Jerusalem  
Lahore, Pakistan  
Rotterdam,  
Netherlands  
Brussels, Belgium  
Tacna, Peru  
Gerona, Spain  
Reus, Spain  
Mulhouse, France  
Dresden, Germany  
Leipzig, Germany  
Geneva,  
Switzerland  
Zurich,  
Switzerland  
San Sebastian,  
Spain  
Santander, Spain  
Vitoria, Spain  
Florence/Pisa,  
Italy  
Kinshasa, Zaire

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

Bremen, Germany	Hamburg, Germany
Bremen, Germany	Munster, Germany
Brownsville, U.S.A.	Matamores, Mexico
Catania, Italy	Palermo, Italy
Ciudad Juarez, Mexico	El Paso, U.S.A.
Cologne, Germany	Dusseldorf, Germany
Cologne, Germany	Munster, Germany
Curitiba, Brazil	Joinville, Brazil
Cuzco, Peru	La Paz, Bolivia
Detroit, U.S.A.	Windsor, Canada
Dresden, Germany	Leipzig, Germany
Dubai, United Arab Emirates	Sharjah, United Arab Emirates
Dusseldorf, Germany	Munster, Germany
Grenada, Spain	Malaga, Spain
Guatamala, Guatamala	Tapachula, Mexico
Guayaramerin, Bolivia	Porto Velho, Brazil
Hamburg, Germany	Hanover, Germany
Hamburg, Germany	Munster, Germany
Hilo, Hawaii, U.S.A.	Kona, Hawaii, U.S.A.
Hong Kong Sar, Hong Kong	Macau, Macau
Iguassu Falls, Argentina	Iguassu Falls, Brazil
Jerez De La Frontara, Spain	Seville, Spain
Kabul, Afghanistan	Peshawar, Pakistan
La Coruna, Spain	Santiago De Compostela, Spain
Laredo, Texas, U.S.A.	Nuevo Laredo, Mexico
Larnaca, Cyprus	Paphos, Cyprus
Leticia, Columbia	Tabatinga, Brazil
Livingstone, Zimbabwe	Victoria Fall, Zimbabwe
Livramento, Brazil	Rivera, Uruguay
Ljubijana, Yugoslavia	Zagreb, Yugoslavia
Mcallen, Texas, U.S.A	Reynosa, Mexico
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg, Germany
Nagoya, Japan	Osaka, Japan
Paso De Los Libres, Argentina	Uruguaiana, Brazil
Podgrorica, Yugoslavia	Tivat, Yugoslavia
Puerto Montt, Chile	San Carlos De Bariloche, Argentina
San Diego, U.S.A.	Tijuana, Mexico
Santiago De Composatala, Spain	Vigo, Spain
Split, Yugoslavia	Zadar, Yugoslavia
Stockholm, Sweden	Vasteras, Sweden
Swakopmund, Namibia	walvis Bay, Namibia

(F) construction rules for fare components

- (1) Mixed class travel (travel via different class of service)  
(applicable to normal fares only).
  - (a) Mixed class travel is when travel involves two or more classes of service:
    - (i) On a sector(s) within a fare component or,
    - (ii) In an entire fare component of a journey/subjourney with more than one fare component
  - (b) The fare for entire fare component traveled in a higher class of service shall be the applicable fare for the class used.
  - (c) All fares used in differential calculations will be based on qualifying fares.
  - (d) The fare for mixed class travel within a fare component is assessed as the sum of the through fare in the lowest class of service used to assess the fare and, for each sector traveled in a higher class of service; the difference between the lowest applicable fare for the lowest class used for the sector concerned and the lowest applicable fare for the higher class used for the same sector. this process will be referred to as 'differential'.
  - (e) If consecutive sectors within the fare component are flown in the higher class of service, the differential may be assessed as the difference between the applicable through fare for the lowest class of service used and the applicable through fare for the higher class of service for the sectors concerned.
  - (f) HPS must be checked when calculating differentials, however the BHC does not apply.  
Note: Minimum checks are not applicable when calculating a differential.
  - (g) The differential is assessed in the same direction as the fare used for the lowest class of service.
  - (h) when half round trip fares are used, the differential is assessed using half round trip fares. When one way fares are used, the differential is assessed using one way fares.
  - (i) Special fares may not be used in mixed class differential calculations.
  - (j) The above rules may not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service used.
  - (k) The total fare for a fare component assessed with a class differential need not be higher than:
    - (i) The through fare for the highest class of travel, or
    - (ii) The sum of fares for sectors flown in different classes of service

- (l) Fare component checks (DMC, COM) will be applied:
  - (i) in the lowest class used of a mixed class component where a differential has been applied
  - (ii) In the applicable class used for an entire component flown in a higher class
- (m) Journey subjourney checks which apply to more than one fare component (CTM, COP, CPM, OSC, RSC) will be applied in the lowest class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used
- (n) where two applicable same class fares exist in a market, the applicable fare used for the through fare component and any intermediate fares used for hip check purposes to the breakpoint, is also the same fare used in calculating the differential, i.e. y and y2 fares exist in a market. If the lower level y2 fare is used as the hip check fare, it must also be used when calculating the differential.
- (o) Class differentials may not be assessed over a fare break point.
- (p) (Applicable between area 1 and area 2) when the transatlantic sector is flown in intermediate class and other sectors are in the same class or a lower class, the applicable through intermediate class fare shall be applied. A differential between economy and intermediate class is not permitted.
- (q) (Applicable between area 1 and area 3 via the Atlantic) when the area 2-3 and transatlantic sectors are flown in intermediate class, the applicable through intermediate class fare shall be applied.
- (r) (Applicable for travel between area 1 and Europe only) when transatlantic travel is flown in economy class and the intra European sector is flown in intermediate class, the through applicable intermediate class fare applies, unless charging sector fares for the mixed class point(s) results in a lower fare. a differential between economy and intermediate class is not permitted.
- (s) (Applicable via the Atlantic-Pacific Oceans for travel between Europe and South west Pacific) when the sector between Europe and area 1 and the sector between area 1 and the South west Pacific are flown in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.
- (t) (Applicable to Atlantic-Pacific travel between Europe and Japan/Korea) when the

sector between Europe and area 1 is in economy class and the sector between area 1 and Japan/Korea is in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.

- (u) (Applicable to Atlantic-Pacific travel between Europe and South East Asia) when the sector between the last point of departure in Europe and the first point in arrival in area 3 are flown in intermediate class, the applicable intermediate class fare applies. a differential between economy and intermediate class is not permitted.
- (2) surface sectors
  - (a) Apply the through fare or the sum of fares over the sectors actually flown, whichever is lower.
  - (b) In the case of normal fare travel, where the mileage for an international surface break is greater than the ticketed point mileage over the routing traveled from origin of the journey up to the point of commencement of the surface break when normal fares are on both sides of the surface break and journey up to the surface break must be ticketed separately.  
Example: Travel: NYC-LON surface  
BKK-PAR-LON-NYC  
TPMS 3458 5919 5860 220 3458  
Construction could be:  
NYC-LON RT 1 pricing unit  
BKK-PAR OW 1 pricing unit  
PAR-LON OW 1 pricing unit  
\* notwithstanding separate pus, the tpm is undertaken from NYC
  - (c) The surface break is measured using TPMS. If no tpm exists for the points concerned, the shortest operated mileage shall be used (i.e. MPM divided by 1.20); provided that in the event there is no shortest operated mileage, the ticketed point mileage shall be established by a combination of TPMS.
  - (d) Surface breaks in section e.7. and between Canada and the USA may be ignored.
- (3) Higher intermediate point
  - (a) Normal fares
    - (i) If in any routing otherwise permissible at the direct route normal fare, there is a direct route normal fare(s) of the same class of service between any two ticketed points which is higher than the direct route normal fare between the fare construction points, the fare shall not be less than the highest fare referred to above (higher intermediate fare). In the case of fares which are established by

seasonality (including blackout dates), or day of week or flight application, the check will be based on the applicable fare (by seasonality including blackouts, or by dates, or by day of week or by flight application).

- (ii) If any indirect routing otherwise permissible at the direct route normal fare plus a percentage, there is a direct route normal fare(s) of the same class of service between the fare construction points, the fare for the indirect route shall be no less than the highest fare referred to above (higher intermediate fare), and the surcharge percentage applicable to the through fare shall be applied to such higher intermediate fare.
- (iii) When there is no direct route fare between two ticketed points, a fare must be constructed over an intermediate ticketed point in order to apply the provisions of (i) or (ii) above.  
 note: the constructed fare is considered a 'direct route fare' and must be shown on the ticket as 'c/'.
- (iv) When comparing normal fares of the 'same class of service' in order to determine if there is a higher fare, the following sequence shall be followed:
  - (aa) Sleeper seat fare is compared with sleeper seat; if no sleeper seat fare, compare with first class fare
  - (bb) First class fare is compared with first class; if no first class fare, compare with intermediate class fare (or next lower class fare)
  - (cc) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with economy class fare; provided that where more than one economy class fare is published, compare with the highest economy class fare.
  - (dd) Economy class fare is compared with economy class fare

Column 1  
 late booking fare or  
 apex fare or  
 PEX fare or  
 excursion fare

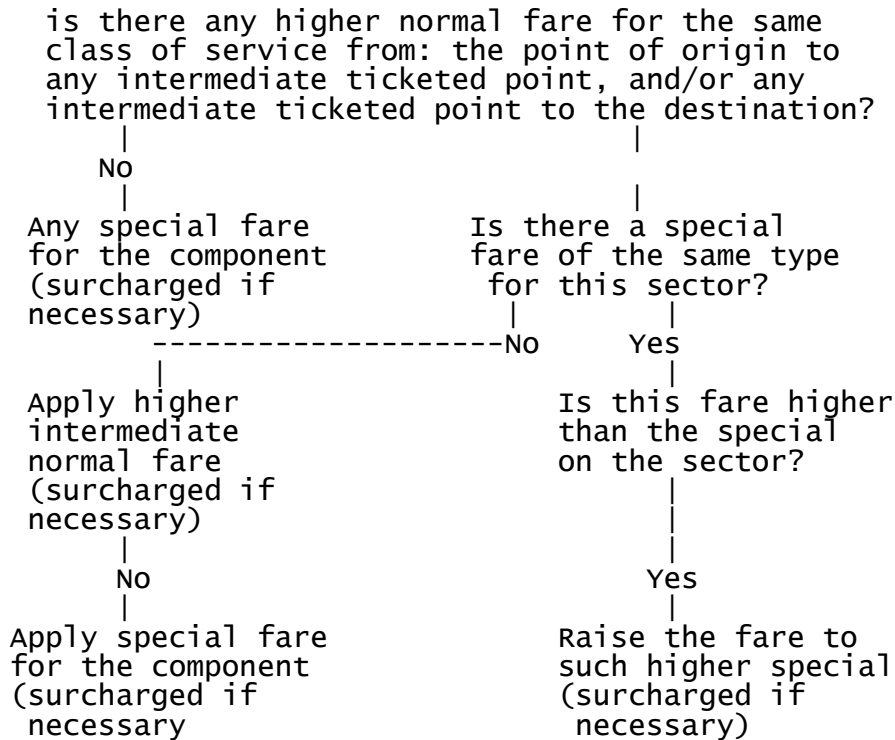
Column 2  
 GIT fare or  
 individual it or  
 excursion fare

Column 3  
 Group fare or  
 excursion fare

- (ee) If there is more than one special fare of the same type on the sector for which the higher normal fare applies, the fare with conditions

most similar to those of the special fares for the component shall be used for the comparison.  
 (ff) All conditions attached to the special fare for the component apply.

Flow chart (for special fares)



- (4) One way backhaul minimum
- (a) This paragraph does not apply:
    - (i) For journeys wholly within area 1
    - (ii) For journeys wholly between Argentina, Brazil, Chile, Paraguay, Uruguay and area 2
    - (iii) For pricing units wholly within Europe
  - (b) This paragraph applies only when using normal or special one way fares.
  - (c) If in any fare component travel is via a higher rated intermediate stopover point, the fare for such fare component shall be the higher of:
    - (i) The applicable fare between the fare construction points, or
    - (ii) The fare from fare component origin to the highest rated intermediate stopover point plus the difference between such fare and the direct route fare between the fare construction points.

Example: A-B-C-D  
 Fares: A to B                      NUC    50



A to C	150
A to D	140
B to C	175
B to D	160

Fare to be charged is:

B to C	NUC	175
--------	-----	-----

or

A to C	NUC	150
plus the difference between		
A to C and A to D		10
Total NUC 160		

whichever is higher

- (D) The one way backhaul check need not be applied for points which have been excluded as stated in section 3 (hips) above.
- (5) Directional minimum fare check (DMC) the following additional rules will apply.
- (a) Normal fares
- (i) One way fares: the fare to be charged shall not be less than the direct route one way fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within the fare component.
  - (ii) Normal open jaw fares: the fare to be charged shall not be less than the direct route half round trip fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within each fare component.
  - (iii) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used.
- (b) Special one way fares
- (i) Only one fare component: the fare to be charged shall not be less than the highest one way direct route fare of the same type in either direction between any ticketed points within the fare component. In the absence of a fare of the same type, the next higher one way fare shall be used.
  - (ii) More than one fare component: the rule in (b)(i) above shall apply to each fare component.
  - (iii) Fare of the same type will be as defined in section (3)(b)(i)(dd).
- (c) Applicable fares  
The fares to be used shall be those applicable on the date of commencement of the outbound transportation or in the case of seasonal fares, those applicable on the date which determines the seasonal level to be used. This will apply in each component.

- (d) Exceptions  
The provisions in subparagraphs (a)(b) and(c) above will not apply:
  - (i) For transportation wholly within area 1
  - (ii) For sales made in area 1 for transportation commencing in area 1
  - (iii) For sales made in Canada, USA/US territories for transportation to Canada, USA/US territories.
  - (iv) When travel originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo (Brazzaville), Equatorial Guinea, Gabon, Ivory Coast, Mali, Niger, Senegal or Togo and Is Sold In These Countries.
  - (v) For sales made in EC member states for travel wholly within the Europe sub-area when all fare construction points are in EC member states.
  
- (G) Construction rules for pricing units
  - (1) Round trip fares
    - (a) Unless otherwise specified, the fare for a round trip will be twice the outbound one way fare.
    - (b) The reference to two fare components only, found in definitions, does not prohibit fares for end-on combination or side trips paid for separately, being shown on the same ticket.
    - (c) Round trip fares are combinable with other round trip fares.
  - (2) Circle trip fares
    - (a) The fare for a circle trip shall be the lowest combination of half round trips in the direction of travel, beginning the calculation from the point of unit origin of the trip; provided that for any fare component which terminates in the country of unit origin, the fare applicable to such fare component from the country of unit origin shall be used.
    - (b) Circle trip minimum (CTM)
      - (i) (Not applicable for travel commencing in Australia/New Zealand other than within area 3): the fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal or special round trip fare, the highest rated pair of points applicable to the class of service used from the point of unit origin to any stopover point on the route of travel.
      - (ii) (applicable for travel commencing in Australia/New Zealand other than within area 3): the fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit)

- shall not be less than the direct route normal or special round trip fare, for the highest rates pair of points applicable to the class of service used from the point of unit origin to any ticketed point on the route of travel.
- (iii) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used.
  - (iv) When there are round trip fares from the point of unit origin to any stopover point, which differ according to carrier(s) used outbound and inbound the fare to be used for the check shall be the lower of such round trip fares.
  - (v) When checking the circle trip minimum fare when special fares are used, the comparison is the same as provided in (3)(b)(ii)(dd); provided that when no special direct round trip fare is available from the point of unit origin to any higher rated normal fare stopover point, the total fare shall not be less than the direct round trip normal economy class fare from the point of unit origin to such point.
  - (vi) The CTM check is not applied to a pricing unit, which contains a mixture of normal and special fares combined on the outbound and inbound portions.
  - (vii) The CTM check is not applied to a pricing unit consisting of government and/or military fares.
  - (viii) The CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.
  - (ix) The CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule.
- (c) Round the world minimum (RWM) the rule does not apply to any joint round the world fares published by rule separately in this or any other tariff.
- (i) Round the world fares consist of continuous eb or WB travel commencing from and returning to the same point which involves only one crossing of the Atlantic Ocean and only one crossing of the Pacific Ocean.
  - (ii) Unless otherwise indicated, only normal fares may be used to construct a round the world itinerary. One way special fares must not be used to calculate fares for round-the-world travel.
  - (iii) For round the world travel originating

- in Australia/New Zealand, the provisions of subparagraph iv) below shall not apply.
- (iv) The total fare for around the world journey (excluding any side trip charged separately) shall not be less than the lower of the two direct route normal round trip fares applicable to the class of service used from the point of unit origin to all stopover point(s) in both global directions. If more than one such lower fare exists, the highest of these lower fares is used for the RWM.
  - (v) where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used for the minimum check.
  - (vi) when there are round trip fares with different global indicators from the point of unit origin to any stopover point, the fare to be used for the check must be that applicable to the flown itinerary.
  - (vii) When the flown itinerary incorporates such different global indicators, the fare must not be less than the lower of such round trip fares from the point of unit origin.

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

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

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

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

the highest RT fare (CHI-CMB).

- (3) Open jaw fares
  - (a) Normal fare open jaw common point minimum check (CPM)
    - (i) the fare for a normal fare open jaw pricing unit shall be the sum of the applicable round trip fares for both international legs of the open jaw, assessed from the country of unit origin.
    - (ii) (aa) If there is a surface sector in the Country of unit origin and there is a common ticketed point(s) in the country of unit origin, the fare shall not be less than the highest applicable fare from the common point(s).
    - (bb) If there is a surface sector in the country of unit turnaround and there is a common ticketed point(s) in the country of unit turnaround, the fare shall not be less than the highest applicable fare to the common point(s).
    - (cc) If there is a common ticketed point(s) in both the country of unit origin and the country of unit turnaround, the fare shall not be less than the highest applicable round or circle trip fare from the common ticketed point(s) in the country of unit origin to the common ticketed point(s) in the country of unit turnaround.  
exception: for transatlantic and transpacific travel via the services of UA in both directions, the common point minimum check will not apply to common ticketed point(s) in the U.S.A.  
Example: LAS X/LAX-PAR/-BRU LON X/LAX SAN
    - (dd) In applying the above, for travel origination in Canada or USA, the surface break may be permitted between countries in the Europe sub-area provided:
      - (i) Travel in both directions is via the Atlantic
      - (ii) The application of (a)(i) and (ii) above, the CPM check shall only apply to a common point(s) in the country of origin and/or the country of the terminal point of a fare component. It shall not apply to intermediate common point in other countries

Example: YMQ-LON-ZRH XXX  
ROM-ZRH-LON-YMQ  
the Cpm check is to be applied  
YMQ-ZRH but not applied to  
YMQ-LON as LON is not in the  
country of a terminal point of  
a fare component.

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

(b) Special fares open jaw  
Except as specified in a fare rule, the fare  
for an open jaw shall be the sum of half the  
applicable round trip fares for both legs of  
the open jaw; provided that when a fare  
component terminates in the country of unit  
origin, the fare applicable from the country  
of unit origin shall be used.

Exception: For travel originating and  
terminating in Europe (except for  
travel wholly within Europe):  
where an open jaw applies between  
countries in Europe, where a fare  
component terminated in the  
country of unit destination the  
fare applicable from the country  
of unit destination shall be  
used.

Example: AMS-WAS-MAD

Fare construction: AMS - WAS  
1/2 RT PEX  
fare  
MAD - WAS  
1/2 RT PEX  
fare

(4) One way fares

(a) For one way journeys, one way fares must be  
used

(b) Country of unit origin check (OOM): when one  
way pricing units are used and travel on the  
second or subsequent international pricing  
unit is via a country from which a previous  
pricing unit has already been assessed, the  
fare for such pricing unit shall not be less  
than the highest international fare from any  
ticketed point in the country where the  
previous pricing unit commenced to any other  
ticketed point in such unit. This rule  
applies whether or not a stopover is made at  
the point(s) in the country where the  
previous pricing unit commenced.

(c) For one way subjourneys, when the respective  
countries of both origin and destination

points of a pricing unit have been used for the assessment of a previous pricing unit, the direction of the last pricing unit will be assessed in the reverse direction of travel.

Example: GVA-LON-ATL-X/ZRH-LON using OW fares for each sector

- . Both ZRH and LON have been used to assess a previous pricing unit so the direction of the pricing unit for the sector ZRH-LON shall be from LON to ZRH.
- (H) Minimum check for consecutive normal fare pricing units
  - (1) Return subjourneys check (RSC) not applicable for travel to/from Canada
    - (a) The RSC will not apply between consecutive pricing units for return subjourneys.
    - (b) If the total for the journey contains any consecutive normal fare pricing units for return subjourneys a minimum check will be applied. The total fare assessed for the consecutive pricing units (excluding any side trips charged separately) must not be less than the direct route normal round trip fare, applicable to the class of service used from the unit origin of the first consecutive pricing units, to the highest rated stopover point in any subsequent consecutive pricing units.  
example: Travel  
MAD-ROM-ATH-TYO-SYD-ATH-ROM-MAD  
  
Construction could be:  
MAD-ROM RT 1 pricing unit  
ROM-ATH RT 1 pricing unit  
ATH-TYO 1/2 RT  
TYO-SYD 1/2 RT 1 pricing unit  
ATH-SYD 1/2 RT
  - . 3 consecutive pricing units (RT = RT = CT)
  - . All are stopover points
  - . From unit origin of the first consecutive pricing unit to any stopover point in any subsequent consecutive pricing unit, MAD-SYD being the highest direct route round trip fare from mad
  - . Minimum check - the total fare of these consecutive pricing units must not be less than MAD-SYD RT fare (which is the highest RT fare)  
Exceptions:
    - (i) (aa) If the first pricing unit is for an origin open jaw the direct route round trip fare shall be assessed as the sum of half the direct route round trip fare from the unit origin of such open jaw pricing unit and half the direct route round trip fare

from the unit destination of such open jaw pricing unit to each stopover point in any subsequent consecutive pricing units.

Example: Travel:  
NCE-BRU-NBO-JNB-NBO-BRU-LYS

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

- (bb) If any subsequent pricing unit is for an origin open jaw the pricing unit will be considered as a round trip pricing unit and 1.b above will apply (i.e. close the surface sector)
- (ii) If the last pricing unit is for a turnaround open jaw trip the direct route round trip fare to stopover/terminal points in the open jaw pricing unit will be half the direct route round trip fare from the unit origin of the first consecutive pricing unit to the highest rate stopover/terminal point in the open jaw pricing unit on the outbound component and half the direct route round trip fare from the unit origin of the first consecutive pricing unit to the highest rated stopover/terminal point in the open jaw pricing unit on the inbound component.

Example:

Travel: BRU-NBO-LUN-DKR SURF  
CPT-JNB-LUN-NBO-BRU

Construction could be:

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

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

- (iii) If both the first and any subsequent consecutive pricing units are for origin/turnaround open jaw trips respectively then both i and ii above apply.
- (c) where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used.



- (d) (i) when there are round trip fares with different global indicators from the point of origin to any stopover point, the fare to be used for the check must be the applicable fare to the flown itinerary.
- (ii) when the flown itinerary incorporates such different global indicators (including round the world journeys), the fare must not be less than the lower round trip fares from the point of origin.
- (e) when there are round trip fares from the point of origin to any stopover point which differ according to carrier(s) used on the outbound and the inbound journeys, the fare to be used for the checks shall be the lower of such round trip fares.
- (f) If there is a surface break between two return subjourneys, the minimum check is not applied.
- (g) Multiple pricing units assessed from a common pricing unit are not considered consecutive to each other and the minimum check is not applied to these pricing units.

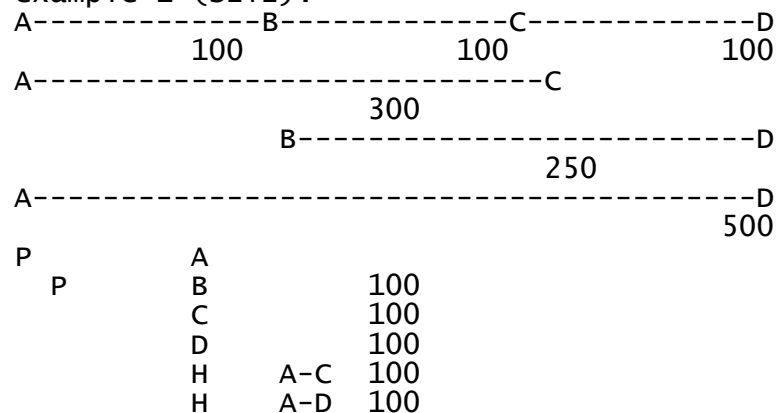
(H) Example: Travel:  
 TYO-SFO-LON-SFO-TYO-HKG-BOM-HKG-TYO  
 Construction could be:  
 TYO-SFO RT 1 pricing unit  
 SFO-LON RT 1 pricing unit  
 TYO-HKG RT 1 pricing unit  
 HKG-BOM RT 1 pricing unit  
 . Minimum check is applied twice: TYO-SFO > SFO-LON and TYO-HKG > HKG-BOM  
 . There is no minimum check other than above.

(Not applicable to journeys to/from via the US/US territories)

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

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

example 1 (SITI):



TOTAL 500  
 \*\*\*\*\*

Example 2: CPH-DEL-JED-BKK

OW(PU1) CPH-----DEL	OW(PU2) -----JED	OW(PU3) JED-----BKK
CPH-DEL	OW 1 pricing unit	900 NUC
DEL-JED	OW 1 pricing unit	600 NUC
JED-BKK	OW 1 pricing unit	475 NUC
CPH-JED		1600 NUC
CPH-BKK		2200 NUC

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

CPH	
DEL	900
JED	600
BKK	475
H	100
H	125
Total	2200

- (c) where more than one normal fare published for the carrier and the class of service used the lower/lowest level may be used.
  - (d) If the Osc is applied and two or more pricing units are merged, the new single pricing unit is used for any further fare checks.
  - (e) If in a series of pricing units for one way subjourneys there is a surface break between fare construction points the Osc is applied to the pricing units for one way subjourneys up to the start of the surface break and then applied separately from the point at which air transportation recommences (even if this point is a previous fare construction point)  
 Example: Travel: MAD-NBO-DAR surface  
                   NBO-LUN-JNB
    - . ONE WAY FARE COMPONENTS MAD-NBO, NBO-DAR, NBO-LUN, LUN-JNB
    - . The OSC is performed on MAD-DAR and NBO-JNB
- (2) Mixture of return subjourneys and one way subjourneys
- (a) when a journey comprises pricing units that are a mixture of pricing units for return subjourneys and one way subjourneys no overall checks will be applied. However, if there are two or more consecutive pricing units using the same fare types, (half round trip or one way) then the applicable checks will be applied for those pricing units.  
 i.e. if there are two or more consecutive pricing units for one way subjourneys the Osc

will be applied between those pricing units.  
if there are two or more consecutive pricing units for return subjourneys the RSC will be applied from the unit origin of the first of such pricing units to all stopover points within the consecutive pricing unit(s) and the OSC will not be applied.

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

Construction could be:

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

- . OSC applies on the consecutive OWS LON-PAR and PAR-AMS; RSC applies on the consecutive RTS AMS-HKG AND HKG-TYO

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

Construction could be:

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

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

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

Example: Travel: JNB-ATH-IST SURF  
ATH-STO-ATH-JNB

Construction could be:

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

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

- (ii) If two or more pricing units for OW subjourneys have a common fare construction point but are separated by a RT pricing unit, the OSC is applied to all fare construction

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

points in the contiguous/consecutive  
pricing unit(s).

Example: Travel:  
NRK-X/CPH-GLA-CPH-FRA-X/M  
AD-PMI

Construction could be:

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

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

NRK-CPH-CPH-PMI

(C) where a journey involves travel to/from/via  
the US/US territories, the OSC will not be  
applied.

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

[Rule 135 Stopovers](#)

Issued: October 26, 2019

Effective: October 27, 2019

Stopovers will be permitted under the following conditions:

- (A) Stopovers must be arranged with the carrier in advance and specified on the ticket.
- (B) Stopovers will be permitted at any point which can be included in an itinerary constructed either by the use of a mileage routing or as specified in the published routing, unless such stopover is prohibited by the carrier's tariff or government regulations.
- (C) Stopover provisions for special fares  
(Applicable to all fares for which stopovers other than at the point of turnaround are prohibited or restricted in number.) When travel at a through fare is interrupted by surface travel, either at intermediate points or at the point of turnaround, the points of disembarkation and reembarkation of the interrupted portion of travel will be considered together as one stopover or the one point of turnaround.
- (D) Only one stopover is permitted at any single point on the itinerary of a journey travelled at a one way or half a round trip fare.
  - (1) The origin and destination or point of turnaround, as the case may be, may not be included in such itinerary more than once, regardless as to whether or not a stopover is made at such point.
  - (2) If travel involves a side trip to/from or via the country of origin, for which a separate fare is assessed, such side trip must be ticketed separately.

Rule 145 Currency Applications

Issued: October 26, 2019

Effective: October 27, 2019

Local currency fares and charges

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

(A)

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

(B)

Albania  
Armenia  
Austria

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

- (2) All add-ons shall be established in the currency of the country concerned, or where agreed, in U.S. dollars or in Euro or in any other currency.  
Combination of local currency fares  
To combine two or more local currency fares, convert all local currency fares into the currency of the country of commencement of transportation.  
Step 1: (a) Establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA Rate of Exchange (ROE) shown in the Currency Conversion Table below for the country in which the currency is denominated.  
(b) Calculate the resultant amount to two decimal places, ignoring any further decimal places.  
Step 2: Add the resultant NUC amounts for the sectors involved.  
Step 3: (a) Established the through local currency

fare by multiplying the total NUC amounts (derived from Steps 1, 2, and 3 above) by the IATA Rate of Exchange (ROE) shown in the currency conversion table below for the country of commencement of travel.

- (b) Calculate the resultant amount of one decimal place beyond the number of decimal places shown next to the local currency in the conversion table below, ignoring any further decimal places.
- (c) Round up to the next higher rounding unit shown next to the local currency in the currency conversion table, unless otherwise indicated.

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

Other Charges

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

MCOs for unspecified transportation and PTAs.

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

Currency Table

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

Local Currency Rounding Table

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

Currency Table

Abu Dhabi

(See United Arab Emirates)

Afghanistan

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

Albania

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

Algeria

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

American Samoa

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

Angola

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

Anguilla

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

Antigua and Barbuda



Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

Herzegovina			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Botswana			
PULA	BWP	ROE:11.113232	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Brazil			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
British Virgin Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Brunei			
Darussalam			
Brunei Dollar	BND	ROE:1.385105	Note -
Round Up: Local Currency - 1			Other Charges - 1
Bulgaria			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Burkina Faso			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Burundi			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Cambodia			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 1.0
Cameroon			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Canada			
Canadian dollar	CAD	ROE:1.323867	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cape Verde			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.1
Cayman Islands			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Central African Republic			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Chad			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Chile			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
China			
Yuan Renminbi	CNY	ROE:7.145291	Note -
Round Up: Local Currency - 10			Other Charges - 1
Chinese Taipei Dollar	TWD	ROE:31.279394	Note -
Round Up: Local Currency - 1			Other Charges - 0.5
Colombia			

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Comoros			
Comoro			
Franc	KMF	ROE:446.758035	Note -
Round Up: Local Currency - 100			Other Charges - 50
Congo (Brazzaville)			
CFA Franc	XAF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Congo (Kinshasa)			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cook Islands			
New Zealand			
Dollar	NZD	ROE:1.568442	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Costa Rica			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cote d'Ivoire			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Croatia			
Euro	EUR	ROE:.908104	Note E
Round Up: Local Currency - 1			Other Charges - 0.01
Cuba			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Curacao			
Netherlands			
Antilles			
Guilder	ANG	ROE:1.790000	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Cyprus			
Euro	EUR	ROE:0.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.05
Czech			
Republic			
Czech Koruna	CZK	ROE:23.484744	Note -
Round Up: Local Currency - 1			Other Charges - 1
Denmark			
DANISH KRONE	DKK	ROE:6.773884	Note -
Round Up: Local Currency - 5			Other Charges - 1
Djibouti			
Djibouti Franc	DJF	ROE:177.721000	Note -
Round Up: Local Currency - 100			Other Charges - 100
Dominica			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Dominican			
Republic			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Ecuador			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Egypt			
EGYPTIAN Pound	EGP	ROE:16.560000	Note -

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

Gibraltar			
Gibraltar			
Pound	GIP	ROE:.818146	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Greece			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 100			Other Charges - 10
Greenland			
Danish Krone	DKK	ROE:6.773884	Note -
Round Up: Local Currency - 5			Other Charges - 1
Grenada			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Guadeloupe			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Guam			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Guatemala			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Guinea			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Guinea-Bissau			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Guyana			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 1
Haiti			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Honduras			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Hong Kong			
Hong Kong Dollar	HKD	ROE:7.841150	Note -
Round Up: Local Currency - 10			Other Charges - 1
Hungary			
Forint	HUF	ROE:299.756829	Note -
Round Up: Local Currency - 10			Other Charges - 10
Iceland			
Iceland Krone	ISK	ROE:126.754430	Note -
Round Up: Local Currency - 100			Other Charges - 10
India			
Indian Rupee	INR	ROE:71.969032	Note -
Round Up: Local Currency - 5			Other Charges - 1
Indonesia			
Indonesian Rupiah	IDR	ROE:14126.800000	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Iran, Islamic Republic of			
Iranian Rial	IRR	ROE:112807.000000	Note -
Round Up: Local Currency - 100			Other Charges - 100
Iraq			
Iraq Dinar	IQD	ROE:1199.765150	Note D

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

LOTI	LSL	ROE:15.071386	Note -
Round Up: Local Currency - 10			Other Charges - 0.1
Liberia			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Libyan Arab Jamahiriya			
Libyan Dinar	LYD	ROE:1.431813	Note -
Round Up: Local Currency - 0.1			Other Charges - 0.05
Lithuania			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Luxembourg Luxembourg			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Macao			
Pataca	MOP	ROE:8.076385	Note -
Round Up: Local Currency - 10			Other Charges - 1
Madagascar			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 100			Other Charges - 50
Malawi			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Malaysia Malaysian			
Ringgit	MYR	ROE:4.194384	Note -
Round Up: Local Currency - 1			Other Charges - 1
Maldives			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Mali			
CFA Franc	XOF	ROE:595.677380	Note -
Round Up: Local Currency - 100			Other Charges - 100
Malta			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Marshall Islands			
US Dollar	USD	ROE:1.0	Note -
Round Up: Local Currency - 1			Other Charges - 0.1
Martinique			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Mauritania			
Ouguiya	MRO	ROE:37.391920	Note -
Round Up: Local Currency - 20			Other Charges - 10
Mauritius			
Mauritius Rupee	MUR	ROE:37.445118	Note -
Round Up: Local Currency - 5			Other Charges - 1
Mayotte			
Euro	EUR	ROE:.908104	Note -
Round Up: Local Currency - 1			Other Charges - 0.01
Mexico			
US Dollar	USD	ROE:1.0	Note D
Round Up: Local Currency - 1			Other Charges - 0.1
Micronesia			
US Dollar	USD	ROE:1.00	Note -

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

Round Up: Local Currency - 1		Other Charges - 0.1
Moldova, Republic of		
Euro	EUR ROE:.908104	Note E
Round Up: Local Currency - 1		Other Charges - 0.1
Monaco		
Euro	EUR ROE:.908104	Note -
Round Up: Local Currency - 1		Other Charges - 0.01
Mongolia		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Montenegro		
Euro	EUR ROE:.908104	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Montserrat		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Morocco		
Moroccan Dirham	MAD ROE:9.756254	Note -
Round Up: Local Currency - 5		Other Charges - 1
Mozambique		
Metical	MZM ROE:62.046000	Note -
Round Up: Local Currency - 10000		Other Charges - 10000
Myanmar		
Kyat	MMK ROE:1546.704423	Note D
Round Up: Local Currency - 1		Other Charges - 1
Namibia		
Namibian Dollar	NAD ROE:15.071386	Note -
Round Up: Local Currency - 10		Other Charges - 1
Nauru		
Australian Dollar	AUD ROE:1.468910	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Nepal		
Nepalese Rupee	NPR ROE:115.150452	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Netherlands		
Netherlands		
Euro	EUR ROE:.908104	Note -
Round Up: Local Currency - 1		Other Charges - 0.01
Netherlands Antilles		
Netherlands Antillean Guilder	ANG ROE:1.790000	Note -
Round Up: Local Currency - 1		Other Charges - 1
New Caledonia		
CFP Franc	XPF ROE:108.365631	Note -
Round Up: Local Currency - 100		Other Charges - 10
New Zealand		
New Zealand Dollar	NZD ROE:1.568442	Note -
Round Up: Local Currency - 1		Other Charges - 0.1
Nicaragua		
US Dollar	USD ROE:1.0	Note D
Round Up: Local Currency - 1		Other Charges - 0.1
Niger		
CFA Franc	XOF ROE:595.677380	Note -



Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

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

Notes:

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

Local Currency Rounding Table

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

Afghanistan			
Afghani	AFA		Note -
Round Up: Local	Currency - 1		Other Charges - 1
Albania			
Lek	ALL		Note -
Round Up: Local	Currency - 1		Other Charges - 1
Angola			
KWANZA	AOK		Note -
Round up: Local	Currency - 1000000		Other Changes - 0.1
Kwanza			
Reajustado	AOR		Note -
Round Up: Local	Currency - 100		Other Charges - 100

Anguilla			
EC Dollar	XCD		Note 3
Round Up: Local Currency	- 1		Other Charges - 0.1
Antigua and Barbuda			
EC Dollar	XCD		Note -
Round Up: Local Currency	- 1		Other Charges - 0.1
Argentina			
Argentine Peso	ARS		Note 1,3
Round Up: Local Currency	- 1000		Other Charges -
1000			
Armenia			
Armenian Dram	AMD		Note -
Round Up: Local Currency	- 100		Other Charges - 10
Azerbaijan			
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 -

Tariff: CZ1  
 Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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



Tariff: CZ1  
 Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

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

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

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

Notes:

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

Rule 200 Children's and Infants' Fares

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Accompanied children and infants fares for accompanied infants and children will be charged according to the chart below, provided:
- (1) Infants under 2 years of age are accompanied by a passenger 18 years of age or overpaying the applicable adult fare;
  - (2) Only one infant is permitted to accompany each passenger paying the applicable adult fare in order to apply the charge in column 2.
  - (3) Children 2 years of age or over but under 12 years of age are accompanied by a passenger 18 years of age or overpaying the applicable adult fare.

	percentage shown shall be applied to the applicable adult fare		
When travel is:	Accompanied infants under 2 years of age not occupying a seat will pay:	Accompanied infants under 2 years of age occupying a seat will pay:	Accompanied children 2 years of age or over but under 12 will pay:

Column 1 Between area 1 and area 3 via the Pacific. Within area 1 Within area 3	Column 2 10 percent (see note below)	Column 3 75 percent	Column 4 75 percent
--	---	------------------------	------------------------

Note: when domestic sectors within the U.S.A./Canada, including transborder sectors between the U.S.A. and Canada, are included in an international journey, travel over such sectors will be permitted free of charge.

- (b) unaccompanied children the fare applicable to the transportation of children is the applicable published fare. Fares applicable to unaccompanied minors are as follows:  
 unaccompanied children 5 through 11 years old: applicable adult fare.  
 unaccompanied minors 12 through 16 years old: applicable adult fare.  
 a charge will be applied for mandatory service provided when requested for minors 12 through 16 years old. unaccompanied minor service charge will be 55.00 CAD/USD per unaccompanied minor/per segment. All charges are non-refundable and subject to applicable taxes.
- (c) the age limits referred to in this rule shall be those in effect on the date of commencement of the travel

Tariff: CZ1

CTA No. 532 DOT No. 740

Carrier: China Southern Airlines - CZ

- from the point of origin.
- (d) unless otherwise specified in an applicable fare rule, children's and infants' discounts apply to any charge or surcharge and any cancellation or refund fee.
- (e) infants occupying a seat  
the fare for infants occupying a seat will be 100% of the applicable child fare.

Rule 205 Free and Reduced Rate Transportation for Agents  
Issued: October 26, 2019 Effective: October 27, 2019

- (A) General agents and general sales agents
- (1) A general agent or general sales agent (including officials and employees of a general agency) of the carrier may be allowed free or reduced rate transportation provided:
    - (a) The general agency represents such carrier;
    - (b) The general agent or official or employee of the general agency devotes all or substantially all of his time to the business of such carrier.
  - (2) When transportation is for the purpose of the carrier's business, transportation may be issued free of charge by carrier for carriage over its own lines.
  - (3) When transportation is for the purpose of vacation:
    - (a) Transportation may be issued free of charge to agency officials or employees (including members of their immediate families), by carrier for carriage over its own lines. free transportation for vacation purposes cannot exceed one trip per person per calendar year.
    - (b) In order to obtain the personal vacation transportation the following conditions will apply:
      - (i) The appointment of the general agency must have been in effect continuously for at least twelve months prior to the issuance of the free transportation; and
      - (ii) Application must be made in writing by the general agent or a senior official of the general agency to the carrier that is to furnish the transportation, setting forth in detail all the information necessary to establish eligibility for such transportation. approval of such transportation must be given by an authorized official of the carrier that is furnishing the free transportation.
- (B) Passenger sales agents located outside the United States
- (1) General application  
Owners, officers, directors and employees of an authorized passenger sales agency of the carrier, will be allowed transportation over the lines of each such carrier on the following basis:
    - (a) Reduced fare transportation at 25 percent of the applicable fare: normal free baggage allowance and excess baggage charges will

- apply;
      - (b) Not more than two trips per calendar year per authorized agency office location;
      - (c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued and all travel must be completed within three (3) months from date of issuance;
      - (d) Owners, officers, directors or employees of the passenger's sales agency may pool the total number of tickets that carrier will grant pursuant to subparagraphs (a) and (b) above within each country.
- (2) Eligibility
  - (a) Reduced fare transportation will be granted provided that the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the issuance of the transportation.
  - (b) The reduced fare transportation may be granted whether or not there is a standard IATA sales agency agreement between each carrier participating in the transportation and the agent, provided that a standard IATA sales agency agreement exists between the carrier issuing the ticket and the agent.
- (3) Spouses

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

  - (a) Reduced fare transportation at 50 percent of the applicable fare;
  - (b) Not more than one trip per calendar year for each spouse via each carrier;
  - (c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.
- (4) Application for transportation

In order to obtain the foregoing transportation, application shall be made by a responsible official of the passenger sales agency in writing to the carrier that is to issue the ticket. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.
- (C) Passenger sales agents located in the United States
  - (1) Application

Owners, officers, directors and employees of an authorized passenger sales agency of the carriers will be allowed transportation over the lines of such carriers on the following basis:

    - (a) Reduced fare transportation of 25 percent of the applicable fare. Normal free baggage allowance and excess baggage charges will apply;
    - (b) Not more than two trips per calendar year for each qualified person at each approved

location will be permitted provided that no carrier will honor more than two such reduced fare tickets per approved location per calendar year; provided further that the carrier may pool among the qualified personnel of the agent the total number of tickets that the carrier is entitled to grant within the United States;

- (c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued and all travel shall be completed within three months from the date of issuance of ticket;
  - (d) Owners, officers, directors or employees of the passenger sales agency may pool the total number of tickets that carrier(s) will grant pursuant to subparagraphs (a) and (b) above, within the United States.
- (2) Eligibility
- (a) Reduced fare transportation will be granted by the carrier(s) as indicated above provided the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation and provided the passenger has been in the service of the agent continuously and without interruption for a period of not less than one year immediately prior to the date of application for such reduced fare transportation.  
Exception: A person previously eligible for reduced rate transportation in the employ of another approved location or agent, may be granted such transportation after three months service with another approved location or agent provided the new employment is taken up immediately on termination of the old.
  - (b) The reduced fare transportation will be granted whether or not there is a standard IATA sales agency agreement between each carrier participating in the transportation and the agent; provided that a standard IATA sales agency agreement exists between the carrier issuing the ticket and the agent.
- (3) Spouses
- the spouse of a person eligible under paragraph (1) will be allowed:
    - (a) Reduced fare transportation at 50 percent of the applicable fare;
    - (b) Not more than one trip per calendar year for each spouse via each carrier;
    - (c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.



- (4) Application for transportation
- (a) On or before December 1 of each year, passenger sales agents desiring to establish eligibility for the foregoing transportation for the next calendar year shall submit the names of agency personnel eligible or to become eligible during the subsequent calendar year for reduced fare transportation to the secretary, traffic conference 1 of the international air transport association.
  - (b) The secretary of traffic conference 1 shall furnish each agent with one educational travel development trip authorization for each permissible trip.
  - (c) In order to obtain the foregoing transportation, application shall be made by a responsible official of the passenger sales agency in writing to the carrier that is to issue the ticket. The application must be countersigned by the person(s) who will make the trip(s). Such application shall be accompanied by the trip authorization, referred to in paragraph (b) above and must be received by the carrier at least 14 days prior to commencement of travel.
- (D) Cargo sales agents located outside the United States and Canada
- (1) Application  
Sole proprietors, partners, officers, directors and employees of an authorized cargo sales agency of the carrier will be allowed international transportation over the lines of each such carrier on the following basis:
    - (a) Reduced fare transportation at 25 percent of the applicable fare.  
Note: Not more than two (2) tickets per calendar year for each agent registered for a specific country; provided that a maximum of 40 additional tickets may be issued per calendar year for each registered agent for a specific country as follows: two tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average for the specific country in which the agent is registered.
    - (b) Reduced fare transportation of 50 percent of the applicable all year first class/executive class or economy class fare. No more than 20 tickets may be issued per calendar year for each agent registered for a specific country.
    - (c) The outward portion of travel must commence during the calendar year in which the ticket is issued and all travel must be completed within three months from date of issuance.

- (d) Sole proprietors, partners, officers, directors and employees of the cargo sales agency may pool the total number of tickets that carrier will grant pursuant to subparagraph (a) and (b) above within each country.
- (2) Eligibility
  - (a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved list of agents and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or carrier appointed cargo agent making the application.
  - (b) Reduced fare transportation may also be granted to the spouse of such eligible agent provided that;
    - (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).
    - (ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.
    - (iii) The transportation shall not be charged against the agency's annual allotment noted under (1)(b) above.
  - (c) The reduced fare transportation will be granted whether or not there is a standard IATA cargo agency agreement between each carrier participating in the transportation and the agent, provided that a standard IATA cargo agency agreement exists between the carrier issuing the ticket and the agent.
- (3) Application for transportation  
In order to obtain the foregoing transportation, application shall be made by an owner or officer of the cargo sales agency in writing to the carrier that is to issue the ticket. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.
- (4) Additional free and reduced fare transportation
  - (a) Attendance at official IATA/FIATA meetings

reduced international fare transportation at 25 percent of the applicable fare to and from the point where the meeting is being held will be provided by carrier to the person who represents FIATA in an official capacity at such meeting. This reduced fare transportation will be in addition to that provided in (1) above. In order to obtain the transportation, application shall be made in writing to the carrier. The agent shall attach to the application a certification by the director of the air freight institute of FIATA that the person is attending such meeting as an official representative of FIATA, showing the date, place and purpose of such meeting.

- (b) Training courses for cargo agents carriers may individually or jointly provide programmed cargo training courses for instructions of employees of their cargo agents:
  - (i) Transportation  
Carrier(s) providing the training will grant free transportation to the individual(s) to be trained on its own services between the individual's domicile and the training location. If the organizing carrier cannot provide the transportation within the time limits specified below, he may reroute the passenger on the services of another carrier or, if no air services are available, by surface transportation. the organizing carrier may absorb the surface and/or off-line air transportation provided it does not exceed the value of the normal economy class fare and, provided further that where air transportation over the services of another carrier is used, such carrier may absorb the cost of such transportation.
  - (ii) Arrival and departure  
The employee to be trained must reach the airport of the specified training location not more than 24 hours prior to the commencement of a full time training course, except that if the employee's journey exceeds 4000 miles he must reach the specified training location airport not more than 48 hours prior to commencement of the course. The return journey must commence within 24 hours after completion of the course.
  - (iii) Stopovers  
Stopovers are permitted only on the return journey provided the agent pays 25 percent of the applicable fare for

- the portion of transportation from the first stopover point to the last point of departure of the outward journey.
- (iv) All cargo carriers  
The organizing carrier may grant to an active all-cargo carrier the same free transportation specified in (b)(i) above for the purpose of providing instructions to such all-cargo carrier's agents.
  - (c) Size of group eligibility of trainees
    - (i) The instruction must be a full time training course for a minimum of eight trainees. The employees to be trained must have been employed by an IATA and/or carrier approved cargo agent for not less than three consecutive months prior to date of commencement of travel and, further, the agent with whom they are employed must have been an IATA and/or carrier approved cargo agent.
    - (ii) If at any time prior to commencement of travel there is a change affecting the eligibility of the IATA and/or carrier approved cargo agent or person selected for travel (i.e., the agent comes under notice of default or the person selected leaves the employ of the agent) the agent shall immediately so notify the issuing carrier to whom it shall also immediately return the ticket; provided that the carrier shall be responsible for cancelling the free or reduced fare transportation only if it knows or reasonably should have known of the changed eligibility.
    - (iii) Notwithstanding subparagraph (i) above, in the event that pursuant to subparagraph (ii) above, a group organized in accordance with this rule is reduced to less than eight persons, the remaining members of the group shall be permitted to travel.
  - (d) Duration, daily instructions  
The duration of the training course shall be not less than three nor more than five consecutive days on each of which there shall be not less than six hours of instruction per day. This may include instruction conducted at the carrier's cargo terminal facilities at the specified training location.
  - (e) Program, names of trainees  
a copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees' employers shall be retained by the organizing

- carrier for 12 months subsequent to the date of commencement of the course.
- (f) Absorption of expenses  
carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:
    - (i) At the point of instructions: hotel and meal expenses, local taxes, ground transportation between the destination airport and the hotel and between the hotel and the specified training location, also, between the specified training location hotel/cargo terminal facilities and entertainment.
    - (ii) En route: hotel and meal expenses, ground transportation, airport service charges and transit taxes.
  - (g) Special one day courses  
carriers may also establish special one day courses which shall be subject to the above provisions except that:
    - (i) There shall be not less than four hours of instructions; and
    - (ii) The absorption of expenses shall be limited to the day of instructions; provided that where the arrival/departure does not permit the use of the carrier's own services on the same day, expenses may also be absorbed for one night.
- (5) Baggage  
Normal free baggage allowance and excess baggage and value charges will apply.
- (E) Cargo sales agents located in the United States or Canada
- (1) Application  
Sole proprietors, partners, officers, directors and sales/traffic management employees of an authorized cargo sales agency of the carriers will be allowed international reduced fare transportation at 25 percent of the applicable fare over the lines of such carriers on the following basis:
    - (a) Not more than two trips per calendar year for each registered agent, provided that a maximum of 40 additional tickets may be issued per calendar year for each registered agent as follows: six (6) tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average.
    - (b) The outward portions of travel must commence during the calendar year in which the ticket is issued and all travel must be completed within three months from date of issuance;
    - (c) Sole proprietors, partners, officers, directors and sales/traffic management

employees of the cargo sales agency may pool the total number of tickets that carrier(s) will grant pursuant to the above provisions, within each country.

- (2) Eligibility
- (a) Reduced-fare transportation will be granted provided that the agent has been on the IATA approved list of agents and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or carrier appointed cargo agent making the application.
  - (b) Reduced fare transportation may also be granted to the spouse of such eligible agent traveling provided that;
    - (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one-way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).
    - (ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.
    - (iii) The transportation shall not be charged against the agency's annual allotment noted under (1)(a) above.
  - (c) the reduced-fare transportation will be granted whether or not there is a standard IATA cargo agency agreement between each carrier participating in the transportation and the agent, provided that a standard IATA cargo agency agreement exists between the carrier issuing the ticket and the agent.
- (3) Application for transportation
- (a) The secretary of traffic conference 1 shall furnish each cargo sales agent with two educational and market development trip authorizations for each approved location.
  - (b) In order to obtain the foregoing transportation, application shall be made by an owner or officer of the cargo sales agency in writing to the carrier that is to issue the ticket. Such application, together with an educational and market development trip authorization, must be received by the carrier at least 14 days prior to



Rule 210 Free and Reduced Fare Transportation for Tour Conductors  
Issued: October 26, 2019 Effective: October 27, 2019

(A) General

Subject to the provisions and conditions of this rule an individual tour conductor will be carried at the appropriate fare reduction shown in (c) below from the applicable adult fare between the points and via the routing to be used by the tour conductor.

(B) Definitions

For the purpose of this rule

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



- at the reduced fare according to this rule.
- (8) Round trip and circle trip shall include transportation partly by air and partly by surface means.
- (C) Number of booked passengers required for tour conductors' transportation where the group of passengers on the advertised group tour, whose passage has been booked and fully paid for, consists of:
- (1) 15 or more passengers--one free passage for a tour conductor will be issued for each 15 passengers in the group.
  - (2) Not less than 10 nor more than 14 passengers--the fare for the tour conductor will be 50 percent of the applicable normal or special fare.
- (D) Application for and issuance of transportation
- (1) Written application  
Transportation will not be issued to tour conductors unless application is made in writing by the travel agent or the travel organizer to the initial carrier accompanied by a sample or facsimile of all matter advertising the tour. such written application shall designate the name of the tour conductor. written application must be directed to the office of the initial carrier that will arrange the transportation and must also include a description of the proposed itinerary of the group with all pertinent information describing the group if not fully set forth in the advertising matter submitted.
  - (2) Travel as a group  
The passengers included in the tour must travel as an organized touring group and for that purpose the initial carrier must approve the itinerary of the various passengers forming the group and coordinate their transportation under the advertised group tour. All members of the group shall with respect to the air portion of the tour, commence transportation on the same airplane and shall, if round trip passengers, travel together to the point of turnaround, and if circle trip passengers, travel together to the first point of stopover, and if open jaw trip passengers, travel together over the outbound portion of the routing; provided that where lack of seating accommodation or where other operating conditions prevent passengers from commencing transportation on the flight scheduled, the carrier will transport some members of the group on its next preceding or succeeding flight on which space is available, or on such flight of another carrier.  
exception: where passengers are transported over the lines of one or more carriers from more than one departure point within a country to an assembly point for the purpose of an advertised group tour,

the passengers will be considered to be traveling together and the tour conductor will be accorded free or reduced fare transportation between his departure point and the assembly point, subject to the following conditions:

- (a) The tour conductor and all passengers travel together from the assembly point to the point of turnaround, if a round trip, or to the first point of stopover if a circle trip;
- (b) All such passengers and the tour conductor travel between the departure points and the assembly point within a period of seven days prior to the scheduled departure of the entire group from the assembly point;
- (c) At least one passenger of the group travels from the same departure point as the tour conductor to the assembly point on the services of the carrier transporting the tour conductor;
- (d) where the total number of passengers traveling between one or more departure points and the assembly point is 10 or more but less than 15 the tour conductor will receive a reduction of 50 percent of the applicable fare, and where the total number of passengers travelling between one or more departure points and the assembly point is 15 or more, one free transportation passage for a tour conductor will be issued for each 15 passengers; provided that:
  - (i) If the tour conductor travels from a departure point to the assembly point on the services of the carrier transporting the group from the assembly point onwards, the qualifying number of passengers referred to above may travel from the departure points to the assembly point on the services of any carrier, subject to the provision of (c) above.
  - (ii) If the tour conductor travels from a departure

point to the assembly point on the services of the carrier who does not transport the group from the assembly point onwards, the qualifying number of passengers referred to above shall travel from the departure points to the assembly point on the services of such carrier, subject to the provision of (c) above.

(3) Issuance of ticket

Upon determination that the application meets the requirements of this rule, the initial carrier will advise the agent or organizer that the tour conductor's transportation--either free or at the reduced fare, as the case may be--will be issued. In cases where two or more carriers may have arrangements between them for the issuance of tour conductors' transportation, the initial carrier will issue such transportation on all such carriers.

(4) Authorization

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

(E) Baggage, meals and transfers

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

Rule 500 Passengers On Stretchers

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Acceptance  
CZ will accept an incapacitated person traveling on a stretcher subject to rule 25 (refusal to transport-limitation of carriage) herein provided advance arrangements are made and space and appropriate equipment for mounting within the aircraft are available.
- (B) Charges
  - (1) The cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher.
  - (2) Except as otherwise provided, the normal free baggage allowance will apply to each fare paid.
- (C) Conditions for acceptance
  - (1) Attendant  
The stretcher passenger must be accompanied by at least one attendant who shall occupy the seat adjoining those used by the stretcher passenger and who shall also care for the stretcher passenger during the trip.
  - (2) Fares
    - (a) The stretcher passenger will pay the normal applicable one way first class fare in addition to his applicable first class fare.
    - (b) The attendant will pay the normal first class fare.
  - (3) Medical certification  
A medical certificate stating that the incapacitated passenger may be transported by air and an indemnity form provided by the carrier and signed by the passenger shall be required.

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

#### Rule 550 Passenger Occupying Two Seats

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

Upon request and advance arrangement, the carrier will permit the exclusive use of two seats by a passenger, subject to payment of two applicable fares between the points between which the seats will be used. the free baggage allowance for such passenger will be twice the normal allowance.

Rule 1000 Reduced Fares for Seamen

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Application
- (1) Eligibility  
fares making reference to this rule apply to bona fide members of the merchant marines of all nationalities.
  - (2) Applicable area  
these fares apply to travel between points in the U.S.A./Canada and points in area 3 except Auckland, new Zealand.
  - (3) Class of service  
these fares apply on economy class service.
  - (4) Type of transportation  
These fares apply to OW and RT transportation.
- (B) Fares  
Fares governed by this rule shall be 75 percent (65 percent for Scandinavian/Finnish merchant marines) of the applicable OW or RT normal economy fare between points in the U.S.A./Canada and points in area 3 except Auckland, new Zealand.
- (C) Documentation  
Documentation as indicated below will be required by bona fide members of each merchant marine.
- Belgian - Only members of the Belgian merchant marine, working aboard a Belgian ship and appearing on the crew list, are eligible, provided that arrangements for transportation and payment thereof, is made by the Belgian shipping company.  
Application for transportation must be accompanied by a certificate issued by the steamship company or its representative, or a ship's captain, certifying that the beneficiary is employed on a ship of the Belgian merchant marine and that travel is in connection with the steamship company's requirements. The seaman will be required to present his seaman's discharge book at the time the ticket is issued.
- Chinese - The discount will be granted only upon a written application from the shipping company concerned, its agents or the ship's captain, certifying that the travel requested is for duty purposes and giving full details of the transportation required, including place of origin, place of destination, name and status of passenger(s), name of vessel, port of registry, name of shipping company and date of the transportation.

- Dutch - In order to qualify, bona fide seamen (including ship's officers) or medical personnel accompanying such persons when sick or incapacitated must be traveling to resume their duties on a ship, or they must be traveling to their homes from their ship. the steamship company or its agent must submit in writing a statement, certifying that the seaman is traveling to man a ship or is being repatriated.
- Fijian - In order to qualify, bona fide seamen of the Fiji merchant marine and personnel of the Fiji navy will qualify only upon a written application from the steamship company or its agent, or the ship's captain, as the case may be, certifying that the passenger is traveling on duty and giving full details of the transportation required, including origin and destination, name and status or rank.
- Finnish - The discount will be granted only upon a written application from the steamship company concerned, its agents or the ship's captain certifying that the travel requested is for duty purposes and giving full details of the transportation required, including place of origin, place of destination, name and status of passenger(s), name of vessel, port of registry, name of steamship company and date of commencement of the transportation.  
payment shall be made by the steamship company concerned, its agent or the ship's captain.
- French - In order to qualify, a bona fide seaman (and any doctor, nurse or attendant who must accompany them) must be in possession of:  
(1) A written application giving a complete description of the transportation required;  
(2) The place of origin or destination;  
(3) The number and name(s) of passenger(s);  
(4) The name of company by which employed;  
and  
(5) The date of commencement of the transportation. Such application must be submitted to carrier by the shipping company concerned, its agent, the ship's captain or consulate of the French government.
- German - In order to qualify, bona fide seamen (including captain) must be in possession of:

- (1) A written application giving a complete description of the transportation required;
- (2) The place of origin and destination;
- (3) The number and name(s) of passenger(s);
- (4) The name of company which employed; and
- (5) The date of commencement of transportation.

Such application and payment, must be made by the respective German steamship company and accompanied by a properly executed certificate signed by the steamship company.

- Korean - Only seamen of the Korean merchant marine are eligible, provided arrangements for transportation, are made by the respective Korean steamship company. Application must be accompanied by a certificate issued by the steamship company or its representative, or a ship's captain, certifying that the seaman is employed by a ship of the Korean merchant marine and that travel is in connection with the steamship company's requirements. The seaman will be required to present his merchant service book at the time the ticket is issued.
- Liberian - In order to qualify, bona fide seamen of the Liberian merchant marine (including ship's officers) must be traveling to resume their duties on a ship, or they must be traveling to their homes from their ship. The steamship company or its agent must submit in writing a statement certifying that the seaman is traveling to man a ship or is being repatriated.
- Panamanian - In order to qualify bona fide seamen of any nationality, who work on ships of the merchant marine of Panama, personnel belonging to the "Direccion Consular y de Naves" or to persons who have to make a journey on behalf of the "Direccion Consular y de Naves" and particularly to the merchant marine of Panama, and any doctor, nurse or attendant who must accompany such passengers, must be in possession of a written application giving a complete description of the transportation required, from the director of the "Direccion Consular y de Naves", of the "Ministerio de Hacienda y Tesoro", the shipping company, its representatives or the ship's captain.
- Singapore - In order to qualify, bona fide seamen of the merchant marine will qualify only upon application for transportation which is accompanied by a certificate issued



by the national maritime board of Singapore, the shipping company concerned, its agent, or the captain of the ship, certifying that the seaman is employed by a ship registered in Singapore and that travel is in connection with the shipping company's requirements.

Swiss - In order to qualify, bona fide seamen of the swiss merchant marine (and accompanying doctors and nurses who must accompany them) must be in possession of a written application for transportation from the ship owner, his representative, the ship's captain or consulate of the swiss government, certifying that the seaman is a holder of a swiss seaman's book.

United - In order to qualify, a bona fide seaman of  
Kingdom the united kingdom merchant marine must be in possession of a written application from the steamship company concerned, its agent or representative.

United - In order to qualify, bona fide seamen of the  
States United States merchant marines must submit an application for transportation under this rule which must be accompanied by a certificate issued by the steamship company or its representative or a ship's captain, certifying that the beneficiary is employed on a ship of the United States merchant marines and that travel is in connection with the steamship company's requirements. The seamen will be required to present their seaman's discharge book at the time the ticket is issued.

(D) Combinations

(1) Fares herein shall be combined only with domestic fares.

Exception 1: Fares for Belgian, Dutch and united kingdom merchant marines may also be combined with normal fares.

Exception 2: Fares for Chinese, Korean and French merchant marines may only be combined with fares within the U.S.A./Canada and within area 3.

(2) The combinations referred to herein are all permitted, provided that the fare with which the seaman's fare/merchant marine fare is to be combined allows combinations.

(E) Period of validity  
These fares apply all year.

(F) Stopovers

Stopovers are permitted only for members of the Korean merchant marine between points in Korea and points in area 1.

- (G) Children's and infants' fares  
Rule 200 (children's and infants' fares) is not applicable.
- (H) Reservations and ticketing  
the cost of the transportation must be borne by the shipping company concerned, its agent or its ship's captain.  
Exception: Payment may also be made by the appropriate government authority for German and Panamanian merchant marines.
- (I) Routing/rerouting
  - (1) Involuntary rerouting: normal rules for involuntary rerouting will apply.
  - (2) Voluntary rerouting: voluntary reroutings are not permitted.
- (J) Rules and discounts not applicable
  - Rules 205 - (free and reduced rate transportation for agents)
  - 210 - (free and reduced fare transportation for tour conductors)

Singapore - In order to qualify, bona fide seamen of the merchant marine will qualify only upon application for transportation which is accompanied by a certificate issued by the national maritime board of Singapore, the shipping company concerned, its agent, or the captain of the ship, certifying that the seaman is employed by a ship registered in Singapore and that travel is in connection with the shipping company's requirements.

Swiss - In order to qualify, bona fide seamen of the swiss merchant marine (and accompanying doctors and nurses who must accompany them) must be in possession of a written application for transportation from the ship owner, his representative, the ship's captain or consulate of the swiss government, certifying that the seaman is a holder of a swiss seaman's book.

United Kingdom - In order to qualify, a bona fide seaman of the united kingdom merchant marine must be in possession of a written application from the steamship company concerned, its agent or representative.

United - In order to qualify, bona fide seamen of the United States merchant marines must

States Submit an application for transportation under this rule which must be accompanied by a certificate issued by the steamship company or its representative or a ship's captain, certifying that the beneficiary is employed on a ship of the United States merchant marines and that travel is in connection with the steamship company's requirements. The seamen will be required to present their seaman's discharge book at the time the ticket is issued.

(D) Combinations

(1) Fares herein shall be combined only with domestic fares.

Exception 1: Fares for Belgian, Dutch and united kingdom merchant marines may also be combined with normal fares.

Exception 2: Fares for Chinese, Korean and French merchant marines may only be combined with fares within the U.S.A./Canada and within area 3.

(2) The combinations referred to herein are all permitted, provided that the fare with which the seaman's fare/merchant marine fare is to be combined allows combinations.

(E) Period of validity

These fares apply all year.

(F) Stopovers

Stopovers are permitted only for members of the Korean merchant marine between points in Korea and points in area 1.

(G) Children's and infants' fares

Rule 200 (children's and infants' fares) is not applicable.

(H) Reservations and ticketing

the cost of the transportation must be borne by the shipping company concerned, its agent or its ship's captain.

Exception: Payment may also be made by the appropriate government authority for German and Panamanian merchant marines.

(I) Routing/rerouting

(1) Involuntary rerouting: normal rules for involuntary rerouting will apply.

(2) Voluntary rerouting: voluntary reroutings are not permitted.

(J) Rules and discounts not applicable

Rules 205 - (free and reduced rate transportation for agents)

210 - (free and reduced fare transportation for tour conductors)

Tariff: CZ1  
Carrier: China Southern Airlines - CZ

CTA No. 532 DOT No. 740

[Rule 9998 CZ-1 Table of Contents](#)

Issued: October 26, 2019

Effective: October 27, 2019

Title	Rule No.
Application of Tariff	5
Baggage Allowance	115
Definitions	1
Excess Value Charges for Baggage	116
Fares	130
Liability of Carriers	55
Refusal to Transport - Limitations of Carriage	25
Standard Format of Electronic Rules	2
Taxes	40
Transport of Persons with Disabilities	21