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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. AA1

Containing
Local Rules, Fares & Charges
on Behalf of

American Airlines Inc.

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:
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Rule 1 Definitions

As used in this Tariff, the following terms, whether or not capitalized, shall have the meanings ascribed below:

As used herein:
Add-on-fare: see "arbitrary"

Administrative service charge means a fee charged to cover costs involved in changing or refunding a passenger's ticket.

Animals in addition to the usual connotation, include reptiles, birds, poultry, and fish.

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

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

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

Blackout dates means certain days or periods when travel at specified fares is not permitted.

Carrier means the air carrier issuing the ticket and all air carriers that carry or undertake to carry the passenger and/or the passenger’s baggage thereunder or perform or undertake to perform any other services related to such air carriage.

Checked baggage means baggage of which the carrier takes sole custody and for which carrier has issued a baggage check.

Class of service means the cabin in which the passenger is transported and/or for which the passenger is entitled to fly by terms of the contract for carriage.

Co-terminal means specified cities which may be considered the same point for determination of journey type.

Conjunction ticket means a ticket issued to a passenger concurrently with another ticket(s) which together constitute a single contract of carriage.

Convention means, unless the context requires otherwise, the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw, October 12, 1929 (Warsaw Convention), or such convention as amended by the Hague protocol, 1955, and/or the Convention for Unification of Certain Rules for International Carriage by Air, done at Montreal, May 28,

1999 (Montreal Convention) whichever may be applicable to carriage hereunder.

Date of transaction means the date of issuance of the ticket, MCO or other document types issued by the carrier.

Days means full calendar days, including Sundays and legal holidays.; provided that, for the purposes of notification the balance of the day upon which notice is dispatched shall not be counted; and that for purposes of determining duration of validity, the balance of the day upon which the ticket is issued or flight commenced shall not be counted.

D.O.T. means the U.S. Department of Transportation.

Destination means the ultimate stopping place of the journey as shown on the passenger ticket.

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

Flight coupon means coupon(s) of a ticket for each part of the journey between places of origin and destination entailing a change of carrier, flight or class, or a stopover.

Group means 10 or more passengers traveling to the same destination.

Group organizer means the person responsible for the travel arrangements of the group.

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

Immediate family means 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, grandparents. For transportation to/from the USA: also means domestic partner, step-parents, stepsisters, stepbrothers, half sisters and half brothers.

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

International carriage means (except when the convention is applicable) carriage in which, according to the contract of carriage, the place of departure and any place of landing Are situated in more than one state. As used in this Definition, the term "state" includes all territory subject to the sovereignty, suzerainty, mandate, authority, or Trusteeship thereof.

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

Military agencies means departments of the Army, Navy, and Air Force, the Marine Corps, the Coast Guard, the respective Academies of the Army, Navy, Air Force, and Coast Guard, and the National Guard. The Reserve Officer Training Corps is not included.

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

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

Neutral Unit of Construction (NUC) means a common unit used to construct fares using different local currencies.

Normal fare means the full fare established for a first class, business class, economy/coach class service; the application of which is not dependent upon any limited Period of ticket validity or other special circumstances.

Operating carrier means the carrier that operates the actual flight.

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

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

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

Proportional fare: see "arbitrary"

Reroute means a change of routing, fare, carriers, class of service, flight, or date from that originally provided for on the ticket.

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

Sector means continuous transportation from origin of a ticket or pricing unit to the subsequent stopover or fare construction point; from any stopover or fare construction point to the next stopover or fare construction point; or from the stopover or fare construction point preceding the destination of the ticket or pricing unit to such point.

Segment means that transportation on a passenger ticket covered by a single flight coupon.

Self-reliant passenger means any passenger who is independent, self-sufficient, capable of caring for all physical needs during flight or during an emergency evacuation or decompression; and who requires no special or unusual on-board attention beyond that afforded to the general public, except who may require assistance in

boarding and/or deplaning the aircraft.

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

Special fare means a fare other than a normal fare.

Stopover means (not applicable between points in Canada and points in the U.S./Puerto Rico/Virgin Islands) a deliberate interruption of a journey at an intermediate point from which the passenger is not scheduled to depart within 24 hours of arrival. For travel between Canada and points in the U.S./Puerto Rico/Virgin Islands: see Rule 135.

Surface sector means a sector between two intermediate points of a fare component where travel is via other than air transportation.

Ticket means the "passenger ticket and baggage check," including all flight, passenger, and other coupons therein, issued by carrier, which provide for the carriage of the passenger and the passenger’s baggage.

Rule 2 Standard Format of Electronic Rules

Unless otherwise specified in the individual fare rule, conditions of carriage, or elsewhere, the following assumptions for each rule category will apply.

Rule Title/Application (Category 50)
This category contains the rule title and defines the application of the rule. It indicates the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey and/or pricing unit (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 are not category specific will also appear here. This category will appear with every rule containing at least the rule title.

Eligibility (Category 1)
Intentionally left blank

Day/Time (Category 2)
Day of week application
(1) Fares are valid for all days of the week and/or times of the day.
(2) "Midweek" (X) fares are valid for travel Monday, Tuesday, Wednesday, and Thursday only.
(3) “Weekend" (W) fares are valid for travel Friday, Saturday, and Sunday only.

Seasonality (Category 3)
(1) Fares apply all year.

Flight Application (Category 4)
Intentionally left blank

Advance Reservations/Ticketing (Category 5)
(1) Reservations
  (a) Reservations may be made any time prior to departure of a desired flight, subject to availability of space.
  (b) Any advance reservation requirement in this paragraph refers to the number of days prior to the date of commencement of travel (from point of origin) that reservations must be confirmed. The actual date of departure is not included in determining the advance reservation requirement.
  (c) If the fare has an advance reservations requirement for all segments, the waitlist segments may not be retained beyond the reservation deadline.
(2) Payment and ticketing
  (a) Payment/ticketing may be completed any time prior to departure from point of origin.
  (b) Any advance payment/ticketing requirements stated in this paragraph refer to the number of days prior to the

date of commencement of travel that payment/ticketing must be completed. The actual date of departure is not included in determining the advance payment/ticketing requirement.

Minimum Stay (Category 6)
(Applicable to round trip fares only)
Return travel may begin at any time and passenger will be allowed to travel within the normal validity of the ticket (see Rule 65 Tickets)

(1) (Applicable to Transatlantic/Transpacific and Atlantic-Pacific fares)
Minimum stay means the amount of time required before the commencement of the last transoceanic sector, calculated after the date of commencement of the first outbound transoceanic sector of the pricing unit.

(2) (Applicable to Western Hemisphere travel)
Minimum stay means the amount of time required before the commencement of travel from the last stopover point to the final destination, calculated after the date of commencement of outbound travel from the point of origin of the pricing unit.

Maximum Stay (Category 7)
(Applicable to round trip fares only)
Return travel may begin at any time and passenger will be allowed to travel within the normal validity of the ticket (see Rule 65 Tickets). Maximum stay means the last day travel on the last continuous sector must commence, counted after the date of commencement of travel from the point of origin of the pricing unit.

Stopovers (Category 8)

(A) Stopovers

(1) Stopovers are permitted free of charge, under the following conditions:

(a) Stopovers must be arranged 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 system or based on a published routing, unless such stopover is prohibited by Rule 130 (Fares).

(c) All fares permit a stopover at the point of turnaround and/or fare break points.

(d) Only one stopover is permitted at any single point on the itinerary of a journey travelled at a one way or half round trip fare, unless such stopover is prohibited by Rule 130 (Fares).

(e) The arrival and departure points of a surface break will be counted as one stopover.

(f) The terminal points of a single open jaw will be considered to be the point of turnaround.

(B) Children and infant fares
Infant and children discounts apply, to the same extent as the respective fare, on any stopover charge.

(C) Other conditions
For the determination of fare rule application as specified in Category 50 - Rule Application and Other Conditions:
the following cities will be considered the same point (co-terminals):
BWI-WAS, FLL-MIA, OAK-SFO-SJC,
LAX-ONT-BUR-LGB-SNA, NYC-EWR, ORF-PHF

Transfers (Category 9)
(Applicable to normal fares)
Unlimited transfers are permitted.(see notes a/b/c/d).
(Applicable to other than normal fares)
Unlimited AA to AA transfers permitted (see note a below).
Routings shall be limited to only two transfers (see notes b/c/d below) for any one way or half round trip journey.
Note: For the purpose of this rule, "transfer" means any point at which the passenger transfers from:
(a) Governing carrier to governing carrier - online.
(b) Other than governing carrier to the same carrier - online.
(c) Governing carrier to a different carrier or vice versa – interline.
(d) Other than the governing carrier to a different carrier other than the governing carrier - interline.

Permitted Combinations (Category 10)
(1) In the case of open jaw travel, the fare to be charged for the open jaw shall be the sum of 50 percent of the applicable round trip fare for each leg in the open jaw.
(2) Unless otherwise specified, fares may not be used in round-the-world fare construction.
(3) Any fare may be combined with any other fare—subject to the conditions of Rule 130 (Fares), provided all conditions of the fare are met.
Note 1: (Applicable for combination of special fares)
When combining special fares with other types of fares, the restrictive provisions of the special fare apply only to the special fare and not to any other fare used in end on end combination.
(4) 50 percent of a special roundtrip fare published in this tariff may be combined only with 50 percent of a same type fare published in the same global direction (i.e. Transpacific/Transatlantic/ Western Hemisphere) by any carrier in this or another tariff.
(5) Unless otherwise specified, fares may not be combined with arbitraries.
(6) Travel must be via the fare construction point.
(7) When 50 percent of a published round trip fare is combined with another fare, and the governing individual fare rules differ, the following will apply in determining the most restrictive conditions:
(a) Minimum/maximum stay
(i) The longer minimum stay requirement will apply to the entire fare combination.
(ii) The shorter maximum stay limitation will

apply to the entire combination.

(b) Stopovers
The stopover restriction of each fare will apply to the appropriate fare component over which the fare is assessed provided that the passenger will not receive more than the maximum allowable number of stops in the most restrictive rule.

(c) Reservations and ticketing
(i) The most restrictive advance reservation/ticketing requirement will apply to the entire fare combination.
(ii) If a deposit is required in conjunction with the advance reservations, the largest requirement will apply to the entire fare combination.

(d) Routing/rerouting
(i) The routing conditions of each fare in the combination will apply to the appropriate sector(s) over which each such fare is assessed.
(ii) The voluntary rerouting conditions of the most restrictive fare rule will apply to the entire fare combination, including end-on-end combinations.
Exception: (Applicable to combinations made with fares governed by VPDR/VPCR)
The rerouting conditions of the international fare rule will apply; except when all travel is on AA and it is more favorable to the passenger to apply the rerouting conditions of the domestic fare rule.
(iii) The transfer restriction of each fare used will apply to the appropriate sector(s) over which the fare is assessed.
(iv) Change fees will be collected based upon the fare component that is being changed. This procedure applies to all domestic and international fares except - for Transpacific and Transatlantic with Area 2/Area 3 points of origin, the most restrictive condition applies.
(v) Notwithstanding the provisions of (d) above, whether the fare for a journey is calculated using one pricing unit or multiple pricing units, only one penalty for voluntary rerouting shall apply per ticketing transaction.

(e) Cancellation/refunds
the largest cancellation penalty will apply to the entire fare combination.

(f) Discounts
The applicable discounts of each fare will apply to the appropriate fare component(s) over which the fare is assessed.

(g) When 50 percent of a published round trip fare is combined with another fare or fares and travel and/or ticketing restrictions or conditions exist by virtue of published effective/discontinue date on any or all such fares, such combinations must observe the most restrictive of those conditions.

Blackout Dates (Category 11)
When applicable, blackout dates apply per half round trip. No segment of the trip may be flown on these days.

Surcharges (Category 12)
(1) This paragraph will include any special surcharges (for example weekend surcharges, holiday surcharges, etc.) which must be added to the published fare.
(2) The surcharge provisions of each fare shall apply to the appropriate sector(s) over which the fare is assessed.
(3) Children and infant fares
Infant and children discounts apply on any surcharge to the same extent as the respective fare.
Exception: Children and infant discounts will not apply to surcharges or fees as provided in Rules 17,19,63, and 64.

Accompanied Travel (Category 13)
Intentionally left blank

Travel Restrictions (Category 14)
Intentionally left blank

Sales Restrictions (Category 15)
Intentionally left blank

Penalties (Category 16)
(1) Children and infant fares
Infant/children discounts apply on any cancellation or refund fee to the same extent as the respective fare.
(2) Involuntary rerouting
Rule 80 (Revised Routings, Failure to Carry and Missed Connections) is applicable to fares governed by this rule.
(3) Voluntary rerouting
For the purpose of this rule, "voluntary rerouting" means any changes in reservations of flights requested by a passenger. Voluntary rerouting is permitted.
(a) In case of voluntary rerouting involving a change of a totally unused ticket where the original fare no longer applies: the original ticket may be reissued and fare recalculated from point of origin using the fares and rate of exchange applicable at the time of reissue.
(b) If there is a voluntary rerouting on any downline itinerary after departure, the fare and charges must be reassessed using fares, rules and rate(s) of exchange effective at the time of original ticket issuance.
(c) If voluntary rerouting is not permitted in the individual fare rule, the cancellation provisions shall apply whenever a passenger changes confirmed reservations voluntarily.
(d) If there are specified restrictions on rerouting in the specific fare rule: if voluntary rerouting is not permitted in

the individual fare rule, the cancellation provisions shall apply whenever a passenger changes confirmed reservations voluntarily.

(e) The highest fare penalty of those fare components which are changed will be assessed per ticket.

(4) Cancellations and refunds

(a) Rule 80 (Revised Routings, Failure to Carry and Missed Connections) and Rule 90 (Refunds) are applicable to fares governed by this rule.

(b) The following will apply:

(i) Prior to departure

(aa) Full refund will apply in the event of death, as substantiated by a death certificate, of a passenger, traveling companion or member of their immediate family, as described in Rule 1 (Definitions).

(bb) In the event of cancellation or a failure to use confirmed space as ticketed for any reason other than those outlined in Rule 90 (Refunds) or in paragraph (aa) above, the passenger will forfeit the amount stated in the individual rule, where applicable.

(cc) Credit towards further transportation. In the event of failure to use confirmed space as ticketed, the full amount of the fare paid can be used as a credit towards another fare, subject to the provisions of such other fare.

(dd) The most restrictive fare penalty of all ticketed fares will be assessed per ticket.

(ii) After departure

(aa) Partial refund
In the event a passenger discontinues his journey en route for any reason other than those specified in Rule 65 (Tickets), the amount of refund shall be the difference between the fare paid and the fare for the transportation used less the "forfeiture amount" stated in the individual rule, where applicable.

(bb) Credit towards further transportation.
(Not applicable to No Shows) In the event of cancellation or failure to use confirmed space as ticketed, the full amount of the fare paid may be applied as credit toward purchase of transportation at any other applicable fare calculated from the original point of origin, subject to all provisions of such fare; provided that such fare does not restrict the upgrade. In the event of an upgrade, the original nonrefundable amount shall remain nonrefundable.
(Applicable to No Shows)
Handling of No Shows is governed by the individual fare rules.

(c) Schedule change
In the event, after ticket issuance, a schedule Change occurs, the passenger will have the option of (1) cancelling without penalty and obtaining a refund of any unused value of the ticket or (2) rerouting on different flights to/from the same or different destination; however, the passenger may be required to pay any additional amounts resulting from the rerouting.
(Applicable to cancelling without penalty and obtaining a refund of any unused ticket value)
Schedule changes made by AA that:
(i) Affect a passenger's departure and/or arrival by 4 or more hours;
(ii) Result in the addition of an intermediate stop on the passenger's itinerary;
(iii) Result in a substitution of equipment not acceptable to the passenger; or
(iv) ~~If~~ Result in a cancellation of a flight on the passenger's itinerary.
(Applicable to rerouting on different flights to/from the same or different destination)
Cancellations or changes made by AA which are unacceptable to the passenger including:
(i) A change in departure and/or arrival time
(ii) An addition of a stop on the passenger's itinerary or
(iii) A substitution of equipment

Higher Intermediate Point (Category 17)
Intentionally left blank

Ticket Endorsements (Category 18)
Intentionally left blank

Children Discounts (Category 19)
Rule 200 (Children and Infant Fares) is applicable to fares governed by this rule.

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)
Unless otherwise specified, fares may be used for differential construction.

(Category 24)
Currently not available

(Category 25)

Currently not available

Groups (Category 26)
The terms and conditions which apply to group travel are located in the individual group contracts.

Tours (Category 27)
Intentionally left blank

Visit Another Country (Category 28)
Intentionally left blank

Deposits (Category 29)
Intentionally left blank

Rule 5 Application of Tariff

(A) General

(1) This tariff shall apply to carriage of passengers and baggage, and to all services incidental thereto, performed by AA under local fares, rates and charges and by AA in conjunction with other participating carriers under AA governed interline fares, rates and charges contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage.

Note: For application of fares, rules, and charges as set forth in this tariff or any tariff to which reference is made by this governing tariff, any fare shall be deemed to be governed by AA when defined as such by IATA Fare Selection Criteria.

(2) Where AA is specifically named in any rule contained herein such rule applies to local carriage via AA in conjunction with other participating carriers named in such rule.

(3) Where participating carriers other than AA are specifically named in any rule contained herein such rule applies only to carriage in conjunction with AA.

(4) Except as otherwise provided, charges or monetary amounts shown herein in dollars or cents are stated in terms of lawful U.S. currency. Charges or monetary amounts are also stated in terms of lawful Canadian currency whenever so indicated directly in connection therewith.

(5) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries contained in the online tariff database maintained by Airline Tariff Publishing Company, agent on behalf of AA, are considered to be part of this tariff.

(B) Carrier liability to passengers - referenced in Rule 55.

Note: (Applicable for transportation to/from Canada) the obligations of the carrier under the Air Passenger Protection Regulations (APPR) form part of the tariff and supersede any incompatible or inconsistent term and condition of carriage set out in the tariff to the extent of such inconsistency or incompatibility, but do not relieve the carrier from applying terms and conditions of carriage that are more favorable to the passenger than the obligations set out in the APPR.

(C) Gratuitous carriage

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

(D) Change without notice
Except as may be required by applicable laws, government regulations, orders and requirements, carrier's rules, regulations and conditions of carriage are subject to change without notice; provided that no such change shall apply to tickets issued prior to the effective date of such change.

(E) Effective rules, fares and charges

(1) All carriage of passengers and/or baggage shall be subject to the carrier's rules, regulations, contract of carriage, and tariffs in effect on the date of ticket issue.

(2) If, after a ticket has been issued and before any portion thereof has been used, an increase in the fares or charges applicable to the transportation covered by the tickets becomes effective:

(a) Individual travel
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:

(i) The originating flight coupon of the ticket was issued for a specific flight at the fare in effect on the date of ticket issuance (determined by the date of validation on the ticket).

(ii) That, subsequent to the effective dates of any increase in the applicable fare, the originating flight coupon is not changed voluntarily, including changes to class of service, except to add a discount applicable or delete a discount not applicable on the date of original ticket issue.

(iii) Fare increases for voluntary changes will be applicable as follows:

(aa) The originating flight coupon is changed voluntarily or an open one way ticket is confirmed for a specific flight.

(bb) All flight coupons are subject to recalculation of fare from point of origin using fares in effect on the day the change is reflected on passenger travel documents and/or electronic ticket

(iv) This provision shall apply only to the passenger to whom the ticket was originally issued.

(b) Group travel
The terms and conditions which apply to group travel are located in the individual group contracts.

(F) Reference to tariffs, pages, rules, items and notes are continuous and include revisions, supplements thereto and reissues thereof.

(G) No employee of the carrier has the authority to alter, modify or waive any provision of the

contract of carriage or of this tariff unless authorized by a corporate officer of carrier. AA appointed agents and representatives are only authorized to sell tickets for air transportation pursuant to the approved fares, rules and regulations of AA, (applicable for transportation to/from points outside the U.S.A.) and on file with the D.O.T. This rule supersedes any conflicting provisions contained in the contract of carriage.

(H) Overriding law

(Applicable only for transportation to, from, or via a point(s) outside the U.S.A.)

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

(I) Misfiled fares

AA, as a policy, does not file nor intend to offer/file fares priced at zero (exclusive of any surcharge). Essentially, such fares do not make any economic sense. AA has introduced warning mechanisms to try to prevent such occurrences; however, occasionally fares such as these mistakenly get loaded into computer reservation systems that are not controlled by AA. Agents/customers should be aware that in these circumstances they are not allowed to ticket at these fares and AA will not honor fares of zero (exclusive of any surcharge). In the event that a zero fare (exclusive of any surcharge) is ticketed inadvertently, AA will void such ticket and may choose to waive, in its sole discretion, certain rules or restrictions of existing published fares as a gesture of good will.

(J) Erroneous fares

AA reserves the right to cancel tickets issued with erroneously quoted fares due to a technical failure or mistake, including but not limited to a fare filing error, computer error or third-party error (either human or mechanical), prior to the erroneous fare being detected and corrected. AA, as a policy, does not intend to file fares that are erroneous or are reasonably apparent as erroneous. Where an erroneous fare has been published and a ticket issued at the erroneous fare, AA will void such ticket and notify the passenger that the ticket has been cancelled:

(1) Within 72 hours of becoming aware of the publishing of an erroneous fare, or

(2) At least 24 hours prior to the passenger's scheduled departure time in cases where the ticket is purchased less than 72 hours before the scheduled departure from the point of origin.

AA will provide a refund of the total cost of a ticket purchased at the erroneous fare price to passengers so notified.

Rule 15 Electronic Surveillance of Passengers and Baggage

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

Rule 18 Seating of Blind/Deaf Passengers

(A) Blind passengers - seating will be provided in accordance with the following:
  (1) Nonsmoking. If possible, AA will provide a window seat in the first row of seats following the class/zone dividers/partitions in either cabin on all aircraft (see note).
  (2) Smoking. If possible, a window seat in the rear most part of the cabin will be provided on all aircraft. (see note).
  Note: Blind passengers will never be seated in a row with, forward of, or behind a window exit, or, on wide body aircraft, rows over a wing.

(B) Deaf passengers - Deaf passengers will be provided seats in accordance with normal seating practices except that they will not be seated in a row with, forward of, or behind a window exit or in a row with an emergency door exit.

Rule 20 Carriage of Nonambulatory Passengers

Non-ambulatory passengers, as defined in (a) below, will be accepted for transportation without an attendant, as long as provisions in paragraphs (b) and (c) below are met and maximums in paragraph (d) below are not exceeded.

Exception: (Applicable to transportation to/from Canada only) AA will accept a passenger's determination of his self-reliance with respect to air transportation as provided by AA. In compliance with such passenger determination, AA will afford no special or unusual on-board attention beyond that afforded to the general public, except such assistance in boarding and/or deplaning as may be required.

(A) Definitions: Non-ambulatory passenger; a person who is not able to board and deplane from an aircraft unassisted or who is not able to move about the aircraft unassisted.

(B) Conditions for acceptance - reservations reservations must be made 48 hours in advance of travel, advising the carrier as to the nature of the handicap and assistance required. AA will make every reasonable effort to accommodate passengers who fail to make reservations 48 hours in advance but will not be obligated to do so.

(C) Other conditions

(1) The non-ambulatory passenger's physical size or condition must permit movement through the aisle at floor level.

(2) Carrier will refuse to accept a passenger who is unable to sit in a seat with seat belt fastened.

(3) Carrier will require that arrangements be made for the boarding, in-flight, and deplaning needs of the passenger.

The in-flight needs of the passenger can be met if the passenger is able to move about in-flight without assistance or, if unable to progress without assistance, passenger agrees to being unable to visit lavatories.

Boarding and deplaning needs can be arranged in one of the following ways:

(a) Minor assistance of AA personnel is provided. such assistance will consist of helping the passenger walk up or down the ramp, or the use of an AA courtesy chair maneuvered up and down the passenger stand by AA personnel.

(b) Passenger arranges for assistance by other than AA personnel to board and deplane.

(c) AA, at the request and expense of the passenger, arranges for assistance in boarding and deplaning through an outside agency.

(D) If passenger plans to use a stretcher for boarding or deplaning, prior clearance must be obtained from AA.

(D) Maximum acceptable number of non-ambulatory passengers the maximum number of non-ambulatory passengers shown in the table below refers to accompanied and/or unaccompanied passengers the carrier will accept for transportation on any one flight. Carrier will make every effort to accommodate non-ambulatory passengers in excess of the maximum numbers shown in the table but will not be obligated to do so.

Aircraft type	No. Flight attendants	Maximum number
B-707	-	4
B-727-023	-	3
B-727-223	-	4
DC-10	5	3
DC-10	6	4
DC-10	7	5
DC-10	8	6
B-747	8	10
B-747	10/12/14	14

Rule 25 Refusal to Transport - Limitations of Carrier

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

(A) Government request or regulations - whenever such action is necessary to comply with any government regulation, or to comply with any governmental request for emergency transportation in connection with the national defense, or whenever such action is necessary or advisable by reason of weather or other conditions beyond its control (including but without limitation, acts of god, force majeure, strikes, civil commotions, embargoes, wars, hostilities or disturbances) actual, threatened or reported.

(B) Search of passenger or property - when a passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.

(C) Proof of identity - when a passenger refuses on request to produce positive identification.

Note: Carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft.

(D) Across international boundaries - when a passenger is traveling across any international boundary if:

(1) The travel documents of such passenger are not in order;

(2) For any reason, such passenger's embarkation from, transit through, or entry into any country from, through, or to which such passenger desires transportation would be unlawful;

(3) Such passenger fails or refuses to comply with the rules and regulations of the carrier.

(E) Passenger's conduct

In the following categories refusal or removal of passengers may be necessary for the comfort and safety of themselves or other passengers:

(1) Persons whose conduct is disorderly, abusive or violent;

(2) Persons who are barefoot;

(3) Persons who are unable to sit in the seat with the seatbelt fastened;

(4) Persons who appear to be intoxicated or under the influence of drugs;

(5) Persons who have an obvious contagious disease;

(6) Persons who have an offensive odor such as from a draining wound;

(7) Persons who are mentally deranged or mentally incapacitated. However, the carrier will accept escorted mental patients under the following conditions:

(a) The requesting medical authority furnishes

assurance, in writing, that an escorted mental patient can be transported safely;

(b) Only one escorted mental patient will be permitted on a flight;

(c) Request for carriage is made at least 48 hours before scheduled departure;

(d) Acceptance is for online travel only;

(e) The escort assures that:

(i) The escorted passenger will be accompanied at all times.

(ii) The escorted passenger does not possess or have access to articles that could be used as deadly or dangerous weapons.

(iii) The escort has adequate restraining devices if needed.

(8) The transportation of escorted mental patients must be in compliance with the following specific procedures:

(a) Escorted mental patients will be boarded first and deplaned last. They will be seated in the rear-most available seats with the escort seated between the escorted passenger and the aisle. Escorted mental patients will not be seated in a row with, behind, or forward of a window exit, or in a row with or opposite of a door exit.

(b) Escorted mental patients will be restrained from moving about aloft or on the ground. the passenger will not be allowed to smoke and escort must ensure that all matches are removed from the passenger before boarding.

(c) No food, beverage or metal eating utensils will be provided the escorted passenger unless specifically authorized by the escort. neither the escort nor the escorted passenger will be served, nor will they drink, alcoholic beverages while on board the aircraft.

(9) Persons who wear or have on or about their person concealed or unconcealed deadly or dangerous weapons; provided, however, that carrier will carry passengers who meet the qualifications and conditions established in F.A.R. 108.11.

(10) Manacled persons in custody of law enforcement personnel or persons who have resisted or may reasonably be believed to be capable of resisting escorts.

(11) Persons who would require an unusual amount or unreasonable type of assistance or medical treatment en route, confirmed by carrier physician, unless accompanied by a ticketed passenger capable of giving necessary assistance. Carrier personnel are not permitted to give hypodermic injections.
Exception: (Applicable to transportation to/from Canada only.) Carrier will accept passenger's judgment of self-reliance en route with respect to the conditions set forth in this provision.

(12) Persons who have an illness that may become obnoxious aloft, which has been confirmed by an AA physician.
(13) Persons who have misrepresented a condition which becomes evident upon arrival at the airport, and the condition is unacceptable for passage.

(F) Passenger's conduct or condition carrier will refuse to transport or will remove at any point any passenger whose mental or physical condition is such as to render him incapable of caring for himself without assistance or medical treatment en route, unless:
(1) He is accompanied by a ticketed attendant who will be responsible for caring for him en route; and
(2) With the care of such attendant he will not require unreasonable attention or assistance from carrier personnel;
(3) In the case of pregnant passengers, carrier will not transport a passenger expecting delivery within 7 days, unless it is provided a doctor's certificate, dated within 72 hours of departure that the passenger has been examined and found to be physically fit for transportation from (place) to (place) on (date) and that the estimated time for birth of the baby is (date);
(4) Infants aged 7 days or less.
(5) When requested, escort service will be provided for passengers, 2 years of age or older desiring this service. This includes but is not limited to passengers with Alzheimer and medical conditions affecting the mind.

(G) Recourse of passenger
The sole recourse of any person so refused carriage or removed en route for any reason specified in the foregoing paragraphs or in rules 20 or 21 shall be recovery of the refund value of the unused portion of his ticket from the carrier so refusing or removing, as provided in rule 90(d).

(H) Carriage of unaccompanied children
general provisions
(1) Accompanied. Children under 12 years of age are accepted for transportation when accompanied on the same flight and in the same compartment by a passenger at least 16 years of age.
(2) Unaccompanied. Children under 15 years of age not accompanied on the same flight and in the same compartment by a passenger 16 years of age or over are accepted for transportation only under the following conditions:

Age of child At last birthday	Via all classes of service
under 5 years of age	Not accepted under any conditions
5,6 or 7 years of age (exception: only 7 years of age when	Accepted only for online transportation including American Eagle but not including other AA marketed

Travel is between the U.S. and New Zealand)	codeshare flights, and only when through service is provided without change of aircraft. The child must be brought to the airport of departure by a parent or responsible adult who remains with the child until enplaned and the aircraft has departed the gate and who must furnish carrier with satisfactory evidence that the child will be met by another parent or responsible adult upon deplaning at his destination, but not accepted if the flight on which the child holds a reservation is expected to terminate short of, or by-pass his destination.
8 to 14 years of Age	Accepted for online transportation only, including American Eagle/ American Connection but not including other AA marketed codeshare flights, provided space has been confirmed to the first point of stopover or to a point where the child is to be met by a parent or responsible adult upon deplaning.
15 to 17 years of age	Use of the unaccompanied minor service is not required, but is available upon request for children in this age group, subject to the same charges and provisions.

(3) Fare. The fare applicable to the transportation of children will be determined in accordance with rule 200 (children's and infants' fares).

(4) Responsibilities of carrier. Carrier will assume no financial or guardianship responsibilities for unaccompanied children beyond those applicable to an adult passenger.

(5) (a) In addition to the fare in rule 200, there will be a service fee of USD 150.00/CAD 150.00 applicable to unaccompanied children 5

through 14 years of age for one-way escort service from point of origin to stopover or destination when the child's trip consists of an on-line, nonstop, direct or through (multi-stop, single plane) flight.
in addition to the fare in rule 200, there will be a service fee of USD 150.00/CAD 150.00 applicable to unaccompanied children 8 through 14 years of age for one-way escort service from point of origin to stopover or destination when the child's trip consists of one or more on-line connecting flights. When requested, escort service
will be provided for young adults 15 through 17 years of age. A service fee of USD 150.00/CAD 150.00 for nonstop/direct and through flights/connecting flights will apply.

(b) If 2 or more children are travelling together, only one surcharge will be assessed.

(c) Children under 15 years of age will not be accepted for co-terminal connecting itineraries that require ground changes, i.e., LGW-LHR, JFK-LGA.

(d) AA will not accept or provide transportation for children under 15 years of age on any itinerary that includes the last online connecting flight.

Rule 40 Taxes

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

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

(B) Passports and visas

(1) Each passenger desiring transportation across any international boundary will be responsible for obtaining all necessary travel documents and for complying with all government travel requirements. the passenger must present all exit, entry and other documents required by the laws, and, unless applicable laws provide otherwise, shall indemnify the carrier for any loss, damage, or expense suffered or incurred by such carrier by reason of such passenger's failure to do so. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision. Carrier reserves the right to refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands, or requirements or whose documents are not complete. No carrier shall be liable for any aid or information given by any agent or employee of such carrier to any passenger in connection with obtaining such documents or complying with such laws, whether given orally or in writing or otherwise. In addition, carrier reserves the right to hold, photocopy or otherwise image reproduce a travel document presented by any passenger and accepted by the carrier as a condition of boarding.

(2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier, on government order, is required to return a passenger to his point of origin or elsewhere due to the passenger's inadmissibility into or deportation from a country, whether of transit or of destination. The fare applicable will be the fare that would have been applicable had the original ticket designated the revised destination on the new ticket. Any difference between the fare so applicable and the fare paid

by the passenger will be collected from or refunded to the passenger as the case may be. carrier may apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the passenger in the possession of carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by the carrier, unless the law of such country requires that such fare be refunded.

(3) Passenger transiting without visa (TRWOV) - service charge

A passenger transiting, without a visa, a point(s) within a country requiring a visa for lawful entry, will be assessed a service charge of USD 50.00/CAD 56.00 when AA is the carrier providing such passenger with transportation to such point(s). The transit without visa service charge will only apply to interline passengers. the fee is waived for online passengers.

Note: This service charge will be assessed either when AA issues/reissues the passenger's ticket or when passenger check-ins for flight.

Exception: The transit without visa (TRWOV) Fee Of USD 50.00/CAD 56.00 one way is waived for travel between Japan and Brazil/Peru.

(4) Passengers applying for visa applications - service charge

AA will assess a USD 25.00/Cad 28.00 fee for the application process of obtaining an electronic travel authorization (electronic visa) for customers.

(C) Customs inspection

If required, the passenger must attend inspection of his baggage, checked or unchecked, by customs or other government officials. Carrier accepts no responsibility toward the passenger if the latter fails to observe this condition. If damage is caused to carrier because of the passenger's failure to observe this condition, the passenger shall indemnify carrier therefor.

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

(D) Government regulation

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

(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) Other persons nothing herein shall be deemed to affect the rights and liability of the carrier with regard to any claims brought by, on behalf of, or in respect of any person who has willfully caused damage which resulted in death, wounding, or other bodily injury of a passenger.

(c) (1) The carrier shall be liable under article 17 of the Warsaw convention or Montreal convention, whichever may apply, for recoverable compensatory damages sustained in the case of death or bodily injury of a passenger, as provided in the following paragraphs:

(a) The carrier shall not be able to exclude or limit its liability for damages not exceeding 113,100 special drawing rights for each passenger.

(b) The carrier shall not be liable for damages to the extent that they exceed 113,100 special drawing rights for each passenger if the carrier proves that:

(i) Such damage was not due to the negligence or other wrongful act or omission of the carrier or its servants or agents; or

(ii) Such damage was solely due to the negligence or other wrongful act or omission of a third party.

(c) The carrier reserves all other defenses and limitations available under the Warsaw convention or Montreal convention, whichever may apply, to such claims including, but not limited to, the exoneration defense of article 21 of the Warsaw convention and article 20 of the Montreal convention, except that the carrier shall not invoke articles 20 and 22 (1) of the Warsaw convention in a manner inconsistent with paragraphs (1) and (2) hereof.

(d) With respect to third parties, the carrier reserves all rights of recourse against any other person, including, without limitation, rights of contribution and indemnity.

(e) The carrier agrees that, subject to the applicable law, recoverable compensatory damages for such claims may be determined

by reference to the laws of the country of the domicile or country of permanent residence of the passenger.

(2) In cases of bodily injury or death, the carrier shall make an advance payment where the carrier determines it is necessary to meet the immediate economic needs of, and hardship suffered by, a passenger as provided in the following paragraphs:

(a) Unless a dispute arises over the identity of the person to whom an advance payment shall be made, the carrier shall, without delay, make the advance payment to the passenger in an amount or amounts determined by the carrier in its sole discretion. In the event of death of a passenger, the amount of the advance payment shall not be less than 16,000 special drawing rights, which shall be paid to a representative of the passenger's next of kin eligible to receive such advance payment as determined by the carrier in its sole discretion.

(b) The carrier shall make the advance payment as an advance against the carrier's liability under the Warsaw convention, or the Montreal convention, whichever may apply. An advance payment shall not constitute recognition of liability. An advance payment shall be offset against, or deducted from the payment of, any settlement or judgment with respect to any claim for compensation on behalf of the passenger.

(c) The carrier, in making an advance payment, does not waive any rights, defenses, or limitations available under the Warsaw convention, or the Montreal convention, whichever may apply, to any claim, nor shall acceptance of an advance payment constitute a release of any claim, whatsoever, by any person.

(d) The carrier, in making an advance payment, preserves its rights to seek contribution or indemnity from any other person for such payment, which shall not be deemed to be a voluntary contribution or contractual payment on the part of the carrier.

(e) The carrier may recover an advance payment from any person where it is proven that the carrier is not liable for any damage sustained by the passenger, or where it is proven that the person was not entitled to receive the payment, or where and to the extent that it is proven that the person who received the advance payment caused, or contributed to, the damage.

(3) The carrier shall be liable for damage

occasioned by delay in the carriage of passengers by air, as provided in the following paragraphs:

(a) The carrier shall not be liable if it proves that it and its servants and agents took all measures that could reasonably be required to avoid the damage, or that it was impossible for it or them to take such measures.

(b) Airport, air traffic control, security, and other facilities or personnel, whether public or private, not under the control and direction of the carrier are not servants or agents of the carrier, and the carrier is not liable to the extent the delay is caused by these kinds of facilities or personnel.

(c) Damages occasioned by delay are subject to the terms, limitations and defenses set forth in the Warsaw convention and Montreal convention, whichever may apply. they include foreseeable compensatory damages sustained by a passenger and do not include mental injury damages.

(d) The carrier reserves all defenses and limitations available under the Warsaw convention or the Montreal convention, whichever may apply to claims for damage occasioned by delay, including, but not limited to, the exoneration defense of article 21 of the Warsaw convention and article 20 of the Montreal convention. under the Montreal convention, the liability of the carrier for damage caused by delay is limited to 4,694 SDR per passenger. The limits of liability shall not apply in cases described in article 25 of the Warsaw convention or article 22(5) of the Montreal convention, whichever may apply.

(4) The carrier is liable for damages sustained in the case of destruction or loss of, damage to, or delay of checked and unchecked baggage, as provided in the following paragraphs:

(a) Except as provided below, the liability of the carrier is limited to 1,131 special drawing rights for each passenger in the case of destruction, loss, damage, or delay of baggage, whether checked or unchecked, under the Warsaw convention or the Montreal convention, whichever may apply. Unless the passenger proves otherwise:

(i) All baggage checked by a passenger shall be considered to be the property of the passenger;

(ii) A particular piece of baggage,

checked or unchecked, shall not be considered to be the property of more than one passenger; and

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

(b) If a passenger makes, at the time checked baggage is handed to the carrier, a special declaration of interest and has paid a supplementary sum, if applicable, the carrier will be liable for destruction, loss, damage, or delay of such checked baggage in an amount not exceeding the declared amount, unless the carrier proves that the declared amount is greater than the passenger's actual interest in delivery at destination. The declared amount, and the carrier's liability, shall not exceed the total amount of declaration permissible under the carrier's regulations, inclusive of the limitation of paragraphs, d)1) hereof. In the case of transportation under the Warsaw convention, no supplementary sum shall apply unless the declared amount exceeds 19 special drawing rights per kilogram of the total recorded weight of the checked baggage at the time the baggage is handed to the carrier. Nevertheless, the carrier may impose charges for pieces of baggage in excess of any free allowance the carrier may provide.

(c) In the case of unchecked baggage, the carrier is liable only to the extent the damage resulted from its fault, or that of it's servants or agents.

(d) The carrier is not liable for destruction, loss, damage, or delay of baggage not in the charge of the carrier, including baggage undergoing security inspections or measures not under the control and direction of the carrier.

(e) The carrier reserves all defenses and limitations available under the Warsaw convention and the Montreal convention, whichever may apply to such claims including, but not limited to, the defense of article 20 of the Warsaw convention and article 19 of the Montreal convention, and the exoneration defense of article 21 of the Warsaw convention and article 20 of the Montreal convention, except that the carrier shall not invoke article 22 (2)

and (3) of the Warsaw convention in manner inconsistent with paragraph(1) hereof. The limits of liability shall not apply in cases described in article 25 of the Warsaw convention or article 22(5) of the Montreal convention, whichever may apply.

(5) Under the Warsaw convention and the Montreal convention, whichever may apply, an action for damages must be brought within two years, and a complaint must be made to the carrier within seven calendar days in the case of damage to baggage, and 21 calendar days in the case of delay thereof.

(6) 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.

(7) 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.

(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 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.

(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.

(12) Carrier shall not be liable for any loss, damage, or delay of any nature resulting from the

transportation and/or delivery of checked baggage, to the extent that the destruction, loss or damage resulted from the inherent defect, quality or vice of the baggage, or in the case of delay, that the carrier, it's agents and servants took all measures that could reasonably be required to avoid the damage, or that it was impossible to take such measures. This exclusion is applicable whether the non-acceptable property is included in the passenger's checked baggage with or without the knowledge of the carrier.

(13) The owner of a pet shall be responsible for compliance with all governmental regulations and restrictions, including furnishing valid health and rabies vaccination certificates when required. carrier will not be liable for loss or expense due to the passenger's failure to comply with this provision, and carrier will not be responsible if any pet is refused passage into or through any country, state or territory.

(14) AA/American Eagle/American Connection is not liable for any damage to sports items not presented in a hard sided case. If the outside of the hard-sided case does not have visible damage, AA/American Eagle/American Connection is not liable for any damage to the sports items in the case. Sports cases designed for specific items such as golf bags, boot bags, and bike cases are intended to carry only that sports item. additional items not included in the item description must not be packed inside the sports case.

(15) AA will not be liable for the loss, damage or delay in delivery of a passenger's cabin baggage except when the passenger stores such baggage in a carry-on baggage compartment in the forward section of aircraft, or the loss, damage or delay in delivery is caused solely by AA'S negligent handling of the baggage, or as a consequence of damage to the aircraft.

(16) AA shall not be liable for normal wear and tear to baggage which does not rise to the level of damage to the bag. Further, AA'S liability for damage of baggage is subject to the terms set forth in the Warsaw convention and the Montreal convention, whichever may apply, in addition to any limitation or defense recognized by a court with proper jurisdiction over a claim.

(17) AA shall not be liable for loss of, or damage to, articles which are strapped, fastened or otherwise secured to other baggage being checked and which are not independently tagged and/or packaged. such items include but are not restricted to sleeping bags, tents, luggage racks, luggage carriers, bungee cords and umbrellas.

(18) AA shall not be liable for loss or damage to articles due to the following:
(a)

(b) /Overpacked bags
(c) Manufacturer's defect

(19) AA may disallow any claim for loss or damage which contains misrepresentations, including false statements concerning whether or not the passenger has made previous claims with AA or other carriers and/or where the passenger fails to have the carrier's baggage claim declaration form notarized. Aa may also disallow claims when the passenger fails to provide proof of loss in the form of receipts of purchase.

(D) Time limitations on claims and actions

(1) Items missing from checked baggage must be reported to American before leaving the airport or within 24 hours of the receipt of the bag.

(2) No action shall lie in the case of damage to baggage unless the person entitled to delivery files an initial report with carrier prior to leaving the arrival airport, or at the latest, within seven (7) days from the date of receipt of baggage.

(3) Upon carrier's agreement to accept a damage claim, the damage acknowledgement form provided by the carrier, and the damaged property, must be presented to the carrier for repair within thirty (30) days from the date the damage acknowledgement form is furnished by the carrier to the passenger.

(4) No action shall lie against the carrier in the case of delay or loss of baggage unless the passenger entitled to delivery complains in writing to the carrier forthwith at the latest within 21 days from the date on which the baggage has been placed at the passenger's disposal (in the case of delay), or should have been placed at the passenger's disposal (in the case of loss).

(5)

(6) Legal action premised on or related to damage, delay or loss must be commenced within two (2) years of the date of the incident. If the initial report and, when applicable, written claim form, are not provided within the time limitations set forth above and legal action is not commenced within two (2) years of the date of the incident, then carrier disclaims any and all liability arising from or relating to such incident.

(7) Failure to report a claim for a delayed or damaged bag within the prescribed time limit releases the carrier from any liability, except in the case of fraud on the part of the carrier.

(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) 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 rule 55(b) and (c) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation on behalf of himself, his heirs, legal 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.

Rule 60 Reservations

(A) General

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

(1) Passengers will need to be at the gate 30mins before departure time or as indicated on passenger boarding pass. Boarding gate will close 10mins prior to departure time or as indicated on passenger boarding pass.

(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, and entered in the carrier's reservation system. Subject to payment or satisfactory credit arrangement, a validated ticket will be issued by the carrier indicating such confirmed space, provided passenger applies to carrier for such ticket at least 60 minutes prior to the scheduled departure time of a flight. Such reservation for space is subject to cancellation by the carrier without notice if the passenger has not purchased a validated ticket indicating confirmed seat(s) at least sixty (60) minutes before scheduled departure of the flight.

Exception 1: 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 time limit specified above, such earlier time limit will be entered into the carrier's reservations system. The reservation for space of such passenger 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 agreed time in advance of the scheduled departure of the flight to which such reservation applies.

Exception 2: In the event of a termination of an interline traffic agreement between

AA and another carrier, AA will honor any reservation for travel on AA made by such other carrier prior to termination provided AA issues the ticket if such ticket was not issued prior to termination.

when you purchase a ticket seven or more days prior to departure by telephone with American Airlines reservations or via aa.com for American Airlines flights (including American Airlines flights operated by codeshare partners), you have up to 24 hours from the time of ticket purchase to receive a full refund for your ticket. After 24 hours have elapsed, normal refund policies apply to the ticket. If you elect to make changes to the itinerary after the 24 hour time period, a change fee may apply and the ticket price may also change depending on the fare purchased.

(2) Unless prior authorization is received, American Airlines prohibits the practice of confirming reservations as follows:

(a) Fraudulent, fictitious and abusive reservations

These types of reservations are defined as any reservation made without having been requested by or on behalf of the named passenger. Additionally, creating reservations to hold or block seats for the purpose of obtaining lower fares, AAdvantage award inventory, or upgrades that may not otherwise be available or to circumvent any of American Airlines fare rules or policies, is prohibited.

(b) Duplicate and impossible/illogical reservations

A duplicate or impossible/illogical reservation includes, but is not limited to: reservations for the same passenger on flights traveling on or about the same date between one or more of the same or nearby origin and/or destination (such as JFKDFW and LGADFW or DFWLAX and DFWONT); or reservations with connections that depart before the arrival on the inbound flight.

(3) Overbooking

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

certain reservations in the carrier's inventory of the flight. In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated may be eligible to receive denied boarding compensation provided in rule 87 (denied boarding compensation).

(4) Seat allocation
Carrier does not guarantee allocation of any particular space in the aircraft.

(C) Cancellation of reservations

(1) Carrier will cancel the reservation of any passenger whenever such action is necessary to comply with any governmental regulation, or to comply with any governmental request for emergency transportation in connection with the national defense, or whenever such action is necessary or advisable by reason of weather or other conditions beyond its control.

(2) The Transportation Security Agency's (TSA) secure flight program requires that American collect the following additional information from passengers when making a reservation to fly within, into or out of the United States and reservations for point-to-point international flights operated by U.S. based airlines:
(a) Full name (required), as it appears on government-issued i.d. approved for use when traveling.
(b) Date of birth (required)
(c) Gender (required)
(d) Redress number (optional)
American may cancel your reservation if the reservation does not include the required secure flight passenger data (full name, date of birth and gender) at least 72 hours prior to your scheduled departure. This cancellation policy applies to all American Airlines tickets, including tickets for our flights operated by our codeshare partners.

(3) Failure to occupy space if the passenger fails to occupy space which has been reserved for him on a flight of any carrier and such carrier fails to receive notice of the cancellation of such reservation prior to the departure of such flight, or if any carrier cancels the reservation of any passenger in accordance with paragraphs of this rule, such carrier will cancel all reservations held by such passenger on the flights of any carrier for continuing or return space, provided such carrier originally reserved the space.

(4) Carrier is not liable when it cancels the reservation of any passenger in accordance with this rule, but
(a) If such reservation was cancelled pursuant to paragraph (c)(1) of this rule, such carrier

will take such action as is provided in rule 80 (revised routings, failure to carry and missed connections).

(b) If such reservation was cancelled pursuant to other paragraphs of this rule, such carrier will refund in accordance with rule 90-(e) (refunds - voluntary).

(5) (Applicable to reservations made in the Western Hemisphere, except in the US/Canada, by authorized travel agents.) Carrier will assess a fee of USD 50.00 for any un-ticketed reservation not cancelled prior to departure.

(D) Time Limit For Ticket Issuance/Payment

Passenger must apply for a validated ticket at least 60 minutes prior to the departure time of a flight.

(E) Communication Charges

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

(F) Minimum Check-In Time

All airports have a minimum time by which you must be checked in for your flight, regardless of whether you're checking bags. Times will differ based on your itinerary.

(1) Travel entirely within the United States

for itineraries that include only airports within the United States, you must be checked in 45 minutes before scheduled departure time.

some airports require a longer minimum check-in time.

(a) From San Juan, Puerto Rico (SJU) - 60 minutes before scheduled departure.

(b) From St. THOMAS, U.S. Virgin Islands (STT) -90 minutes before scheduled departure.

(2) International travel

For itineraries that include airports outside of the United States, you must be checked in at your originating airport 60 minutes before scheduled departure time.

Please note the 60 minute check-in time applies at U.S. airports when the itinerary includes any airport outside of the United States.

some airports require a longer minimum check-in time:

(a) From Caracas, Venezuela (CCS) -90 minutes before schedule departure.

(b) From Dublin, Ireland (DUB) -75 minutes before schedule departure.

(c) From Buenos Aires, Argentina (EZE) -75 minutes before schedule departure.

(d) From Maracaibo, Venezuela (MAR) -90 minutes before schedule departure.

(e) From Beijing, China (PEK) -90 minutes before schedule departure.

(3) Travel on American Airlines shuttle

for flights between Boston (BOS), New York LaGuardia (LGA), and Washington, DC Reagan (DCA):

(a) if checking a bag, you must be checked in 30 minutes before scheduled departure.
(b) If not checking a bag, you must be checked in 20 minutes before scheduled departure.

Rule 61 Capacity Limitations

(A) A reservation for space on a given flight is valid only when the availability and allocation of that space is confirmed at such fares by a reservation agent of the carrier.

(B) Carrier may limit the number of passengers carried on any one flight at fares governed by this rule and fares will not necessarily be available on all flights. The number of seats which the carrier shall make available on a given flight will be determined by carrier's best judgment as to the anticipated total passenger load on each flight.

(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) 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.

(a) Fares apply for travel only between the points for which they are published. Tickets may not be purchased at a fare(s) published from an initial departure point on the ticket which is before the passenger's actual point of origin of travel, or to a more distant point(s) than the passenger's actual destination being traveled even when the purchase and use of such tickets would produce a lower fare. This practice is known as "hidden cities ticketing" or "point beyond ticketing", and is prohibited by AA.

(b) The purchase and use of round-trip tickets for the purpose of one-way travel only, commonly referred to as "throwaway ticketing", is prohibited by AA.

(c) The use of flight coupons from two or more different tickets issued at round trip fares for the purpose of circumventing applicable tariff rules (such as advance purchase/minimum stay requirements), commonly referred to as "back-to-back ticketing", is prohibited by AA.

(d) Where a ticket is purchased and used in violation of the contract of carriage or any fare rule (including hidden cities ticketing, point beyond ticketing, throwaway ticketing, back-to-back ticketing, AA has the right in its sole discretion to take all actions permitted by law, including but not limited to, the following:

(i) Invalidate the ticket(s);

(ii) Cancel any remaining portion of the passenger's itinerary;

(iii) Confiscate any unused flight coupons;

(iv) Refuse to board the passenger and to

carry the passenger's baggage, unless the difference between the fare paid and the fare for transportation used is collected prior to boarding.

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

(5) 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.

(6) Tickets may be purchased on credit, installment, or time payment plans lawfully in effect.

(7) An electronic ticket (e-ticket/et) is the record of agreement maintained and processed within the carrier's electronic reservation system. A written receipt is provided to the purchaser of the electronic ticket which contains a reference for retrieving the record within the carrier's reservation system and summary of the ticket information.

(8) The carrier may mandate the issuance of an electronic ticket (et), regardless of market, carrier, form of payment, and customer type (including AAdvantage and participating carrier frequent flyer members.

(B) Validity for carriage

(1) General

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

(2) Period of validity

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

(a) Normal fare tickets. The above period of validity applies, however a ticket for a normal fare trip which limits the carriage to specific periods of the day, week, month or year, is good for carriage only during the period to which the fare applies.

(b) 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 - voluntary).

(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) Carrier's operations
If the passenger is prevented from using the ticket, or a portion thereof, on the last day of the applicable period due to flight cancellation, the ticket shall remain valid until space can be provided on a schedule comparable to that on which the passenger requested space.

(2) Lack of space
If the passenger is prevented from using the ticket, or a portion thereof, on the last day of the applicable period specified in this rule by lack of space, the ticket shall remain valid until space can be provided on a schedule comparable to that on which the passenger requested space.

(D) Extension of ticket validity and waiver of minimum/maximum stay provisions

(1) Extension of validity
If the passenger is unable to commence or continue his/her travel due to death of a member of his/her immediate family (traveling or not) or of an associate with whom he/she is traveling or of the associates immediate family member, AA will extend the period of validity beyond the original limit not to exceed 30 days. the death must be certified in writing with either a copy of the death certificate or by a physician, specifying that the passenger is prevented from completing his/her journey prior to the expiration of the original time limit because of such circumstances.

Note: Immediate family member, as used herein, means spouse, domestic partner, children, adopted children, parents, brothers, sisters, mothers-in-law, fathers-in-law, brothers-in-law, sisters-in-law, daughters-in-law,

sons-in-laws, grandchildren, grandparents.
this includes stepparents, stepsisters, stepbrothers, half-sisters and half brothers.

(2) Military passengers
Military personnel, who are activated for duty and are holding tickets for travel during the date for which they must report for active duty, will be allowed to refund or to make changes to nonrefundable fare tickets and the change fee will be waived. The passenger must submit to AA a copy of their military orders to qualify for this waiver, all other rules of the ticketed fare, such as day/time restrictions, minimum/maximum stay, blackout dates, flight specific restrictions, etc., will apply. Upon request, if the passenger is unable to travel, AA will refund in the form of a nonrefundable voucher valid for transportation on AA only or refund to the original form of payment.
Note: These waivers will also apply to the immediate family members as defined in rule 5 or persons traveling with the military passenger, and immediate family members holding valid tickets traveling to visit military personnel who are activated for duty. Refunds will be in the form of a nonrefundable travel voucher valid for future travel on AA. presentation of a copy of the military orders is required.

Note 3:
(2) Special fare provisions
(3) Waiver of special fare restrictions
(a) When a passenger traveling at an excursion or special fare is prevented from traveling in accordance with the terms of the applicable tariff due to the death of a member of his/her immediate family or of an associate with whom he/she is traveling on of the associates immediate family member, the passenger will be permitted to travel according to the provisions below.
(i) When transportation has not commenced from point of origin
(aa) When traveling at a fare requiring travel as part of a group, the passenger will be permitted to travel with a subsequent group traveling on the same type of fare (governed by the same governing rule as the fare on which the passenger was originally ticketed), without regard to any minimum reservations or ticketing limit, but will not be permitted to commence travel individually unless in accordance with the applicable

tariff. AA will waive, in accordance with (d)(1) above, penalty/restrictions affixed to a special fare ticket.

(bb) When traveling at a fare that permits individual travel, the passenger will be permitted to commence travel on a subsequent flight without regard to any penalty/restrictions affixed to a special fare ticket. Aa will waive, in accordance with (d)(1) above, minimum or maximum stay provisions affixed to a special fare ticket.

Note: Travel will not be permitted on a day or at a time when the fare is not applicable for travel nor will travel be permitted to commence at a fare that has expired. when necessary the appropriate difference in fare will be collected from or refunded to the passenger.

(ii) When transportation has commenced from point of origin
The passenger will be permitted to return to the final destination on an earlier or later flight, as necessary, without regard to group travel requirements or any minimum reservations or ticketing limit. Aa will waive the penalty/restriction affixed to a special fare ticket.

(b) Travel permitted in accordance with the provisions in paragraph (a) above is also subject to the following provisions:

(i) The passenger will be accommodated only in the same cabin and booking code (inventory) as originally ticketed.

(ii) If the circumstances require the passenger to stop over at an intermediate point named on the routing applicable to the fare paid by the passenger, one stopover will be permitted at no additional cost.

(cc)

(iii) If the death certificate is not available at the time the passenger is to travel, or, if AA has reason to doubt the validity of such certificate, the passenger will be accommodated only upon payment of the fare applicable to transportation actually used and a request for refund may be filed with AA.

upon receipt of the claim form and all supporting documents and after determining the validity of the claim, AA 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 provisions of this rule.

(iv) Any extension of validity or restrictions waived also apply to members of the immediate travel party who accompany the passenger.

(v) Prior to or after departure:
In an emergency situation, involving death, of a traveling companion or family member, AA will waive the appropriate reservation/ticketing requirement applicable to the fare being used.
note:

(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 non-presentation of the ticket or the applicable portion thereof, carriage will not be furnished for that part of the trip covered by such ticket or portion thereof until the passenger purchases another ticket at the current applicable fare for the carriage to be performed.

(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) Non-transferability
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 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) Issuance of ticket stock

(1) The carrier will issue to a person a stock of tickets and validating stamp for the purpose of issuing tickets for transportation, subject to:
   (a) Reasonable credit requirements; and
   (b) Entering into a written agreement authorizing the issuance of tickets and providing for accounting, reservations, and ticketing procedures and provisions protecting the carrier from loss or misuse of the tickets.

(2) Carrier will arrange for the issuance of a ticketing machine to a person for the purpose of issuing tickets for transportation, subject to:
   (a) Reasonable credit requirements; and
   (b) Entering into a written agreement providing for accounting, reservation and ticket procedures and provisions protecting the carrier from loss or misuse of the tickets.

The carrier will make no charge for the ticket machine or related communication services. The ticketing machine and related communication services will be provided by an independent company, which is not an agent or servant of the carrier, and at the person's expense.

Note: For the purpose of this rule, "person" means any individual, firm, co-partnership, corporation, company, association, joint-stock association, or body politic and includes any trustee, receiver, assignee, or other similar representative thereof.

(I) Tele ticket

Tickets may be transmitted by mechanical means (such as teletype) provided such transmission is in accordance with the ticketing time limit specified in the rule governing the applicable fare.

(J) Tele mail

Arrangements may be made for the carrier to mail tickets to the passenger either at the time reservations are made or subsequent to making the reservations, provided that there is sufficient time for the carrier to issue and validate tickets in accordance with the ticketing time limit specified in the rule governing the applicable fare. The mutually agreed upon ticket issue date established when payment is made by credit card, or the ticket invoice date established when payment is made by check, will constitute ticket purchase and issuance for the purpose of this rule.

(K) Prepaid ticket advice

(1) Unless otherwise provided, payment for a prepaid

ticket advice (PTA) will constitute issuance of a ticket.
Note: For fares requiring special reservations and ticketing requirements, the PTA will constitute ticketing provided it is issued within tariff deadlines and reservation requirements are met and shown in the pta. any cancellation, refund or rerouting will result in penalties against the pat in the same manner as though a ticket were issued. an open PTA will not constitute ticketing for any special fare requirements.

(2) AA will impose a service charge as indicated below For each prepaid ticket advice (pat) issued by AA. this service charge is not subject to any discount and cannot be refunded.
Exception: The prepaid ticket advice service charge will not apply for:
(i) U.S. federal government contract fares when payments made by GTR form 1169 or master card beginning with 5568/visa card beginning with 4486/4716 for prepayment made by the federal government for official government business.
(ii) Passengers travelling on state of Washington contract fares paid by the state of Washington for official state business.
(iii) Passengers travelling on military, military spouse or military dependent fares.

(a) (Applicable to sales in area 1 except central America, Dominican Republic, Haiti, Jamaica, Mexico, Panama and South America) carrier will impose a service charge of USD 100.00 (CAD 112.00 for sales in Canada) for each prepaid ticket advice issued.
exception: (applicable to KIN/MBJ point of sale) the prepaid service charge for travel to the U.S. will be USD 25.00.

(b) (Applicable to sales in Central America/the Caribbean, (except Bermuda, Jamaica, Barbados, Mexico, Panama, South America) carrier will impose a service charge of USD 40.00 for each prepaid ticket advice issued.

(c) (Applicable to sales in Jamaica) the prepaid service charge will be USD 25.00.

(d) (Applicable to Barbados point of sale) the prepaid service charge will be USD 25.00.

(e) For the countries listed in the chart below, the carrier will impose a service charge in the local selling currency as shown for each prepaid ticket advice sale issued by the carrier in that country.
note: sales in countries in area 2/3 not

listed below will not be subject to any prepaid ticket advice service charge. For sales made in countries in Europe not listed below the prepaid ticket advice service charge will be USD 40.00.

Country:	Service Charge:
Australia	AUD 34
Austria	EUR 30.00
Belgium	EUR 30.00
Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Congo, Cote D'Ivoire, Equatorial Guinea, Gabon, Mali, Niger, Senegal, and Togo	XAF 13300
Botswana	BWP 69
Cyprus	CYP 12
Denmark	DKK 155
Egypt	EGP 85
Fiji	FJD 35
Finland	EUR 30.00
France	EUR 30.00
French Polynesia	XPF 2500
Germany	EUR 30.00
Gibraltar	GIP 16
Greece	EUR 30.00
Hong Kong	HKD 280
India	INR 1700
Iran, Islamic Republic of	IRR 44200
Ireland	EUR 30.00
Israel	USD 25
Italy	EUR 30.00
Japan	JPY 4500
Kenya	USD 25
Kuwait	KWD 8

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Country:	Service Charge:
Lebanon	LBP 42000
Lesotho	LSL 90
Libya	LYD 8
Luxembourg	EUR 30.00
Mauritania	MRO 3070
Netherlands	EUR 30.00
New Caledonia	XPF 2500
New Zealand and Cook Islands	NZD 42
Nigeria	USD 25
Norway	NOK 175
Pakistan	PKR 760
Philippines	USD 35
Poland	USD 25
Portugal	EUR 30.00
Saudi Arabia	SAR 95
Slovenia	USD 25
Spain	EUR 30.00
South Africa	ZAR 90
South West Africa (Namibia)	NAD 90

Swaziland	SZL 90
Sweden	SEK 100
Switzerland	CHF 50
Tanzania	USD 25
United Kingdom	GBP 20.00
Yemen	YER 300
Yugoslavia	USD 25
Zimbabwe	ZWD 202

(Applicable for transportation to/from CANADA)

(A) AA will offer the following to its customers for the purchase of passenger transportation to/from Canada via AA or via AA jointly with other carrier(s).
credit cards
(1) American Express credit card
The American Express card (collectively "cards" and individually "card") will be honored by AA for the purchase of air transportation, including excess baggage charges and for other services in connection with air transportation as agreed between AA and American Express upon presentation of the card and the signing by the person to whom such card has been issued ("cardmember") of a charge form for the value of the transportation, including excess baggage charges or for other services. Aa will collect the amount of the air transportation by presenting the charge form to American Express promptly in accordance with the agreement between AA and American Express. AA will pay American Express a fee for its services. American Express will bill and collect from the cardmember in accordance with the terms of the contract(s) between American Express and the cardmember.
(2) Visa and other cards issued by banks and companies affiliated with the visa system
The Visa card and credit cards issued by banks or companies affiliated with the visa system will be honored by AA for the purchase of air transportation, (including tour packaged by AA or one of its authorized tour producers and sold by AA or its duly appointed travel agents or general sales agents), and excess baggage charges. Aa will collect the amount shown on the receipt minus a fee for collection service(s) from the bank or company issuing the card through the intermediary of Chemical Bank, Lake Success, New York. The bank or company issuing the card will bill and collect from the cardholder in accordance with the terms of its contract with the cardholder. The total amount shown on the AA form, sales slip or voucher shall not exceed CAD 500.00 unless visa card, its affiliates or chemical bank shall have authorized a larger amount in advance.
(3) The Mastercharge card and other cards issued by banks and companies affiliated with the interbank system the Mastercharge card and credit cards issued by banks or companies affiliated with the interbank system will be honored by AA for purchase of air transportation, including excess baggage charges upon the presentation of such card and the signing

of a receipt for the value of the ticket. Aa will collect the amount shown on the receipt minus a fee for collection service(s) from the bank or company issuing the card through the intermediary of Eurocard, France. The bank or company issuing the card, will bill and collect from the cardholder in accordance with the terms of its contract with the cardholder.

(B) Universal Air Travel Plan

Under the plan, any such carrier that is a "contractor" thereunder may, upon receipt of a deposit of Canadian $425.00 (or, at the option of the "contractor," its equivalent in another currency) enter into a standard form contract with individual corporations and other business entities (referred to in the universal air travel plan as "subscribers") providing for the issuance of air travel cards. Subject to the restrictions contained in the plan, air travel cards will be issued to persons designated by the "subscriber" and will be honored by all participating carriers which are parties to the plan for the purchase of air transportation, including excess baggage and related charges, on credit. At least once each month, the "contractor," will bill the "subscriber" for all air transportation purchased against air travel cards issued under the subscriber's contract. Such bills are payable ten days after receipt. Complete details of the plan and a complete list of the carriers that are parties to the plan, including a designation of those that are "contractor" carriers, are set forth in the universal air travel plan manual on file with the air transport committee.

Rule 75 Currency of Payment

Except as otherwise provided below, fares and charges are Payable in any currency acceptable to AA. When payment is Made in a currency other than the currency in which the fare Is published, such payment will be made at the rate of Exchange established for such purpose by AA, the current Statement of which is available for inspection by the Passenger at AA'S office where the ticket is purchased. The Provisions of this paragraph are subject to applicable Exchange laws and government regulations.

(A) Payment of fares for travel originating in the U.S. shall be in U.S. currency.

(B) Payment of fares for travel originating in Canada shall be in Canadian currency.

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

(D) Payment of fares for travel originating at a point outside the U.S. or Canada destined to a point in the U.S. or Canada may also be made in the U.S. or CANADA in dollars when the fare in the currency of the country of origin is converted to dollars at the local banker's buying rate of exchange.

(E) In case of cancellation or rerouting which results in a partial refund of the original fare, the value of the unused portion of the ticket shall be calculated in the currency of the country of transportation origination. such amount may be refunded in the currency of the country of transportation origination or may be converted into the currency of the country of refund or reissuance at the local bankers' buying rate in effect at the time refund takes place.

    Note: (Applicable only between points in the U.S.A. and the United Kingdom.) Aa will pay the refund in the same form (i.e., cash, check, credit card, etc.) That was used in purchasing the original transportation document. Aa, in making the refund, will observe any refund restriction that may be published in the applicable rules governing the original transportation document. further, AA will observe any government or carrier restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.

(F) Where an additional collection is to be made as a result of the rerouting, the additional amount may be collected in the currency of the country of transportation originating or may be converted into the currency of the country in which the rerouting takes place at the local bankers buying rate in effect at the time of rerouting. *such amount shall not be greater

than the fare published in the currency of country of transportation origination for the transportation actually used and/or to be used.

(G) "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, travelers 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.

Exceptions:

(1) In the U.S.A., the 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.

(2) In the case of Belgium, France, and Italy where two rates (commercial and financial) are shown, the commercial rate shall be used.

(3) When a national holiday falls on Monday, foreign Exchange rates do not appear in the Tuesday edition of the wall street journal. In such exceptional cases 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.

(4) In Canada the bankers' buying rate means the rate published each Saturday in the Toronto globe & mail under the heading foreign exchange - mid market rate in Canadian funds. This rate will be applicable from Monday of the following week up to and including the Sunday following after. When exceptional circumstances prevent the publication of exchange rates in the Saturday edition of the Toronto globe & mail the currently applicable exchange rates will remain effective until 2 days after superseding exchange rates are published. such superseding rates will be effective through the first Sunday following their publication date.

Rule 80 Revised Routings, Failure to Carry and Missed Connections

(A) Definitions for the purpose of this rule, the following terms have the meaning indicated below.

(1) Change of routing means changes to cities specified on the ticket.

(2) Comparable air transportation means transportation provided by air carriers or foreign air carriers holding certificates of public convenience and necessity or foreign permits issued by the department of transportation.

(3) Connecting point means a point to which a passenger holds or held confirmed space on a flight of one carrier and out of which the passenger holds or held confirmed space on a flight of the same or another carrier. All airports through which a city is served by any carrier shall be deemed to be a single connecting point when the receiving carrier has confirmed reservations to the delivering carrier.

(4) Delivering carrier means a carrier on whose flight a passenger holds or held confirmed space to a connecting point.

(5) Misconnection occurs at a connecting point when a passenger holding confirmed space on an original receiving carrier is unable to use such confirmed space because the delivering carrier was unable to deliver him to the connecting point in time to connect with such receiving carrier's flight.

Note: The same rules regarding delivering and receiving carriers responsibility apply at the subsequent point(s) of misconnection as would apply at the point of original misconnection.

(6) New receiving carrier(s) means a carrier or combination of connecting carriers, other than the original receiving carrier(s), operating between the point of misconnection and the destination or next point of stopover or connecting point shown on the passenger's ticket, on whose flight a passenger is transported from the connecting point.

(7) Original receiving carrier(s) means a carrier or combination of connecting carriers on whose flight(s) a passenger originally held or holds confirmed space from a connecting point to a destination, next stopover or connecting point.

(8) Outbound flight means the flight on which a passenger originally held confirmed space beyond the point where the schedule irregularity or failure to carry occurs.

(9) Schedule irregularity means any of the following irregularities:

(a) Delay in scheduled departure or arrival of a carrier's flight resulting in a misconnection, or

(b) Flight cancellation, omission of a scheduled stop, or any other delay or interruption in the scheduled operation of a carrier's flight, or
(c) Substitution of equipment of a different class of service, or
(d) Schedule changes which require rerouting of passenger at departure time of the original flight.

(10) Change in schedule means:
(a) The cancellation of a scheduled flight where no AA flight of comparable routing is available within 4 hours of the original time of departure;
(b) A change in the scheduled departure time of an AA flight which exceeds 4 hours ;
(c) A change in the routing of a scheduled AA flight which adds one or more stops to the original itinerary , or ;
(d) A change in the routing of a scheduled AA flight that results in a scheduled arrival time more than 4 hours later than the original scheduled arrival time.

(B) Changes requested by passenger

(1) When change can be made
at the passenger's request, AA will effect a change in the routing (other than the country of origin); destination carrier(s); class of service; or validity specified in an unused ticket, flight coupon(s), or miscellaneous charges order provided that:
(a) Aa issued the ticket; or miscellaneous charges order;
(b) AA is designated in the "via carrier" box, or no carrier is designated in the "via carrier" box, of the unused flight coupon or exchange order for the first onward carriage from the point on the route at which the passenger desires the change to commence; however, where the carrier that issued the ticket is designated as the carrier for any subsequent section that has changed and has an office or general agent at the point on route where the change is to commence or where the passenger makes his request for such change, the reissuing carrier shall obtain such issuing carrier's endorsement; or
(c) AA has received written or telegraphic authority to do so from the carrier entitled, under (a) and (b) above, to effect the change.
Exception: AA will not require endorsement for transportation documents governing portions of transportation wholly within the area comprising the continental U.S.A.

(2) Method of effecting change

The change requested by the passenger shall be effected by:

(a) Endorsement of such unused ticket, flight coupon(s), or exchange order to the new receiving carrier or

(b) Reticketing of the passenger.

(3) Applicable fare

(a) The fare and charges applicable as a result of any such change in itinerary, fare basis, carrier, or ultimate destination will be the fare and charges that would have been applicable if transportation had been purchased as of the date of commencement of carriage; provided that,

(i) Additional passage at the through fare shall not be permitted unless request has been made prior to arrival at the destination named on the original ticket or miscellaneous charges order, and

(ii) After the carriage has commenced, a one way ticket shall not be converted into a round trip or circle trip ticket at the round trip or circle trip discount for any portion already flown; and

(iii) After carriage has commenced a round trip ticket can be converted into a circle trip ticket, or vice versa provided that request is made prior to the passenger's arrival at the destination named on the original ticket or miscellaneous charges order.

(iv) Subject to the provisions of subparagraphs (i), (ii), and (iii) of this paragraph, the provisions of rule 5(d)(1) and (2) shall apply in the determination of the effective date of fares, rules and charges applicable to the calculation of fares for revised routings requested by a passenger.

(b) Any difference between the fare and charges applicable under subparagraph (a) above, and the fare and charges paid by the passenger will be collected from the passenger by the carrier accomplishing the rerouting, who will also pay to the passenger any amounts due on account of refunds or arrange for the applicable refund by the carrier that issued the original ticket. (see also rule 60-reservations.)

(c) Notwithstanding the provisions of this rule, AA will not accept for any purposes under this rule passenger tickets or related transportation documents issued by any carrier which is in substantial default of its interline obligations or which voluntarily or involuntarily has become the subject of bankruptcy proceedings ("the defaulting carrier")

Exception: In the event of a termination of an interline traffic agreement between AA and another carrier, AA'S practices under this rule with respect to such other carrier's tickets shall not apply to any ticket of such other carrier issued after the termination of the interline agreement.

(4) Fare applicable to upgrading class of service while in flight

(a) When a passenger who paid the applicable fare for transportation in the economy compartment of a combination first class and economy class aircraft desires to move into the first class compartment while in flight, AA will permit such passenger to move into the first class compartment, subject to the fare differential specified in paragraph (b) below.

(b) The additional fare to be collected will be the difference between:

(i) The applicable one way economy class fare from the passenger's point of origin on such flight to the last scheduled stop prior to the passenger's request to move to the first class compartment plus the one way first class fare from such stop to the passenger's destination on the flight, and;

(ii) The applicable one way economy class fare between the passenger's point of origin and destination on such flight.

(c) The acceptance of such passenger in the first class compartment for travel beyond the next scheduled stopping point of the flight will be subject to the availability of space.

(d) Discounts, other than for children as provided in rule 200 (children's and infants' fares), will not apply.

(5) Expiration date

The expiration date of any new ticket issued for a change in routing, destination, carrier(s), class of service, or validity will be limited to the expiration date that would have been applicable if the new ticket had been issued on the date of sale of the original ticket or miscellaneous charges order.

(6) Service charge

AA will assess a service charge of USD 100.00/CAD 150.00 per ticket, for voluntary rerouting changes requested by a passenger which will require reissuance/revalidation of a ticket under the following conditions:

(a) AA/AB/AY/BA/CX/HG/IB/JJ/JL/KA/LA/MH/ QF/QR/RJ/S7/UL/US/XL/4M or a codeshare flight operated by AA is not included in the

itinerary from the point at which the rerouting takes place.

(b) Tickets are issued solely for travel involving transportation to/from/via the area comprised of the U.S.A./Canada and a point outside such area or wholly between points outside the U.S.A./Canada.

(c) This service charge will be in addition to any other reissue/rerouting/cancellation fee required by the rule governing the fare type reflected on the ticket.

(d) This service charge will be assessed in any case where the passenger requests a change in routing. A change in reservations shown on the ticket as either confirmed or on request, a change in class of service or any other change which requires the reissuance or revalidation of the ticket.

Note: This service charge will apply only to tickets reissued/revalidated by American Airlines, Inc., its general sales agents or passenger sales agents on AA ticket stock. The term "AA ticket stock" means tickets printed on or imprinted with the AA carrier code (001) as part of the ticket serial number or revalidation stickers bearing the AA logo.

(7) Standby provisions
(Applicable to travel between the U.S.A. and the Caribbean)
Passengers holding confirmed reservations and tickets may standby between ticketed city pairs for earlier/later same day flights for which the ticketed fare is applicable at no additional cost. passengers may standby between ticketed city pairs for earlier/later same day flights on which the ticketed fare does not apply for the difference in fare plus the
USD 100.00 change fee. In addition to the original airport of departure/arrival the passenger may check in and standby to/from either airport listed below at no additional cost.

City	Airport
DFW	DAL/DFW
HOU	HOU/IAH
NYC	JFK/LGA
WAS	IAD/DCA

(C) Schedules, delays and cancellation of flights

(1) Schedules

Times shown in timetables or elsewhere are approximate and not guaranteed, and form no part of the contract of carriage. Schedules are subject to change without notice and carrier assumes no responsibility for making connections. Aa will not be responsible for errors or omissions either in timetables or other representations of schedules. No

employee, agent or representative of AA is authorized to bind AA by any statements or representation as to the dates or times of departure or arrival, or of the operation of any flight.

(2) Schedule irregularity

If, at time of departure, a passenger will be delayed because of a schedule irregularity or a carrier cancels the passenger's reservation pursuant to rule 60.

Note: Schedule irregularity does not include force majeure events as defined in 80 (c)(4)(b) (reservations)

(a) Any carrier causing such delay or in the case of a misconnection the original receiving carrier(s), will transport the passenger without stopover on its (their) next flight, on which space is available, in the same class of service as the passenger's original outbound flight at no additional cost to the passenger; if space is available on a flight(s) of a different class of service, acceptable to the passenger, such flight(s) will be used without stopover at no additional cost to the passenger only if it (they) will provide an earlier arrival at the passenger's destination, next stopover point or transfer point, or

(b) If the carrier causing such delay, or in the case of misconnection the original receiving carrier(s) is unable to provide onward transportation acceptable to the passenger, any other carrier or combination of connecting carriers, at the request of the passenger will transport the passenger without stopover on its (their) next flight(s) on which space is available in the same class of service as the passenger's original outbound flight.

(c) The carrier causing the schedule irregularity will refund in accordance with rule 90 (refunds).

(d) When passenger is rerouted in accordance with paragraph (ii) above, AA will endorse to another carrier the unused portion of the ticket for the purposes of rerouting.

Exception 1: Carrier will not require endorsement for transportation documents governing portions of transportation wholly within the area

comprising the continental U.S.A.

Exception 2: Notwithstanding any other provision of this tariff, AA reserves the right to refuse to honor flight coupons of another carrier for free transportation or, flight coupons of another carrier restricted to on-line only transportation of such other carrier.

(3) Change in schedule when a passenger will be delayed because of a change in schedule, carrier will arrange at carrier's discretion to either:

(a) Transport the passenger on an AA operated flight to the destination, next stopover point or transfer point shown on its portion of the ticket, without stopover at no additional cost to the passenger, provided that a passenger will be transported in a higher class of service only if the flight for which a seat in a higher class of service is available will provide an earlier arrival than being transported on a flight in the original class of service on which space is available; or

(b) Endorse the unused ticket for the purpose of rerouting over another carrier with whom AA has agreement to do so.

(c) Notwithstanding the above, the carrier will issue a refund in accordance with rule 90 (refunds) if the passenger so requests.

Note: Change in schedule does not include force majeure events as defined in rule 80(c)(4)(b).

Note: In the event that AA changes the time of departure or routing of a flight in a manner that does not constitute a schedule change as defined herein, AA will transport the passenger on the rescheduled flight at no additional cost to the passenger. If the passenger elects not to travel on the rescheduled flight, AA will refund the value of the affected coupons in the form of a nonrefundable AA travel voucher. The AA travel voucher is valid for one year from date of issue and may be used as payment for air travel related service on AA only. Vouchers will not be issued when the change in schedule involves a flight number change only.

(4) Cancellations

(a) AA undertakes to use its best efforts to carry the passenger and baggage with reasonable dispatch, but no particular time is fixed for the commencement or completion of carriage. Subject thereto AA may, without notice, substitute alternate carriers or aircraft and may alter or omit the stopping places shown on the face of the ticket in case of necessity.

(b) AA may, in the event of a force majeure event, without notice, cancel, terminate, divert, postpone, or delay any flight or the right of carriage and determine if any departure or landing should be made. In such event, liability is limited to (1) refund, in the original form of payment and in accordance with involuntary refund rules, any unused portion of the ticket, and (2) any liability provided by the Montreal Convention, subject to the terms, limitations, and defenses set forth in the Montreal Convention.

As used in this rule "force majeure event" means:

(1) Any condition beyond AA'S control (including, but without limitation, meteorological conditions, acts of god, riots, civil commotion, embargoes, wars, hostilities, disturbances, or unsettled international conditions), actual, threatened or reported or because of any delay, demand, circumstances or requirement due, directly or indirectly, to such condition; or

(2) Any strike, work stoppage, slowdown, lockout or any other labor - related dispute involving or affecting AA'S service; or

(3) Any government regulation, demand, or requirement; or

(4) Any shortage of labor, fuel, or facilities of AA or others; or

(5) Any fact not reasonably foreseen, anticipated, or predicted by AA.

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

(5) Notwithstanding the provisions of this rule, AA will not accept for any purposes under this rule

passenger tickets or related transportation documents issued by any carrier which is in substantial default of its interline obligations or which voluntarily or involuntarily has become the subject of bankruptcy proceedings (the "defaulting carrier").

Exception 1: In the event of a termination of an interline traffic agreement between AA and another carrier, AA'S practices under this rule with respect to such other carrier's tickets shall not apply to any tickets of such other carrier issued after the termination of the interline agreement.

Exception 2: In the event of a strike or work stoppage which causes any cancellation or suspension of operations of any other carrier, the provisions in (c) above will not apply with respect to passengers holding tickets for transportation on that carrier.

(6) Service charge

AA will assess a service charge of USD 100.00/CAD 150.00 per ticket, for voluntary rerouting changes requested by a passenger which will require reissuance/revalidation of a ticket under the following conditions: AA/AB/AY/BA/CX/HG/IB/JJ/JL/KA/LA/MH/QF/QR/RJ/S7/UL/US/XL/4M or a codeshare flight operated by AA is not included in the itinerary from the point at which the rerouting takes place.

(d) Involuntary revised routings

If, at time of departure, AA cancels a flight, fails to operate according to schedule, fails to stop at a point to which the passenger is destined or is ticketed to stop over, substitutes a different type of equipment or class of service, denies boarding to a passenger holding a confirmed reservation because there is insufficient space on the flight to accommodate him, induces a passenger to surrender voluntarily his confirmed reserved space so that another passenger is not denied boarding involuntarily, or removes or refuses passage to a passenger in accordance with rule 25 (refusal to transport - limitations of carrier), carrier will either:

Note: change in schedule does not include fare majeure events as defined in rule 80(c)(4)(b).

(1) Carry the passenger on another of its passenger aircraft on which space is available without additional charge regardless of the class of service; or

(2) Endorse to another carrier or other transportation service, the unused portion of the ticket for purposes of rerouting; or

(3) Reroute the passenger to the destination named on the ticket or applicable portion thereof by its

own or other transportation services; and, if the fare, excess baggage charges, and any applicable service charge for the revised routing or class of service is higher than the refund value of the ticket or applicable portion thereof as determined by rule 90 (refunds), carrier will require no additional payment from the passenger, but will refund the difference if it is lower; or

Exception: AA will reroute the passenger as provided above, but without stopover at any point on the rerouted portion of the trip.

(4) (a) Transport the passenger on another economy class flight on which space is available, or

(b) Transport the passenger to the destination shown on its portion of the ticket on AA'S next first class flight on which space is available, at no additional fare, if so doing will provide an earlier arrival than the next economy class flight on which space is available.

(5) Make involuntary refund in accordance with rule 90(d)(refunds - involuntary).

(E) Missed connections

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

(F) Free baggage allowance

An involuntarily rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a first class flight to a business/economy/tourist class flight and is entitled to a fare refund.

(G) Notwithstanding any other provision of this tariff, AA reserves the right to refuse to honor flight coupons of another carrier for free transportation or, flight coupons of another carrier restricted to online only transportation of such other carrier.

(H) In the event of a termination of an interline traffic agreement between AA and another carrier, AA'S practices under this rule with respect to such other carrier's tickets shall not apply to any tickets of such other carrier issued after the termination of the interline agreement.

Cancelled

(I) The provision of services in addition to those specifically set forth in this rule to all or some passengers shall not be construed as a waiver of AA'S rights. Neither shall any delay on the part of AA in exercising or enforcing its rights under this rule be construed as a waiver of such rights.

Rule 87 Denied Boarding Compensation

(A) Denied boarding (U.S.A./Canadian flight origin)
when there is an oversold AA flight that originates in the U.S.A./Canada, the following provisions apply:

(1) Request for volunteers
AA will request passengers who are willing to relinquish their confirmed reserved space in exchange for compensation in an amount determined by AA in the form of a travel credit (including but not limited to a Travel Voucher or Electronic Miscellaneous Document). The travel credit will be valid only for travel on AA for one year from the date of issue and will have no refund value. If a passenger is asked to volunteer, AA will not later deny boarding to that passenger involuntarily unless that passenger was informed at the time he/she was asked to volunteer that there was a possibility of being denied boarding involuntarily and of the amount of compensation to which he/she would have been entitled in that event. The request for volunteers and the selection of such person to be denied space will be in a manner determined solely by AA.

(2) Boarding priorities
If a flight is oversold, no one may be denied boarding against his/her own will until AA or other carrier personnel first ask for volunteers who will give up their confirmed reserved space willingly in exchange for compensation as determined by AA. If there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with AA's boarding priority. AA will not involuntarily remove a revenue passenger who has already boarded in order to give a seat to another passenger.

(a) Passengers who are qualified individuals with disabilities and their service animal or travel assistant, unaccompanied minors under the age of 18 years, or minors between the ages of 5 to 14 years who use the unaccompanied minor service, and for Canada departures only, families traveling together, will be the last to be involuntarily denied boarding if it is determined by AA that such denial would constitute a hardship.

(b) The priority of all other confirmed passengers may be determined based on a passenger's fare class, itinerary, status of frequent flyer program membership, whether the passenger purchased the ticket under select AA corporate travel agreements, and the time in which the passenger presents him/herself for check-in without advanced seat assignment.

(3) Transportation for passengers denied boarding

When AA is unable to provide previously confirmed space due to an oversold flight, AA will provide transportation to such passengers who have been denied boarding whether voluntarily or involuntarily in accordance with the provisions below.

(a) AA will transport the passenger on its own flight to the destination without stopover on its next flight on which space is available at no additional cost to the passenger, regardless of class of service.

(b) If space is available on another carrier's flight regardless of class of service, such flights may be used upon AA's sole discretion and the passenger's request at no additional cost to the passenger only if such flight provides an earlier arrival than the AA flight offered in (3)(a) above.

(4) Compensation for passengers denied boarding involuntarily

(a) For passengers traveling between points within the United States, subject to the exceptions in section (d) below, AA shall pay compensation to passengers denied boarding involuntarily from an oversold flight at the rate of 200% of the fare to the passenger's first stopover or, if none, destination, with a maximum of $1075.00 USD if AA offers alternate transportation that, at the time the arrangement is made, is planned to arrive at the passenger's destination or first stopover more than one hour but less than two hours after the planned arrival time of the passenger's original flight; and AA shall pay compensation to passengers denied boarding involuntarily from an oversold flight at the rate of 400% of the fare to the passenger's first stopover or, if none, destination with a maximum of $2150.00 USD. If AA offers alternate transportation that at the time the arrangement is made, is planned to arrive at the passenger's destination or first stopover more than two hours after the planned arrival time of the passenger's original flight.

(b) For passengers traveling from the United States to a foreign point, subject to the exceptions in section (d) below, AA shall pay compensation to passengers denied boarding involuntarily from an oversold flight originating at a U.S. airport at the rate of 200% of the fare to the passenger's first stopover or, if none, destination, with a maximum of $1075.00 USD if AA offers alternate transportation that, at the time the arrangement is made, is planned to arrive at the passenger's destination or first stopover more than one hour but less than four hours after the planned arrival time of the

passenger's original flight; and AA shall pay compensation to passengers denied boarding involuntarily from an oversold flight at the rate of 400% of the fare to the passenger's first stopover or, if none, destination with a maximum of $2150.00 USD. If AA offers alternate transportation that at the time the arrangement is made, is planned to arrive at the passenger's destination or first stopover more than four hours after the planned arrival time of the passenger's original flight,

(c) For passengers traveling from Canada to a foreign point, subject to exceptions in section (d) below, AA shall pay compensation to passengers denied boarding involuntarily from an oversold flight originating at a Canadian airport as follows: $900.00 CAD if the passenger reaches their final destination within six hours of the time stated on the original ticket; $1800.00 CAD if the passenger reaches his final destination between six and nine hours of the time stated on the original ticket; and $2400.00 CAD if the passenger reaches his final destination more than nine hours after the time stated on the original ticket.

(d) Exceptions: A passenger denied boarding involuntarily from an oversold flight shall not be eligible for denied boarding compensation if:

(i) The flight is cancelled.

(ii) The passenger holding a ticket for confirmed reserved space does not comply fully with the requirements in this contract of carriage requirements regarding ticketing, check-in, reconfirmation procedures, and acceptance for transportation;

(iii) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger because of substitution of equipment of lesser capacity when required by operational or safety reasons; or, on an aircraft with a designed passenger capacity of 60 or fewer seats, the flight for which the passenger holds confirmed reserved space is unable to accommodate that passenger due to weight/balance restrictions when required by operational or safety reasons;

(iv) The passenger is offered accommodations or is seated in a section of the aircraft other than that specified on his/her ticket at no extra charge, provided, if a passenger is seated in a

section for which a lower fare applies, the passenger will be entitled to a refund applicable to the difference in fares;

(v) The passenger is accommodated on alternate transportation at no extra cost to the passenger, which, at the time such arrangements are made, is planned to arrive at the airport of the passenger's next stopover (if any), or at the airport of the destination, not later than 1 hour after the planned arrival time of the flight on which the passenger held confirmed reserved space; or

(vi) The passenger is an employee of AA or of another carrier or other person traveling without a confirmed reserved space; or

(vii) The passenger does not present him/herself at the loading gate for boarding at least 10 minutes prior to scheduled domestic departures, and 30 minutes prior to scheduled international departures. See Rule 60 for additional information regarding boarding cut-off times.

(e) Payment time and form for passengers travelling between points within the United States or from the United States to a foreign point

(i) Compensation in the form of a travel credit or check will be made by AA on the day and at the place where the failure to provide confirmed reserved space occurs. However, when AA has arranged, for the passenger's convenience, alternate transportation that departs before the payment to the passenger under this provision can be prepared and given to the passenger, the payment shall be sent by mail or other means to the passenger within 24 hours after the time the denied boarding occurs.

(f) Payment time and form for passengers departing Canada

(i) Compensation in the form of a check will be made by AA prior to the next scheduled departure time for passengers if possible, but in all cases compensation will be provided within 48 hours after the failure to provide confirmed reserved space occurs.

(5) Limitation of liability

If AA's offer of compensation pursuant to the above provisions is accepted by the passenger, such payment will constitute full compensation for all actual or anticipatory damages incurred or to be incurred by the passenger as a result of AA's failure to provide the passenger with confirmed reserved space. If AA's offer of compensation pursuant to the above provisions is not accepted, AA's liability is limited to actual damages proved not to

exceed $1550.00 USD or $1550.00 CAD per ticketed passenger as a result of AA’s failure to provide the passenger with confirmed reserved space. Passenger will be responsible for providing documentation of all actual damages claimed. AA shall not be liable for any punitive, consequential or special damages arising out of or in connection with AA's failure to provide the passenger with confirmed reserved space.

(B) Denied boarding non-U.S.A./Canada flight origin where there is an oversold AA flight that originates outside the U.S.A./or Canada, no compensation will be provided except where required by local or international laws regulating oversold flights.

Rule 90 Refunds

(A) General

Refund by AA for an unused ticket or portion thereof, will be made in accordance with the following conditions:

(1) AA will refuse refund on a ticket which has been presented to government officials of a country or to AA as evidence of intention to depart therefrom unless the passenger establishes to AA's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.

(2) AA shall make refunds through its accounting offices where required.

(B) Currency

All refunds will be subject to government laws, rules, regulations, or orders of the country in which the ticket was originally purchased. Refunds will be made subject to the following provisions:

(1) Refunds will be made in the currency in which the fare was paid, or in the lawful currency of the country in which the customer's financial institution resides provided refund in such currency is not prohibited by local governmental exchange control regulations.

Note: Despite the foregoing provisions, AA reserves the right to refuse to make any refund authorized by this tariff in a currency other than that used in the purchase of the ticket to be refunded or at a place other than that at which payment for such ticket was made.

Note: AA is not responsible for the rate of exchange used by a customer's financial institution.

(C) Person to whom refund is made

AA will refund in accordance with this rule to the purchaser, except as provided below:

(1) Person named as the passenger on the ticket

a. Tickets purchased with an AA travel credit such as a voucher, EMD, or MCO

b. Tickets purchased with cash or check

(2) Subscriber against whose account the ticket was charged

a. Tickets purchased under a Universal Air Travel Plan

(3) The government agency that issued the transportation request

a. Tickets issued against a transportation request issued by a government agency

(4) If, at the time of application for refund, evidence is submitted that the travel agent has made refund to its client, such refund will be made directly to the travel agent.

(5) In the event of death of the passenger prior to the date of ticketed travel, tickets issued at non-refundable fares will be refunded to the original form of payment upon request. In the event the original form of payment is cash or check or the refund is denied by

the processing financial institution, AA will issue the refund to the deceased passenger's estate.

(6) In the event a refund is denied by the processing financial institution, AA will attempt to issue the refund via alternate means to the purchaser or the person named as the passenger on the ticket.

(D) Involuntary refunds

(1) For the purpose of this paragraph, the term "involuntary refund" shall mean any refund made in the event the passenger who is both ticketed and holding confirmed space for the same flight(s) is prevented from using the transportation provided because of:

(a) A cancellation of flight

(b) A change in schedule made by AA more than 72 hours before the scheduled departure time that results in a change in ticketed departure time by:

(i) 3 or more hours for travel wholly within the United States

(ii) 4 or more hours for all other travel

(c) A downgrade in class of service by AA

(d) Missed connections

(e) Postponement or delay of flight made by AA within 72 hours of scheduled departure that results in a change of 90 minutes or more in ticketed departure time or,

(f) A flight number change

(g) An increase in number of connections

(h) Changes in origination and/or destination airports by AA

(2) Amount of involuntary refunds

The amount of involuntary refunds will be as follows:

(a) When no portion of the trip has been made, the amount of refund will be an amount equal to the fare, taxes, and carrier-imposed fees applicable to the ticket issued to the passenger less any taxes which are required by the government to be remitted at the time the ticket purchase is made.

(b) When a portion of the trip has been made, the amount of refund will be an amount equal to the value of the unused fare, applicable taxes, and carrier-imposed fees less any taxes which are required by the government to be remitted at the time the ticket purchase is made.

Exception 1: AA will make no refund:

When the destination designated on the passenger's ticket is:	and the flight on which passenger is being transported, terminates at:
BWI	IAD/DCA
IAD	BWI/DCA
DCA	BWI/IAD
BUR	LAX/LGB/ONT/SNA
LAX	BUR/LGB/ONT/SNA
LGB	LAX/BUR/ONT/SNA
ONT	LAX/LGB/BUR/SNA
SNA	LAX/LGB/BUR/ONT
FLL	MIA

MIA	FLL
SFO	SJC
SJC	SFO
EWR	JFK/LGA
JFK	LGA/EWR
LGA	EWR/JFK
IAH	HOU
HOU	IAH
DAL	DFW
DFW	DAL

Exception 2: When a passenger holding a ticket for carriage for a higher class of service between an origin and a destination is required by AA to use a lower class of service for any portion of such carriage, the amount of the refund will be the difference between the original fare and the fare for the cabin flown on the affected segment or a refund value designated by local laws.

(3) Ancillaries

For the purpose of this rule, “ancillaries” means any optional service related to air travel provided by American Airlines, for a fee, beyond passenger air transportation. This includes but is not limited to checked baggage, seat assignments, Wi-Fi, and priority boarding.

For the purpose of this paragraph, “non-refundable taxes” means any tax, VAT or other, which is required by the government to be remitted after a specified time period has passed, even if the fare is unused.

(a) When no portion of the trip has been made, the amount of refund will be an amount equal to the total amount paid for all ancillaries less any non-refundable taxes.

(b) When a portion of the trip has been made, the amount of refund will be an amount equal to the total amount paid for all unused ancillaries less any non-refundable taxes.

(E) Voluntary refunds

(1) For the purpose of this paragraph, the term “voluntary refund” shall mean any refund of a ticket or portion thereof other than an involuntary refund as defined in paragraph (D) above.

(2) Amount of voluntary refund

The amount of voluntary refund will be as follows:

(a) When no ticket coupons have been used, the amount of refund will be an amount equal to the fare, any applicable taxes, and carrier-imposed fees less any taxes which are required by the government to be remitted at the time the ticket purchase is made.

(b) When any ticket coupons have been used, the amount of refund will be the difference, if any, between the fare, taxes and carrier-imposed fees paid and the fare, taxes, and carrier-imposed fees applicable for the portion of transportation

used less any taxes which are required by the government to be remitted at the time the ticket purchase is made.

(c) Any applicable administrative service charge or cancellation fee will be deducted from the refund amount in (a) or (b) above.

(d) For tickets issued with nonrefundable fares, where the nonrefundable fare is not being refunded, any surcharge /Q/ or carrier-imposed fee /YQ YR/ that has been collected as part of the nonrefundable fare will be nonrefundable.

(e) For nonrefundable tickets, upon request, American will refund taxes and fees not imposed by the airline, collected at the time of sale of nonrefundable tickets that are not used for travel, as follows:

(i) Taxes or fees will be refunded if the airline's obligation to remit the tax or fee depends upon use of the ticket for travel.

(ii) Taxes or fees will not be refunded if the airline's obligation to remit the tax or fee arises by virtue of its collection of the tax or fee (as opposed to actual travel by the passenger). All taxes and fees imposed by the United States government fall within this category.

Note: If a tax only refund is made, the remaining value of the ticket will be forfeited by the passenger in which case can no longer be used as a credit for future travel.

(3) Ancillaries

Ancillaries are non-refundable. No refund will be made for the purchase of ancillaries.

(F) In the event of a termination of an interline traffic agreement between AA and another carrier, AA's practices under this rule with respect to such other carrier’s tickets shall not apply to any ticket of such other carrier issued after the termination of the interline agreement.

(G) Refund Validity

Refund requests must be made within the validity period of the ticket which is being submitted for refund. Any ticket that is submitted for refund after it has expired will not be refunded (see Rule 65 Tickets).

(H) AA is not responsible for refunds involving AA flights fares issued on other airline tickets. Refund requests must be submitted to the original issuing carrier who collected the funds for said ticket.

(A) Amenities/Services

(1) Lodging

Passenger will be provided one night's lodging, or a maximum allowance for one night's lodging as established by each location, when an AA flight on which the passenger is being transported is diverted to an unscheduled point and the delay at such point is expected to exceed six hours during the period 10:00 p.m. to 6:00 a.m. Passengers traveling to/from Canada will be provided one night's lodging, when an AA flight on which the passenger is being transported has a schedule irregularity lasting over eight hours or overnight.

Exception: Hotel accommodations will not be furnished:

(aa) To a passenger whose trip is interrupted at a city which is his/her permanent domicile, or

(bb)

Column 1 When the destination designated on the ticket is:	Column 2 and the flight on which the passenger is being transported is diverted to:
Baltimore, Md	Washington, DC (Dulles/National Airport)
Burbank, CA	Los Angeles, CA
Burbank, CA	Ontario, CA
Burbank, CA	Long Beach, CA
Burbank, CA	Santa Ana, CA
Dallas Love Field, TX	Dallas/Ft. Worth International, TX
Dallas/Ft. Worth International, TX	Dallas Love Field, TX
Ft. Lauderdale, FL	Miami, FL
Houston International, TX	Houston Hobby, TX
Houston Hobby, TX	Houston International, TX
Long Beach, CA	Burbank, CA
Long Beach, CA	Los Angeles, CA
Long Beach, CA	Ontario, CA
Long Beach, CA	Santa Ana, CA
Los Angeles, CA	Burbank, CA
Los Angeles, CA	Long Beach, CA
Los Angeles, CA	Ontario, CA
Los Angeles, CA	Santa Ana, CA
Miami, FL	Ft. Lauderdale, FL
Newark, NJ	New York, NY
Oakland, CA	San Francisco, CA
Oakland, CA	San Jose, CA
Ontario, CA	Burbank, CA
Ontario, CA	Long Beach, CA

Ontario, CA	Los Angeles, CA
Ontario, CA	Santa Ana, CA
San Francisco, CA	Oakland, CA
San Francisco, CA	San Jose, CA
San Jose, CA	Oakland, CA
San Jose, CA	San Francisco, CA
Santa Ana, CA	Burbank, CA
Santa Ana, CA	Los Angeles, CA
Santa Ana, CA	Ontario, CA
Santa Ana, CA	Long Beach, CA

Washington, DC (Dulles/National Airport)	Baltimore, MD
Washington, DC (Dulles Airport)	Washington, DC (National Airport)
Washington, DC (National Airport)	Washington, DC (Dulles Airport)

(2) Ground transportation:
When the destination shown on the passenger's ticket is a point shown in column 1 of paragraph (1), (exception), subparagraph (bb) and the flight on which the passenger is being transported is diverted to a point in column 2 of paragraph (1), (exception), subparagraph (bb), AA will provide ground transportation to the original destination airport.

(3) Extraordinary circumstances: AA will provide such amenities as are necessary to maintain the safety and/or welfare of certain passengers such as invalids, unaccompanied children, the elderly or others to whom such amenities will be furnished consistent with special needs and/or circumstances.

(B) Liability of carrier
Except to the extent provided in this rule, AA shall not be liable for failing to operate any flight according to schedule or for changing the schedule of any flight, with or without notice to the passenger.

Rule 116 Baggage Regulations†Δ

(A) Definitions

The following are definitions of terms as used in this rule.

B-4 bag	A suitcase type handbag made of canvas with leather and metal bindings and fittings and with expandable canvas compartments on the two sides of the bag.
Box	A six-sided container of any size, constructed of cardboard, wood, plastic or metal which is either square, rectangular or cylindrically shaped and is not normally used for the transportation of items associated with air travel.
Duffel Bag	A canvas cylindrically shaped bag, folded and fastened at one end.
Garment Bag	A soft sided or rigid bag used for displaying garments upright and may have maximum outside linear dimensions that exceed 62 in (158 cm) but do not exceed 100 in (254 cm).
Oversize	A piece of baggage whose maximum size is outside linear dimensions exceed 62 in (158 cm)
Over-weight	A piece of baggage whose weight exceeds 50 lbs. (23 kg)
Sea Bag	A canvas cylindrically shaped bag, closed at one end by means of draw ropes.

(B) General conditions of acceptance

(1) Except as otherwise provided in the Rule, AA will, upon presentation by a fare paying passenger of a valid ticket(s) covering transportation over the lines of AA, or over the lines of AA and one or more other participating Carriers, check personal property which is tendered by the passenger for transportation as baggage, subject to the conditions specified below.

(2) AA will accept for transportation as baggage, such personal property as is necessary or appropriate for the wear, use comfort, or convenience of the passenger for the purpose of the trip, subject to the following conditions:

(a) AA has the right, but not the obligation, to verify in the presence of the passenger the contents of his baggage, and in the case of

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 116 are effective November 26, 2026, pursuant to Order No. 2021-A-3.

Δ Tracked changes applicable to/from the United States and annotated throughout the entirety of Rule 116 are effective November 26, 2026, pursuant to Docket OST-1997-2050.

unaccompanied baggage, to open and examine such baggage whether or not the passenger is present. The existence or exercise of such right shall not be construed as an agreement, express or implied, by AA to carry such contents as would otherwise be precluded from carriage.

(b) AA will refuse to transport or remove at any point baggage that the passenger refuses to submit for inspection.

(c) AA has the right to refuse to transport baggage on any flight other than the one carrying the passenger.

(d) AA may refuse to accept property for transportation whose size, weight or character renders it unsuitable for transportation in the particular aircraft which is to transport it; which cannot be accommodated without harming or annoying passengers; or which is suitably or adequately packaged to withstand ordinary handling, see FRAGILE/PERISHABLE.

(e) Checked baggage will be carried in the same aircraft as the passenger unless such carriage is deemed impractical by AA, in which event AA will carry the baggage on the next preceding or subsequent flight on which space is available.

(f) Conditions and limitations or restrictions for the acceptance of baggage which are applicable to AA as outlined in this tariff apply to AA local travel and to AA in conjunction with other participating carriers under AA governed interline travel. Passengers on codeshare flights operated by another carrier may also be subject the charges and fees imposed by the operator carrier.

(3) The suitability of baggage, as to weight size and character, to be carried in the passenger compartment of the aircraft will be determined by the carrier.

(4) AA will not be obligated to carry baggage until the passenger has paid all applicable charges or has complied with credit arrangements established by AA.

(5) No article, other than assistive devices, duffel bags, sea bags, or B-4 bags, sporting equipment (SPORTING EQUIPMENT below), live animals, or cabin baggage, will be accepted for transportation if it weighs more than 100 pounds, or the sum of the greatest outside length plus the greatest outside height plus the greatest outside width exceeds 115 inches. The greatest single dimension may not exceed 75 inches. Items that exceed the maximum allowable size and weight will not be accepted as checked baggage. Contact Air Cargo for shipping rates.

(6) Dangerous, Damageable or unsuitable baggage
Passenger must not include in his baggage articles which are likely to endanger the aircraft, persons, or property, which are likely to be damaged by air carriage or which are unsuitable packed, or the carriage of which is forbidden by any applicable laws, regulations or orders of any state to be flown from, into, or over. If the weight size or character of baggage renders it unsuitable for carriage on the aircraft, AA, prior to or at any stage of the journey, will refuse to carry the baggage.
The following articles will be carried as baggage only by arrangement and with the prior consent of AA, in accordance with AA's regulations:
(a) Explosives, munitions, corrosives and articles which are easily ignited.
(b) Liquids
(c) Live animals, (other than pets), service animals, dogs trained to detect explosives or drugs and dogs trained for search and rescue.
(d) Photoflash Bulbs, when appropriately marked and contained in the original package of the manufacturer.
(e) Compressed Gases, (flammable, non-flammable and poisonous); Corrosives (such as acids and wet batteries); flammable liquids and solids (such as matches, lighter fuels, rubbing alcohol); Oxidizing materials; Poisons; Radioactive materials; and other restricted articles (such as mercury, magnetic materials, offensive or irritating material).

(C) Interline baggage acceptance
(1) Applicability
Paragraph (C) of Rule 116 is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in US or Canada.
It establishes how the carrier will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.
(2) General
For the purposes of interline baggage acceptance:
(a) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.
(b) 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.
(3) Baggage rule determination by selecting carrier 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, the Department of Transportation, 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.

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.

(4) Baggage rule application by participating carrier

Where the carrier is not the selected carrier on an interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued, the carrier will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.

(5) Disclosure of baggage rules

Summary Page at the end of an Online Purchase and E-Ticket Disclosure

(a) 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 (b) below. The disclosed information will reflect the baggage rules of the selected carrier.

(b) The carrier will disclose the following information:

(i) name of the carrier whose baggage rules apply;

(ii) passenger's free baggage allowance and/or applicable fees;

(iii) size and weight limits of the bags, if applicable;

(vi) 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);

(v) existence of any embargoes that may be applicable to the passenger's itinerary; and,

(iv) application of baggage allowances and

charges (i.e. whether they are applied once per direction or if they are applicable at each stopover point).

(6) 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).

(D) Carry-on baggage

(1) When baggage is carried on board the aircraft, it must be retained in the passenger's custody and safely secured in either the overhead bin or under the seat stowage area. A maximum of one carry-on bag is permitted in addition to one personal item. A personal item includes a purse, briefcase, laptop bag or similar item not to exceed 40 linear in/101 linear cm. AA may place additional limits on carry-on baggage based on the stowage capacity of a specific aircraft. If government regulations are more, such restrictions shall apply.

(2) Carry-On baggage can include, but is not limited to suitcases, small duffels or sports bags, shopping bags or camera bags. the dimensional measurement of the one carry-on bag shall not exceed 45 linear in./115 linear cm. Carry-on baggage that does not meet AA's size or limitation requirements will be checked.

(3) Additional items allowed above and beyond items listed in paragraph (B) include: Coats or wraps; book or newspaper; bistro sized or smaller bag of food that is consumable; approved safety seat for lap or ticketed child (may be checked); pillow or blanket; duty free items; diaper bag for lap or ticketed child umbrella stroller for lap or ticketed child; assistive devices for passengers such as wheelchairs, walkers, portable oxygen concentrator and CPAP machines, etc.

(E) Checked baggage

(1) Nothing contained in this tariff shall entitle a passenger to have his baggage checked on a journey for which AA does not offer facilities for checking of baggage.

(2) Upon delivery to AA of the baggage to be checked, AA will insert in the ticket the number of pieces and weight of the checked baggage (which act shall constitute the issuance of the baggage check; in addition AA will issue for identification purposes only, a baggage (claim) tag for each piece of baggage so delivered and covered by the baggage check. All checked baggage must be properly packed in suitcases or similar containers in order to ensure safe carriage with ordinary care in handling. Fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables will not be accepted as checked baggage.

(3) Baggage must be checked at the airport location

designated by AA and in advance of flight departures time as prescribed by AA. Advance time limit for baggage check-in for flights originating in airports outside the United States or flights departing the United States for and international destination is 60 minutes prior to scheduled flight departure time except the following departure cities:

Departure From	Cutoff time for baggage check-in
Amsterdam, Netherlands (AMS)	75 minutes
Anguilla (AXA)	90 minutes
Aruba (AUA)	75 minutes
Athens, Greece (ATH)	75 minutes
Auckland, New Zealand (AKL)	75 minutes
Barcelona, Spain (BCN)	75 minutes
Brisbane, Australia (BNE)	75 minutes
Buenos Aires, Argentina (EZE)	75 minutes
Copenhagen, Denmark (CPH)	75 minutes
Caracas, Venezuela (CCS)	90 minutes
Dehli, India (DEL)	75 minutes
Dublin, Ireland (DUB)	75 minutes
Frankfurt, Germany (FRA)	75 minutes
Georgetown, Guyana (GEO)	90 minutes
Lisbon, Portugal (LIS)	75 minutes
Madrid, Spain (MAD)	75 minutes
Maracaibo, Venezuela (MAR)	90 minutes
Milan Malpensa, Italy (MXP)	75 minutes
Munich, Germany (MUC)	75 minutes
Naples, Italy (NAP)	75 minutes
Nice, France (NCE)	75 minutes
Paris, France (CDG)	75 minutes
Rome, Italy (FCO)	75 minutes
St. Croix, U.S. Virgin Islands (STX)	90 minutes
St. Thomas, U.S. Virgin Islands (STT)	90 minutes
Tel Aviv, Israel (TLV)	75 minutes
Zurich, Switzerland (ZRH)	75 minutes

(4) The passenger's name must appear on the baggage. AA will supply baggage identification labels free of charge.

(5) Baggage will not be checked:
   (a) To a point that is not satisfied on the passenger's ticket
   (b) Beyond the passenger's next point of stopover or, if there is no stopover, beyond the destination designated on the ticket.
   (c) Beyond a point on which the passenger wants to reclaim the baggage or any portion thereof.
   (d) Beyond a point to which all applicable charges have been paid.
   e) Beyond a point at which the passenger is to transfer to a connecting flight, if that flight is scheduled to depart from an airport different from the one at which the passenger is scheduled to arrive.

(6) Live animals will not be checked beyond a point of transfer to another carrier.

(7) In addition to article listed in sporting equipment, the following items are allowed in lieu of a standard checked baggage. If in excess, see excess, oversize, or overweight baggage charges.

(8) Boxes may be accepted as part of the checked baggage allowance subject to allowances and charges.

Exception: No boxes will be accepted as checked baggage during embargo periods. See embargo restrictions.

Note: The exceptions do not apply to Bicycle, garment bags or musical instruments boxes.

(F) Standard baggage allowance - adult

(See also Standard Baggage Allowance-Military, and standard baggage allowance - Child/Infant for exceptions.) (See embargo restrictions for year round and seasonal allowance exceptions.)

Where two or more passengers travelling as one party to a common destination or point of stopover by the same flight, present themselves and their baggage for traveling at the same item time and place, they shall be permitted a total free baggage allowance equal to the combination of their individual free baggage allowances. See oversize, or overweight baggage charges below for acceptance and charges for baggage that exceeds 50 lbs./23 kg and 62 ins/153 cm not included in the following allowances:

1) Cuba baggage allowance:

Cabin	Number of bags	Charge per bag
First/Business	1-2***	No Charge
	3-5	USD/CAD 200
Premium Economy	1-2**	No Charge
	3-5	USD/CAD 200
Economy	1**	No Charge
	2*****	USD/CAD 200****
	2	USD/CAD 150****
	3-5	USD/CAD 200
Basic Economy	1**	USD/CAD 50+++
	2*****	USD/CAD 200****
	2	USD/CAD 150****
	3-5	USD/CAD 200
Main Plus US/CA To Cuba	1-2**	No Charge
	3-5	USD/CAD 200
Economy Originating Trans-Pacific and Trans-Atlantic to Cuba	1**	No Charge
	2*****	USD/CAD 200****
	2	USD/CAD 150****
	3-5	USD/CAD 200

(2) Transatlantic baggage allowance:

Cabin	Number of bags	Charge per bag
First/Business	1-2***	No Charge
	3-10	USD/CAD 200 EUR 160/GBP 145
Premium Economy	1-2	No Charge
	3-10	USD/CAD 200 EUR 160/GBP 145
Economy/Main to/from Europe/ Israel/Middle East /Africa	1**	No Charge
	2**	USD/CAD 100 EUR 90/GBP 75
	3-5	USD/CAD 200 EUR 160/GBP 145
Basic Economy to/from Qatar	1**	No Charge
	2**	USD/CAD 100 EUR 90/GBP 75
	3-5	USD/CAD 200 EUR 160/GBP 145
Basic Economy to/from Europe/ Israel/Middle East(except Qatar) /Africa	1**	USD/CAD 75 EUR 75 /GBP 70
	2**	USD/CAD 100 EUR 90/GBP 75
	3-5	USD/CAD 200 EUR 160/GBP 145
Main Plus to/from Israel/ Europe / Middle East Africa	1-2	No Charge
	3-10	USD/CAD 200 EUR 160/GBP 145
Economy	1-2	No Charge
	3-10	USD/CAD 200 EUR 160/GBP 145

(3)) Transpacific baggage allowances

Cabin	Number of bags	Charge per bag
First/Business	1-2***	No Charge
Premium Economy To/From Asia/ India	3-10	USD/CAD 200/ JPY 20000
Main Plus To/from Asia/ India	1-2	No Charge
	3-10	USD/CAD 200/ JPY 20000

Economy/Main To/from Asia/ India	1**	No Charge
	2**	USD/CAD 100/ JPY 10000
	3-10	USD/CAD 200/ JPY 20000
Basic Economy To/from Asia/ India	1**	No Charge
	2**	USD/CAD 100/ JPY 10000
	3-10	USD/CAD 200/ JPY 20000
First/Business Premium Economy To/from AU/NZ	1-2***	No Charge
	3-10	USD/CAD 200/ AUD/NZD 300
Economy/Main To/from AU/NZ	1**	No Charge
	2**	USD/CAD 100 AUD/NZD 150
	3-10	USD/CAD 200 AUD/NZD 300
Basic Economy To/from AU/NZ	1**	No Charge
	2**	USD/CAD 100/ AUD/NZD 150
	3-10	USD/CAD 200/ AUD/NZD 300
Main Plus To/from AU/NZ	1-2	No Charge
	3-10	USD/CAD 200 AUD/NZD 300

(4) North/Central/South America baggage allowances

Cabin	Number of bags	Charge per bag
First/Business within/between US/CA/PR/VI	1-2***	No Charge
	3	USD/CAD 200
	4-10	USD/CAD 200
First/Business Between US/CA/PR and MX/Caribbean/ Central America/ South America	1-2***	No Charge
	3-5	USD/CAD 200
Premium Economy within/between US/CA	1-2	No Charge
	3-10	USD/CAD 200

Cabin	Number of bags	Charge per bag
Basic Economy	1**	USD/CAD 55+++
	2**	USD/CAD 65+++
Within/between US/PR/VI	3-10	USD/CAD 200
Economy/Main/	1**	USD/CAD 50+++
	2**	USD/CAD 60+++
between US/PR/VI and CA	3-10	USD/CAD 200
Main Plus	1	No Charge
Within/between	2**	USD/CAD 60+++
US/CA/PR/VI	3-10	USD/CAD 200
Premium Economy	1-2	No Charge
Between US/CA And MX/Caribbean/ Central America/ South America	3-5	USD/CAD 200
Basic Economy to/ From	1**	USD/CAD 55
PA	2**	USD/CAD 100
	3-5	USD/CAD 200
Basic Economy to/ from Venezuela	1**	USD/CAD 70
	2**	USD/CAD 150
	3-5	USD/CAD 200
Economy/Main	1	No Charge
to/from Venezuela	2**	USD/CAD 150
	3-5	USD/CAD 200
Basic Economy to/ From South America/	1**	USD/CAD 70
Except GY/SR/VE	2**	USD/CAD 100
	3-5	USD/CAD 200
Economy/Main To/from South America/PA Excluding /GY/SR/VE	1	No charge
	2**	USD/CAD 100
	3-5	USD/CAD 200
Main Plus To/From South America/PA Excluding /GY/SR	1-2**	No Charge
	3-5	USD/CAD 200

Basic Economy	1**	USD/CAD 55+++
	2**	USD/CAD 65+++
To/from Mexico		
	3-5	USD/CAD 200
Economy/Main	1**	USD/CAD 50+++
To/from Mexico	2**	USD/CAD 60+++
	3-5	USD/CAD 200
Main Plus	1**	No Charge
To/from Mexico	2**	USD/CAD 60+++
	3-5	USD/CAD 200
Basic Economy	1	USD/CAD 50+++
To/from Haiti	2**	USD/CAD 65
	3-5	USD/CAD 200
Economy/Main	1	No Charge
To/from Haiti	2**	USD/CAD 65
	3-5	USD/CAD 200
Main Plus	1-2**	No Charge
To/From Haiti	3-5	USD/CAD 200
Basic Economy	1**	USD/CAD 55+++
To/from Caribbean	2**	USD/CAD 65+++
Including GY/SR	3-5	USD/CAD 200
Excluding CU/HT		
Economy/Main	1**	USD/CAD 50+++
To/from Caribbean	2**	USD/CAD 60+++
Including GY/SR		
Excluding CU/HT	3-5	USD/CAD 200
Main Plus to/from	1	No Charge
Caribbean	2**	USD/CAD 60+++
Including GY/SR	3-5	USD/CAD 200
Basic Economy	1**	USD/CAD 55+++
To/from Central	2**	USD/CAD 65+++
America	3-5	USD/CAD 200
Excluding PA		
Economy/Main	1**	USD/CAD 50+++
To/from Central	2**	USD/CAD 60+++
America		
Excluding PA	3-5	USD/CAD 200
Main Plus to/from	1	No Charge

Central America Excluding PA	2**	USD/CAD 60+++
	3-5	USD/CAD 200
Economy	1**	USD/CAD 50+++
	2**	USD/CAD 60+++
	3-5	USD/CAD 200

No more than 10 checked bags allowed per passenger, except a maximum of 5 checked bags accepted for travel to/from Mexico/Caribbean/Central and South America. Bags Fees may apply at each check-in location.

*****- Passengers will be charged $200 for 2nd bag, during the travel period 16Nov –15Jan

****One way and round trips originating in Cuba have a $0 first and $0 second bag fee for the outbound trip from Cuba. One-way and round trips originating outside Cuba pay the applicable first and second bag fees for the outbound journey to Cuba and pay $0 for the first and second bag on the return from Cuba

+++ A $5 discount applies to 1st and 2nd bag fees for Basic Economy/Main cabin within the 50 U.S., Puerto Rico, U.S. Virgin Islands, Mexico, Caribbean (excluding CU/HT), Central America (excluding Panama), and Guyana and a $5 discount applies to the 1st bag fee for Basic Economy to/from CU/HT for travel on American Airlines marketed and operated itineraries purchased online on aa.com or the mobile app up to 2 hours before departure.

**The following passengers will be allowed a 1st, 2nd and 3rd checked bag at no additional charge provided it falls within the size and weight limitations. These free checked bag exemptions apply on itineraries marketed and operated by American Airlines, and American Eagle, Excluding travel to/from Cuba on/after October 1,2025.

a) American Airlines AAdvantage Executive Platinum® and AAdvantage Platinum Pro® status members

b) oneworld® Emerald* status members

c) Up to 8 companions flying on the same reservation as an American Airlines AAdvantage Executive Platinum®, AAdvantage Platinum Pro® or oneworld® Emerald* status member regardless of frequent flyer status or fare type (not applicable to group bookings of 10 or more)

**The following passengers will be allowed a 1st and 2nd checked bag at no additional charge provided it falls within the size and weight limitations. These free checked bag exemptions apply on itineraries marketed and operated by American Airlines, and American Eagle.

a) American Airlines AAdvantage Platinum® status members

b) oneworld® Sapphire status members
c) Up to 8 companions flying on the same reservation as an American Airlines AAdvantage Platinum® or oneworld® Sapphire status member regardless of frequent flyer status or fare type (not applicable to group bookings 10 or more)
d) AmericanAirlines AAdvantage Executive Platinum®, Platinum Pro® or oneworld® Emerald status members and up to 8 companions traveling to/from Cuba on/after October 1, 2025
e) First, Business, and Premium Economy awards and fares

f) First and Business Class upgrades confirmed prior to bag check-in
***Flagship First class and Flagship Business Plus have a free bag allowance of 3 bags

(G) Oversize or overweight baggage charges
(See embargo restrictions for exceptions to the following requirements)
AA will accept baggage in excess of size and/or weight allowances described above upon payment of the oversize and/or overweight baggage fees specified below.
The excess fees apply upon each check-in and are cumulative, i.e., a single item of baggage may be subject to additional bag charge as well as oversize and/or overweight charge.
If a bag is both overweight and oversize, only the higher of the two fees applies.
(1) Collection of excess weight/oversize/additional piece charges is at the passenger's option, either at the point of origin for the entire journey to the final destination, or at the point of origin to the first point of stopover. When carriage is resumed, charges will be payable from the point of stopover. When carriage is resumed, charges will be payable from the point of stopover to the next point of stopover or destination.
(2) When a journey for which a through excess baggage ticket has been issued there is an increase in the amount of excess baggage carried, AA will issue a separate excess baggage ticket for such increase and collect charges to destination or stopover point, as the case may be.
(3) Size and weight restrictions of Checked Baggage
No article, other than cabin baggage, duffel bags, sea bags, B-4 bags, sporting equipment, or live animals will be accepted for transportation if the linear dimensions and/or weight exceeds:
(a) Travel within North/Central/South America - 115 in/100 lbs.
Exception: Travel to/from Cuba or Venezuela - 62 in/70 lbs.
(b) Transatlantic travel - 115 in/70 lbs.
(c) Transpacific travel - 115 in/100 lbs.
Exception: Travel to/from AU/NZ - 115 in/70

lbs.

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(4) Subject to the provisions of this rule, the charge for overweight baggage will be:

(a) Baggage over 50lbs but less than 53lbs will be charged USD/CAD 30.00/EUR 30/GBP 25 AUD 50/NZD 50/JPY 3000

Exception 1: First/Business cabin - no overweight charge on any free bag allowance

(b) Baggage over 53lbs up to 70lbs will be charged USD/CAD 100.00/EUR 90/GBP 85/AUD 150/NZD 150/JPY 10000

Exception 1: First/Business cabin - no overweight charge on any free bag allowance up to 70lb.

Exception 2: AU/NZ no overweight charge on any Free bag allowance up to 70lbs

Exception 3: Baggage over 53lbs up to 70lbs for travel to/from Cuba will be charged USD/CAD 200 / EUR 180/GBP 155/JPY 20000/AUD 300/NZD 300

Exception 4: Baggage over 53lbs up to 70lbs for travel to/from Venezuela will be charged USD/CAD 150

(c) Baggage over 70lb but not to exceed 100lb will be charged USD/CAD 200

Exception 1: Transpacific/India travel - USD/CAD 450/JPY 45000

Exception 2: Transatlantic/Cuba/Venezuela/AU/NZ travel - bags over 70 lbs will not be accepted

(5) Subject to the provisions of this rule, the charge for oversize baggage will be:

a)Each bag measuring over 62 linear inches up to 65 linear inches will be charged USD/CAD 30.00/EUR 30/GBP 25/AUD 50/NZD 50/JPY 3000 per bag.

b) Each bag measuring over 65 linear inches up to 115 linear inches will be charged USD/CAD 200.00/EUR 180/GBP 155/AUD 300/NZD 300/JPY 20000 per bag.

Exception 1: Transatlantic travel - USD 150/CAD 150/EUR 135/GBP 125 per bag.

Exception 2: To/from South America (except Guyana) - USD/CAD 150 per bag.

(H) Standard baggage allowance-military

Military ID and travel orders must be presented.

1) Active duty U.S. Military and dependents free allowances when traveling on orders allowed 5 checked bags not to exceed 100lbs/115 linear inches per bag.

2) Active duty U.S. Military free allowances for personal travel* Economy allowed 3 checked bags not to exceed 50lbs/62 linear inches per bag. First/Business allowed 3 checked bags not to exceed 70 lbs./62 linear inches per bag.

*Traveling in uniform is not required.

(I) Standard baggage allowance-child/infant

The baggage allowance for children will be as follows:

1) Travel within/between U.S. and Canada, no free baggage allowance for children

2) Lap infants-

a) Traveling within the U.S., no free baggage allowance

b) Traveling internationally, AA will issue a ticket to the infant in lap, the baggage allowance for an infant in lap passenger will be 1 checked bag free for the infant in lap with an airport agent. The bag cannot exceed 25 lbs. (11 kgs) and 22 x 14 x 9 in. (56 x 36 x23).

3) Infants/children paying 50 percent or more of an Adult fare will receive the same baggage allowances as the Adult fare.

(J) Cabin-seat baggage and charges

When a passenger requests that an item of baggage be carried in the cabin and it is determined by AA that the item is acceptable as cabin baggage but it is so fragile and/or bulky as to require the use of a seat(s), the provisions specified below will apply:

1) Cabin-seat baggage must be carried aboard the aircraft by the passenger and secured in a seat.

2) AA will charge 100 percent of the applicable adult fare. The cabin-seat baggage will not be included in determining checked baggage allowance or excess baggage charges.

(K) Embargo restrictions

1) Boxes and plastic tubs, coolers and containers will not be accepted during any embargo period.

a) For travel to/from Mexico, we do not accept boxes any time over 80 in / 203 cm

b) For travel to Cuba, the box restriction excludes one new/unused power generator per reservation.

2) Year Round Embargo - Directional travel to BLA, CAP, CCS, CMW, GYE, HAV, HOG, LIM, MAR, PAP, SCU, SNU, UIO, VRA, XSC

a) A maximum of 2 checked bags will be allowed in Economy/Business class.

b) Maximum weight per bag is 70lbs/32kgs of each bag

c) Maximum size is 62in/158cm of each bag

3) SEASONAL WINTER EMBARGO - FOR TRAVEL FROM 10Dec26 through 18Jan27.

Directional travel to: GND, KIN, SKB

4) SEASONAL WINTER EMBARGO - FOR TRAVEL FROM 15Nov26 through 11Jan27. Directional travel to: AGU, CLO, DOM, GDL, GEO, , LTO, MGA, MTY, PXM, SAL, SAP, SDQ, , STI, TAM, TRC, VER, XPL, ZCL

5) SEASONAL SUMMER EMBARGO - FOR TRAVEL FROM 24Jul27 through 13Sep27. Directional travel to: GEO, GND, KIN.

6) SEASONAL SUMMER EMBARGO - FOR TRAVEL FROM 21May27 through 13Sep27. - Directional travel to: AGU, MTY, PXM, SAL, SAP, SKB, TAM, XPL, ZCL

a) A maximum of 2 checked bags will be allowed

per customer in all cabins.

b) Maximum weight per bag is 70lbs/32kgs of each bag

c) Maximum size of 62in/158cm of each bag

7) The U.S. Federal government or department of defense, will be accepted for transportation upon payment of the excess baggage charges specified in this rule.

(L) Fragile/perishable

(1) Upon request, fragile/bulky items will be carried as cabin-seat baggage subject to the provisions in cabin seat baggage and charges.

(2) Fragile items will be accepted if they are appropriately packaged in a properly sealed factory carton which was originally intended for the shipment of the item being checked or a cardboard mailing tube or container or case designed for shipping such items and packed with protective internal material. AA may, at its discretion, accept fragile items without appropriate packaging. Such acceptance will be at the passenger's sole risk and without any liability to AA.

(M) Classes and examples of fragile and/or perishable items

The classes of items listed below are examples of what AA considers to be fragile, perishable or otherwise unsuitable as checked baggage and are subject to the conditions of acceptance set forth in fragile/perishable. This is not an exhaustive list, and AA's classification of an item shall be final.

Mechanical items (see also Precision Items)	Typewriters; sewing machines; watches; clocks; hair dryers/blowers/curlers/ setters; electric toothbrushes; Water picks; coffee pots, toasters; Calculators; turntables; phonograph records
Electronics	Television sets; cathode-ray tube devices; cell phones and phone chargers; audio and video equipment; radios (including citizen band); tape recorders; portable stereos; MP3 players, compact discs and CD players; DVDs and DVD players; Blu-ray disc and Blu-ray players; computers (desktop, laptop, netbook, tablet); Computer disks and components
Precision (Calibrated) Items	Microscopes; electron microscopes; oscilloscopes; meters; counters; polygraphs; electrographs; medical equipment, and electronic medical equipment that includes tubes and glass; other sensitive calibrated tools and equipment
Artistic	Sconces; decorative screens; items

items	of decorator stones, marble, onyx, and alabaster, vases; figurines; trophies; souvenirs; other decorator objects and curios; chess sets; paintings; drawings; statues or other sculptures; plastic; plaster of Paris molds and casts; pictures; photographs; display models; antique furniture; fish tanks; terrariums
Photographic, Cinematography Equipment	Still cameras, video cameras, lenses, flashbulbs, photoflash equipment, photometers, spectroscopes, phototubes, or other devices using sensitive tubes or plates.
Musical Instruments and Equipment	Guitars; violins and violas; organs; harps; bass viols and violas; horns; trombones; woodwinds; drums and percussion instruments; all other musical instruments; amplifiers, speakers, and any other support equipment that is not protected in carrying cases sufficient to prevent damage during the course of normal baggage handling
Glass	Glassware; crystal; mirrors; bottles and any liquids contained therein (excluding reasonable quantities of toiletries); telescopes; binoculars; barometers; glass covers on pictures; plate/window glass; stained glass; lampshades.
Paper	Advertising displays and models; business documents, mechanical drawings/documents; blueprints; historical documents; antique or other books; maps; charts; photographs (including negative, prints, portraits and slides; pinatas; items made of paper mache
Chinaware/ Ceramics/ Pottery	Ceramics; pots; bowls; crockery; dishes; glasses; earthenware and other containers or ornaments made of porcelain or clay hardened by heat.
Household Articles	Tabletops and frames; lamps; picture frames and furniture.
Toys	Dolls; stuffed animals, dollhouses; model trains, cars and airplanes.
Recreational and Sporting Goods	Tennis rackets; fishing rods; sculls; surfboards; scuba-diving masks and pressure gauges; scopes; sporting trophies such as animal horns and antlers; skin-diving gear; firearms; archery equipment; golfing equipment; model airplanes; bicycles; and backpacks, knapsacks, sleeping bags, and tents made of plastic, vinyl, or other easily torn material with

	aluminum frames, outside pockets, or protruding straps and buckles.
Overpacked Baggage	
Garment Bags	Garment bags and suit/dress covers of light, flimsy plastic or vinyl design for carrying and not for shipping
Liquor Cartons	Provided for hand carriage by duty free shops
Boxes/Sacks/ Bags	Corrugated/cardboard boxes, sacks and bags (and contents thereof) that do not have sufficient durability, a secure closure, or that do not provide sufficient protection from damage to the container and its contents
Totally unprotected items or non-luggage	Uncrated items such as child restraint devices (including car seats and strollers) and any items attached to the device, umbrellas, bag carts, and other items whose shape, material or characteristics render it susceptible to damage
Otherwise Unsuitable	Articles such as cosmetic cases, hat boxes, wig boxes
Personal Items	Dentures and retainers
Perishables	Fresh or frozen foodstuffs such as fruits, vegetables, meats, fish, poultry, bakery products and dairy products; potted plants and foliage (such as branches and blossoms of flowers), floral and nursery stock such as flowers, fruit and vegetable plants; cut flowers and foliage such as floral displays

(N) Restricted and prohibited articles

(1) Any article listed in the Department of Transportation Hazardous Materials Regulations (49 CFR 171-177); the International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air and/or the IATA Dangerous Goods Regulations will not be accepted.

(2) Limited quantities of dry ice 5.5 lbs./2.5 kgs. will be accepted for carriage in checked or carry-on baggage provided the baggage is properly vented, labeled and an accurate shipper's certificate is presented to AA.

(O) Acceptance of animals

Note: See specially trained dogs/service animals for exceptions to the following requirements.

1) Pets, limited to dogs and cats, when properly crated in leakproof containers and accompanied by valid health and rabies vaccination certificates, entry

permits and other documents required by countries of entry or transit will be accepted for carriage at the owner's risk, and subject to requirements of AA. AA may limit the number and type of pets; refuse to carry pets in any one aircraft either in the baggage or cargo compartments or in the passenger cabin; or refuse to carry pet(s) if it requires attention in transit.

2) Pets are excluded from interline transportation. This includes AA marketed codeshare flights (not including American Eagle/American Connection).

3) The animal must be harmless, inoffensive, odorless, and require no attention during transit.

4) The animal must be confined in a cage or container subject to inspection and approval by the AA prior to acceptance.

5) Acceptance is subject to the availability of space at departure time.

6) The passenger must make all arrangements and assume full responsibility for complying with any applicable laws, customs and/or governmental regulations, requirements or restrictions of the country, state or territory to which the animal is being transported.

(P) Animals in the cabin

1) AA will carry domestic cats, and dogs in the passenger compartment of the aircraft subject to conditions in acceptance of animals (O) above, the additional conditions specified below, and the charges in CHARGES (S) below.

2) Maximum number of animals and/or containers is limited to one container per passenger. Carriage of animals is limited to a maximum of 5 pet kennels in the coach compartment of the aircraft and 2 pet kennels in the first class compartment of the aircraft.
Exception 1: The EMJ equipment is limited to two containers.
Exception 2: The CRJ equipment is limited to two per passenger compartment, total of four pets.

3) Advance arrangements must be made for cabin animals.

4) The container must be stowed under the seat directly in front of the passenger and the animal must remain in the container while onboard the aircraft.

5) The container must not exceed 23 inches in length, 13 inches in width and 9 inches in height. Soft-sided pet carriers may exceed these dimensions slightly because they are

collapsible.

6) Pets in cabin will not be acceptable for flights to/from Hawaii, Argentina, Barbados, Brazil, Bolivia, Chile, Colombia, Uruguay, Venezuela, Transatlantic, or Transpacific flights.

7) The container must be leakproof.

8) The container must be ventilated on at least two sides and must permit the animal to stand in a normal manner.

(Q) Checked animals

1) No more than two containers will be accepted per fare-paying passenger as checked baggage.

2) One pet per container. Two pets per container if same species, are between eight weeks and six months old and weigh no more than 20 lbs. each.

3) Pets will be accepted as baggage only when accompanied by a passenger traveling on the same aircraft.

4) When transported in the cargo compartment the gross weight of the animal and container must not exceed 100 pounds.

5) AA reserves the right not to accept animals as checked baggage when extreme weather temperatures exist throughout AA's system in order to protect animal health and welfare.

(R) Specially trained dogs/service animals

1) AA accepts for transportation, one of the following properly harnessed animals, when it is accompanied by its handler. The animal will be permitted to accompany such passenger into the cabin, but will not be permitted to occupy a seat.

(a) A service animal (a guide dog or other animal individually trained to provide assistance to an individual with a disability) accompanying a disabled passenger

(b) Dog trained in search and rescue

(c) Dog trained in drug and explosive detection

2) The dog must have a harness and present credible documentation (identification card, markings on harnesses, tags, training certifications or other government documentation.
Exception: documentation not required of service animals accompanying a disabled passenger.

3) Any unclean or animal with disruptive behavior will be denied boarding and AA will determine where passengers and dogs or service animals accepted under this rule will be seated, for the safety and comfort of other passengers.

4) Permits and Refused Entry (applicable only to/from points outside the U.S.A.)

(a) Animals, as described above, will not be carried unless proper permits are obtained for entry into the country of territory of destination and countries or territories of transit where such permits are required and only if the evidence of possession of such permits is presented prior to reservations being made. If any country or territory on the route prohibits the entry of animals, carriage will be refused. AA will not be responsible in the event any such animal is refused entry into passage through any country or territory due to lack of proper permits or other required authorization, and the owner assumes all risk of injury to, sickness, or death of such animal that results from such refusal of entry.

(b) It should be understood also that under certain operating conditions such as long nonstop flights or on certain types of aircraft it is impracticable to carry an animal in the passenger compartments and under such conditions carriage will be refused.

(S) Charges

The pet and container will always be subject to the following charges:

(1) Animals accepted as checked baggage:

Due to flight changes, checked pets are accepted through AA Cargo.

Rates are handled through AA Cargo

(2) Animals accepted as Carry-on baggage will be charged USD 150/CAD 150 per carrier in which the animal is transported.

You can bring only one of the following additional items (but not both) on board with your pet:

(a) A personal item like a purse or small handbag

(b) A carry-on bag that meets requirements and fits in the overhead bin.

Exception: Service animals for the disabled, no charge.

(T) Sporting equipment

Equipment items listed below will be accepted as checked baggage and are subject to the conditions of acceptance and/or prescribed charges stated in this rule.

Items not properly packed in a hard-sided case will be treated as fragile items. AA is not liable if and to the extent that the damage resulted from the inherent defect, quality or vice of the baggage.

(1) Things not packed appropriately for transportation (like musical instruments or recreational/sports items) that aren't in a hard-sided case.

(2) Damage to the inside contents of a hard-sided case if the outside isn't damaged.

(3) Allowance
Unless otherwise specified, one item not to exceed 50 lb/23 kgs {and 115 in++/300 cm may be accepted in lieu of a standard item baggage.

(4) Charges
Unless otherwise specified, one item of sporting equipment is subject to the applicable excess and overweight charge for a single piece of baggage.

(5) Baggage Embargoes
Unless otherwise specified, items listed below are allowed during baggage embargoes.

Item	Restrictions
Antlers	Maximum size accepted is 70 lb/32 kgs and 115 in++/300 cm. Acceptance is subject to aircraft size and load conditions. Antlers must be as free of residue as possible. The skull must be wrapped and the tips protected. AA is not liable for damage to antlers. The passenger must make all arrangements and assume full responsibility for complying with any applicable laws, customs, and/or governmental regulations, requirements or restrictions of the county, state, or territory to/from which the antlers are being transported. $150 USD/CAD charge applies irrespective of the number of checked bags.
Archery equipment	For the purpose of this provision, one item of archery equipment will consist of one bow, one quiver, arrows, and maintenance kit. The standard bag charge plus the applicable overweight fee applies over 50 lbs/23 kg up to 70 lbs/32 kg.

Item	Restrictions
Bicycles	Maximum size accepted is 70 lb./32 kgs and 115 in/300 cm. Acceptance is subject to aircraft size and load conditions. Defined as one bicycle. Each case may contain only one bicycle. Carrier will accept non-motorized touring or racing bicycles with single or tandem seats. Bicycles must have the handlebars fixed sideways and the pedals removed or placed in a cardboard container with handlebars fixed sideways. The pedals and handlebars must be encased in plastic foam or similar materials. CO2 cartridges used to inflate tires are considered dangerous goods and will not be accepted in checked or carry-on baggage. The standard bag Charge plus the applicable overweight fee applies over 50 lbs/23 kg up to 70 lbs/32 kg.

Bowling Equipment	For the purpose of this rule, bowling equipment will consist of bowling case with up to a maximum of 3 bowling balls and shoes. AA is not liable for damage to bowling balls or bowling ball cases due to the weight and density of the items and the size of the bag. Bowling ball cleaners that contain high amounts of acetone or alcohol over 70 percent in volume are considered dangerous goods and will not be allowed in checked or carry-on baggage.The standard bag charge plus the applicable overweight fee applies over 50 lbs/23kg up to 70 lbs/32 kg.
Camping Equipment	One item of camping equipment is defined as one tent or one sleeping bag. Camping stove fuels, Sterno, matches, lighters, and flares are considered dangerous goods and will not be allowed in checked or carry-on baggage. The standard bag charge plus the applicable overweight fee applies over 50 lbs/23kg up to 70 lbs/32 kg.
Curling Equipment	One item of curling equipment is defined as a bag or case up to a maximum of 70 lbs./ 32 kgs and 115 in/300 cm containing a curling stone and a curling broom. The standard bag charge plus the applicable overweight fee applies over 50 lbs/23kg up to 70 lbs/32 kg.
Fencing Equipment	One item of fencing is defined as a bag or case up to a maximum of 70 lbs./32 kgs and 115 in/300 cm containing fencing foils, a jacket, gloves, and a mask. The standard bag charge plus the applicable overweight fee applies over 50 lbs/23kg up to 70 lbs/32 kg.

Item	Restrictions
Fishing Equipment	Maximum size accepted for the rod and reel case is 70 lbs./32 kgs and 115 in/300 cm. Acceptance is subject to aircraft size and load conditions. For the purpose of this rule, fishing equipment is defined as rods and reels (two rods, one creel,) contained in a case and one bag up to 50 lbs./23 kgs and 62 in/158 cm with fishing tackle, landing net, one pair of waders, and fishing boots. If the combined weight of all items (rod case and equipment bag) exceeds 50lbs/23kgs they will be charged as two separate items. Two pieces will count as one checked item - Fishing rod case and fishing equipment bags are charged the standard bag rate as applicable.

The standard bag charge plus the applicable overweight fee applies over 50 lbs/23kg up to 70 lbs/32 kg.

Golfing Equipment — Maximum size accepted is 70 lbs./32 kgs and 115 in/300 cm. For the purpose of this rule, golfing equipment will be defined as one golf bag with golf clubs, golf balls, golf tees, and shoes. Swing less golf club load strips are considered dangerous goods and are not allowed in checked or carry-on baggage. The standard bag Charge plus the applicable overweight fee applies over 50 lbs/23kg up to 70 lbs/32 kg.

Hang gliders — Hang gliders will not be accepted as baggage.

Hockey/ Lacrosse Cricket Equipment — Maximum size accepted is 70 lbs/32 kgs and 115 in/300 cm for the hockey/ lacrosse/cricket sticks. For the purpose of this rule, hockey/ lacrosse/Cricket equipment will consist of one equipment bag weighing up to 50 lbs/23 kgs and 62 in/158 cm plus sticks. Two pieces will count as one checked item - Equipment bag plus hockey/ lacrosse/cricket stick(s) are charged the standard checked bag rate as applicable. The standard bag charge plus the applicable overweight fee applies over 50 lbs/23 kg up to 70 lbs/32 kg if the combined weight of all items (sticks and equipment bag) exceeds 50lbs/23kgs they will be charged as two separate items.

Javelin Pole-Vaults — Javelin/pole vaults will not be accepted as baggage.

Kayaks, Boats, Sculls, Canoes — Kayaks, boats, sculls, and Canoes will not be accepted as baggage.

Oars Paddles — One pair of oars or paddles will be accepted as checked baggage up to a maximum size of 70 lbs/32 kgs and 115 in/300 cm. The standard bag charge plus applicable overweight fee applies over 50 lbs/23 kg up to 70 lbs/32 kg.

Item	Restrictions
Scuba Diving Equipment	For the purpose of this provision, one item of scuba diving equipment is defined as one scuba tank, one scuba regulator, one tank harness, one pressure gauge, one mask, one pair of fins, one snorkel,

and one safety vest.
The regulator valve must have an opening to allow for a visual inspection inside. and must be completely disconnected from the cylinder.
$150 USD/CAD charge applies irrespective of the number of checked bags
Exception: Scuba Gear without tanks allowed at the standard checked bag rate

Shooting (Sporting Firearms)

Restrictions

. Advance arrangements must be made prior to the acceptance of firearms. The customer should contact AA reservations prior to travel.
. Firearms and ammunition will only be accepted as checked baggage. Firearms must be unloaded and packed in a locked, hard sided case with the key/combination in possession of the passenger only.
. Ammunition may not exceed 11 lbs/5 kgs per container or per passenger. The container must be either manufacturer's packaging or packaging designed to carry small amounts of ammunition, constructed of wood, fiber, plastic, or metal and provide separation from cartridges. Ammunition may be checked in the piece of luggage as a firearm.
. It is the responsibility of the customer traveling to ensure that all relevant country specific import/export permits and documentation are obtained prior to travel. The customer must disclose a checked firearm at the first point of contact with an American Airlines representative.

Military or government personnel traveling on official business with proper documentation.
One item of shooting equipment is defined as

(1) One hard-sided case containing unloaded rifles (with or without scopes), shotguns, BB or pellet guns, pistols, or revolvers (there is no limit to the number of items in the case, but overweight and/or oversize fees may apply)
(2) Up to 11 pounds or 5 kilograms of ammunition (loose ammunition, magazines or clips will not be accepted)
(3) A shooting mat
(4) Noise suppressors and small shooting tools

Skate Board

Maximum size accepted is 70 lb.32 kgs and 115 in/300 cm. Skateboards less than 50 lbs/23 kgs allowed at the standards checked bag rate. The standard bag charge

plus the applicable overweight fee applies over 50 lbs/23 kg up to 70 lbs/32 kg.

Skiing (Water or Snow) Equipment	Maximum accepted size of one pair of skis or a snowboard is up to 70 lbs/32 kgs and 115 in/300 cm. One item of skiing equipment is defined as one pair of skis with poles or one snowboard and one equipment bag up to 50 lbs/23 kgs and 62 in/158 cm containing one pair of ski/snowboard boots/bindings and one helmet or life preserver. If the combined weight of all items (skis/snowboard and equipment bag) exceeds 50lbs/23kgs they will be charged as two separate items. The standard bag charge plus the applicable overweight fee applies over 50 lbs/23 kg up to 70 lbs/32 kg. Lighters or torches for applying ski wax are considered dangerous goods and are not allowed in checked or carry-on baggage.
Item	Restrictions
Surf-boards, Kite boards Wake boards	Maximum accepted size is 70 lbs/32 kgs and 115 in/300 cm.
Paddle boards, Boogie, Skim, Speed Boards	One bag or case can contain multiple. boards and will count as one checked item. Keels, kedges and/or fins must be removed or properly protected to prevent damage to other baggage.

The standard bag charge plus the applicable overweight fee applies over 50 lbs/23 kg up to 70 lbs/32 kg.

Tennis Equipment	Tennis rackets and tennis balls will be accepted.
Wind-surfing Kite-surfing	Maximum size accepted is 70 lb/32 kgs and 115 in/300 cm. Acceptance is subject to aircraft size and load conditions. Any two pieces of wind/kite surfing equipment will count as one checked item. Wind/Kite surfing equipment is defined as one windsurfing/kitesurfing board, one mast, boom and sail. Windsurfing/kitesurfing equipment will not be accepted for transportation during an excess baggage embargo period. $150 USD/CAD charge applies for every two pieces irrespective of the number of checked bags.

(U) Delivery of checked baggage by carrier:

(1) Checked baggage will be delivered to the bearer of the baggage check upon payment of all unpaid sums

due carrier under contract of carriage and upon return to carrier of the baggage (claim)tag(s) issued in connection with such baggage. AA is under no obligation to ascertain that the bearer of the baggage check and baggage (claim) tag is entitled to delivery of the baggage and carrier is not liable for any loss, damage or expense arising out of or in connection with such delivery of the baggage. Delivery will be made at destination shown on the baggage check, except as otherwise provided in subparagraph (3) below.

(2) In the event the checked baggage does not arrive on the American Airlines or American Eagle flight designated on the passenger ticket, AA will make reasonable efforts to return the baggage to the passenger within 24 hours of flight arrival time for domestic U.S. travel. Passengers should notify an AA baggage agent prior to leaving the airport that checked baggage is missing. Once the baggage is located, a local delivery company will return the bag to the local address at AA expense.

(3) AA's goal to return bags within 24 hours applies only when AA is the carrier transporting the passenger to his stopping point or final destination. Returning bags may take longer than 24 hours for international itineraries due to flight duration, frequency of flights, or Customs and Immigration procedures at the destination airport. Below are circumstances that may inhibit AA from returning bags within 24 hours:
    (a) No local name, address or phone number provided
    (b) Remote location or "unreachable" address, such as cruise ship or camping site
    (c) Change of delivery address without notification - Limited flight schedules to destination
    (d) Operational circumstances preventing AA from locating or delivering baggage within this time frame.

(4) If the provisions of paragraph (U)(1) above, are not complied with by a person claiming the baggage, AA will deliver the baggage only on condition that such person establishes to AA's satisfaction his rights, thereto, and if required by carrier such person shall furnish adequate security to indemnify AA for any loss, damage or expense which may be incurred by AA as a result of such delivery;

(5) At the request of the bearer of the baggage check and baggage (claim) tag(s), checked baggage will be at the place of departure or an intermediate stopping place upon the same condition provided for in paragraph (U)(1) above, unless precluded by government regulations, or unless time and circumstances do not permit. In delivering baggage at the place of departure or at any intermediate stopping place, Carrier shall be

under no obligation to refund any charges paid.

(6) Acceptance of baggage by the bearer of the baggage check and baggage (claim) tag(s) without written complaint at the time of delivery is presumptive evidence that the baggage and contents have been delivered in good condition and in accordance with the contract of carriage.

(7) AA will issue a refund equal to the total amount paid for the effected baggage less any non-refundable taxes if the checked baggage is not made available to pick up by the customer or delivery of the baggage is delayed beyond:

(a) 12 hours of arrival of the final ticketed flight for travel wholly within the United States

(b) 15 hour of arrival of the final ticketed flight for travel between the United States and international points when the nonstop flight between the United States and the international point is less than 12 hours or,

(c) 30 hours of arrival of the final ticketed flight for travel between the United States and international points when the nonstop flight between the United States and the international point is more than 12 hours

(V) Excess value charges (excluding assistive devices)

(1) For purposes of transportation under the Montreal Convention, a passenger may, declare a value for baggage in excess of the maximum liability of 1,288 SDR's per passenger for all checked baggage.

(2) When such a declaration is made, a charge of such excess value will be assessed at USD 5/CAD 6 per $100 or fraction thereof.

Note: A higher declared value may not be applied to money, jewelry, silverware, negotiable papers, securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications or other similar valuables.

(3) Excess valuation baggage may be checked for online travel only.

(4) Normal carrier limit of liability will be waived for substantiated claims involving loss, damage, or delay in delivery to mobility aids such as wheelchairs, walkers, crutches, scooters, and other mobility aid, when such items have been accepted into the care of the carrier as checked baggage or otherwise. The liability of carrier for substantiated claims involving the loss of, damage to, or delay in delivery of mobility aids when such items have been accepted as checked baggage or otherwise, is to be based on the cost of the repair or replacement value of the mobility aid.

(a) Delay to any mobility aid must be reported within 24 hours of the flight arrival for travel wholly within the United States and within 21 days of flight arrival for all other itineraries.
Damage to any mobility aid must be reported within 24 hours of receipt of the mobility aid for itineraries wholly within the United States and within 7 days of receipt of the mobility aid for all other itineraries.

(b) (i) Supporting documentation such as the itinerary, baggage tag number, clear pictures of any damage, evidence of purchase, model and type of the mobility aid, and any other information that may reasonably be requested by AA to identify the mobility aid and asses the credibility of the claim

(c) Reports for delay and/or damage mobility aid must be made in person at the Baggage Service Office, via phone, or online at aa.com.

(d) In the event of damage or delay to a mobility aid, AA will make reasonable efforts to provide a temporary replacement without delay.

(e) AA will arrange a repair for damaged mobility aids at its expense.

(f) If it is determined a damaged mobility aid cannot be repaired, AA will replace the mobility aid with the same or comparable model.

(W) Valuation limit of baggage (excluding assistive devices)

(1) The total declared value may not exceed USD 5,000/CAD 6,100.

(2) No baggage of any one passenger, having a declared value in excess of USD 5,000/CAD 6,100 will be accepted unless special arraignments have been made in advance, by the passenger with AA.

(X) 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.

Exception: Excess value charges will be payable only to the point to which the baggage is checked or to the point of transfer to another carrier if such point precedes the point to which baggage is checked.

(Y) Refund of charges on involuntary rerouting or cancellations

When a passenger is rerouted or their carriage cancelled, the provisions which govern the payment of additional fares or the refunding of fares shall likewise govern the payment or the refunding of excess charges.

(Z) Acceptance of in-bond baggage

Subject to advance arrangements being made with the

carrier, in-bond baggage will be subject to a USD 50/CAD 30 processing fee for each piece transported. For the purpose of this rule, in-bond baggage will be defined as baggage transported into the U.S. from a point outside the country that:

(1) Is placed in AA's custody by customs for:
    (a) Transport to the passenger's U.S. airport of destination or nearest customs facility for customs inspection, or
    (b) Transport to the passenger's U.S. port of departure from point outside the U.S., or
    (c) Export to a point outside the U.S. from the passenger's port of entry.
(2) Must remain inaccessible to the passenger.
(3) Must be delivered into custom's custody for clearance to the passenger.
(4) Normal baggage/liability rules apply.

Rule 130 Fares

Effective November 9 for travel to/from the US.

(A) General
The mileage routings or specified routings contained in this tariff shall apply only when transportation is via the Atlantic Ocean/Pacific Ocean or wholly within the Western Hemisphere on through AA fare components, or on agreed industry fares when AA performs governing carriage as described in Rule 5 of this tariff, unless otherwise prohibited by this tariff. Fares apply only for carriage from the airport at the point of origin to the airport at the point of destination, and do not include ground transfer service between airports and city centers, except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge.

(B) Fare construction definitions

(1) Round Trip
Round trip means travel from one point and return to the same point comprised of no more than two fare components, for which the same mileage surcharge and/or higher intermediate point city pair applies to both the outbound and return fare components.
Class of service, seasonality, midweek and weekend fare differences are not
considered in the application of this definition.
This definition does not apply to around the world journeys.

(2) Circle Trip
Circle trip means travel from a point and return to the same point by a continuously charged air route which does not qualify under the definition of Round Trip above; 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 without prejudice to the circle trip.

(3) One Way Trip
One way trip is any journey which, for fare calculation purposes, is not a complete round or circle trip entirely by air.

(4) Around the World Trips
Around the world trips are circle trips which apply to travel from one point and return to the same point which involves only one crossing of the Atlantic Ocean and only one crossing of the Pacific Ocean.

(5) Open Jaw Trips
An open jaw trip is travel which is essentially of a round trip nature, except that:
(a) For Single Open Jaw - the outward point of arrival and the inward point of departure are not the same, or the

outward point of departure and the inward point of arrival are not the same.

(b) For Double Open Jaw - the outward point of arrival and the inward point of departure are not the same, and the outward point of departure and the inward point of arrival are not the same.

Note: If a rule states simply "open jaw", it permits a single or a double open jaw.

(6) Side Trip

Side means a round trip, circle trip, one way or open jaw journey to and or from the same en-route point of a fare component. When a fare for a side trip is charged separately, apply the provisions of fares for round trips, circle trips, one way and open jaw trips.

(7) Special Area Definitions

Each of the following areas is considered one country, for the purpose of fare construction;

(a) Canada and U.S.A.

(b) Denmark, Norway and Sweden

(C) Applicable fares

(1) Published applicable fares between two points take precedence over any combination of fares in the same class of service that produces a higher total fare. A published fare includes a fare obtained by combining an applicable published arbitrary with a published international fare.

(2) Fares are applicable in the direction of travel except when more than one fare component is involved. For any fare component which terminates in the country of origin, the fare applicable to such fare component from the country of origin must be charged. For round trip, circle trip, and/or open jaw fares combined end-on-end with other fares, the country from which such fare(s) is charged is considered the country of origin. For a fare(s) charged on side trips, the point of fare interruption is considered as the point of origin for determining the fare directionality of the separately charged side trip components.

Exception 1: For fare components between the U.S.A./Canada or between Denmark/Norway/ Sweden returning to the country of origin, the fare from country of origin shall apply.

Exception 2: (Applicable to Open Jaw normal and special fares) For tickets originating and terminating in Europe (except for tickets with travel wholly within Europe), when the open jaw is between countries in Europe, the applicable fare for

the last fare component into the country of destination shall be the fare applicable from the country of destination.
EXAMPLE: AMS-WAS-MAD
FARE CONSTRUCTION:
AMS-WAS 1/2 RT PEX FARE
MAD-WAS 1/2 RT PEX FARE

(3) Directional fares may be used in the construction of circle trip fares. However, for the last fare component into the country of origin, the fare applicable to such fare component must be used.

(4) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with all the provisions governing travel as stated herein. If a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare. Mileage routings (see Maximum Permitted Mileage Tariff No. MPM-1, C.A.B. No. 424, NTA(A) No. 239) are applied to any published or constructed fare.

(5) The fare paid is applicable only when international travel commences in the country of the point of origin shown on the ticket, i.e. if international travel actually commences outside the country of the ticketed point of origin, the fare must be recalculated from the point where international travel actually began. For example, if a ticket is purchased at the fare for travel Athens-Frankfurt-New York, and the passenger commences travel in Frankfurt instead of Athens, the fare must be recalculated at the Frankfurt-New York level.

(6) When a PU contains fare components for which different percentages apply, the fare for each percentage component shall be calculated using the percentage applicable to that component. Fare construction checks (HIP, CTM, etc.) shall be made using the levels which result for applying such percentage.
Example
Journey A-B-C-D Children's fare:
A-C 50% of the adult fare.
A-D 50% of the adult fare.
B-C 67% of the adult fare.
B-D 67% of the adult fare.
Calculate amounts resulting from the application of the above percentages. Using these amounts apply minimum fares checks (such as HIP/CTM checks)

(7) The fare for a fare component shall be the lower amount which can be determined according to:
(a) Mileage System:
The application of the Mileage System, as described in Section (D)(4) and following in this rule, or

(b) Lowest Combination of Fares Principle:
The lowest combination of sector fares over intermediate point(s) on the itinerary, subject to applicable minimum fare checks. Fares constructed by the Lowest Combination of Fares Principle may utilize through mileage over any combination of sector fares used, even though such fares are shown separately, provided that all transportation is via the fare construction point(s).

(D) Construction of fares

(1) Combinations
Fares may be combined with other fares, provided that such fares permit the combination.

(a) Round Trips:
The fare for a round trip is the round trip fare published for the desired routing and class of service charged. If no round trip fare is published, the applicable fare is the sum of the one way fares published for the desired routing and class of service used. When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare published in other tariffs will be used to construct a round trip fare provided that:

(i) fares which, by their terms, are not combinable with other fares, must not be used in the construction of round trip fares;

(ii) No part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.

(b) Circle Trips:
The fare for a circle trip is:

(i) The sum of 50 percent of the applicable round trip fares for the class of service charged for the respective sections of the itinerary from the point of origin via the route of travel to destination that produces the lowest fare of the class of service used. If no round trip fare is published, the applicable fare is the sum of the one way fares published for the desired routing and class of service charged, and/or;

(ii) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a circle trip fare provided that:

(aa) fares which, by their own terms, are not combinable with other

fares must not be used in the construction of circle trip fares;

(bb) the most restrictive fare rule provision, as listed in rule 2 permitted combination (9) applicable to any fare used in the construction shall apply to the entire trip;

(cc) no part of the circle trip is via the services of a non-scheduled carrier or on a charter or military flight.

(c) Open Jaw Trips:

(i) Normal Fares

Travel comprising only two International fare components with a surface break(s) that, unless otherwise specified in a normal fare Rule, may be between any two points/countries in the sub-area of unit origin and/or within the same/different IATA area(s) at destination, for which the fare is assessed as a single pricing unit using half round trip fares, provided that except for travel between Areas 2 and 3, and except for travel between Area 1 and Area 3 via the Pacific, and except for travel between Area 1 and Area 3 via the Atlantic, travel must be via fares of the same global indicators to and from points of the surface break, and when the surface break is at the destination and the open jaw points are in different sub-areas or IATA Areas, the open jaw mileage must be shorter than the accumulated TPM of the longer fare component.

Note: For purposes of this provision, the following are considered tariff sub-areas:

Area 1: North America, Central America (including Panama), South America (excluding Panama), IATA Caribbean.

Area 2: IATA Europe, Africa, Middle East.

Area 3: Asia (excluding Southwest Pacific), Southwest Pacific.

(ii) Special Fares

Unless otherwise stated in the

applicable fare rule, the fare for an open jaw special fare trip is the sum of 50 percent of the applicable round trip fare for each leg of the open jaw.

Exception: Between Bahamas, Bermuda, Cayman Islands, Cuba, Dominican Republic, Haiti, Jamaica, Turks and Caicos Islands and the rest of IATA Caribbean sub-area: No special fare open jaws are permitted.

(d) Unless otherwise stated in an applicable fare rule, 50 percent of a round trip fare governed by one rule must not be combined with 50 percent of another round trip fare governed by a different rule in order to construct a different type of round or circle trip fare.

(e) Special round trip fares must not be used to construct Around-The-World fares, nor 50 percent of a round or circle trip special fare may be used to construct another type of round or circle trip special fare.

(f) When constructing open jaw or circle trip special fares involving fares with different conditions, the most restrictive conditions as described in Rule (2) Permitted Combination (9) shall govern the entire journey.

(g) Unless otherwise stated in an applicable fare rule, when combining special fares with other types of fares, the restrictive provisions of the special fare apply only to the special fare and not to any other fare when used in end-on-end combinations.

(h) Subjourney combinations (Applicable to tickets issued by and validated on AA.) A journey may be broken within a tariff sub-area, as defined in (D)(1)(c)(i)(ii)(bbb) of this rule, to form independent subjourneys, the total of which may be lower than a through fare for the same class of service. This provision applies to one way, round trip, and circle trip journeys. Additionally, for such combinations, fare rules for all fares used in a subjourney shall be validated to such subjourney separately and independently of any other subjourney, as if such subjourney were ticketed separately, provided that the combinations of subjourneys is permitted by end-on-end provisions of the fares combined. One way subjourneys may be combined end-on-end with round/circle trip subjourneys and vice versa.

(i) Combination with other fares may not be used to extend the period of validity.

(j) Partly via Air and Partly via Sea (Applicable to round trip and Around-The-World-Fares) When tickets are purchased prior to commencement of carriage for a round trip or around the world journey for combined air and sea travel, the air fare for each one way section of the air journey is 50 percent of the all year round trip fare published in this tariff and applicable between the points and via the class of service charged. A break in the round trip is permitted to allow passengers to make independent provisions for carriage by any means of transportation between airports and adjacent seaports.

(2) Combination of Arbitraries with International Fares

When combining arbitraries with international fares, the fare for such transportation will be established by combining the published arbitrary and the published international fare for the fare class applicable to the transportation. A passenger may be routed via any gateway city regardless of the point(s) used in establishing the fare, subject to the provisions of (C) above.

(3) Surface Transportation Segments

(a) Normal Fares

For tickets containing only normal fares - If the mileage for an international surface break is:

(i) Greater than the total TPMs over the routing traveled from the point origin to the point of commencement of the surface break, and

(ii) The surface break is not included in the through fare, the journey from the point of origin up to the surface break must be ticketed separately.

Exception: This does not apply to permissible surface sectors in (f) below.

(b) Surface Transportation Due to Lack of Reasonably Direct Air Service

When no reasonably direct scheduled air service is available between two points of a circle trip, a break in the circle trip may be traveled by any other means of transportation without changing the status of the circle trip.

(c) For Tickets Containing Both Air and Surface Transportation Segments.

When a journey by air is interrupted by the use of surface transportation between points not listed in sub-paragraph (f) below, the fare must be constructed by whichever of the following methods produces the lowest fare:

(i) The sum of two or more applicable one way fares.

(ii) A one way, round or circle trip fare covering all portions of the itinerary whether travelled by air or surface transportation.

(iii) A round or circle trip fare for that portion of the itinerary which meets the requirements of a round or circle trip, plus one or more one way fares for those portions not included in the round or circle trip fare.

(d) A surface break may occur on a routing fare provided both points of the surface break are on the specified routing.

(e) A through fare may not be charged over a surface sector at the point of origin of an itinerary.

(f) Permissible Surface Transportation Sectors

(i) When a fare component includes surface transportation between the following pairs of intermediate points, the mileage between such intermediate points is disregarded when computing sector mileages.

(ii) The exclusion of these mileages will not affect the status of a round or circle trip.

(iii) These sectors must not be used as points of origin/destination.

Sector	
Between	And
Alicante, Spain	Valencia, Spain
Alicante, Spain	Murcia, Spain
Almeria, Spain	Malaga, Spain
Amman, Jordan	Jerusalem, Israel
Amsterdam, Netherlands	Rotterdam, Netherlands
Amritsar, India	Lahore, Pakistan
Antwerp, Belgium	Brussels, Belgium
Arica, Chile	Tacna, Peru
Barcelona, Spain	Gerona, Spain
Barcelona, Spain	Reus, Spain
Basel, Switzerland	Mulhouse, France
Berlin, Germany	Dresden, Germany
Berlin, Germany	Leipzig, Germany
Berne, Switzerland	Geneva, Switzerland
Berne, Switzerland	Zurich, Switzerland
Bilbao, Spain	San Sebastian, Spain
Bilbao, Spain	Santander, Spain
Bilbao, Spain	Vitoria, Spain
Bologna, Italy	Florence/Pisa, Italy
Brazzaville, Congo Republic	Kinshasa, Zaire
Bremen, Germany	Hamburg, Germany
Bremen, Germany	Munster, Germany
Brownsville, United States	Matamoros, Mexico
Catania, Italy	Palermo, Italy
Ciudad Juarez,	El Paso, United

Mexico	States
Cologne, Germany	Dusseldorf, Germany
Cologne, Germany	Munster, Germany
Curitiba, Brazil	Joinville, Brazil
Cuzco, Peru	La Paz, Bolivia
Detroit, United States	Windsor, Canada
Dresden, Germany	Leipzig, Germany
Dubai, United Arab Emirates	Sharjah, United Arab Emirates
Dusseldorf, Germany	Munster, Germany
Florence, Italy	Pisa, Italy
Granada, Spain	Malaga, Spain
Guatamala, Guatamala	Tapachula, Mexico

Between	And
Guangzhou, China	Hong Kong, Hong Kong, S.A.R.
Guayaramerin, Bolivia	Porto Velho, Brazil
Hamburg, Germany	Munster, Germany
Hanover, Germany	Munster, Germany
Hanover, Germany	Hamburg, Germany
Hilo, United States	Kona, United States
Hong Kong, Hong Kong, S.A.R.	Macau, Macau S.A.R.
Iguassu Falls, Argentina	Iguassu Falls, Brazil
Jerez de la Frontera, Spain	Seville, Spain
La Coruna, Spain	Santiago de Compostela, Spain
Larnaca, Cyprus	Paphos, Cyprus
Laredo, United States	Nuevo Laredo, Mexico
Leticia, Columbia	Tabatinga, Brazil
Livingstone, Zimbabwe	Victoria Falls, Zimbabwe
Ljubljana, Slovenia	Zagreb, Croatia
Livramento, Brazil	Rivera, Uruguay
McAllen, United States	Reynosa, Mexico
Milan, Italy	Turin, Italy
Munich, Germany	Nuremberg, Germany
Munich, Germany	Stuttgart, Germany
Nagoya, Japan	Osaka, Japan
Paso De Los Libres, Brazil	Uruguaiana, Brazil
Peshawar, Pakistan	Kabul, Afghanistan
Podgorica, Montenegro	Tivat, Montenegro
San Carlos de Bariloche, Argentina	Puerto Mont, Chile
San Diego, United States	Tijuana, Mexico
Santiago de Compostela, Spain	Vigo, Spain
Split, Croatia	Zadar, Croatia
Stockholm, Sweden	Vasteras, Sweden
Swakopmund, Namibia	Walvis Bay, Namibia

(4) Mileage System

The maximum permitted mileage (MPM) published

in connection with a fare governs the maximum distance a passenger is allowed to travel en route between two particular points at the direct through one way or half round trip fare. In order to determine whether a desired routing between two points is permissible at the through one way or half round trip fare, the following procedures shall apply.

(a) Determine the applicable MPM between the terminal points of the fare.

(b) Add the ticketed point mileages (TPM) between the cities on the itinerary, including all intermediate ticketed points. Intermediate points of through flights are not considered when computing mileages. The ticketed point mileages to be used to determine the actual mileage for the itinerary are those published in the International Air Transport Association Ticketed Point Mileage Manual.

Note: "Ticketed Points" are those points which would be shown in the "good for passage" section of a passenger ticket. Two flight numbers or two carriers (such as an interchange flight) are not permitted on the flight coupon.

If, on a through fare, a portion of the journey is to be travelled by means of surface transportation, the direct or lowest combination of currently published ticketed point mileages is to be used, whether or not air services exist over such sectors, unless noted in Permissible Surface Transportation exception cities (3)(f) above.

(c) Compare the total TPM's to the applicable MPM permitted at the direct fare between the two points. If the total TPM's are equal to or less than the MPM, the itinerary is allowed at the published direct fare.

(d) If the total TPM's for a fare component exceed the MPM published in connection with a fare, a surcharge becomes necessary. Where the sum of the ticketed point mileages for the routing option is greater than the maximum permitted mileage, the direct route fare shall be surcharged in accordance with the following formula:

Divide the sum of the TPMs by the MPM mileage. if the result is:	Then the fare shall be surcharged by:
Over 1.00 but less than or equal to 1.05	5 percent
Over 1.05 but less than or equal to 1.10	10 percent
Over 1.10 but less than or equal to 1.15	15 percent
Over 1.15 but less than or equal to 1.20	20 percent
Over 1.20 but less than or equal to 1.25	25 percent

(e) If the sum total of TPM's exceeds the adjusted MPM shown at 25 percent in the Excess Mileage Percentage Table, the applicable fare will be the combination of two or more fares along the desired routing which produces the lowest fare.

(f) Extra Mileage allowances are permitted in certain markets in addition to the published MPM's; however, only one extra mileage allowance is permitted in connection with a one way or half round trip fare component. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and apply only when shown on the ticket as ticketed points. The extra mileage allowance is deducted from the sum total of the TPM's before making the comparison between this total and the applicable MPM's. EMA means extra mileage allowance.

I. Transatlantic

Fare Components

Between	AND	EMA	Via
BOS	Germany	750 (Note3)	CLT
BDL		400 (Note3)	CLT
PVD		550 (Note3)	CLT
NY/NJ		350 (Note3)	CLT
SJU	Europe	1200(Note3)	DFW
AK	Europe	750	SEA
AK	Europe	2600	USA (except SEA)

Puerto Rico/U.S. Virgin Islands	REK	500	LON
HI		1300	LON
AK		1800	LON
IA/IL/MN/NE/OR/SD/WA/WI		1700	LON
CA/CO/DC/ID/IN/KY/KS/MA/ME/MI/ MO/MT/NJ/NY/OH/PA/TN/VT/WV		1600	LON
USA		1500	LON
Puerto Rico/U.S. Virgin Islands	REK	1000	MAD
ID/MT		2700	MAD
AL/CT/DE/FL/GA/LA/MD/MS/NC NH/RI/SC/VA		2250	MAD
CA/CO/KS/IA/MN/NE/OR/SD/WA/WI/AK		2600	MAD
USA		2500	MAD
Puerto Rico/U.S. Virgin Islands	REK	2250	HEL
AZ/ND/NV/CA		2300	HEL
AR/TX		2000	HEL
HI/UT/WY		2600	HEL
MA/ME/NY/PA/VT		2500	HEL
USA			

OR/WA	DK/NO/SE	1150	CLT/PHL
OR/WA	Europe	600	CLT/PHL
OR/WA	Israel	200	PHL
AK/CT/MD/NJ/NY/PA/ RI/VT/Puerto Rico/U.S. Virgin Islands		1750	DFW
DC/ME/NH		1550	DFW
MI/ND/OH		1000	DFW
MA		2000	DFW
USA	DK/NO/SE/	550	CLT/PHL
USA	Portugal	1000	FRA
Puerto Rico/U.S. Virgin Islands	Europe	1000 (Note 1)	CLT/PHL/ MIA
USA	GM/SN	2100	BRU
OR/WA	AT/BE/DK/FI/ FR/DE/IT/NL/ NO/ES/SE/GB/ CZ/IE/SK	750	USA
YTO	Area 2	1400	NYC/PHL/ CHI/CLT/ MIA
YMQ	Area 2	2000	NYC/PHL/ CHI/CLT/ MIA
Canada	Area 2/3	1200	USA

I. Transatlantic Fare Components

BETWEEN	AND	EMA	Via
Caribbean	Europe	1000 (Note 1)	CLT/MIA
		500(Note 1)	SJU
		1500 (Note 1)	NYC/EWR/PHL
		750(Note 1)	DFW
Mexico	Europe	500	DFW/CHI/CLT / NYC/PHL/MIA
Central America	Europe	500	DFW/CLT/MIA
South America	Europe	2000	DFW/MIA/NYC
CUN	Ireland	2000	DFW and/or LAS
Mexico/US/Canada	South Africa	660	TLV
United States	LON	500	WAW/VIE/ ZAG/STO/ OSL/CPH/ GSE/SVG/ IST/DE/ CH/BE
United States	REK	1550 (Note 3)	LON
NY/CT/NH	REK	1500 (Note 3)	DFW
RI/MA	REK	1680 (Note 3)	DFW
ME/PA	REK	1150 (Note 3)	DFW
VA/MD	REK	900	DFW

		(Note 3)	
United States	PT/DZ/MA/TN	700	Europe
		(Note 3)	
USA	NL/BE/DE/LT	335	Europe
USA	LPA/TCI/ACE	265	Europe
USA	GB/IE/DK/SE/ LV/PT/EE/	705	Europe
USA	AO	2000	DOH
USA	Europe	2500	DOH
		(Note 10)	
BDL/PHL/BOS/NYC/EWR	Europe	1500(Note 1)	DFW
Points in CT/DC/DE/FL (Except MCO/MIA/TPA/ ORL) GA (Except ATL)/ ME/MA (Except BOS)/ NH/NY (Except NYC) NJ (Except EWR)/ NC/PA (Except PHL) SC/RI/VA/VT/WV	Area 2/3 (except IL)	1000 (Note 1)	DFW
Points in CT/DE/FL (Except MCO/MIA/TPA/ ORL) GA (Except ATL)/ ME/MA (Except BOS)/ NH/NY (Except NYC) NJ (Except EWR)/ NC/PA (Except PHL) SC/RI/VA/VT/WV	Area 2/3	1000 (Note 1)	CHI MIA

I. Transatlantic Fare Components

BETWEEN	And	EMA	Via
Points in Puerto Rico and the U.S. Virgin Islands (Except Europe)	Area 2/3	1000 (Note 1) 500 (Note 1)	MIA BOS and/ or NYC/ EWR
Points in all other USA States than those Specified above; ATL/BOS/EWR/MCO/MIA/ NYC/ORL/PHL/TPA	Area 2/3 (except IL)	550 (Note 1)	DFW
Points in all other USA states than those specified above; ATL/BOS/EWR/MCO/MIA/ NYC/ORL/PHL/TPA	Area 2/3	550 (Note 1)	CHI and/or MIA and/or RDU and/or CLT
YYC/YVR	Area 2/3	1200	DFW

			(Note 1)	
SCL/LIM		PAR/LON	1000 (Note 1)	DFW and/ or BOS
WA		Belarus/ Latvia/ Ukraine	800 (Note 1)	BRU/FRA/LON/ STO/ZRH
OR			700 (Note 1)	
CA			200 (Note 1)	
WA		Russia	1400 (Note 1)	BRU/FRA/LON/ STO/ZRH
OR			1200 (Note 1)	
CA			600 (Note 1)	
Mexico		United Kingdom/ Ireland/ Germany/ France/ Switzerland/ Czech Republic/ Belgium/ Netherlands/ Denmark/ Sweden/ Finland/ Hungary/ Poland/ Lithuania/ Latvia/ Estonia	550	MAD
Mexico		Ireland/ Portugal/ Sweden/ Finland/ Estonia/ Latvia	550	LON

I. Transatlantic Fare Components

BETWEEN	And	EMA	Via
NAT	Europe (ex Spain)	1650 (Note 6)	SAO/RIO
NAT	Spain	1775(Note 6)	
FOR	Europe (except BRU/FRA/STO)	1650(Note 6)	
FOR	BRU/FRA/STO	1850 (Note 6)	
REC	Europe (except Spain/MAN)	1700 (Note 6)	
REC	Spain/MAN	1900 (Note 6)	
MCZ	Europe (except Spain)	1450 (Note 6)	
MCZ	Spain	1600 (Note 6)	
AJU	Europe (except Spain)	1175 (Note 6)	
AJU	Spain	1300 (Note 6)	
MIA	CPT	2800	DOH
LAX	CPT	1100	DOH

BOS/CHI	CPT	1800	DOH
DFW	CPT	2100	DOH
IAH/IAD/NYC/PHL	CPT	2200	DOH
ATL	CPT	2500	DOH
SFO	CPT	600	DOH
BOS/DFW/CHI	JNB	800	DOH
IAH	JNB	1000	DOH
ATL/IAD/NYC/MIA PHL	JNB	1250	DOH
LAX/SEA/SFO	ALY	900	DOH
DFW/IAH	ALY	1300	DOH
ATL/MIA/CHI	ALY	1500	DOH
BOS/IAD/NYC/PHL	ALY	1700	DOH
ATL/DFW/IAH/CHI	AMM	800	DOH
MIA/BOS/IAD/NYC/ PHL	AMM	1000	DOH
ATL/DFW/IAH/MIA/ LAX/SFO	BAK	700	DOH
IAD/CHI/SEA/BOS/ NYC/PHL	BAK	900	DOH
LAX/SEA/SFO	BEY	500	DOH
DFW/IAH	BEY	1000	DOH
ATL/IAD/MIA/CHI/ BOS/NYC/PHL	BEY	1200	DOH
BOS/NYC/PHL	BGW	300	DOH
LAX/SEA/SFO	CAI	700	DOH
DFW/IAH	CAI	1100	DOH
ATL/MIA/CHI	CAI	1300	DOH
BOS/IAD/NYC/PHL	CAI	1500	DOH
ATL	EBB	200	DOH
IAH/CHI	EBL	300	DOH
NYC/ATL/IAD/MIA	EBL	500	DOH
BOS/PHL	EBL	600	DOH
DFW/IAH/LAX/MIA SEA/SFO/ATL	EVN	1000	DOH
IAD/CHI/PHL/BOS/ NYC	EVN	1200	DOH
SEA	FIH	500	DOH
SFO	FIH	900	DOH
LAX	FIH	1200	DOH
DFW/BOS/IAH/CHI	FIH	2100	DOH
MIA/ATL/IAD/NYC/ PHL	FIH	2500	DOH
CHI	HRE	300	DOH
BOS/DFW	HRE	400	DOH
IAH/MIA	HRE	600	DOH
ATL/IAD/NYC/PHL	HRE	800	DOH
BOS/NYC/PHL	ISU	300	DOH
BOS/DFW	KGL	300	DOH
IAH/MIA	KGL	500	DOH
ATL/IAD/NYC/PHL	KGL	700	DOH
BOS/DFW/CHI	LUN	600	DOH
MIA/IAH	LUN	800	DOH
ATL/IAD/NYC/PHL	LUN	900	DOH
BOS/DFW/CHI	MPM	500	DOH
IAH	MPM	600	DOH
IAD/NYC/MIA/PHL	MPM	800	DOH
ATL	MPM	1000	DOH

SEA	NBJ	600	DOH
SFO	NBJ	1000	DOH
LAX	NBJ	1400	DOH
BOS/DFW/IAH/MIA/ CHI	NBJ	2300	DOH
ATL/IAD/NYC/PHL	NBJ	2600	DOH
DFW/IAH	NUM	600	DOH
ATL/MIA/CHI	NUM	800	DOH
IAD/NYC/PHL/BOS	NUM	900	DOH
BOS	PZU	200	DOH
LAX/SFO/IAH/MIA	TBS	1100	DOH
ATL/DFW/SEA	TBS	1300	DOH
BOS/IAD/NYC/CHI PHL	TBS	1400	DOH
DFW/IAH	TUU	400	DOH
ATL/MIA/CHI	TUU	600	DOH
IAD/PHL	TUU	700	DOH
BOS/NYC	TUU	800	DOH
MIA	ULH	300	DOH
ATL/BOS/IAD/NYC PHL	ULH	400	DOH
SFO	WDH	400	DOH
LAX	WDH	700	DOH
BOS/DFW/MIA/CHI	WDH	1600	DOH
IAH/ATL/IAD/NYC/ PHL	WDH	1900	DOH
MIA	YNB	300	DOH
BOS/IAD/NYC/PHL	YNB	400	DOH

ME/VT/NH/MA/RI/ CT/NYC/NJ/NC/DE/ PA/WV/VA/SC/GA/ MD/DC/FL	Nigeria/ Niger/ Benin/CPT	475 (Note 5)	Europe
AR/IL/LA/IN/TN/ OH/MS/AL/MO/KY/ OK		775	
NY (except NYC)		1325	
MI/WI/MN/TX/NM/ IA/WA/KS/NB/AZ		125	
CA		200	
NV		275	
ME/VT/NH/MA/RI/ CT/NYC/NJ/NC/DE/ PA/WV/VA/SC/GA/ MD/DC	Ivory Coast/ Togo/Mali/ Ghana	675 (Note 5)	Europe
AR/IL/LA/IN/TN/ OH/MS/AL/MO/KY/ OK		2000	
NY (except NYC)		2550	
MI/WI/MN/TX/NM/ IA/WA/KS/NB/AZ		1400	
CA/NV		1500	
HI		475	

I. Transatlantic Fare Components

BETWEEN	And	EMA	Via
ME/VT/NH/MA/ RI/CT/NYC/NJ/	Mauritania/ Liberia/	1900 (Note 5)	Europe

NC/DE/PA/WV/ VA/SC/GA/MD/ DC	Guinea-Bissau/ Guinea/ Gambia/ Senegal/ Sierra Leone		
AR/IL/LA/IN/ TN/OH/MS/AL/ MO/KY/OK		1600 (Note 5)	
FL		1700 (Note 5)	
NY (except NYC)		1800 (Note 5)	
MI/WI/MN/TX/ NM/IA/WA/KS/ NB/AZ		1800 (Note 5)	
CA		1100 (Note 5)	
NV		1200 (Note 5)	

I. Transatlantic Fare Components

BETWEEN	And	EMA	Via
ME/VT/NH/MA/ RI/CT/NYC/NJ/ DE/PA/WV/VA/ SC/GA/MD/DC	Malawi/ Zimbabwe	450 (Note 5)	Europe
AR/LA/MI		725	
OH/OK/WA		500	
FL/TX/CA/HI		275	
NY (except NYC)		1300	
WI/NV/MN/KS/ KY/MO/NB/AZ		125	
IL/OR/NC		350	
ME/VT/NH/MA/ RI/CT/NYC/NJ/ DE/PA/WV/VA/ SC/GA/MD/DC	Namibia	800 (Note 5)	Europe
AR/LA/MI		1100	
OH/OK		850	
FL/TX/CA/HI/ NV		625	
NY (except NYC)		1650	
WI/IA/MN/KS/ KY/MO/NB/AZ		500	
IL/NC		725	
OR/WA		125	

II. Transpacific Fare Components

BETWEEN	And	EMA

II. Transpacific Fare Components

BETWEEN	And	EMA	Via
TYO	HI	2800	LAX
U.S.A. (except Hawaii)/Canada	Area 3 (except	800	HNL

via the North/ Central Pacific	Southwest Pacific			
Ak	MNL	1700		TYO
HI	AU/NZ	4100	(Note 1)	LAX
USA/Canada (except LAX-BJS/ HKG/SHA/TYO, US/Canada – FJ/PF)	Area 3	2000		DFW/ LAX
Brazil (except BHZ/RIO/SAO)	Area 3 (except Southwest Pacific)	1600 (Note 6)		RIO and/ or SAO
CO/WY	Japan	650	(Note 1)	DFW/ CHI
AZ	Japan	400	(Note 1)	DFW
		1000	(Note 1)	CHI
TX		100	(Note 1)	CHI/ DFW
NM		200	(Note 1)	
NV	Japan	1500	(Note 1)	CHI/ DFW
UT	Japan	1000	(Note 1)	CHI/ DFW
Mexico		400	(Note 1)	
Canada (except YVR)	Japan	800	(Note 3)	LAX
YVR		925	(Note 3)	
YVR		925	(Note 9)	
YYC		1575	(Note 3)	CHI
YYC		1850	(Note 3)	DFW
OR	Japan	550	(Note 3)	LAX
		550	(Note 9)	
WA		750	(Note 3)	
		750	(Note 9)	
AK		2500	(Note 3)	
		2500	(Note 9)	
AK	Japan	1500	(Note 1)	SEA
CA (excluding LAX-SHA)	China	2000	(Note 1)	CHI/ DFW
NV	China	1500	(Note 1)	CHI/ DFW
OR/WA	China	2250	(Note 1)	CHI/ DFW
OR/WA	China	1250	(Note 3)	LAX
UT	China DFW	1000	(Note 1)	CHI/
U.S. (excluding AZ/ CA/CO/ID/MT/ NV/OR/WY/WA) Canada	China	1050	(Note 3)	LAX
IA/KS/KY/MO/ NM/NC/OK/SC/ TN/VA/DC/		675	(Note 1)	CHI/ DFW

YMQ/YTO			
WY		650 (Note 1)	CHI/ DFW
AZ/CO/CT/IL/ IN/MA/MD/ME/ MI/MN/NH/ NJ/NY/OH/PA/ RI/VA/VT/WI		1100 (Note 1)	CHI/ DFW
WA/OR	Hong Kong	2000 (Note 1)	DFW
CA/ID		1300 (Note 1)	
NV		1000 (Note 1)	
UT/WY		500 (Note 1)	
AZ		200 (Note 1)	
CO		100 (Note 1)	
Fare Components			
BETWEEN	And	EMA	Via
ME/VT/NH/CT/ RI/MA/NY/NJ/ PA/DE/MD/VA/ WV/NC/SC/GA/ FL/AL/IL/DC/ MS/KY/OH/TN/ LA/Canada	Australia	1700 (Note 3)	TYO/ OSA/ SHA
AR/OK/MO/MI/ MN/WI/IA/TX (except DFW/ELP)		1900 (Note 3)	
KS/NB		2000 (Note 3)	
CO/ELP/DFW		2900 (Note 3)	
AZ/NM/UT/ WY/CA		3600 (Note 3)	
WY	Korea	500 (Note 3)	DFW
Quebec Province/ Ontario Province/ PA	Korea	100 (Note 3)	DFW
OR	Korea	2100(Note 3)	DFW
NV	Korea	1300(Note 3)	DFW
CA	Korea	1600(Note 3)	DFW
AZ/CO	Korea	200 (Note 3)	DFW
UT	Korea	800 (Note 3)	DFW
MN	Korea	250 (Note 3)	DFW
NY	Korea	150 (Note 3)	DFW
AK	Korea	4200 (Note 3)	DFW
AK	Thailand	3500 (Note 3)	DFW
United States	Thailand	300 (Note 3)	LAX
YMQ/YTO	Hong Kong/ Thailand/ Vietnam	500 (Note 1) TYO and DFW	
AZ/CA/CO/ID/ IA/KS/MN/MT/ NB/NV/ND/OR/ SD/UT/WA/WY	New Zealand	1100 (Note 3) SYD	
NM/OK/TX		1100 (Note 3) SYD	
IL/IN/MI/OH/ WI/MO/ Canada		1000 (Note 3) SYD	

AL/AR/CT/FL/ GA/DE/KY/LA/ ME/MD/MA/MS/ NH/NY/NJ/NC/ PA/RI/SC/TN/ VT/VA/DC/WV		800 (Note 3)	SYD

III. Western Hemisphere Fare Components

Between	And	EMA	Via
U.S.A./Canada	Caribbean (except BDA)	750 (Note 3)	DFW/ CLT/ CHI/ MIA/ NYC/ PHL
U.S.A. (except ALB/BUF/ ROC/BTV/SYR/HAR/ISP/PIT/ SWF/HPN/STL/PVD/Canada) Puerto Rico U.S. Virgin Island	Caribbean	260 (Note 3)	CHI
ALB/BUF/ROC/BTV/SYR/ HAR/ISP/PIT/SWF/HPN/ STL/PVD/Canada Puerto Rico/ U.S. Virgin Island	Caribbean	1000 (Note 3)	CHI/CLT/MIA/NYC/PHL
	Caribbean	1900 (Note 1)	MIA
ME/NH/VT/ Canada/ISP/HPN	Caribbean	200 (Note 3)	BOS and/or CLT/MIA/NYC/PHL
BOS/NYC/EWR/BDL	GND	50 (Note 3)	CLT/MIA/NYC/PHL
BOS/NYC/EWR/BDL	ANU	285 (Note 3)	
BOS/NYC/EWR/BDL	SLU	200 (Note 3)	
U.S.A./Canada	Central America/ Panama	1300 (Note 5)	MIA/DFW/CLT
Puerto Rico/U.S. Virgin Islands	AR/CL/EC/ PY/PE/UY	1000 (Note 4)	MIA
	Bolivia/ Colombia	1250 (Note 4)	
	Venezuela	1800 (Note 4)	
	Brazil	1400 (Note 7)	MIA
	Rio	2300 (Note 1)	CLT
	BR	1600 (Note 3)	RIO

III. Western Hemisphere Fare Components

Between	AND	EMA	Via
ASU/BUE/MVD	Mexico/	510	SAO and/

	USA/Canada		or RIO (Note 2)
FLL	South America (except PTY)	1800 (Note 5)	DFW
FL (except FLL/MIA)	Peru	1000 (Note 5)	DFW
FL	Argentina	750 (Note 5)	
	Chile	1200 (Note 5)	
	Brazil	900 (Note 5)	
	Paraguay	1400 (Note 5)	
U.S.A./Canada (except GSO/ORF/ RIC)	Brazil/ Colombia/ Ecuador/ Peru/ Venezuela	800 (Note 5) and/or or and/or or	CHI and/or DFW and/or MIA CLT and PHX and PHL
GSO/ORF/RIC		1000 (Note 5)	
Caribbean	Caribbean	1500 (Note 3)	CLT/MIA
Caribbean	Guyana/Suriname	3000 (Note 3)	MIA
Caribbean	Mexico	1000 (Note 3)	CLT/DFW /MIA
Martinique	Venezuela	1850	MIA
Caribbean	South America (excluding Panama)	1800 (Note 3)	CLT/DFW /MIA
Trinidad and Tobago	Panama	950	CLT/DFW /MIA
Caribbean	Central America/ Panama	1500 (Note 3)	CLT/DFW /MIA
Mexico	South America	1500 (Note 3)	CLT/DFW /MIA
Mexico	Central America	1600 (Note 3)	CLT/DFW /MIA
Central America	Central America	1000	DFW/MIA
PTY	MAR	1550 (Note 3)	MIA

South America (excluding Panama)	Venezuela	1550 (Note 3)	MIA

III. Western Hemisphere

Fare Components Between	And	EMA	Via
Central America (including Panama)	South America (excluding Panama)	3400 Note 3)	CLT/ DFW/MIA
AL/CT/DE/ GA/IL/IN/KY/ ME/MD/MA/MI/ MS/NH/NJ/NY/ NC/OH/PA/RI/ SC/TN/VT/VA/ WV/WI/ Canada/DC	Argentina/ Chile/ Paraguay/ Uruguay	500 (Note 5)	DFW
LAS/PSP	South America	300 (Note 5)	LAX
United States/ Canada	JUJ/SLA/ TUC	750 (Note 5)	BUE
United States	COR/ROS/MDZ	500 (Note 5)	SAO/RIO
AZ/CA	Argentina (except JUJ/SLA/ TUC)/ Venezuela	500 (Note 5)	NYC
United States/ and/ Canada	Brazil (except BHZ/RIO/ SAO)	2860 (Note 5)	RIO or SAO and/or SSA and/or BSB and/ or MAO and/or REC
United States	Bolivia	500 (Note 3)	SAO
United States	Bolivia	1500 (Note 3)	South America
United States/ Canada	AUA	500 (Note 3)	SJU
	PAP	800 (Note 3)	
	PUJ	300 (Note 3)	
	POP	700 (Note 3)	
	SDQ/STI/ LRM	500 (Note 3)	
	ANU	525 (Note 3)	
	PTP	250 (Note 3)	
	BON	50 (Note 3)	
United States/ Canada	BGI	200 (Note 3)	CLT/MIA/NYC/PHL
	POP/SDQ/ POS	125 (Note 3)	
	SXM/SKB	300 (Note 3)	
MI/OH/TN	BDA	300 (Note 3)	CHI/CLT/NYC/PHL
ATL		750 (Note 3)	
HAR/HPN/ISP/ SWF		1100 (Note 3)	
AL	BDA	1250 (Note 3)	DFW

AR/LA (except BTR/MSY)/ KS/MO		550 (Note 3)		
KY		1200 (Note 3)		
MS/BTR/MSY		750 (Note 3)		
OK/TX		275 (Note 3)		
TN		275 (Note 3)		

III. Western Hemisphere Fare Components

Between	AND	EMA	Via
FL	BDA	500 (Note 3)	MIA/CLT
Puerto Rico/ Virgin Islands/ GA/NC/SC/TN		275 (Note 3)	
IL/MN		450(Note 3)	
MD/MI/OH/VA/ DC/MSY	BDA	850 (Note 3)	CLT/MIA/NYC/PHL
CT/MA/PA		1400 (Note 3)	
Canada	BDA	500 (Note 3)	USA
BOS	BDA	50 (Note 3)	CLT/NYC/PHL
FL	BDA	620 (Note 3)	NYC
Caribbean	BDA	500 (Note 3)	NYC
IN/OH	Bahamas	350 (Note 3)	CHI
SJU	GCM	250 (Note 4)	MIA
WAS/ BWI/ CLE/ PIT/ RDU		120 (Note 3)	NYC
		580 (Note 3)	NYC
PIT/ALB	PLS	90 (Note 3)	NYC
BDL/BOS/ EWR/NYC	PLS	135 (Note 3)	MIA
ANF/CPO/ESR	FL (except FLL)	250	MIA
	CT/ME/DC/DE/ MD/NH/VT/GA/ MA/SC/NC/VA/ NJ/WV/NYC/OR/ WA	100	
	LA/DFW	450	
	AZ/HI/CA/ NV/NM/TX (except DFW)/PA/ NY/(except NYC)	750	
	RI	900	

III. Western Hemisphere Fare components

Between	And	ema	Via
ANF/CPO/ESR	OK/KS/NB/IA/ AR/OH/KY/IL/ TN/IN	500	
	MI/WI/MN/MO	300	
	DFW	75	SCL
	ANC	75	DFW
	NY/RI/PA/MA/ NC/DC	1200	

		FLL	2100	
		OH/IN/MI	700	
		LA	900	
		OK/AR/NB/KS/IA	75	
		TX/CA/AZ/CO/NM/NV	375	
		MO/KY/TN	275	
	ARI/CJC/IQQ	MIA/DFW	1000	SCL
		KS/NB/OK/HI/LA/AR	1250	MIA
		ME/CT/NH/VT/NJ/MA/NYC/MD/DE/VA/NC/SC/FL/GA/IL/WV/DC/MI/MN/WI/MO/WA/OR/OH/IN/KY/TN	1050	
		NY (except NYC)/PA/TX/RI/AZ/CA/NM/CO/NV	1650	

III. Western Hemisphere

Fare Components Between	And	EMA	Via
ARI/CJC/IQQ	NY/DC/MD/MA/NH/VT/ME/CT/NJ/DE/PA/VA/WV/NC/SC/GA/TN/KY/RI/LA	2000	DFW
	FLL	2900	
	IL/MI/OH/MN/WI/IN/TX	1400	
	ANC/AR/KS/NB/OK	900	
	HI/OR/WA	600	
	MO/CA/AZ/NM/CO/NV	1150	

Note 1: All travel within Area 1 must be via the services of AA.

Note 2: No stopover permitted at either RIO or SAO.

Note 3: All travel within the United States/Canada must be via the services of AA.

Note 4: All travel between MIA and Puerto Rico/Virgin Islands must be via the services of AA.

Note 5: All travel within United States/Canada/Mexico/Caribbean must be via the services of AA.

Note 6: All travel within the U.S./Canada/Caribbean and Mexico area and between the U.S. and Brazil must be via the services of AA.

Note 7: All travel between MCO/MIA/ORL and Puerto Rico/Virgin Islands must be

via the
services of AA.

Note 8: All travel must be via AA.

Note 9: All travel within the US/Canada must be via the services of AS.

Note 10: All travel within Area 2 must be via the services of QR.

(g) Special provisions for Brazil with regard to fare components which originate or terminate in Rio De Janeiro or Sao Paulo:

Note: This provision does not apply when both RIO and SAO are included in the same fare component.

(i) If a fare to or from Rio de Janeiro falls within the MPM, and the fare for the same route to or from Sao Paulo exceeds the MPM, the fare to and from the latter point need not be surcharged.

(ii) If a fare to or from Sao Paulo falls within the MPM, and the fare for the same route to or from Rio de Janeiro exceeds the MPM, the fare to and from the latter point need not be surcharged.

(iii) If a fare to or from Rio de Janeiro must be surcharged, the fare for the same routing to or from Sao Paulo need not take a higher surcharge (or vice versa).

(iv) This rule applies only to fare components within Area 1.

(h) (Applicable to transatlantic fare components between South America and Europe/Middle East/Area 3)
When travel is on direct service from a point in South America and CHI/CLT/DFW/MIA/ NYC/PHL to a point in Europe/Middle East/Area 3, the mileage for these two sectors shall be the TPM between the last point of departure in South America directly to the first point of arrival in Europe/Middle East/Area 3 or vice versa. In addition, this provision will apply when BOS/CHI/CLT/NYC/PHL is the gateway to/from a point in Europe/Middle East/Area 3 and MIA/DFW is the gateway to/from a point in South America, and if travel is via AA single plane service between BOS/CHI/CLT/NYC/PHL and MIA/DFW.

(i) (Applicable to fare components between the Canary Islands and Canada/Mexico/U.S.A. via Madrid) If a mileage surcharge is required, the surcharge to the direct fare shall be the surcharge applicable to/from Madrid only if resulting in a lower percentage than the

normal surcharge to the direct fare to/from the Canary Islands.

(j) Limitations on Indirect Travel

(i) Fare Component Limitation
The one country rule for Canada and USA and for Denmark, Norway, Sweden does not apply to this rule.

(ii) General Limitation
A fare component may not include more than:
(aa) One departure from origin, or
(bb) One arrival at destination, or
(cc) One stopover at any one ticketed point.

(iii) Additional Limitations
(aa) (Applicable to fare components within Area 1) An intermediate ticketed point may not be included more than once in any one way or half round trip fare component, whether or not a stopover is made at such point. A separate side trip fare must be charged and added to the through fare.
(bb) Applicable to fare components between points in Area 1 and Area 3 via the Pacific, and to fare components between points in Area 2 and Area 3 via the Atlantic and Pacific, including around-the-world journeys. Unless prohibited by individual fare rule or routing, a ticketed point may be transited twice, provided only one stopover is made at such point and AA is the sole carrier on the entire fare component.
(cc) Unless otherwise stated in the applicable fare rule(s), a ticket may not include more than four international ticketed point arrivals or four international ticketed point departures in any single country including arrival and departure surface sector points.
(dd) For tickets originating in Area 1:
No fare component within Area 1 may include more than one international departure and arrival at any ticketed point in the country where travel originates on the ticket.
(ee) Except for Journeys wholly within South America

For a pricing unit originating in Brazil, a fare component from a point in Brazil must not include more than 2 domestic sectors in Brazil.
Example: FLN X/CWB-IGU-X/SAO-LON: A through fare FLN-LON is not permitted. POA-RIO-SSA-LIS at a through fare POS-LIS is permitted.

(ff) Fare components to/from Azores are not applicable for routings which include travel within Azores.

(gg) For tickets originating in Germany, a fare component to/from a point in Germany may not include more than two domestic flights in Germany.

(hh) The mileage system does not apply to domestic travel within Madagascar in connection with international travel.

(ii) The mileage system does not apply to domestic travel within Myanmar in connection with international travel.

(jj) VN domestic sectors within Viet Nam may not be included in international through fares. Full domestic local fare(s) are to be collected.

(k) Permitted Specified Routings

The specified routings mentioned below shall be permitted at the direct fare, provided that the fare between the points named is applied, and that the route is via the points specified below, and no additional point(s) is (are) added.

Between	And	Travel via
CA/AZ	JUJ/SLA/TUC	CHI/DFW-NYC-BUE
LIM/BUE	FRA/ZRH	MIA-DFW
BUE	MIL/STO/BRU/ GLA/MAN/BHX	NYC-CHI
Central/ South America	DUR/PLZ	MIA/NYC-LON-PAR
USA	CWB/ASU	MVD

(5) Travel Via a Higher-Rated Intermediate Point

(a) Normal Fares

(i) The through fare between origin and destination must not be lower than the applicable fare, including validation of seasons, blackouts, day-of-week application, transfers, stopovers, specific flight application, specified routing, and limitation of indirect travel;

(aa) from the point of origin to any intermediate stopover point; or

(bb) from any intermediate stopover point to the destination; or

(cc) between any two intermediate stopover points along the routing of travel.

Exception 1: When journey originates in West Africa, higher intermediate points must be checked from all en route ticketed points in West Africa.

Exception 2: See chart in (d) below for exceptions.

(ii) When the normal fare for a fare component of an itinerary is lower than an intermediate point normal fare, the fare from origin to destination must be raised to the amount of such higher fare. All conditions of the normal fare between origin and destination shall apply.

Exception: See chart in (d) below for exceptions.

(iii) If travel from the origin to the destination of the fare component exceeds the published MPM, the appropriate excess mileage surcharge must be applied to the higher intermediate fare.

(iv) When comparing normal fares of the same class of service, the lowest qualifying mileage or routing fare should be used for comparison (See (F) below).

(aa) A first class fare is compared with a first class fare; if no first class fare, compare with intermediate class fare (or next lower class fare).

(bb) An intermediate class fare is compared with an intermediate class fare; if no intermediate class fare, compare with the highest economy class fare.

(cc) An economy class fare is compared with an economy class fare, if no economy class fare, use next higher fare.

Note: For the purpose of this provision, inventory is not considered.

(v) When comparing normal fares, the comparison will be made in the same direction as the fare component.

(b) Special Fares

If in any routing otherwise permissible at the direct route special fare there is a direct route special fare(s) of the same class of service from;

(i) Fare component origin to each intermediate stopover point,

(ii) Each intermediate stopover point to the

fare component destination.

(aa) The special fare of the fare component shall not be less than the lower/lowest applicable special fare of the same fare type.

(bb) If there is no matching applicable special fare of the same type, the special fare of the fare component shall not be any less than the lower/lowest applicable special fare within the same fare type group.

(cc) If there is no applicable special fare of the same type, the special fare of the fare component shall not be less than the lower/lowest next applicable fare within the next higher fare type group. Continue to the next group only if there is no applicable fare found.

(dd) If there is no applicable special fare within any higher fare type group, the direct route special fare surcharged if necessary should be used.

Note 1: The conditions which define applicable special fares are day of week, seasonality (including blackout dates), flight application, stopovers, transfer and limitations of indirect travel, and routing validation.

Note 2: Advance purchase, minimum/maximum stay, and inventory is not considered in determining which intermediate fares are applicable.

Note 3: If there is more than one applicable special fare of the type needed, the lowest of such fares apply.

Note 4: When checking a one-way special fare, only one-way special fares may be used for comparison.

(ee) All conditions of the through special fare from the origin to the destination shall apply.

Exception 1: When journey originates in West Africa, higher intermediate points must be checked from all en route ticketed points in West Africa.

Exception 2: See chart in (d) below for exceptions.

(c) Fare Type Groups defined from lowest to highest.
APEX
Instant Purchase
Excursion fare
All other individual special fares.

(d) The following Higher Intermediate points may be disregarded:

(i) Transatlantic Fare Components

Between	And	Via HIP(s)	Type Of Fare
Area 1	Areas 2/3	All	Government/ Military
Central/ South America	Area 2/3	DFW/CLT/MCO/MIA/ NYC/PHL/BOS/ WAS/TPA/ORL/ ATL/EWR/HOU/ BWI/RDU	All
Area 1	Areas 2/3	U.S.A./ Canada Domestic and Transborder Fares	All
Pakistan/ India	U.S.A./ Canada	ROM/FRA/LON/ MAD/MAN/PAR/ZRH/ BCN/DUS/HEL/MIL/ DUB/USA/Canada	All
Denmark/ Norway/ Sweden	U.S.A./ Canada/ Mexico	LON/FRA CHI/BRU	All
Vietnam	U.S.A./ Canada	PAR	Intermediate Class

From	to	Via HIP(s)	Type of fare
Middle East/ Sri Lanka	Area 1	ROM/FRA/ LON/MAD/ MAN/PAR/ ZRH/BCN/ DUS/HEL/ MIL/DUB/ USA/ Canada	All
West Africa	Area 1	ROM/FRA/ LON/MAD/MAN/ PAR/ZRH/BCN/ DUS/HEL/MIL/ DUB/USA/Canada	All

(ii) Transpacific Fare Components

From	To	Via HIP(s)	Type of fare
Central/ South America	Area 3	USA/Canada	All
Between	And	Via HIP(s)	Type of fare
Area 1	Area 3	All	Government/ Military/ Student
Area 1	Area 3	TYO/OSA/ SHA/BJS HKG/SEL	Economy Class Excursion/ Economy Class Promotional/

			Economy Class Special
Area 1	Areas 2/3	U.S.A./ Canada Domestic and Transborder Fares	All

(iii) Atlantic/Pacific Fare Components

Between	AND	Via HIP(S)	
Australia/ New Zealand	Europe	U.S.A.	

(iv) Western Hemisphere Fare Components

Between	And	Via HIP(s)	Type of fare
Area 1	Area 1	All	Government/ Military
	Area 1	Area 1 Domestic and Transborder Fares	All
Mexico	U.S.A./ Canada	All	All
Central America/ Panama	Florida	MIA	All
Mexico	Caribbean	DFW/MIA	all
Central America/ Panama	MX/ Caribbean/ South America (Excluding Panama)	DFW/MIA	all
South America (Excluding Panama)	MX/ Caribbean/ Central America/ Panama	DFW/MIA	all

(f) Special Provisions/No Applicable Fares/Unpublished Intermediate Point Fares/Side Trip

(i) When a fare component is routed via an intermediate point for which no applicable fare exists due to routing/stopover/transfer restrictions, ignore the restrictive provisions and select the fare most applicable to the route of travel.

(ii) When no applicable fare exists due to limitations of indirect travel; ignore the restriction of indirect travel between the points for which the higher intermediate fare check applies.

(iii) When a fare component includes an intermediate ticketed point for which no through fare is published, the HIP check will not apply.

(iv) For the purpose of the higher intermediate fare check, when both the

origin and destination points of a side trip are shown as connections, a stopover will be considered to have been taken at such point(s) if more than 24 hours elapses between the arrival at the point of origin of the side trip and the departure from the termination point of the side trip.

(6) Construction of Fares via Different Classes of Service
(Applicable to normal fare travel)

(a) When travel is via different classes of service, the fare must not be higher than the lowest fare resulting from the following:

(i) The combination of sector fares for the class(es) of service used.

(ii) Within each fare component, the applicable through fare for the lowest class of service, plus a differential in the direction of the fare component for each sector where a higher class of service is used; such differential being the difference between the applicable one way or half round trip fare (surcharged, if necessary) for the lowest class of service charged and the corresponding one way or half round trip fare for the higher class fare of the same type.

Exception 1: Applicable to fare components between Area 1 - Area 2/Area 3. When economy class service is used and the transatlantic segment is flown in intermediate class, a differential between economy and intermediate class is not permitted.

Exception 2: Applicable to fare components between Area 1 - Area 2/Area 3. When the transatlantic segment is flown in first class and other segments are in a lower class, differential construction is not permitted.

Exception 3: Applicable to fare components between Area 1-Area 3. When Economy Class Service is used and the transpacific segment is flown in intermediate class, a differential between economy and intermediate class is not

permitted.

Exception 4: Applicable to fare components between Area 1-Area 3. When the transpacific segment is flown in first class and other segments are in a lower class, differential construction is not permitted.

Exception 5: Applicable to fare components within Area 1. When Economy Class Service is used and the segment between the United States and South America (excluding Panama) is flown in intermediate class, a differential between economy and intermediate class is not permitted.

Exception 6: Applicable to fare components within Area 1. When the segment between the United States and South America (excluding Panama) is flown in first class and other segments are in a lower class, differential construction is not permitted.

(iii) The through fare for the highest class of service used.

(iv) The through fare for a higher class of service than the lowest class used, plus a differential in the direction of the fare component for each sector where the highest class of service is used.

Example:	NYC-Y-LON-F-ATH
Charge:	NYC-ATH, C
Differential:	LON-ATH, F
Minus:	LON-ATH, C

(v) For the purpose of this provision, fares are published in the following descending order of classes of service.

(aa) First Class
(bb) Intermediate Class
(cc) Economy Class

(b) For all first and intermediate class fares: Unless otherwise stated in a fare rule, when paying through AA intermediate class fares, passengers are permitted to sit in first class on AA flights within Area 1 not offering intermediate class seating.

(c) It is permissible to calculate a differential over segments not booked in a higher class provided the following requirements are met.

(i) At least one segment of the through fare component must be booked in the lower class of service applicable to the fare being charged.

(ii) The resulting differential must be lower than the differential for the segment(s) where a higher class is used or the combination of differentials when applicable.

(iii) The differential must not be calculated beyond the terminal points (origin and destination) of the through component.

(d) The application of differential construction must not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service charged.

(e) Differentials are calculated using fares of the same type. For this purpose, "fare types" are defined as either:

(i) Unrestricted (e.g. compare Business Unrestricted to Economy Unrestricted)

(ii) Restricted (e.g. compare First Restricted to Economy Restricted)

Exception: In the absence of a lower class fare for the sector for which a differential is charged, use the applicable fare for the next lower class.

Note: There may be more than one fare with the same fare type for a class of service as defined in 6(e)(i) and (ii) above. If more than one applicable fare exist for the same fare type within the same class of service which results in more than one differential calculation, the one providing the lowest result must be used.

If a calculation using fares of the same type is not possible, differing fare types must be used. When multiple calculations are possible, a zero differential is not permitted as the lowest result of such calculations. ATPCO fare type codes (e.g. ER/ERS) are not used to further differential fares of the same type.

(7) Around The World Fares

Around-the-World fares are circle trip fares which are applicable to continuous eastbound or

westbound travel commencing from and returning to the same point via both the Atlantic and Pacific Oceans.

(a) An Around-the-World fare is constructed by using that particular combination of two or more half round trip fares which produces the lowest total fare from the point of origin and return to the same point.

(b) Unless provided in specified fare rules, only normal fares may be used to construct an Around-the-World fare.

(8) Minimum Fares

Having established the international fare for open jaw, circle trip, or Around-the-World journey in accordance with normal rules, including the higher intermediate point rule and mileage surcharge, where applicable, a separate calculation ignoring mileage surcharge must be made. When this separate calculation results in a higher fare, such higher fare must be charged. Separate fares and separate minimum checks are charged for side trips. For the purpose of minimum fare checks, when both the origin and destination of a side trip are shown as connections, a stopover will be considered to have been taken at such point(s) if more than 24 hours elapses between the arrival at the point of origin of the side trip and the departure from the termination point of the side trip.

(a)

(b) Circle Trip Minimum

The fare for a circle trip must not be less than the highest direct round trip fare from the point of origin to all stopover points on the circle trip for the lowest class of service charged via the applicable global indicator. When fares charged from the point of origin to stopover points differ according to carrier(s)/global indicators, the fare to be used for the check must be the lower of such carrier(s)/global indicator fares. Ignore inventory/routing/stopover restrictions/transfer restrictions when determining the direct fare.

Exception 1: The circle trip minimum check is not applied to a point(s) on the journey permitted to be disregarded by the higher intermediate point rule.

Exception 2: The circle trip minimum check is not applied to an itinerary or sub-journey consisting entirely of special fares.

Exception 3: The circle trip minimum check is not applied if an itinerary consists entirely of end-on-end round trips.

Exception 4: The circle trip minimum check is not applied to a sub-journey that contains a mixture of normal and special fares.

Exception 5: The circle trip minimum check is not applied a connecting point(s) that is a fare break point(s) on a journey.

Exception 6: The circle trip minimum check is not applied to an itinerary containing a government/military fare.

(c) Around-the-World Minimum

(i) After an Around-the-World fare has been constructed, all stopover points on the routing must be checked to determine whether any round trip fares exist from the point of origin to any stopover points on the routing which are higher than the constructed fare. The fare for an Around-the-World journey must not be less than the highest direct normal round trip fare applicable to the class of service charged from the point of origin to any stopover point on the route of travel to any stopover point on the route of travel. However, any point(s) permitted to be disregarded by the higher intermediate point rule need not be checked for the purpose of Around-the-World minimum fare check. In general, transatlantic round trip fares from the point of origin to other points on the routing differ from the corresponding transpacific round trip fares from the point of origin to the same points. For the purpose of this rule, transatlantic round trip fares must be compared with transpacific round trip fares from point of origin to each stopover point on the routing; and the lower of the two will be considered the direct fare. Separate fares are assessed for side trips.

(ii) One Class of Service
The fare for an Around-the-World journey traveled in one class of service must not be less than the highest direct round trip fare from the point of origin to any stopover point on the routing.

(iii) Different Classes of Services
The fare for an Around-the-World journey involving different classes of service must not be less than the highest direct round trip fare for the lowest class of service charged from the point of origin to any stopover point on the routing,

plus applicable differentials for sectors traveled in higher classes of service.

Rule 135 Stopovers

(A) Stopovers will be permitted under the following conditions:

(1) Stopovers must be arranged with AA in advance and specified on the ticket.

(2) Stopovers will be permitted at any point which can be included in an itinerary constructed either by the use of a mileage routing or as specified in the published routing, unless such stopover is prohibited by the AA'S tariff or government regulations.

(3) For travel between Canada and the U.S./Puerto Rico/Virgin Islands, a stopover, as used herein, will occur when a passenger arrives at an intermediate or junction transfer point on a flight and fails to depart from such intermediate or junction transfer point on:

(a) The first flight on which space is available; or

(b) The flight that will provide for the passenger's earliest arrival at intermediate or junction transfer point(s) or destination point, via the carrier and class of service as shown on the passenger's ticket. Provided, however that in no event will a stopover occur when the passenger departs from the intermediate or junction transfer point on a flight shown in the carrier's official general schedules and/or service patterns as departing within four hours after his arrival at such point.

(4) Stopover provisions for normal/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.

(5) 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. The origin and destination or point of turnaround, as the case may be, may not be included in such itinerary more than once, regardless as to whether or not a stopover is made at such point.

(B) Except as otherwise provided, stopovers will be

permitted free of charge at all intermediate points on routings applicable to fares between points in the U.S.A./Canada on the one hand and points outside the U.S.A./Canada on the other hand.

Rule 140 Routings

(A) Application
fares governed by this tariff apply only via the routings specified in connection with such fares.

(B) Routings
(1) Routings are applicable in either direction.
(2) Any routing published between two points shall apply via any nonstop or local service of AA provided carriage is in a generally continuous direction.
(3) If more than one routing is applicable via the same fare, the passenger, prior to the issuance of the ticket, may specify the routing. If no routing is specified by the passenger, the carrier will determine the routing.

Local currency fares and charges

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

(A)

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

(B)

Albania
Armenia
Austria

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

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

Combination of local currency fares

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

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

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

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

Step 3: (a) Established the through local currency

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

(b) Calculate the resultant amount of one decimal place beyond the number of decimal places shown next to the local currency in the conversion table below, ignoring any further decimal places.

(c) Round up to the next higher rounding unit shown next to the local currency in the currency conversion table, unless otherwise indicated.

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

Other Charges

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

MCOs for unspecified transportation and PTAs.

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

Currency Table

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

Local Currency Rounding Table

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

Currency Table

Abu Dhabi
(See United Arab Emirates)

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

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

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

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

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

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

Antigua and
Barbuda

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes:

D International Fares from this country are published in US Dollars. This rate of exchange is to be used solely to convert local currency domestic fares to US Dollars. This will allow combination of domestic fares and international fares from this country on the same ticket and provide a common industry base.

E International Fares from this country are published in Euro. This rate of exchange is to be used solely to convert local currency domestic fares to Euro. This will allow combination of domestic fares and international fares from this country on the same ticket and provide a common industry base.

G This rate of exchange is established by Government Order and does not result from the application of Resolution 024c.

Local Currency Rounding Table

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

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

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

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

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

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

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

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

Notes:

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

(A) Accompanied children and infants
fares for accompanied infants and children will be charged according to the chart below, provided:

(1) Infants under 2 years of age are accompanied by a passenger 16 years of age or over on the same flight and in the same compartment paying the applicable adult fare.
Note: When travel includes both domestic and international service and different infant fares apply, the fare need not be more than the sum of the applicable fares for the domestic and international portions.

(2) Only one infant is permitted to accompany each passenger paying the applicable adult fare in order to apply the charge in column 2.

(3) Children at least 2 years of age but under 12 years of age who are accompanied by a passenger 16 years of age or over on the same flight and in the same compartment paying the applicable adult fare.

(4) When children's discounts are permitted on round trip published fares, the child must be accompanied on the same flight and in the same compartment for the entire trip by an adult fare paying passenger at least 16 years old.

(5) (Applicable between the U.S.A./Canada and the Caribbean/Mexico/Central America/South America) a maximum of four children will be permitted to accompany each passenger paying the applicable adult fare in order to apply the charge in column 3.

(6) If the infant/child is not included in the same booking record as the accompanying adult, the booking records must be cross-referenced.

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: and accompanied children 2 years of age or over but under 12 will pay:
Column 1	Column 2	Column 3
Between points in Area 1 in first/ Business class	10 percent	100 percent
Between Area 1 and Area 2/3 in First/ Business Class	10 percent	100 percent
between CA and	10 percent	100 percent

US/PR/VI between US/CA to Mx	10 percent	100 percent
Between points in Area 1	10 percent	100 percent
Between Area 1 and area 2	10 percent	75 percent
Between Area 1 and area 3	10 percent	75 percent

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:

(B) Unaccompanied children (see also rule 25 (h))

(1) Unaccompanied children who have reached their 5th birthday but have not reached their 15th birthday on the date of commencement of their outward journey will be charged the full applicable adult fare.

(2) Unaccompanied children ages 5, 6 or 7 will only be transported over the lines of AA non-stop or through plane service.

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

Rule 205 Free and Reduced Rate Transportation for Agents (This Rule does not Apply for Travel Between the U.S.A. and Mexico or Other Airline Operated Code Share Flights)

(A) General agents and general sales agents

(1) An IATA general sales agent, duly appointed by carrier and officials and employees (including members of their immediate families) of such general sales agency, will be allowed free or reduced rate transportation over the lines of carrier, provided:

(a) The general sales agency represents such carrier;

(b) The general agent or official or employee of the general sales agency devotes all or substantially all of his/her time to the business of the 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 will be issued to the general sales agent or to general sales agency officials or employees (including members of their immediate families) by carrier and at the reduced fares listed below, when transportation is for the purpose of a personal vacation of the general sales agent or an official or employee of a general sales agency, but not to exceed one trip per calendar year.

(i) Reduced fare transportation - at 50 percent of the published fare.
Exception: When such transportation is authorized on a space available basis, the charge by carrier will be 10 percent of the published fare.

(ii) The discounts stated above will also apply to the excess baggage weight charges.

(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.

(iii) Free or reduced transportation will be issued only to general sales agents or officials or employees whose place of business is located in a country other than the United States, Canada or Mexico.

(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 may be granted provided that the agent has been on the IATA approved list of agents continuously for at least one year immediately prior to the 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) 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 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 upon 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) 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 l 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 (3)(b) above and must be received by the carrier at least 14 days prior to commencement of travel.

(D) Cargo sales agents located outside the United States and Canada

(1) Application

Sole proprietors, partners, officers, directors and employees of an authorized cargo sales agency of the carrier will be allowed international transportation over the lines of each such carrier on the following basis:

(a) Reduced fare transportation at 25 percent of the applicable fare.

Note: Not more than 2 trips per calendar year per authorized agency office location.

(b) 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.

(c) 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) above within each country.

(2) Eligibility

(a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously Eligible for reduced fare transportation in

the service of another IATA cargo agent immediately prior to his present employment and this is so certified in writing by the IATA cargo agent making the application.

(b) 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) 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 per authorized agency office location;

(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 than the agent has been on the IATA approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA cargo agent immediately prior to his present employment and this is so certified in writing by the IATA cargo agent making the application.

(b) 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 commencement of travel.

(4) Baggage

Normal free baggage allowance and excess baggage and value charges will apply.

Rule 210 Free and Reduced Fare Transportation for Tour Conductors (This Rule does not Apply for Travel Between the U.S.A. and Mexico or other Airline Operated Code Share Flights)

(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 whom 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.

(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 over all 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 300 Disabled Passenger Discount Fares from Ecuador to Area 1/2/3

(A) Application
    (1) These fares apply for travel from points in Ecuador to area 1/2/3.
    (2) These fares will not apply to codeshare flights.
(B) Fares
    Passengers ticketed at fares governed by this rule receive a 50 percent discount off AA local fares.
(C) Eligibility
    (1) The provisions of this rule apply to passengers who are disabled.
    (2) Passengers must present a Conadis id card to qualify for this discount.
(D) Reservations and ticketing
    (1) Tickets must be noted with a specific ticket designator hd50 the designation will be the appropriate fare basis code for the fare used followed by "Conadis" Suffic.
    (2) Passengers must adhere to all conditions/provisions of the appropriate governing rule of the fare on which they are traveling.
(E) Routing
    all travel must be via AA scheduled services.
(F) Discounts not applicable
    the discount will not apply to the following fares:
    (1) Agency/industry discounts.
    (2) Joint fares and special status fares, e.g. Childrens/family plan/government/group/military/ senior citizen/tour basing/visits U.S.A. type.

Rule 550 Passengers Occupying Two Seats

Upon request and advance arrangement, a passenger will be permitted the exclusive use of two adjacent seats. The charge for the additional seat is 100 percent of the applicable adult fare including applicable discounts for the points between which the two seats will be used. A ticket will be issued for each seat.

Rule 600 Attendant Accompanying Air Cargo Shipment

(A) Subject to advance arrangements, carrier will transport attendants and their personal baggage on all-cargo aircraft or in the cargo compartment of a mixed cargo-passenger aircraft for the purpose of accompanying consignments when necessary for the protection of the consignment, other cargo, the aircraft, or its crew. The fares and rules governing the transportation of such attendant are in all other respects the same as those for any other passengers except as noted below.

(B) The Fare for such attendant's transportation will be as follows:

(1) For one-way transportation, 95 percent of the all-year executive/business/economy class one-way fare applicable between the points between which the attendant is transported to accompany the consignment.

(2) For round trip transportation, 95 percent of the all-year executive/business/economy class round trip fare applicable between the points between which the attendant is transported to accompany the consignment.

(C) The normal free baggage allowance and excess baggage charges will apply.

(a) AAdvantage awards
each person who is a member of the AAdvantage program and who complies with the rules, regulations, conditions and limitations of the AAdvantage program for the accumulation of mileage and the use and claiming of AAdvantage awards and tickets may be eligible to receive, based on the amount of mileage accumulated, awards applicable for free or discounted or upgraded transportation on American Airlines and/or American Airlines commuter carrier as follows:
(1)
(2) AAdvantage AAnytime awards
AAdvantage members may claim AAnytime awards as described below. Aanytime awards have no blackout periods (except as noted below) and are not subject to special limitations on seating and flight availability.
Mexico/Caribbean/Bermuda/Central America
valid for travel on American Airlines or American Airlines commuter carriers between the 48 contiguous United States/Canada and Hawaii, Mexico, the Caribbean, Bermuda and Central America. Footnotes 2 and 3 apply:

60,000 miles	1 Free coach class ticket
120,000 miles	2 Free coach class tickets
120,000 miles	1 Free first/ Business class tickets
240,000 miles	2 free first/ Business class tickets Europe

Valid for travel on American Airlines between the U.S.A. and either Great Britain, France, Germany, Spain or Switzerland. Footnotes 1, 2, and 3 apply:

80,000 miles	1 Free economy class ticket-valid only for travel October 1 through April 30, inclusive
160,000 miles	2 free economy class tickets-valid only for travel October 1 through April 30, inclusive
120,000 miles	1 Free economy class ticket
240,000 miles	2 Free economy class tickets
150,000 miles	1 Free Business class ticket
300,000 MILES	2 Free Business class tickets
200,000 miles	1 Free First class ticket
400,000 miles	2 Free First class tickets Japan

Valid for travel on American Airlines between the U.S.A. and Tokyo. Footnotes 1, 2, and 3 apply:

100,000 miles	1 Free economy class ticket-valid only for travel October 1 through April 30, inclusive
200,000 miles	2 free economy class tickets-valid only for travel October 1 through April 30, inclusive

130,000 miles 1 Free Economy class ticket
260,000 miles 2 free Economy class tickets
160,000 miles 1 Free Business class ticket
320,000 miles 2 Free Business class tickets
220,000 miles 1 Free First class ticket
440,000 miles 2 Free First class tickets
South America - Zone 1
(Columbia/Ecuador/Venezuela)
Valid for travel on American Airlines between the U.S.A. and South America - Zone 1. Footnotes 1, 2 and 3 apply:
70,000 miles 1 Free Economy class ticket
140,000 miles 2 Free Economy class tickets
100,000 miles 1 Free Business class ticket
200,000 miles 2 Free Business class tickets
140,000 miles 1 Free First class ticket
280,000 miles 2 Free First class tickets
Conjunctive awards with Cathay Pacific
to selected destinations in Asia/the Pacific
Valid for travel between the U.S.A. and Tokyo or the U.S.A. and Vancouver on American Airlines, with continuing service on Cathay Pacific to Bangkok, Fukuoka, Jakarta, Kuala Lumpur, Manila, Nagoya, Osaka, Penang, Seoul, Singapore, Taipei or Tokyo. Footnote 3 applies:
150,000 miles 1 Free Economy class ticket
300,000 miles 2 Free Economy class tickets
180,000 miles 1 Free Marco Polo business class ticket
360,000 miles 2 Free Marco Polo business class tickets
240,000 miles 1 Free First class ticket
480,000 miles 2 Free First class tickets
Conjunctive awards with Cathay Pacific
to selected destinations in Asia/the Pacific/the Middle east
Valid for travel between the U.S.A. and Tokyo or the U.S.A. and Vancouver on American Airlines, with continuing service on Cathay Pacific to Bahrain, Bombay, Brisbane, Dhahran, Dubai, Johannesburg, Melbourne, Perth or Sydney. Footnote 3 Applies:
160,000 miles 1 Free Economy class ticket
320,000 miles 2 Free Economy class tickets
190,000 miles 1 Free Marco Polo business class ticket
380,000 miles 2 free Marco Polo business class tickets
250,000 miles 1 Free First class ticket
500,000 miles 2 free first class tickets
footnotes:
1. Plus, this award includes free connecting coach travel (subject to availability at the time the reservation is made) on American Airlines and/or American Airlines commuter carriers between any city served by these carriers in the U.S.A., Canada, Mexico, Bermuda, the Caribbean, Central America, South America-Zone 1 and South America-Zone 2 and your nearest American Airlines North American gateway for international award travel originating in North America.
2. Not valid for travel or open jaw itinerary originating in Germany or Japan as

applicable.
3. Subject to foreign government approval.

(3) AAdvantage PlanAAhead awards

AAdvantage members may claim planAAhead awards as described below. PlanAAhead awards (including conjunctive awards with other carriers) are subject to special limitations on seating and flight availability, and blackout dates.

Mexico/Cayman Islands/Caribbean/Bermuda/Central America

Valid for travel on American Airlines or American Airlines Commuter carriers between the 48 contiguous united States/Canada and Hawaii, Mexico, the Caribbean, Cayman Islands, Bermuda and Central America. Footnotes 2 and 3 Apply:

30,000 miles	1 Free Coach class ticket
60,000 miles	2 Free Coach class tickets
60,000 miles	1 Free First/business class ticket
120,000 miles	2 Free First/business class tickets

Europe

Valid for travel on American Airlines between the United States and either Great Britain, France, Germany, Spain, Sweden or Switzerland. Footnotes 1, 2, and 3 apply:

40,000 miles	1 Free economy class ticket (valid for travel October 1 through April 30 only)
80,000 miles	2 Free economy class tickets (valid for travel October 1 through April 30 only)
60,000 miles	1 Free Economy class ticket
120,000 miles	2 Free Economy class tickets
75,000 miles	1 Free Business class ticket
150,000 miles	2 Free Business class tickets
100,000 miles	1 Free First class ticket
200,000 miles	2 Free First class tickets

Japan

Valid for travel on American Airlines between the United States and Tokyo. Footnotes 1, 2, and 3 apply:

50,000 miles	1 Free Economy class ticket (valid for travel October 1 through April 30 only)
100,000 miles	2 Free Economy class tickets (valid for travel October 1 through April 30 only)
65,000 miles	1 Free Economy class ticket
130,000 miles	2 Free Economy class tickets
80,000 miles	1 Free Business class ticket
160,000 miles	2 Free Business class tickets
110,000 miles	1 Free First class ticket
220,000 miles	2 Free First class tickets

South America - Zone 1
(Columbia/Ecuador/Venezuela)

Valid for travel on American Airlines between the united States and South America – Zone 1. Footnotes 1, 2 and 3 apply:

35,000 miles	1 Free Economy class ticket
70,000 miles	2 Free Economy class tickets
50,000 miles	1 Free Business class ticket
100,000 miles	2 Free Business class tickets
70,000 miles	1 Free First class ticket

140,000 miles 2 Free First class tickets

South America-Zone 2

(Argentina/Bolivia/Brazil/Chile/Paraguay/Peru)

Valid for travel on American Airlines between the United States and South America-zone 2. Footnotes 1, 2, and 3 apply:

40,000 miles 1 Free Economy class ticket-valid for travel March 15 through May 31 and September 16 through November 30; standard holiday blackouts also apply.

80,000 miles 2 Free Economy class tickets-valid for travel March 15 through May 31 and September 16 through November 30; standard holiday blackouts also apply

60,000 miles 1 Free Economy class ticket*

120,000 MILES 2 Free Economy class tickets*

75,000 miles 1 Free Business class ticket*

150,000 miles 2 Free Business class tickets*

100,000 miles 1 Free First class ticket*

200,000 miles 2 Free First class tickets*

*Blackout - Award travel to brazil will not be allowed During the period 10 days either side of ash Wednesday.

Central America/South America

Valid for travel on American Airlines between the United States and central America, or wholly within South America.

30,000 miles 1 Free Economy class ticket

60,000 miles 2 Free Economy class tickets

45,000 miles 1 Free Business class ticket

90,000 miles 2 Free Business class tickets

60,000 miles 1 Free First class ticket

120,000 miles 2 Free First class tickets

Conjunctive awards with British Airways to Europe valid for travel between the U.S.A. and Great Britain on American Airlines with continuing service on British Airways economy class service to selected destinations in Europe. Footnote 3 applies:

40,000 miles 1 Free economy class ticket valid for travel October 1 through April 30, inclusive

80,000 miles 2 Free economy class tickets valid for travel October 1 through April 30, inclusive

60,000 miles 1 Free Economy class ticket

120,000 miles 2 Free Economy class tickets

75,000 miles 1 Free Business class ticket

150,000 miles 2 Free Business class tickets

100,000 miles 1 Free First class ticket

200,000 miles 2 Free First class tickets

conjunctive awards with British Airways to Africa valid for travel between the U.S.A. and Great Britain on American Airlines, with continuing British Airways economy class service to selected destinations in Africa. Footnote 3 applies:

75,000 miles 1 Free Economy class ticket

150,000 miles 2 Free Economy class tickets

150,000 miles 1 Free Business class ticket

300,000 miles 2 Free Business class tickets

200,000 miles 1 Free First class ticket

400,000 miles 2 Free First class tickets

Rule 715 AAdvantage Program Applicable only for travel to/from the U.S.A./Canada)

conjunctive awards with British Airways
to the Middle East

Valid for travel between the U.S.A. and Great Britain on America Airlines, with continuing British Airways economy class service to selected destinations in the Middle East. Footnote 3 applies:

75,000 miles	1 Free Economy class ticket
150,000 miles	2 Free Economy class tickets
135,000 miles	1 Free Business class ticket
270,000 miles	2 Free Business class tickets
180,000 miles	1 Free First class ticket
360,000 miles	2 Free First class tickets

Conjunctive awards with Cathay Pacific to Hong Kong

Valid for travel between the U.S.A. and Tokyo or the U.S.A. and Vancouver on American Airlines, with continuing service on Cathay Pacific to Hong Kong. Footnote 3 applies:

65,000 miles	1 Free Economy class ticket
130,000 miles	2 Free Economy class tickets
80,000 miles	1 Free Marco Polo business class tickets
160,000 miles	2 Free Marco Polo business class tickets
110,000 miles	1 Free First class ticket
220,000 miles	2 Free First class tickets

Conjunctive awards on Cathay Pacific to selected destinations in Asia/the Pacific

valid for travel between the U.S.A. and Tokyo or the U.S.A. and Vancouver on American Airlines, with continuing service on Cathay Pacific to Bangkok, Fukuoka, Jakarta, Kuala Lumpur, Manila, Nagoya, Osaka, Penang, Seoul, Singapore, Taipei, or Tokyo. Footnote 3 applies:

75,000 miles	1 Free Economy class ticket
150,000 miles	2 Free Economy class tickets
90,000 miles	1 Free Marco Polo business class ticket
180,000 miles	2 Free Marco Polo business class tickets
120,000 miles	1 Free First class ticket
240,000 miles	2 Free First class tickets

Conjunctive awards on Cathay Pacific to selected destinations in Asia/the Pacific/the Middle East

valid for travel between the U.S.A. and Tokyo or the U.S.A. and Vancouver on American Airlines, With Continuing Service on Cathay Pacific to Bahrain, Bombay, Brisbane, Dhahran, Dubai, Melbourne, Perth or Sydney. Footnote 3 applies:

80,000 miles	1 Free Economy class ticket
160,000 miles	2 Free Economy class tickets
95,000 miles	1 Free Marco Polo business class ticket
190,000 miles	2 Free Marco Polo business class tickets
125,000 miles	1 Free First class ticket
250,000 miles	2 free First class tickets

conjunctive awards with Qantas Airways

to the South Pacific
Valid for travel between the North American gateways and Australia, Fiji, Papua New Guinea or Tahiti on Qantas Airlines, as well as limited travel between these south pacific destinations. footnotes 2/3 applies:

80,000 miles	1 Free economy class ticket
160,000 miles	2 Free economy class tickets
95,000 miles	1 Free Marco Polo business class ticket
190,000 miles	2 Free Marco Polo business class tickets
125,000 miles	1 Free first class ticket
250,000 miles	2 Free first class tickets

conjunctive awards with Singapore Airlines to Asia valid for travel between the U.S. gateways and Tokyo, Taipei, Hong Kong and Singapore on Singapore Airlines, as well as travel between these 4 cities. Footnotes 2/3 applies:

75,000 miles	1 Free economy class ticket
150,000 miles	2 Free economy class tickets
90,000 miles	1 Free Marco Polo business class ticket
180,000 miles	2 Free Marco Polo business class tickets

footnotes:

1. Plus, this award includes free connecting coach travel on American Airlines and/or American Airlines commuter carriers between any city served by these carriers in the U.S.A., Canada, Mexico, Bermuda, the Caribbean Central America, South America-Zone 1 and South America-Zone 2 and your nearest American Airlines North American gateway for international award travel originating in north America.
2. Not valid for travel or open jaw itinerary originating in Germany or Japan as applicable.
3. Subject to foreign government approval.
4. Transatlantic travel on AA will be in first class and travel on BA will be in business class.

(4) AAdvantage upgrade awards
AAdvantage members may claim upgrade awards as described below.
Mexico/Caribbean/Cayman Islands/Bermuda/Central America/South America
Valid for travel on American Airlines between the 48 contiguous United States and Mexico, the Caribbean, Cayman Islands Bermuda and Central America or wholly within South America. Footnotes 1 and 2 apply:

15,000 miles	Full-fare coach ticket with no advance purchase requirement to first class upgrade.
20,000 miles	Any individual coach class ticket to first class upgrade.

Europe

Valid for travel on American Airlines between the United States and either Great Britain, Belgium, France, Germany, Sweden, Switzerland OR Spain. footnotes 1 and 2 apply:

40,000 miles	Economy class to business class upgrade or business class to first class upgrade.

Japan

Valid for travel on American Airlines between the United States and Tokyo. Footnotes 1 and 2 apply:

25,000 miles	Full-fare coach ticket with no advance purchase requirement to business class upgrade.
40,000 miles	Business class to first class upgrade.

Hawaii

Valid for travel on American Airlines between the continental U.S.A. , Canada, Mexico, the Caribbean, and Hawaii. Footnotes 1 and 2 apply.

15,000 miles	Full-fare ticket with no advance purchase requirement to next class upgrade.
30,000 miles	Any individual fare ticket to next class upgrade.

Australia/New Zealand

Valid for travel on American Airlines between the continental U.S.A. and Australia/New Zealand. Footnotes 1 and 2 apply.

25,000 miles	Economy class to business class upgrade.
40,000 miles	Business class to first class upgrade.

South America-Zone 1
(Colombia/Ecuador/Venezuela)

valid for travel on America Airlines between the United States and South America-Zone 1. Footnotes 1 and 2 apply:

20,000 miles	Full-fare ticket with no advance purchase requirement to next class of service upgrade.
30,000 miles	Economy class to business class upgrade or business class to first class upgrade.

South America-Zone 2
(Argentina/Bolivia/Brazil/Chile/Paraguay/Peru)

valid for travel on American Airlines between the United States and South America-zone 2. Footnotes 1 and 2 apply:

25,000 miles	full-fare ticket with no advance purchase requirement to next class of service upgrade.
40,000 miles	Economy class to business class upgrade or business class to first class upgrade.

conjunctive awards with Qantas to the South Pacific

Valid for travel between North America gateways

Rule 715 AAdvantage Program Applicable only for travel to/from the U.S.A./Canada)

and Australia, Fiji, Papua New Guinea
or Tahiti, on Qantas Airlines, as well as between these destinations. Footnotes 1, and 2 apply:

25,000 miles	Full-fare economy class (Y/Y2/B/B2 only) to business class upgrade
40,000 miles	Business class to first class upgrade.

conjunctive awards with Cathay pacific airways to Hong Kong/Africa/Asia/Pacific/Middle East valid for travel between North American gateways and Hong Kong as well as online destinations in Africa, Asia, the pacific, and the Middle East on Cathay Pacific Airways. Footnotes 1, and 2 apply:

25,000 miles	Full-fare economy class (Y/Y2 Only) to business class upgrade.
40,000 miles	Business class to first class upgrade.

Conjunctive awards with Singapore Airlines to Asia valid for travel between North American gateways and Tokyo, Taipei, Hong Kong and Singapore on Singapore Airlines, as well as between these 4 cities. Footnotes 1 and 2 apply:

25,000 miles	Full-fare economy class (Y/YO2 only) to business class upgrade
40,000 miles	Business class to first class upgrade.

Footnotes:

1. Not valid for travel or open jaw itinerary originating in Germany or Japan as applicable.
2. Subject to foreign government approval.

(5) AAdvantage companion awards

AAdvantage members may claim AAdvantage companion awards as described below. Companion awards are available only with the purchase of any individual ticket purchased for the same class of service, same itinerary and same airline. Both tickets must be issued at the same time. All restrictions that apply to the purchased ticket also apply to the companion award being claimed.

Europe
valid for travel on American Airlines between the United States and either Belgium, Sweden, Great Britain, France, Germany, Italy, Switzerland or Spain. Footnotes 1, 2 and 3 apply:

50,000 miles	1 free economy class companion ticket
85,000 miles	1 free business class companion ticket
110,000 miles	1 free first class companion ticket Japan

Valid for travel on American Airlines between the United States and Tokyo. Footnotes 1, 2 and 3 apply:

60,000 miles	1 Free Economy class companion ticket

90,000 miles 1 Free business class companion ticket
120,000 miles 1 Free First class companion ticket

South America - Zone 1
(Columbia/Ecuador/Venezuela)
Valid for travel on American Airlines between the United States and South America - zone 1.
footnotes 1, 2 and 3 apply:
45,000 miles 1 Free Economy class companion ticket
90,000 miles 1 Free First class companion ticket

South America - zone 2
(Argentina/Bolivia/Brazil/Chile/Paraguay/Peru)
valid for travel on American Airlines between the United States and South American-Zone 2.
footnotes 1,2 and 3 apply:
50,000 miles 1 Free economy class companion ticket
85,000 miles 1 Free business class companion ticket
110,000 miles 1 Free first class companion ticket

conjunctive awards with Singapore Airlines to Asia
valid for travel between North American gateways and Tokyo, Taipei, Hong Kong and Singapore on Singapore Airlines, as well as between these 4 cities. Footnotes 1, 2 and 3 apply:
60,000 miles 1 Free economy class companion ticket
75,000 miles 1 Free business class companion ticket
105,000 miles 1 Free first class companion ticket

conjunctive awards with Qantas Airways to the South Pacific
valid for travel between North American gateways and Australia, Fiji, Papua New Guinea and Tahiti, on Qantas Airways, as well as between these destination. Footnotes 1, 2 and 3 apply:
65,000 miles 1 Free Economy class companion ticket
80,000 miles 1 Free Business class companion ticket
110,000 miles 1 Free First class companion ticket

Footnotes:
1. Plus, this award includes free connecting coach travel on American Airlines and/or American Airlines commuter carriers between any city served by these carriers in the U.S.A. , Canada, Mexico, Bermuda, the Caribbean, Central America, South America-zone 1 and South America-zone 2 and your nearest American Airlines North American gateway for international award travel originating in North America.
2. Not valid for travel or open jaw itinerary originating in Germany, Japan, or Venezuela

as applicable.
3. Subject to foreign government approval.

(6)

(7) AAdvantage reduced mileage plus co-payment award
AAdvantage members may claim the following reduced mileage plus co-payment award described below subject to limitations on availability and travel dates.

30,000 miles plus USD 195.00	one round-trip economy class ticket

valid for travel on American Airlines from Zurich, Switzerland to the USA/Canada.
travel is valid October 15 through May 15 of each year with the following blackout dates:
October 17, 24, 31, November 29-30, 1998
January 2-4, November 28-29, December 17, 19, 20, 23, 26, 30, 31, 1999
This AAdvantage special is subject to foreign government approval.

(B) General terms and conditions for all awards

(1) The AAvantage program does not limit membership. anyone may join at any time, no purchase is required to be a member.

(2) Mileage credit is determined on the basis of nonstop distances between the airports where the flight originates and terminates. On connecting flights, mileage credit accrues for each segment of the trip. AAdvantage mileage credit is based on the fare for the class of service ticketed, first class earns 150 percent, business class earns 125 percent and coach earns 100 percent.
participating carriers are as follows: Cathay Pacific, Qantas Airways and Singapore Airlines.
other mileage opportunities include: Citibank Visa/Mastercard,
MCI long distance, Avis Rent a Car, Hertz rent a Car, Hilton Hotels and Marriott Hotels.

(3) Each person who is a member of the AAdvantage program and who complies with the rules, regulations, conditions and limitations of the AAdvantage program for the accumulation of mileage and the use and claiming of AAdvantage awards and tickets may be eligible to receive, based on the amount of mileage accumulated, awards applicable for free or discounted or upgraded transportation on American Airlines and/or American Airlines commuter carrier.

(4) None of the provisions of this tariff apply to interstate, intrastate or overseas transportation of passengers of baggage, as defined in the federal aviation act. The provisions of this tariff apply to one way, round trip or open jaw transportation between points in the U.S.A./Canada and points in areas 1/2/3 solely over the scheduled passenger services of American

Airlines/American Airlines commuter carriers for members of the AAdvantage program of American Airlines, Inc.

(5) Airline employees, travel agency personnel, or other individuals traveling on agency or industry reduced rates or non-revenue tickets are not eligible to participate in the AAdvantage program. AAdvantage tickets/awards travel are not eligible for AAdvantage mileage.

(6) Passengers traveling on round-the-world type tickets at fares governed by rules 10/50/100/200/225/1605/1675/1850/2359 as published in international passenger around-the-world rules tariff no. RW-1, D.O.T. no. 468, NTA(a) No. 275 are not eligible for AAdvantage mileage.

(7) Each person who is accepted for membership in the AAdvantage program will be assigned an identification number. Membership in the AAdvantage program will not be activated until the first time this identification number is used in accordance with the rules of the AAdvantage program. The AAdvantage identification number must be mentioned by the AAdvantage member/passenger either at the time reservations are made or at the time of check-in for boarding pass issuance.

(8) The AAdvantage member/passenger must verify that his/her AAdvantage number is correctly noted on the appropriate form.

(9) when an award is claimed, the number of miles Required to qualify for that award will be deducted from the AAdvantage member's accumulated mileage.

(10) All free tickets for AAdvantage award travel will be issued only at American Airlines ticketing locations, such as airport ticket offices and city ticket offices, and via American Airlines tickets-by-mail.

(11) As to awards under the AAdvantage program structure for original members, two-ticket awards for free travel will be issued at the same time for use on the same dates and for the same travel itinerary and same airline. As to AAnytime or PlanAAhead awards, two-ticket awards for free travel may be used separately.

(12) As to awards under the AAdvantage program structure for original members and PlanAAhead awards, American Airlines may limit the number of passengers carried on these awards and travel on these awards will not necessarily be permitted on all flights. The number of AAdvantage award seats that American Airlines makes available on a given flight will be determined at the sole discretion of American Airlines.

(13) A USD 100.00 change fee will be assessed for reissues of PlanAAhead, AAnytime, and regular AAdvantage award tickets, including tickets for travel on participating airlines.

(14) A USD 25.00 administrative service charge will be assessed for reissues of PlanAAhead, AAnytime, and regular AAdvantage award tickets, including tickets for travel on participating airlines.

(15) Bonuses may be made to the person under whose identification number the mileage has been accumulated or to another person designated by the account holder. Once a bonus has been made it cannot be transferred.

(16) This tariff does not establish the rules, regulations, conditions and limitations of the AAdvantage program, or any right to acquire benefits under the program. Further, a complete recitation of the rules of the AAdvantage program in not contained herein. American Airlines provides direct notice to AAdvantage members of the rules, regulations, conditions and limitations of the AAdvantage program in materials sent to members, including the AAdvantage program brochure, the AAdvantage newsletter, the AAdvantage claim form and the AAdvantage award certificate. These rules, regulations, conditions and limitations, include, without limitation, those relating to the accumulation of AAdvantage mileage, the use and claiming of AAdvantage awards, the time and duration of blackout periods, the expiration of AAdvantage miles and the sale and transfer of AAdvantage awards or mileage. information about the AAdvantage program, including copies of AAdvantage program materials may also be obtained by writing to the AAdvantage department at American Airlines, Inc., P.O. Box 619616, M.D. 1396, DFW airport, TX 75261-9616.

(17) American Airlines has reserved the right to change the AAdvantage program rules, regulations, travel awards and special offers at any time. American Airlines has reserved the right to end the AAdvantage program with six (6) months notice.

(B) General terms and conditions for all awards

(1) The AAvantage program does not limit membership. anyone may join at any time, no purchase is required to be a member.

(2) Mileage credit is determined on the basis of nonstop distances between the airports where the flight originates and terminates. On connecting flights, mileage credit accrues for each segment of the trip. AAdvantage mileage credit is based on the fare for the class of service ticketed, first class earns 150 percent, business class earns 125 percent and coach earns 100 percent. participating carriers are as follows: Cathay Pacific, Qantas Airways and Singapore Airlines. other mileage opportunities include: Citibank Visa/Mastercard,
MCI Long Distance, Avis Rent A Car, Hertz Rent a Car, Hilton Hotels and Marriott Hotels.

(3) Each person who is a member of the AAdvantage program and who complies with the rules,

regulations, conditions and limitations of the AAdvantage program for the accumulation of mileage and the use and claiming of AAdvantage awards and tickets may be eligible to receive, based on the amount of mileage accumulated, awards applicable for free or discounted or upgraded transportation on American Airlines and/or American Airlines commuter carrier.

(4) None of the provisions of this tariff apply to interstate, intrastate or overseas transportation of passengers of baggage, as defined in the federal aviation act. The provisions of this tariff apply to one way, round trip or open jaw transportation between points in the U.S.A. /CANADA and points in areas 1/2/3 solely over the scheduled passenger services of American Airlines/American Airlines commuter carriers for members of the AAdvantage program of American Airlines, Inc.

(5) Airline employees, travel agency personnel, or other individuals traveling on agency or industry reduced rates or non-revenue tickets are not eligible to participate in the AAdvantage program. AAdvantage tickets/awards travel are not eligible for AAdvantage mileage.

(6) Each person who is accepted for membership in the AAdvantage program will be assigned an identification number. Membership in the AAdvantage program will not be activated until the first time this identification number is used in accordance with the rules of the AAdvantage program. The AAdvantage identification number must be mentioned by the AAdvantage member/passenger either at the time reservations are made or at the time of check-in for boarding pass issuance.

(7) The AAdvantage member/passenger must verify that his/her AAdvantage number is correctly noted on the appropriate form.

(8) When an award is claimed, the number of miles required to qualify for that award will be deducted from the AAdvantage member's accumulated mileage.

(9) All free tickets for AAdvantage award travel will be issued only at American Airlines ticketing locations, such as airport ticket offices and city ticket offices, and via American Airlines tickets-by-mail.

(10) As to awards under the AAdvantage program structure for original members, two-ticket awards for free travel will be issued at the same time for use on the same dates and for the same travel itinerary and same airline. As to AAnytime or PlanAAhead awards, two-ticket awards for free travel may be used separately.

(11) As to awards under the AAdvantage program structure for original members and PlanAAhead awards, American Airlines may limit the number of passengers carried on these awards and travel on these awards will not necessarily be permitted on

all flights. The number of AAdvantage award seats that American Airlines makes available on a given flight will be determined at the sole discretion of American Airlines.

(12) Members who joined on or after January 1, 1989 may accumulate mileage only toward AAnytime or PlanAAhead or new AAdvantage upgrade awards. members who joined prior to January 1, 1989 may use mileage earned before July 1, 1989 for claiming any type of AAdvantage award. Members who join prior to January 1, 1989 may use mileage earned on or after July 1, 1989 for claiming PlanAAhead, AAnytime or new upgrade awards only.

(C) (13) A USD 100.00 change fee will be assessed for reissues of PlanAAhead, AAnytime, and regular AAdvantage award tickets, including tickets for travel on participating airlines.

(14) Bonuses may be made to the person under whose identification number the mileage has been accumulated or to another person designated by the account holder. Once a bonus has been made it cannot be transferred.

(15) This tariff does not establish the rules, regulations, conditions and limitations of the AAdvantage program, or any right to acquire benefits under the program. Further, a complete recitation of the rules of the AAdvantage program in not contained herein. American Airlines provides direct notice to AAdvantage members of the rules, regulations, conditions and limitations of the AAdvantage program in materials sent to members, including the AAdvantage program brochure, the AAdvantage newsletter, the AAdvantage claim form and the AAdvantage award certificate. These rules, regulations, conditions and limitations, include, without limitation, those relating to the accumulation of AAdvantage mileage, the use and claiming of AAdvantage awards, the time and duration of blackout periods, the expiration of AAdvantage miles and the sale and transfer of AAdvantage awards or mileage. information about the AAdvantage program, including copies of AAdvantage program materials may also be obtained by writing to the AAdvantage department at American Airlines, Inc., P.O. Box 619616, M.D. 1396, DFW Airport, TX 75261-9616.

(16) American Airlines has reserved the right to change the AAdvantage program rules, regulations, travel awards and special offers at any time. American Airlines has reserved the right to end the AAdvantage program with six (6) months notice.

(A) Application
(1) the provisions of this rule apply only to transportation solely over the scheduled passenger services of AA, Inc. Of passengers who are holders of valid AAirpasses as described in (c) below which have been purchased pursuant to duly executed contracts.
(2) AA reserves the right to limit the total number of AAirpasses it will make available for purchase. sale of any AAirpasses may be terminated at any time without notice.

(B) Definitions
Prices, charges and fees as used in this rule are in U.S. currency.

Anniversary year for the purpose of this rule means a 12 month period commencing the first day of the first month in which an AAirpass becomes valid pursuant to a contract between AA and the purchaser.

Mileage for the purpose of this rule is based upon origin/destination great circle statute miles data published by the civil aeronautics board.
holder of an AAirpass or AAirpass holder for the purpose of this rule means the individual specified in the contract between AA the purchaser of the AAirpass who will be the user of the AAirpass .

AAirpass for the purpose of this rule means an embossed card issued to an individual pursuant to a contract between AA and a purchaser which entitles the valid holder of such AAirpass to transportation on AA pursuant to this rule.

(C) AAirpass prices and conditions
(1) AA will sell AAirpasses as named in column a below at the prices named in column b below which will be valid for travel solely on AA for the number of miles per anniversary year named in column c below subject to the conditions named in column d below:

Column A Type of AAirpass	Column B* Price USD	Column C Miles per anniversary year	Column D Conditions
6 month term with Companion	4,000.00	12,500.00	Valid for 6 months. Holder may take along one companion per flight. Miles flown by companion will be deducted from the holder's allotment.
2 year term with Companion	16,000.00	25,000.00	valid for 2 years. holder may take along one companion per flight. Miles flown

			by companion will be deducted from the holder's allotment.
5 year term with Companion	35,000.00	25,000.00	Valid for 5 years. holder may take along one companion per flight. Miles flown by companion will be deducted from the holder's allotment.
Regular Lifetime with Companion	80,000.00#	25,000.00	Valid for the life time of the holder. Holder may take along one companion per flight. Miles flown by companion will be deducted from the holder's allotment.
Unlimited 5 Year term	220,000.00	Unlimited	valid for 5 year's only
Unlimited 5 Year term Companion	375,000.00	Unlimited	Valid for a 5 year and will entitle holder to take along one companion per flight
Unlimited Lifetime	350,000.00@	Unlimited	Valid for the life time of the holder
Unlimited Lifetime Companion	600,000.00&	Unlimited	Valid for the life time of the holder and will entitle holder to take along one companion per flight

* - Prices listed are subject to change without notice.
# - Cost based on 80,000.00 for age 40 or under with 800.00 reduction for each year over 40 to minimum price of 35,000.00.
@ - Cost based on 350,000.00 for age 40 or under with 1,000.00 reduction for each year over 40 but under 59 years of age. Over age 59, deduct an additional 15,000.00 per year to a minimum price of 90,000.00.
& - Cost based on 600,000.00 for age 40 or under with 3,000.00 reduction for each year over 40 but under 59 years of age. Over age 59, deduct an additional 25,000.00 per year to a minimum price of 165,000.00.

(2) Class of service
  (a) AAirpasses allowing unlimited mileage per anniversary year apply for travel in any available class of service including business and first class.
  (b) All other types of AAirpasses apply for travel in first class, business class and coach class.

Type of travel	Percent of mileage to be deducted from AAirpass holder's account
	First class
Domestic	125%
International	125%
	Business class
Domestic	115%
International	100%
	Coach class
Domestic	100%
International	70%

the above premium charges for first class travel will apply only when first class is used at the option of the AAirpass holder and will not apply in those cases where the passenger travels first class because of involuntary upgrading.

(3) Additional mileage

At the time of purchase or at any time during the first 11 months of the first anniversary year, the purchaser or holder of a valid AAirpass may purchase additional mileage in annual mileage blocks of 5,000 miles subject to the charges listed below.

Type of Airpass	Additional mileage block	Charges for each block (USD)
5 year term	5,000 miles/year	5,550.00
Regular lifetime	5,000 miles/year	10,460.00#
Variable term 1 year term	5,000 miles	1,400.00

- Cost based on purchase price of $10,460.00 for age 40 or under with 150.00 reduction for each year over 40.

(D) AAirpass mileage accounts

AA will establish an account for each valid AAirpass holder. Initially this account will contain the appropriate mileage for the type of AAirpass held plus any additionally purchased mileage blocks.

Each subsequent anniversary year the appropriate mileage for such new year will be entered into this account and any unused mileage for the previous anniversary year will be brought forward for the use during such new year.

Any mileage not used by the last date of term AAirpasses will be forfeited and will have no refund value associated with it. With the exception of unlimited mileage AAirpasses, if any AAirpass mileage remains unused at the expiration of any term AAirpass, holder shall have up to (a) An additional year in the case of a 5 year or leisure term AAirpass,

(b) An additional two years in the case of a 10 year AAirpass, and
(c) an additional three years in the case of a 15 year AAirpass, to use such mileage.

Upon the earlier of the expiration of such additional period or the usage of all AAirpass mileage, the agreement shall terminate, provided that it shall continue in effect until payment in full for any excess mileage charges incurred in conjunction with holder's last AAirpass mileage use.

if during any anniversary year the AAirpass holder shall exceed the mileage allowed for that year, such excess mileage will be billed, pursuant to contract, at the then prevailing rate, as specified in (g) below.

failure to pay for such excess mileage will result in suspension of AAirpass privileges until such time excess miles are paid for.

(E) Mileage usage

Mileage flown by holder, and when applicable by holder and companion, will be deducted from the annual mileage allotted to his or her AAirpass (except for unlimited lifetime AAirpass holders) as follows:

(1) Mileage on a through flight (i.e., one with at least one stop between origin and destination points, but not requiring a change of aircraft) or on a nonstop flight, will equal nonstop mileage between origin and destination points.
(2) Mileage on a connecting flight (i.e., requiring change of aircraft) will equal nonstop mileage provided:
    (a) The trip consists of no more than three separate flight segments; and
    (b) Scheduled connections between consecutive segments occur within 6 hours (24 hours for connections to or from Hawaii, San Juan, the U.S. Virgin Islands, some international flights), and
    (c) Origin/destination nonstop mileage on a two-flight trip exceeds the mileage of at least one of the flights;
    (d) Origin/destination mileage on two consecutive flights on a three-flight trip exceeds the mileage of at least one of the flights, or
    (e) The itinerary of the origin/destination trip is one published by AA in the routing guide of the department of transportation tariff.

(F) Refunds

Refunds of AAirpasses will be made only in accordance with the provisions set forth in the contract between AA and the purchaser of the AAirpass.

(G) Excess mileage charges

If AAirpass mileage, including premium for first class travel and business class, flown by holder (or his or her companion(s)) in any anniversary year (as determined by anniversary dates) exceeds holder's mileage allotment for that year (including additional mileage and unused mileage from previous years), holder hereby promises to pay AA for such mileage upon receipt

of invoice therefor. Such excess mileage charges will be made at a rate per mile to be fixed by AA from time to time. For travel during any calendar month period, this rate shall be the rate specified in holder's statement for the preceding month. The rate for 5 year term AAirpasses and regular lifetime AAirpasses shall be based on the average full fare coach rate per mile on AA's then current route system. By using the AAirpass card to incur excess mileage, holder consents and agrees to such charges.

Excess miles flown in first class/business class will be billed at the premium mileage rate as set forth in (c)(2)(b) above.

(H) Work stoppage

In the event of a strike or work stoppage that requires the total suspension of AA flights, the following provisions will apply:

(1) Beginning with the 8th day of any such strike, and for each succeeding day, 100 additional miles of future air travel will be credited to holder's currently available mileage upon termination of such strike; and

(2) For each full month (i.e. 30 days) such strike continues, holder's anniversary date shall be extended to the first day of the month following the anniversary date, and the anniversary date as so extended shall become the anniversary date for the purposes of determining annual mileage accruals and AAirpass expiration.

(I) Usage by card holders only

For purchaser's protection, holder's signature will be required at check-in for a flight. Additional identification (such as driver's license or credit card) may, at AA's discretion, be required. AAirpass is valid for use only by the individual whose name appears on the card. AAirpass cards and purchaser's rights under this rule are not transferable, and coupons used in conjunction with AAirpass travel have no cash value. Companion travel may not be sold or bartered under any circumstances.

(J) Travel

AAirpass entitles the holder to one seat per flight (two seats per flight if a qualified lifetime AAirpass 5 year companion term AAirpass or leisure lifetime companion AAirpass holder travels with a companion) and such travel is subject to AA’s rules tariff as in effect at the time of travel and any other general terms and conditions applicable to travel on AA which may subsequently replace or supplement such tariff. AAirpass is valid only for travel on AA and American Eagle. Travel is authorized anywhere on AA’s system, except certain international destinations specified by AA.

(K) Fraudulent usage

If AA determines that an AAirpass has been fraudulently used, AA reserves the right to revoke the AAirpass and all privileges associated with it. Purchaser will

thereupon forfeit all rights to such AAirpass, without refund.

(L) Force majeure

Except as provided above, AA shall not be liable for delays in performance hereunder resulting from causes beyond its reasonable control.

(M) Payment

If purchaser fails to make payment under the terms of a fully executed contract, a processing fee of USD 250.00 will be assessed by AA.

(N) Refunds

Refunds of AAirpasses will be made only in accordance with the provisions set forth in the contract between AA and the purchaser of the AAirpass.

(1) AA reserves the right to terminate this tariff and refund the purchase price of any AAirpass less charges for mileage actually flown, dependent on plan purchase, except for unlimited mileage AAirpasses, which will be refunded in accordance with (n)(2)(a) below, of this agreement.

(2) Upon receipt of a refund request within 90 days, American shall perform the following calculations pertaining to holder's AAirpass and refund the lesser amount of a or b (may be $0), after deducting sums due for excess mileage flown:

(a) Remaining full months before expiration
Total AAirpass months purchased x purchase price * equals a

(b) remaining mileage*
Total mileage purchased* x purchase price * equals B
(*including additional mileage)

(3) For purposes of applying such formulas to refund on lifetime AAirpasses, those AAirpasses shall be determined to have the following terms: regular lifetime AAirpass - 120 months (10 years): unlimited mileage lifetime AAirpass - 200 months. to determine the mileage purchased with any regular lifetime AAirpass, multiply the annual mileage allowance by the number of months given in the preceding sentence, and add any additional mileage purchased. The second formula above is inapplicable to refunds on unlimited mileage lifetime AAirpasses or unlimited 5 year term AAirpasses.

(O) (The provisions of this paragraph do not apply to leisure lifetime, regular lifetime or unlimited lifetime AAirpasses.) Where the purchaser of an AAirpass is a corporation which has designated in the contract between AA and the purchaser that the holder of the AAirpass will be an employee of that corporation, such corporation may redesignate the employee of such corporation who will be the holder of the AAirpass in accordance with the terms of the contract between AA and the purchaser. AA will assess a charge of $100.00 for each such redesignation.

Rule 1000 Seamen's Fares

(A) Application
  (1) For the purpose of this rule, merchant marine is defined as the privately or publicly owned commercial vessels of a nation, (including but not limited to commercial cruise lines) as distinguished from it's navy, furthermore the ship's port of registry will determine the country of which merchant marines are members.
    (a) Subject to the provisions of this rule, bona fide seamen as listed in the table below, will be assessed 75 percent of the applicable one way/round trip unrestricted/restricted normal economy class fares booked in y inventory. Where more than one level of normal economy class fare exists, the percentages may be applied on the lower/lowest level.
      Exception 1: Panamanian seamen traveling wholly within area 1 will be assessed 60 percent (75 percent applicable from Argentina).
      Exception 2: seaman of the Moroccan merchant marine traveling between the U.S.A. and points listed below will be assessed 60 percent.
      Exception 3: Finnish seaman will be assessed 65 percent of the applicable fare.
      exception 4: Chilean seamen traveling wholly within area 1 will be assessed 60 percent of the applicable fare.
    (b) Seamen must present a certificate or requisition for transportation from the ship's captain, the shipping company or it's agent, stating that the seaman is traveling in connection with his duties for and at the expense of the shipping company.
  (2) These fares will apply via routings over the services of AA, jointly with any other carriers participating in this tariff published in connection with the applicable economy class fares.
  (3) these fares apply for ow/rt travel.
  (4) these fares will not be used as a basis for computing any other reduced fares.
  (5) these fares will apply only when tickets are purchased at such fares prior to commencement of travel.
    (a) merchant marines traveling under ship registries of Bahamas.
      (i) passengers eligible for these fares are seamen of the Bahamian merchant marines.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world, except Australia.

(iii) These fares are combinable only with normal fares to/from points to which these fares apply.

(b) Merchant marines traveling under ship registries of Belgium.

(i) Passengers eligible for these fares are members of the Belgian merchant marines working aboard a Belgian ship.

(ii) travel is permitted between points in the U.S.A./Canada and points throughout the world, except Australia.

(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(c) Merchant marines traveling under ship registries of Central America.

(i) Passengers eligible for these fares are any bona fide seamen subject to the conditions of paragraph (G).

(ii) Travel is permitted between points in the U.S.A./Canada and points in areas 1, 2, or 3.

(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(d) Merchant marines traveling under ship registries of china.

(i) Passengers eligible for these fares are seamen of the Chinese merchant marine.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world except Australia.

(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(e) Merchant marines traveling under ship registries of Finland.

(i) Passengers eligible for these fares are seamen of the Finnish merchant marine.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world.

(iii) These fares are combinable only with domestic fares.

(f) Merchant marines traveling under ship registries of France.

(i) Passengers eligible for these fares are seamen of the French merchant marine.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world.

(iii) These fares are combinable only with domestic fares.

(g) Merchant marines traveling under ship registries of Germany.

(i) Passengers eligible for these fares are seamen of the German merchant marine.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world except Australia.

(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(h) Merchant marines traveling under ship registries of Greece.

(i) Passengers eligible for these fares.

(aa) Seamen of the Greek merchant marine and accompanying spouse.

(bb) Seamen of Greek nationality and accompanying spouse.

the seamen concerned must either be traveling to resume their duties on a ship or they must be traveling to their homes from their ship.

(ii) Travel is permitted between points in the U.S.A./Canada and points in Greece.

(iii) These fares are combinable only with domestic fares.

(i) Merchant marines traveling under ship registries of Ireland.

(i) Passengers eligible for these fares are members of ship's crews of any country who are traveling to resume their duties on a ship or traveling to their homes from their ship.

(ii) Travel is permitted between points in the U.S.A./Canada and points in Ireland.

(iii) These fares are combinable only with normal fares for onward transportation.

(j) Merchant marines traveling under ship registries of Italy.

(i) Passengers eligible for these fares are seamen of the Italian merchant marine who are Italian nationals or Italian residents. They must be under regular contract to a shipping company and traveling to or from their ship, in connection with a furlough, shore leave, transfer to another ship, termination of contract, repatriation, sickness or disability.

(ii) Travel is permitted between points in the U.S.A./Canada and points in Italy.

(iii) These fares are combinable only with normal, special international and domestic fares, provided the fares to be combined allow such combination.

(k) Merchant marines traveling under ship

registries of Liberia.

(i) Passengers eligible for these fares are seamen of the Liberian merchant marine traveling to resume their duties on a ship or traveling to their homes from their ship.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world except Australia.

(iii) These fares are combinable only with domestic fares.

(l) Merchant marines traveling under ship registries of morocco.

(i) Passengers eligible for these fares are seamen of the Moroccan merchant marine.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world.

(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(m) Merchant marines traveling under ship registries of Netherlands.

(i) Passengers eligible for these fares.

(aa) Seamen of the Dutch merchant marine traveling to resume their duties on a ship or traveling to their homes from their ship.

(bb) Medical personnel accompanying such seamen when sick or incapacitated.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world except Australia.

(iii) these fares are combinable only with domestic fares within the U.S.A.

(n) Merchant marines traveling under ship registries of panama.

(i) Passengers eligible for these fares.

(aa) seamen of the Panamanian merchant marine.

(bb) Employees of the "Direction Consulary de Naves."

(cc) Persons traveling on behalf of the "direction Consulary de Naves."

(dd) Any doctor, nurse or attendant who must accompany such passengers.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world except Australia.

(iii) These fares are combinable only with normal fares to or from the points to which these fares apply.

(o) Merchant marines traveling under ship registries of Poland.

(i) Passengers eligible for these fares

are seamen of the polish merchant marine.

(ii) Travel is permitted between points in the U.S.A./Canada and points in Poland.

(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(p) Merchant marines traveling under ship registries Of Scandinavia.

(i) passengers eligible for these fares.

(aa) Seamen of the Danish, Norwegian, and Swedish merchant marines and their spouse and children, who have reached their 12th but not their 22nd birthday.

(bb) Any doctor, nurse, or attendant who must accompany the seamen.

(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world.

(iii) These fares are combinable only with domestic fares within the U.S.A. and Denmark, Norway and Sweden.

(q) Merchant marines traveling under ship registries of Singapore.

(i) Passengers eligible for these fares are seamen of the Singapore merchant marine.

(ii) Travel is permitted between points in the U.S.A./Canada and points in areas 2 or 3 via the Atlantic/Pacific Ocean except Australia.

(iii) These fares are combinable only with Domestic fares.

(r) Merchant marines traveling under ship registries of South Africa.

(i) Passengers eligible for these fares are seamen of the south Africa merchant marine.

(ii) Travel is permitted between points in the U.S.A./Canada and points in South Africa.

(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(s) Merchant marines traveling under ship registries of South America.

(i) Passengers eligible for these fares are bona fide seaman subject to conditions of paragraph (g).

(ii) Travel is permitted between points in the U.S.A./Canada and points in areas 1, 2, or 3.

(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(t) Merchant marines traveling under ship registries of South Korea.

(i) Passengers eligible for these fares are seamen of the South Korean merchant marine.
(ii) Travel is permitted between points in the U.S.A./Canada and points in south Korea.
(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(u) Merchant marines traveling under ship registries of Spain.
(i) Passengers eligible for these fares are seamen of the Spanish merchant marine.
(ii) Travel is permitted between points in the U.S.A./Canada and Spain.
(iii) these fares are combinable only with domestic fares within the country of origin and destination.

(v) Merchant marines travelling under ship registries of Switzerland.
(i) Passengers eligible for these fares.
(aa) Seamen of the swiss merchant marine.
(bb) Any doctor or nurse who must accompany the seamen.
(ii) Travel is permitted between points in the U.S.A./Canada and points in Switzerland.
(iii) these fares are combinable only with domestic fares within the U.S.A. and Switzerland.

(w) Merchant marines travelling under ship registries of the United Kingdom.
(i) Passengers eligible for these fares are seamen of the British merchant marine engaged as crew members of ships registered in the United Kingdom or British territories overseas traveling on duty.
(ii) Travel is permitted between points in the U.S.A./Canada and points throughout the world except Australia.
(iii) These fares are combinable only with normal and/or domestic fares.

(x) Merchant marines travelling under ship registries of the U.S.A.
(i) Passengers eligible for these fares are seamen of the United States merchant marine.
(ii) Travel is permitted between points in the U.S.A./Canada and points in areas 1, 2 or 3.
(iii) These fares are combinable only with domestic fares within the country of origin and destination.

(y) Merchant marines travelling under ship registries of Yugoslavia.
(i) Passengers eligible for these fares:

(aa) Officers and sailors of Yugoslavian nationality employed by a Yugoslavian or foreign merchant marine.
(bb) Medical personnel accompanying such seamen when sick or incapacitated.

(ii) Travel is permitted between points in the U.S.A./Canada and points in Yugoslavia.

(iii) These fares are combinable only with domestic fares within the U.S.A.

(z) Merchant marines travelling under ship registries of any country not named above.

(i) Passengers eligible for these fares are any bona fide seaman subject to the conditions of paragraph (g).

(ii) Travel is permitted between points in the U.S.A./Canada and points in areas 1, 2 or 3.

(iii) These fares are combinable only with domestic fares within the country origin and destination.

(B) Combinations

See paragraph (A) above.

(C) Period of validity

See paragraph (A) above.

(D) Length of stay

(1) minimum stay: None.

(2) maximum stay: Tickets are valid one year from Date of ticket issuance.

(E) Stopovers

Stopovers are not permitted.

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

(F) Children's and infants' fares

Rule 200 (children's and infants' fares) is not applicable to fares governed by this rule.

Exception: Children's discounts apply to Israeli merchant marine fares.

(G) Reservations and ticketing

(1) (Not applicable to seamen of the Scandinavian merchant marine) tickets at these fares will be issued only upon presentation to the carrier of a written application for transportation from the steamship company, it's agent, or ship's captain, giving a complete description of the transportation required to include:

(a) The place of origin and destination;

(b) The number, name(s), and status of the passenger(s);

(c) The name of the steamship company;

(d) The name of the vessel and port of registry; and

(e) The date of commencement of transportation.

(2) (Applicable to seamen of the Scandinavian merchant

marine only) prior to the issuance of ticket and to the performance of transportation, a special official requisition for transportation shall be issued by a competent government office or a foreign service station for the Scandinavian country concerned. For homebound travel the requisition must be issued and presented to the local SK office. If there is no SK office, the requisition may be presented to any participating carrier.

(3) The application must certify that the seaman is traveling for duty purposes or in connection with the steamship company's requirement, and may be signed by delegated government authorities such as embassies and consulates.

(4) Payment for such fares must be made by the steamship company, it's agent, or ship's captain.

(5) Payment for fares for Danish, Norwegian and Swedish merchant marines must be paid by either the ship owner(s), his (their) representative or appropriate Danish, Norwegian or Swedish government authority, as the case may be.

(6) Tickets issued at these fares will be noted DG/SC (plus the applicable discount) in the ticket designator box.

(H) Routing/Rerouting

Voluntary rerouting is not permitted. Rebooking will be permitted when requested by the steamship company or it's agent.

(I) Cancellation and Refunds

Refund will only be made to or at the direction of the steamship company concerned.

(J) Rules and Discounts Not Applicable

Rules 35 (Passenger expenses en route)
205 (Free and reduced rate transportation for agents)
210 (free and reduced fare transportation for tour conductors)
550 (Passengers occupying two seats)

Refer to rule 2 part c published herein for general Provisions of this fare rule.

(A) Application

(1) These fares apply to economy class round trip or single open jaw travel.

(2) Fares apply only between points published and not to/from intermediate points.

(3) ZNCBHX/ZNCBKX/ZNCBLX fares apply for travel Monday through Thursday. ZNCBHW/ZNCBKW/ZNCBLW fares apply for travel Friday through Sunday. Travel on the Transpacific sectors will determine the day of week application.

(B) Combinations

Fares may be combined with applicable arbitraries.

(C) Period of VALIDITY

Fares apply as follows:

Peak season	Shoulder season	Basic season
June through August; December 14-31	September through December 13	January through may

Note: The date of commencement of travel on the first outbound Transpacific sector will determine the seasonal level to be applied to the entire journey.

(D) Length of stay

(1) Minimum stay: 6 days.

(2) Maximum stay: 6 months.

Exception: From Los Angeles to Hong Kong only: 1 year.

(E) Stopovers

Unlimited stopovers are permitted at USD 75.00, per adult and USD 50.25 per child, per stopover.

(F) Children's and infants' fares

Rule 200 (children's and infants' fares) is applicable.

(G) Reservations and ticketing

(1) Reservations

Reservations to the first point of stopover must be made 7 days prior to departure. Any open sectors for the balance of the itinerary may be made any time prior to date of travel.

(2) Tickets

(a) Tickets for all portions of the itinerary must be issued 7 days prior to departure showing confirmed reservations to the first point of stopover.

(b) Tickets must be endorsed "non-ref/non-end APEX".

(c) Tickets must show that travel is at a special fare and restrictive conditions do apply.

(d) These fares apply only when tickets are purchased prior to commencement of travel.

(H) Capacity limitations

AA reserves the right to limit the number of passengers carried on any flight at fares governed by this rule, and seats will not necessarily be available on all flights.

(I) Routing/Rerouting

(1) Rerouting is permitted provided there is no change to the fare construction points.

(2) Reservations and/or routing changes for sectors other than the first outbound sector are permitted except where a change results in a ticket being reissued, a charge of USD 50.00 (or the equivalent of local currency converted at the banker's buying rate) will be assessed. No discount shall apply to this charge.

(J) Cancellation and refunds

Cancellation	Penalty
(1) Prior to departure:	In the event of cancellation less than 7 days prior to departure or failure to use reservations as confirmed, USD 50.00 is non-refundable and will be forfeited by the passenger.
(2) After departure:	25 percent of the remaining value of the ticket.

Note 1: The non-refundable amount may only be used as credit toward payment of normal fares governed by rule 5000. The endorsement box of the new ticket and any subsequent reissues must show "non-refundable apex".

Note 2: The cancellation and refund provisions will apply to children's and infants' fares.

(K) Rules and discounts not applicable

Rules 35 (Passenger expenses en route)
65 (Tickets-extension of ticket validity due to medical reasons)
205 (Free and reduced rate transportation for agents)

(L) Other conditions

These fares are equal to the lowest apex fares from the U.S.A. to Hong Kong as follows:

MHS - ZNCBHW	MHXS - ZNCBHX
MKS - ZNCBKW	MKXS - ZNCBKX
MLS - ZNCBLW	MLXS - ZNCBLX

Rule 1525 Student Fares From Colombia to the U.S.A.

(A) Application
  (1) Applicable area
    These fares apply from Colombia to the U.S.A.
  (2) Class of service
    These fares apply on economy class service via AA only and will not apply on codeshare flights.
  (3) Type of transportation
    These fares apply to OW/RT/SOJ travel.
  (4) Eligibility
    Full-time students and their dependents.
  (5) The applicable fare will be 70 percent of the normal coach (y) fare.

(B) Combinations
  These fares may be combined with other fares.

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

(D) Surcharges
  (1) Minimum stay: None.
  (2) Maximum stay: 1 year.

(E) Stopovers
  No stopovers are permitted.

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

(G) Reservations and ticketing
  (1) Payment may only be made by the institute Colombiano de Especializacion en El Exterior (Icetex).
  (2) A prepaid ticket advice (PTA) for return travel from the U.S. to Colombia may be purchased if authorized by Icetex and purchased in Colombia.

(H) Routing/rerouting
  (1) Routing
    All travel must be via AA.
  (2) Rerouting
    Voluntary rerouting is permitted.

(I) Cancellation and refunds
  In the event of cancellation by the passenger, refunds will be made only to the Instituto Colombiano de Especializacion en El Exterior (Icetex).

(J) Rules and discounts
  The following rules are not applicable:
  Rules 205 (Free and reduced rate transportation for agents)
  210 (Free and reduced fare transportation for tour conductors)
  755 (Senior Saaver discounts)
  1810 (Senior Traaveller discounts)

(K) Other conditions
  Definitions:
  (1) Full-time student
    A person who is sponsored by Icetex and is authorized to travel abroad to perform professional studies at a

university/college/school offering vocational/technical courses. Such travel will also include vacation travel between such establishment and point of origin.

(2) Dependents
Spouse and dependent children under 21 years of age who may travel with the student or joint the student and are so authorized by Icetex.

Rule 1526 Student Discount Fares

(1) These fares apply for travel from points in Ecuador to
area 1/2/3.
(2) These fares will not apply to codeshare flights.
passengers ticketed at fares governed by this rule receive
a 25 percent discount off of AA local fares governed by
rule 8740 and a normal economy fares governed by rule 7000
for travel within area 1, and normal economy fares governed
by rules 2150 and 9400 for travel from Ecuador to area 2/3.
(1) The provisions of this rule apply to student enrolled in
a period of study of not less than 3 months for travel
within area 1 and 6 months for travel to areas 2/3.
(2) Students traveling to the U.S.A. are required to provide
a student visa i-20 which is granted with universities/
colleges have received full payment or enough payment
guarantees. students traveling to all other areas must
present a registration certificate approved by the educational
establishment the student is attending.
(1) Tickets must be noted with a specific ticket designator.
the designator will be the appropriate fare basis code
for the fares used followed by "sd25" suffix.
(2) Passengers must adhere to all conditions/provisions of
the appropriate governing rule of the fare on which they
are traveling.
All travel must be via AA scheduled services.
the discount will not apply to the following fares:
(1) Agency/industry discounts
(2) Joint fares and special status fares, e.g. childrens/
family plan/government/group/senior citizen/military/
tour basing/visit U.S.A. type.

Rule 1720 One Way Air/Sea Fares between the U.S.A. and Brazil

(A) Application
  (1) Applicable area
    these fares apply between the U.S.A. and Brazil.
  (2) Class of service
    these fares apply on economy class service.
  (3) Type of transportation
    these fares apply to one way transportation.
(B) Combinations
  These fares are combinable with arbitraries and any other fares, which by their own terms permit such combinations. Travel must be via the combination point.
(C) Period of validity
  These fares apply all year.
(D) Fares
  These fares are 75 percent of the applicable normal economy y fare or 80 percent of the y2 fare if applicable.
(E) Length of stay
  (1) Minimum stay: None.
  (2) Maximum stay: 2 months.
(F) Stopovers
  Stopovers are not permitted.
(G) Children's and infants' fares
  Rule 200 (children's and infants' fares) is applicable.
(H) Tour requirements
  These fares may only be used when tickets are purchased in connection with a fully prepaid air/sea tour.
(I) Reservations and ticketing
  (1) Reservations, full payment and ticketing for the entire journey must be completed at least 14 days prior to departure from point of origin.
  (2) Once reservations have been confirmed and tickets issued, reservations may not be changed.
    Exception: Change in reservations will be permitted at a charge of USD 50.00/CAD 64.00 per transaction. the applicable fare for the revised journey must be recalculated from point of origin and any difference collected.
  (3) Tickets must be annotated "refund penalty/as" in the form of payment box and carrier over to any subsequent reissues.
  (4) Tickets must be annotated in the endorsement box with the following:
    (a) Form and serial number of the document issued for sea travel, and
    (b) Origin and destination of the sea journey.
    (c) Fare class code "has07".
  (5) The code "as" must be entered in parenthesis after the passenger's name in the "name of passenger" box.
(J) Routing/Rerouting
  (1) Voluntary rerouting is permitted for a fee as in (I) Above.

(2) Routings for such fares shall be limited to not more than two transfer points for any one way journey, provided that when two transfer points are included in the routing, there may not be more than one transfer point in the area comprised of the continental U.S.A./Hawaii/Puerto Rico and not more than one transfer point at a point outside such area.

Note: For the purpose of this rule "transfer point" means any point at which the passenger transfers from:

(a) The services of AA to the services of another carrier or vice versa, or

(b) The services of a carrier other than AA to another service of the same carrier bearing a different flight number, or

(c) The services of a carrier (other than AA) to the services of another carrier (other than AA)

Exception: Paragraph (2) above will not apply within the continental U.S.A./Hawaii/Puerto Rico when no stopover is made and passenger is ticketed beyond the transfer point and baggage is through checked beyond the transfer point.

(K) Cancellation and refunds

(1) Prior to departure

(a) Once ticketed, if a passenger cancels more than 14 days before departure the non-refundable amount is USD 100.00/CAD 128.00

(b) In the event of cancellation or failure to use confirmed space as ticketed less than 14 days before departure the non-refundable amount is USD 200.00/CAD 256.00.

(2) After departure

In the event of cancellation or failure to use confirmed space after travel has commenced the amount of refund is the difference between the fare paid and the applicable fare for transportation used less USD 200.00/CAD 256.00.

(3) Credit towards further transportation

The penalty referred to in (K) (1) and (2) above will not be charged if the ticket is upgraded to any higher applicable fare. The following entry shall be made on the new ticket and all subsequent reissues in the form of payment box "refund penalty/as". In the event the upgraded ticket is subsequently submitted for refund, the original penalty shall still be charged.

(4) In the event of death or illness of a passenger, member of passenger's immediate family as described in rule 1 (definitions) prior to or after departure no refund penalty will apply. A medical certificate must be presented in such

cases.

(5) Cancellation penalty will not apply to infants under 2 years of age not occupying a seat.

(l) Rules and discounts not applicable

Rules 205 (Free and reduced rate transportation for agents)

210 (Free and reduced fare transportation for tour conductors)

755 (Senior Saaver discounts)

1810 (Senior Traaveller discounts)

Rule 1810 Senior Citizen Discount Fares

(A) Application
These fares apply for travel originating in Ecuador/Panama/Honduras to call cities served by AA throughout the world.

(B) fares
(1) (Applicable for travel originating in Ecuador only) passengers will receive a 50 percent discount off of AA local fares published in this tariff, except as listed in paragraph (F) below.
(2) (Applicable for travel originating in Panama/ Honduras only) passengers ticketed at fares permitting the discount will receive a 25 percent discount off of AA local fares published in this tariff, except as listed in paragraph (f) below.

(C) Eligibility
(1) The provisions of this rule apply to senior citizen passengers who are at least 65 years of age. No discount is offered for a companion.
Exception 1: (Applicable for travel originating Panama) discounts governed by this rule apply to men who have reached their 60th birthdays, women who have reached their 55th birthdays and retired residents of panama who have been issued a "retirement card" by the Panamanian government at the time of departure from point of origin.
Exception 2: (Applicable for travel originating Honduras) discounts governed by this rule apply to Honduran citizens or foreigners with more than 10 years of legal residence in Honduras who have reached their 60th birthdays. This discount also applies to any individual who is retired or pensioned due to incapacitation, regardless of their age.
Exception 3: Cancelled
(2) The senior citizen passenger must show proof of age in a form acceptable to AA at the time of ticketing or boarding and may also be required to show similar proof of age at boarding time.

(D) Reservations and ticketing
(1) Tickets must be noted with specific ticket designators. The designator will be the appropriate fare basis code for the fares used followed by "CD50" suffix for travel originating in Ecuador and "CD25" suffix for travel originating in panama and Honduras.
(2) Passengers must adhere to all

conditions/provisions of the appropriate governing rule of the fare on which they are traveling.

(3) reservations and/or ticketing is not allowed on aa.com due to eligibility requirements.

(E) Routing

all travel must be via AA scheduled services.

(F) Discounts not applicable

the discount will not apply to the following fares:

(1) Agency/industry discounts

(2) Joint fares and special status fares, e.g. children's/family plan/government/group/AARP discounts/military recruit/tour basing/visit U.S.A. type/other senior citizen fares.

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