

FARES

(A) GENERAL

EXCEPT AS PROVIDED IN PARAGRAPH (M) BELOW, PUBLISHED FARES APPLY ONLY FOR CARRIAGE FROM THE AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF DESTINATION. FOR THE PURPOSES OF THIS RULE:

- (1) USA AND CANADA SHALL BE CONSIDERED AS ONE COUNTRY, AND
- (2) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED ONE COUNTRY

(B) PRECEDENCE OF FARES

UNLESS OTHERWISE PROVIDED IN CARRIER'S TARIFFS, A PUBLISHED FARE TAKES PRECEDENCE OVER THE COMBINATION OF INTERMEDIATE FARES APPLICABLE TO THE SAME CLASS BETWEEN THE SAME POINTS VIA THE SAME ROUTING EXCEPT AS PROVIDED IN PARAGRAPH (C) BELOW.

ROUND TRIP FARES - 71

(C) ROUND TRIP FARES

UNLESS OTHERWISE SPECIFIED, THE FARE FOR A ROUND TRIP SHALL BE:

- (1) THE ROUND TRIP FARE PUBLISHED IN THE APPLICABLE TARIFF(S) OF CARRIER(S) VIA THE DESIRED ROUTING AND FOR THE CLASS OF SERVICE USED, OR
- (2) TWICE THE THROUGH ONE WAY FARE APPLICABLE TO THE OUTBOUND JOURNEY, OR
- (3) ROUND TRIP FARES WHICH BY THEIR OWN TERMS ARE COMBINABLE MAY BE USED WITH OTHER FARES ON THE BASIS OF HALF THE ROUND TRIP INSTEAD OF ONE WAY FARE, PROVIDED THAT THE MORE RESTRICTIVE FARE CONDITIONS APPLY TO THE ENTIRE ROUND TRIP JOURNEY

CIRCLE TRIP FARES – 72

(D) CIRCLE TRIP FARES

UNLESS OTHERWISE SPECIFIED, THE FARE FOR A CIRCLE TRIP SHALL BE THE LOWEST COMBINATION OF HALF ROUND TRIP FARES IN THE DIRECTION OF TRAVEL ALONG RESPECTIVE SECTIONS INVOLVED IN THE TRIP, BEGINNING THE CALCULATION FROM THE POINT OF ORIGIN OF THE TRIP; PROVIDED THAT:

- (1) FOR THE FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED,
- (2) ONLY THOSE FARES, WHICH BY THEIR OWN TERMS ARE COMBINABLE, SHALL BE USED IN CONSTRUCTION OF CIRCLE TRIP FARES, AND
- (3) THE MORE RESTRICTIVE FARE CONDITIONS SHALL APPLY TO THE ENTIRE ROUND TRIP JOURNEY
- (4) THE FARE FOR A CIRCLE TRIP SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL OR SPECIAL ROUND TRIP FARE, AS APPROPRIATE, APPLICABLE TO THE LOWEST CLASS OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY STOP-OVER POINT ON THE ROUTE OF TRAVEL, INCLUDING SEPARATELY ASSESSED SIDE TRIPS
- (5) IN THE CASE OF AROUND THE WORLD JOURNEYS, IF ROUND TRIP FARE IN OPPOSITE GLOBAL DIRECTIONS EXIST BETWEEN THE POINT OF ORIGIN AND ANY STOP-OVER POINT, THE FARE SHALL NOT BE LESS THAN THE LOWER OF SUCH ROUND TRIP FARES FROM THE POINT OF ORIGIN
- (6) THE PROVISIONS IN PARAGRAPHS (4) AND (5) ABOVE NEED NOT BE APPLIED FOR POINTS ON A JOURNEY WHICH HAVE BEEN EXCLUDED FROM THE HIGHER INTERMEDIATE POINT RULE, SUBJECT TO THE SAME CONDITIONS CONTAINED IN THE EXCLUSION

FARES OTHER THAN RT/CT – 73

- (E) FARES OTHER THAN ROUND OR CIRCLE TRIPS
- (1) THESE RULES APPLY TO:
 - (a) NORMAL ONE WAY FARES,
 - (b) SPECIAL ONE WAY FARES,
 - (c) ONE WAY FARES BASED ON A PERCENTAGE OF NORMAL ONE WAY FARES, AND
 - (d) HALF ROUND TRIP NORMAL FARES AS PERMITTED IN PARAGRAPH (2)(c) BELOW.
 - (2) FOR SITI/SOTI/SITO/SOTO TRANSACTIONS:
 - (a) FARES SHALL BE APPLICABLE IN THE DIRECTION OF TRAVEL EXCEPT, WHEN MORE THAN ONE FARE COMPONENT IS INVOLVED, FOR ANY COMPONENT WHICH TERMINATES IN THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH FARE COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED
 - (b) WHEN ONE WAY FARES ARE USED AND TRAVEL IS VIA THE COUNTRY OF ORIGIN, THE FARE FOR THE COMPONENT VIA THE COUNTRY OF ORIGIN SHALL NOT BE LESS THAN THE HIGHEST INTERNATIONAL FARE FROM ANY TICKETED POINT IN THE COUNTRY OF ORIGIN IN THE FARE COMPONENT TO ANY OTHER TICKETED POINT IN SUCH FARE COMPONENT. THIS RULE APPLIES WHETHER OR NOT A STOPOVER IS MADE AT THE POINT(S) IN THE COUNTRY OF ORIGIN
 - (c) WHERE A SINGLE OPEN JAW JOURNEY COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS AND HAS A SURFACE BREAK IN ONE COUNTRY, EITHER AT A DESTINATION OR ORIGIN, AND WHERE A DOUBLE OPEN JAW COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS, AND HAS A SURFACE BREAK BOTH IN THE COUNTRY OF DESTINATION AND IN THE COUNTRY OF ORIGIN, HALF ROUND TRIP NORMAL FARES SHALL BE USED FOR EACH FARE COMPONENT. FOR TRAVEL ORIGINATING IN THE USA OR CANADA, THE SURFACE BREAK MAY BE PERMITTED BETWEEN THE COUNTRIES IN THE EUROPE SUB-AREA, PROVIDED TRAVEL IN BOTH DIRECTIONS IS VIA THE ATLANTIC
 - (d) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME, AND WHERE A COMMON TICKETED POINT(S) IN THE COUNTRY OF ORIGIN IS USED IN BOTH THE OUTBOUND AND INBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE, FROM SUCH COMMON POINT(S)
 - (e) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE NOT THE SAME AND WHERE A COMMON TICKETED POINT(S) IN THE COUNTRY OF TURNAROUND IS USED IN BOTH THE INBOUND AND OUTBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE TO SUCH COMMON POINT(S)
 - (3) FOR SOTI/SITO/SOTO TRANSACTIONS THE FOLLOWING ADDITIONAL RULES WILL APPLY: (SEE NOTE)
 - (a) NORMAL FARES
 - (i) ONLY ONE FARE COMPONENT, THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT
 - (ii) MORE THAN ONE FARE COMPONENT (ONE WAY FARES)
 - (aa) THE FARE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE COMPONENT, AND

- (bb) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS ON THE JOURNEY
- (iii) MORE THAN ONE FARE COMPONENT (HALF ROUND TRIP FARES)
 - (aa) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL HALF ROUND TRIP FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS ON THE JOURNEY
 - (bb) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL HALF ROUND TRIP FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS ON THE JOURNEY
- (b) SPECIAL FARES
 - (i) ONLY ONE FARE COMPONENT, THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST ONE WAY DIRECT FARE OF THE SAME TYPE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT. IN THE ABSENCE OF A FARE OF THE SAME TYPE, THE NEXT HIGHER ONE WAY FARE SHALL BE USED
 - (ii) MORE THAN ONE FARE COMPONENT
 - (aa) THE ABOVE RULE SHALL APPLY TO EACH FARE COMPONENT, AND
 - (bb) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST ONE WAY DIRECT FARE OF THE SAME TYPE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS IN THE JOURNEY. IN THE ABSENCE OF A FARE OF THE SAME TYPE, THE NEXT HIGHER ONE WAY FARE SHALL BE USED.
 - (iii) IN DEFINING A FARE OF THE SAME FARE TYPE, THE COMPARISON SHALL BE LIMITED TO THE CLASS OF SERVICE AND
 - (aa) LATE BOOKING FARE OR APEX FARE OR PEX FARE OR EXCURSION FARES
 - (bb) GIT FARE OR IIT FARE OR EXCURSION FARE
 - (cc) PUBLIC GROUP FARE OR EXCURSION FARE
- (c) EXCEPTIONS:
THE FOREGOING PROVISIONS SHALL NOT APPLY:
 - (1) FOR TRANSPORTATION WHOLLY WITHIN AREA 1,
 - (2) FOR SALES MADE IN AREA 1 FOR TRANSPORTATION COMMENCING IN AREA 1,
 - (3) FOR SALES MADE IN U.S.A., U.S. TERRITORIES AND CANADA FOR TRANSPORTATION TO U.S.A., U.S. TERRITORIES AND CANADA,
 - (4) WHEN TRAVEL ORIGINATES IN BENIN, BURKINAFASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, COTE D'IVOIRE, EQUATORIAL GUINEA, GABON, GHANA, LIBERIA, MALI, NIGER, SENEGAL OR TOGO AND IS SOLD IN ANOTHER OF THESE COUNTRIES

CONSTRUCTION OF FARES – 74**(F) CONSTRUCTION OF FARES**

WHEN NO THROUGH ONE-FACTOR FARE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE CLASS OF SERVICE USED, THE APPLICABLE FARE FOR SUCH TRANSPORTATION SHALL BE CONSTRUCTED AS PROVIDED BELOW:

(1) ONE CLASS OF SERVICE

WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS IN ONE CLASS OF SERVICE, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES VIA THE ROUTE OF MOVEMENT APPLICABLE TO THE TRANSPORTATION USED, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THE THROUGH ONE-FACTOR FARE APPLICABLE TO OR FROM A MORE DISTANT POINT VIA THE SAME ROUTING

(2) TRAVEL PARTLY IN ONE CLASS AND PARTLY IN ANOTHER CLASS OF SERVICE

(a) THE PROVISIONS FOR FARE CONSTRUCTION SHALL APPLY TO THE LOWEST CLASS OF SERVICE USED

(b) ANY CLASS DIFFERENTIALS:

(i) SHALL BE ASSESSED IN THE SAME DIRECTION AS THE FARE COMPONENT USED,

(ii) MUST BE ASSESSED WITHIN EACH FARE COMPONENT, AND

(iii) SHALL BE CHARGED IN ADDITION TO THE FARES RESULTING FROM SUBPARAGRAPH (A) ABOVE

(3) COMBINING U.S. OR CANADIAN DOMESTIC SPECIAL FARES WITH INTERNATIONAL FARES

(a) A SPECIAL FARE APPLICATION WITHIN THE U.S.A. OR CANADA MAY BE COMBINED WITH AN INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED FARE FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION, PROVIDED THAT:

(i) THE PASSENGER COMPLIES WITH ALL CONDITIONS (E.G. PERIOD OF VALIDITY, MINIMUM/MAXIMUM STAY, ADVANCE PURCHASE REQUIREMENTS, GROUP SIZE, ETC.) OF THE SPECIAL FARE,
EXCEPTION: ANY MINIMUM TOUR PRICE REQUIRED BY THE DOMESTIC SPECIAL FARE WITHIN THE U.S.A. TO CANADA WILL NOT BE APPLICABLE WHEN THE FARE IS COMBINED WITH AN INTERNATIONAL INCLUSIVE TOUR FARE HAVING A MINIMUM TOUR FARE HAVING A MINIMUM TOUR PRICE OF THE SAME OR A HIGHER AMOUNT

(ii) THE PASSENGER TRAVELING UNDER A FARE CONSTRUCTED IN ACCORDANCE WITH THIS PARAGRAPH MUST BE ROUTED VIA THE ROUTING OF THIS PARTICULAR INTERNATIONAL FARE USED, REGARDLESS OF THE FARE CONSTRUCTION POINT(S)

(b) MILEAGE ROUTINGS SET FORTH IN MPM-1 TARIFF C.A.B. NO. 424 (ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT) MAY BE APPLIED TO A FARE CONSTRUCTED UNDER PARAGRAPH (A) ABOVE, EITHER FOR THE ENTIRE JOURNEY BETWEEN THE POINT IN U.S.A. OR CANADA AND THE POINT OF AREA 2/3 OR BETWEEN THE U.S.A. OR CANADIAN GATEWAY POINT AND THE POINT OF AREA 2/3.

CARRIAGE MORE THAN ONE - 75**(G) CARRIAGE VIA MORE THAN ONE CARRIER****(1) ENTIRELY VIA AIR**

WHEN A TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND TRIP OR CIRCLE TRIP WHICH IS PARTLY VIA THE SERVICES OF ONE CARRIER AND PARTLY VIA THE SERVICES OF ANOTHER SCHEDULE AIR CARRIER(S), THE FARE FOR EACH SECTION OF

- CARRIAGE WILL BE FIFTY (50) PERCENT OF THE APPLICABLE ROUNDTRIP FARE FOR SUCH SECTION OF THE ROUND OR CIRCLE TRIP, AS THE CASE MAY BE
- (2) PARTLY VIA AIR AND PARTLY VIA SEA
 - (a) WHEN TICKETS ARE PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND TRIP OR CIRCLE TRIP FOR COMBINED AIR AND SEA TRAVEL, THE AIR FARE FOR EACH ONE WAY SECTION OF THE AIR JOURNEY WILL BE FIFTY (50) PERCENT OF THE ALL-YEAR ROUND TRIP FARE PUBLISHED IN TARIFFS GOVERNED BY THIS TARIFF AND APPLICABLE BETWEEN THE POINTS AND VIA THE CLASS OF SERVICE USED. A BREAK IN THE ROUND TRIP OR CIRCLE TRIP IS PERMITTED TO ALLOW PASSENGERS TO MAKE THEIR OWN WAY BY MEANS OF TRANSPORTATION BETWEEN AIRPORTS AND ADJACENT SEAPORTS
 - (b) THE FARES SPECIFIED ABOVE WILL APPLY ONLY VIA THE ROUTINGS PUBLISHED IN CONNECTION WITH THE ALL-YEAR FARES IN TARIFFS MAKING REFERENCE TO THIS TARIFF FOR GOVERNING PROVISIONS.
EXCEPTION: WHEN AN EXCURSION FARE IS USED, THE ROUTING PUBLISHED IN CONNECTION WITH SUCH EXCURSION FARE WILL APPLY

ROUTING - 76

- (H) ROUTING
 - (1) UNLESS OTHERWISE PROVIDED IN CARRIER(S) TARIFFS, FARES APPLY ONLY TO THE SERVICE AND ROUTINGS OF CARRIER(S) PUBLISHED IN CONNECTION THEREWITH. IF THERE IS MORE THAN ONE ROUTING AT THE SAME FARE, THE PASSENGER, PRIOR TO ISSUANCE OF THE TICKET, MAY SPECIFY THE ROUTING, AND IN RESPECT TO ANY OPEN DATE PORTION OF SUCH TICKET, MAY SPECIFY OPTIONAL ROUTINGS. IF NO ROUTING IS SPECIFIED BY THE PASSENGER, CARRIER MAY DETERMINE THE ROUTING
 - (2) ROUTINGS ARE PUBLISHED IN ONE DIRECTION ONLY BUT APPLY FOR CARRIAGE IN EITHER DIRECTION, UNLESS OTHERWISE SPECIFIED, AND ONLY TO THE FARES PUBLISHED IN CONNECTION THEREWITH. AN INTERMEDIATE POINT(S) SPECIFIED ALONG THE ROUTING MAY BE OMITTED PROVIDED THAT SUCCESSIVE SEGMENTS ARE FLOWN NON-STOP ON A SINGLE CARRIER NAMED IN THE RESPECTIVE SEGMENTS ALONG THE PUBLISHED ROUTING.

HIGHER INTERMEDIATE FARES – 77

- (I) HIGHER INTERMEDIATE FARES
 - (1) NORMAL AND SPECIAL FARES
WHEN REFERENCE IS MADE TO THE HIGHER INTERMEDIATE FARE CHECK, THE FOLLOWING PROCEDURES APPLY:
 - (a) SITI/SOTI TRANSACTIONS: THE HIGHER INTERMEDIATE FARE CHECK APPLIES ONLY TO INTERMEDIATE STOPOVER POINTS.
EXCEPTION: WHEN THE TICKET IS ISSUED IN WESTERN AFRICA, HIGHER INTERMEDIATE POINTS SHALL BE CHECKED FROM ALL TICKETED POINTS EN-ROUTE IN WESTERN AFRICA EXCEPT WHEN TRAVEL EN-ROUTE IS VIA A POINT(S) IN ANGOLA, NIGERIA AND/OR ZAIRE, THE HIGHER INTERMEDIATE POINTS SHALL BE CHECKED ONLY IF A STOPOVER IS MADE AT SUCH POINT.
 - (b) SITO/SOTO TRANSACTIONS: THE HIGHER INTERMEDIATE FARE CHECK APPLIES TO ALL INTERMEDIATE TICKETED POINTS
 - (c) A STOPOVER TAKES PLACE WHEN A PASSENGER BREAKS THE JOURNEY AT AN INTERMEDIATE POINT AND IS NOT SCHEDULED TO DEPART ON THE DAY OF ARRIVAL, OR WITHIN 24 HOURS OF ARRIVAL IF THERE IS NO CONNECTION ON THE DAY OF ARRIVAL.

- (2) NORMAL FARES
- (a) A THROUGH NORMAL FARE BETWEEN ORIGIN AND DESTINATION MUST NOT BE LOWER THAN:
 - (i) THE NORMAL FARE BETWEEN THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING;
 - (ii) THE NORMAL FARE BETWEEN THE DESTINATION AND ANY INTERMEDIATE TICKETED POINTS ALONG THE ROUTING;
 - (iii) THE NORMAL FARE BETWEEN ANY TWO TICKETED INTERMEDIATE POINTS ALONG THE ROUTING.
 - (b) WHEN THE DIRECT NORMAL FARE FOR SEGMENT OF AN ITINERARY IS LOWER THAN AN INTERMEDIATE POINT NORMAL FARE, THE DIRECT NORMAL FARE MUST BE RAISED TO THE HIGHEST OF ANY SUCH INTERMEDIATE POINT NORMAL FARE.
 - (c) WHEN THE TOTAL OF TICKETED POINT MILES FOR AN ITINERARY EXCEEDS THE MPM, THE NORMAL FARE MUST BE SURCHARGED IN ACCORDANCE WITH THE PROCEDURES FOR EXCESS MILEAGE SURCHARGES, C.A.B. NO. 424 (ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT). IF THE ROUTING PASSES THROUGH A HIGHER INTERMEDIATE TICKETED POINT, THE APPROPRIATE FARE TO BE SURCHARGED IS THE NORMAL FARE BETWEEN THE ORIGIN AND DESTINATION OF THAT SEGMENT WHICH HAS BEEN RAISED TO THE LEVEL OF THE HIGHER INTERMEDIATE TICKETED POINT NORMAL FARE.
 - (d) ALL CONDITIONS OF THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION APPLY.
 - (e) WHEN COMPARING NORMAL FARES, FARES FOR THE SAME TYPE SHALL MEAN THE SAME CLASS OF SERVICE AND SAME SEASONAL APPLICATION.
- (3) SPECIAL FARES
- (a) IF THERE IS NO HIGHER NORMAL FARE BETWEEN:
 - (i) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
 - (ii) DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT, THEN THE SPECIAL FARE (SURCHARGED, IF NECESSARY) BETWEEN ORIGIN AND DESTINATION APPLIES.
 - (b) IF THERE IS A HIGHER NORMAL FARE BETWEEN:
 - (i) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
 - (ii) DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT, THEN THE SPECIAL FARE MUST BE RAISED TO THE LEVEL OF SUCH HIGHER NORMAL FARE (SURCHARGED, IF NECESSARY) UNLESS:
 - (iii) THE SAME OR LOWER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE THE SPECIAL FARE (SURCHARGED, IF NECESSARY) BETWEEN ORIGIN AND DESTINATION APPLIES; OR
 - (iv) A HIGHER SPECIAL OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS IN WHICH CASE SUCH HIGHER SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES.
 - (c) WHEN COMPARING SPECIAL FARES, FARES OF THE SAME FARE TYPE SHALL MEAN THE SAME CLASS OF SERVICE, THE SAME SEASONAL APPLICATION, THE SAME GENERAL CONDITIONS, EXCEPT TICKET VALIDITY AND MINIMUM STAY REQUIREMENTS, AND LIMITED TO:
 - (i) LATE BOOKING FARE OR APEX FARE OR PEX FARE OR EXCURSION FARE
 - (ii) GIT FARE OR IIT FARE OR EXCURSION FARE
 - (iii) PUBLIC GROUP FARE OR EXCURSION FARE
 - (d) IN THE CASE OF MORE THAN ONE SPECIAL FARE OF THE SAME TYPE FOR ANY GIVEN SECTOR, THE FARE WITH CONDITIONS MOST SIMILAR TO THOSE OF THE SPECIAL FARE BETWEEN THE TERMINAL POINTS IS TO BE USED FOR COMPARISON.

(e) ALL CONDITIONS OF THE SPECIAL FARE BETWEEN ORIGIN AND DESTINATION APPLY

(J)

ONE WAY BACKHAUL RULE – 78

(K) ONE WAY BACKHAUL RULE

WHEN A PASSENGER PURCHASED A ONE WAY TICKET FOR TRANSPORTATION VIA A HIGHER RATED INTERMEDIATE STOPOVER POINT (AS DEFINED IN SECTION "HIGHER INTERMEDIATE FARES"), THE FARE FOR SUCH TRANSPORTATION WILL BE CONSTRUCTED BY CALCULATING THE ROUND TRIP FARE FOR TRANSPORTATION FROM THE POINT OF ORIGIN TO THE HIGHER RATED INTERMEDIATE STOPOVER POINT AND SUBTRACTING THEREFROM THE ONE WAY FARE FOR DIRECT (NOT INVOLVING A HIGHER RATED INTERMEDIATE POINT) TRANSPORTATION BETWEEN THE POINT OF ORIGIN AND DESTINATION. C

COMBINATION OF FLT CPNS - 79

(L) COMBINATION OF INTERNATIONAL FLIGHT COUPONS FROM SEPARATE TICKETS

(NOT APPLICABLE FOR TICKETS ISSUED IN CANADA)

TWO OR MORE INTERNATIONAL FLIGHT COUPONS FROM SEPARATE TICKETS WILL NOT BE ACCEPTED FOR CARRIAGE ON A DIRECT SERVICE BETWEEN THE TERMINAL POINTS ON THE TWO COUPONS AT LESS THAN THE APPLICABLE THROUGH FARE.

GROUND TRANSFERS - 80

(M) GROUND TRANSFERS

PUBLISHED FARES DO NOT INCLUDE GROUND TRANSFERS SERVICE BETWEEN AIRPORTS AND TOWN CENTERS UNLESS CARRIER'S TARIFF SPECIFICALLY PROVIDE THAT SUCH GROUND TRANSFERS SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.
(SEE RULE 30-GROUND TRANSFER SERVICE HEREIN).