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Carrier: China Eastern Airlines - MU

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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. MU1

containing
Local Rules, Fares & Charges
on behalf of

China Eastern Airlines

applicable to the
Transportation of Passengers and Baggage
between points in

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

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

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

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

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Rule 1 Definitions

Issued: October 26, 2019

Effective: October 27, 2019

As used herein:

Add-on fare - see "arbitrary".

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

Area 1 - all of the north and South American continents and the island adjacent thereto, Greenland, Bermuda, the West Indies and the islands of the Caribbean Sea, the Hawaiian islands.

Area 2 - Europe, Africa and the island adjacent thereto, Ascension Island and that part of Asia west of Ural mountains, including Iran and the Middle East as defined below.

Area 3 - Asia and the islands adjacent thereto except the portion included in area 2; the East Indies, Australia, New Zealand and the islands of the Pacific Ocean except those included in area 1.

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

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

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

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

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

Carriage - transportation, which is carriage of passenger

and/or baggage by air, gratuitous or for reward.

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

Central Africa - Malawi, Zambia and Zimbabwe.

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

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

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

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

Continental U.S.A. - (continental United States) the District of Columbia and all states of the United States other than Alaska and Hawaii.

Convention - the convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, October 12, 1929, or that convention as amended by the Hague protocol, 1955, or the Montreal convention whichever may be applicable to carriage hereunder.

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

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

Eastern Africa - Burundi; Djibouti; Eritrea; Ethiopia; Kenya; Rwanda; Somalia; United Republic of Tanzania; and Uganda.

Eastern Hemisphere - area comprising areas 2 and 3.

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

Family - (immediate family) spouse, children, adopted

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children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.

Flight coupon - the portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.

French gold francs - francs consisting of 65.50 milligrams of gold with a fineness of nine hundred thousandths.

FCU - fare construction unit - units used for fare calculation purposes in lieu of published currency amounts for the country where travel originates. fare construction units do not represent local selling currency for any country until appropriate currency adjustments are made and a conversion factor is applied.

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

Indian Subcontinent - Afghanistan; Bangladesh; India; Nepal; Pakistan; and Sri Lanka.

Interline transfer point - any point at which the passenger transfers from the services of one carrier to the services of a different carrier.

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

Leg - the space between two consecutive scheduled touchdown points on any given flight.

Micronesia - area comprised of Guam, Johnson Island, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan, Tinian, Truk and Yap.

Mid Atlantic area - Bahamas; Bermuda; Bolivia; Belize; Canal Zone; Colombia; Costa Rica; Ecuador, El Salvador; French Guiana; Guatemala; Guyana; Honduras; The Islands of The Caribbean Sea (Including Puerto Rico and The Virgin Islands); Nicaragua; Panama; Peru; Surinam; Venezuela.

Middle East - Bahrain; Cyprus; Egypt (Arab Republic of Egypt); Iran Islamic Republic of; Iraq; Israel; Jordan; Kuwait State; Lebanon; Qatar; Saudi Arabia; Sudan; Sultanate of Oman; Syria; United Arab Emirates (Comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras Al Khaimah, Sharjah, Umm Al Qaiwain)

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

Month - (Gregorian calendar month) a period of time starting

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with any date and ending with that same day of the following month. When the same day does not occur in the following month, this period ends on the last day of that month.

Montreal convention - mean the convention for the unification of certain rules for international carriage by air, signed at Montreal, May 28, 1999.

Normal fares - the full fare established for first, executive or economy class service, the application of which is not dependent upon any limited period of ticket validity or other special circumstances. (as used herein, special circumstances do not include transfer point, stopover and seasonality restrictions.)

North America - Canada, Mexico, USA.

North Atlantic Area - Canada; Mexico; U.S.A. (Including Hawaii and Alaska but Excluding Canal Zone, Puerto Rico and The Virgin Islands, American Samoa, Canton, Guam, Midway, and Wake Island).

North Central Pacific - all points in area 3 except those in the south pacific.

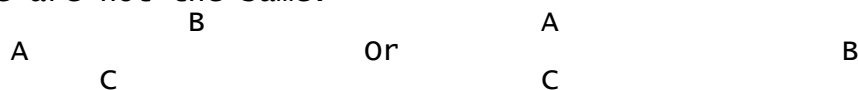
One way - any journey which, for fare calculation purposes, is not a complete round or circle trip.

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

Online transfer point - a point at which the passenger transfers from one service of a carrier to another service of the same carrier bearing a different flight number.

Open jaw - as used in this tariff, open jaw shall refer to either single open jaw and/or double open jaw journeys.

Open jaw single - a journey where the outward point of departure and the inward point of arrival are not the same, or, the outward point of arrival and inward point of departure are not the same.



Open jaw double - an open jaw journey where both the outward and inward point of departure and arrival are not the same.

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A B
D C

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

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

Passenger ticket - those portions of the ticket issued by the carrier which provide for the carriage of the passenger.

Prepaid ticket advice - the notification between carriers' offices by teletype, commercial wire or mail that a person in one city has purchased and requested issuance of a ticket for transportation of a person in another city.

Proportional fare - an amount published for use only in combination with other fares for carriage between specified points.

Reissue - an alteration to a ticket that cannot be accomplished through revalidation, that requires the issuance of a new ticket.

Reroute - a change of routing, fare, carrier, class of service, flight or date from that originally provided for on the ticket. not applicable to open tickets.

Reservation - booking; the allotment in advance of seating accommodation for a passenger.

Revalidation - the authorized stamping or writing upon of the passenger ticket evidencing that it has been officially altered by the carrier. there can be no change to origin, destination, stopover points or fare.

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

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

Scandinavia - Norway; Sweden; Denmark.

Sector - a portion of the journey comprised of legs or segments, usually used in reference to fare construction.

Segment - a portion of the journey between boarding and deplaning points that may be comprised of a leg or group of

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legs.

Exception: Where the passenger transfers from one flight to another flight bearing the same number (change of gauge), the two flights combined shall be considered as one segment.

South America - Argentina; Bolivia; Brazil; Chile; Colombia; Ecuador; Panama; Paraguay; Peru; Uruguay; Venezuela. for travel wholly within The South American area, the following countries shall also be considered as part of "South America": French Guiana; Guyana; Surinam.

South East Asia - Brunei Darussalam, Cambodia, China (Excluding Hong Kong Sar and Macau Sar), Chinese Taipei, Guam, Hong Kong Sar (China), Indonesia, Kazakhstan, Kyrgyzstan, Laos (People's Democratic Republic), Macau Sar (China), Malaysia, Marshall Islands, Micronesia (Includes Caroline Islands Except Palau Islands Group), Mongolia, Myanmar, Northern Mariana Islands, Palau, Philippines, Russia (In Asia), Singapore, Tajikistan, Thailand, Timor Leste, Turkmenistan, Uzbekistan, Vietnam.

South Atlantic area - Argentina; Brazil; Chile; Paraguay; Uruguay.

(Cancelled)

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

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

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

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

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

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

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

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stopover.

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

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

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

United Kingdom - area comprising Great Britain and Northern Ireland, including the channel islands and the isle of man.

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

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

Warsaw convention - means the convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, October 12, 1929, as amended, but not including the Montreal convention as defined above.

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

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

Rule 2 Standard Format of Electronic Rules

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Rule Title/Application (Category 50)

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

Eligibility (Category 1)

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

Day/Time (Category 2)

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

Seasonality (Category 3)

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

Flight Application (Category 4)

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

Advance Reservations/Ticketing (Category 5)

- (1) Advance purchase, super advance purchase, group and special excursion (PEX) fares and inclusive tour fares

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

Minimum Stay (Category 6)

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

Maximum Stay (Category 7)

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

Stopovers (Category 8)

Stopovers are permitted.

Transfers (Category 9)

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

Permitted Combinations (Category 10)

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

Blackout Dates (Category 11)

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

Surcharges (Category 12)

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

Accompanied Travel (Category 13)

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

Travel Restrictions (Category 14)

This category is used to state specific travel date

restrictions. Usually these are the dates when the fare may first be used for travel or after which it may no longer be used. If this category is not present, the fare is available for travel at all times.

Sales Restrictions (Category 15)

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

Penalties (Category 16)

- (1) Cancellation and no-show
for inclusive tour fares, no retroactive application of any fare established for use only in conjunction with inclusive tours shall be granted after commencement of travel.
- (2) Rebooking and rerouting
Individual fares: Permitted.
group Fares: voluntary - not permitted.
Involuntary - permitted.

Higher Intermediate Point (Category 17)

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

Ticket Endorsements (Category 18)

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

Children's Discounts (Category 19)

- (1) Children: 50 percent of the applicable adult fare.
- (2) Infants: 10 percent of the applicable adult fare.

Tour Conductor Discounts (Category 20)

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

Agent Discounts (Category 21)

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

All Other Discounts (Category 22)

this category is used to provide the specific fare amounts

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

Miscellaneous Provisions (Category 23)

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

(Category 24)

Currently not available

(Category 25)

Currently not available

Groups (Category 26)

(1) Group size

a minimum group size refers to the minimum number of passengers required to form a group which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.

(2) Affinity groups

(a) The travel group shall be formed from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the "organization") which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public; provided that no transportation may be offered to an organization:

(b) with respect to the formation of affinity travel groups:

- (i) Solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public solicitation as defined in (iii) below,
- (ii) Solicitation shall be effected only by officials of the organization or members of the travel group,
- (iii) "Public solicitation" shall be deemed to exist when the group transportation is

described, referred to or announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation,

- (iv) The travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public, provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as "applicant") employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements,
- (v) Each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence,
- (vi) The travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and the parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.

- (3) Own use groups
The travel group shall be formed only for use of one person (which expression shall include an individual person or legal entity such as an association, partnership, company or corporation) (hereinafter referred to as "the purchaser"); provided that such

purchaser shall not, wholly or partially, directly or indirectly, share the cost of air transportation with other persons interested in obtaining such transportation including the passengers carried. notwithstanding the foregoing, such cost may have been raised by voluntary contributions, provided that:

- (a) The voluntary contributions are not solicited nor obtained solely from the passengers to be carried;
- (b) Participation in the travel group is not limited to those actually contributing;
- (c) The minimum amount of each person's contribution has not been prescribed by the purchaser; and
- (d) Each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that he be included in the travel group.

(4) Incentive groups

The travel group shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprises(s) (excluding non-profit organizations) traveling under an established incentive travel program which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:

- (a) The incentive travel program shall include air transportation, accommodations, sightseeing, entertainment and other features, the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents;
- (b) Officials (and spouses) of such firm, corporation or enterprise may be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program;
- (c) Each member of the incentive group is a member of the organization at the time of application for the group fare.

(5) Documentation

- (a) General requirements for all individual and group inclusive tours
These must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such vouchers, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound transatlantic travel.
- (b) Affinity/incentive/non-affinity/own use group requirements
 - (i) written application, in the form required, shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of

- (ii) the group).
- (ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.
- (iii) Except as otherwise noted, only those passengers listed in the written application may be transported.
- (iv) Passenger substitution/additions - if name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.
- (v) Each travel group shall be identified by a definite number (group code) assigned by the carrier.
- (c) Group inclusive tour requirements
 - (i) written application, in the form required, shall provide the names and total number of passengers and the inclusive tour code number, and be signed by the tour operator or a passenger sales agent (also referred to as the 'travel organizer').
 - (ii) The application must be submitted to the issuing carrier prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.
 - (iii) Except as otherwise noted, only those passengers listed in the written application may be transported.
 - (iv) Passenger substitutions/additions - if name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.

Tours (Category 27)

- (1) Minimum tour price
 - (a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour plus a specific dollar amount.
 - (b) Any increase in the minimum selling price due to extra days of stay en route.
Note: The term "minimum tour price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.
- (2) Tour features (inclusive tours only)
Tour features must include:
 - (a) Except as otherwise noted, the individual

- inclusive tour must be included in it's published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals.
- (b) Except as otherwise noted, the group inclusive tour must include in it's published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.
- (3) Tour literature (inclusive tours only)
Tour literature must include:
- (a) The price of the inclusive tour (air and land prices may be shown separately);
- (i) Except as otherwise noted, the individual inclusive tour must be included in it's published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals.
- (ii) Except as otherwise noted, the group inclusive tour must include in it's published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.
- (b) The inclusive tour code.
- (4) Tours must be paid for in full prior to commencement of travel and price of tour features and facilities may not be less than the amount specified in this category of The Particular Fare Rule.

Visit Another Country (Category 28)

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

Deposits (Category 29)

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

Rule 5 Application of Tariff

Issued: October 26, 2019

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(A) General

- (1) This tariff shall apply to carriage of passengers and baggage (and services related to such carriage) on MU or jointly via the services of MU and other carriers participating in this tariff.
- (2) The provisions outlined in this tariff shall apply to transportation of passengers and/or baggage at fares/charges outlined in this tariff. These rules constitute the conditions applying to the contract for carriage and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.
- (3) International transportation shall be subject to the rules relating to liability established by the convention for unification of certain rules relating to international carriage by air signed in Warsaw, October 12, 1929 as amended by the protocol signed at the Hague, September 28, 1955. Only rule 55 (liability of carriers) paragraph (b)(1) of this tariff may state any limitation on the carrier's liability for personal injury or death. Insofar as any other portion of this tariff refers to other limitations or conditions on the liability for personal injury or death, such references are included in this tariff as a part of the tariff filed with governments other than the U.S.A. and are not as part of this tariff filed with the United States Department of Transportation.
- (4) Overriding law if any provision contained or referred to in the ticket or in this tariff is contrary to mandatory law, government regulations, orders or requirements, such provisions shall remain applicable to the extent that is not overridden by such law/regulation/order/requirement. The invalidity of any provision shall not affect any other part.
- (5) Modification and waiver no agent, servant or representative of the carrier has authority to alter, modify or waive any provision of the contract of carriage or this tariff.
- (6) Except as otherwise provided, charges or monetary amounts shown in this tariff in dollars or cents are stated in terms of lawful U.S. or Canadian currency.
- (7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries, contained in the on-line tariff database maintained by airline tariff publishing company, agent on behalf of MU are considered to

be part of this tariff.

(B) Gratuitous carriage

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

(C) Change without notice

Rules, regulations and conditions of carriage are subject to change without notice except as required by applicable laws, orders or government regulations. however, any changes in a contract for carriage will not apply if such carriage has already commenced.

(D) Guaranteed day of purchase provisions

the applicable rules, fares and charges for carriage of passengers and/or baggage are those in effect on the date of commencement of carriage covered by the first flight coupon of a ticket. When there is a difference between the fare/charges originally collected and the fare/charges in effect on the date of commencement of travel (from the point of origin), the passenger may be entitled to a refund of any over-collected amount or may be subject to additional collection for any under-collected amount.

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

- (1) The originating international flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket).
- (2) The originating international flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.
note: the provisions of sub-paragraphs (1) and (2) above will not apply to tickets issued at published standby fares.

Rule 6 Classes of Service

Issued: October 26, 2019

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- (A) First class service
 - (1) The first class section will be located in the forward-most compartment of the aircraft.
 - (2) Separate check-in facilities will be provided for passengers eligible for first class seating, when airport space and staffing permit.
 - (3) Passengers eligible for first class seating will be afforded use of first class lounge where such facilities exist.
 - (4) Passengers eligible for first class seating will be afforded a choice of deluxe Chinese or western food and in-flight amenities such as sleeper seats (where available) complimentary beverages (including cocktails), slippers, refresher kits and the complimentary use of headsets for audio-visual entertainment (when flight time permits).
- (B) Executive class service
 - (1) Executive class section will be located immediately behind the first class section.
 - (2) Separate check-in facilities will be provided for passengers eligible for executive class seating, when airport space and staffing permit.
 - (3) Executive class passengers will be eligible for a choice of Chinese or western food and in-flight amenities such as wider seats, special footrests, complimentary beverages (including cocktails), refresher kits and the complimentary use of headsets for audio-visual entertainment (when flight time permits).
- (C) Economy class service
 - (1) Economy class section will be located behind the executive class section.
 - (2) Economy class passengers will be afforded in-flight amenities such as complimentary beverages (excluding cocktails) and will be offered headsets for rent for audio-visual entertainment (when flight time permits).

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Rule 15 Electronic Surveillance of Passengers and Baggage

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

Rule 25 Refusal To Transport-Limitation of Carriage

Issued: October 26, 2019

Effective: October 27, 2019

(A) Refusal, cancellation or removal

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

- (a) when such action is necessary for reasons of safety;
- (b) when such action is necessary to prevent violation of any applicable laws, regulations or orders of any state or country to be flown from, into or over;
- (c) when conduct, age, status or mental or physical condition of the passenger is such as to:
 - (i) Require special assistance of carrier; or
 - (ii) Cause discomfort to or make the passenger objectionable to other passengers; or
 - (iii) Involve any hazard or risk to the passenger or other persons or to property.

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

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

Exception 2: The carrier will accept infants in incubators and passengers who require respiratory devices or other life support systems under the following conditions:

- (a) Such passengers must be accompanied by a medically

- trained, or other suitable escort;
 - (b) Advance arrangements must be made with the carrier;
 - (c) A physician's statement indicating fitness for air travel and a liability release statement signed by the passenger, guardian or responsible family member must be submitted to the carrier;
 - (d) Approval to board life support systems in the passenger cabin of the aircraft must be obtained in advance from the carrier since FAA exemption may be required;
 - (e) When a passenger seat is required for the carriage of life support systems, the applicable charge for bulky cabin baggage (outlined in rule 115 (baggage regulations) herein) shall apply for adult passengers and children at least 2 years of age. Life support systems for infants under 2 years of age may be carried in a seat for the applicable children's fare that corresponds to the accompanying adult(s) tickets.
- (d) when the passenger refuses on request to produce positive identification. The carrier has the right, but not the obligation, to require positive identification of persons purchasing tickets and/or presenting tickets for the purpose of boarding an aircraft.
 - (e) when a passenger refuses to permit search of his/her person or property for explosives or a concealed, deadly or dangerous weapon or article.
- (2) if question arises of any aircraft being overloaded, the carrier will decide which passengers or articles will be carried.
 - (3) The sole recourse of any person who is refused carriage or removed en route for any reason specified above, shall be recovery of the refund value of the unused portion of his/her ticket as described in rule 90 (refunds).
- (B) Carriage of unaccompanied children
Children age 5 or over but under 12 will be accepted for unaccompanied carriage only under the following conditions, and when advance arrangements have been made with the carrier:
- (1) They are accompanied to the airport at the time of departure by a responsible adult who shall remain with the child until enplaned and evidence is

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- presented by the responsible adult that the child will be met at the airport of stopover or destination by another responsible adult.
- (2) The flight on which space is held is not expected to terminate short of or by-pass the destination due to weather conditions.

Rule 27 Transportation of Disabled Passengers

Issued: October 26, 2019

Effective: October 27, 2019

(A) Definitions

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

- (1) Ambulatory - a person who is able to move about within an aircraft unassisted.
- (2) Non-ambulatory - a person who is not able to move about within an aircraft unassisted.
- (3) Self-reliant - a person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on-board attention beyond that afforded to the general public, except that assistance in boarding and deplaning may be required.
- (4) Non-self-reliant - a person who is incapable of self-care during a flight.
- (5) Determination of self-reliance - china eastern airlines will accept the determination of a person with a disability as to self-reliance.
- (6) Assist (personal attendant) - an able-bodied person physically capable of assisting a disabled passenger to an exit in the event of an emergency and who will attend to the passenger.

(B) Acceptance of disabled passenger

- (1) China Eastern Airlines will accept the disabled person's determination as to self-reliance.
- (2) carrier will refuse to transport or will remove at any point, any passenger whose mental or physical condition is such as to render him incapable of caring for himself with assistance, unless:
 - (a) He is accompanied by an attendant who will be responsible for caring for him en route, and;
 - (b) with the care of such attendant, he will not require unreasonable attention or assistance from employees of the carrier.
- (3) Disabled passengers will be accepted for transportation as outlined in the followings:

Disability	Assistance required	Maximum No. per Flight
Blind	No	No Limit
Deaf	No	No Limit
Blind and Deaf Non-Ambulatory/	Yes	No Limit
Self-Reliant (WCHR/WCHS)	No	No Limit

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Non-Ambulatory/ Non-Self-Reliant (WCHC)	Yes	No Limit
Mentally Handicapped/ Self-Reliant	No	No Limit
Mentally Handicapped/ Non-Self-Reliant	Yes	No Limit
Ambulatory/Self- Reliant	No	No Limit
Ambulatory/Non-Self- Reliant	Yes	No Limit

- (4) Medical certificate for air travel
The medical certificate for air travel duly completed by a doctor should be submitted at the time of booking. The certificate should preferably be filled in by a locally appointed doctor whenever such doctor is available. however, if such a doctor is not available, the completion of the certificate may be done by any licensed physician or surgeon. The conditions guaranteed in the medical certificate must be valid within the period of the flight involved.
Attendant(s) of the disabled passenger the disabled passenger should in principle be accompanied by a capable attendant, preferably a doctor or a nurse, who assumes the responsibility of nursing the disabled passenger before boarding, during the flight and after deplaning.
- (C) Seating restrictions
Disabled passengers will not be permitted to occupy seats in designated emergency exit rows or over-wing emergency exit rows.
- (D) Dogs trained to lead the blind and/or assist the deaf when a blind person is accompanied by a seeing eye dog, the seeing eye dog will be accepted free of charge for carriage in the passenger compartment and the dog should remain at the feet of its master during the flight, provided that:
- (1) The dog is properly harnessed and muzzled,
 - (2) All permits required for the dog to enter into the country(ies) of destination, en route are all prepared, and
 - (3) The dog will not be fed, except for water, in the cabin during the flight.
- (E) Refusal to transport
China Eastern Airlines is not liable for its refusal to transport any passenger or for its removal of any passenger in accordance with the preceding paragraphs of this rule, but carrier will, at the request of the passenger, refund in accordance with rule 90 (refund).

Rule 35 Passenger Expenses En Route

Issued: October 26, 2019

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

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Rule 40 Taxes

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

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

Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

Issued: October 26, 2019

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

Rule 55 Liability of Carriers

Issued: October 26, 2019

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- (A) Successive carriers
Carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive carriers is regarded as a single operation.
- (B) Laws and provisions applicable
 - (1) (a) The carrier shall avail itself of the limitation of liability provided in the convention for the unification of certain rules relating to international carriage by air, signed at Warsaw, October 12th, 1929, or provided in the said convention as amended by the protocol signed at the Hague, September 28th, 1955. However, in accordance with hereunder agreement on measures to implement the IATA intercarrier agreement.
 - (a) Carrier shall not invoke the limitation of liability in article 22(1) of the convention as to any claim for recoverable compensatory damages arising under article 17 of the convention.
 - (b) Carrier shall not avail itself of any defense under article 20(1) of the convention with respect to that portion of such claim which does not exceed 100.000sdrs.
 - (c) Except as otherwise provided in paragraphs (b)(1)(a) and (b)(1)(b) hereof. Carrier reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.
 - Note: Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in paragraph (b)(1) above with respect to tariff C.A.B. no. 629. Insofar as this rule states any such limitation or condition it is included herein; except to the extent provided in paragraph (b)(1) above with respect to tariff C.A.B. no. 629, as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. no. 629 filed with the department of transportation of the United States.
 - (2) Carrier's name may be abbreviated in the ticket, The full name and its abbreviation being set forth in carrier's tariffs, and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket, and for the purpose of the convention the agreed stopping places (which may be altered by carrier in case of necessity) are those places, except the place of departure and the place of

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- destination set forth in the ticket and any conjunction ticket issued therewith, or shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name and abbreviation of each carrier in this tariff is provided at the front of this tariff.
- (3) To the extent not in conflict with the provisions of paragraphs (1) and (2) above, all carriage hereunder and other services performed by each carrier are subject to:
- (a) Applicable laws (including national laws implementing the convention or extending the rules of the convention to carriage which is not "international carriage" as defined in the convention), government regulations, orders, and requirements;
 - (b) Provisions set forth in the passenger's ticket;
 - (c) Applicable tariffs.
- (C) Limitation of liability

For travel governed by the Montreal convention
For the purpose of international carriage governed by the Montreal convention, the liability rules set out in the Montreal convention are fully incorporated herein and shall supersede and prevail over any provisions of this Tariff which may be inconsistent with those rules.

Except as the convention or other applicable law may otherwise require:

- (1) Carrier is not liable for any death, injury, delay, loss, or other damage of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") to passengers or unchecked baggage arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger. Assistance rendered to the passenger by carrier's employees in loading, unloading, or transshipping baggage shall be considered as gratuitous service to the passenger.
- (2) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws, government regulations, orders, or requirements or from failure of passenger to comply with same, or out of any cause beyond carrier's control.
- (3) Any liability of carrier is limited to 250 french gold francs (approximately USD \$20.00/CAD \$26.00) per kilogram in the case of checked baggage and 5000 French gold francs (approximately USD \$400.00/CAD 520.00) per passenger in the case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to carrier's regulations. In that event, the liability of the

carrier shall be limited to such higher declared value. In no case shall the carrier's liability exceed the actual loss suffered by the passenger. all claims are subject to proof of amount of loss.

Exception: For carriage wholly between points in the U.S.A., on the one hand and points in area no. 2/3 or within area no. 1, on the other, carrier's liability is limited to USD 640.00/CAD \$ 830.00 or its equivalent for each piece of checked baggage and USD 400.00/CAD 520.00 or its equivalent per passenger in case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to rule 115 (baggage) herein. In that event, liability of carrier (including consequential damages) shall be limited to such higher value; provided, however, that such higher declared value shall not apply to money, jewelry, silverware, negotiable papers, securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications or other similar valuables when such valuables are included in baggage checked or otherwise delivered into the custody of carrier. In no case shall carrier's liability exceed actual loss suffered by the passenger. All claims are subject to proof of amount of loss or expenses incurred by carrier as a result thereof.

- (4) In any event liability of carrier for delay of a passenger shall not exceed the limitation set forth in the convention.
- (5) In the event of delivery to the passengers of part but not all of his checked baggage, or in the event of damage to part but not all of such baggage, the liability of the carrier with respect to the undelivered or damaged portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.
- (6) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.
- (7) Carrier is not liable for loss, damage to, or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities, or other valuables, business

- documents, or samples that are included in the passenger's checked baggage, with or without the knowledge of carrier.
- (8) Carrier may refuse to accept any articles that do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability, and shall be subject to the published rates and charges of carrier.
- (9) (a) Liability of carrier for damages shall be limited to occurrences on its own line, except in the case of checked baggage as to which the passenger also has a right of action against the first or last carrier.
(b) A carrier issuing a ticket or checking baggage for carriage over the lines of another carrier does so only as agent. (see note, paragraph (b)(1) above.)
- (10) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred.
- (11) Any exclusion or limitation of liability of carrier under this tariff or the ticket shall apply to agents, servants, or representatives of the carrier acting within the scope of their employment and also to any person whose aircraft is used by the carrier and its agents, servants or representatives acting within the scope of their employment.
- (D) Time limitations on claims and actions
- (1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt; and in the case of delay, or loss, complaint must be made at the latest within 21 days from the date on which the baggage has been placed at his disposal (in the case of delay), or should have been placed at his disposal (in the case of loss). Every complaint must be made in writing and dispatched within the time aforesaid. Where carriage is not "international carriage" as defined in the convention, failure to give notice shall not be a bar to suit where claimant proves that (a) it was not reasonably possible for him to give such notice, or (b) that notice was not given due to fraud on the part of carrier, or (c) the management of carrier had knowledge of damage to passenger's baggage.
- (2) Any right to damages against carrier shall be extinguished unless an action is brought within two years reckoned from the date of arrival at the destination, or from the date on which the aircraft ought to have arrived, or from the date

on which the carriage stopped.

(E) Overriding law

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

(F) Modification and waiver

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

(G) Gratuitous transportation

(1) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraph (2) and (3) below and by all other applicable rules of this tariff.

(a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.

(b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.

(c) Transportation of persons, which is required by and authorized pursuant to part 223 of the economic regulations of the department of transportation of the United States of America.

(d) transportation of persons which is subject to the convention.

(e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.

(2) Except in respect of gratuitous transportation of persons described in paragraph (g) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of paragraph (b) and (c) of this rule to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation on behalf of himself, his heirs, legal representative, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.

(3) Except in respect of gratuitous transportation of

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

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

Rule 60 Reservations

Issued: October 26, 2019

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(A) General

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

(B) Conditions of reservations

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

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

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

herein.

- (C) Reservations and ticketing time limits
- (1) When reservation is made more than 72 hours in advance of the scheduled departure time without payment of the applicable fare, carrier will require that such reservation be ticketed and paid for in full not less than 48 hours prior to such departure time.
 - (2) Tickets for reservations made 72 hours or less prior to the schedule departure time for which confirmation is given must be issued and paid for no later than one hour prior to departure.
 - (3) Failure to pay the balance of fare or the full fare by the time specified above will result in automatic cancellation of the reservation, with refund to the passenger of the fare, less any communications expenses in accordance with paragraph (d) of this rule.
- (D) Communication charges
(Cancelled)
- (E) Allocation of accommodations
The carrier does not guarantee allocation of any particular space in the aircraft.
- (F) Arrival of passengers at airports
The passenger must present himself/herself at the airport of departure for check-in at least 30 minutes prior to the schedule departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, MU will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Mu is not liable to the passenger for loss or expenses due to passenger's failure to comply with this provision.
- (G) Reconfirmation of reservations
MU will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it from any stopover point, unless the passenger advises MU of his/her intention to use his/her reservation by communicating with a reservation or ticket office of MU at the city where he/she intends to resume his/her trip at least 72 hours before scheduled departure of the flight. However, reconfirmation of reservation is not required if the passenger remains at any point less than 72 hours.
- (H) Cancellation of continuing space
If a passenger fails to occupy space which has been reserved for him/her, the carrier will cancel all other reservations held by such passenger for continuing or return space. The carrier is not liable for such cancellation but will refund any unused portion of the ticket in accordance with rule 90 (refunds) in this tariff.

Rule 65 Tickets

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(A) General

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

(B) Validity for carriage

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

the period of validity for transportation will be one year from the date of issuance of the original ticket, except as provided in paragraph (c) and (d)

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

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

- (D) waiver of minimum/maximum stay provisions
- (1) Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of the death of any member of the passenger's immediate family as defined in rule 1 (definitions) occurring after commencement of travel.
 - (a) In the event the minimum stay requirement is waived, the ticket must be endorsed "earlier return on account of the death of . . . (name of passenger's immediate family member/relationship)."
 - (b) The maximum stay requirement will be extended for not more than 45 days after the date of death of passenger's immediate family member.
 - (c) A death certificate (or a copy) duly executed by the competent authorities (i.e. those designated to issue a death certificate by the applicable laws of the country concerned) in which death occurred must be presented at the time of reticketing.
 - (2) Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of illness or hospitalization occurring after commencement of travel of a passenger or any member of the passenger's immediate family as defined in rule 1 (definitions).
 - (a) In the event the minimum stay requirement is waived, the ticket must be endorsed "earlier return on account of illness of . . . (name of passenger or passenger's immediate family member/relationship)."
 - (b) The maximum stay requirement will be extended until the date when the passenger becomes fit to travel or member of the passenger's immediate family becomes fit according to a medical certificate, or until the date of the first available flight after such date for the class of service for which the fare has been paid; provided that, the validity of such ticket will be extended for not more than one year from the date of commencement of flight.
 - (c) A document certifying hospitalization issued by the administrative authority of the hospital where confinement occurred or physician's certificate stating the

- circumstance which necessitates travel under this provision must be presented at the time of reticketing.
- (3) If the death certificate or medical certificate is not available at the time the passenger is to travel or if the carrier has reason to doubt the validity of such certificate, the passenger will be accommodated only upon payment of the fare applicable to the transportation actually used and a request for refund may be filed with the carrier. Upon receipt of the claim form and all supporting documents and after determining the validity of the claim the carrier will refund to the passenger the difference between the total fare paid by the passenger and the amount the passenger would have paid under the provision of this rule.
- (E) Coupon sequence and production of the ticket
Flight coupons must be used in sequence from the place of departure as shown on the passenger coupon. The passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to carrier. He must, when required, produce the ticket and surrender any applicable portion to carrier.
- (F) Absence, loss, or irregularities of ticket
- (1) Carrier is not obligated to accept a ticket if any part of it is mutilated or if it has been altered by other than carrier or if it is presented without the passenger coupon and all unused flight coupons.
- (2) Carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or nonpresentation of the ticket or the applicable portion thereof, carriage will not be furnished for that part of the trip covered by such ticket or portion thereof until the passenger purchases another ticket at the current applicable fare for the carriage to be performed.
- (3) Notwithstanding the foregoing, carrier will issue at the passenger's request a new ticket to replace the lost one upon receipt of proof of loss satisfactory to carrier, and if the circumstances of the case in carrier's opinion warrant such action; provided that the passenger agrees, in such form as may be prescribed by carrier, to indemnify carrier for any loss or damage that carrier may sustain by reason thereof.
- (G) Nontransferability
A ticket is not transferable, but carrier shall not be liable to the person entitled to be transported or to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith. If a ticket is in fact used by any person other than the person to whom it was issued, carrier will not be liable for the destruction, damage, or delay of such

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unauthorized person's baggage or other personal property or the death or injury of such unauthorized persons arising from or in connection with such unauthorized use.

- (H) Prepaid ticket advice unless otherwise provided, purchase of a prepaid ticket advice (PTA) will constitute purchase and issuance of ticket.

Rule 75 Currency of Payment

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

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

Note: The carrier will pay a refund in the same form (e.g. cash, check, credit card; etc.) that was used in purchasing the original transportation document. The carrier, in making the refund, will also observe any refund restriction that is published in the governing rule(s) applicable to the fare paid by the passenger. Furthermore, the carrier will observe any government or carrier restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.

- (C) As used herein the term "banker's buying rate" means

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

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

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

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

Rule 80 Revised Routings, Failure To Carry and Missed Connections
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- (A) Changes requested by passenger
- (1) At the passenger's request, MU will effect a change in the routing (other than the point of origin), carrier(s), class(es) of service, destination, fare or validity specified in an unused ticket/flight coupon(s)/miscellaneous charge order (MCO)/prepaid ticket advice (PTA), provided that:
- (a) MU issued such ticket/PTA/MCO, or
- (b) MU is the carrier designated in the "via carrier" box (or no carrier is designated in the "via carrier" box) of the unused flight coupon/MCO/PTA for the first onward carriage from the point on the route at which the passenger desires the change to commence. exception: the provisions of subparagraph (c), below, shall apply when a carrier other than MU issued the ticket/MCO/PTA and; such carrier is designated in the "via carrier" box on any subsequent flight coupon/MCO/PTA; and such carrier has an office or general agent (who is authorized to make endorsements) at the point on the route where the change is to commence or the point where the change is requested, or.
- (c) MU has received written or telegraphic authority from the carrier who is authorized to make such changes. changes requested by the passenger shall be effected by reticketing the passenger or endorsing any unused ticket/flight coupon/PTA/MCO to the new receiving carrier.
- (2) When the rerouting results in a change of fare, the new fare and charges shall be constructed as follows:
- (a) (Not applicable to/from points in the U.S.A.) - if the destination is unchanged the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the fare construction point shown on the ticket submitted for rerouting, beyond which the original fare construction remains applicable:
Note: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.
- (b) (Not applicable to/from points in the U.S.A.) - if the destination is changed the new fare

shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the new destination;

Note 1: The points of origin and destination, as well as the point of outward destination in the case of a round trip ticket, shall also be fare construction points, and the fares and charges to be used for the construction of the new fare shall be those which would have been applicable as of the date of commencement of carriage.

Note 2: For the purpose for this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.

- (c) (Applicable only from/to points in the U.S.A.) - the new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.
- (d) Additional passage at the through fare and charges shall not be permitted unless request therefore has been made prior to arrival at the destination named on the original ticket or miscellaneous charges order; and, after carriage has commenced:
 - (i) A one-way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will be applied only to any rerouted portion of the trip and only from the point of rerouting, not based on any portion of the trip already flown;
 - (ii) A round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefore is made prior to arrival at the destination named on the original ticket or miscellaneous charges order.
- (3) Any difference between the fares and charges applicable under subparagraph (2) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting who will also pay to the passenger any amounts due on account of refunds.
- (4) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new

- ticket been issued on the date of sale of the original ticket or miscellaneous charges order.
- (5) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by passenger.
- (B) Involuntary revised routings
- (1) In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with rule 55 herein, carrier will either:
- (a) Carry the passenger on another of its passenger aircraft on which space is available; or
- (b) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or
- (c) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from rule 90 (refunds) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower.
- (d) Alternate transportation be provided to the passenger should be up to the passenger as to whether it is acceptable.
- (2) Missed connections: the event a passenger misses an onward connecting flight on which space has been reserved for him/her because the delivering carrier did not operate its flight according to schedules, or changed the schedule of such flight, the delivering carrier will arrange for the carriage of the passenger or make involuntary refund in accordance with rule 90 (refunds) herein.
- (3) Free baggage allowance: an involuntary rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a first class flight to an economy/tourist/coach/thrift class flight and is entitled to a fare refund.

Rule 85 Schedules, Delays and Cancellations of Flights

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(A) Schedules

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

(B) Cancellations

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

Rule 87 Denied Boarding Compensation

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- (A) MU flight no. may be overbooked today and there is a slight chance that a seat will not be available on this flight for which a person has a confirmed reservation. In accordance with the regulations of the U.S. or Canadian government, MU is seeking volunteers to give up their reservation in exchange for a compensatory payment, in case the flight is actually overbooked. Anyone interested in being a volunteer is kindly requested to contact a MU agent for further details. if you are denied boarding, you are eligible, subject to limited exceptions, to compensation equal to the value of your ticket (maximum USD \$200/CAD \$ 260.00 or equivalent currency if MU arranges for alternative transportation for you and twice this if MU cannot arrange alternative transportation. The complete rules for the payment of compensation and MU's boarding priorities are available at all our airport ticket counters and boarding locations. thank you very much for your cooperation in this matter.
- (B) Involuntary denied boarding procedure
MU shall follow boarding priority rules as indicated in a statement of public disclosure to passengers encompassing the following:
- (1) Compensation for denied boarding
if you have been denied a reserved seat on MU, you are probably entitled to monetary compensation. this notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the department of transportation.
 - (2) Volunteers and boarding priorities
if a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his/her will until airline personnel first ask for volunteers, who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the following boarding priority of MU:
 - (a) Non-revenue and reduced rate airline employees and/or his/her family members.
 - (b) Tour conductor(s) not accompanying a tour group.
 - (c) Passenger(s) (excluding tour conductors) other than airline employee(s) traveling on reduced rate or non-revenue tickets.
 - (d) Local boarding revenue passenger(s) excluding those passengers who volunteered for denied boarding.
 - (e) Tour conductor(s) accompanying a tour group.
 - (f) Transit revenue passengers continuing on the same flight.

- (g) Government inspector(s) or checker(s).
 - (h) Deadhead crew members whose denied boarding may cause cancellation, delay or other forms or irregular operation to other scheduled flights.
- (3) Compensation for involuntary denied boarding
If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airline unless;
- (a) You have not fully complied with the airline's ticketing, check-in, and reconfirmation requirements, or you are not acceptable for transportation under the airline's usual practice; or
 - (b) You are denied boarding because the flight is cancelled; or
 - (c) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or
 - (d) You are offered accommodations in a section of the aircraft other than that specified on your ticket, at no extra charge. (a passenger seated in a section for which a lower fare is charged must be given an appropriate refund.); or
 - (e) The airline is able to place you on another flight or flights that are planned to reach your final destination within one hour of the scheduled arrival of your original flight.
- (4) Amount of denied boarding compensation
passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face value of their ticket coupons, with a USD \$200.00/CAD \$260.00 (or equivalent currency maximum. However, if the airline cannot arrange an alternate transportation for the passenger, the compensation is doubled USD \$400.00/CAD \$520.00 (or equivalent currency) maximum the "value" of a ticket coupon is the one-way fare for the flight shown on the coupon, including any surcharge and air transportation tax, minus any applicable discount. All flight coupons, including connecting flights, to the passenger's destination or first 4-hour stopover are used to compute the compensation.
- (5) Method of payment
The airline must give each passenger who qualifies for denied boarding compensation, a payment by check, draft or MCO for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.

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(6) Passenger's options

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

Rule 90 Refunds

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(A) General

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

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

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

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

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

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

(B) Currency

All refunds will be subject to government laws, rules, regulations or orders of the country in which the

ticket was originally purchased and of the country in which the refund is being made. Subject to the aforementioned provisions, refunds will be made in:

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

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

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

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

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

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

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

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

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

(E) Voluntary refunds

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

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

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

Exception: when the refunding of any portion of a ticket would result in the use of such ticket between any points where the carriage of traffic is prohibited, the refund, if any, will be determined as if such ticket had been used to a more distant point where the carrier does have operating rights or privileges. In such case, the refund will be the difference between the fare paid and the fare for the transportation to the more distant point, less any applicable communication expenses (see rule 60, paragraph (c) (reservations)) and/or cancellation penalties (as outlined in the governing fare rule.)

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

- (4) (Cancelled)

(F) Lost ticket

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

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

- (1) The lost ticket/flight coupon/MCO/PTA has not been honored for transportation, or refunded prior to

Tariff: MU1

CTA No. 505 DOT No. 629

Carrier: China Eastern Airlines - MU

- (2) the time the lost ticket report is processed; and
The passenger agrees to indemnify and hold carrier harmless against any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which the carrier may suffer or incur by making such refund and/or honoring such ticket(s) for transportation.

Rule 115 Baggage

Issued: October 26, 2019

Effective: October 27, 2019

- (A) Checked baggage
- (1) Nothing contained in this tariff shall entitle a passenger to have his baggage checked on a journey for which carrier does not offer facilities for checking of baggage.
 - (2) Upon delivery to carrier of the baggage to be checked, carrier 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 carrier 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) Except as otherwise provided in this rule, carrier will, upon presentation by a fare-paying passenger of a valid ticket covering transportation over the lines of such carrier, or over the lines of such carrier and one or more other participating carriers, check personal property which is tendered by the passenger for transportation as baggage, when tendered at the city or airport office designated by the carrier, and within the times prescribed by such carrier, but no participating carrier will check property so tendered:
 - (a) Beyond the destination, or not on the routing, designated on such ticket;
 - (b) Beyond a point of stopover;
 - (c) Beyond a point of transfer or any other carrier, if the passenger has declared a valuation in excess of the amounts specified in rule 116 (excess value charges for baggage) except between points where through interline service is provided without change of aircraft by two or more participating carriers;
 - (d) Beyond a point beyond which the passenger holds no reservation;
 - (e) Beyond a point at which the passenger is to transfer to a connecting flight, and such flight is scheduled to depart from a different airport than that at which the passenger is scheduled to arrive at such point;
 - (f) Beyond a point at which the passenger desires to resume possession of such property or any portion thereof; or
 - (g) Beyond a point beyond which all applicable

Charges have not been paid.

- (B) Movement of baggage
Checked baggage will be carried in the same aircraft as the passenger unless such carriage is deemed impracticable by carrier, in which event carrier will move the baggage on the next preceding or subsequent flight on which space is available.
- (C) Inspection by carrier
Carrier has the right, but not the obligation, to verify in the presence of the passenger the contents of his/her baggage, and in the case of 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 carrier to carry such contents as would otherwise be precluded from carriage.
- (D) 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 unsuitably 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, carrier, prior to or at any stage of the journey, will refuse to carry the baggage.
the following articles will be carried as baggage only with the prior consent of and arrangement with carrier, in accordance with carrier's regulations:
 - (1) Firearms
 - (a) Firearms will be accepted only when unloaded and suitably packed and when checked for carriage in the baggage or other compartment of the aircraft not accessible to the passenger.
 - (b) At the time of check-in, firearm(s) will be surrendered and the passenger will be required to make a written or verbal declaration that the firearm(s) as surrendered is safe for transportation.
 - (c) when firearms used for sport purposes are carried on the aircraft, entry permits shall be in the possession of the passenger for the country or countries of transit and destination.
exception: an authorized person performing a duty on board an aircraft, such as a law enforcement officer or diplomatic courier, may be permitted to retain custody of his firearm and ammunition upon duly identifying himself at the time of check-in.
 - (2) Explosives munitions, corrosives and articles which are easily ignited.
Small arms ammunitions shall be accepted only for carriage in the baggage/cargo compartments of the aircraft and only with prior approval of the carrier as follows:

- (a) Small arms ammunition for sporting purposes in quantities not exceeding 5 kilograms (11 lbs.) Gross weight per passenger, securely packaged for personal use, excluding those with explosive or incendiary projectiles.
- (b) Small arms ammunitions for sporting purposes, excluding those with explosive or incendiary projectiles, in quantities exceeding 5 kilograms (11 lbs.) Gross weight but not exceeding 55 lbs. (25 kgs.) (for tickets issued on/before November 30, 2006) and 50 lbs. (23 kgs) for tickets issued on/after December 1, 2006 gross weight per passenger for personal use. When such ammunition is carried, a written declaration shall be made by the passenger confirming that the ammunition is packed in a strong outside container made of wood, metal or fiberboard and that the ammunition inside the container is protected against shock and secured against movement. The declaration shall also confirm that the passenger is not carrying more than a total of 55 lbs. (25 kgs.) (for tickets issued on/before November 30, 2006) and 50 lbs. (23 kgs) for tickets issued on/after December 1, 2006 gross weight.
- (3) Liquids
- (4) Live animals, including birds and reptiles, other than pets, dogs trained to lead the blind and dogs trained to assist the deaf.
- (5) Pets, including dogs, cats and birds, 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 carrier. Carrier 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. (see (e)(6) of this rule).
- (6) Photoflash bulbs, when appropriately marked and contained in the original package of the manufacturer.
- (7) 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).
- (8) Bicycles, including one each single seat touring/racing bicycle or tandem seat touring/racing provided the handlebars are fixed sideways (90 degree angle) to the frame. (see (f)(5) of this rule.

(9) Any articles listed in 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 be accepted only in conformity with the above named tariff.

(E) Free baggage allowance

Subject to the provisions of subparagraphs (e)(3), (e)(4), (e)(6) and (e)(7) of this rule, the free baggage allowance and excess baggage charges will be:

(1) Free baggage allowance for passengers other than children

(a) First and business class service

(i) Two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches (158 cms.), and provided the weight of each bag does not exceed 70 lbs. (32 kgs.)

(ii) One additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) Provided such bag can be stowed in the under seat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.)

(b) Economy class service

(i) Cancelled

(ii) Baggage allowance:
the free baggage allowance for each economy class passenger (including child fare passenger) is 2 pieces and one piece for each infant passenger. The maximum weight for each bag must not exceed 23 kgs and the sum of the three dimensions of each bag (piece) shall not exceed 62 ins (158 cm) and provided further that the overall dimensions of the two pieces shall not exceed 107 ins (273 cm).

(ii) Excess baggage charges
baggage in excess of the free baggage allowance will be charges as follows:

(aa) For economy class passengers traveling between china and west coast of the U.S. each piece within the 2 piece checked piece limit and with weight exceeding 50 lbs (23 kgs) but not exceeding 70 lbs (32 kgs), will be charged USD

- 25 (cny200).
- (bb) For economy class passengers traveling between china and east coast of the U.S. each piece within the 2 piece checked piece limit and with weight exceeding 50 lbs (23 kgs) but not exceeding 70 lbs (32 kgs), will be charged USD 30 (cny240).
- (cc) For economy class passengers traveling between china and Canada, each piece within the two piece checked piece limit, and with weight exceeding 50 lbs.(23 kgs) but not exceeding 70 lbs. (32 kgs) will be charged CAD 35.00/ CNY 200.
- (dd) For all passengers for each piece in excess of the permitted number when the size and weight are not exceeded a single excess charge is applicable.
- (ee) For all passengers for each piece between 62 ins (158cm) and 80 ins (203 cm) a single Excess charge is applicable.
- (ff) for all passengers for each piece in excess of the permitted number and exceeding the total dimension limit of 158 cm but not exceeding 203 cm, twice the excess charge is applicable.
- (gg) For all passengers for each piece exceeding 32 kg (70 lbs) but not exceeding 45 kg (100 lbs), and/or for each piece exceeding the total dimensions of 203 cm (80 lbs), 3 times the excess charge will apply.
- (hh) Any single piece exceeding 45 kg in weight shall not be accepted for carriage.

(iv) Excess baggage table

	(Aa)	USA-China Excluding Hong Kong Sar and Macao Sar			
Between	Points in	Los Angeles/	Puerto Rico/	Other U.S.	
	Hawaii	Portland	US Virgin	points	
		(PDX)/San	Island		
		Francisco/			
and		Seattle			
China	CNY 700/	CNY 900/	CNY 1200/	CNY 1080/	
(Excluding	USD 84	USD 110	USD 145	USD 130	
Hong Kong					
Sar and					

Macao SAR)

(bb) Canada - Area 3, Except Japan (Via The North Central Pacific):			
To		Vancouver	Other Canadian Points
From			
China Excluding			
Hong Kong Sar	CNY	870	1020
and Macao Sar			

Hong Kong Sar	HKD	800	900

Macao Sar	MOP	800	900

From		Vancouver	Other Canadian Points
To		CAD	CAD
China Excluding			
Hong Kong Sar		142	167
and Macao Sar			

Chinese Taipei/ Hong Kong Sar/ Macao SAR		142	167

- (v) One additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms). provided such bag can be stowed in the under seat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.)
- (c) other special pieces of baggage
 - (i) In lieu of pieces of baggage provided for in (a) through (b) above, any article listed below, regardless of the actual dimensions will be considered to be a piece of baggage whose outside linear dimensions are 53 inches (135 cms.), will be accepted.
 - (aa) One sleeping bag or bedroll;
 - (bb) One rucksack/knapsack/backpack;
 - (cc) One pair of snow skis with one pair of ski poles and one pair of ski boots;
 - (dd) One golf bag containing golf clubs and one pair of golf shoes;
 - (ee) One duffel-type bag or b-4 type bag (see note);
 - (ff) One suitably packed bicycle (single seat touring or racing bicycle,

- non-motorized) provided that the handlebars are fixed sideways and the pedals are removed.
- (ii) In lieu of the pieces of baggage provided for in (a) or (b) above, any portable musical instrument not exceeding 39 inches (100 cms.) in length will be considered to be one piece of baggage at 39 inches (100 cms.).
Note: "Duffel bag" means a canvas cylindrical shaped bag, folded and fastened at one end; "b-4 bag" means a suitcase type of handbag made of canvas with leather and metal bindings and fittings and with expandable canvas compartments on the two sides of the bag.
- (2) Free baggage allowance for children
 - (a) Children carried free of charge will be granted no free baggage allowance.
 - (b) Children paying 10 percent of the normal adult fare will be allowed one piece of checked baggage whose sum of three dimensions does not exceed 45 inches (115 cms.) Plus one checked fully collapsible child's stroller or push-chair.
 - (c) Children paying 75 percent or more of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare.
 - (3) Combined services
 - (a) For through journeys where the passenger travels partly on first class services, and partly on executive/economy class services, the free baggage allowance for each portion of the trip shall be that applicable to the class of service for which the fare is paid.
 - (b) When a passenger who has paid the first class fare travels on executive/economy class service, the free baggage allowance will be that applicable to the first class service.
 - (4) Additional articles
 - (a) In addition to the free baggage allowances provided herein, each passenger may carry, without additional charges, the following articles of baggage only when retained in the passenger's custody; except that items listed in (vii) and (viii) may be carried in the passenger or cargo compartment of the aircraft:
 - (i) A handbag, pocketbook or purse which is appropriate to normal traveling dress and which is not being used as a container for the transportation of articles regarded as baggage;
 - (ii) An overcoat, wrap or blanket;
 - (iii) An umbrella or walking stick;

- (iv) A small camera and a pair of binoculars;
- (v) A reasonable amount of reading matter for the flight;
- (vi) Infant's food for consumption in flight;
- (vii) Infant's carrying basket or bassinet;
- (viii) A fully collapsible invalid's wheel chair and/or a pair of crutches, and/or braces for other prosthetic device for the passenger's use; provided that the passenger is dependent upon them.
- (b) Any other articles, including overnight bags, briefcases, typewriter, personal radios, vanity or cosmetic cases, hat boxes, large cameras and reading matter which cannot reasonably be read during the flight will not be carried free unless they are included in the free baggage allowance.
- (5) Combination of free baggage allowances where two or more passengers traveling 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 time and place, they shall be permitted a total free baggage allowance equal to the combination of their individual free baggage allowances.
- (6) Dogs accompanying passengers
 - (a) A dog trained to lead the blind will be carried free of charge in addition to the normal free baggage allowance provided that such a dog accompanies a passenger with impaired vision dependent upon it, and is properly harnessed and muzzled, and does not occupy a seat. However, such dogs will not be carried unless proper permits are obtained for entry into the country or territory of destination and countries or territories of transit where such permits are required and only if the evidence of possession of such permits are presented prior to reservations being made. If any country or territory on the route prohibits the entry of dogs, carriage will be refused. Under certain operating conditions such as long non-stop flights or on certain types of aircraft it is impractical to carry a dog in the passenger compartments and under such conditions carriage will be refused. Carrier will not be responsible in the event any such dog is refused entry into or passage through any country or territory. The owner assumes all risk of injury to or sickness or death of such animal.
 - (b) a dog trained to assist the deaf will be carried free of charge in addition to the normal free baggage allowance provided that such a dog accompanies a passenger with impaired hearing dependent upon it, and is properly harnessed and muzzled, and does not

occupy a seat. However, such dogs will not be carried unless proper permits are obtained for entry into the country or territory of destination and countries or territories of transit where such permits are required and only if the evidence of possession of such permits are presented prior to reservations being made. If any country or territory on the route prohibits the entry of dogs, carriage will be refused. Under certain operating conditions such as long non-stop flights or on certain types of aircraft it is impractical to carry a dog in the passenger compartments and under such conditions carriage will be refused. Carrier will not be responsible in the event any such dog is refused entry into or passage through any country or territory. The owner assumes all risk of injury to or sickness or death of such animal.

- (7) Free baggage allowance for involuntarily rerouted passengers
Involuntarily rerouted passengers will receive the free baggage allowance applicable to the class of service for which tickets were originally issued, regardless of whether such passengers are subsequently transferred to a different class of service.

(F) Excess baggage charges

Baggage in excess of that provided in paragraphs (a) through (e) of this rule will be accepted only upon payment of the charges listed below in the following manner:

- (1) Each piece of baggage in excess of the number provided for above will be assessed the applicable charge listed in paragraph (8) below.
- (2) Each piece of baggage whose sum of the three dimensions exceeds those permitted above but does not exceed 80 inches (203 cms.) will be assessed the applicable charge listed in paragraph (8) below.
- (3) Each piece of baggage both in excess of the number permitted above and whose dimensions exceed the dimensions permitted above but does not exceed 80 inches (203 cms.) will be assessed 200 percent of the applicable charge listed in paragraph (8) below.
- (4) Each piece of baggage whose sum of the three dimensions exceeds 80 inches (203 cms.), and/or whose weight exceeds 70 pounds (32 kgs.) (for tickets issued on/before November 30, 2006) and 50 lbs. (23 kgs) for tickets issued on/after December 1, 2006 will be carried as accompanied baggage only if advance arrangements are made with carrier. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in paragraph (8) below for the first 100 pounds (45 kgs.) Or fraction thereof. Each

additional 22 pounds (10 kgs.) Or fraction thereof will be assessed the applicable charge listed in paragraph (8) below.

- (5) Sporting equipment will be assessed the charges published below for each item of sporting equipment listed:
- (a) Golfing equipment consisting of one golf bag (containing golf clubs) and one pair of golf shoes will be included in determining the free baggage allowance and if in excess will be assessed 50 percent of the applicable charge listed in paragraph (8) below. however, only one set of golfing equipment will be included in the free baggage allowance. Any sets of golfing equipment in excess of one will not be included in the free baggage allowance and will be assessed the applicable charge listed in paragraph (8) below.
 - (b) Snow skiing equipment consisting of one pair of snow skis, one pair of ski poles and one pair of ski boots will be included in determining the free baggage allowance and if in excess will be assessed, 25 percent of the applicable charge listed in paragraph (8) below. However, only one set of snow skiing equipment will be included in the free baggage allowance. Any sets of snow skiing equipment in excess of one will not be included in the free baggage allowance and will be assessed the applicable charge listed in paragraph (8) below.
 - (c) One bicycle (single seat touring or racing bicycle, non-motorized), provided the handlebars are fixed sideways and pedals removed, will be included in determining the free baggage allowance and if in excess will be assessed the applicable charge listed in paragraph (8) below, regardless of the actual dimensions.
 - (d) Any article listed below, regardless of the actual dimensions or number of pieces will be considered to be a piece of baggage whose outside linear dimensions are 62 inches.
 - (i) Scuba diving equipment consisting of one empty scuba tank, one harness, one mask, two fins, one snorkel, one knife, one speargun, one safety vest, and one weight belt will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in paragraph (8) below.
 - (ii) Surfing equipment consisting of one surfboard will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in paragraph (8) below.
 - (iii) windsurfing equipment consisting of one

windsurfing board and one mast, boom and sail will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in paragraph (8) below.

- (6) Accompanied pets in a container subject to the conditions of acceptance stated in paragraph (d)(5) of this rule will not be included in determining the free baggage allowance and will be assessed twice the applicable charge listed in paragraph (8) below.
- (7) Bulky baggage retained in the passenger's custody other than articles listed in paragraph (e)(4) above.

Each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat or seats, subject to a maximum weight of 75 kgs. (165 lbs.)(for tickets issued on/before November 30, 2006) and 50 lbs. (23 kgs) for tickets issued on/after December 1, 2006 per seat, provided that, the weight of such baggage so carried shall not be included in determining the passenger's free baggage allowance nor his excess baggage charges. The charge per seat shall be equal to 75 percent of the normal one-way adult passenger fare for the class of service used by the passenger between the points between which the baggage is to be transported.

(8) (a)	between points in the U.S.A. and points in area 3 via the pacific:	
Between	Los Angeles	All other points in the U.S.A. not specified
	USD	USD
and	110.00	130.00
China	(b) Between points in Canada and points in area 3 via the pacific:	
Between	Vancouver	Other Canadian points not specified
	CAD	CAD
and	142.00	167.00
China		

- (G) 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. Carrier 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. Except as otherwise provided in sub-paragraph (3) herein, delivery will be made at the destination shown in the baggage check;
- (2) If the provisions of sub-paragraph (1) above, are not complied with by a person claiming the baggage, carrier will deliver the baggage only on condition that such person establishes to carrier's satisfaction his rights, thereto, and if required by carrier, such person shall furnish adequate security to indemnify carrier for any loss, damage or expense which may be incurred by carrier as a result of such delivery;
 - (3) At the request of the bearer of the baggage check and baggage (claim) tag(s), checked baggage will be delivered at the place of departure or an intermediate stopping place upon the same condition provided for in sub-paragraph (1) hereof, 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.
 - (4) 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 has been delivered in good condition and in accordance with the contract of carriage.
- (H) Payment of charges: carrier will not be obligated to carry baggage until the passenger has paid all applicable charges or has complied with credit arrangements established by carrier.
 - (I) Collection of excess weight, oversize and/or additional piece charges: at the passenger's option, excess weight, oversize and/or additional pieces will be payable either at the point of origin for the entire journey to final destination or at the point of origin to the point of stopover, in which event, when carriage is resumed, charges will be payable from the point of stopover to the next point of stopover or destination. when on a journey for which a through excess baggage ticket has been issued there is an increase in the amount of excess baggage carried, carrier will issue a separate excess baggage ticket for such increase and collect charges to the next stopover point or destination, as the case may be.
 - (J) Excess weight/oversize and/or additional piece and value charges on reroutings or cancellations: when a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fares or the refunding of fares shall likewise govern the payment or the refunding of excess weight charges and the payment of excess value charges, but no refund of value charges will be made when a portion of the carriage has been completed.

Rule 116 Excess Value Charges for Baggage

Issued: October 26, 2019

Effective: October 27, 2019

(A) Excess value charges

(1) A passenger may declare a value for baggage in excess of \$20.00 or its equivalent per kilogram in the case of checked baggage and \$400.00 or its equivalent per passenger in the case of unchecked baggage or other property.

(2) When such declaration is made, a charge of such excess value will be assessed by each carrier participating in the carriage at the following rates:

Charge USD	Additional amount of liability (USD)
\$0.50 per	\$100.00 or fraction thereof.

Note: Any higher declared value shall not apply to money, jewelry, silverware, negotiable papers, securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications or other similar valuables when such valuables are included in baggage checked or otherwise delivered into the custody of the carrier.

(B) Valuation limit of baggage

No baggage of any one passenger having a declared value in excess of the amounts shown below will be accepted for carriage, unless special arrangement therefore has been made in advance between the passenger and the carrier concerned:

Valuation limit
U.S. Currency
2,500

Exception: Carrier will not accept a declaration of value in excess of USD 500.00, on cats, dogs or household birds.

(C) Collection of excess value charges

excess value charges will be payable at the point of origin for the entire journey to final destination provided that, if at a stopover en route, a passenger declares a higher excess value than that originally declared, additional value charges for the increased value from the stopover at which the higher excess value was declared to final destination will be payable.

(D) Excess value charges on reroutings or cancellations when a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fares or the refunding of fares shall likewise govern the payment of excess value charges. no refund of value charges will be made when a portion of the carriage has been completed.

Rule 117 Interline Baggage Acceptance

Issued: October 26, 2019

Effective: October 27, 2019

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

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

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

Web site disclosure

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

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

(F) Definitions

"Airline designator code"

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

"Baggage rules"

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

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

"Interline agreement":

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

"Interline itinerary":

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

"Interline travel":

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

"Single ticket":

A document that permits travel from origin to

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

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

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

"Ultimate ticketed destination":

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

Carrier definitions (various)

"Down line carrier ":

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

"Marketing carrier":

The carrier that sells flights under its code.

"Most significant carrier (MSC)":

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

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

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

"Operating carrier":

The carrier that operates the actual flight.

"Participating carrier(s)":

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

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

"Selected carrier":

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

"Selecting carrier":

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

Rule 130 Fares

Issued: October 26, 2019

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- (A) General
Fares apply only for carriage from the airport at the point of origin to the airport at point of destination and do not include ground transfer service between airports or between airports and city centers.
- (B) Applicable fares
- (1) Published point-to-point fare except as provided in paragraph (c)(1) below, where a fare is published via the desired routing from point of origin to point of destination, such fare is applicable over such route withstanding that it is higher or lower than the combination of intermediate fares via the same routing. For the purpose of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare.
 - (2) Lowest combination fares where no through one-factor is published from point of origin to point of destination via the route of movement for the class of service and the type of aircraft used, the applicable fare for such transportation shall be the lowest combination of fares via the route of movement applicable to the transportation used.
 - (3) 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.
 - (4) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with the provisions governing travel via a higher rated intermediate point (paragraph (c)(3)). Mileage routings (see maximum permitted mileage tariff no. MPM-1, C.A.B. no. 424, nta(a) no. 239) may be applied to any published or constructed fare. however, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare.
- (C) Construction of fares
- (1) Combining domestic U.S. and/or Canadian fares with international fares
Domestic U.S. and/or Canadian fares special fares
 - (a) A special fare applicable within the U.S.A. and/or Canada may be combined with an international fare to construct a through fare, which is less than the published fare from point of origin to point of destination, provided that the passenger complies with all conditions (e.g., period of validity,

minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare.

Exception: Any minimum tour price required by the special fare within the U.S.A. will not be applicable when that fare is combined with an international inclusive tour fare having a minimum tour price of the same or a higher amount.

- (b) Mileage routings provided for (see maximum permitted mileage tariff no. M.P.M 1, C.A.B. no. 424, nta(a) no.239) may be applied to a fare constructed under (c)(1)(a) above either for the entire journey between the point in the U.S.A. and the point in areas 3 or between the gateway point and the point in area 3.
 - (c) Passengers traveling under a fare constructed in (a) above may be routed via MU via any gateway city regardless of the fare construction point(s).
- (2) Combining arbitraries with international fares when a through fare is not published via a desired routing between the U.S.A. and a point in area 3, the fare for such transportation will be constructed by combining the carrier's published arbitrary and published international fare for the fare class applicable to the transportation. passenger may be routed via any gateway city regardless of the fare construction point(s).
- (3) Travel via a higher rated intermediate point
- (a) Normal fares
 - (i) A through normal fare between origin and destination must not be lower than:
 - (aa) The normal fare between the point of origin and any intermediate ticketed point along the routing;
 - (bb) The normal fare between the destination and any intermediate ticketed point along the routing;
 - (cc) The normal fare between any two ticketed intermediate points along the routing.
 - (ii) When the direct normal fare for a segment of an itinerary is lower than an intermediate point fare, the direct normal fare must be raised to the highest of any such intermediate point normal fares.
 - (iii) When the total of ticketed point mile's for any itinerary exceeds the MPM, the normal fare must be surcharged in accordance with the procedures for excess mileage surcharges. 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 fares.
- (iv) All conditions of the normal fare between origin and destination apply.
 - (v) When comparing normal fares of the same class of service in order to determine if there is a higher intermediate fare, the following sequence shall be followed:
 - (aa) Sleeper seat fare is compared with sleeper seat fare; if no sleeper seat fare, compare with first class fare.
 - (bb) First class fare is compared with first class fare; if no first class fare, compare with next lower class fare
 - (cc) Executive class fare is compared with executive class fare; if no executive class fare, compare with economy class fare; provided that where more than one economy class fare is published, compare with the highest economy class fare
 - (dd) Economy class fare is compared with economy class fare.
 - (vi) When comparing normal fares in accordance with paragraphs (i) through (v) above, the fares in the direction of travel shall be used in case of round/circle or open jaw travel terminating in the country of origin.
- (b) Special fares
- (i) If there is no higher normal fare of the same class of service between either terminal ticketed point and any intermediate ticketed point that the normal fare between the terminal ticketed points, a special fare (surcharged, if necessary) may be applied.
 - (ii) If there is a higher normal fare of the same class of service between either terminal ticketed point and any intermediate ticketed point than the normal fare between the terminal ticketed points, the special fare shall be not less than such higher normal fare, except:
 - (aa) If there is a special fare of the same type at the same level or a lower level between the intermediate ticketed point and one of the terminal ticketed points,

- the special fare from the point of origin shall be applied, or
- (bb) If there is a special fare of the same type at a higher level between the intermediate ticketed point and one of the terminal ticketed points, the special fare shall not be less than such higher special fare.
- (iii) (aa) when comparing special fares, fare of the same type shall mean the same class of service, the same seasonal application and the same general conditions.
- Note 1: Ticket validity and minimum stay requirements need not be the same.
- Note 2: In case there is more than one special fare of the same type for comparison on any given sector, the fare with the conditions most similar to those of the special fare between the terminal points should be used for comparison.
- (bb) Special fares of the same type include the following:
- (1) Excursion fares
 - (2) Individual inclusive tour fares
 - (3) Group inclusive tour fares
 - (4) Incentive group fares
 - (5) Affinity group fares
 - (6) APEX fares
 - (7) Super APEX/special APEX fares
 - (8) Non-affinity group fares
 - (9) Youth/student fares
- (iv) All conditions attached to the special fare between the terminal ticketed points shall apply.

Flow chart for special fares check

Between either of the terminal ticketed points and any intermediate ticketed point is there a higher normal fare of the same class of service than the normal fare between point of origin and destination

No

Yes

Apply special fare between the Terminal ticketed points (surcharged, if necessary)

Is there a special fare of the same type for this sector

No

Yes

Apply higher intermediate Normal fare (surcharged, If necessary)

Is this fare higher than the special fare between the terminal ticketed points

No

Yes

Apply special fare between the Terminal ticketed points (surcharged, if necessary)

Raise the fare to such higher special fare (surcharged, if necessary)

- (c) Higher intermediate point checks are applicable to all one way and half round trip segments used in a fare construction.
- (d) Exceptions to the higher intermediate point rule
 - (i) At no time will a point on a specific routing for a published fare be considered a higher rated intermediate point.
 - (ii) For travel between a point in area 1 and a point in area 3 when travel is via a higher rated intermediate point, the fare for such travel will be the fare applicable between the point of origin and the point of destination provided no stopover is made at the higher rated intermediate point and the passenger's baggage is through checked beyond the higher intermediate point.
- (e) One way backhaul rule
whenever a one way fare is raised to a higher intermediate fare, with or without any mileage surcharge, from the point of origin (of the fare component), in accordance with (c)(3) above, the fare shall not be less than the amount resulting from the following calculation:
 - (i) The direct fare from the point of origin to any point(s) on the routing subsequent to the higher intermediate fare point, or the point of destination (of the fare component) shall be subtracted from the direct higher intermediate fare.
 - (ii) the highest difference shall then be added to the direct higher intermediate fare.
- (3) Travel via a higher rated intermediate point (continued)
 - (f) Any higher fare applicable between the origin

and destination fare construction point of the desired journey, may be used to prevent the assessment of the higher intermediate fare.

- (4) Round trip fares
- (a) When a round trip ticket is purchased to commencement of travel, the fare for such trip will be round trip fare published for the desired routing and the class of service used. If no round trip fare is published, the applicable fare will be the sum of the one way fares published for the segments of the desired routing and for the class of service used.
 - (b) 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 through round trip or circle trip fare provided that:
 - (i) Fares which, by their terms, are not combinable with other fares, shall not be used in the construction of round trip fares;
 - (ii) The most restrictive provisions applicable to any fare used in the construction will apply to the entire trip,
 - (iii) This provision will not apply when any part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.
- (5) Circle trip fares
- (a) (i) When a circle trip is purchased prior to commencement of carriage, the fare for such trip will be the lowest combination of fares which can be made up of one half the applicable round trip fare along the respective sections involved in the trip, beginning the calculation from the point of origin of the passenger's trip provided that:
 - (aa) For the last fare component into the country of origin, the fare applicable to such fare component from the country of origin shall be used.
 - (bb) Where a through journey consists of a combination of an international air service and a domestic air service, then the circle trip fare for the entire journey shall be the sum of one half the round

- trip fare for such international air service and one half the round trip fare for such domestic air service unless there is a published through fare which is higher, in which case the latter shall be applicable.
- (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 this tariff to construct a through round trip or circle fare provided that:
 - (aa) Fares which, by their terms, are not combinable with other fares, shall not be used in the construction of circle trip fares;
 - (bb) The most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;
 - (cc) This provision will not apply when any part of the circle trip is via the services of a nonscheduled carrier or on a charter or military flight.
 - (iii) A circle trip so constructed for travel on one class of service (excluding any side trip fare) shall in no event be less than the highest direct normal or special round trip fare as appropriate, applicable to the class of service used from the point of origin to any ticketed point (or any ticketed stopover point when travel is between a point in area 1 and a point in area 3 via the pacific) on the route of travel excluding the side trip for which a separate fare is assessed.
 - (iv) The fare for a circle trip traveled partly on one class and partly on another class(es) of service shall be calculated according to (c)(5)(a)(iii) above using the fare(s) per the lowest class of service involved in the trip. The applicable differentials for the sector(s) traveled in the higher class(es) of service will then be added to the circle trip fare.

- (b) Round trip fares may only be used to construct a circle trip fare in accordance with the provisions governing travel via a higher rated intermediate point in paragraph (c)(3) above.
- (c) Round-the-world fares
 - (i) Definition
round-the-world fares are circle trip Fares and apply to continuous eastbound or westbound travel via both the Atlantic and pacific, commencing from and returning to the same point.
 - (ii) Fare construction
the total round-the-world fare, excluding any side trip, shall be calculated in accordance with subparagraph (a)(iii) above, provided that if different round trip fares exist between such points in opposite global directions, the fare shall be not less than the lower of such round trip fares from the point of origin to any ticketed point on such around the world journey excluding the side trip for which a separate fare is assessed.
 - (iii) In case of round-the-world fares involving travel to/from or via the southwest pacific, the minimum fare calculated in (ii) above shall not be assessed.
- (6) Open jaw trip fares
When a ticket is purchased prior to commencement of carriage for an open jaw trip, the fare for such open jaw trip will be constructed as follows:
 - (a) when the outward point of departure and the inward point of arrival, or when the outward point of arrival and the inward point of departure are not the same, the sum of 50 percent of the applicable round trip fare from the common destination/origin to each point of the open jaw shall apply.
 - (b) when both the points of outward origin/departure and the inward points of departure/origin are not the same, the sum of 50 percent of the applicable round trip fare of the outward and inward sectors of the open jaw shall apply.
- (7) Interrupted travel
If the fare for any journey which is interrupted by surface transportation, or by travel other than via participating carrier, exceeds through fare for uninterrupted travel on the desired routing, the applicable through fare shall apply.
- (8) Travel via different classes of service
a through fare which provides for a combination of different classes of service shall be calculated in accordance with the provisions of subparagraphs (4) and (5) above, and shall be not less than the

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lowest fare resulting from the following:

- (a) The combination of the sectional fares for the class of service used;
- (b) The applicable through fare for the lowest class of service used; for each portion where a higher class of service is used; such differential being the difference used for the portion(s) concerned and the corresponding one way or half round trip higher class fare; provided that when consecutive sectors are flown in the same class of service, the applicable through fare over such sector shall be the fare used. No special fare shall be used in constructing a through fare in accordance with this subparagraph.
- (c) The through fare for the highest class of service used.
- (d) The application of the foregoing paragraphs shall not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service used.

Rule 135 Stopovers

Issued: October 26, 2019

Effective: October 27, 2019

Stopovers will be permitted under the following conditions:

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

Rule 145 Currency Applications

Issued: October 26, 2019

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Local currency fares and charges

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

(A)

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

(B)

Albania
Armenia

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

- (2) All add-ons shall be established in the currency of the country concerned, or where agreed, in U.S. dollars or in Euro or in any other currency.

Combination of local currency fares

To combine two or more local currency fares, convert all local currency fares into the currency of the country of commencement of transportation.

Step 1: (a) Establish the NUC amount for each local currency fare by dividing the local currency fare by the applicable IATA Rate of Exchange (ROE) shown in the Currency Conversion Table below for the country in which the currency is denominated.

(b) Calculate the resultant amount to two decimal places, ignoring any further decimal places.

Step 2: Add the resultant NUC amounts for the sectors involved.

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

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

Other Charges

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

MCOs for unspecified transportation and PTAs.

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

Currency Table

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

Local Currency Rounding Table

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

Currency Table

Abu Dhabi

(See United Arab Emirates)

Afghanistan

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

Albania

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

Algeria

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

American Samoa

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

Angola

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

Anguilla

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

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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

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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

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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

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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

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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	

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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

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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

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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			

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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

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

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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 -

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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

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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 -	

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Round Up: Local Currency - 100	Other Charges - 100
Anguilla	
EC Dollar XCD	Note 3
Round Up: Local Currency - 1	Other Charges - 0.1
Antigua and Barbuda	
EC Dollar XCD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Argentina	
Argentine Peso ARS	Note 1,3
Round Up: Local Currency - 1000	Other Charges -
1000	
Armenia	
Armenian Dram AMD	Note -
Round Up: Local Currency - 100	Other Charges - 10
Azerbaijan	
Azerbaijani	
Manat AZM	Note -
Round Up: Local Currency - 100	Other Charges - 10
Bahamas	
Bahamian Dollar BSD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Bangladesh	
Taka BDT	Note -
Round Up: Local Currency - 1	Other Charges - 1
Barbados	
Barbados Dollar BBD	Note -
Round Up: Local Currency - 1	Other Charges - 0.1
Belarus	
Belarussian	
Ruble BYB	Note -
Round Up: Local Currency - 100	Other Charges - 10
Belize	
Belize Dollar BZD	Note 1
Round Up: Local Currency - 1	Other Charges - 0.1
Bermuda	
Bermudian	
Dollar BMD	Note 3
Round Up: Local Currency - 1	Other Charges - 0.1
Bolivia	
Boliviano BOB	Note 1
Round Up: Local Currency - 1	Other Charges - 0.1
Bosnia and Herzegovina	
Dinar BAD	Note -
Round Up: Local Currency - 1	Other Charges - 1
Brazil	
Brazilian Real BRL	Note 1,2
Round Up: Local Currency - 1	Other Charges - 1
Burundi	
Burundi Franc BIF	Note -
Round Up: Local Currency - 10	Other Charges - 5
Bulgaria	
Lev BGL	Note -
Round Up: Local Currency - 1	Other Charges - 1
Cambodia	
Riel KHR	Note -
Round Up: Local Currency - 10	Other Charges - 10

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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			

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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

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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

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

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

Notes:

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

Rule 200 Children's and Infants' Fares

Issued: October 26, 2019

Effective: October 27, 2019

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

When travel is:	Accompanied infant under 2 years of age not occupying a seat will pay:	Accompanied infant under 2 years of age not occupying a seat will pay:	Accompanied children 2 years of age or over but under 12 will pay:
Column 1	Column 2	Column 3	Column 4
Between area 1 and area 3 via the Pacific	10 percent (see note below)	75 percent	75 percent

(cancelled)

(cancelled)

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

- (B) Unaccompanied children (cancelled) fares for unaccompanied children will be as follows:

when travel is:	Percentage shown shall be applied to the applicable adult fare	
	Age of child under 5	Age of child 5 or over but under 12
Between area 1 and Area 3 via the Pacific	Not permitted	100 percent (or as specified in the applicable fare rule.)

(cancelled)

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(cancelled)

- (C) The age limits referred to in this rule shall be those in effect on the date of commencement of the travel from the point of origin.
- (D) Unless otherwise specified in an applicable fares rule, children's and infants' discounts apply to any charge or surcharge and any cancellation or refund fee.

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

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

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

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

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

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

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

 - (a) Reduced fare transportation of 25 percent of the applicable fare. Normal free baggage allowance and excess baggage charges will apply;
 - (b) Not more than two trips per calendar year for each qualified person at each approved location will be permitted provided that no carrier will honor more than two such reduced

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

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

that carrier will grant pursuant to subparagraph (a) and (b) above within each country.

- (2) Eligibility
 - (a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved list of agents and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or carrier appointed cargo agent making the application.
 - (b) Reduced fare transportation may also be granted to the spouse of such eligible agent provided that;
 - (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).
 - (ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.
 - (iii) The transportation shall not be charged against the agency's annual allotment noted under (1)(b) above.
 - (c) The reduced fare transportation will be granted whether or not there is a standard IATA cargo agency agreement between each carrier participating in the transportation and the agent, provided that a standard IATA cargo agency agreement exists between the carrier issuing the ticket and the agent.
- (3) Application for transportation
In order to obtain the foregoing transportation, application shall be made by an owner or officer of the cargo sales agency in writing to the carrier that is to issue the ticket. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.
- (4) Additional free and reduced fare transportation
 - (a) Attendance at official IATA/FIATA meetings reduced international fare transportation at 25 percent of the applicable fare to and from the point where the meeting is being held

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

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

- (iv) All cargo carriers the organizing carrier may grant to an active all-cargo carrier the same free transportation specified in (b)(i) above for the purpose of providing instructions to such all-cargo carrier's agents.
- (c) Size of group eligibility of trainees
 - (i) The instruction must be a full time training course for a minimum of eight trainees. The employees to be trained must have been employed by an IATA and/or carrier approved cargo Agent for not less than three consecutive months prior to date of commencement of travel and, further, the agent with whom they are employed must have been an IATA and/or carrier approved cargo agent.
 - (ii) If at any time prior to commencement of travel there is a change affecting the eligibility of the IATA and/or carrier approved cargo agent or person selected for travel (i.e., the agent comes under notice of default or the person selected leaves the employ of the agent) the agent shall immediately so notify the issuing carrier to whom it shall also immediately return the ticket; provided that the carrier shall be responsible for cancelling the free or reduced fare transportation only if it knows or reasonably should have known of the changed eligibility.
 - (iii) Notwithstanding subparagraph (i) above, in the event that pursuant to subparagraph (ii) above, a group organized in accordance with this rule is reduced to less than eight persons, the remaining members of the group shall be permitted to travel.
- (d) Duration, daily instructions
The duration of the training course shall be not less than three nor more than five consecutive days on each of which there shall be not less than six hours of instruction per day. This may include instruction conducted at the carrier's cargo terminal facilities at the specified training location.
- (e) Program, names of trainees
a copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees' employers shall be retained by the organizing carrier for 12 months subsequent to the date of commencement of the course.
- (f) Absorption of expenses

carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:

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

- (a) Reduced-fare transportation will be granted provided that the agent has been on the IATA approved list of agents and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or carrier appointed cargo agent making the application.
 - (b) Reduced fare transportation may also be granted to the spouse of such eligible agent traveling provided that;
 - (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one-way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips);
 - (ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.
 - (iii) The transportation shall not be charged against the agency's annual allotment noted under (1)(a) above.
 - (c) The reduced-fare transportation will be granted whether or not there is a standard IATA cargo agency agreement between each carrier participating in the transportation and the agent, provided that a standard IATA cargo agency agreement exists between the carrier issuing the ticket and the agent.
- (3) Application for transportation
- (a) The secretary of traffic conference 1 shall furnish each cargo sales agent with two educational and market development trip authorizations for each approved location.
 - (b) In order to obtain the foregoing transportation, application shall be made by an owner or officer of the cargo sales agency in writing to the carrier that is to issue the ticket. Such application, together with an educational and market development trip authorization, must be received by the carrier at least 14 days prior to 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
Issued: October 26, 2019 Effective: October 27, 2019

(A) General

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

(B) Definitions

For the purpose of this rule

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

transportation partly by air and partly by surface means.

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

his departure point and the assembly point, subject to the following conditions:

- (a) The tour conductor and all passengers travel together from the assembly point to the point of turnaround, if a round trip, or to the first point of stopover if a circle trip;
- (b) All such passengers and the tour conductor travel between the departure points and the assembly point within a period of seven days prior to the scheduled departure of the entire group from the assembly point;
- (c) At least one passenger of the group travels from the same departure point as the tour conductor to the assembly point on the services of the carrier transporting the tour conductor;
- (d) Where the total number of passengers traveling between one or more departure points and the assembly point is 10 or more but less than 15 the tour conductor will receive a reduction of 50 percent of the applicable fare, and where the total number of passengers travelling between one or more departure points and the assembly point is 15 or more, one free transportation passage for a tour conductor will be issued for each 15 passengers; provided that:
 - (i) If the tour conductor travels from a departure point to the assembly point on the services of the carrier transporting the group from the assembly point onwards, the qualifying number of passengers referred to above may travel from the departure points to the assembly point on the services of any carrier, subject to the provision of (c) above.
 - (ii) If the tour conductor travels from a departure point to the assembly point on the services of the carrier who does not transport the group from the

assembly point onwards, the qualifying number of passengers referred to above shall travel from the departure points to the assembly point on the services of such carrier, subject to the provision of (c) above.

(3) Issuance of ticket

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

(4) Authorization

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

(E) Baggage, meals and transfers

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

Rule 500 Passengers On Stretchers

Issued: October 26, 2019

Effective: October 27, 2019

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

Tariff: MU1

CTA No. 505 DOT No. 629

Carrier: China Eastern Airlines - MU

Rule 550 Passenger Occupying Two Seats

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

Rule 1000 Reduced Fares For Seamen

Issued: October 26, 2019

Effective: October 27, 2019

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

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

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

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

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

(D) Combinations

- (1) Fares herein shall be combined only with domestic fares.
- Exception 1: Fares for Belgian, Dutch and united kingdom merchant marines may also be combined with normal fares.
- Exception 2: fares for Chinese, Korean and french merchant marines may only be combined with fares within the U.S.A./Canada and within area 3.
- (2) The combinations referred to herein are all permitted, provided that the fare with which the seaman's fare/merchant marine fare is to be combined allows combinations.

(E) Period of validity

These fares apply all year.

(F) Stopovers

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

(G) Children's and infants' fares

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

(H) Reservations and ticketing

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

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

(I) Routing/rerouting

- (1) Involuntary rerouting: normal rules for involuntary rerouting will apply.
- (2) Voluntary rerouting: voluntary reroutings are not permitted.

(J) Rules and discounts not applicable

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

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

Tariff: MU1
Carrier: China Eastern Airlines - MU

CTA No. 505 DOT No. 629

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