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Carrier: TAP Portugal – TP

CTA No. 314 DOT No. 517

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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. TP1

Containing
Local Rules, Fares & Charges
on Behalf of

Tap Portugal

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.

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Issued by:
Alex Zoghlin, President
Airline Tariff Publishing Company, Agent

Table of Contents

Title Page	1
Table of Contents	2
Rule 1 Definitions	4
Rule 2 Standard Format of Electronic Rules	12
Rule 5 Application of Tariff	21
Rule 6 Classes of Service	24
Rule 10 Special Airport Lounge Facilities	25
Rule 15 Electronic Surveillance of Passengers and Baggage	26
Rule 20 Carriage of Persons With Disabilities	27
Rule 25 Refusal to Transport-Limitations of Carriage	31
Rule 30 Ground Transfer Service	36
Rule 35 Passenger Expenses En Route	37
Rule 40 Taxes	38
Rule 45 Administrative Formalities, Passports, Visas and Tourist... Cards	39
Rule 50 Preplanned Oxygen Service	41
Rule 55 Liability of Carriers	42
Rule 60 Reservations	48
Rule 65 Tickets	50
Rule 75 Currency of Payment	55
Rule 80 Revised Routings, Failure to Carry and Missed Connections ..	56
Rule 85 Schedules, Delays and Cancellations of Flights	60
Rule 87 Denied Boarding Compensation	63
Rule 90 Refunds	65
Rule 105 Acceptance of Animals (Service Animals and Pets)	68
Rule 115 Baggage Acceptance	71
Rule 129 Routings	77
Rule 130 Fares	78
Rule 134 Capacity Limitations	87
Rule 135 Stopovers	88
Rule 136 Interline Baggage Acceptance	89
Rule 145 Currency Applications	94
Rule 200 Children's and Infants' Fares	116
Rule 205 Free and Reduced Rate Transportation for Agents	120
Rule 210 Free and Reduced Fare Transportation for Tour Conductors ..	128

Tariff: TP1 CTA No. 314 DOT No. 517
Carrier: TAP Portugal - TP

Rule 500 Passengers on Stretchers132
Rule 600 Attendant Accompanying Air Cargo Shipments133
Rule 1020 Seats Contracted By Tour Operators from Carrier134
Rule 1040 Tap Air Portugal Navigator's Bonus Program (Not applicable to/from Canada)134
Rule 1050 Group Fares For Emigrants Sponsored by the Intergovernmental Committee for European Migration (I.C.E.M.)136
Rule 1060 One Way Emigrant Fare from Portugal to the U.S.A.138
Rule 1080 Tap Air Portugal Senior Citizen Discount Fare139
Rule 9998 TP-1 Table of Contents141

Tariff: TP1
Carrier: TAP Portugal – TP

CTA No. 314 DOT No. 517

Rule 1 Definitions†

Issued: October 26, 2019

Effective: October 27, 2019

AFFECTED FLIGHT MEANS THE FLIGHT INVOLVED IN A SCHEDULE IRREGULARITY.

ALTERNATE TRANSPORTATION MEANS ANOTHER FLIGHT (OR FLIGHTS) ON THE SERVICE OF THE SAME CARRIER OR A FLIGHT (OR FLIGHTS) ON THE SERVICES OF ANOTHER CARRIER.

AFRICA MEANS THE AREA COMPRISED OF THE COUNTRIES OF ANGOLA, BENIN, BOTSWANA, BURKINA FASO, BURUNDI, CAMEROON, CAPE VERDE, CENTRAL AFRICAN REPUBLIC, CHAD, COMOROS, CONGO, COTE D'IVOIRE, DJIBOUTI, EQUATORIAL GUINEA, ETHIOPIA, GABON, GAMBIA, GHANA, GUINEA, GUINEA BISSAU, KENYA, LESOTHO, LIBERIA, LIBYA, MADAGASCAR, MALAWI, MALI, MAURITANIA, MAURITIUS, MOZAMBIQUE, NAMIBIA (SOUTH WEST AFRICA), NIGER, NIGERIA, REUNION ISLAND, RWANDA, SAO TOME AND PRINCIPE, SENEGAL, SEYCHELLES, SIERRA LEONE, SOMALIA, SOUTH AFRICA, SPANISH SAHARA, SWAZILAND, TANZANIA, TOGO, UGANDA, ZAIRE, ZAMBIA, AND ZIMBABWE.

AREA NO 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS; GREENLAND; BERMUDA; CUBA; HAITI; DOMINICAN REPUBLIC; PUERTO RICO; JAMAICA; NETHERLANDS ANTILLES; TRINIDAD; BAHAMAS, LEEWARD, VIRGIN AND WINDWARD ISLANDS; THE STATE OF HAWAII; MIDWAY AND PALMYRA ISLANDS.

AREA NO 2 MEANS ALL OF ALBANIA, AUSTRIA, AZORES, BELGIUM, BULGARIA, CANARY ISLANDS, CZECH REPUBLIC, DENMARK, FINLAND, FRANCE (INCLUDING FRENCH NORTH AFRICA), GERMANY, GIBRALTAR, GREECE, HUNGARY, ICELAND, ITALY, LICHTENSTEIN, LUXEMBOURG, MADEIRA, MALTA, MONACO, THE NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROMANIA, SAN MARINO, SPAIN (INCLUDING SPANISH MOROCCO), SWEDEN, SWITZERLAND, TANGIER, TURKEY (IN EUROPE AND ASIA), RUSSIA (WEST OF THE URALS), THE UNITED KINGDOM AND YUGOSLAVIA; ALL OF AFRICA, MADAGASCAR, ASCENSION ISLAND; THAT PART OF ASIA LYING WEST OF AND INCLUDING IRAN, ISLAMIC REPUBLIC OF.

AREA NO 3 MEANS ALL OF ASIA EXCEPT THAT PORTION INCLUDED IN AREA NO. 2 ABOVE; ALL OF THE EAST INDIES; AUSTRALIA; NEW ZEALAND; ALL ISLANDS OF INDONESIA, MALAYSIA, MICRONESIA AND POLYNESIA (EXCEPT MIDWAY AND PALMYRA ISLANDS); GUAM ISLAND; WAKE ISLAND; CALEDONIA, NORFOLK ISLAND; AND TASMANIA.

ASIA MEANS THE AREA COMPRISED OF THE SOUTH ASIAN SUBCONTINENT AND SOUTH EAST ASIA.

BAGGAGE MEANS ANY GOOD THAT IS NECESSARY OR APPROPRIATE FOR THE WEAR, USE, COMFORT, OR CONVENIENCE OF THE PASSENGER FOR THE PURPOSE OF THE TRIP. UNLESS OTHERWISE SPECIFIED, IT SHALL INCLUDE BOTH CHECKED AND UNCHECKED BAGGAGE OF THE PASSENGER.

BAGGAGE CHECK MEANS THOSE PORTIONS OF THE TICKET WHICH PROVIDE FOR THE CARRIAGE OF PASSENGER'S CHECKED BAGGAGE AND WHICH ARE ISSUED BY CARRIER AS A RECEIPT FOR PASSENGER'S

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 1 are effective September 30, 2022 pursuant to Order No. 2021-A-3 of the CTA.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

CHECKED BAGGAGE.

BAGGAGE IDENTIFICATION TAG MEANS A DOCUMENT ISSUED BY CARRIER SOLELY FOR IDENTIFICATION OF CHECKED BAGGAGE, THE BAGGAGE (STRAP) TAG PORTION OF WHICH IS ATTACHED BY CARRIER TO A PARTICULAR ARTICLE OF CHECKED BAGGAGE AND THE BAGGAGE (CLAIM) TAG PORTION WHICH IS GIVEN TO THE PASSENGER.

BANKERS' BUYING RATE OF EXCHANGE OR BANKERS' SELLING RATE OF EXCHANGE MEANS:

IN CANADA, THE UNIT RATE PUBLISHED IN THE TORONTO GLOBE AND MAIL FRIDAY EDITION EACH WEEK, AS THE FOREIGN EXCHANGE MID MARKET RATE IN CANADIAN FUNDS. WHEN A NATIONAL HOLIDAY FALLS ON FRIDAY, THE RATES QUOTED ON THE PREVIOUS BUSINESS DAY WILL BE USED. THESE RATES WILL BE APPLICABLE FROM MONDAY OF THE FOLLOWING WEEK UP TO AND INCLUDING THE FOLLOWING SUNDAY.

IN THE UNITED STATES, THE RATE PUBLISHED EACH TUESDAY IN THE WALL STREET JOURNAL UNDER THE HEADING FOREIGN EXCHANGE. 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 SUCH EXCEPTIONAL CASES, THE PREVIOUS WEEK'S RATES ARE USED THROUGH WEDNESDAY INSTEAD OF TUESDAY, AND THE WEDNESDAY EDITION OF THE WALL STREET JOURNAL WILL BE USED FOR THE PERIOD THURSDAY THROUGH TUESDAY OF THE FOLLOWING WEEK.

IN OTHER COUNTRIES, THE RATE AT WHICH 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 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.

BOARDING AREA MEANS THE POINT WHERE THE PASSENGER'S FLIGHT COUPONS ARE LIFTED AND KEPT BY THE CARRIER OR THE POINT WHERE THE CARRIER EXAMINES THE PASSENGER'S BOARDING PASS PRIOR TO THE PASSENGER BEING PERMITTED ON THE AIRCRAFT. BOARDING PASS INCLUDES EITHER A PAPER DOCUMENT OR AN ELECTRONIC DOCUMENT ISSUED BY THE CARRIER TO THE PASSENGER AND SERVES AS A RECORD THAT THE PASSENGER HAS CHECKED IN FOR THEIR FLIGHT AND, WHEN IT SHOWS A SEAT ASSIGNMENT, IT PERMITS A PASSENGER TO BOARD A PARTICULAR FLIGHT.

BOARDING TIME DEADLINE IS THE TIME LIMIT SPECIFIED BY THE CARRIER BY WHICH THE PASSENGER MUST BE PRESENT AT THE DESIGNATED BOARDING AREA OF THEIR FLIGHT.

CANADA MEANS THE TEN PROVINCES OF CANADA, THE YUKON TERRITORY, THE DISTRICTS AND ISLANDS COMPRISING THE NORTHWEST TERRITORIES OF CANADA AND NUNAVUT.

CARRIAGE WHICH IS EQUIVALENT TO TRANSPORTATION, MEANS CARRIAGE OF PASSENGER AND/OR BAGGAGE BY AIR.

CARRIER MEANS TAP PORTUGAL.

CHECKED BAGGAGE MEANS BAGGAGE OF WHICH CARRIER TAKES SOLE CUSTODY AND FOR WHICH THE CARRIER ISSUES A BAGGAGE IDENTIFICATION TAG.

CHECK-IN DEADLINE MEANS THE TIME LIMIT SPECIFIED BY THE CARRIER BY WHICH THE PASSENGER MUST HAVE COMPLETED CHECK-IN FORMALITIES AND RECEIVED A BOARDING PASS.

CIRCLE TRIP MEANS TRAVEL FROM A POINT AND RETURN TO THE SAME

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

POINT 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 TRAVELLED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION. CODE-SHARE MEANS REFERS TO A MARKETING ARRANGEMENT IN WHICH TWO OR MORE AIRLINES I.E. MARKETING CARRIER(S) SELL SEATS USING THEIR OWN AIRLINE CODE ON A FLIGHT THAT ONE OF THEM OPERATES (I.E. OPERATING CARRIER).

CONJUNCTION TICKET MEANS TWO OR MORE TICKETS CONCURRENTLY ISSUED TO A PASSENGER AND WHICH TOGETHER CONSTITUTE A SINGLE CONTRACT OF CARRIAGE.

CONSEQUENTIAL DAMAGES MEANS DAMAGES WHICH ARE REASONABLE OUT OF POCKET EXPENSES AND OTHER PROVABLE DAMAGES INCURRED BY PASSENGER AS THE CONSEQUENCE OF THE LOSS, DAMAGE, OR DELAY IN THE DELIVERY OF SUCH PERSONAL PROPERTY.

CONTINENTAL U.S.A. MEANS THE 48 CONTIGUOUS FEDERATED STATES AND THE FEDERAL DISTRICT OF COLUMBIA OF THE UNITED STATES OF AMERICA.

CONVENTION MEANS, THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR, SIGNED AT WARSAW, 12 OCTOBER 1929, OR THAT CONVENTION AS AMENDED BY THE HAGUE PROTOCOL, 1955, OR THE MONTREAL CONVENTION SIGNED IN MONTREAL ON MAY 28, 1999 WHICHEVER MAY BE APPLICABLE TO CARRIAGE HEREUNDER.

CONJUNCTION TICKET MEANS A TICKET ISSUED TO A PASSENGER CONCURRENTLY WITH ANOTHER TICKET(S) WHICH TOGETHER CONSTITUTES A SINGLE CONTRACT OF CARRIAGE.

DESTINATION MEANS THE ULTIMATE DESTINATION OF THE PASSENGER'S JOURNEY AS SHOWN ON THE TICKET.

EUROPEAN UNION (EU) MEANS ANY ONE OF THE SOVEREIGN NATION STATES THAT HAVE ACCEDED TO THE EU. IN ACCORDANCE WITH ARTICLE 299(2) OF THE TREATY ESTABLISHING THE EU, THIS TARIFF ALSO APPLIES TO OVERSEAS DEPARTMENTS, NAMELY GUADELOUPE, FRENCH GUYANA, MARTINIQUE, REUNION ISLAND, THE AZORES, MADEIRA AND THE CANARY ISLANDS.

EUROPE MEANS THAT AREA COMPRISED OF ALBANIA; ALGERIA; ANDORRA; AUSTRIA; AZORES; BELGIUM; BULGARIA; CANARY ISLANDS; CZECH REPUBLIC; DENMARK; FINLAND; FRANCE; GERMANY; GIBRALTAR; GREECE; HUNGARY; ICELAND; IRELAND; ITALY; LICHTENSTEIN; LUXEMBOURG; MADEIRA; MALTA; MONACO; MOROCCO; THE NETHERLANDS; NORWAY; POLAND; PORTUGAL; ROMANIA; SAN MARINO; SPAIN; SWEDEN; SWITZERLAND; TUNISIA; TURKEY (IN EUROPE AND ASIA); UNITED KINGDOM; RUSSIA (WEST OF THE URALS); AND YUGOSLAVIA.

FARE COMPONENT MEANS EACH LOCAL CURRENCY FARE (EXCEPT ADDONS) WHERE MORE THAN ONE SUCH FARE IS USED IN CONSTRUCTION OF THE TOTAL FARE FOR A JOURNEY.

FLIGHT COUPON MEANS A PORTION OF THE PASSENGER TICKET THAT INDICATES PARTICULAR PLACES BETWEEN WHICH THE COUPON IS GOOD FOR CARRIAGE.

FOREIGN AIR TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN THE UNITED STATES AND A POINT OUTSIDE THEREOF.

FORCE MAJEURE MEANS ANY UNFORESEEABLE CIRCUMSTANCES BEYOND THE CARRIER'S CONTROL, THE CONSEQUENCES OF WHICH COULD NOT HAVE BEEN AVOIDED EVEN IF ALL DUE CARE HAD BEEN EXERCISED INCLUDING, BUT WITHOUT LIMITATION, METEOROLOGICAL AND

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

GEOLOGICAL CONDITIONS, ACTS OF GOD, STRIKES, RIOTS, CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES, DISTURBANCES, UNSETTLED INTERNATIONAL CONDITIONS, SHORTAGE OF FUEL OR FACILITIES, OR LABOR DISPUTES, EITHER ACTUAL, THREATENED OR REPORTED.

FRENCH GOLD FRANCS MEANS FRANCS CONSISTING OF 65 1/2 MILLIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED THOUSANDTHS.

GATEWAY REFERS TO THE LAST U.S.A. POINT PRIOR TO DEPARTURE ON THE TRANSATLANTIC LEG OF A TRIP OR THE FIRST POINT OF ARRIVAL IN THE U.S.A.

IBERIAN PENINSULA MEANS THE AREA COMPRISED OF SPAIN, PORTUGAL, GIBRALTAR AND BALEARIC ISLANDS.

IMMEDIATE FAMILY EXCEPT AS OTHERWISE INDICATED, SHALL MEAN SPOUSE, CHILDREN, ADOPTED CHILDREN, SONS-IN-LAW, DAUGHTERS-IN-LAW, GRANDCHILDREN, BROTHERS, BROTHERS-IN-LAW, SISTERS, SISTERS-IN-LAW, PARENTS, FATHERS-IN-LAW, MOTHERS-IN-LAW, AND GRANDPARENTS.

INTERLINE TRANSPORTATION MEANS TRANSPORTATION ON THE SERVICES OF MORE THAN ONE CARRIER.

INTERMEDIATE FARE MEANS THE FULL FARE ESTABLISHED FOR NORMAL, REGULAR OR UNUSUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF INTERMEDIATE FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR ONE WAY/ROUND TRIP/CIRCLE TRIP/OPEN JAW, BASIC SEASON/PEAK SEASON FOR BUSINESS CLASS TRAVEL.

INTERNATIONAL CARRIAGE MEANS (EXCEPT WHEN THE WARSAW CONVENTION IS APPLICABLE) CARRIAGE IN WHICH ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND ANY PLACE OF LANDING ARE SITUATED IN MORE THAN ONE STATE. AS USED IN THIS DEFINITION, THE TERM "STATE" INCLUDES ALL TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINITY, MANDATE, AUTHORITY OR TRUSTEESHIP THEREOF. INTERNATIONAL CARRIAGE AS DEFINED BY THE WARSAW CONVENTION MEANS ANY CARRIAGE IN WHICH ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION, WHETHER OR NOT THERE BE A BREAK IN THE CARRIAGE OR TRANSSHIPMENT, ARE SITUATED EITHER WITHIN THE TERRITORIES OF TWO HIGH CONTRACTING PARTIES, OR WITHIN THE TERRITORY OF A SINGLE HIGH CONTRACTING PARTY, IF THERE IS AN AGREED STOPPING PLACE WITHIN A TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINITY, MANDATE OR AUTHORITY OF ANOTHER STATE, EVEN THOUGH THAT STATE IS NOT A PARTY TO THE CONVENTION.

INVOLUTARY REFUNDS MEANS A REFUND OF AN UNUSED TICKET OR PORTION THEREOF OR AN UNUSED MISCELLANEOUS CHARGES ORDER REQUIRED AS A RESULT OF THE CARRIER CANCELLING A FLIGHT, FAILING TO OPERATE A FLIGHT ACCORDING TO SCHEDULE, FAILING TO STOP AT A POINT TO WHICH THE PASSENGER IS DESTINED OR IS TICKETED TO STOP OVER, OR CAUSING THE PASSENGER TO MISS A CONNECTING FLIGHT, BEING UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, SUBSTITUTING A DIFFERENT TYPE OF EQUIPMENT OR CLASS OF SERVICE OR WHERE, BECAUSE OF SAFETY OR LEGAL REQUIREMENTS OR THE CONDITION OR CONDUCT OF THE PASSENGER, CARRIAGE IS REFUSED.

ITINERARY/RECEIPT MEANS A TRAVEL DOCUMENT OR DOCUMENTS THE CARRIER OR ITS AGENT ISSUES TO THE PASSENGER TRAVELLING ON A

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

TICKET. THE ITINERARY/RECEIPT CONTAINS THE PASSENGER'S NAME, FLIGHT INFORMATION AND NOTICES RELEVANT FOR THE JOURNEY. THIS DOCUMENT IS TO BE RETAINED BY THE PASSENGER DURING THE ENTIRE JOURNEY.

MIDDLE EAST MEANS THE AREA COMPRISED OF BAHRAIN, CYPRUS, EGYPT (ARAB REPUBLIC OF EGYPT), IRAN, IRAQ, ISRAEL, JORDAN, KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIAN ARAB REPUBLIC, UNITED ARAB EMIRATES (ABU DHABI, AJAM, DUBAI, FUJAIRAH, RAS AL KHAIMAH, SHARJAH, OMM AL OAIWAIN) AND REPUBLIC OF YEMEN.

MINOR MEANS A PERSON WHO HAS NOT REACHED HIS/HER 18TH BIRTHDAY ON THE DATE THAT TRAVEL COMMENCES.

MISCELLANEOUS CHARGES ORDER (MCO) IS A DOCUMENT WHICH MAY BE USED AS A FUTURE TRAVEL VOUCHER VALID FOR 1 YEAR FROM THE DATE OF ISSUANCE. THIS DOCUMENT MAY ALSO, FOR INSTANCE, BE ISSUED FOR RESIDUAL VALUE OF A TICKET, COLLECTION OF MISCELLANEOUS CHARGES, REFUNDABLE BALANCES OR COMPENSATION PROVIDED IN THE CASE OF A DENIED BOARDING SITUATION.

MONTH MEANS A PERIOD OF TIME STARTING WITH ANY DATE IN A MONTH AND ENDING WITH THE SAME DATE IN THE FOLLOWING MONTH. IN THE EVENT THE SAME DATE DOES NOT OCCUR IN THE FOLLOWING MONTH, THEN THIS PERIOD WILL END ON THE LAST DAY OF THAT MONTH.

NATIONAL MEANS A PERSON WHO HAS THE CITIZENSHIP OF A COUNTRY, EITHER BY BIRTH OR BY NATURALIZATION.

NEUTRAL UNIT OF CONSTRUCTION (NUC) MEANS THE UNIT VALUE EQUIVALENT OF LOCAL CURRENCY FARES, ADDONS AND RELATED CHARGES DERIVED BY CONVERTING SAME USING THE IATA RATE OF EXCHANGE.

NORMAL FARE MEANS THE HIGHEST FARE ESTABLISHED FOR FIRST, BUSINESS AND ECONOMY CLASS SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES.

NORTH AMERICA MEANS THE AREA COMPRISING ALASKA, CANADA, CONTINENTAL U.S.A. AND MEXICO.

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 MEANS 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 TRIP MEANS TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE BUT THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL AND/OR OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT THE SAME.

OPEN-DATE TICKET MEANS A TICKET ISSUED TO A PASSENGER WITHOUT THE PASSENGER HAVING SPECIFIED OR MADE A DECISION CONCERNING THE DATE OF TRAVEL. TRAVEL IS SUBJECT TO A SPECIFIC FLIGHT BEING SELECTED TO TRAVEL ON, AN ACTUAL

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

RESERVATION FOR SPACE BEING CONFIRMED IN THE CARRIER'S RESERVATION SYSTEM, A BOARDING PASS BEING ISSUED AND THE PASSENGER MEETING ALL CARRIER-IMPOSED RESTRICTIONS.

ORIGIN MEANS THE INITIAL STARTING PLACE OF THE JOURNEY AS SHOWN ON THE TICKET.

OTHER CHARGES MEANS CHARGES SUCH AS TAXES, FEES NOT TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET EXCLUDING EXCESS BAGGAGE CHARGES.

OVERBOOKING/OVERSOLD IS THE RESULT OF SELLING MORE SEATS THAN THE AVAILABLE NUMBER OF SEATS ON A FLIGHT.

PASSENGER MEANS ANY PERSON, EXCEPT MEMBERS OF THE CREW, CARRIED OR TO BE CARRIED IN AN AIRCRAFT WITH THE CONSENT OF CARRIER.

PASSENGER COUPON MEANS THAT PORTION OF THE PASSENGER TICKET CONSTITUTING THE PASSENGER'S WRITTEN EVIDENCE OF THE CONTRACT OF CARRIAGE.

PERSON WITH A DISABILITY INCLUDES ANY PERSON WHO, BY VIRTUE OF A LOCOMOTOR, SENSORY, INTELLECTUAL, OR OTHER IMPAIRMENT, OR A MENTAL HEALTH CONDITION, REQUIRES SERVICES OR ASSISTANCE BEYOND THOSE NORMALLY OFFERED BY THE CARRIER TO MEET THEIR DISABILITY-RELATED NEEDS.

PERSONAL INFORMATION MEANS INFORMATION ABOUT AN IDENTIFIABLE INDIVIDUAL, BUT DOES NOT INCLUDE THE NAME, TITLE OR BUSINESS ADDRESS OR TELEPHONE NUMBER OF AN EMPLOYEE OF AN ORGANIZATION.

REISSUE MEANS AN ALTERATION TO A TICKET THAT CANNOT BE ACCOMPLISHED THROUGH REVALIDATION, THAT REQUIRES THE ISSUANCE OF A NEW TICKET.

RESERVATION IS A RECORD, EITHER IN PAPER FORM OR IN ELECTRONIC FORM, OF THE ACCOMMODATION HELD BY A PASSENGER ON A GIVEN FLIGHT. THE RESERVATION WOULD SPECIFY THE DATE AND TIMES OF TRAVEL, FLIGHT NUMBER AND THE CLASS OF SERVICE TO BE PROVIDED THE PASSENGER.

RESIDENT MEANS A PERSON NORMALLY LIVING IN A COUNTRY; PROVIDED THAT A MORE RESTRICTED DEFINITION MAY FORM PART OF AN AGREEMENT REACHED LOCALLY.

REVALIDATION MEANS 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 POINT, OR FARE.

ROUND TRIP MEANS TRAVEL FROM ONE POINT TO ANOTHER AND RETURN BY ANY AIR ROUTE FOR WHICH THE SAME NORMAL ALL YEAR THROUGH ONE WAY FARE OF THE SAME CLASS APPLIES FROM THE POINT OF ORIGIN; PROVIDED THAT THIS DEFINITION SHALL NOT APPLY TO JOURNEYS FOR WHICH THE SAME ALL YEAR THROUGH ONE WAY FARE IS ESTABLISHED, BETWEEN TWO POINTS, IN EITHER DIRECTION AROUND THE WORLD.

ROUTING ESTABLISHES THE POSSIBLE POINTS VIA WHICH TRAVEL MAY TAKE PLACE FOR A SPECIFIC FARE.

SCHEDULE IRREGULARITIES MEANS THE FOLLOWING:

- (A) DELAYS IN THE SCHEDULED DEPARTURE OR ARRIVAL OF THE CARRIER'S FLIGHT RESULTING IN THE PASSENGER MISSING HIS/HER ONWARD CONNECTING FLIGHT(S) OR ANY OTHER DELAY OR INTERRUPTION IN THE SCHEDULED OPERATION OF THE CARRIER'S FLIGHT, OR,
- (B) CANCELLATION OF FLIGHT, OR OMISSION OF A SCHEDULED STOP, OR;
- (C) SUBSTITUTION OF AIRCRAFT OR OF A DIFFERENT CLASS OF

SERVICE, OR;

(D) SCHEDULE CHANGES WHICH REQUIRE REROUTING OF A PASSENGER AT DEPARTURE TIME OF HIS OR HER ORIGINAL FLIGHT.

SELF-RELIANT MEANS THAT A PERSON DOES NOT REQUIRE SERVICES RELATED TO A DISABILITY BEYOND THAT NORMALLY PROVIDED BY THE CARRIER, OR BEYOND THAT WHICH APPLICABLE RULES OR REGULATIONS REQUIRE THE CARRIER TO PROVIDE.

SERVICE ANIMAL MEANS A GUIDE OR OTHER ASSISTANCE DOGS, WHICH ARE HIGHLY TRAINED TO ASSIST A WIDE RANGE OF DISABLED PERSONS WITH EVERYDAY TASKS. EX: SEEING EYE, HEARING OR ASSISTAN DOGS THAT ACCOMPANY A BLIND, DEAF OR PRM PASSENGER AND ARE TRAINED, CERTIFIED WITH IDENTIFICATION OR REGISTRATION CARDS BY CREDITED GUIDE AND ASSISTANCE DOGS ORGANIZATIONS.

SINGLE OPEN JAW TRIP MEANS TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE EXCEPT THAT:

- (1) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT THE SAME; OR
- (2) THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE NOT THE SAME.

SOUTH AMERICA MEANS THE AREA COMPRISING ARGENTINA, BOLIVIA, BRAZIL, CHILE, COLOMBIA, ECUADOR, FRENCH GUIANA, GUYANA, PANAMA, PARAGUAY, PERU, SURINAME, URUGUAY AND VENEZUELA.

SOUTH ASIAN SUBCONTINENT MEANS THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH, BHUTAN, INDIA, MALDIVES, NEPAL, PAKISTAN AND SRI LANKA.

SOUTH EAST ASIA MEANS THE AREA COMPRISED OF BRUNEI, MYANMAR, CHINA, GUAM, HONG KONG, INDONESIA, KAMPUCHEA, LAOS, MALAYSIA, MONGOLIA, PHILIPPINES, SINGAPORE, TAIWAN, THAILAND, RUSSIA (WEST OF THE URALS AND VIET NAM.

SOUTH WEST PACIFIC MEANS THAT AREA COMPRISED OF AUSTRALIA, COOK ISLANDS, FIJI ISLANDS, KIRIBATI, NEW CALEDONIA, NEW ZEALAND, PAPUA NEW GUINEA, SAMOAN ISLANDS, SOCIETY ISLANDS, SOLOMON ISLANDS, TONGA, TUVALU, VANUATU AND INTERMEDIATE ISLANDS.

SPECIAL DRAWING RIGHTS (SDR) MEANS A SPECIAL UNIT OF CURRENCY, THE VALUE OF WHICH IS SPECIFIED IN THE APPLICABLE RULES.

SPECIAL FARE MEANS ANY FARE OTHER THAN A NORMAL FARE.

STOPOVER IS A DELIBERATE INTERRUPTION OF A JOURNEY INITIATED BY THE PASSENGER AND AGREED TO IN ADVANCE BY THE CARRIER AT A POINT BETWEEN THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION. THE DELIBERATE INTERRUPTION MUST BE FOR A PURPOSE OTHER THAN CHANGING AIRCRAFT.

TARIFF MEANS A SCHEDULE OF FARES, RATES, CHARGES OR TERMS AND CONDITIONS OF CARRIAGE APPLICABLE TO THE PROVISIONS OF AN AIR SERVICE AND OTHER INCIDENTAL SERVICES.

TICKET MEANS EITHER A PAPER OR ELECTRONIC DOCUMENT ISSUED BY OR ON BEHALF OF THE CARRIER WHICH INCLUDES THE PASSENGER'S FLIGHT COUPONS. THE TICKET SERVES AS EVIDENCE OF PAYMENT OF AIR FARE AND CONSTITUTES FOR THE PASSENGER PROOF OF THEIR CONTRACT OF CARRIAGE. IT ALSO HAS DETAILED INFORMATION TO ENSURE PROPER PROCESSING AND HANDLING. IN INSTANCES WHERE A TICKET EXISTS AS AN ELECTRONIC DOCUMENT, THE CARRIER ISSUES TO THE PASSENGER, AS PROOF OF PURCHASE, AN ITINERARY/RECEIPT.

TICKETED POINT MEANS POINTS SHOWN IN THE "GOOD FOR PASSAGE" SECTION OF THE PASSENGER TICKET PLUS ANY OTHER POINT OR

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CTA No. 314 DOT No. 517

POINTS USED FOR FARE CONSTRUCTION AND SHOWN IN THE "FARE CONSTRUCTION BOX" OF THE PASSENGER TICKET; PROVIDED THAT TWO FLIGHT NUMBERS OF TWO CARRIERS SUCH AS FOR AN INTERCHANGE FLIGHT WILL NOT BE PERMITTED ON ONE FLIGHT COUPON.

TO VALIDATE MEANS TO STAMP OR WRITE ON THE PASSENGER TICKET AN INDICATION THAT THE PASSENGER TICKET HAS BEEN OFFICIALLY ISSUED BY CARRIER.

TRAFFIC MEANS ANY PERSONS OR GOODS THAT ARE TRANSPORTED BY AIR.

TRANSFER POINT MEANS ANY POINT AT WHICH A PASSENGER TRANSFERS FROM THE FLIGHT OF ONE CARRIER TO THE FLIGHT OF ANOTHER CARRIER OR CHANGE TO ANOTHER CARRIER FLIGHT (THAT IS) A SERVICE BEARING A DIFFERENT FLIGHT NUMBER OF THE SAME CARRIER, IRRESPECTIVE OF WHETHER OR NOT A CHANGE OF AIRCRAFT OCCURS.

UNCHECKED BAGGAGE WHICH IS EQUIVALENT TO HAND LUGGAGE, IS BAGGAGE OTHER THAN CHECKED BAGGAGE.

UNITED INCHES MEANS THE TOTAL SUM ARRIVED AT BY ADDING THE HEIGHT, LENGTH AND WIDTH.

"UNITED STATES OF AMERICA" OR "THE UNITED STATES" OR "THE U.S.A." EACH MEANS UNLESS OTHERWISE SPECIFIED, THE AREA COMPRISED OF FORTY-EIGHT (48) CONTIGUOUS FEDERATED STATES; THE FEDERAL DISTRICT OF COLUMBIA; ALASKA; HAWAII; PUERTO RICO; ST. CROIX AND ST. THOMAS OF THE VIRGIN ISLANDS, AMERICAN SAMOA; THE CANAL ZONE; CANTON, GUAM, MIDWAY AND WAKE ISLANDS.

VIA USED IN CONJUNCTION WITH CARRIER TWO-LETTER ABBREVIATION(S), MEANS "APPLICABLE TO" THE CARRIER(S) SPECIFIED WHEN CARRIAGE IS PERFORMED BY SUCH CARRIER(S).

VOLUNTARY REFUNDS MEANS A REFUND OF AN UNUSED OR PARTIALLY USED TICKET OR AN UNUSED MISCELLANEOUS CHARGES ORDER (MCO) FOR REASONS OTHER THAN THOSE MENTIONED UNDER THE DEFINITION OF AN INVOLUNTARY REFUND.

Rule 2 Standard Format of Electronic Rules

Issued: October 26, 2019

Effective: October 27, 2019

RULE TITLE/APPLICATION (CATEGORY **)

THIS CATEGORY CONTAINS THE RULE TITLE AND DEFINES THE APPLICATION OF THE RULE. IT WILL BE USED TO INDICATE THE GEOGRAPHICAL APPLICATION OF THE RULE, TYPE OF SERVICE (FIRST, COACH, ETC.), TYPE OF TRANSPORTATION (ONE WAY OR ROUND TRIP), TYPE OF JOURNEY (SINGLE OPEN JAW, ROUND TRIP, ETC.) AND APPLICABILITY FOR USE WITH JOINT FARES, TOUR FARES AND GROUP FARES. PROVISIONS FOR CAPACITY LIMITATIONS, GENERAL RULES WHICH ARE NOT APPLICABLE AND MISCELLANEOUS INFORMATION WHICH IS NOT CATEGORY SPECIFIC WILL ALSO APPEAR HERE. THIS CATEGORY WILL APPEAR WITH EVERY RULE WITH AT LEAST THE RULE TITLE.

ELIGIBILITY (CATEGORY 1)

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DAY/TIME (CATEGORY 2)

DAY OF WEEK TRAVEL RESTRICTIONS

(1) THE DATE OF THE FIRST INTERNATIONAL, TRANSOCEANIC FLIGHT OF EACH FARE SECTOR WILL DETERMINE THE TYPE OF FARE TO BE APPLIED TO EACH SECTOR.

(2) MIDWEEK/WEEKEND FARE APPLICATION

FARES DESIGNATED AS MIDWEEK APPLY FOR TRAVEL ON TRANSOCEANIC FLIGHTS OPERATING ON MONDAYS, TUESDAYS, WEDNESDAYS AND THURSDAYS. FARES DESIGNATED AS WEEKEND APPLY FOR TRAVEL ON TRANSOCEANIC FLIGHTS OPERATING ON FRIDAYS, SATURDAYS AND SUNDAYS. THE STATEMENT "NORMAL PROVISIONS APPLY" WILL APPEAR IN THIS CATEGORY UNLESS AN EXCEPTION EXISTS, IN WHICH CASE, THE APPROPRIATE MIDWEEK/WEEKEND PERIODS WILL BE SPECIFIED IN THE APPLICABLE FARE RULE.

SEASONALITY (CATEGORY 3)

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FLIGHT APPLICATION (CATEGORY 4)

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ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

(1) ADVANCE PURCHASE FARES

ADVANCE PURCHASE FARES REQUIRE THAT RESERVATIONS BE MADE, AND PAYMENT AND TICKETING BE COMPLETED PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF THE DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH ADVANCE PURCHASE FARE RULE. ANY VOLUNTARY CHANGES IN RESERVATION(S)/TICKET(S) AFTER A TICKET(S) HAS BEEN ISSUED WILL RESULT IN THE IMPOSITION OF A CHARGE OR PENALTY BY THE CARRIER CONCERNED, AS INDICATED IN CATEGORY 16 OF THE APPLICABLE FARE RULE.

(2) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)

(A) GROUP FARES REQUIRE THAT RESERVATIONS BE MADE, AND TICKETS FOR ALL MEMBERS OF THE GROUP BE ISSUED AND PAID FOR PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF THE DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE

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CTA No. 314 DOT No. 517

- SPECIFIED IN EACH GROUP FARE RULE.
- (B) EACH TICKET SHALL INDICATE BY MEANS OF THE APPROPRIATE TICKETING CODE THAT THE PASSENGER IS A MEMBER OF A TRAVEL GROUP, AND SHOW THE APPLICABLE INCLUSIVE TOUR CODE OR GROUP CODE ASSIGNED BY THE CARRIER, AS THE CASE MAY BE.

MINIMUM STAY (CATEGORY 6)

RETURN TRAVEL FROM THE LAST POINT OF STOPOVER (I.E. ON THE LAST CONTINUOUS SECTOR) MAY NOT COMMENCE PRIOR TO THE MINIMUM STAY PERIOD STATED IN THE RULE, AFTER THE DATE OF DEPARTURE FROM THE POINT OF ORIGIN. WHEN NO MINIMUM STAY PERIOD IS STATED IN A RULE, RETURN TRAVEL MAY COMMENCE AT ANY TIME WITHIN THE PERIOD OF VALIDITY OF THE FARE.

MAXIMUM STAY (CATEGORY 7)

RETURN TRAVEL ON THE LAST CONTINUOUS SECTOR (I.E. FROM THE LAST POINT OF STOPOVER) MUST COMMENCE BY MIDNIGHT OF THE LAST DAY OF THE MAXIMUM STAY PERIOD STATED IN THE RULE, AFTER THE DATE OF DEPARTURE FROM THE POINT OF ORIGIN.

STOPOVERS (CATEGORY 8)

UNLESS OTHERWISE SPECIFIED IN THE GOVERNING FARE RULES, EN ROUTE STOPOVERS SHALL BE PERMITTED FREE OF CHARGE.

TRANSFERS (CATEGORY 9)

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PERMITTED COMBINATIONS (CATEGORY 10)

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BLACKOUT DATES (CATEGORY 11)

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SURCHARGES (CATEGORY 12)

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ACCOMPANIED TRAVEL (CATEGORY 13)

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TRAVEL RESTRICTIONS (CATEGORY 14)

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SALES RESTRICTIONS (CATEGORY 15)

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PENALTIES (CATEGORY 16)

(1) ROUTING/REROUTING

REROUTING OF ADVANCE PURCHASE AND GROUP FARE PASSENGERS UNLESS OTHERWISE SPECIFIED, VOLUNTARY REROUTINGS ARE NOT PERMITTED BUT WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN THE CATEGORY OF THE FARE RULE.

(2) ADVANCE PURCHASE FARES

(A) PRIOR TO DEPARTURE

- (I) IN THE EVENT OF CANCELLATION BY THE PASSENGER OR FAILURE TO USE CONFIRMED SPACE AS TICKETED PRIOR TO OR AT DEPARTURE TIME FOR ANY REASON, EXCEPT AS PROVIDED IN (II) AND (III) BELOW, A PORTION OF THE FARE WILL BE DEEMED NON-REFUNDABLE AND WILL BE FORFEITED BY THE PASSENGER. THE APPLICABLE NON-REFUNDABLE AMOUNT WILL BE SPECIFIED IN EACH ADVANCE PURCHASE/ADVANCE PURCHASE EXCURSION RULE.

- (II) FULL REFUND WILL BE MADE IN THE EVENT OF:
(AA) DEATH OR ILLNESS OF THE PROSPECTIVE PASSENGER OR A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
(BB) AN INCREASE IN THE ADVANCE PURCHASE FARE

- AFTER A TICKET HAS BEEN ISSUED, AND THE PASSENGER DESIRES TO CANCEL.
- (III) IF, AFTER ISSUANCE OF THE TICKET, SCHEDULE CHANGES BY THE CARRIER(S) CREATE ALTERATIONS TO THE TICKETED ITINERARY WHICH ARE UNACCEPTABLE TO THE PASSENGER, THE PASSENGER MAY CANCEL OR HAVE THE TICKET REISSUED IN ACCORDANCE WITH APPLICABLE TARIFFS, WITHOUT INCURRING A PENALTY.
 - (B) AFTER DEPARTURE
 - (I) IN THE EVENT OF CANCELLATION BY THE PASSENGER OR FAILURE TO USE CONFIRMED SPACE AS TICKETED AFTER TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED IN (II) BELOW, REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED LESS THE NON-REFUNDABLE AMOUNT SPECIFIED IN THE APPLICABLE RULE.
 - (II) IN THE CASE OF DEATH EN ROUTE OF A MEMBER OF A FAMILY TRAVELING TOGETHER, THE SURVIVING MEMBER(S) WILL BE PERMITTED A REROUTING OF THE BALANCE OF THE JOURNEY WITHOUT PENALTY.
 - (C) AFTER THE TICKET HAS BEEN ISSUED, THE NON-REFUNDABLE PORTION OF THE FARE SHALL NOT BE USED AS CREDIT TOWARDS PAYMENT OF ANY OTHER FARES. HOWEVER, AN ADVANCE PURCHASE FARE TICKET MAY BE UPGRADED TO ANOTHER FARE TYPE, ONLY AS SPECIFIED IN THE APPLICABLE RULE, SUBJECT TO ALL CONDITIONS OF THE NEW FARE, IN WHICH CASE THE ORIGINAL NON-REFUNDABLE AMOUNT SHALL STILL NOT BE REFUNDABLE. THE "NONREF/APEX" ENTRY SHALL CONTINUE TO BE CARRIED IN THE "FORM OF PAYMENT" BOX OF THE NEW TICKET AND ANY SUBSEQUENT REISSUES.
- (3) GROUP FARES (INCLUDING G.I.T. FARES)
- (A) PRIOR TO DEPARTURE
 - (I) REFUNDS SHALL BE MADE ONLY TO OR AT THE DIRECTION OF THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP.
 - (II) IN THE EVENT OF VOLUNTARY CANCELLATION BY THE GROUP OR A MEMBER OF THE GROUP LESS THAN THE NUMBER OF DAYS STATED IN THE RULE PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL, EXCEPT AS PROVIDED IN (III) BELOW, A PORTION OF THE GROUP FARE PAID WILL BE DEEMED NON-REFUNDABLE AND WILL BE FORFEITED BY THE NON-DEPARTING GROUP MEMBER(S). THE APPLICABLE NON-REFUNDABLE AMOUNT WILL BE SPECIFIED IN EACH GROUP RULE.
 - (III) FULL REFUND WILL BE MADE IN THE CASE OF:
 - (AA) DEATH OR ILLNESS OF THE PASSENGER OR OF A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
 - (BB) REPLACED PASSENGER, IF SUBSTITUTIONS ARE PERMITTED IN THE RULE BEING DETAILED;
 - (CC) CANCELLATION OF AFFINITY/NON-AFFINITY/INCENTIVE/OWN USE GROUP TRANSPORTATION BY THE CARRIER.

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CTA No. 314 DOT No. 517

- (B) AFTER DEPARTURE
- (I) NORMAL CANCELLATION AND REFUND PROCEDURES WILL APPLY PROVIDED THAT IN THE EVENT OF CANCELLATION OR REROUTING BY A MEMBER OF THE GROUP DUE TO:
- (AA) DEATH OF THE PASSENGER EN ROUTE, THE DIFFERENCE, IF ANY, BY WHICH THE GROUP FARE PAID EXCEEDS THE APPLICABLE FARE FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN, WILL BE REFUNDED;
- (BB) A DEATH IN THE IMMEDIATE FAMILY OF A PASSENGER, THE AMOUNT OF THE GROUP FARE PAID BY THE PASSENGER WILL BE APPLIED AS A CREDIT (BUT NOT IN CASH) TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN. SIMILAR ARRANGEMENTS MAY BE MADE FOR OTHER MEMBERS OF THE TRAVEL GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER;
- (CC) A PASSENGER BEING UNABLE TO COMPLETE OR CONTINUE HIS/HER JOURNEY WITH THE GROUP DUE TO ILLNESS, WHICH MUST BE SUBSTANTIATED BY A MEDICAL CERTIFICATE, THE AMOUNT OF THE GROUP FARE PAID WILL BE APPLIED AS A CREDIT TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN. SIMILAR ARRANGEMENTS FOR TRANSPORTATION MAY BE MADE FOR OTHER MEMBERS OF THE INCLUSIVE TOUR GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER.
- (II) EXCEPT AS PROVIDED ABOVE, IN CASE OF VOLUNTARY CANCELLATION OF THE GROUP OR A MEMBER OF THE GROUP, REFUND WILL BE AN AMOUNT EQUAL TO THE EXCESS OF THE GROUP FARE PAID OVER THE ALL-YEAR FARE APPLICABLE FOR TRANSPORTATION FROM THE POINT OF ORIGIN TO THE POINT OF CANCELLATION, LESS THE PERCENTAGE/PENALTY SPECIFIED IN THE APPLICABLE RULE.
- (III) IN THE EVENT A PASSENGER DISCONTINUES HIS/HER JOURNEY EN ROUTE FOR ANY REASON, THE AMOUNT OF THE FARE PAID WILL BE APPLIED AS A CREDIT TOWARD THE PURCHASE OF TRANSPORTATION AT THE APPLICABLE FARE CALCULATED FROM THE POINT OF ORIGIN.
- (C) IN ANY OF THE CIRCUMSTANCES DESCRIBED ABOVE, THE REMAINING MEMBERS OF THE TRAVEL GROUP, REGARDLESS OF THEIR NUMBER, SHALL COMMENCE OR CONTINUE WITH THE ITINERARY, SUBJECT TO ALL OTHER CONDITIONS OF THE RULE.

HIGHER INTERMEDIATE POINT (CATEGORY 17)

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CTA No. 314 DOT No. 517

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TICKET ENDORSEMENTS (CATEGORY 18)
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CHILDREN'S DISCOUNTS (CATEGORY 19)
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TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)
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AGENT DISCOUNTS (CATEGORY 21)
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ALL OTHER DISCOUNTS (CATEGORY 22)
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MISCELLANEOUS PROVISIONS (CATEGORY 23)
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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) ELIGIBILITY

(A) AFFINITY GROUP REQUIREMENTS

- (I) THE TRAVEL GROUP MUST BE FORMED ONLY FROM AFFINITY GROUPS, I.E., MEMBER (OR EMPLOYEE) OF THE SAME ASSOCIATION, CORPORATION, COMPANY OR OTHER LEGAL ENTITY (REFERRED TO AS THE "ORGANIZATION").
- (II) THE PRINCIPAL PURPOSES, AIMS AND OBJECTIVES OF THE ORGANIZATION, MUST BE OTHER THAN TRAVEL.
- (III) SUFFICIENT AFFINITY MUST EXIST PRIOR TO THE APPLICATION FOR TRANSPORTATION IN ORDER TO DISTINGUISH AND SET THE GROUP APART FROM THE GENERAL PUBLIC.
- (IV) EACH MEMBER OF THE TRAVEL GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARES DISCOUNT AND MUST HAVE BEEN A MEMBER FOR AT LEAST SIX MONTHS IMMEDIATELY PRIOR TO THE DATE OF COMMENCEMENT OF TRAVEL.
- (V) 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. IN ADDITION, PARENTS LIVING IN THE SAME HOUSEHOLD AS A MEMBER MAY BE INCLUDED. HOWEVER, ANY SUCH SPOUSE, DEPENDENT CHILDREN OR PARENTS MUST BE ACCOMPANIED ON THE FLIGHT BY SUCH MEMBER, UNLESS THE MEMBER HAS BEEN COMPELLED TO CANCEL HIS PASSAGE.
- (VI) LIMITATION OF SOLICITATION WITH RESPECT TO THE FORMATION OF AFFINITY GROUPS:

- (AA) SOLICITATION IS 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 ORGANIZATION TO WHICH THE ORGANIZATION BELONGS) AND TO ANY OTHER FORM OF SOLICITATION NOT DEFINED AS PUBLIC SOLICITATION IN (VII) BELOW.
 - (BB) SOLICITATION MUST BE EFFECTED ONLY BY OFFICIALS OF THE ORGANIZATION OR MEMBERS OF THE TRAVEL GROUP.
 - (CC) THE TRAVEL GROUP MUST 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. HOWEVER, THE MERE ASCERTAINMENT OF THE GROUP FARE AND/OR ITS COLLECTION FROM MEMBERS OF THE TRAVEL GROUP WILL NOT OF ITSELF BE CONSIDERED AS ENGAGING IN SUCH ACTS.
 - (DD) IF THE ORGANIZERS OF THE TRAVEL GROUP EMPLOY A TRAVEL AGENT TO ASSIST IN THE TRAVEL ARRANGEMENTS, HE MUST IN NO WAY SOLICIT MEMBERS OF THE TRAVEL GROUP. HOWEVER, AFTER THE PARTY TO BE TRANSPORTED IS FORMED, THE TRAVEL AGENT MAY CONTACT MEMBERS OF THE GROUP FOR THE PURPOSES OF ARRANGING OTHER TRAVEL SERVICES IN ADDITION TO ASSISTING IN TRAVEL ARRANGEMENTS.
- (VII) DEFINITION OF "PUBLIC SOLICITATION"
PUBLIC SOLICITATION WILL BE CONSIDERED TO EXIST WHEN THE GROUP TRANSPORTATION IS DESCRIBED, REFERRED TO, ANNOUNCED IN ADVERTISEMENTS OR ANY OTHER WRITING OR MEANS OF PUBLIC COMMUNICATION, WHETHER PAID OR UNPAID, INCLUDING BUT NOT LIMITED TO, TELEPHONE CAMPAIGNS, RADIO, TELEGRAPH AND TELEVISION. HOWEVER, A STATEMENT IN PUBLIC NEWS MEDIA OTHER THAN ADVERTISEMENT, WHICH 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 CARRIER OR AN AGENT OR REPRESENTATIVE OF ANY OF THEM, WILL NOT BE CONSIDERED PUBLIC SOLICITATION.
- (B) INCENTIVE/OWN USE GROUP REQUIREMENTS
THE TRAVEL GROUP SHALL BE FORMED ONLY FOR OWN USE OF ONE PERSON OR A LEGAL ENTITY, SUCH AS AN ASSOCIATION, PARTNERSHIP, COMPANY OR CORPORATION (REFERRED TO AS THE "PURCHASER"). SUCH PURCHASER MAY NOT, WHOLLY OR PARTIALLY, DIRECTLY OR INDIRECTLY, SHARE THE COST OF THE AIR TRANSPORTATION WITH OTHER PERSONS INTERESTED IN

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CTA No. 314 DOT No. 517

OBTAINING SUCH TRANSPORTATION, INCLUDING THE PASSENGERS CARRIED. HOWEVER, SUCH COST MAY BE RAISED BY VOLUNTARY CONTRIBUTIONS IF:

- (I) THE VOLUNTARY CONTRIBUTIONS ARE NOT SOLICITED/OBTAINED SOLELY FROM THE PASSENGERS TO BE CARRIED:
 - (II) PARTICIPATION IN THE TRAVEL GROUP IS NOT LIMITED TO THOSE ACTUALLY CONTRIBUTING;
 - (III) THE MINIMUM AMOUNT OF EACH PERSON'S CONTRIBUTION HAS NOT BEEN PRESCRIBED BY THE PURCHASER; AND
 - (IV) EACH PERSON TO BE INCLUDED IN THE TRAVEL GROUP IS SELECTED BY THE PURCHASER AND FOR REASONS OTHER THAN SUCH PERSON'S REQUEST THAT HE/SHE BE INCLUDED IN THE TRAVEL GROUP.
- (C) INCENTIVE GROUP REQUIREMENTS
- (I) INCENTIVE GROUPS MEAN GROUPS OF EMPLOYEES AND/OR DEALERS AND/OR AGENTS (INCLUDING THEIR SPOUSES) OF THE SAME BUSINESS FIRM(S), CORPORATION(S) OR ENTERPRISE(S) (EXCLUDING NON-PROFIT ORGANIZATIONS), ALSO REFERRED TO AS THE "ORGANIZATION", TRAVELLING UNDER AN ESTABLISHED INCENTIVE TRAVEL PROGRAM WHICH REWARDS THE EMPLOYEE, DEALERS AND AGENTS FOR PAST WORK OR PROVIDES AN INCENTIVE FOR FUTURE ACTIVITIES.
 - (II) THE INCENTIVE TRAVEL PROGRAM IS TO INCLUDE AIR TRANSPORTATION, ACCOMMODATIONS, SIGHTSEEING, ENTERTAINMENT AND OTHER FEATURES THE COST OF WHICH IS BORNE ENTIRELY BY THE BUSINESS FIRM, CORPORATION OR ENTERPRISE AND NOT PASSED ON DIRECTLY OR INDIRECTLY TO THE EMPLOYEES, DEALERS OR AGENTS.
 - (III) OFFICIALS (AND THEIR SPOUSES) OF SUCH BUSINESS FIRMS, CORPORATIONS OR ENTERPRISES MAY ALSO BE INCLUDED IN THE GROUP IF THEY ARE TRAVELLING FOR THE PURPOSE OF MAKING AWARDS OR OFFICIATING IN THE INCENTIVE TRAVEL PROGRAM.
 - (IV) EACH MEMBER OF THE INCENTIVE GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARE.
- (3) DOCUMENTATION
- (A) GENERAL REQUIREMENTS FOR ALL INDIVIDUAL AND GROUP INCLUSIVE TOURS
THERE MUST BE VOUCHERS SPECIFYING SLEEPING ACCOMMODATIONS AND ANY SIGHTSEEING OR OTHER FEATURES OF THE TOUR. SUCH VOUCHER, 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 REQUIREMENT
 - (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY CARRIER 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

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- UNDER WHICH THE TRAVEL IS BEING REQUESTED, AND MUST BE SIGNED BY THE APPLICANT (THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF 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 SUB-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 CARRIER.
- (C) GROUP INCLUSIVE TOUR REQUIREMENT (NOT REQUIRED FOR TOURS INITIATED BY TP)
- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY THE CARRIER, 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 (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 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 SUB-CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.

TOURS (CATEGORY 27)

- (1) INDIVIDUAL AND GROUP INCLUSIVE TOUR FARE REQUIREMENTS
- (A) EXCEPT AS OTHERWISE NOTED, THE INDIVIDUAL INCLUSIVE TOUR MUST INCLUDE IN ITS PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF SLEEPING OR HOTEL ACCOMMODATIONS FOR AT LEAST 6 NIGHTS, PLUS ANY OTHER FACILITIES OR ATTRACTIONS SUCH AS AIRPORT TRANSFERS, SIGHTSEEING, MOTORCOACH TRIPS, AND CAR

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CTA No. 314 DOT No. 517

RENTALS.

- (B) EXCEPT AS OTHERWISE NOTED, THE GROUP INCLUSIVE TOUR MUST INCLUDE IN ITS PUBLISHED PRICE AND 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.
- (C) TOURS MUST BE PAID FOR IN FULL PRIOR TO COMMENCEMENT OF TRAVEL, AND THE PRICE OF THE TOUR FEATURES AND FACILITIES MAY NOT BE LESS THEN THE AMOUNT SPECIFIED IN THIS CATEGORY UNDER MINIMUM TOUR PRICE, OF THE PARTICULAR RULE.

- (2) MINIMUM TOUR PRICE
THE TERM "MINIMUM TOUR PRICE" (MTP) SHALL BE UNDERSTOOD TO MEAN THE MINIMUM SELLING PRICE OF THE TOUR PER PASSENGER.

VISIT ANOTHER COUNTRY (CATEGORY 28)

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DEPOSITS (CATEGORY 29)

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Rule 5 Application of Tariff

Issued: October 26, 2019

Effective: October 27, 2019

I - APPLICATION OF FARES AND CHARGES

(A) GENERAL

- (1) APPLICABLE FARES ARE THOSE PUBLISHED BY OR ON BEHALF OF THE CARRIER OR, IF NOT PUBLISHED, CONSTRUCTED IN ACCORDANCE WITH THE CARRIER'S TARIFF.
- (2) FARES AND CHARGES WILL APPLY ONLY TO AIR TRANSPORTATION BETWEEN THE POINTS NAMED ON THE TICKET. GROUND TRANSFER SERVICES, UNLESS OTHERWISE SPECIFIED IN RULE 30, GROUND TRANSFER SERVICES, WILL BE ARRANGED BY THE PASSENGER AND AT HIS/HER OWN EXPENSE AND ARE NOT SUBJECT TO THE TERMS OF THIS TARIFF.

(B) FARES IN EFFECT

SUBJECT TO GOVERNMENT REQUIREMENTS AND THIS TARIFF:

- (1) APPLICABLE TO TRANSPORTATION:
THE APPLICABLE FARE IS THE FARE IN EFFECT ON THE DATE WHICH THE TICKET IS ISSUED. NO INCREASE IN FARES AND CHARGES WILL BE COLLECTED OR MORE RESTRICTIVE CONDITIONS OF CARRIAGE (INCLUDING THOSE RELATED TO BAGGAGE) APPLIED IN THE EVENT THAT AN INCREASE IN FARES AND CHARGES OCCURS OR MORE RESTRICTIVE CONDITIONS ARE IMPOSED BETWEEN THE DATE OF TICKET ISSUANCE AND THE DATE OF TRAVEL, PROVIDED:
 - (A) THE TICKET IS ISSUED WITH CONFIRMED RESERVATIONS FROM A POINT OF ORIGIN IN CANADA/USA AT FARES AND CHARGES APPLICABLE ON THE DATE OF TICKET ISSUANCE FOR THE DATE OF COMMENCEMENT OF TRAVEL; AND,
 - (B) THE CONFIRMED TICKETED RESERVATIONS ARE NOT CHANGED AT THE PASSENGER'S REQUEST. SHOULD THE PASSENGER REQUEST A CHANGE TO THE TICKETED RESERVATIONS THEN THE PASSENGER WILL BE OBLIGED TO PAY THE DIFFERENCE IN THE FARES OR BE SUBJECT TO THE MORE RESTRICTIVE CONDITIONS IMPOSED AS A RESULT OF THE CHANGE; AND
 - (C) SALE OCCURS AND THE TICKET IS ISSUED IN CANADA.
- (2) IF, AFTER A TICKET HAS BEEN ISSUED, A DECREASE IN FARES AND CHARGES APPLICABLE TO THE TRANSPORTATION COVERED BY THE TICKET BECOMES EFFECTIVE, NO REFUND IN WHOLE OR IN PART OF THE ORIGINAL FARE WILL BE PERMITTED UNLESS OTHERWISE SPECIFIED IN THE APPLICABLE FARE RULE ASSOCIATED WITH THE FARE.

(C) ROUTING

- (1) UNLESS OTHERWISE PROVIDED IN THE CARRIER'S TARIFF, FARES APPLY ONLY TO THEIR ASSOCIATED ROUTING. IF THERE IS MORE THAN ONE ROUTING ASSOCIATED WITH A FARE, THE PASSENGER, PRIOR TO THEIR TICKET BEING ISSUED, MAY SPECIFY THE ROUTING THEY PREFER. IF

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CTA No. 314 DOT No. 517

- NO ROUTING IS SPECIFIED, THE CARRIER MAY DETERMINE THE ROUTING. (SEE RULE 129, ROUTINGS).
- (2) WHERE A FARE IS PURCHASED FROM POINT OF ORIGIN TO THE POINT WHERE RETURN TRAVEL COMMENCES, AND THAT FARE IS LESS THAN A FARE TO AN INTERMEDIATE POINT ENROUTE, THE FARE CHANGED MUST BE INCREASED TO AT LEAST THE MINIMUM FARE APPLICABLE TO ANY HIGHER COST INTERMEDIATE POINTS.
- (D) TAXES AND CHARGES
ANY TAX OR CHARGE IMPOSED BY GOVERNMENT OR OTHER AUTHORITY, OR BY THE OPERATOR OF AN AIRPORT, IN RESPECT OF A PASSENGER OR THE USE BY A PASSENGER OF ANY SERVICES OR FACILITIES WILL BE IN ADDITION TO THE PUBLISHED FARES AND CHARGES AND WILL BE PAYABLE BY THE PASSENGER, EXCEPT AS OTHERWISE PROVIDED IN THE CARRIER'S TARIFF. (SEE RULE 40, TAXES)
- (E) CURRENCY OF FARE
(1) ALL FARES AND CHARGES ARE STATED IN CANADIAN DOLLARS FOR TRAVEL COMMENCING IN CANADA.
(2) ALL FARES AND CHARGES, FOR TRAVEL COMMENCING OUTSIDE CANADA ARE STATED IN THE LOCAL CURRENCY OF THE COUNTRY WHERE TRAVEL COMMENCES, EXCEPT TO THE EXTENT THAT IATA RULES PROVIDE FOR THE ESTABLISHMENT OF FARES IN ANOTHER CURRENCY.
- II - APPLICATION OF TARIFF
(A) GENERAL
(1) THIS TARIFF IS APPLICABLE TO THE TRANSPORTATION OF PASSENGER AND THEIR ACCOMPANYING BAGGAGE USING AIRCRAFT OPERATED BY TAP PORTUGAL.
(2) WITH THE APPROVAL OF THE AGENCY, THE CARRIER MAY ENTER INTO CODE-SHARE AGREEMENTS WITH OTHER AIR CARRIERS WHEREBY IT WILL MARKET, AS ITS OWN, FLIGHTS OPERATED BY THOSE OTHER CARRIERS. IN SUCH CASES, THIS TARIFF IS APPLICABLE TO THE TRANSPORTATION OF PASSENGERS AND THEIR BAGGAGE ON ALL FLIGHTS OPERATED BY OTHER CARRIERS YET MARKETED AND SOLD AS TAP PORTUGAL.
(3) APPLICATION TO TRANSPORTATION
AIR TRANSPORTATION WILL BE SUBJECT TO THE RULES, RATES, FARES AND CHARGES PUBLISHED OR REFERRED TO IN THIS TARIFF IN EFFECT ON THE DATE WHICH THE TICKET IS ISSUED.
(4) UNLESS THE FARE RULE GOVERNING A SPECIFIC FARE BASIS CODE APPLICABLE TO THE TRANSPORTATION PURCHASED BY THE PASSENGER STATES OTHERWISE, THE GENERAL RULES CONTAINED IN THIS TARIFF WILL APPLY.
(5) THE CONTENT OF THIS TARIFF CONSTITUTES THE CONTRACT BETWEEN THE CARRIER AND THE PASSENGER. SHOULD THERE BE A CONFLICT BETWEEN THIS TARIFF AND ANY OTHER DOCUMENT ISSUED OR POSTED BY THE CARRIER, THIS TARIFF WILL PREVAIL.
(6) NO AGENT, EMPLOYEE OR REPRESENTATIVE OF THE CARRIER HAS THE AUTHORITY TO ALTER, MODIFY OR WAIVE ANY PROVISIONS OF THIS TARIFF.
(7) THE CARRIER'S RULES, REGULATIONS AND CONDITIONS OF CARRIAGE AS FOUND IN THIS TARIFF ARE SUBJECT TO CHANGE WITHOUT NOTICE ONLY WHEN REQUIRED BY APPLICABLE LAWS, GOVERNMENT REGULATIONS, ORDERS

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CTA No. 314 DOT No. 517

AND REQUIREMENTS.

- (8) THE CARRIER WILL BE RESPONSIBLE FOR THE FURNISHING OF TRANSPORTATION ONLY OVER ITS OWN SERVICES, INCLUDING THOSE SERVICES OFFERED VIA CODE-SHARE ARRANGEMENTS WHERE THE FLIGHT IS OPERATED BY ANOTHER CARRIER. HOWEVER, WHEN THE CARRIER ISSUES A TICKET, BAGGAGE CHECK, OR MAKE ANY OTHER ARRANGEMENTS FOR TRANSPORTATION OVER THE SERVICES OF ANY OTHER CARRIER (WHETHER OR NOT SUCH TRANSPORTATION IS PART OF A THROUGH SERVICE), THE CARRIER ACTS ONLY AS AGENT FOR SUCH OTHER CARRIER AND THE TARIFF OF THAT OTHER CARRIER WILL APPLY. TAP PORTUGAL WILL ASSUME NO RESPONSIBILITY FOR THE ACTS OR OMISSIONS OF SUCH OTHER CARRIER.
- (9) INTERNATIONAL TRANSPORTATION WILL BE SUBJECT TO THE RULES RELATING TO LIABILITY ESTABLISHED BY, AND TO ALL OTHER PROVISIONS OF THE CONVENTION. THE CARRIER MAY STIPULATE THAT THE LIMITS OF LIABILITY CONTAINED IN THIS TARIFF ARE HIGHER THAN THOSE PROVIDED FOR WITHIN THE APPLICABLE CONVENTION OR THAT THERE ARE NO LIMITS OF LIABILITY WHATSOEVER. IN ALL OTHER INSTANCES, TARIFF RULES WHICH ARE INCONSISTENT WITH ANY PROVISION OF THE CONVENTION WILL, TO THAT EXTENT, BE INAPPLICABLE TO INTERNATIONAL TRANSPORTATION.
- (B) GRATUITOUS CARRIAGE
EXCEPT FOR THE PROVISIONS OF THE CONVENTION, THE CARRIER RESERVES THE RIGHT TO EXCLUDE THE APPLICATION OF ALL OR ANY PART OF THIS TARIFF WITH RESPECT TO GRATUITOUS CARRIAGE AS STATED IN THIS TARIFF.
- (C) PASSENGERS RECOURSE
ANY COMPENSATION OFFERED TO PASSENGERS IS FOUND IN THIS TARIFF AND IS SUBJECT TO APPLICABLE GOVERNMENT REGULATIONS.
IN THE CASE OF DISPUTE WITH THE AIR CARRIER, PASSENGERS SHOULD, AS THE FIRST RECOURSE, TRY TO RESOLVE ANY PROBLEM DEALING DIRECTLY WITH THE CARRIER. IF THE PASSENGER HAS ATTEMPTED TO RESOLVE A COMPLAINT WITH THE CARRIER AND IS STILL NOT SATISFIED, THE PASSENGER MAY TAKE THE MATTER TO EITHER THE CANADIAN TRANSPORTATION AGENCY OR THE APPROPRIATE COURT, AS THE PASSENGER PREFERENCES.

Rule 6 Classes of Service

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- (A) BUSINESS CLASS OR CLASS "C"
 - (1) THE BUSINESS CLASS SECTION WILL BE LOCATED IN THE AREA OF THE AIRCRAFT DESIGNATED BY THE CARRIER AS BUSINESS CLASS.
 - (2) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR PASSENGERS IN BUSINESS CLASS SEATING WHERE SUCH FACILITIES EXIST.
 - (3) PASSENGERS SEATED IN THE BUSINESS CLASS SECTION WILL BE PROVIDED BUSINESS CLASS SERVICE.
 - (4) BUSINESS CLASS SERVICES WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY MEALS AND BEVERAGES, COMPLIMENTARY USE OF HEADSETS FOR AUDIO AND VISUAL ENTERTAINMENT AND AMENITY KITS.
 - (5) BUSINESS CLASS COMPREHENDS TWO BRANDS: TOP EXECUTIVE AND EXECUTIVE.
- (B) ECONOMY CLASS OR CLASS "Y"
 - (1) THE ECONOMY CLASS/TOURIST CLASS SECTION WILL BE LOCATED IN THE AREA OF THE AIRCRAFT DESIGNATED BY THE CARRIER AS ECONOMY CLASS.
 - (2) PASSENGERS SEATED IN THE ECONOMY CLASS SECTION WILL BE PROVIDED ECONOMY CLASS SERVICE.
 - (3) ECONOMY CLASS SERVICES WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY MEALS AND BEVERAGES, COMPLIMENTARY USE OF HEADSETS FOR AUDIO AND VISUAL ENTERTAINMENT.
 - (4) ECONOMY CLASS COMPREHENDS FOUR BRANDS: PLUS, CLASSIC, BASIC AND DISCOUNT.

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CTA No. 314 DOT No. 517

Rule 10 Special Airport Lounge Facilities

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SPECIAL LOUNGE FACILITIES

- (A) NUMBER AND LOCATION OF CARRIER FACILITIES
CARRIER(S) MAINTAINS AND OPERATES LOUNGES WHICH PROVIDE LAVATORIES, REFRESHMENTS AND ALCOHOLIC BEVERAGES (SUBJECT TO LOCAL LAWS) FREE OF CHARGE, AT THE FOLLOWING AIRPORTS:
- (B) NUMBER AND LOCATIONS OF FACILITIES IN CONJUNCTION WITH OTHER CARRIERS
CARRIER(S) UTILIZES LOUNGES MAINTAINED BY OTHER CARRIERS, WHICH PROVIDE LAVATORIES, REFRESHMENTS AND ALCOHOLIC BEVERAGES (SUBJECT TO LOCAL LAWS) FREE OF CHARGE, AT THE FOLLOWING AIRPORTS:
LOGAN INTERNATIONAL AIRPORT, BOSTON MA
JOHN F. KENNEDY INTERNATIONAL AIRPORT, NEW YORK, NY
NEWARK INTERNATIONAL AIRPORT, NEWARK, N.J.
- (C) ADMISSION TO LOUNGES
- (1) CARRIER'S PASSENGERS HOLDING A BUSINESS/NAVIGATOR CLASS TICKET.
 - (2) EXECUTIVES AND DIRECTORS OF THE CARRIER(S).
 - (3) EXECUTIVES OF OTHER AIRLINES.
 - (4) AT THE DISCRETION OF THE CARRIER'S AIRPORT TERMINAL MANAGER ON THE DAY OF THE PASSENGER'S FLIGHT:
 - (A) PROMINENT PUBLIC PERSONS OR CELEBRITIES WHOSE PRESENCE IN THE PUBLIC AREA MIGHT CAUSE UNDUE DISRUPTIONS AND/OR CONGESTION LEADING TO UNSAFE AND/OR UNCONTROLLED ENVIRONMENT FOR THE PASSENGER AND/OR FOR OTHER PASSENGERS.
 - (B) ANY PERSON REQUIRING SPECIAL ATTENTION OR HANDLING BECAUSE OF HEALTH, DOCUMENTATION OR LOCAL GOVERNMENTAL REGULATIONS.
 - (C) DELAYED OR STRANDED PASSENGERS.
 - (D) MEMBERS OF THE FAMILY AND/OR GUESTS ACCOMPANYING ANY PERSONS ENTITLED TO ADMISSION.

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CTA No. 314 DOT No. 517

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 20 Carriage of Persons with Disabilities

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IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE CARRIAGE OF PERSONS WITH DISABILITIES RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON THE PASSENGERS TICKET AND OF THE CARRIER OPERATING THE FLIGHT.

(A) ACCEPTANCE FOR CARRIAGE

THE CARRIER WILL MAKE EVERY EFFORT TO ACCOMMODATE A PERSON WITH A DISABILITY AND WILL NOT REFUSE TO TRANSPORT A PERSON SOLELY BASED ON HIS/HER DISABILITY. IN INSTANCES WHEN REFUSING TRANSPORTATION TO A PERSON WITH A DISABILITY IS NECESSARY, THE CARRIER WILL PROVIDE A WRITTEN EXPLANATION TO THE PERSON FOR THE DECISION TO REFUSE CARRIAGE AT THE TIME OF THE REFUSAL.

(B) ACCEPTANCE OF DECLARATION OF SELF-RELIANCE

EXCEPT FOR APPLICABLE SAFETY-RELATED RULES AND REGULATIONS, THE CARRIER WILL ACCEPT THE DETERMINATION MADE BY OR ON BEHALF OF A PERSON WITH A DISABILITY AS TO SELF RELIANCE. ONCE ADVISED THAT HE/SHE IS "SELF-RELIANT", THE CARRIER SHALL NOT REFUSE SUCH PASSENGER TRANSPORTATION ON THE BASIS THAT THE PERSON WITH A DISABILITY IS NOT ACCOMPANIED BY A PERSONAL ATTENDANT OR BASED ON THE ASSUMPTION THAT THE PASSENGER MAY REQUIRE ASSISTANCE FROM AIRLINE EMPLOYEES IN MEETING THE PASSENGER'S NEEDS SUCH AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES OR ADMINISTERING MEDICATION WHICH ARE BEYOND THE RANGE OF SERVICES THAT ARE NORMALLY OFFERED BY THE CARRIER. SEE ALSO: RULE 25 REFUSAL TO TRANSPORT.

(C) MEDICAL CLEARANCE

A CARRIER WILL NOT AUTOMATICALLY REQUIRE A MEDICAL CLEARANCE FOR PERSONS WITH DISABILITIES AS A CONDITION OF TRAVEL. RATHER, A CARRIER MAY, IN GOOD FAITH AND USING ITS REASONABLE DISCRETION, DETERMINE THAT A PERSON WITH A DISABILITY REQUIRES MEDICAL CLEARANCE WHERE THEIR SAFETY OR WELL-BEING, IN TERMS OF SUCH THINGS AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES, OR THAT OF OTHER PASSENGERS IS IN QUESTION. WHERE A CARRIER REFUSES TO TRANSPORT A PASSENGER FOR SUCH REASONS, A WRITTEN EXPLANATION MUST BE PROVIDED AT THE TIME OF REFUSAL WHEN MEDICAL CLEARANCE IS REQUIRED A CARRIER MAY ASSESS A PERSON'S FITNESS TO TRAVEL BASED ON INFORMATION AND/OR DOCUMENTATION SUBMITTED BY THE PERSON WITH A DISABILITY (SUCH AS A NOTE FROM THE PERSON'S PHYSICIAN OR HEALTHCARE PROFESSIONAL). SEE ALSO RULE 25 REFUSAL TO TRANSPORT).

(D) ADVANCE NOTICE

WHERE A PASSENGER REQUESTS A SERVICE SET OUT IN THIS RULE AT LEAST 48 HOURS PRIOR TO DEPARTURE, THE CARRIER WILL PROVIDE THE SERVICE, IF AVAILABLE. SUCH REQUESTS SHOULD BE MADE BY THE PASSENGER AT THE TIME OF RESERVATION, AND AS FAR IN ADVANCE OF TRAVEL AS POSSIBLE. WHERE A PASSENGER REQUESTS A SERVICE LESS

THAN 48 HOURS PRIOR TO DEPARTURE, THE CARRIER WILL MAKE A REASONABLE EFFORT TO PROVIDE THE SERVICE.

(E) SEATING RESTRICTIONS AND ASSIGNMENTS

- (1) WHEN A PERSON IDENTIFIES THE NATURE OF HIS/HER DISABILITY, THE CARRIER WILL INFORM THE PASSENGER OF THE AVAILABLE SEATS THAT ARE MOST ACCESSIBLE AND THEN ESTABLISH WITH THAT PASSENGER AN APPROPRIATE SEAT ASSIGNMENT.
- (2) PASSENGERS WITH A DISABILITY WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROWS, OR OTHERWISE IN ACCORDANCE WITH APPLICABLE SAFETY-RELATED RULES AND REGULATIONS.
- (3) PERSONS WITH DISABILITIES AND THEIR ATTENDANTS, WHO WILL MEET THE PERSONS' DISABILITY-RELATED NEEDS, WILL BE SEATED TOGETHER.

(F) ACCEPTANCE OF AIDS

- (1) IN ADDITION TO THE REGULAR BAGGAGE ALLOWANCE, THE CARRIER WILL ACCEPT WITH PREVIOUS REQUEST, WITHOUT CHARGE, AS PRIORITY CHECKED BAGGAGE, MOBILITY AIDS, INCLUDING:
 - (A) AN ELECTRIC WHEELCHAIR, A SCOOTER OR A MANUALLY OPERATED RIGID-FRAME WHEELCHAIR;
 - (B) A MANUALLY OPERATED FOLDING WHEELCHAIR;
 - (C) A WALKER, A CANE, CRUTCHES OR BRACES;
 - (D) ANY DEVICE THAT ASSISTS THE PERSON TO COMMUNICATE; AND
 - (E) ANY PROSTHESIS OR MEDICAL DEVICE.
- (2) WHERE SPACE PERMITS, THE CARRIER WILL, WITHOUT CHARGE, PERMIT THE PERSON TO STORE A MANUALLY OPERATED FOLDING WHEELCHAIR AND SMALL AIDS IN THE PASSENGER CABIN DURING THE FLIGHT.
- (3) THE ASSEMBLING AND DISASSEMBLING OF MOBILITY AIDS IS PROVIDED BY THE CARRIER WITHOUT CHARGE.
- (4) WHEELCHAIRS AND MOBILITY AIDS WILL BE THE LAST ITEMS TO BE STOWED IN THE AIRCRAFT HOLD AND THE FIRST ITEMS TO BE REMOVED.

NOTE: FOR PROVISIONS RELATED TO LIMITATIONS OF LIABILITY REGARDING LOSS OF, DAMAGE TO, OR DELAY IN DELIVERING MOBILITY AIDS, REFER TO RULE 55(B)(4).

(G) MANUALLY OPERATED WHEELCHAIR ACCESS

THE CARRIER WILL PERMIT THE PERSON WHO USES A MANUALLY OPERATED WHEELCHAIR TO REMAIN IN THE WHEELCHAIR:

- (1) UNTIL THE PERSON REACHES THE BOARDING GATE;
- (2) WHERE FACILITIES PERMIT, WHILE THE PERSON IS MOVING BETWEEN THE TERMINAL AND THE DOOR OF THE AIRCRAFT;
- (3) WHERE SPACE AND FACILITIES PERMIT, WHILE THE PERSON IS MOVING BETWEEN THE TERMINAL AND THE PASSENGER SEAT.

(H) SERVICE ANIMALS

THE CARRIER WILL ACCEPT FOR TRANSPORTATION, WITHOUT CHARGE, A SERVICE ANIMAL (DOGS) REQUIRED TO ASSIST A PERSON WITH A DISABILITY PROVIDED THAT THE ANIMAL IS PROPERLY HARNESSSED AND CERTIFIED IN WRITING AS HAVING BEEN TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION. FOR THE COMFORT OF ALL PASSENGERS, THE CARRIER STAFF WILL DETERMINE, IN CONSULTATION WITH THE

PERSON WITH A DISABILITY, WHERE THE PERSON AND SERVICE ANIMAL WILL BE SEATED. THE CARRIER WILL ASSIGN A SEAT TO THE PERSON WHICH PROVIDES SUFFICIENT SPACE FOR THE PERSON AND THE SERVICE ANIMAL AND THE CARRIER WILL PERMIT THE SERVICE ANIMAL TO ACCOMPANY THE PERSON ON BOARD THE AIRCRAFT AND TO REMAIN ON THE FLOOR AT THE PERSON'S PASSENGER SEAT. WHERE THERE IS INSUFFICIENT FLOOR SPACE IN THE SEAT ROW OF THE PERSON'S PASSENGER SEAT, THE CARRIER WILL PERMIT THE SERVICE ANIMAL TO REMAIN ON THE FLOOR IN AN AREA WHERE THE PERSON CAN STILL EXERCISE CONTROL OVER THE ANIMAL. SEE ALSO: RULE 105, ACCEPTANCE OF ANIMALS AND FOR PROVISIONS RELATED TO LIMITATIONS OF LIABILITY REGARDING SERVICE ANIMALS, REFER TO RULE 55.

- (I) SERVICES TO BE PROVIDED TO PERSONS WITH DISABILITIES THE CARRIER WILL ENSURE THAT SERVICES ARE PROVIDED TO PERSONS WITH DISABILITIES WHEN THE SERVICE IS REQUESTED AT LEAST 48 HOURS PRIOR TO DEPARTURE AND OBTAIN CONFIRMATION. REASONABLE EFFORTS TO ACCOMMODATE REQUESTS NOT MADE WITHIN THIS TIME LIMIT. SERVICES TO BE PROVIDED UPON REQUEST WILL INCLUDE:
- (1) ASSISTING WITH REGISTRATION AT THE CHECK-IN COUNTER;
 - (2) ASSISTING IN PROCEEDING TO THE BOARDING AREA;
 - (3) ASSISTING IN BOARDING AND DEPLANING;
 - (4) ASSISTING IN STOWING AND RETRIEVING CARRY-ON BAGGAGE AND RETRIEVING CHECKED BAGGAGE;
 - (5) ASSISTING IN MOVING TO AND FROM AN AIRCRAFT LAVATORY, EXCEPT LIFT OR CARRY PASSENGERS AND OR PROVIDE ASSISTANCE IN THE TOILET;
 - (6) ASSISTING IN PROCEEDING TO THE GENERAL PUBLIC AREA OR, IN SOME CASES, TO A REPRESENTATIVE OF ANOTHER CARRIER;
 - (7) TRANSFERRING A PERSON BETWEEN THE PERSON'S OWN MOBILITY AID AND A MOBILITY AID PROVIDED BY THE CARRIER;
 - (8) TRANSFERRING A PERSON BETWEEN A MOBILITY AID AND THE PERSON'S PASSENGER SEAT;
 - (9) PROVIDING LIMITED ASSISTANCE WITH MEALS, SUCH AS OPENING PACKAGES, IDENTIFYING ITEMS AND CUTTING LARGE FOOD PORTIONS;
 - (10) INQUIRING PERIODICALLY DURING A FLIGHT ABOUT A PERSON'S NEEDS; AND
 - (11) BRIEFING INDIVIDUAL PASSENGERS WITH DISABILITIES AND THEIR ATTENDANT ON EMERGENCY PROCEDURES AND THE LAYOUT OF THE CABIN.
- (J) BOARDING AND DEPLANING
WHERE A PERSON WITH A DISABILITY REQUESTS ASSISTANCE IN BOARDING OR SEATING OR IN STOWING CARRY-ON BAGGAGE, AN AIR CARRIER WILL ALLOW THE PERSON, UPON REQUEST, TO BOARD THE AIRCRAFT IN ADVANCE OF OTHER PASSENGERS WHERE TIME PERMITS. THE CARRIER MAY ALSO REQUIRE A PERSON, EVEN IN THE ABSENCE OF A REQUEST TO DO SO, TO BOARD THE AIRCRAFT IN ADVANCE OF OTHER PASSENGERS IN ORDER THAT IT HAS SUFFICIENT TIME TO PROVIDE THE REQUESTED ASSISTANCE.
- (K) COMMUNICATION AND CONFIRMATION OF INFORMATION
- (1) ANNOUNCEMENTS TO PASSENGERS CONCERNING STOPS,

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Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- DELAYS, SCHEDULE CHANGES, CONNECTIONS, ONBOARD SERVICES AND CLAIMING OF BAGGAGE WILL BE MADE IN VISUAL, VERBAL AND/OR WRITTEN FORMAT TO PERSONS WITH DISABILITIES WHO REQUEST SUCH A SERVICE.
- (2) MODIFICATION TO REFLECT THAT PRE-BOARDING CAN OCCUR UPON REQUEST OF THE PERSON WITH A DISABILITY AS WELL AS A REQUIREMENT BY THE CARRIERS.
- (L) INQUIRE PERIODICALLY
WHEN PERSONS IN WHEELCHAIRS WHO ARE NOT INDEPENDENTLY MOBILE ARE WAITING TO BOARD AN AIRCRAFT, THE CARRIER WILL INQUIRE PERIODICALLY ABOUT THEIR NEEDS, AND SHALL ATTEND TO THOSE NEEDS WHERE THE SERVICES REQUIRED ARE USUALLY PROVIDED BY THE AIR CARRIER.

Rule 25 Refusal to Transport-Limitations of Carriage†

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- (A) REFUSAL TO TRANSPORT – REMOVAL OF PASSENGER
THE CARRIER WILL REFUSE TO TRANSPORT, OR WILL REMOVE ANY PASSENGER AT ANY POINT FOR ANY OF THE FOLLOWING REASONS:
- (1) GOVERNMENT REQUESTS, REGULATIONS AND FORCE MAJEURE WHENEVER IT IS NECESSARY OR ADVISABLE TO:
 - (A) COMPLY WITH ANY GOVERNMENT REGULATION; OR,
 - (B) COMPLY WITH ANY GOVERNMENT REQUEST FOR EMERGENCY TRANSPORTATION; OR,
 - (C) ADDRESS FORCE MAJEURE.
 - (2) SEARCH OF PASSENGER AND PROPERTY
WHEN THE PASSENGER REFUSES TO PERMIT A SEARCH OF HIS/HER PERSON OR PROPERTY FOR EXPLOSIVES OR FOR CONCEALED, PROHIBITED, DEADLY OR DANGEROUS WEAPON(S) OR ARTICLE(S).
 - (3) PROOF OF IDENTITY/AGE
WHEN THE PASSENGER REFUSES TO PRODUCE GOVERNMENT-ISSUED IDENTIFICATION TO DEMONSTRATE PROOF OF IDENTITY.
NOTE: THE CARRIER IS REQUIRED TO SCREEN EACH PASSENGER BY LOOKING AT THE PASSENGER, AND IN PARTICULAR THE PASSENGER'S ENTIRE FACE, TO DETERMINE IF THEY APPEAR TO BE 18 YEARS OF AGE OR OLDER.
THE CARRIER IS ALSO REQUIRED TO SCREEN EACH PASSENGER WHO APPEARS TO BE 18 YEARS OF AGE OR OLDER BY COMPARING THE PASSENGER, AND IN PARTICULAR THE PASSENGER'S ENTIRE FACE, AGAINST ONE PIECE OF GOVERNMENT-ISSUED PHOTO IDENTIFICATION THAT SHOWS THE PASSENGER'S NAME, DATE OF BIRTH AND GENDER.
 - (4) IMMIGRATION OR OTHER SIMILAR CONSIDERATIONS
WHEN THE PASSENGER IS TO TRAVEL ACROSS ANY INTERNATIONAL BOUNDARY, IF:
 - (A) THE TRAVEL DOCUMENTS OF THE PASSENGER ARE NOT IN ORDER, OR,
 - (B) FOR ANY REASON THE PASSENGER'S EMBARKATION FROM, TRANSIT THROUGH, OR ENTRY INTO ANY COUNTRY FROM, THROUGH, OR TO WHICH THE PASSENGER DESIRES TRANSPORTATION WOULD BE UNLAWFUL OR WOULD OTHERWISE NOT BE PERMITTED.
 - (5) FAILURE TO COMPLY WITH CARRIER'S RULES AND REGULATIONS
WHEN THE PASSENGER FAILS OR REFUSES TO COMPLY WITH RULES AND REGULATIONS OF THE CARRIER AS STATED IN THIS TARIFF.
 - (6) PASSENGER'S CONDITION
 - (A) WHEN THE PASSENGER'S ACTIONS OR INACTIONS PROVE TO THE CARRIER THAT HIS/HER MENTAL,

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 25 are effective September 30, 2022 pursuant to Order No. 2021-A-3 of the CTA.

INTELLECTUAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM/HER INCAPABLE OF CARING FOR HIMSELF/HERSELF WITHOUT ASSISTANCE OR MEDICAL TREATMENT EN ROUTE UNLESS:

- (I) THE PASSENGER IS ACCOMPANIED BY A PERSONAL ATTENDANT WHO WILL BE RESPONSIBLE FOR ASSISTING WITH THE PASSENGER'S NEEDS EN ROUTE SUCH AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES OR ADMINISTERING MEDICATION WHICH ARE BEYOND THE RANGE OF SERVICES THAT ARE NORMALLY OFFERED BY THE CARRIER, AND,
- (II) THE PASSENGER COMPLIES WITH REQUIREMENTS OF RULE 20, CARRIAGE OF PERSONS WITH DISABILITIES

EXCEPTION: (FOR TRANSPORTATION TO/FROM) THE CARRIER WILL ACCEPT THE DETERMINATION OF A PERSON WITH A DISABILITY AS TO SELF-RELIANCE AS PER RULE 20 CARRIAGE OF PERSONS WITH DISABILITIES.

- (B) WHEN THE PASSENGER HAS A CONTAGIOUS DISEASE.
- (C) WHEN THE PASSENGER HAS AN OFFENSIVE ODOR.
- (D) WHEN THE CARRIER DETERMINES, IN GOOD FAITH AND USING ITS REASONABLE DISCRETION, THAT A PASSENGER'S MEDICAL OR PHYSICAL CONDITION INVOLVES AN UNUSUAL HAZARD OR RISK TO THEIR SELF OR OTHER PERSONS (INCLUDING, IN THE CASE OF EXPECTANT MOTHERS, UNBORN CHILDREN) OR PROPERTY. THE CARRIER CAN REQUIRE THE PASSENGER TO PROVIDE A MEDICAL CERTIFICATE THAT THEN MAY BE ASSESSED BY THE CARRIER'S OWN MEDICAL OFFICER AS A CONDITION OF THE PASSENGER'S ACCEPTANCE FOR SUBSEQUENT TRAVEL. THE CARRIER MAY REFUSE TRANSPORTATION TO THE PERSON POSING SUCH HAZARD OR RISK.

NOTE: PREGNANT PASSENGERS:

- (I) MEDICAL CLEARANCE SHALL BE REQUIRED FOR PREGNANCIES OF MORE THAN 36 WEEKS FOR SINGLE PREGNANCY/32 WEEKS FOR MULTIPLE PREGNANCY.
 - (II) AN EXPECTANT MOTHER WHO IS IN OR BEYOND THE 28TH WEEK OF HER PREGNANCY MUST PRESENT A MEDICAL CERTIFICATE, DATED WITHIN 72 HOURS OF THE SCHEDULED TIME OF DEPARTURE. THE CERTIFICATE MUST STATE THAT THE PHYSICIAN HAS EXAMINED THE PATIENT AND FOUND HER TO BE PHYSICALLY FIT FOR TRAVEL BY AIR AND THE CERTIFICATE MUST STATE THE ESTIMATED DATE OF BIRTH.
- (7) FAILURE TO PROVIDE A SUITABLE ESCORT
THE CARRIER WILL ACCEPT ESCORTED PASSENGERS UNDER THE FOLLOWING CONDITIONS WHEN THE PASSENGER HAS A MENTAL HEALTH CONDITION AND IS UNDER CARE OF A PSYCHIATRIC INSTITUTION OR IN CUSTODY OF LAW ENFORCEMENT PERSONNEL OR OTHER RESPONSIBLE AUTHORITY:
- (A) MEDICAL AUTHORITY FURNISHES ASSURANCE, IN

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

WRITING, THAT AN ESCORTED PERSON WITH A MENTAL HEALTH CONDITION CAN BE TRANSPORTED SAFELY.

- (B) REQUEST FOR CARRIAGE IS MADE AT LEAST 48 HOURS BEFORE SCHEDULED DEPARTURE.
- (C) ACCEPTANCE IS FOR ONLINE TRAVEL ONLY.
- (D) THE ESCORT MUST ACCOMPANY THE ESCORTED PASSENGER AT ALL TIMES.

(B) PASSENGER'S CONDUCT-REFUSAL TO TRANSPORT-PROHIBITED CONDUCT AND SANCTIONS

(1) PROHIBITED CONDUCT

WITHOUT LIMITING THE GENERALITY OF THE PRECEDING PROVISIONS, THE FOLLOWING CONSTITUTES PROHIBITED CONDUCT WHERE IT MAY BE NECESSARY, IN THE REASONABLE DISCRETION OF THE CARRIER, TO TAKE ACTION TO ENSURE THE PHYSICAL COMFORT OR SAFETY OF THE PERSON, OTHER PASSENGERS (IN THE FUTURE AND PRESENT) AND/OR THE CARRIER'S EMPLOYEES; THE SAFETY OF THE AIRCRAFT; THE UNHINDERED PERFORMANCE OF THE CREW MEMBERS IN THEIR DUTY ONBOARD THE AIRCRAFT; OR SAFE AND ADEQUATE FLIGHT OPERATIONS:

- (A) THE PERSON, IN THE REASONABLE JUDGEMENT OF A RESPONSIBLE EMPLOYEE OF THE CARRIER, IS UNDER THE INFLUENCE OF ALCOHOL OR DRUGS (EXCEPT A PATIENT UNDER MEDICAL CARE).
- (B) THE PERSON'S CONDUCT, OR CONDITION IS OR HAS BEEN KNOWN TO BE ABUSIVE, OFFENSIVE, THREATENING, INTIMIDATING, VIOLENT OR OTHERWISE DISORDERLY, AND IN THE REASONABLE JUDGEMENT OF A RESPONSIBLE EMPLOYEE OF THE CARRIER, THERE IS A POSSIBILITY THAT THE PERSON WOULD CAUSE DISRUPTION OR SERIOUS IMPAIRMENT TO THE PHYSICAL COMFORT OR SAFETY OF OTHER PASSENGERS OR CARRIER'S EMPLOYEES, INTERFERE WITH A CREW MEMBER IN THE PERFORMANCE OF HIS/HER DUTIES, OR OTHERWISE JEOPARDIZE SAFE AND ADEQUATE FLIGHT OPERATIONS.
- (C) THE PERSON'S CONDUCT INVOLVES ANY HAZARD OR RISK TO THEIR SELF OR OTHER PERSONS (INCLUDING TRAVEL INVOLVING PREGNANT PASSENGERS OR UNBORN CHILDREN) OR TO PROPERTY.
- (D) THE PERSON FAILS TO OBSERVE THE INSTRUCTIONS OF THE AIRCRAFT CREW, INCLUDING INSTRUCTIONS TO STOP ANY PROHIBITED CONDUCT.
- (E) THE PERSON IS UNABLE OR UNWILLING TO SIT IN HIS/HER ASSIGNED SEAT WITH THE SEAT BELT FASTENED.
- (F) THE PERSON SMOKES OR ATTEMPTS TO SMOKE IN THE AIRCRAFT.
- (G) THE PERSON USES OR CONTINUES TO USE A CELLULAR PHONE, A LAPTOP COMPUTER OR ANOTHER ELECTRONIC DEVICE ONBOARD THE AIRCRAFT AFTER BEING ADVISED TO STOP SUCH USE BY A MEMBER OF THE CREW.
- (H) THE PERSON IS BAREFOOT.
- (I) THE PERSON IS INAPPROPRIATELY DRESSED.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- (J) THE PERSON HAS A PROHIBITED ARTICLE OR CONCEALED OR UNCONCEALED WEAPON(S). HOWEVER, THE CARRIER WILL CARRY LAW ENFORCEMENT OR ARMED FORCES PERSONNEL WHO MEET THE QUALIFICATIONS AND CONDITIONS ESTABLISHED UNDER GOVERNMENT REGULATIONS.
- (K) THE PERSON HAS RESISTED OR MAY REASONABLY BE BELIEVED TO BE CAPABLE OF RESISTING ESCORTS.
- (2) CARRIER RESPONSE TO PROHIBIT CONDUCT WHERE, IN THE EXERCISE OF ITS REASONABLE DISCRETION, THE CARRIER DECIDES THAT THE PASSENGER HAS ENGAGED IN PROHIBITED CONDUCT DESCRIBED ABOVE, THE CARRIER MAY IMPOSE ANY COMBINATION OF THE FOLLOWING SANCTIONS:
 - (A) REMOVAL OF THE PASSENGER AT ANY POINT.
 - (B) PROBATION: AT ANY TIME, THE CARRIER MAY STIPULATE THAT THE PASSENGER IS TO FOLLOW CERTAIN PROBATIONARY CONDITIONS, SUCH AS TO NOT ENGAGE IN PROHIBITED CONDUCT, IN ORDER FOR THE CARRIER TO PROVIDE TRANSPORT TO THE PASSENGER. SUCH PROBATIONARY CONDITIONS MAY BE IMPOSED FOR ANY LENGTH OF TIME WHICH, IN THE EXERCISE OF THE CARRIER'S REASONABLE DISCRETION, IS NECESSARY TO ENSURE THE PASSENGER CONTINUES TO AVOID PROHIBITED CONDUCT.
 - (C) REFUSAL TO TRANSPORT THE PASSENGER: THE LENGTH OF THIS REFUSAL TO TRANSPORT MAY RANGE FROM A ONE-TIME REFUSAL TO A LONGER PERIOD DETERMINED AT THE REASONABLE DISCRETION OF THE CARRIER IN LIGHT OF THE CIRCUMSTANCES. SUCH REFUSAL WILL BE FOR A PERIOD APPROPRIATE TO THE NATURE OF THE PROHIBITED CONDUCT AND UNTIL THE CARRIER IS SATISFIED THAT THE PASSENGER NO LONG CONSTITUTES A THREAT TO THE SAFETY OF OTHER PASSENGERS, CREW OR THE AIRCRAFT OR TO THE COMFORT OF OTHER PASSENGERS OR CREW; THE UNHINDERED PERFORMANCE OF THE CREW MEMBERS IN THEIR DUTY ONBOARD THE AIRCRAFT; OR SAFE AND ADEQUATE FLIGHT OPERATIONS.
 - (D) THE FOLLOWING CONDUCT WILL AUTOMATICALLY RESULT IN A REFUSAL TO TRANSPORT, UP TO A POSSIBLE LIFETIME BAN:
 - (I) THE PERSON CONTINUES TO INTERFERE WITH THE PERFORMANCE OF A CREW MEMBER'S DUTIES DESPITE VERBAL WARNINGS BY THE CREW TO STOP SUCH BEHAVIOR
 - (II) THE PERSON INJURES A CREW MEMBER OR OTHER PASSENGER OR SUBJECTS A CREW MEMBER OR OTHER PASSENGER TO A CREDIBLE THREAT OF INJURY.
 - (III) THE PERSON DISPLAYS CONDUCT THAT REQUIRES AN UNSCHEDULED LANDING AND/OR THE USE OF RESTRAINTS SUCH AS TIES AND HANDCUFFS.
 - (IV) THE PERSON REPEATS A PROHIBITED CONDUCT AFTER RECEIVING A NOTICE OF PROBATION AS

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- MENTIONED IN (2) ABOVE.
- (3) THESE REMEDIES ARE WITHOUT PREJUDICE TO THE CARRIER'S OTHER RIGHTS AND RECOURSES, NAMELY TO SEEK RECOVERY OF ANY DAMAGE RESULTING FROM THE PROHIBITED CONDUCT OR AS OTHERWISE PROVIDED IN THE CARRIER'S TARIFFS, INCLUDING RECOURSES PROVIDED IN THE CARRIER'S FREQUENT FLYER PROGRAM OR THE FILING OF CRIMINAL OR STATUTORY CHARGES.
- (C) RECOURSE OF THE PASSENGER/LIMITATION OF LIABILITY
- (1) THE CARRIER'S LIABILITY IN CASE OF REFUSAL TO CARRY A PASSENGER FOR A SPECIFIC FLIGHT OR REMOVAL OF A PASSENGER EN ROUTE FOR ANY REASON SPECIFIED IN THE FOREGOING PARAGRAPHS WILL BE LIMITED TO THE RECOVERY OF THE REFUND VALUE OF THE UNUSED PORTION OF THE PASSENGER'S TICKET IN ACCORDANCE WITH RULE 90(C) VOLUNTARY REFUNDS. NOTWITHSTANDING THE FOREGOING PARAGRAPH, PASSENGERS AND THEIR BAGGAGE WILL BE ENTITLED TO ALL OTHER ADDITIONAL RIGHTS THEY MAY HAVE UNDER THIS TARIFF OR ELSEWHERE OR ANY LEGAL RIGHTS THAT INTERNATIONAL CONVENTIONS (E.G., THE WARSAW CONVENTION OR THE MONTREAL CONVENTION) AND RELATED TREATIES.
 - (2) A PERSON WHO IS REFUSED CARRIAGE FOR A PERIOD OF TIME, UP TO A LIFETIME BAN, OR TO WHOM A PROBATION NOTICE IS SERVED MAY PROVIDE THE CARRIER, IN WRITING, THE REASONS WHY HE/SHE BELIEVES THEY NO LONGER POSE A THREAT TO THE SAFETY OR COMFORT OF PASSENGERS OR CREW, OR THE THE SAFETY OF THE AIRCRAFT. SUCH DOCUMENT MAY BE SENT TO THE ADDRESS PROVIDED IN THE REFUSAL TO CARRY NOTICE OR THE NOTICE OF PROBATION.
 - (3) THE CARRIER WILL RESPOND TO THE PASSENGER WITHIN A REASONABLE PERIOD OF TIME PROVIDING CARRIER'S ASSESSMENT AS TO WHETHER IT REMAINS NECESSARY TO CONTINUE THE BAN OR MAINTAIN THE PROBATION PERIOD.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

Rule 30 Ground Transfer Service

Issued: October 26, 2019

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- (A) THE CARRIER DOES NOT MAINTAIN, OPERATE OR PROVIDE GROUND TRANSFER SERVICES BETWEEN AIRPORTS OR BETWEEN AIRPORTS AND CITY CENTERS.
- (B) ANY GROUND TRANSFER SERVICE IS PERFORMED BY INDEPENDENT OPERATORS WHO ARE NOT AND SHALL NOT BE DEEMED TO BE, AGENTS OR SERVANTS OF THE CARRIER.
- (C) ANY EFFORT BY AN EMPLOYEE, AGENT OR REPRESENTATIVE OF THE CARRIER IN ASSISTING THE PASSENGER TO MAKE ARRANGEMENTS FOR SUCH GROUND TRANSFER SERVICE SHALL IN NO WAY MAKE THE CARRIER LIABLE FOR THE ACTS OR OMISSIONS OF SUCH AS INDEPENDENT OPERATOR.

Rule 35 Passenger Expenses En Route

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- (A) INFLIGHT SERVICE
MEALS
MEALS, IF SERVED, WILL BE FREE OF CHARGE, UNLESS OTHERWISE SPECIFIED IN THE PUBLISHED TARIFFS OF CARRIER.
- (B) EN ROUTE GROUND SERVICES
HOTEL ACCOMMODATIONS AND OTHER SERVICES
 - (1) WHEN REQUESTED BY PASSENGER, CARRIER'S REPRESENTATIVES WILL MAKE APPLICATION ON THEIR BEHALF FOR HOTEL RESERVATIONS, BUT THE AVAILABILITY THEREOF IS NOT GUARANTEED. ALL EXPENSES INCURRED BY CARRIER OR ITS REPRESENTATIVES IN ARRANGING, OR ATTEMPTING TO ARRANGE, FOR RESERVATIONS WILL BE CHARGEABLE TO PASSENGERS, EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF.
 - (2) 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 ACCOMMODATION FOR PASSENGERS, OR FOR OTHER SERVICES REQUESTED BY PASSENGERS, WHETHER OR NOT THE COST OF SUCH ARRANGEMENTS ARE FOR THE ACCOUNT OF CARRIER, CARRIER ACTS ONLY AS AGENT FOR THE PASSENGER AND CARRIER IS NOT LIABLE FOR LOSS, DAMAGE OR EXPENSE INCURRED BY THE PASSENGER AS A RESULT OF, OR IN CONNECTION WITH, THE USE BY THE PASSENGER OF SUCH ACCOMMODATION OR OTHER SERVICE, OR THE DENIAL OF THE USE THEREOF TO THE PASSENGER BY ANY OTHER PERSON, COMPANY OR AGENCY.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

Rule 40 Taxes

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- (A) TAXES IMPOSED BY GOVERNMENTS ARE PAYABLE BY THE PASSENGER AND ARE IN ADDITION TO THE PUBLISHED OR CONSTRUCTED FARE.
- (B) AT THE TIME OF TICKET PURCHASE, THE PASSENGER WILL BE ADVISED BY THE CARRIER OF ALL THE TAXES APPEARING ON THE TICKET.
- (C) TAXES WILL BE SHOWN SEPARATELY ON THE TICKET.
- (D) THE CONDITIONS UNDER WHICH TAXES ARE IMPOSED, COLLECTED OR REFUNDED ARE ESTABLISHED BY THE TAXING AUTHORITY (DOMESTIC OR FOREIGN) AND IN ALL CASES WILL BE RESPECTED. AS A RESULT, THE CARRIER WILL EITHER COLLECT NEW OR HIGHER AMOUNTS OR REFUND ALL OR A PORTION OF THE TAX PAID BASED ON THE CONDITIONS IMPOSED BY THE TAXING AUTHORITY.

Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

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(A) GENERAL

- (1) THE PASSENGER IS RESPONSIBLE FOR OBTAINING ALL REQUIRED TRAVEL DOCUMENTS (PASSPORTS, VISAS, TOURIST CARDS, HEALTH CERTIFICATES, OR OTHER APPROPRIATE AND NECESSARY IDENTIFICATION) INCLUDING THOSE OF ANY CHILDREN THAT ARE ACCOMPANIED BY THE PASSENGER.
- (2) THE PASSENGER IS RESPONSIBLE FOR COMPLYING WITH ALL LAWS, REGULATIONS, ORDERS, DEMANDS AND TRAVEL REQUIREMENTS OF COUNTRIES TO BE FLOWN FROM, INTO OR THROUGH AND ALSO FOR COMPLYING WITH THE INSTRUCTIONS OF THE CARRIERS CONCERNED.
- (3) THE CARRIER WILL NOT BE LIABLE FOR ANY HELP OR INFORMATION GIVEN EITHER VERBALLY OR IN WRITING TO THE PASSENGER IN GOOD FAITH ABOUT PROPER TRAVEL DOCUMENTATION.
- (4) THE CARRIER WILL NOT BE LIABLE TO THE PASSENGER FOR ANY CONSEQUENCES RESULTING FROM THE FAILURE OF THE PASSENGER TO OBTAIN THE NECESSARY TRAVEL DOCUMENTS OR FROM THE FAILURE TO COMPLY WITH THE LAWS, REGULATIONS, ORDERS AND/OR DEMANDS OF COUNTRIES TO BE FLOWN FROM, INTO OR THROUGH.

(B) TRAVEL DOCUMENTS

- (1) PRIOR TO TRAVEL, THE PASSENGER MUST BE PREPARED TO SUBMIT FOR INSPECTION TO THE CARRIER ALL TRAVEL DOCUMENTS REQUIRED BY THE COUNTRIES CONCERNED.
- (2) THE CARRIER WILL HAVE THE RIGHT TO MAKE AND RETAIN COPIES OF THE TRAVEL DOCUMENTS PRESENTED BY THE PASSENGER.
- (3) AS DESCRIBED IN RULE 25, REFUSAL TO TRANSPORT, THE CARRIER RESERVES THE RIGHT TO REFUSE TRANSPORTATION TO ANY PASSENGER WHO FAILS TO PRESENT ALL EXIT, ENTRY, HEALTH AND OTHER DOCUMENTS REQUIRED BY LAW, REGULATION, ORDER, DEMAND OR OTHER REQUIREMENT OF THE COUNTRIES WHERE TRAVEL IS INTENDED OR WHOSE TRAVEL DOCUMENTS DO NOT APPEAR TO BE IN ORDER.

(C) FINES, DETENTION COSTS

- (1) IF THE CARRIER IS REQUIRED TO PAY ANY FINE OR PENALTY OR HAS INCURRED ANY EXPENSE BECAUSE THE PASSENGER WAS REFUSED ENTRY INTO A COUNTRY BY REASON OF HER/HIS FAILURE TO COMPLY WITH THE LAWS, REGULATIONS, ORDERS AND/OR REQUIREMENTS OF THAT COUNTRY OR HAS FAILED TO PRODUCE REQUIRED TRAVEL DOCUMENTS, THE PASSENGER WILL REIMBURSE THE CARRIER, ON DEMAND, ANY AMOUNT SO PAID OR EXPENSES INCURRED BY THE CARRIER.
- (2) A PASSENGER FOUND INADMISSIBLE EITHER EN ROUTE OR AT DESTINATION WILL NOT BE PROVIDED A REFUND BY THE CARRIER ON ANY USED SECTOR IRRESPECTIVE OF THE FARE PURCHASED. HOWEVER, THE PASSENGER WILL BE

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- ENTITLED TO ANY RESIDUAL VALUE REMAINING ON HIS OR HER TICKET FOR ANY UNUSED SECTORS. THE PASSENGER MAY CHOOSE TO HAVE THIS RESIDUAL VALUE REFUNDED OR APPLIED TOWARDS THE ISSUANCE OF ANOTHER TICKET.
- (3) DUE TO THE PASSENGER'S INADMISSIBILITY INTO A COUNTRY OF TRANSIT OR DESTINATION, THE PASSENGER MUST PAY THE CARRIER THE APPLICABLE FARE TO BE TRANSPORTED FROM THE COUNTRY WHERE ENTRY WAS REFUSED TO THE ORIGINAL POINT OF ORIGIN OR TO AN ALTERNATIVE DESTINATION. THE CARRIER WILL APPLY TO THE PAYMENT OF SUCH A FARE ANY FUNDS PAID BY THE PASSENGER TO THE CARRIER FOR UNUSED CARRIAGE, OR ANY FUNDS OF THE PASSENGER IN POSSESSION OF THE CARRIER.
- (D) CUSTOMS AND IMMIGRATION INSPECTION
AS REQUIRED, THE PASSENGER MUST BE PRESENTED FOR THE INSPECTION OF HIS/HER BAGGAGE BY CUSTOMS OR OTHER GOVERNMENT OFFICIALS. THE CARRIER WILL NOT BE LIABLE FOR ANY LOSS OR DAMAGE SUFFERED BY THE PASSENGER IN THE COURSE OF SUCH INSPECTION OR THROUGH THE PASSENGER'S FAILURE TO COMPLY WITH THIS REQUIREMENT IF THE PASSENGER'S BAGGAGE WAS NOT IN THE CHARGE OF THE CARRIER.
- (E) SECURITY INSPECTION
THE PASSENGER SHALL SUBMIT TO ALL NECESSARY SECURITY CHECKS BY GOVERNMENT, AIRPORT OFFICIALS AND BY PERSONNEL OF THE CARRIER.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

Rule 50 Preplanned Oxygen Service

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CARRIER WILL PROVIDE ONLINE IN-FLIGHT OXYGEN SERVICE ON ALL FLIGHTS, SUBJECT TO THE FOLLOWING CONDITIONS:

- (A) PASSENGER WILL BE REQUIRED TO GIVE AT LEAST 48 HOURS (72 HOURS AT POINTS WHERE OXYGEN BOTTLES MAY NOT BE INSTALLED) NOTICE THAT IN-FLIGHT OXYGEN WILL BE NEEDED, PROVIDED THAT IT WILL BE THE PASSENGER'S RESPONSIBILITY TO MAKE ARRANGEMENTS FOR OXYGEN SERVICE VIA OTHER CARRIERS INVOLVED IN INTERLINE TRANSPORTATION IF REQUIRED.
- (B) PASSENGER MUST PRESENT A WRITTEN STATEMENT FROM HIS/HER PHYSICIAN CERTIFYING THE NEED FOR IN-FLIGHT OXYGEN SERVICE, THE MAXIMUM USAGE PER HOUR AND THE OXYGEN FLOW RATE PER MINUTE.
- (C) PASSENGERS USING IN-FLIGHT OXYGEN WILL NOT BE BOARDED IN THE FIRST CLASS COMPARTMENT OF ANY AIRCRAFT.
- (D) THE CHARGE FOR OXYGEN SERVICE WILL BE USD 40.00 PER FLIGHT COUPON (PER PASSENGER). THIS CHARGE IS NON-REFUNDABLE AND IS NOT SUBJECT TO ANY DISCOUNT. EXCEPTION: THIS SERVICE CHARGE WILL NOT BE APPLIED FOR PERSONS CARRIED ON STRETCHERS.
- (E) CARRIER WILL ASSESS THE APPLICABLE ONE WAY FARE FOR THE SEAT NOT USABLE BY ANOTHER PASSENGER DUE TO THE INSTALLATION OF THE OXYGEN BOTTLE.
- (F) WHEN, DUE TO LACK OF THIS FACILITY AT PASSENGER'S POINT OF ORIGIN, THE OXYGEN BOTTLE MUST BE INSTALLED AT A POINT OTHER THAN THE PASSENGER'S POINT OF ORIGIN AND THE APPLICABLE ONE WAY FARE WILL BE ASSESSED FROM THE POINT OF INSTALLATION TO THE PASSENGER'S ORIGIN POINT.

Rule 55 Liability of Carrier[†]

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- (A) SUCCESSIVE CARRIERS
TRANSPORTATION TO BE PERFORMED UNDER ONE TICKET OR UNDER A TICKET ISSUED WITH ANY CONJUNCTION TICKET BY SEVERAL SUCCESSIVE CARRIERS WILL BE REGARDED AS SINGLE OPERATION.
- (B) LAWS AND PROVISIONS APPLICABLE
 - (1) THE CARRIER SHALL BE LIABLE UNDER ARTICLE 17 OF THE WARSAW CONVENTION OR MONTREAL CONVENTION, WHICHEVER MAY APPLY, FOR RECOVERABLE COMPENSATORY DAMAGES SUSTAINED IN THE CASE OF DEATH OR BODILY INJURY OF A PASSENGER, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:
 - (A) THE CARRIER SHALL NOT BE ABLE TO EXCLUDE OR LIMIT ITS LIABILITY FOR DAMAGES NOT EXCEEDING 128.821 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER.
 - (B) THE CARRIER SHALL NOT BE LIABLE FOR DAMAGES TO THE EXTENT THAT THEY EXCEED 128.821 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER IF THE CARRIER PROVES THAT:
 - (I) SUCH DAMAGE WAS NOT DUE TO THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF THE CARRIER OR ITS SERVANTS OR AGENTS; OR
 - (II) SUCH DAMAGE WAS SOLELY DUE TO THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF A THIRD PARTY.
 - (C) THE CARRIER RESERVES ALL OTHER DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, TO SUCH CLAIMS INCLUDING, BUT NOT LIMITED TO, THE EXONERATION DEFENSE OF ARTICLE 21 OF THE WARSAW CONVENTION AND ARTICLE 20 OF THE MONTREAL CONVENTION, EXCEPT THAT THE CARRIER SHALL NOT INVOKE ARTICLES 20 AND 22(1) OF THE WARSAW CONVENTION IN A MANNER INCONSISTENT WITH PARAGRAPHS (1) AND (2) HEREOF.
 - (D) WITH RESPECT TO THIRD PARTIES, THE CARRIER RESERVES ALL RIGHTS OF RECOURSE AGAINST ANY OTHER PERSON, INCLUDING, WITHOUT LIMITATION, RIGHTS OF CONTRIBUTION AND INDEMNITY.
 - (E) THE CARRIER AGREES THAT, SUBJECT TO APPLICABLE LAW, RECOVERABLE COMPENSATORY DAMAGES FOR SUCH CLAIMS MAY BE DETERMINED BY REFERENCE TO THE LAWS OF THE COUNTRY OF THE DOMICILE OR COUNTRY OF PERMANENT RESIDENCE OF THE PASSENGER.
 - (2) IN CASES OF BODILY INJURY OR DEATH, THE CARRIER

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 55 are effective September 30, 2022 pursuant to Order No. 2021-A-3 of the CTA.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

SHALL MAKE AN ADVANCE PAYMENT WHERE THE CARRIER DETERMINES IT IS NECESSARY TO MEET THE IMMEDIATE ECONOMIC NEEDS OF, AND HARDSHIP SUFFERED BY, A PASSENGER AS PROVIDED IN THE FOLLOWING PARAGRAPHS:

- (A) UNLESS A DISPUTE ARISES OVER THE IDENTITY OF THE PERSON TO WHOM AN ADVANCE PAYMENT SHALL BE MADE, THE CARRIER SHALL, WITHOUT DELAY, MAKE THE ADVANCE PAYMENT TO THE PASSENGER IN AN AMOUNT OR AMOUNTS DETERMINED BY THE CARRIER IN ITS SOLE DISCRETION. IN THE EVENT OF DEATH OF A PASSENGER, THE AMOUNT OF THE ADVANCE PAYMENT SHALL NOT BE LESS THAN 16,000 SPECIAL DRAWING RIGHTS, WHICH SHALL BE PAID TO A REPRESENTATIVE OF THE PASSENGER'S NEXT OF KIN ELIGIBLE TO RECEIVE SUCH ADVANCE PAYMENT AS DETERMINED BY THE CARRIER IN ITS SOLE DISCRETION.
 - (B) THE CARRIER SHALL MAKE THE ADVANCE PAYMENT AS AN ADVANCE AGAINST THE CARRIER'S LIABILITY UNDER THE WARSAW CONVENTION, OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY. AN ADVANCE PAYMENT SHALL NOT CONSTITUTE RECOGNITION OF LIABILITY. AN ADVANCE PAYMENT SHALL BE OFFSET AGAINST, OR DEDUCTED FROM THE PAYMENT OF, ANY SETTLEMENT OR JUDGMENT WITH RESPECT TO ANY CLAIM FOR COMPENSATION ON BEHALF OF THE PASSENGER.
 - (C) THE CARRIER, IN MAKING AN ADVANCE PAYMENT, DOES NOT WAIVE ANY RIGHTS, DEFENSES, OR LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION, OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, TO ANY CLAIM ON, NOR SHALL ACCEPTANCE OF AN ADVANCE PAYMENT CONSTITUTE A RELEASE OF ANY CLAIM, WHATSOEVER, BY ANY PERSON.
 - (D) THE CARRIER, IN MAKING AN ADVANCE PAYMENT, PRESERVES ITS RIGHT TO SEEK CONTRIBUTION OR INDEMNITY FROM ANY OTHER PERSON FOR SUCH PAYMENT, WHICH SHALL NOT BE DEEMED TO BE VOLUNTARY CONTRIBUTION OR CONTRACTUAL PAYMENT ON THE PART OF THE CARRIER.
 - (E) THE CARRIER MAY RECOVER AN ADVANCE PAYMENT FROM ANY PERSON WHERE IT IS PROVEN THAT THE CARRIER IS NOT LIABLE FOR ANY DAMAGE SUSTAINED BY THE PASSENGER, OR WHERE IT IS PROVEN THAT THE PERSON WAS NOT ENTITLED TO RECEIVE THE PAYMENT, OR WHERE AND TO THE EXTENT THAT IT IS PROVEN THAT THE PERSON WHO RECEIVED THE ADVANCE PAYMENT CAUSED, OR CONTRIBUTED TO, THE DAMAGE.
- (3) THE CARRIER SHALL BE LIABLE FOR DAMAGES OCCASIONED BY DELAY IN THE CARRIAGE OF PASSENGERS BY AIR, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:
- (A) THE CARRIER SHALL NOT BE LIABLE IF IT PROVES THAT IT AND ITS SERVANTS AND AGENTS TOOK ALL MEASURES THAT COULD REASONABLY BE REQUIRED TO AVOID THE DAMAGE, OR THAT IT WAS IMPOSSIBLE FOR IT OR THEM TO TAKE SUCH MEASURES.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- (B) DAMAGES OCCASIONED BY DELAY ARE SUBJECT TO THE TERMS, LIMITATIONS AND DEFENSES SET FORTH IN THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, IN ADDITION TO ANY LIMITATION OR DEFENSE RECOGNIZED BY A COURT WITH PROPER JURISDICTION OVER A CLAIM.
- (C) THE CARRIER RESERVES ALL DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY TO CLAIMS FOR DAMAGE OCCASIONED BY DELAY, INCLUDING, BUT NOT LIMITED TO, THE EXONERATION DEFENSE OF ARTICLE 21 OF THE WARSAW CONVENTION AND ARTICLE 20 OF THE MONTREAL CONVENTION. UNDER THE MONTREAL CONVENTION, THE LIABILITY OF THE CARRIER FOR DAMAGE CAUSED BY DELAY IS LIMITED TO 4,694 SPECIAL DRAWING RIGHTS PER PASSENGER. THE LIMITS OF LIABILITY SHALL NOT APPLY IN CASES DESCRIBED IN ARTICLE 25 OF THE WARSAW CONVENTION OR ARTICLE 22(5) OF THE MONTREAL CONVENTION, WHICHEVER MAY APPLY.
- (4) THE CARRIER IS LIABLE FOR DAMAGES SUSTAINED IN THE CASE OF DESTRUCTION OR LOSS OF, DAMAGE TO, OR DELAY OF CHECKED AND UNCHECKED BAGGAGE, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:
 - (A) EXCEPT AS PROVIDED BELOW, THE LIABILITY OF THE CARRIER IS LIMITED TO 1,131 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER IN THE CASE OF DESTRUCTION, LOSS, DAMAGE, OR DELAY OF BAGGAGE, WHETHER CHECKED OR UNCHECKED, UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY. UNLESS THE PASSENGER PROVES OTHERWISE:
 - (I) ALL BAGGAGE CHECKED BY A PASSENGER SHALL BE CONSIDERED TO BE THE PROPERTY OF THAT PASSENGER;
 - (II) A PARTICULAR PIECE OF BAGGAGE, CHECKED OR UNCHECKED, SHALL NOT BE CONSIDERED TO BE THE PROPERTY OF MORE THAN ONE PASSENGER; AND
 - (III) UNCHECKED BAGGAGE, INCLUDING PERSONAL ITEMS, SHALL BE CONSIDERED TO BE THE PROPERTY OF THE PASSENGER IN POSSESSION OF THE BAGGAGE AT THE TIME OF EMBARKATION.
 - (B) IF A PASSENGER MAKES, AT THE TIME CHECKED BAGGAGE IS HANDED TO THE CARRIER, A SPECIAL DECLARATION OF INTEREST AND HAS PAID A SUPPLEMENTARY SUM, IF APPLICABLE, THE CARRIER WILL BE LIABLE FOR DESTRUCTION, LOSS, DAMAGE, OR DELAY OF SUCH CHECKED BAGGAGE IN AN AMOUNT NOT EXCEEDING THE DECLARED AMOUNT, UNLESS THE CARRIER PROVES THAT THE DECLARED AMOUNT IS GREATER THAN THE PASSENGER'S ACTUAL INTEREST IN DELIVERY AT DESTINATION. THE DECLARED AMOUNT, AND THE CARRIER'S LIABILITY, SHALL NOT EXCEED THE TOTAL AMOUNT OF DECLARATION PERMISSIBLE UNDER THE CARRIER'S REGULATIONS,

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- INCLUSIVE OF THE LIMITATION OF PARAGRAPH (B)(4)(A) HEREOF. IN THE CASE OF TRANSPORTATION UNDER THE WARSAW CONVENTION, NO SUPPLEMENTARY SUM SHALL APPLY UNLESS THE DECLARED AMOUNT EXCEEDS 19 SPECIAL DRAWING RIGHTS PER KILOGRAM OF THE TOTAL RECORDED WEIGHT OF THE CHECKED BAGGAGE AT THE TIME THE BAGGAGE IS HANDED TO THE CARRIER. NOTE: THIS PROVISION IS NOT APPLICABLE TO A PERSON WITH A DISABILITY'S MOBILITY AID.
- (C) IN THE CASE OF UNCHECKED BAGGAGE, THE CARRIER IS LIABLE ONLY TO THE EXTENT THE DAMAGE RESULTED FROM ITS FAULT, OR THAT OF ITS SERVANTS OR AGENTS.
- (D) THE CARRIER IS LIABLE FOR THE DAMAGE SUSTAINED IN CASE OF DESTRUCTION OR LOSS OF, OR DAMAGE TO, CHECKED BAGGAGE UPON CONDITION ONLY THAT THE EVENT WHICH CAUSED THE DESTRUCTION, LOSS OR DAMAGE TOOK PLACE ON BOARD THE AIRCRAFT OR DURING ANY PERIOD WITHIN WHICH THE CHECKED BAGGAGE WAS IN THE CHARGE OF THE CARRIER. HOWEVER, THE CARRIER IS NOT LIABLE IF AND TO THE EXTENT THAT THE DAMAGE RESULTED FROM THE INHERENT DEFECT, QUALITY OR VICE OF THE BAGGAGE. FURTHER, THE CARRIER'S LIABILITY FOR THE DESTRUCTION, LOSS, DAMAGE OR DELAY OF BAGGAGE IS SUBJECT TO THE TERMS, LIMITATIONS AND DEFENSES SET FORTH IN THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, IN ADDITION TO ANY LIMITATION OF DEFENSE RECOGNIZED BY A COURT WITH PROPER JURISDICTION OVER CLAIM.
- (E) THE CARRIER RESERVES ALL DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY TO SUCH CLAIMS INCLUDING, BUT NOT LIMITED TO, THE DEFENSE OF ARTICLE 20 OF THE WARSAW CONVENTION AND ARTICLE 19 OF THE MONTREAL CONVENTION AND THE EXONERATION DEFENSE OF ARTICLE 21 OF THE WARSAW CONVENTION AND ARTICLE 20 OF THE MONTREAL CONVENTION, EXCEPT THAT THE CARRIER SHALL NOT INVOKE ARTICLE 22(2) AND 22(3) OF THE WARSAW CONVENTION IN A MANNER INCONSISTENT WITH (1) HEREOF. THE LIMITS OF LIABILITY SHALL NOT APPLY IN CASES DESCRIBED IN ARTICLE 25 OF THE WARSAW CONVENTION OR ARTICLE 22(5) OF THE MONTREAL CONVENTION, WHICHEVER MAY APPLY.
- (5) MOBILITY AIDS
NOTE: NOTWITHSTANDING THE NORMAL CARRIER LIABILITY AS CONTAINED IN THIS RULE, THE LIMIT OF LIABILITY WILL BE WAIVED FOR CLAIMS INVOLVING THE LOSS OF, DAMAGE TO, OR DELAY IN DELIVERY OF MOBILITY AIDS, WHEN SUCH ITEMS HAVE BEEN ACCEPTED AS CHECKED BAGGAGE OR OTHERWISE. IN THE EVEN THAT A MOBILITY AID IS LOST OR DAMAGED, COMPENSATION IS TO BE BASED ON THE COST OF THE REPAIR OR REPLACEMENT

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Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

VALUE OF THE MOBILITY AID.
IN THE EVENT THAT A MOBILITY AID IS LOST OR
DAMAGED:

- (A) THE AIR CARRIER WILL IMMEDIATELY PROVIDE A SUITABLE TEMPORARY REPLACEMENT WITHOUT CHARGE;
 - (B) IF A DAMAGED AID CAN BE REPAIRED, IN ADDITION TO (A) ABOVE, THE AIR CARRIER WILL ARRANGE, AT ITS EXPENSE, FOR THE PROMPT AND ADEQUATE REPAIR OF THE AID AND RETURN IT TO THE PASSENGER AS SOON AS POSSIBLE;
 - (C) IF A DAMAGED AID CANNOT BE REPAIRED OR IS LOST AND CANNOT BE LOCATED WITHIN 96 HOURS FOLLOWING THE PASSENGER'S ARRIVAL, THE CARRIER WILL IN ADDITION TO (A) ABOVE, REPLACE IT WITH AN IDENTICAL AID SATISFACTORY TO THE PASSENGER, OR REIMBURSE THE PASSENGER FOR THE REPLACEMENT COST OF THE AID.
- (6) SERVICE ANIMALS
SHOULD INJURY OR DEATH OF A SERVICE ANIMAL RESULT FROM THE FAULT OR NEGLIGENCE OF THE CARRIER, THE CARRIER WILL UNDERTAKE TO PROVIDE EXPEDITIOUSLY, AND AT ITS OWN EXPENSE, MEDICAL CARE FOR OR REPLACEMENT OF THE SERVICE ANIMAL.
- (C) TIME LIMITATIONS ON CLAIMS AND ACTIONS
- (1) NO ACTION WILL BE TAKEN AGAINST THE CARRIER IN CASE OF LOSS OR DELAY IN THE DELIVERY OF CHECKED AND UNCHECKED BAGGAGE UNLESS THE PASSENGER COMPLAINS IN WRITING TO THE CARRIER WITHIN:
 - (A) 21 DAYS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT THE PASSENGER'S DISPOSAL (IN THE CASE OF DELAY); OR,
 - (B) 21 DAYS FROM THE DATE ON WHICH THE BAGGAGE SHOULD HAVE BEEN PLACED AT THE PASSENGER'S DISPOSAL (IN THE CASE OF LOSS).
 - (2) IN THE CASE OF DAMAGE TO CHECKED BAGGAGE, THE PASSENGER MUST COMPLAIN TO THE CARRIER IMMEDIATELY AFTER DISCOVERY OF DAMAGE, AND AT THE LATEST, WITHIN SEVEN DAYS FROM RECEIPT OF THE BAGGAGE.
 - (3) ANY CLAIM AGAINST A CARRIER WILL 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. FOR BAGGAGE CLAIMS, REIMBURSEMENT FOR EXPENSES WILL BE BASED UPON ACCEPTABLE PROOF OF CLAIM.
- (D) NOTICES
TP WILL PROVIDE EACH PASSENGER WHOSE TRANSPORTATION IS GOVERNED BY THE WARSAW CONVENTION OR THE MONTREAL CONVENTION WITH THE FOLLOWING NOTICE:
- (1) ADVICE TO INTERATIONAL PASSENGERS ON CARRIER LIABILITY
PASSENGERS ON A JOURNEY INVOLVING AN ULTIMATE DESTINATION OR A STOP IN A COUNTRY OTHER THAN THE COUNTRY OF DEPARTURE ARE ADVISED THAT INTERNATIONAL TREATIES KNOWN AS THE MONTREAL CONVENTION, OR ITS PREDECESSOR, THE WARSAW

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CTA No. 314 DOT No. 517

CONVENTION, INCLUDING ITS AMENDMENTS, MAY APPLY TO THE ENTIRE JOURNEY, INCLUDING ANY PORTION THEREOF WITHIN A COUNTRY. FOR SUCH PASSENGERS, THE TREATY, INCLUDING SPECIAL CONTRACTS OF CARRIAGE EMBODIED IN APPLICABLE TARIFFS, GOVERNS AND MAY LIMIT THE LIABILITY OF THE CARRIER IN RESPECT OF DEATH OR INJURY TO PASSENGERS, AND FOR DESTRUCTION OR LOSS OF, OR DAMAGE TO, BAGGAGE, AND FOR DELAY OF PASSENGERS AND BAGGAGE.

- (2) FOR SERVICES PROVIDED IN THE EU, THE CARRIER WILL USE THE FOLLOWING NOTICE IN ADDITION TO THE PRECEDING NOTICE:
LIMITS OF LIABILITY: THE APPLICABLE LIMITS OF LIABILITY FOR THE PASSENGER'S JOURNEY ON A FLIGHT TICKETED BY TP ARE:
- (A) THERE ARE NO FINANCIAL LIMITS FOR DEATH OR BODILY INJURY AND THE AIR CARRIER MAY MAKE AN ADVANCE PAYMENT TO MEET IMMEDIATE ECONOMIC NEEDS OF THE PERSON ENTITLED TO CLAIM COMPENSATION;
 - (B) IN THE CASE OF DESTRUCTION, LOSS OF, OR DAMAGE OR DELAY TO BAGGAGE, 1,131 SPECIAL DRAWING RIGHTS PER PASSENGER IN MOST CASES. THE PASSENGER MAY BENEFIT FROM A HIGHER LIMIT OF LIABILITY FOR LOSS OF, DAMAGE OR DELAY TO BAGGAGE BY MAKING AT CHECK-IN A SPECIAL DECLARATION OF THE VALUE OF HIS/HER BAGGAGE AND PAYING ANY SUPPLEMENTARY FEE THAT MAY APPLY. ALTERNATIVELY, IF THE VALUE OF THE PASSENGER'S BAGGAGE EXCEEDS THE APPLICABLE LIMIT OF LIABILITY, HE/SHE SHOULD FULLY INSURE IT BEFORE THEY TRAVEL;
 - (C) IN THE CASE OF DELAY TO THE PASSENGER'S JOURNEY, 4,694 SPECIAL DRAWING RIGHTS PER PASSENGER.
- (3) IF THE PASSENGER JOURNEY ALSO INVOLVES CARRIAGE BY OTHER AIRLINES, HE/SHE SHOULD CONTACT THEM FOR INFORMATION ON THEIR LIMITS OF LIABILITY.
- (E) OVERRIDING LAW
IF ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR THIS TARIFF IS FOUND TO BE CONTRARY TO AN APPLICABLE LAW, GOVERNMENT REGULATION, ORDER OR REQUIREMENT, WHICH CANNOT BE WAIVED BY AGREEMENT OF THE PARTIES, SUCH PROVISION, TO THE EXTENT THAT IT IS INVALID, SHALL BE SEVERED FROM THE TICKET OR TARIFF AND THE REMAINING PROVISIONS SHALL CONTINUE TO BE FULL FORCE AND EFFECT
- (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
ALL PASSENGERS WHO ARE TRANSPORTED GRATUITOUSLY BY THE CARRIER WILL BE GOVERNED BY ALL THE PROVISIONS OF THIS RULE AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.

Rule 60 Reservations

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NOTE: IN THE CASE OF CODE-SHARE, THE RULES APPLICABLE TO A PASSENGER'S TRANSPORTATION, AND THAT OF THEIR BAGGAGE, ARE THOSE OF THE CARRIER IDENTIFIED ON THE PASSENGER'S TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

(A) GENERAL

- (1) A RESERVATION FOR SPACE ON A GIVEN FLIGHT IS VALID WHEN THE AVAILABILITY AND ALLOCATION OF THE SPACE IS ENTERED INTO THE CARRIER'S RESERVATION SYSTEM AND A CONFIRMATION NUMBER/CODE IS OBTAINED WHICH AUTHENTICATES THE RESERVATION.
- (2) THE CARRIER WILL ONLY ISSUE A TICKET AGAINST A VALID RESERVATION, SUBJECT TO PAYMENT OR OTHER SATISFACTORY ARRANGEMENT AND PASSENGER COMPLIANCE WITH THE CHECK-IN TIME LIMITS SET OUT IN PARAGRAPH (F) BELOW, A TICKET WILL BE ISSUED TO THE PASSENGER BY THE CARRIER OR AGENT OF THE CARRIER INDICATING THAT THE PASSENGER IS HOLDING CONFIRMED SPACE FOR THE FLIGHT(S) SHOWN ON THE TICKET. THE TICKET WILL ONLY APPLY BETWEEN THE POINTS NAMED ON THE TICKET AND THE FLIGHT COUPONS THAT ARE PRESENTED.
- (3) A PASSENGER WHO IS HOLDING AN UNUSED OPEN TICKET OR A PORTION OF THAT TICKET OR AN MCO FOR ONWARD TRAVEL, OR WHO WISHES TO CHANGE HIS/HER RESERVATION FOR ANOTHER DATE, WILL NOT BE ENTITLED TO ANY PREFERENTIAL RIGHT TO SECURE A NEW RESERVATION.

(B) SEAT ASSIGNMENT

- (1) THE CARRIER DOES NOT GUARANTEE THE ASSIGNMENT OF ANY PARTICULAR SPACE ON THE AIRCRAFT.
- (2) THE PASSENGER MAY PRE-SELECT A SEAT WHEN BOOKING A FARE. HOWEVER, A FEE WILL BE ASSESSED IF IT IS A CONDITION OF THE FARE PURCHASED. EXCEPTION: PERSONS WITH DISABILITIES WHO REQUIRE SUCH A SEAT TO MEET A DISABILITY-RELATED NEED WILL NOT BE CHARGED A SEAT SELECTION FEE. THE ADVANCE SEAT SELECTION FEE WILL BE CHARGED PER PASSENGER AND PER EACH FLIGHT OF TRAVEL AND WILL BE APPLIED AS FOLLOWS:
 - (A) APPLICABLE FEES FOR TRAVEL:
BETWEEN CANADA AND INTERNATIONAL POINTS EQUAL \$85 CAD/USD FOR EXIT ROWS, \$50 CAD/USD FOR FRONT ROWS, \$40 CAD/USD FOR STANDARD SEATS.
 - (B) SEAT SELECTION FEES ARE NON-REFUNDABLE UNLESS:
THE CARRIER MUST MOVE THE PASSENGER FROM THEIR PRE-PAID, PRE-SELECTED SEAT DUE TO AN INVOLUNTARY SCHEDULE OR AIRPORT CHANGE OR DUE TO SAFETY OR OPERATIONAL REASONS.

(C) CANCELLATION OF RESERVATIONS

THE CARRIER WILL CANCEL RESERVATIONS OF ANY PASSENGER:

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CTA No. 314 DOT No. 517

- (1) TO COMPLY WITH ANY GOVERNMENT REGULATIONS; OR
 - (2) TO COMPLY WITH ANY GOVERNMENT REQUEST FOR EMERGENCY TRANSPORTATION, OR,
 - (3) DUE TO FORCE MAJEURE, OR
 - (4) WHEN THE PASSENGER HAS FAILED TO MEET CHECK-IN REQUIREMENTS SET OUT IN PARAGRAPH (F) BELOW.
- IF A CARRIER DOES CANCEL A PASSENGER'S RESERVATION DUE TO (C)(1), (2), OR 3 THE PASSENGER MAY TAKE ADVANTAGE OF THE PROVISIONS FOUND IN RULE 115, 85, 87 AND 90.

(D) PASSENGER'S RESPONSIBILITY

THE PASSENGER MUST ARRIVE AT THE AIRPORT WITH SUFFICIENT TIME TO COMPLETE CHECK-IN, GOVERNMENT FORMALITIES, SECURITY CLEARANCE AND THE DEPARTURE PROCESS WHILE MEETING THE TIME LIMITS DETAILED IN (F) BELOW. FLIGHTS WILL NOT BE DELAYED FOR PASSENGERS WHO HAVE NOT COMPLETED ANY OF THESE PRE-BOARDING REQUIREMENTS. THE CARRIER WILL NOT BE LIABLE FOR LOSS OR EXPENSE DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.

(E) FAILURE TO OCCUPY SEAT

IF THE PASSENGER DOES NOT OCCUPY SPACE WHICH HAS BEEN RESERVED BY/FOR HIM/HER AND THE CARRIER IS NOT NOTIFIED OF CANCELLATION OF SUCH RESERVATION UP TO AND UNTIL THE SCHEDULED DEPARTURE FLIGHT, THE CARRIER WILL CANCEL ALL CONTINUING OR RETURN RESERVATIONS HELD BY THE PASSENGER AND WILL NOT BE LIABLE FOR DOING SO OTHER THAN TO REFUND THE PASSENGER'S TICKET IN ACCORDANCE WITH THE APPLICABLE FARE RULE AND RULE 90 (C), VOLUNTARY REFUNDS.

(F) CHECK-IN TIME IN LIMITS

TRAVEL	CHECK-IN/ BAGGAGE DROP-OFF DEADLINE	BOARDING GATE DEADLINE
INTERNATIONAL	120 MINUTES	35 MINUTES

A PASSENGER MUST HAVE OBTAINED THE BOARDING PASS AND CHECKED ANY BAGGAGE BY THE CHECK-IN DEADLINE ABOVE AND MUST BE AVAILABLE FOR BOARDING AT THE BOARDING GATE BY THE DEADLINE SHOWN ABOVE. FAILURE TO MEET THESE DEADLINES MAY RESULT IN THE LOSS OF THE PASSENGER ASSIGNED SEAT OR CANCELLATION OF THE PASSENGER RESERVATION.

(G) TAP THROUGH CHECK-IN FOR CODE SHARE SERVICES

ON ITINERARIES WHERE PASSENGERS ARE TRAVELLING ON CODE-SHARE SERVICES AND TAP IS THE MARKETING CARRIER, PASSENGERS AND BAGGAGE WILL BE THROUGH CHECKED (I.E. BOARDING PASSES AND BAGGAGE CHECKS WILL BE ISSUED TO THE PASSENGERS) TO THE FINAL DESTINATION AS INDICATED ON THE PASSENGER'S TICKET.

EXCEPTION: ON ITINERARIES WHERE TAP'S CODE-SHARE PARTNERS, SATA INTERNATIONAL - AZORES AIRLINES, S.A. (S4) AND AIR CANADA (AC), OPERATE FLIGHTS SOLD UNDER TAP'S CODE, NEITHER SATA NOR AIR CANADA CAN ISSUE ONWARD BOARDING PASSES FOR EACH OTHER'S SERVICES TO THE PASSENGER'S FINAL DESTINATION AS THESE CARRIERS DO NOT HAVE A COMMERCIAL TICKETING AGREEMENT WITH ONE ANOTHER. WHEN THERE ARE CONNECTING FLIGHTS BETWEEN SATA AND AIR CANADA, TAP WILL INFORM ITS PASSENGERS OF

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CTA No. 314 DOT No. 517

THE NEED TO CHECK-IN AT THE RESPECTIVE COUNTERS OF EACH OF THESE CARRIERS FOR EACH FLIGHT OPERATED. SUFFICIENT CONNECTING TIME BETWEEN THE FLIGHTS OF THESE CARRIERS WILL BE PROVIDED IN ORDER TO ENABLE PASSENGERS TO MAKE THEIR CONNECTIONS. IF PASSENGERS FAIL TO MAKE THEIR CONNECTION, TAP WILL ENSURE THAT THE PASSENGERS ARE REBOOKED AND REROUTED, PURSUANT TO RULE 80. ALTERNATIVELY, PASSENGERS MAY CHECK-IN ON-LINE ON TAP'S WEBSITE TO OBTAIN BOARDING PASSES FOR EACH OF THESE CARRIERS' FLIGHTS TO AVOID THE NEED TO CHECK-IN AT EACH POINT OF FLIGHT DEPARTURE.

Rule 65 Tickets

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(A) GENERAL

- (1) A TICKET WILL NOT BE ISSUED AND THE CARRIER WILL NOT CARRY THE PASSENGER UNLESS THE PASSENGER HAS PAID THE APPLICABLE FARE OR HAS COMPLIED WITH ALL CREDIT ARRANGEMENTS.
- (2) BEFORE BOARDING, THE PASSENGER MUST PRESENT THE CARRIER WITH PROOF THAT HE/SHE HAS BEEN ISSUED A VALID TICKET FOR THE FLIGHT. SUCH PROOF MUST BE IN THE FORM OF ITINERARY/RECEIPT, A GOOD LOCATOR OR RESERVATION NUMBER, OR BOARDING PASS AND THE PASSENGER MUST PROVIDE THE CARRIER WITH POSITIVE IDENTIFICATION TO BE ENTITLED TO TRANSPORTATION. THE TICKET WILL GIVE THE PASSENGER THE RIGHT TO TRANSPORTATION ONLY BETWEEN THE POINTS OR ORIGIN AND DESTINATION, AND ON THE DATES, TIMES AND VIA THE ROUTING SHOWN ON THE TICKET.
- (3) FLIGHT COUPONS WILL BE HONOURED ONLY IN THE ORDER, IN WHICH THEY ARE DISPLAYED ON THE PASSENGER'S TICKET AND STORED IN THE CARRIER'S DATABASE.
- (4) THE TICKET REMAINS AT ALL TIMES THE PROPERTY OF THE CARRIER WHICH ISSUED THE TICKET.
- (5) THE CARRIER DOES NOT PERMIT THE PASSENGER TO HOLD MORE THAN ONE CONFIRMED RESERVATION/TICKET ON THE SAME DEPARTURE FLIGHT/ORIGIN AND DESTINATION FOR THE SAME TRAVEL DATE.

(B) VALIDITY FOR CARRIAGE

(1) GENERAL

WHEN VALIDATED, THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT OF DEPARTURE TO THE AIRPORT OF DESTINATION VIA THE ROUTE SHOWN ON THE TICKET, FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR THE PERIOD OF TIME REFERRED TO IN (2) BELOW. THE PASSENGER WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT SEGMENTS FOR WHICH A SEAT HAS BEEN RESERVED. WHEN THE FLIGHT SEGMENTS ARE ISSUED ON AN "OPEN DATE" BASIS (SEE RULE 65 (G) BELOW, A SEAT WILL BE RESERVED ONLY WHEN THE PASSENGER

Tariff: TP1
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CTA No. 314 DOT No. 517

MAKES A RESERVATION REQUEST WITH THE CARRIER. THE CARRIER'S AGREEMENT TO ACCEPT A RESERVATION REQUEST IS SUBJECT TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF ISSUE ARE THEN INDICATED ON THE TICKET.

(2) PERIODS OF VALIDITY
GENERALLY, THE PERIOD OF VALIDITY FOR TRANSPORTATION WILL BE ONE YEAR FROM THE DATE OF ISSUANCE OF THE ORIGINAL TICKET OR SUBJECT TO THE FIRST FLIGHT INDICATED THEREIN HAVING OCCURED WITHIN ONE YEAR FROM THE DATE OF ISSUANCE, ONE YEAR FROM THE DATE OF THE FIRST FLIGHT.

(3) COMPUTATION OF THE TICKET VALIDITY
WHEN COMPUTING THE TICKET VALIDITY I.E., THE MINIMUM/MAXIMUM STAYS AND ANY OTHER CALENDAR PERIODS SET OUT IN THE TICKET, THE FIRST DAY TO BE COUNTED WILL BE THE DAY FOLLOWING THE DATE THAT TRANSPORTATION COMMENCED OR THAT THE TICKET WAS ISSUED.

(4) EXPIRATION OF VALIDITY: TICKETS EXPIRE AT MIDNIGHT ON THE LAST DAY OF VALIDITY BASED ON WHERE THE TICKET WAS ISSUED.

(C) EXTENSION OF TICKET VALIDITY

(1) CARRIER'S OPERATIONS: IF A PASSENGER IS PREVENTED FROM TRAVELLING WITHIN THE PERIOD OF VALIDITY OF HIS/HER TICKET BECAUSE THE CARRIER IS UNABLE TO CONFIRM RESERVATION AT THE TIME THAT WAS REQUESTED IT TO THE CARRIER; THE VALIDITY OF SUCH TICKET WILL BE EXTENDED UNTIL NEXT AVAILABLE FLIGHT OR THE PASSENGER MAY BE ENTITLED TO A REFUND (SEE RULE 90).

(2) MEDICAL REASON: IF, AFTER HAVING COMMENCED THE JOURNEY, THE PASSENGER IS PREVENTED FROM TRAVELLING WITHIN THE PERIOD OF VALIDITY OF THE TICKET (AND NOT OF THE FARE REFERRED TO THEREIN) BY REASON OF ILLNESS, THE CARRIER WILL EXTEND SUCH PERIOD OF VALIDITY UNTIL THE DATE WHEN THE PASSENGER BECOMES ABLE TO TRAVEL OR UNTIL THE DATE OF THE FIRST FLIGHT THAT, AFTER SUCH DATE, SHALL DEPART FROM THE POINT THE PASSENGER RESUMES THE JOURNEY AND ON WHICH THERE WILL BE SPACE AVAILABLE IN THE CLASS OF SERVICE FOR WHICH THE FARE HAVE BEEN PAID. THE ILLNESS MUST BE ATTESTED BY A HOSPITAL ADMISSION CERTIFICATE. IF THE FLIGHT COUPONS REMAINING IN THE TICKETS, INVOLVES ONE OR MORE STOPOVERS, THE VALIDITY OF THE TICKET MAY BE EXTENDED FOR NOT MORE THAN 3 MONTHS FROM THE DATE OF RECOVERY SHOWN ON SUCH CERTIFICATE. IN SUCH CIRCUMSTANCES, WE SHALL SIMILARLY EXTEND THE PERIOD OF VALIDITY OF THE TICKETS OF OTHERS TP IMMEDIATE FAMILY ACCOMPANYING THE PASSENGER.

(D) WAIVER MINIMUM/MAXIMUM STAY PROVISIONS

IN THE EVENT OF DEATH OF PASSENGER EN ROUTE, THE TICKETS OF THE PERSONS ACCOMPANYING THE PASSENGER MAY BE MODIFIED BY WAIVING THE MINIMUM STAY OR EXTENDING THE RESPECTIVE VALIDITY. IN THE EVENT OF DEATH IN THE IMMEDIATE FAMILY OF THE PASSENGER WHO HAS COMMENCED TRAVEL, THE VALIDITY OF THE PASSENGER TICKET AND THOSE

OF THE IMMEDIATE FAMILY WHO ARE ACCOMPANYING THE PASSENGER MAY LIKEWISE BE MODIFIED. ANY SUCH MODIFICATION SHALL BE MADE UPON RECEIPT OF A VALID DEATH CERTIFICATE AND ANY SUCH EXTENSION OF VALIDITY SHALL NOT BE FOR A PERIOD LONGER THAN 45 DAYS FROM THE DATE OF THE DEATH.

- (E) UPGRADING (CHANGING FROM A LOWER TO A HIGHER FARE TICKET)
UPGRADING A FARE TICKET IS ONLY POSSIBLE TO FARES THAT IN THE CONDITIONS ARE ENTITLED TO DO SO.
- (1) BEFORE TRAVEL COMMENCES, A PASSENGER MAY UPGRADE TO A FARE OF HIGHER VALUE TO TRAVEL TO ANY OF THE CARRIER'S DESTINATIONS IN THE WORLD PROVIDED TRAVEL IS IN ACCORDANCE WITH (3) BELOW.
 - (2) PENALTIES AND ADDITIONAL CHARGES CAN BE CHARGED WHEN A FARE IS UPGRADED IN ACCORDANCE WITH (1) ABOVE.
 - (3) PASSENGERS UPGRADING IN ACCORDANCE WITH 1 ABOVE, MAY DO SO PROVIDED:
 - (A) TICKETING AND ADVANCE PURCHASE REQUIREMENTS OF THE NEW FARE HAVE BEEN MET; AND
 - (B) TRAVEL IS VIA TAP PORTUGAL; AND
 - (C) RESERVATIONS HAVE BEEN BOOKED IN THE APPROPRIATE CLASS OF SERVICE OF THE NEW FARE; AND
 - (D) THE DIFFERENCE IN FARES HAS BEEN PAID.
 - (4) AFTER DEPARTURE, THE PASSENGER HOLDING A TICKET FOR RETURN, CIRCLE TRIP OR OPEN JAW TRAVEL MAY UPGRADE THE TOTAL FARE IN ACCORDANCE WITH THE RULES OF THE FARE PAID.
 - (5) THE ORIGINAL FARE PAID (INCLUDING ALL ADDITIONAL CHARGES) MAY BE USED AS A FULL CREDIT TOWARDS THE FARE FOR THE UPGRADED JOURNEY.
 - (6) IN THE EVENT TRAVEL AT THE NEW FARE IS SUBSEQUENTLY CHANGED AND/OR CANCELLED, THE HIGHER FEE(S) FOR EITHER THE ORIGINALLY PURCHASED OR NEW FARE SHALL BE ASSESSED.
- (F) COUPON SEQUENCE
FLIGHTS APPEARING ON THE PASSENGER'S ITINERARY RECEIPT AND IN THE CARRIER'S DATABASE MUST BE USED IN SEQUENCE FROM THE PLACE OF DEPARTURE AS SHOWN ON THE PASSENGER'S TICKET. EACH FLIGHT COUPON WILL BE ACCEPTED FOR TRANSPORTATION IN THE CLASS OF SERVICE ON THE DATE AND FLIGHT FOR WHICH SPACE HAS BEEN RESERVED.
- (G) OPEN TICKETS
IF A TICKET OR FLIGHT COUPON IS ISSUED WITHOUT A SPECIFIC SEAT ON A FLIGHT BEING RESERVED IN THE CARRIER'S RESERVATION SYSTEM, I.E. LEFT OPEN, SPACE MAY BE LATER RESERVED SUBJECT TO THE TARIFF CONDITIONS OF THE PURCHASED FARE AND PROVIDED SPACE IS AVAILABLE ON THE FLIGHT REQUESTED.
- (H) NON-TRANSFERABILITY
A TICKET IS NOT TRANSFERABLE.
NOTE:THE CARRIER WILL NOT BE LIABLE TO THE PERSON NAMED ON THE TICKET IF THE TICKET IS EITHER PRESENTED FOR TRANSPORTATION OR FOR A REFUND BY ANOTHER PERSON. THE CARRIER WILL REFUSE TRANSPORTATION TO ANY PERSON OTHER THAN THE PERSON NAMED ON THE TICKET.

- (I) PROHIBITED PRACTICES
THE CARRIER SPECIFICALLY PROHIBITS THE PRACTICE COMMONLY KNOWN AS:
HIDDEN CITY OR POINT BEYOND TICKETING: THE PURCHASE OF A FARE FROM A POINT BEFORE THE PASSENGER'S ACTUAL POINT OF ORIGIN OR TO A POINT BEYOND THE PASSENGER'S ACTUAL DESTINATION.
USE OF THIS PRACTICE WILL RESULT IN THE PASSENGER'S RESERVATION BEING CANCELLED AND THE PASSENGER WILL NOT BE ENTITLED TO A REFUND.
- (J) INVALIDATED TICKETS
IF THE PASSENGER ATTEMPTS TO CIRCUMVENT ANY TERM OR CONDITION OF SALE OR THE CARRIER DETERMINES THAT THE PASSENGER IS MAKING USE OF ANY OF THE PROHIBITED PRACTICES SPECIFIED IN (H) ABOVE, THIS WILL CAUSE THE PASSENGER'S TICKET TO BE INVALID AND THE CARRIER WILL HAVE THE RIGHT TO:
- (1) CANCEL ANY REMAINING PORTION OF THE PASSENGER'S ITINERARY; AND
 - (2) CONFISCATE UNUSED FLIGHT COUPONS; AND
 - (3) REFUSE TO BOARD THE PASSENGER OR CHECK THE PASSENGER'S BAGGAGE; AND/OR
 - (4) CHARGE THE PASSENGER FOR THE TRUE VALUE OF THE TICKET, WHICH SHALL BE NO LESS THAN THE DIFFERENCE BETWEEN THE FARE ACTUALLY PAID AND THE LOWEST FARE FOR THE PASSENGER'S ACTUAL ITINERARY.
- (K) METHODS OF PAYMENT
THE FOLLOWING IS A LIST OF PAYMENT OPTIONS ACCEPTED BY THE CARRIER FOR THE PAYMENT OF TICKETS AND SERVICES OFFERED BY THE CARRIER:
- (1) CASH IN CURRENCIES ACCEPTABLE TO THE CARRIER
 - (2) CREDIT CARD
 - (3) BANK DEBIT CARD, WHERE FACILITIES PERMIT
 - (4) MCOS (MISCELLANEOUS CHARGES ORDER)
- (L) PERSONAL DATA
THE PASSENGER RECOGNIZE THAT THE PERSONAL DATA THAT HE GIVES TO THE CARRIER PASSENGER IS ONLY FOR THE PURPOSE OF MAKING ONE OR MORE RESERVATIONS, ISSUING ONE OR MORE TICKETS AND OBTAINING ANCILLARY SERVICE, DEVELOPING AND PROVIDING SERVICES, FACILITATING IMMIGRATION AND ENTRY PROCEDURES, AND MAKING AVAILABLE SUCH DATA TO GOVERNMENTAL AGENCIES IN CONNECTION WITH PASSENGER TRAVEL. FOR SUCH PURPOSES, THE PASSENGER AUTHORIZES TP TO RETAIN AND USE SUCH DATA AND TO TRANSMIT SAME TO TP OFFICES AND/OR SUBSIDIARIES AND/OR AUTHORIZED AGENTS AND/OR GOVERNMENTAL AGENCIES AND/OR OTHER CARRIERS AND/OR THE PROVIDERS OF THE ABOVE MENTIONED SERVICES AND/OR CREDIT AND OTHER PAYMENT CARD COMPANIES AND/OR DATA PROCESSORS WORKING FOR TP.
- (M) ACCURACY
PERSONAL INFORMATION WILL BE AS ACCURATE, COMPLETE, AND UP TO DATE AS IS NECESSARY FOR THE PURPOSES FOR WHICH IT IS TO BE USED.
THE CARRIER WILL PROVIDE THE MEANS TO ENSURE THAT A PASSENGER CAN UPDATE HIS/HER PERSONAL INFORMATION WHEN NECESSARY TO DO SO.
- (N) SAFEGUARDS
PERSONAL INFORMATION WILL BE PROTECTED BY THE CARRIER

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CTA No. 314 DOT No. 517

THROUGH SECURITY SAFEGUARDS APPROPRIATE TO THE
SENSITIVITY OF THE INFORMATION.

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CTA No. 314 DOT No. 517

Rule 75 Currency of Payment

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- (A) CURRENCY PROVISIONS ARE SUBJECT TO GOVERNMENT REGULATIONS AND APPLICABLE FOREIGN EXCHANGE REGULATIONS.
- (B) WHEN TRAVEL COMMENCES IN CANADA, PAYMENT FOR TICKETS WILL BE IN CANADIAN DOLLARS AT THE CANADIAN FARE, OR ITS EQUIVALENT IN OTHER CURRENCIES CONVERTED TO CANADIAN DOLLARS AT THE BANKER' BUYING RATE OF EXCHANGE.
- (C) WHEN TRAVEL ORIGINATES OUTSIDE CANADA BUT PAYMENT IS MADE IN CANADA, THE PUBLISHED FARE IN ANYTHING OTHER THAN CANADIAN DOLLARS WILL BE CONVERTED TO CANADIAN CURRENCY AT THE BANKERS' BUYING RATE OF EXCHANGE.
- (D) WHEN TRAVEL ORIGINATES OUTSIDE CANADA AND PAYMENT IS NOT MADE IN CANADA, THE PUBLISHED FARE WILL BE CONVERTED TO LOCAL CURRENCY AT THE BANKERS' BUYING RATE OF EXCHANGE.

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

- (A) CHANGES REQUESTED BY PASSENGER
- (1) AT THE PASSENGER'S REQUEST, CARRIER WILL EFFECT A CHANGE IN THE ROUTING (OTHER THAN THE POINT OF ORIGIN), CARRIER(S) CLASS(S) OF SERVICE, DESTINATION, FARE OR VALIDITY SPECIFIED IN AN UNUSED TICKET FLIGHT COUPON(S) OR MISCELLANEOUS CHARGES ORDER BY ISSUING A NEW TICKET OR BY ENDORSING SUCH UNUSED TICKET FLIGHT COUPON(S) OR MISCELLANEOUS CHARGES ORDER, PROVIDED THAT:
- (A) SUCH CARRIER ISSUED THE ORIGINAL TICKET; OR
- (B) SUCH CARRIER IS THE CARRIER DESIGNATED IN THE "VIA CARRIER" BOX, OR NO CARRIER IS DESIGNATED IN THE "VIA CARRIER" BOX, OF THE UNUSED FLIGHT COUPON OR MISCELLANEOUS CHARGES ORDER FOR THE FIRST ONWARD CARRIAGE FROM THE POINT ON THE ROUTE AT WHICH THE PASSENGER DESIRES THE CHANGE TO COMMENCE; HOWEVER, WHERE THE CARRIER WHO ISSUED THE TICKET IS DESIGNATED AS CARRIER FOR ANY SUBSEQUENT SECTION(S) AND 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 WHERE THE PASSENGER MAKES HIS REQUEST FOR SUCH CHANGE, THE REISSUING CARRIER SHALL OBTAIN SUCH ISSUING CARRIER'S ENDORSEMENT; OR
- (C) SUCH CARRIER HAS RECEIVED WRITTEN OR TELEGRAPHIC AUTHORITY TO DO SO FROM THE CARRIER ENTITLED UNDER (A) OR (B) ABOVE, TO EFFECT THE CHANGE.
- (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;

Tariff: TP1
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CTA No. 314 DOT No. 517

- 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 OF 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 THEREFOR HAS BEEN MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER; AND AFTER CARRIAGE HAS COMMENCED:
- (I) A ONE-WAY TICKET SHALL NOT BE CONVERTED INTO A ROUND, CIRCLE OR OPEN JAW TRIP TICKET AT THE ROUND, CIRCLE OR OPEN JAW TRIP DISCOUNT FOR ANY PORTION ALREADY FLOWN. DISCOUNT WILL BE APPLIED ONLY TO ANY REROUTED PORTION OF THE TRIP AND ONLY FROM THE POINT OF REROUTING, NOT BASED ON ANY PORTION OF THE TRIP ALREADY FLOWN;
- (II) A ROUND, CIRCLE OR DISCOUNTED OPEN JAW TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED THAT THE REQUEST THEREFOR IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.
- (3) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER SUB-PARAGRAPH (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 (SEE ALSO RULE 87 - (DENIED BOARDING COMPENSATION))
- (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 25 (REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE) 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 (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; OR
- (D) MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH THE PROVISIONS OF RULE 90 (REFUNDS) HEREIN.
- (2) CHANGE IN SCHEDULE
FOR THE PURPOSE OF THIS RULE, CHANGE IN SCHEDULE MEANS CHANGES WHICH REQUIRE REROUTING OF PASSENGER PRIOR TO DEPARTURE TIME OF THE ORIGINAL FLIGHT. WHEN A PASSENGER WILL BE DELAYED BECAUSE OF A CHANGE IN ITS SCHEDULE, CARRIER WILL ARRANGE TO:
- (A) TRANSPORT THE PASSENGER OVER ITS OWN LINES TO THE DESTINATION NEXT STOPOVER POINT OR TRANSFER POINT SHOWN ON ITS PORTION OF THE TICKET WITHOUT STOPOVER AT NO ADDITIONAL COST TO THE PASSENGER.
- (B) ENDORSE THE UNUSED TICKET FOR THE PURPOSE OF REROUTING OVER ANOTHER CARRIER.
- (C) REFUND IN ACCORDANCE WITH THE PROVISIONS OF RULE 90 (REFUNDS) HEREIN.
- (C) MISSED CONNECTIONS
IN THE EVENT A PASSENGER MISSES AN ONWARD CONNECTING FLIGHT ON WHICH SPACE HAS BEEN RESERVED FOR HIM/HER BECAUSE THE DELIVERING CARRIER DID NOT OPERATE ITS FLIGHT ACCORDING TO SCHEDULES OR CHANGED THE SCHEDULE OF SUCH FLIGHT, THE DELIVERING CARRIER WILL ARRANGE FOR THE CARRIAGE OF THE PASSENGER OR MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS) HEREIN.
- (D) FREE BAGGAGE ALLOWANCE
AN INVOLUNTARY REROUTED PASSENGER SHALL BE ENTITLED TO RETAIN THE FREE BAGGAGE ALLOWANCE APPLICABLE FOR THE

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CTA No. 314 DOT No. 517

TYPE OF SERVICE ORIGINALLY PAID FOR. THIS PROVISION SHALL APPLY EVEN THOUGH THE PASSENGER MAY BE TRANSFERRED FROM A FIRST CLASS FLIGHT TO AN ECONOMY/TOURIST/COACH/THRIFT CLASS FLIGHT AND IS ENTITLED TO A FARE REFUND.

Rule 85 Schedules, Delays and Cancellations of Flights†

Issued: October 26, 2019

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(A) APPLICABILITY

IN THE CASE OF A DELAY OR CANCELLATION (“SCHEDULE IRREGULARITY”), TAP SHALL COMPLY WITH AIR PASSENGER PROTECTION REGULATION.

INFORMATION TO PASSENGERS

TAP WILL PROMPTLY PROVIDE TIMELY UPDATES, INCLUDING THE REASON FOR THE DELAY OR CANCELLATION;

AS SOON AS TAP IS AWARE OF SUCH A DELAY OR CANCELLATION, AND THEN;

AT REGULAR INTERVALS OF 30 MINUTES UNTIL A NEW DEPARTURE TIME FOR THE FLIGHT IS SET, OR NEW TRAVEL ARRANGEMENTS FOR PASSENGERS HAVE BEEN MADE; AND

AS SOON AS POSSIBLE WHEN NEW INFORMATION IS AVAILABLE.

(B) GENERAL

(1) DELAY AND CANCELLATION

IF AIRLINE DID NOT NOTIFY PASSENGERS OF A FLIGHT DISRUPTION AT LEAST 12 HOURS BEFORE THE SCHEDULED DEPARTURE TIME, IT MUST PROVIDE PASSENGERS WITH CERTAIN AMENITIES, FREE OF CHARGE, WHEN IT CANCELS A FLIGHT OR WHEN A FLIGHT DELAY REACHES TWO HOURS. THESE ARE DESCRIBED BELOW.

(A) REASONABLE AMOUNT OF FOOD AND DRINK

(B) ACCESS TO A MEANS OF COMMUNICATION

(C) OVERNIGHT ACCOMMODATIONS

TRANSPORTATION TO/FROM THE ACCOMMODATION

REFUSING OR LIMITING TREATMENT

THE CARRIER MAY LIMIT OR REFUSE TO PROVIDE A STANDARD OF TREATMENT REFERRED ABOVE, IF PROVIDING THAT TREATMENT WOULD FURTHER DELAY THE PASSENGER

2) DELAY OR CANCELLATION – OUTSIDE CARRIER’S CONTROL

WHEN THERE WAS A FLIGHT DELAY OF THREE HOURS OR MORE OR A CANCELLATION THAT WAS OUTSIDE THE CARRIER’S CONTROL, THE CARRIER HAD TO REBOOK AFFECTED PASSENGERS, FREE OF CHARGE, ON THE NEXT AVAILABLE FLIGHT OPERATED BY THEM OR A PARTNER AIRLINE.

IF A DELAY OF THREE HOURS OR MORE OR A CANCELLATION IS OUTSIDE THE CARRIER’S CONTROL, AND THE AIRLINE CANNOT PROVIDE THE PASSENGER WITH A CONFIRMED RESERVATION ON THE NEXT AVAILABLE FLIGHT OPERATED BY THEM OR A PARTNER CARRIER, LEAVING WITHIN 48 HOURS OF THE DEPARTURE TIME ON THE PASSENGER’S ORIGINAL TICKET, THE CARRIER IS REQUIRED TO, AT THE PASSENGER’S CHOICE:

PROVIDE A REFUND;OR

MAKE ALTERNATE TRAVEL ARRANGEMENTS FOR THE PASSENGER, FREE OF CHARGE

Large CARRIER’S have to rebook the passenger on the next available flight of any airline, including competitors.

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Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

Passengers are free to change their decision and choose a refund at any time before being provided a confirmed reservation on an alternate flight.

(3) DELAY OR CANCELLATION - WITHIN THE CARRIER'S CONTROL

IF THE DELAY OF THREE HOURS OR MORE OR A CANCELLATION IS WITHIN THE CARRIER'S CONTROL, THE CARRIER HAD TO PROVIDE A REFUND IF THE ALTERNATE TRAVEL ARRANGEMENTS IT OFFERED DID NOT MEET THE PASSENGER'S NEEDS.

(4) COMPENSATION FOR DELAY OR CANCELLATION

IF A PASSENGER IS INFORMED 14 DAYS OR LESS BEFORE THE DEPARTURE TIME ON THEIR ORIGINAL TICKET THAT THE ARRIVAL OF THEIR FLIGHT AT THE DESTINATION THAT IS INDICATED ON THAT ORIGINAL TICKET WILL BE DELAYED, OR IF A PASSENGER IS INFORMED 14 DAYS OR LESS BEFORE THE ORIGINAL DEPARTURE TIME THAT THE ARRIVAL OF THEIR FLIGHT AT THE DESTINATION THAT IS INDICATED ON THEIR TICKET WILL BE DELAYED, PROVIDE THE MINIMUM COMPENSATION FOR INCONVENIENCE IN THE MANNER SET OUT BELOW.

- (A) CAD400, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY THREE HOURS OR MORE, BUT LESS THAN SIX HOURS,
- (B) CAD700, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY SIX HOURS OR MORE, BUT LESS THAN NINE HOURS, OR
- (C) CAD1,000, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY NINE HOURS OR MORE

(3) COMPENSATION IN CASE OF REFUND

IF THE DELAY IS A DELAY OF THREE HOURS OR MORE, OR IF IT IS REFUNDED THE UNUSED PORTION OF THE TICKET, THE CARRIER MUST PROVIDED A MINIMUM COMPENSATION OF \$400

(4) DEADLINE TO FILE REQUEST

TO RECEIVE THE MINIMUM COMPENSATION REFERRED TO IN PARAGRAPH (2) OR (3), A PASSENGER MUST FILE A REQUEST FOR COMPENSATION WITH THE CARRIER BEFORE THE FIRST ANNIVERSARY OF THE DAY ON WHICH THE FLIGHT DELAY OR FLIGHT CANCELLATION OCCURRED.

(5) DEADLINE TO RESPOND

THE CARRIER MUST, WITHIN 30 DAYS AFTER THE DAY ON WHICH IT RECEIVES THE REQUEST, PROVIDE THE COMPENSATION OR AN EXPLANATION AS TO WHY COMPENSATION IS NOT PAYABLE.

(6) REFUND COVERAGE

WHEN A PASSENGER CHOOSES TO RECEIVE A REFUND, THE CARRIER IS REQUIRED TO REFUND THE UNUSED PORTION OF THEIR TICKET, INCLUDING ANY UNUSED ADD-ON SERVICES PAID FOR (SUCH AS PREFERRED SEAT SELECTION OR ADDITIONAL CHECKED LUGGAGE).

IF THE PASSENGER IS NO LONGER AT THEIR POINT OF ORIGIN, AND THEIR TRAVEL NO LONGER SERVES A PURPOSE, THE CARRIER IS REQUIRED TO REFUND THE TICKET, INCLUDING ANY UNUSED ADDITIONAL SERVICES, AND BOOK THE PASSENGER ON A FLIGHT BACK TO THEIR POINT OF ORIGIN, FREE OF CHARGE(7) TARMAC DELAY OBLIGATIONS

IF A FLIGHT IS DELAYED ON THE TARMAC AFTER THE DOORS OF THE AIRCRAFT ARE CLOSED FOR TAKE-OFF OR AFTER THE FLIGHT HAS LANDED, THE CARRIER MUST PROVIDE PASSENGERS WITH THE FOLLOWING, FREE OF CHARGE:

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- (A) IF THE AIRCRAFT IS EQUIPPED WITH LAVATORIES, ACCESS TO THOSE LAVATORIES IN WORKING ORDER;
 - (B) PROPER VENTILATION AND COOLING OR HEATING OF THE AIRCRAFT;
 - (C) IF IT IS FEASIBLE TO COMMUNICATE WITH PEOPLE OUTSIDE OF THE AIRCRAFT, THE MEANS TO DO SO; AND
 - (D) FOOD AND DRINK, IN REASONABLE QUANTITIES, TAKING INTO ACCOUNT THE LENGTH OF THE DELAY, THE TIME OF DAY AND THE LOCATION OF THE AIRPORT.
- (7) URGENT MEDICAL ASSISTANCE
IF A PASSENGER REQUIRES URGENT MEDICAL ASSISTANCE WHILE THE FLIGHT IS DELAYED ON THE TARMAC AFTER THE DOORS OF THE AIRCRAFT ARE CLOSED FOR TAKE-OFF OR AFTER THE FLIGHT HAS LANDED, THE CARRIER MUST FACILITATE ACCESS TO THAT ASSISTANCE.

Rule 87 Denied Boarding Compensation†

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(A) APPLICABILITY

(1) DENIED BOARDING OCCURS WHEN A PASSENGER HAS A VALID TICKET FOR A FLIGHT, BUT IS NOT ALLOWED TO OCCUPY A SEAT ON BOARD THE AIRCRAFT BECAUSE THE NUMBER OF PASSENGERS WHO HAVE CHECKED IN, HAVE PROPER DOCUMENTATION AND ARE AT THE GATE ON TIME IS GREATER THAN THE NUMBER OF AVAILABLE SEATS THAT CAN BE OCCUPIED.

BEFORE ANY CARRIER DENIES BOARDING TO A PASSENGER FOR REASONS WITHIN ITS CONTROL OR REQUIRED FOR SAFETY, IT MUST LOOK FOR VOLUNTEERS TO GIVE UP THEIR SEAT. ONCE AN AIRLINE HAS FOUND A VOLUNTEER TO GIVE UP THEIR SEAT, THE AIRLINE MUST PUT IN WRITING FOR THEM THE BENEFITS AGREED TO PRIOR TO THE DEPARTURE OF THEIR FLIGHT.

ANY PASSENGER WHO IS DENIED BOARDING FOR A REASON THAT IS WITHIN THE AIRLINE'S CONTROL AND IS NOT REQUIRED FOR SAFETY – FOR EXAMPLE, COMMERCIAL OVERBOOKING OR A CHANGE IN AIRCRAFT DUE TO SCHEDULED MAINTENANCE – WOULD BE ENTITLED TO COMPENSATION. A PASSENGER'S COMPENSATION WOULD BE BASED ON LENGTH OF DELAY AT ARRIVAL AT THEIR FINAL DESTINATION.

(2) MINIMUM LEVELS OF COMPENSATION

LENGTH OF DELAY	AMOUNT (CAD)
0-6 HOURS	\$900
6-9 HOURS	\$1800
9+ HOURS	\$2400

(3) THE AIRLINE OPERATING THE AFFECTED FLIGHT WILL HAVE TO ISSUE COMPENSATION AT THE TIME THE PASSENGER IS NOTIFIED THAT THEY ARE DENIED BOARDING. THE AMOUNT OF COMPENSATION COULD BE SUPPLEMENTED IF A PASSENGER'S DELAY AT ARRIVAL IS LONGER THAN WAS EXPECTED WHEN PAYMENT WAS ISSUED. IF PAYMENT CANNOT BE MADE BEFORE THE PASSENGER'S NEW DEPARTURE TIME, THE AIRLINE WOULD BE REQUIRED TO ISSUE THE PAYMENT WITHIN 48 HOURS.

IN ADDITION, THE CARRIER WILL OFFER TO THE PASSENGER THE FOLLOWING:

A CHOICE BETWEEN:

(A) REIMBURSEMENT WITHIN SEVEN DAYS (IN CASH, BY ELECTRONIC BANK TRANSFER, BANK ORDERS OR BANK CHEQUES OR, WITH THE PASSENGER SIGNED AGREEMENT, TRAVEL VOUCHERS AND/OR OTHER

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CTA No. 314 DOT No. 517

- SERVICES) OF THE FULL COST OF THE TICKET, AT THE PRICE AT WHICH IT WAS BOUGHT, FOR THE PART OR PARTS OF THE JOURNEY NOT MADE, AND FOR THE PART OR PARTS ALREADY MADE IF THE FLIGHT IS NO LONGER SERVING ANY PURPOSE IN RELATION TO YOUR ORIGINAL TRAVEL PLAN, TOGETHER WITH, WHEN RELEVANT, A RETURN FLIGHT TO THE FIRST POINT OF DEPARTURE, AT THE EARLIEST OPPORTUNITY; OR
- (B) RE-ROUTING, UNDER COMPARABLE TRANSPORT CONDITIONS, TO YOUR FINAL DESTINATION, AT THE EARLIEST OPPORTUNITY; OR
 - (C) RE-ROUTING, UNDER COMPARABLE TRANSPORT CONDITIONS, TO YOUR FINAL DESTINATION AT A LATER DATE AT YOUR CONVENIENCE, SUBJECT TO AVAILABILITY OF SEATS.
- (4) AND THE CARRIER WILL OFFER TO THE PASSENGER, FREE OF CHARGE:
- (A) MEALS AND REFRESHMENTS IN A REASONABLE RELATION TO THE WAITING TIME;
 - (B) HOTEL ACCOMMODATION IN CASES WHERE A STAY OF ONE OR MORE NIGHTS BECOMES NECESSARY, OR WHERE A STAY ADDITIONAL TO THAT INTENDED BY THE PASSENGER BECOMES NECESSARY;
 - (C) TRANSPORT BETWEEN THE AIRPORT AND PLACE OF ACCOMMODATION (HOTEL OR OTHER); AND
 - (D) TWO TELEPHONE CALLS, FAX MESSAGES OR E-MAILS.
- (B) BOARDING PRIORITIES
- IN THE EVENT THERE ARE NOT ENOUGH VOLUNTEERS, THE REMAINING PASSENGERS WILL BE DENIED BOARDING ON AN INVOLUNTARY BASIS. PASSENGERS HOLDING CONFIRMED AND TICKETED RESERVATIONS WILL BE PERMITTED TO BOARD IN THE FOLLOWING ORDER UNTIL ALL AVAILABLE SEATS ARE OCCUPIED:
- (1) PERSONS WITH DISABILITIES AND ANY ACCOMPANYING ATTENDANT OR SERVICE ANIMAL.
 - (2) PASSENGERS TRAVELLING UNDER THE SERVICES OF THE UNACCOMPANIED MINOR PROGRAM.
 - (3) PASSENGERS HOLDING TOP EXECUTIVE, EXECUTIVE AND PLUS BRANDS TICKETS.
 - (4) PASSENGERS TRAVELLING AS A GROUP INCLUDING THE TOUR CONDUCTOR OF THE GROUP.
 - (5) ALL OTHER PASSENGERS WITH CONFIRMED AND TICKETED RESERVATIONS WILL BE ACCOMMODATED IN THE ORDER IN WHICH THEY PRESENTED THEMSELVES FOR CHECK-IN.

Rule 90 Refunds†

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(A) GENERAL

- (1) THE PASSENGER MUST PRESENT TO THE CARRIER OR ITS AUTHORIZED AGENT THE UNUSED FLIGHT COUPONS OF A TICKET, AN ITINERARY/RECEIPT, A RECORD LOCATOR OR A RESERVATION NUMBER AS SATISFACTORY PROOF THAT THE PASSENGER HAS UNUSED PORTIONS OF A TICKET WHICH ARE ELIGIBLE FOR REFUND.
- (2) THE CARRIER WILL MAKE A REFUND TO THE PERSON WHO PURCHASED THE TICKET USING THAT PERSON'S ORIGINAL PAYMENT METHOD (FOR EXAMPLE, A RETURN ON THE PERSON'S CREDIT CARD.
- (3) IF, AT THE TIME OF TICKET PURCHASE, THE PURCHASER DESIGNATES ANOTHER PERSON TO WHOM THE REFUND SHALL BE MADE, THEN THE REFUND WILL BE MADE TO THE PERSON SO DESIGNATED. TO DO SO, THE PASSENGER MUST CONTACT THE CARRIER DIRECTLY.
- (4) ACCEPTANCE OF A REFUND BY THE PASSENGER WILL RELEASE THE CARRIER FROM FURTHER LIABILITY. THE CARRIER IS ALLOWED TO OFFER THE REFUND IN OTHER FORMS AS WELL (FOR EXAMPLE, VOUCHERS OR CREDITS). IF:
IT DOES NOT EXPIRE;
THE CARRIER INFORMS THE PERSON IN WRITING OF THE VALUE OF THE REFUND AND THEIR RIGHT TO RECEIVE A REFUND IN THAT AMOUNT BY THE ORIGINAL PAYMENT METHOD; AND
THE PERSON CONFIRMS IN WRITING THAT THEY HAVE BEEN INFORMED OF THEIR RIGHT TO A REFUND BY THE ORIGINAL METHOD OF PAYMENT AND INSTEAD HAVE CHOSEN THE OTHER FORM OF REFUND.
- (5) IN ANY INSTANCE WHERE REFUNDS ARE APPROPRIATE, THE CARRIER WILL PROCESS REQUESTS IN A TIMELY MANNER AND REFUND THE FARE IN THE ORIGINAL FORM OF PAYMENT. THE CARRIER WILL PROCESS REFUND REQUESTS WITHIN 30 DAYS, REGARDLESS OF THE METHOD OF PAYMENT USED TO PURCHASE THE TICKET. THIS TIMELINE BEGINS AS SOON AS THE AIRLINE'S OBLIGATION TO PROVIDE A REFUND IS TRIGGERED.

(B) INVOLUNTARY REFUNDS

- (1) INVOLUNTARY REFUNDS ARE NOT SUBJECT TO ANY RESTRICTIONS CONTAINED IN THE APPLICABLE FARE RULE.
- (2) THE AMOUNT OF THE INVOLUNTARY REFUND WILL BE AS FOLLOWS:
WITHOUT PREJUDICE TO THE SPECIALLY FORESEEN IN THESE CONDITIONS OR IN ANY APPLICABLE LAW, IF CARRIER FAILS TO STOP AT PASSENGER DESTINATION OR AT ANY OF AGREED STOPPING PLACES, IF CARRIER CAUSES PASSENGER TO MISS A CONNECTION FLIGHT ON WHICH HE/SHE HAS A CONFIRMED RESERVATION OR IF CARRIER REFUSES TO CARRY A PASSENGER BECAUSE A

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CTA No. 314 DOT No. 517

BANNING NOTICE IS IN FORCE AGAINST HIM/HER, THE AMOUNT OF THE REFUND SHALL BE:

- (A) IF NO PORTION OF THE TICKET HAS BEEN USED - AN AMOUNT EQUAL TO THE FARE PAID PLUS, SUBJECT TO APPLICABLE LAW, THE TAXES, FEES AND CHARGES PAID;
 - (B) IF A PORTION OF THE TICKET HAS BEEN USED - THE AMOUNT OF THE REFUND WILL NOT BE LOWER THAN THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE APPLICABLE TO THE TRAVEL BETWEEN THE POINTS FOR WHICH THE TICKET HAS BEEN USED. SUBJECT TO ANY APPLICABLE LAW, THE AMOUNT OF TAXES, FEES AND CHARGES PAID AND TO BE PAID WILL BE TAKEN IN CONSIDERATION.
- (C) VOLUNTARY REFUNDS
- (1) VOLUNTARY REFUNDS WILL BE BASED ON THE APPLICABLE FARE AT THE TIME OF TICKET ISSUANCE AND THE REFUND WILL BE MADE IN ACCORDANCE WITH ANY RESTRICTIONS CONTAINED IN THE APPLICABLE FARE RULE.
 - (2) VOLUNTARY REFUNDS WILL BE MADE ONLY BY THE CARRIER WHICH ORIGINALLY ISSUED THE TICKET OR ITS AUTHORIZED AGENT.
 - (3) IF NO PORTION OF A TICKET HAS BEEN USED, THE REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID LESS ANY CANCELLATION FEE AND/OR SERVICE CHARGE.
 - (4) VOLUNTARY REFUND OF TICKETS SHALL BE MADE IN THE CURRENCY USED TO ISSUE THE TICKET AND IN THE COUNTRY WHERE THE TICKET WAS PURCHASED, WHENEVER POSSIBLE. HOWEVER, CANADIAN DOLLAR REFUNDS OR REFUNDS IN THE CURRENCY OF THE COUNTRY WHERE THE VOLUNTARY REFUND IS REQUESTED MAY BE MADE AT THE REQUEST OF THE PASSENGER PROVIDED A REFUND IN SUCH CURRENCY IS NOT PROHIBITED BY LOCAL GOVERNMENT FOREIGN EXCHANGE CONTROL REGULATIONS.
- (D) TIME LIMIT FOR REQUESTING A REFUND
THE PASSENGER NEEDS TO REQUEST REFUND UNTIL EXPIRATION DATE OF THE TICKET.
- (E) REFUNDS IN THE CASE OF DEATH
WHEN TRANSPORTATION IS CANCELLED AS A RESULT OF THE DEATH OF THE PASSENGER, A MEMBER OF THE IMMEDIATE FAMILY, THE REFUND WILL APPLY AS FOLLOWS:
- (1) REFUNDS IN THE CASE OF DEATH ARE NOT SUBJECT TO ANY RESTRICTIONS CONTAINED IN THE APPLICABLE FARE RULES.
 - (2) IF NO PORTION OF A TICKET HAS BEEN USED, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE AND CHARGES PAID.
 - (3) IF A PORTION OF THE TICKET HAS BEEN USED, THE REFUND WILL BE EQUAL TO THE DIFFERENCE BETWEEN THE FARE PAID AND THE APPLICABLE FARE FOR TRAVEL BETWEEN THE POINTS FOR WHICH THE TICKET HAS BEEN USED AND WILL NOT BE SUBJECT TO ANY CANCELLATION FEE AND/OR SERVICE CHARGE.
 - (4) REFUNDS WILL ONLY BE MADE UPON PRESENTATION OF THE UNUSED COUPON(S) AND 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

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Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- THE COUNTRY IN WHICH THE DEATH OCCURRED.
- (5) IN THE CASE OF DEATH OF THE PASSENGER, THE REFUND WILL BE MADE TO THE ESTATE OF THE PASSENGER.
- (F) REFUSAL TO REFUND
THE CARRIER MAY REFUSE TO REFUND THE PASSENGER'S TICKET IF THAT TICKET IS PRESENTED FOR REFUND AFTER ITS VALIDITY HAS EXPIRED.

Rule 105 Acceptance of Animals (Service Animals and Pets)[†]
Issued: October 26, 2019 Effective: October 27, 2019

THE CARRIER WILL AGREE TO CARRY ANIMALS TO THE FOLLOWING CONDITIONS:

(A) GENERAL

- (1) ADVANCE ARRANGEMENTS MUST BE MADE WITH THE CARRIER BEFORE ANY ANIMAL WILL BE ACCEPTED FOR CARRIAGE AS EITHER CHECKED OR CARRY-ON BAGGAGE.
- (2) THE CARRIER WILL ACCEPT FOR CARRIAGE ANIMALS/PETS SUCH AS DOMESTIC DOGS, CATS, AND BIRDS, AS EITHER CHECKED OR CARRY-ON BAGGAGE PROVIDED THE ANIMAL(S) IS/ARE ACCOMPANIED BY A PASSENGER, IN COMPLIANCE WITH THE IATA LIVE ANIMAL REGULATIONS.
- (3) ANIMALS MUST BE CONTAINED IN A CLEAN, LEAK/ESCAPE PROOF CAGE OR CONTAINER/KENNEL WITH ADEQUATE SPACE FOR THE COMFORT OF THE ANIMAL. THE CAGE OF CONTAINER/KENNEL MUST BE APPROVED BY THE CARRIER.
NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SERVICE ANIMALS IN TRAINING ACCOMPANIED BY THEIR COACH OR HOST FAMILY.
- (4) AN ANIMAL AND ITS CONTAINER WILL NOT BE INCLUDED IN THE PASSENGER'S FREE BAGGAGE ALLOWANCE. A SERVICE CHARGE WILL APPLY AND THE PASSENGER WILL BE OBLIGED TO PAY THE APPLICABLE CHARGES.
NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS ACCOMPANIED BY HANDLERS. SERVICE ANIMALS WILL BE CARRIED FREE OF CHARGE.
- (5) THE PASSENGER ASSUMES FULL RESPONSIBILITY FOR THE ANIMAL. BEFORE THE ANIMAL IS ACCEPTED FOR CARRIAGE, THE PASSENGER MUST MAKE ALL NECESSARY ARRANGEMENTS TO OBTAIN VALID HEALTH AND VACCINATION CERTIFICATES, ENTRY PERMITS AND OTHER DOCUMENTS REQUIRED BY COUNTRIES, STATES OR TERRITORIES FOR ENTRY OR TRANSIT. IN THE ABSENCE OF SUCH DOCUMENTATION, THE ANIMAL WILL NOT BE ACCEPTED FOR CARRIAGE.
- (6) WHEN TRAVEL INVOLVES MORE THAN ONE CARRIER, THE PASSENGER SHOULD VERIFY THE POLICY OF EACH CARRIER INVOLVED IN THE ITINERARY AND ENSURE THAT THE REQUIREMENTS OF EACH CARRIER HAVE BEEN MET AND THAT EACH CARRIER IS AWARE AND HAS AGREED TO CARRY THE ANIMAL ON ITS OWN AIRCRAFT.

(B) ANIMALS AS CHECKED BAGGAGE

- (1) THE NUMBER OF ANIMALS CARRIED IS LIMITED BY AIRCRAFT TYPE.
- (2) THE MAXIMUM ALLOWABLE WEIGHT FOR BOTH THE ANIMAL AND CONTAINER/KENNEL MUST NOT EXCEED 45 KG/99 LBS (EXCEPT ACCEPTANCE FOR USA, HUNGARY, FRANCE AND

[†] Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 105 are effective September 30, 2022 pursuant to Order No. 2021-A-3 of the CTA.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

NETHERLANDS THAT BY LAW THE MAXIMUM WEIGHT TO ACCEPT IS 32KG/70 LBS.

- (3) IF CONTAINER/KENNEL EXCEEDS THE MAXIMUM WEIGHT ABOVE MENTIONED, THE PASSENGER MUST MAKE ARRANGEMENTS WITH THE CARRIER'S CARGO DEPARTMENT.
- (4) FOR INTERNATIONAL TRAVEL, PURSUANT TO THE PROVISION OF THE APPLICABLE CONVENTION, ONCE AN ANIMAL IS ACCEPTED FOR CARRIAGE AS CHECKED BAGGAGE, THE CARRIER IS LIABLE IN THE EVENT OF DAMAGES ARISING FROM LOSS, DAMAGE AND DELAY OF AN ANIMALS AS SPECIFIED IN RULE 121, LIMITATIONS OF LIABILITY.
- (5) CHARGES: A SERVICE CHARGE OF \$358 CAD (UP TO 32 KGS/70 LB) OR \$466 CAD (OVER 32 KGS/70 LB AND UP TO 45 KGS/99 LB FOR TRANSPORTATION OF THE ANIMAL AND CONTAINER/KENNEL AS CHECKED BAGGAGE WILL BE APPLICABLE.

NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS ACCOMPANIED BY HANDLERS. SERVICE ANIMALS WILL BE CARRIED FREE OF CHARGE.

(C) ANIMALS IN CABIN

- (1) ONLY ONE ANIMAL PER PASSENGER MAY BE ACCEPTED FOR CARRIAGE IN THE PASSENGER CABIN.
- (2) THE NUMBER OF ANIMALS CARRIED IN THE PASSENGER CABIN IS LIMITED PER FLIGHT.
- (3) THE MAXIMUM SIZE PERMITTED FOR THE IN-CABIN ANIMAL CONTAINER/KENNEL MUST NOT EXCEED 45 X 30 X 23 CM/17 X 11 X 9 IN (LENGTH PLUS WIDTH PLUS HEIGHT)
- (4) THE MAXIMUM ALLOWABLE WEIGHT FOR BOTH THE ANIMAL AND IN-CABIN PET CONTAINER/KENNEL MUST NOT EXCEED 08 KG/17 LBS.
- (5) THE IN-CABIN CONTAINER/KENNEL MUST BE STORED UNDER THE SEAT DIRECTLY IN FRONT OF THE PASSENGER.
- (6) THE ANIMAL MUST REMAIN IN THE CONTAINER/KENNEL FOR THE ENTIRE DURATION OF THE JOURNEY.
- (7) IF THE CONTAINER/KENNEL EXCEEDS THE MAXIMUM SIZE AND/OR MAXIMUM WEIGHT MENTIONED ABOVE, THE ANIMAL MUST BE ACCEPTED AS CHECKED BAGGAGE.
- (8) THE CARRIER MAY REQUEST A PASSENGER WITH AN IN-CABIN ANIMAL TO CHANGE SEATS AFTER BOARDING TO ACCOMMODATE OTHER PASSENGERS.

CHARGES: THE CHARGE \$235 CAD FOR TRANSPORTATION OF AN ANIMAL (EXCEPT FOR SERVICE ANIMALS) AND CONTAINER/KENNEL IN THE PASSENGER CABIN WILL BE APPLIED.

(D) SERVICE ANIMALS

SERVICE ANIMALS ASSISTING A PERSON WITH A DISABILITY AND SERVICE ANIMALS IN TRAINING ACCOMPANIED BY THEIR COACH OR HOST FAMILY THAT HAVE BEEN CERTIFIED IN WRITING AS HAVING BEEN TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION OR IN TRAINING WILL BE PERMITTED IN THE PASSENGER CABIN OF THE AIRCRAFT. THE ANIMAL MUST REMAIN ON THE FLOOR AT THE PERSON'S SEAT.

- (1) THE CARRIER WILL ACCEPT FOR TRANSPORTATION WITHOUT CHARGE A SERVICE ANIMAL. THE PASSENGER

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- ACCOMPANYING THE SERVICE ANIMAL WILL BE ENTITLED TO THE NORMAL FREE BAGGAGE ALLOWANCE.
- (2) THE CARRIER, IN CONSULTATION WITH THE PERSON WITH A DISABILITY WHO IS ACCOMPANIED BY A SERVICE ANIMAL, WILL DETERMINE WHERE THE PASSENGER WILL BE SEATED IN ORDER TO ENSURE THAT ADEQUATE SPACE IS PROVIDED TO THE PERSON AND THE SERVICE ANIMAL.

Rule 115 Baggage Acceptance†

Issued: October 26, 2019

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- (A) APPLICABILITY
THIS RULE TO INTRALINE (ONLINE) TRANSPORTATION OF BAGGAGE AND INTERLINE TRANSPORTATION OF BAGGAGE WHERE THE CARRIER IS SELECTED TO APPLY ITS OWN BAGGAGE RULES TO AN ENTIRE ITINERARY.
- (B) GENERAL CONDITIONS OF ACCEPTANCE OF CHECKED AND UNCHECKED BAGGAGE
THE CARRIER WILL ACCEPT FOR TRANSPORTATION AS BAGGAGE, ANY GOOD THAT IS NECESSARY OR APPROPRIATE FOR THE WEAR, USE, COMFORT, OR CONVENIENCE OF THE PASSENGER FOR THE PURPOSE OF THE TRIP, SUBJECT TO THE FOLLOWING:
- (1) CHECKED BAGGAGE
- (A) ONCE THE CARRIER TAKES POSSESSION OF THE PASSENGER'S CHECKED BAGGAGE, THE CARRIER WILL ISSUE A BAGGAGE IDENTIFICATION TAG FOR EACH PIECE OF CHECKED BAGGAGE. A PORTION OF THIS TAG WILL BE PROVIDED TO THE PASSENGER AND EACH BAG WILL BE AFFIXED WITH THE CORRESPONDING REMAINING PORTION OF THE TAG.
- (B) CHECKED BAGGAGE WILL BE CARRIED ON THE SAME AIRCRAFT AS THE PASSENGER UNLESS THE BAGGAGE IS DELAYED OR THE CARRIER DECIDES THAT IT IS IMPRACTICAL TO CARRY THE BAGGAGE ON THE SAME AIRCRAFT. IN CASE OF DELAY, THE CARRIER WILL TAKE NECESSARY STEPS TO INFORM THE PASSENGER ON THE STATUS OF THE BAGGAGE, ENSURE THE PASSENGER HAS THEIR INCIDENTALS COVERED OR AN OVERNIGHT KIT IS PROVIDED AS PRACTICABLE AND ARRANGE TO DELIVER THE BAGGAGE TO THE PASSENGER AS SOON AS POSSIBLE UNLESS APPLICABLE LAWS REQUIRE THE PRESENCE OF THE PASSENGER FOR CUSTOMS CLEARANCE.
NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES.
(SEE RULE 21(E))
- (2) UNCHECKED BAGGAGE (CARRY-ON BAGGAGE)
- (A) UNCHECKED BAGGAGE MUST BE WITHIN THE CARRIER'S SIZE AND WEIGHT LIMITS TO BE TAKEN ONBOARD THE AIRCRAFT.
- (B) UNCHECKED BAGGAGE MUST FIT UNDER THE SEAT LOCATED IN FRONT OF THE PASSENGER OR IN ENCLOSED STORAGE COMPARTMENT IN THE PASSENGER CABIN OF THE AIRCRAFT.
NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES.
SEE RULE 21(E).
- (C) OBJECTS WHICH ARE NOT SUITABLE FOR CARRIAGE AS CHECKED BAGGAGE (E.G. DELICATE MUSICAL INSTRUMENTS) WILL ONLY BE ACCEPTED FOR

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 115 are effective September 30, 2022 pursuant to Order No. 2021-A-3 of the CTA.

TRANSPORTATION IN THE PASSENGER CABIN OF THE AIRCRAFT IF ADVANCE NOTICE IS GIVEN TO THE CARRIER AND THE CARRIER AGREES TO CARRY THE OBJECT. THE PASSENGER WILL PAY AN EXTRA SEAT AS PER PASSENGER FARE FOR THE TRANSPORTATION OF THESE OBJECTS. PASSENGERS SHOULD CONTACT THE CARRIER OR REVIEW ITS WEB SITE FOR MORE INFORMATION ABOUT WHICH OBJECTS ARE NOT SUITABLE FOR CARRIAGE AS CHECKED BAGGAGE AND WILL ONLY BE ACCEPTED FOR TRANSPORTATION IN THE PASSENGER CABIN OF THE AIRCRAFT UPON PRIOR AGREEMENT WITH THE CARRIER.

(C) FREE BAGGAGE ALLOWANCE

THE PASSENGER IS ENTITLED TO CARRY FREE OF CHARGE CHECKED AND UNCHECKED BAGGAGE AS SPECIFIED AND SUBJECT TO THE CONDITIONS AND LIMITATIONS SET OUT IN THE CHARTS BELOW:

CHECKED BAGGAGE (IF TRAVEL OF JOURNEY STARTS ON/BEFORE AUGUST 31, 2017)

TYPE OF SERVICE	MAXIMUM NUMBER OF BAGS PERMITTED	WEIGHT PER BAG	DIMENSION PER BAG
BUSINESS CLASS	2 PIECES	32 KGS/70 LB	SUM OF THE 3 DIMENSIONS: MAXIMUM 158 CMS/62 IN
ECONOMY CLASS	1 PIECE	23 KGS/50 LB	SUM OF THE 3 DIMENSIONS: MAXIMUM 158 CMS/62 IN

CHECKED BAGGAGE (IF TRAVEL OF JOURNEY STARTS ON/AFTER SEPTEMBER 1, 2017)

TYPE OF SERVICE	MAXIMUM NUMBER OF BAGS PERMITTED	WEIGHT PER BAG	DIMENSION PER BAG
TOP EXECUTIVE BRAND	3 PIECES	32 KGS/70 LB	SUM OF THE 3 DIMENSIONS: MAXIMUM 158 CMS/62 IN
EXECUTIVE BRAND	2 PIECES	32 KGS/70 LB	SUM OF THE 3 DIMENSIONS: MAXIMUM 158 CMS/62 IN
ECONOMY PLUS BRAND	3 PIECES	23 KGS/50 LB	SUM OF THE 3 DIMENSIONS: MAXIMUM 158 CMS/62 IN
ECONOMY CLASSIC BRAND	2 PIECES	23 KGS/50 LB	SUM OF THE 3 DIMENSIONS: MAXIMUM 158 CMS/62 IN
ECONOMY BASIC BRAND	1 PIECE	23 KGS/50 LB	SUM OF THE 3 DIMENSIONS: MAXIMUM 158 CMS/62 IN

Tariff: TP1 CTA No. 314 DOT No. 517
 Carrier: TAP Portugal - TP

ECONOMY 0 PIECE - -
 DISCOUNT BRAND

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE BAGGAGE RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

UNCHECKED BAGGAGE (CARRY-ON BAGGAGE)			
TYPE OF SERVICE	MAXIMUM NUMBER OF BAGS PERMITTED	WEIGHT PER BAG	DIMENSION PER BAG
BUSINESS CLASS	2 PIECES	8 KGS/18 LB	115 CM/45 IN (55X40X20 CM)
ECONOMY CLASS	1 PIECE	8 KGS/18 LB	115 CM/45 IN (55X40X20 CM)

(A) IF A PASSENGER EXCEEDS THE MAXIMUM NUMBER OF BAGS PERMITTED AND/OR THE MAXIMUM WEIGHT FOR EACH BAG OR THE MAXIMUM DIMENSIONS PERMITTED FOR EACH CHECKED OR CARRIED ON BAG, THE PASSENGER WILL BE SUBJECT TO THE EXCESS BAGGAGE CHARGES SET OUT IN THE CHART IN PARAGRAPH (E).

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. (SEE RULE 21(E))

(B) THE PASSENGER'S NAME AND POINT OF CONTACT MUST APPEAR ON THE BAGGAGE. IT IS RECOMMENDED THAT THE NAME AND POINT OF CONTACT ALSO BE INCLUDED INSIDE THE BAGGAGE.

(D) COLLECTION AND DELIVERY OF BAGGAGE

(1) THE PASSENGER HAS THE RIGHT TO RETRIEVE HIS OR HER BAGGAGE WITHOUT DELAY.

(2) ONLY THE PASSENGER WHO WAS GIVEN A BAGGAGE IDENTIFICATION TAG WHEN THE CARRIER TOOK POSSESSION OF THE BAGGAGE IS ENTITLED TO ACCEPT DELIVERY OF THE BAGGAGE.

(3) IF THE PASSENGER CLAIMING THE CHECKED BAGGAGE IS UNABLE TO PRODUCE HIS/HER PORTION OF THE BAGGAGE IDENTIFICATION TAG AND IDENTIFY THE BAGGAGE BY MEANS OF ITS BAGGAGE IDENTIFICATION TAG, THE CARRIER MUST RECEIVE SATISFACTORY PROOF THAT THE BAGGAGE BELONGS TO THE PASSENGER IN QUESTION BEFORE DELIVERING THE BAGGAGE TO THE PASSENGER.

(4) ACCEPTANCE OF THE BAGGAGE WITHOUT COMPLAINT, WITHIN THE TIME LIMITS STIPULATED IN RULE (55)(C), BY THE PASSENGER IN POSSESSION OF THE BAGGAGE IDENTIFICATION TAG IS EVIDENCE THAT THE CARRIER DELIVERED THE BAGGAGE IN GOOD CONDITION AND IN ACCORDANCE WITH THIS TARIFF.

(E) EXCESS BAGGAGE

BAGGAGE IN EXCESS OF THE FREE BAGGAGE ALLOWANCE WILL BE ACCEPTED UPON PAYMENT OF THE APPLICABLE CHARGE. THE CHARGE FOR THE EXCESS BAGGAGE IS PAYABLE PRIOR TO DEPARTURE AT THE POINT OF CHECK-IN.

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. (SEE RULE 21(E))

EXCESS BAGGAGE			
TYPE OF SERVICE	CHARGE PER PIECE	OVERWEIGHT UP TO 32 KGS/70 LB	OVERSIZE OVER 158 CMS/62 IN

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

BUSINESS AND ECONOMY CLASS TO EUROPE	\$281 CAD	\$204 CAD	\$204 CAD
TYPE OF SERVICE	CHARGE PER PIECE	OVERWEIGHT UP TO 32 KGS/70 LB	OVERSIZE OVER 158 CMS/62 IN
BUSINESS AND ECONOMY CLASS TO AFRICA AND ISRAEL	\$420 CAD	\$250 CAD	\$250 CAD

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE BAGGAGE RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

- (F) EXCESS VALUE DECLARATION CHARGE
THE PASSENGER MAY DECLARE A VALUE IN EXCESS OF THE APPLICABLE LIABILITY LIMITS FOR THE CHECKED BAGGAGE AND PAY ANY EXCESS VALUE CHARGES TO THE CARRIER PRIOR TO DEPARTURE AT THE POINT OF CHECK-IN AT THE RATE 10% OF THE TOTAL DECLARED VALUE TO A MAXIMUM OF 3400 CAD OF EXCESS VALUATION.

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. (SEE RULE 21(E))

- (G) ITEMS UNACCEPTABLE AS BAGGAGE
THE FOLLOWING ITEMS ARE UNACCEPTABLE AS BAGGAGE AND WILL NOT BE TRANSPORTED BY THE CARRIER:
- (1) ITEMS WHICH ARE FORBIDDEN TO BE CARRIED BY THE APPLICABLE LAWS, REGULATIONS, OR ORDER OF ANY COUNTRY TO BE FLOWN FROM, TO, OR OVER.
 - (2) ITEMS WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT OR PERSONS OR PROPERTY ON BOARD THE AIRCRAFT. THESE UNACCEPTABLE ITEMS ARE SPECIFIED IN THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) TECHNICAL INSTRUCTIONS FOR THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR AND THE INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA) DANGEROUS GOODS REGULATIONS.
 - (3) ITEMS, WHICH IN THE CARRIER'S OPINION, ARE UNSUITABLE FOR CARRIAGE BECAUSE OF THEIR WEIGHT, SIZE OR CHARACTER, FOR EXAMPLE, FRAGILE OR PERISHABLE ITEMS.
 - (4) LIVE ANIMALS EXCEPT AS PROVIDED IN RULE 105. ACCEPTANCE OF ANIMALS (SERVICE ANIMALS AND PETS).
 - (5) FIREARMS AND AMMUNITION OTHER THAN FOR HUNTING OR SPORTING PURPOSES ARE PROHIBITED FROM CARRIAGE AS BAGGAGE. FIREARMS AND AMMUNITION FOR HUNTING AND SPORTING PURPOSES WILL BE ACCEPTED AS CHECKED BAGGAGE PROVIDED THE FIREARMS ARE NOT LOADED, THE SAFETY CATCH IS IN THE "ON" POSITION AND THE FIREARMS ARE SUITABLY PACKED. THE CARRIAGE OF AMMUNITION IS SUBJECT TO ICAO AND IATA REGULATIONS MENTIONED IN (2) ABOVE.
 - (6) WEAPONS SUCH AS ANTIQUE FIREARMS, SWORDS, KNIVES AND OTHER SIMILAR ITEMS MAY BE ACCEPTED AS CHECKED BAGGAGE AT THE CARRIER'S DISCRETION, PROVIDED THAT

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- ARE SUITABLY PACKED.
- (7) THE PASSENGER SHALL NOT INCLUDE IN THE CHECKED BAGGAGE FRAGILE OR PERISHABLE ITEMS, MONEY, JEWELRY, PRECIOUS METALS, COMPUTERS, PERSONAL ELECTRONIC DEVICES, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES, SHARES CERTIFICATES, BUSINESS OR ACADEMIC DOCUMENTS, SAMPLES, PASSPORTS AND OTHER IDENTIFICATION DOCUMENTS.
- (H) RIGHT TO REFUSE CARRIAGE OF BAGGAGE
- (1) THE CARRIER WILL REFUSE AS CHECKED BAGGAGE ANY BAG THAT THE CARRIER HAS DISCOVERED TO CONTAIN ANY UNACCEPTABLE ITEM MENTIONED IN (G) ABOVE AND WHEN THE PASSENGER FAILS TO PROVIDE THE CARRIER WITH PRIOR NOTICE THAT THEY WISH TO CARRY SUCH AN ITEM IN THEIR BAGGAGE.
- (2) THE CARRIER WILL, AT ITS SOLE DISCRETION, REFUSE TO CARRY ANY BAGGAGE BECAUSE OF ITS SIZE, SHAPE, WEIGHT OR CHARACTER.
- (3) UNLESS ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH THE CARRIER, THE CARRIER MAY CARRY ON LATER FLIGHTS BAGGAGE WHICH IS IN EXCESS OF THE FREE BAGGAGE ALLOWANCE.
- (4) THE CARRIER WILL REFUSE TO CARRY CHECKED BAGGAGE IF IT DETERMINES THAT THE BAGGAGE HAS NOT BEEN PROPERLY AND SECURELY PACKED IN SUITABLE SUITCASES OR CONTAINERS.
- NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES SEE RULE 21(E).
- (I) RIGHT OF SEARCH
- THE CARRIER MAY REQUEST THE PASSENGER TO PERMIT A SEARCH TO BE CONDUCTED OF HIS/HER PERSON AND BAGGAGE. THE CARRIER MAY SEARCH BAGGAGE IN THE PASSENGER'S ABSENCE. THE PURPOSE OF ANY SEARCH IS TO ENSURE AIRCRAFT AND PASSENGER SAFETY, SECURITY AND TO DETERMINE WHETHER THE PASSENGER IS IN POSSESSION OF OR THE BAGGAGE CONTAINS ITEMS MENTIONED IN (G) ABOVE OR ANY ARMS OR AMMUNITION WHICH HAVE NOT BEEN PRESENTED TO THE CARRIER. IF THE PASSENGER REFUSES TO COMPLY WITH THE REQUEST FOR SEARCH, THE CARRIER MAY REFUSE TO CARRY THE PASSENGER AND/OR HIS/HER BAGGAGE.
- (J) LOST OR DAMAGED BAGGAGE
- IF A CARRIER ADMITS TO THE LOSS OF BAGGAGE, OR IF BAGGAGE IS LOST FOR MORE THAN 21 DAYS OR IS DAMAGED, THE CARRIER MUST PROVIDE COMPENSATION EQUAL TO OR GREATER THAN THE SUM OF
- (1) THE FEES PAID FOR THAT BAGGAGE,
- (2) IN CASES WHERE THE CARRIAGE BY AIR ACT APPLIES, THE COMPENSATION PAYABLE IN ACCORDANCE WITH THAT ACT, AND
- (3) IN CASES WHERE THE CARRIAGE BY AIR ACT DOES NOT APPLY, THE AMOUNT THAT WOULD BE PAYABLE BY THE CARRIER IN ACCORDANCE WITH THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR SET OUT IN SCHEDULE VI TO THAT ACT, IF THE CARRIER WERE CONDUCTING INTERNATIONAL CARRIAGE OF BAGGAGE WITHIN THE MEANING OF PARAGRAPH 1 OF ARTICLE 1 OF THAT CONVENTION.
- (K) TEMPORARY LOSS

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

IF BAGGAGE IS LOST FOR 21 DAYS OR LESS, THE CARRIER MUST PROVIDE COMPENSATION EQUAL TO OR GREATER THAN THE SUM OF

- (1) THE FEES PAID FOR THAT BAGGAGE,
- (2) IN CASES WHERE THE CARRIAGE BY AIR ACT APPLIES, THE COMPENSATION PAYABLE IN ACCORDANCE WITH THAT ACT, AND
- (3) IN CASES WHERE THE CARRIAGE BY AIR ACT DOES NOT APPLY, THE AMOUNT THAT WOULD BE PAYABLE BY THE CARRIER FOR DELAY IN THE CARRIAGE OF BAGGAGE IN ACCORDANCE WITH THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR SET OUT IN SCHEDULE VI TO THAT ACT, IF THE CARRIER WERE CONDUCTING INTERNATIONAL CARRIAGE OF BAGGAGE WITHIN THE MEANING OF PARAGRAPH 1 OF ARTICLE 1 OF THAT CONVENTION.

(L) MUSICAL INSTRUMENTS

A CARRIER MUST ESTABLISH TERMS AND CONDITIONS WITH REGARD TO

- (1) MUSICAL INSTRUMENTS THAT MAY BE CARRIED IN THE CABIN OR THAT MUST BE CHECKED, INCLUDING
 - (A) RESTRICTIONS WITH RESPECT TO SIZE AND WEIGHT,
 - (B) RESTRICTIONS WITH RESPECT TO QUANTITY, AND
 - (C) THE USE OF STOWAGE SPACE IN THE CABIN;
- (2) FEES FOR TRANSPORTING INSTRUMENTS; AND
- (3) PASSENGER OPTIONS IF, BECAUSE A FLIGHT WILL OCCUR ON A DIFFERENT AIRCRAFT THAN EXPECTED, THERE IS INSUFFICIENT STOWAGE SPACE IN THE CABIN.

(M) OBLIGATIONS TO CARRY

A CARRIER MUST ACCEPT MUSICAL INSTRUMENTS AS CHECKED OR CARRY-ON BAGGAGE, UNLESS ACCEPTING AN INSTRUMENT IS CONTRARY TO GENERAL TERMS AND CONDITIONS IN THE CARRIER'S TARIFF WITH RESPECT TO THE WEIGHT OR DIMENSION OF BAGGAGE OR TO SAFETY.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

Rule 129 Routings

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APPLICATION

- (A) A ROUTING IS APPLICABLE ONLY TO THE FARES WHICH ARE SPECIFICALLY ASSOCIATED WITH IT.
- (B) A ROUTING MAY BE TRAVELLED VIA ANY OR ALL OF THE CITIES NAMED IN THE ROUTING DIAGRAM, UNLESS OTHERWISE RESTRICTED.
- (C) ALL OR PART OF THE APPLICABLE ROUTING MAY RESULT IN NON-STOP TRAVEL.
- (D) AN INTERMEDIATE POINT(S) SPECIFIED ALONG THE ROUTING MAY BE OMITTED.
- (E) ALL ROUTINGS ARE APPLICABLE IN EITHER DIRECTION, UNLESS OTHERWISE RESTRICTED.
- (F) FOR THOSE ROUTINGS PERMITTING CHOICE OF CARRIER FOR CARRIAGE BETWEEN THE SAME POINTS, ONLY ONE OF THOSE CARRIERS MAY BE USED.
- (G) WHERE NO CARRIER IS INDICATED BETWEEN TWO POINTS, TRAVEL IS LIMITED TO TAP PORTUGAL.
- (H) IF MORE THAN ONE ROUTING IS APPLICABLE VIA THE SAME FARE, THE PASSENGER, PRIOR TO THE ISSUANCE OF THE TICKET, MAY SPECIFY THE ROUTING IS SPCIFIED BY THE PASSENGER, THE CARRIER WILL DETERMINE THE ROUTING.

Rule 130 Fares

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- (A) GENERAL
FARES APPLY ONLY FOR CARRIAGE FROM THE AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF DESTINATION AND DO NOT INCLUDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS OR BETWEEN AIRPORTS AND CITY CENTERS EXCEPT WHERE RULE 30 SPECIFICALLY PROVIDES THAT SUCH GROUND TRANSFER SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.
- (B) PRECEDENCE OF FARES
UNLESS OTHERWISE PROVIDED IN CARRIER'S TARIFFS, A PUBLISHED FARE TAKES PRECEDENCE OVER THE COMBINATION OF FARES APPLICABLE TO THE SAME CLASS BETWEEN THE SAME POINTS VIA THE SAME ROUTING EXCEPT AS PROVIDED IN PARAGRAPH (C)(1) BELOW. COMBINATIONS OF SEGMENT FARES RESULTING IN LOWER THAN THROUGH FARES MAY BE USED PROVIDED THAT TRAVEL MUST BE VIA POINTS SHOWN IN CONSTRUCTION.
- (C) CONSTRUCTION OF FARES
- (1) COMBINATION OF DOMESTIC U.S. FARES WITH INTERNATIONAL FARES
A SPECIAL FARE APPLICABLE WITHIN THE U.S.A. MAY BE COMBINED WITH AN INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED FARE FROM POINT OF ORIGIN TO POINT OF DESTINATION, PROVIDED THAT THE PASSENGER COMPLIES WITH ALL CONDITIONS OF THE SPECIAL FARES. ROUTING MAY BE VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S).
- (2) COMBINATION OF ARBITRARIES WITH INTERNATIONAL FARES
WHEN A THROUGH FARE IS NOT PUBLISHED VIA A DESIRED ROUTING BETWEEN A POINT IN CANADA OR THE U.S.A. AND A POINT IN AREA 2 OR 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. ROUTING MAY BE VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S).
- (3) 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 AS FOLLOWS:
- STEP 1: ESTABLISH NEUTRAL UNIT OF CURRENCY (NUC) AMOUNT OF EACH LOCAL CURRENCY FARE BY DIVIDING THE LOCAL CURRENCY FARE BY THE APPLICABLE IATA RATE OF EXCHANGE. SEE CURRENCY CONVERSION TABLE IN RULE 145.
- STEP 2: ADD NEUTRAL UNIT OF CURRENCY (NUC) AMOUNTS.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

STEP 3: ESTABLISH THROUGH LOCAL CURRENCY FARE BY MULTIPLYING TOTAL NEUTRAL UNIT OF CURRENCY (NUC) AMOUNT BY THE IATA RATE OF EXCHANGE FOR THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION. CALCULATE TO ONE DECIMAL PLACE BEYOND THE NUMBER OF DECIMAL PLACES SHOWN IN THE CURRENCY CONVERSION TABLE IN RULE 145 IGNORING ANY FURTHER DECIMAL PLACES. ROUND UP TO THE NEXT HIGHER ROUNDING UNIT SHOWN IN THE CURRENCY CONVERSION TABLE IN RULE 145 UNLESS OTHERWISE SHOWN.

(D) MINIMUM FARE CHECKS

FARES WHICH HAVE BEEN CALCULATED AS DESCRIBED ABOVE (PARAGRAPH C) ARE SUBJECT TO VARIOUS 'CHECKS' TO DETERMINE THEIR VALIDITY AND APPLICABILITY. APPLICATION OF THE 'CHECKS' IS DETERMINED BY THE TYPE OF FARE (NORMAL OR SPECIAL FARE) BY THE TYPE OF JOURNEY (ONE WAY, ROUND TRIP, CIRCLE TRIP, OPEN JAW) AND BY THE COUNTRY OF SALE AND TICKET ISSUANCE IN RELATION TO THE COUNTRY OF COMMENCEMENT OF TRAVEL (SITI, SITO, SOTI, SOTO).

(1) NORMAL FARES

- (A) A THROUGH NORMAL FARE BETWEEN THE ORIGIN AND DESTINATION MUST NOT BE LOWER THAN:
 - (I) THE NORMAL FARE BETWEEN THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING;
 - (II) THE NORMAL FARE BETWEEN THE DESTINATION AND ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING;
 - (III) THE NORMAL FARE BETWEEN ANY TWO TICKETED INTERMEDIATE POINTS ALONG THE ROUTING.
- (B) WHEN THE DIRECT NORMAL FARE FOR A SEGMENT OF AN ITINERARY IS LOWER THAN AN INTERMEDIATE POINT NORMAL FARE, THE DIRECT NORMAL FARE MUST BE RAISED TO THE HIGHEST OF ANY SUCH INTERMEDIATE POINT NORMAL FARES.
- (C) WHEN THE TOTAL OF TICKETED POINT MILES FOR AN ITINERARY EXCEEDS THE MAXIMUM PERMITTED MILEAGE (MPM) THE NORMAL FARE MUST BE SURCHARGED IN ACCORDANCE WITH THE PROCEDURES FOR EXCESS MILEAGE SURCHARGES. IF THE ROUTING PASSES THROUGH HIGHER INTERMEDIATE TICKETED POINT(S), THE FARE TO BE SURCHARGED IS THE HIGHEST INTERMEDIATE POINT NORMAL FARE.
- (D) ALL CONDITIONS OF THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION APPLY.
- (E) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL (SITI/SOTI), A HIGHER INTERMEDIATE FARE IS DEEMED TO BE APPLICABLE ONLY IN THE CASE OF INTERMEDIATE TICKETED POINTS AT WHICH A STOPOVER IS MADE.
- (F) FOR THE PURPOSE OF SUB-PARAGRAPH (E) ABOVE, THE FOLLOWING GEOGRAPHICAL AREAS ARE CONSIDERED ONE COUNTRY:
 - (I) DENMARK, NORWAY AND SWEDEN; AND

- (II) CANADA AND U.S.A.
- (G) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL (SITI/SOTI) IN WESTERN AFRICA, HIGHER INTERMEDIATE POINTS IN EACH FARE COMPONENT MUST BE CHECKED AT ALL TICKETED POINTS IN WESTERN AFRICA EXCEPT WHEN TRAVEL IS VIA ANGOLA, NIGERIA AND/OR ZAIRE, IN WHICH CASE, THE HIGHER INTERMEDIATE POINTS MUST BE CHECKED ONLY IF A STOPOVER IS MADE AT SUCH POINT.
- (H) 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.
 - (I) FIRST CLASS FARE IS COMPARED WITH FIRST CLASS FARE; IF NO FIRST CLASS FARE, COMPARE WITH INTERMEDIATE CLASS FARE (OR NEXT LOWER CLASS FARE).
 - (II) INTERMEDIATE CLASS FARE IS COMPARED WITH INTERMEDIATE CLASS FARE, IF NO INTERMEDIATE CLASS FARE, COMPARE WITH THE HIGHEST ECONOMY CLASS FARE.
 - (III) ECONOMY CLASS FARE IS COMPARED WITH ECONOMY CLASS FARE.
- (I) FARES IN THE DIRECTION OF TRAVEL ARE USED WHEN COMPARING NORMAL FARES. HOWEVER, FOR THE LAST FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH FARE COMPONENT FROM THE COUNTRY OF ORIGIN MUST BE USED FOR ROUND TRIP, CIRCLE TRIP OR OPEN JAW TRAVEL TERMINATING IN THE COUNTRY OF ORIGIN.
- (2) SPECIAL FARES
 - (A) IF THERE IS NO HIGHER NORMAL FARE BETWEEN:
 - (I) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
 - (II) DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT OTHER THAN THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION, THE SPECIAL FARE (SURCHARGED IF NECESSARY) BETWEEN ORIGIN AND DESTINATION APPLIES.
 - (B) IF THERE IS A HIGHER NORMAL FARE BETWEEN:
 - (I) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
 - (II) DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT OTHER THAN THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION, THE SPECIAL FARE MUST BE RAISED TO THE LEVEL OF SUCH HIGHER NORMAL FARE (SURCHARGED, IF NECESSARY), UNLESS THE SAME OR LOWER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE THE SPECIAL FARES (SURCHARGED, IF NECESSARY) BETWEEN ORIGIN AND DESTINATION APPLIES; OR
 - (III) A HIGHER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE SUCH HIGHER SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- (C) IN DEFINING A "FARE OF THE SAME TYPE," THE COMPARISON SHALL BE LIMITED TO THE CLASS OF SERVICE AND THE FOLLOWING:
 - (I) LATE BOOKING FARE, OR
APEX FARE, OR
PEX FARE, OR
EXCURSION FARE
 - (II) GROUP INCLUSIVE TOUR FARE, OR
INDIVIDUAL INCLUSIVE TOUR FARE, OR
EXCURSION FARE
 - (III) PUBLIC GROUP FARE, OR
EXCURSION FARE
 - (D) IF, FROM THE ORIGIN TICKETED POINT TO ANY INTERMEDIATE TICKETED POINT, THERE IS NO SPECIAL FARE OF THE SAME TYPE AS THE THROUGH SPECIAL FARE, THE FARE MUST NOT BE LESS THAN THE LOWEST OF ANY HIGHER TYPE OF SPECIAL FARE OR NORMAL FARE (IN THE ABSENCE OF A SPECIAL FARE) IN THE SAME CLASS OF SERVICE.
 - (E) TICKET VALIDITY AND MINIMUM STAY REQUIREMENT NEED NOT BE THE SAME.
 - (F) IN CASE THERE IS MORE THAN ONE SPECIAL FARE OF THE SAME TYPE FOR COMPARISON ON ANY GIVEN SECTOR, THE FARE WITH CONDITIONS MOST SIMILAR TO THOSE OF THE SPECIAL FARE BETWEEN THE TERMINAL TICKETED POINTS ARE USED FOR COMPARISON.
 - (G) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL, A HIGHER INTERMEDIATE FARE IS DEEMED TO BE APPLICABLE ONLY IN THE CASE OF INTERMEDIATE TICKETED POINTS AT WHICH A STOPOVER IS MADE.
 - (H) FOR THE PURPOSE OF SUB-PARAGRAPH (G) ABOVE, THE FOLLOWING GEOGRAPHICAL AREAS ARE CONSIDERED ONE COUNTRY:
 - (I) DENMARK, NORWAY AND SWEDEN; AND
 - (II) CANADA AND U.S.A.
 - (I) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL (SITI/SOTI) IN WESTERN AFRICA, HIGHER INTERMEDIATE POINTS IN EACH FARE COMPONENT MUST BE CHECKED AT ALL TICKETED POINTS IN WESTERN AFRICA EXCEPT WHEN TRAVEL IS VIA ANGOLA, NIGERIA AND/OR ZAIRE, IN WHICH CASE, THE HIGHER INTERMEDIATE POINTS MUST BE CHECKED ONLY IF A STOPOVER IS MADE AT SUCH POINT.
 - (J) ALL CONDITIONS OF THE SPECIAL FARE BETWEEN ORIGIN AND DESTINATION APPLY.
- (3) ONE WAY BACKHAUL
WHEN A PASSENGER PURCHASES A ONE WAY TICKET FOR TRANSPORTATION VIA A HIGHER RATED INTERMEDIATE STOPOVER POINT, THE FARE FOR SUCH TRANSPORTATION WILL BE CONSTRUCTED BY CALCULATING THE ROUND TRIP FARE FOR TRANSPORTATION FROM THE POINT OF ORIGIN TO THE HIGHER RATED STOPOVER INTERMEDIATE POINT AND SUBTRACTING THE ONE WAY FARE FOR DIRECT (NOT INVOLVING A HIGHER RATED INTERMEDIATE POINT) TRANSPORTATION BETWEEN THE POINT OF ORIGIN AND

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Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- DESTINATION.
- (4) ROUND TRIP FARES
 - (A) UNLESS OTHERWISE SPECIFIED, THE FARE FOR A ROUND TRIP JOURNEY SHALL BE TWICE THE THROUGH ONE WAY FARE APPLICABLE TO THE OUTBOUND JOURNEY.
 - (B) ROND TRIP FARES WHICH BY THEIR OWN TERMS ARE COMBINABLE MAY BE USED WITH OTHER FARES ON THE BASIS OF HALF THE ROUND TRIP FARE INSTEAD OF THE ONE WAY FARE.
 - (5) CIRCLE TRIP FARES
 - (A) THE FARE FOR A CIRCLE TRIP SHALL BE THE LOWEST COMBINATION OF HALF ROUND TRIP FARES IN THE DIRECTION OF TRAVEL ALONG RESPECTIVE SECTIONS INVOLVED IN THE TRIP, BEGINNING THE CALCULATION FROM THE POINT OF ORIGIN OF THE TRIP; PROVIDED THAT FOR THE FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED.
 - (B) FOR THE PURPOSE OF THE FOREGOING:
 - (I) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED AS ONE COUNTRY,
 - (II) CANADA AND THE U.S.A. SHALL BE CONSIDERED AS ONE COUNTRY.
 - (C) THE FARE FOR A CIRCLE TRIP SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL OR SPECIAL ROUND TRIP FARE, AS APPROPRIATE, APPLICABLE TO THE LOWEST CLASS OF SERVICE USED FROM POINT OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL, INCLUDING ANY SEPARATELY ASSESSED SIDE TRIPS.
 - (6) OPEN JAW 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 POINT OF DEPARTURE AND FINAL DESTINATION ARE THE SAME, THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND TRIP FARE FROM POINT OF DEPARTURE TO THE OUTER POINT OF THE OUTWARD SECTION PLUS 50 PERCENT OF THE ROUND TRIP FARE FROM POINT OF DESTINATION TO THE OUTER POINT OF THE INBOUND SECTION.
 - (7) FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS
 - (A) THESE RULES APPLY TO:
 - (I) NORMAL ONE WAY FARES;
 - (II) SPECIAL ONE WAY FARES;
 - (III) ONE WAY FARES BASED ON A PERCENTAGE OF NORMAL ONE WAY FARES;
 - (IV) HALF ROUND TRIP NORMAL FARES AS PERMITTED IN PARAGRAPH (C) BELOW.
 - (B) APPLICABLE TO ALL SITI/SOTI/SITO/SOTO TRANSACTIONS:
 - (I) FARES SHALL BE APPLICABLE IN THE DIRECTION OF TRAVEL EXCEPT, WHEN MORE THAN ONE FARE COMPONENT IS INVOLVED, FOR ANY FARE COMPONENT WHICH TERMINATES IN THE COUNTRY OF ORIGIN, THE FARE

- APPLICABLE TO SUCH COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED.
- (II) WHEN ONE WAY FARES ARE USED AND TRAVEL IS VIA THE COUNTRY OF ORIGIN, THE FARE FOR THE COMPONENT VIA THE COUNTRY OF ORIGIN SHALL NOT BE LESS THAN THE HIGHEST INTERNATIONAL FARE FROM ANY TICKETED POINT IN THE COUNTRY OF ORIGIN IN THE FARE COMPONENT TO ANY OTHER TICKETED POINT IN SUCH FARE COMPONENT. THIS RULE APPLIES WHETHER OR NOT STOPOVER IS MADE AT THE POINT(S) IN THE COUNTRY OF ORIGIN.
 - (III) WHERE A SINGLE OPEN JAW JOURNEY COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS AND HAS A SURFACE BREAK IN ONE COUNTRY, EITHER AT DESTINATION OR ORIGIN, AND WHERE A DOUBLE OPEN JAW COMPRISES, AND HAS A SURFACE BREAK BOTH IN THE COUNTRY OF DESTINATION AND IN THE COUNTRY OF ORIGIN, HALF ROUND TRIP NORMAL FARES SHALL BE USED FOR EACH FARE COMPONENT. FOR TRAVEL ORIGINATING IN CANADA OR THE U.S.A., THE SURFACE BREAK MAY BE PERMITTED BETWEEN COUNTRIES IN THE EUROPE SUB-AREA, PROVIDED TRAVEL IN BOTH DIRECTIONS IS VIA THE ATLANTIC.
 - (IV) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME, AND WHERE A COMMON TICKETED POINT OR POINTS IN THE COUNTRY OF ORIGIN IS USED IN BOTH THE OUTBOUND AND INBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARES, AS APPLICABLE, FROM SUCH COMMON POINT(S).
 - (V) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE NOT THE SAME AND WHERE A COMMON TICKETED POINT(S) IN THE COUNTRY OF TURNAROUND IS USED IN BOTH THE INBOUND AND OUTBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE TO SUCH COMMON POINT(S).
- (C) THE FOLLOWING ADDITIONAL RULES ARE APPLICABLE TO SOTI/SITO/SOTO TRANSACTIONS EXCEPT THAT FOR SALE OF TRANSPORTATION IN THE U.S.A. THE PHRASE "IN EITHER DIRECTION" MUST BE REPLACED BY "IN THE DIRECTION OF TRAVEL," PROVIDED THAT FOR THE FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED.
- (I) NORMAL FARES

- (AA) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT.
- (BB) MORE THAN ONE FARE COMPONENT (ONE WAY FARES)
 - (1) THE FARE TO BE CHARGED WILL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE TO EITHER DIRECTION FOR THE LOWEST CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE COMPONENT, AND
 - (2) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE LOWEST CLASS OF SERVICE USED BETWEEN THE TICKETED POINTS ON THE JOURNEY.
- (CC) MORE THAN ONE FARE COMPONENT (HALF ROUND TRIP FARES)
 - (1) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL HALF ROUND TRIP FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE COMPONENT, AND
 - (2) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL HALF ROUND TRIP FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS ON THE JOURNEY.
- (II) SPECIAL FARES
 - (AA) ONLY ONE FARE COMPONENT:
THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST ONE WAY DIRECT FARE OF THE SAME TYPE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT. IN THE ABSENCE OF A FARE OF THE SAME TYPE, THE NEXT HIGHER ONE WAY FARE SHALL BE USED.
 - (BB) MORE THAN ONE FARE COMPONENT:
 - (1) THE ABOVE RULE SHALL APPLY TO EACH FARE COMPONENT, AND
 - (2) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST ONE WAY DIRECT FARE OF

THE SAME TYPE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS IN THE JOURNEY. IN THE ABSENCE OF A FARE OF THE SAME TYPE, THE NEXT HIGHER ONE WAY FARE SHALL BE USED.

- (3) AS USED HEREIN, "FARE OF THE SAME TYPE" SHALL BE AS DEFINED IN PARAGRAPH (D)(2)(C) ABOVE.
- (III) EXCEPTIONS
THE PROVISIONS OF PARAGRAPH (D)(7) OF THIS RULE SHALL NOT APPLY AS FOLLOWS:
- (1) FOR TRANSPORTATION WHOLLY WITHIN AREA ONE.
 - (2) FOR SALES MADE IN AREA ONE FOR TRANSPORTATION COMMENCING IN AREA ONE,
 - (3) FOR SALES MADE IN CANADA, U.S.A. AND IN U.S.. TERRITORIES FOR TRANSPORTATION TO CANADA, U.S.A. AND U.S. TERRITORIES,
 - (4) WHEN TRAVEL ORIGINATING IN BENIN, BURKINA FASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, COTE D'IVOIRE, EQUATORIAL GUINEA, GABON, GHANA, LIBERIA, MALI, NIGER, SENEGAL OR TOGO AND IS SOLD IN ANOTHER OF THESE COUTRIES.
- (IV) FOR THE PURPOSE OF THIS RULE, THE FARES TO BE USED SHALL BE THOSE APPLICABLE ON THE DATE OF COMMENCEMENT OF OUTBOUND INTERNATIONAL TRAVEL.
- (D) FOR THE PURPOSE OF THIS RULE
- (I) CANADA AND THE U.S.A. SHALL BE CONSIDERED AS ONE COUNTRY
 - (II) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED AS ONE COUNTRY.
- (8) TRAVEL VIA DIFFERENT CLASSES OF SERVICE
- (A) A THROUGH FARE WHICH PROVIDES FOR A COMBINATION OF DIFFERENT CLASSES OF SERVICE SHALL BE THE LOWEST FARE RESULTING FROM THE FOLLOWING:
 - (I) THE COMBINATION OF SECTOR FARES FOR THE CLASS OF SERVICE USED.
 - (II) THE APPLICABLE THROUGH FARE FOR THE LOWEST CLASS OF SERVICE USED PLUS A DIFFERENTIAL FOR EACH PORTION WHERE A HIGHER CLASS OF SERVICE IS USED; SUCH DIFFERENTIAL BEING THE DIFFERENCE BETWEEN THE ONE WAY OR HALF ROUND TRIP FARES FOR THE LOWEST CLASS OF SERVICE USED FOR THE PORTION(S) CONCERNED AND THE CORRESPONDING ONE WAY OR HALF ROUND TRIP HIGHER CLASS FARE.
 - (III) THE THROUGH FARE FOR THE HIGHEST CLASS OF SERVICE USED.
 - (B) THE APPLICATION OF PARAGRAPH (A) ABOVE SHALL NOT BE USED TO CIRCUMVENT ANY STOPOVER OR

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

TRANSFER RESTRICTIONS APPLICABLE TO THE
THROUGH FARE FOR THE LOWEST CLASS OF SERVICE
USED.

- (C) CLASS DIFFERENTIALS AS DESCRIBED IN PARAGRAPH
(A) ABOVE:
 - (I) MAY NOT BE ADDED TO SPECIAL FARES;
 - (II) MUST BE ASSESSED WITHIN EACH FARE
COMPONENT;
 - (III) MUST BE ASSESSED IN THE DIRECTION OF
TRAVEL EXCEPT THAT FOR TRAVEL INTO THE
COUNTRY OF ORIGIN, THE CLASS
DIFFERENTIAL FROM THE COUNTRY OF ORIGIN
IS ASSESSED.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

Rule 134 Capacity Limitations

Issued: October 26, 2019

Effective: October 27, 2019

- (A) A RESERVATION FOR SPACE ON A GIVEN FLIGHT IS VALID ONLY WHEN THE AVAILABILITY AND ALLOCATION OF THAT SPACE IS CONFIRMED BY THE CARRIER AND THE PASSENGER HAS PAID THE APPROPRIATE FARE AND A TICKET HAS BEEN ISSUED FOR THAT SPACE.
- (B) ON ANY GIVEN FLIGHT, THE CARRIER MAY LIMIT THE NUMBER OF PASSENGERS CARRIED AT ANY GIVEN FARE. ALL FARES WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS. THE NUMBER OF SEATS WHICH THE CARRIER SHALL MAKE AVAILABLE ON A GIVEN FLIGHT WILL BE DETERMINED BY THE CARRIER'S BEST JUDGMENT AS TO THE ANTICIPATED TOTAL NUMBER OF PASSENGERS ON EACH FLIGHT.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

Rule 135 Stopovers

Issued: October 26, 2019

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STOPOVERS WILL BE PERMITTED UNDER THE FOLLOWING CONDITIONS:

- (A) STOPOVERS MUST BE ARRANGED WITH THE CARRIER IN ADVANCE AND SPECIFIED ON THE TICKET.
- (B) SPECIFIC FARE RULES MAY NOT PERMIT STOPOVERS OR LIMIT THE NUMBER OF STOPOVERS ALLOWED OR THERE MAY BE AN ADDITIONAL CHARGE FOR STOPOVERS BASED ON THE FARE PURCHASED BY THE PASSENGER. REFER TO THE RULE APPLICABLE TO THE FARE IN QUESTION FOR FURTHER INFORMATION.
- (C) IF A PORTION OF A JOURNEY IS TRAVELLED BY SURFACE TRANSPORTATION, A STOPOVER WILL BE DEEMED TO HAVE TAKEN PLACE FOR SUCH TRANSPORTATION.
- (D) FOR TRAVEL TO/FROM CANADA: NO STOPOVER WILL HAVE OCCURRED IF THE PASSENGER DEPARTS THE CONNECTING POINT ON THE DATE OF ARRIVAL OR IF THERE IS NO SCHEDULED CONNECTING DEPARTURE ON THE DATE OF ARRIVAL, THE PASSENGER'S DEPARTURE OCCURS THE NEXT DAY AND WITHIN 24 HOURS OR ARRIVAL AT THE CONNECTING POINT.

Rule 136 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 TP 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 TP 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, TP 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

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

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

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CTA No. 314 DOT No. 517

DESTINATION. IT MAY INCLUDE INTERLINE/CODE-SHARE AND INTRA-LINE SEGMENTS. IT MAY ALSO INCLUDE END-TO-END COMBINATIONS (I.E., STAND ALONE FARES THAT CAN BE BOUGHT SEPARATELY BUT COMBINED TOGETHER TO FORM ONE PRICE).

"SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE":
A PAGE ON A CARRIER'S WEB SITE WHICH SUMMARIZES THE DETAILS OF A TICKET PURCHASE TRANSACTION JUST AFTER THE PASSENGER HAS AGREED TO PURCHASE THE TICKET FROM THE CARRIER AND HAS PROVIDED A FORM OF PAYMENT.

"ULTIMATE TICKETED DESTINATION":
IN SITUATIONS WHERE A PASSENGER'S ORIGIN IS A NON-CANADIAN POINT AND THE ITINERARY INCLUDES AT LEAST ONE STOP IN CANADA, AS WELL AS AT LEAST ONE STOP OUTSIDE CANADA. IF THE STOP IN CANADA IS THE FARTHEST CHECKED POINT AND THE STOP IS MORE THAN 24 HOURS, THE AGENCY WOULD CONSIDER THE ULTIMATE TICKETED DESTINATION TO BE CANADA.

CARRIER DEFINITIONS (VARIOUS)

"DOWN LINE CARRIER":
ANY CARRIER, OTHER THAN THE SELECTING CARRIER, WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

"MARKETING CARRIER":
THE CARRIER THAT SELLS FLIGHTS UNDER ITS CODE.

"MOST SIGNIFICANT CARRIER (MSC)":
IS DETERMINED BY A METHODOLOGY, ESTABLISHED BY IATA (RESOLUTION 302), WHICH ESTABLISHES, FOR EACH PORTION OF A PASSENGER'S ITINERARY WHERE BAGGAGE IS CHECKED THROUGH TO A NEW STOPOVER POINT, WHICH CARRIER WILL BE PERFORMING THE MOST SIGNIFICANT PART OF THE SERVICE. FOR TRAVELERS UNDER THE RESOLUTION 302 SYSTEM, THE BAGGAGE RULES OF THE MSC WILL APPLY. FOR COMPLEX ITINERARIES INVOLVING MULTIPLE CHECKED BAGGAGE POINTS, THERE MAY BE MORE THAN ONE MSC, RESULTING IN THE APPLICATION OF DIFFERING BAGGAGE RULES THROUGH AN ITINERARY.

"MOST SIGNIFICANT CARRIER (MSC)-IATA RESOLUTION 302 AS CONDITIONED BY THE AGENCY":
IN THIS INSTANCE, THE MSC IS DETERMINED BY APPLYING IATA RESOLUTION 302 METHODOLOGY AS CONDITIONED BY THE AGENCY. THE AGENCY'S RESERVATION HAS STIPULATED THAT ONLY A SINGLE SET OF BAGGAGE RULES MAY APPLY TO ANY GIVEN INTERLINE ITINERARY. THE AIM OF THE AGENCY'S RESERVATION IS TO ALLOW THE SELECTING CARRIER TO USE THE MSC METHODOLOGY TO DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO AN INTERNATIONAL INTERLINE ITINERARY TO OR FROM CANADA, WHILE REINFORCING THE ROLE OF TARIFFS IN THE DETERMINATION OF WHICH CARRIER'S RULES APPLY.

"OPERATING CARRIER":
THE CARRIER THAT OPERATES THE ACTUAL FLIGHT.

"PARTICIPATING CARRIER(S)":
INCLUDES BOTH THE SELECTING CARRIER AND DOWN LINE CARRIERS WHO HAVE BEEN IDENTIFIED AS PROVIDING

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

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.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

Rule 145 Currency Applications†

Issued: October 26, 2019

Effective: October 27, 2019

LOCAL CURRENCY FARES AND CHARGES

(1) FARES AND RELATED CHARGES ARE EXPRESSED IN THE LOCAL CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION (COC), EXCEPT THOSE COUNTRIES LISTED BELOW WHICH ARE EXPRESSED (A) IN US DOLLARS OR (B) IN EURO:

(A)

AFGHANISTAN	LEBANON
ANGOLA	LIBERIA
ANGUILLA	MADAGASCAR
ANTIGUA AND BARBUDA	MALAWI
ARGENTINA	MALDIVES
BAHAMAS	MEXICO
BANGLADESH	MONGOLIA
BARBADOS	MONTSERRAT
BELIZE	NICARAGUA
BERMUDA	NIGERIA
BOLIVIA	PALESTINIAN TERRITORY
BONAIRE	PANAMA
BRAZIL	PARAGUAY
BURUNDI	PERU
CAMBODIA	PHILIPPINES
CAYMAN ISLANDS	RWANDA
CHILE	SABA
COLOMBIA	SAINT EUSTATIUS
CONGO, DEM. REP. OF	SAINT KITTS
COSTA RICA	AND NEVIS
CUBA	SAINT LUCIA
DOMINICA	SAINT VINCENT AND
DOMINICAN REPUBLIC	THE GRENADINES
ECUADOR	SAO TOME AND
EL SALVADOR	PRINCIPE
ERITREA	SIERRA LEONE
ETHIOPIA	SOMALIA
GAMBIA	SURINAME
GHANA	TANZANIA, UNITED
GRENADA	REPUBLIC OF
GUATEMALA	TIMOR LESTE
GUINEA	TRINIDAD AND
GUYANA	TOBAGO
HAITI	UGANDA
HONDURAS	UKRAINE
INDONESIA	UNITED STATES
IRAQ	AND U.S.TERRITORIES
ISRAEL	URUGUAY
JAMAICA	VENEZUELA
KENYA	VIET NAM
LAOS	ZAMBIA
	ZIMBABWE

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 145 are effective September 30, 2022 pursuant to Order No. 2021-A-3 of the CTA.

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

(B)

ALBANIA
ARMENIA
AUSTRIA
AZERBAIJAN
BELARUS
BELGIUM
BOSNIA AND HERZEGOVINA
BULGARIA
CAPE VERDE
CROATIA
CYPRUS
ESTONIA
FINLAND
FRANCE EXCEPT FRENCH POLYNESIA
(INCLUDING WALLIS AND FUTUNA)
NEW CALEDONIA (INCLUDING LOYALTY ISLANDS)
GEORGIA
GERMANY
GREECE
IRELAND
ITALY
KYRGYZSTAN
LATVIA
LITHUANIA
LUXEMBOURG
MACEDONIA (FYROM)
MALTA
MOLDOVA, REPUBLIC OF MONACO
MONTENEGRO
NETHERLANDS
PORTUGAL
ROMANIA
RUSSIA
SERBIA
SLOVAKIA
SLOVENIA
SPAIN
TAJIKISTAN
TURKEY
TURKMENISTAN
UZBEKISTAN

(2) ALL ADD-ONS SHALL BE ESTABLISHED IN THE CURRENCY OF THE COUNTRY CONCERNED, OR WHERE AGREED, IN U.S. DOLLARS OR IN EURO OR IN ANY OTHER CURRENCY.

COMBINATION OF LOCAL CURRENCY FARES

TO COMBINE TWO OR MORE LOCAL CURRENCY FARES, CONVERT ALL LOCAL CURRENCY FARES INTO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

STEP 1: (A) ESTABLISH THE NUC AMOUNT FOR EACH LOCAL CURRENCY FARE BY DIVIDING THE LOCAL CURRENCY FARE BY THE APPLICABLE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY IN WHICH THE CURRENCY IS DENOMINATED.

(B) CALCULATE THE RESULTANT AMOUNT TO TWO DECIMALS PLACES, IGNORING ANY FURTHER

- DECIMAL PLACES.
- STEP 2: ADD THE RESULTANT NUC AMOUNTS FOR THE SECTORS INVOLVED.
- STEP 3: (A) ESTABLISHED THE THROUGH LOCAL CURRENCY FARE BY MULTIPLYING THE TOTAL NUC AMOUNTS (DERIVED FROM STEPS 1, 2, AND 3 ABOVE) BY THE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY OF COMMENCEMENT OF TRAVEL.
- (B) CALCULATE THE RESULTANT AMOUNT OF ONE DECIMAL PLACE BEYOND THE NUMBER OF DECIMAL PLACES SHOWN NEXT TO THE LOCAL CURRENCY IN THE CONVERSION TABLE BELOW, IGNORING ANY FURTHER DECIMAL PLACES.
- (C) ROUND UP TO THE NEXT HIGHER ROUNDING UNIT SHOWN NEXT TO THE LOCAL CURRENCY IN THE CURRENCY CONVERSION TABLE, UNLESS OTHERWISE INDICATED.

EXCEPTION: WHEN AN INTERNATIONAL TICKET IS COMPRISED OF ALL DOMESTIC FARE COMPONENTS, BUT WITHIN DIFFERENT COUNTRIES, THE PROVISIONS OUTLINES ABOVE SHALL APPLY.

OTHER CHARGES

OTHER CHARGES SHALL BE SEPERATELY 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

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ANTIGUA AND
BARBUDA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ARGENTINA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ARMENIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ARUBA
ARUBAN GUILDER AWG ROE:1.8000000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
AUSTRALIA
AUSTRALIAN
DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
AUSTRIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
AZERBAIJAN
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BAHAMAS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BAHRAIN
BAHRAINI DINAR BHD ROE: .376100 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
BANGLADESH
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BARBADOS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BELARUS
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BELGIUM
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
BELIZE
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BENIN, REP. OF
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
BERMUDA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BHUTAN
NGULTRUM BTN ROE:71.969032 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
BOLIVIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

BONAIRE
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

BOSNIA AND
HERZEGOVINA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

BOTSWANA
PULA BWP ROE:11.113232 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

BRAZIL
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

BRITISH VIRGIN
ISLANDS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

BRUNEI
DARUSSALAM
BRUNEI DOLLAR BND ROE:1.385105 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

BULGARIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

BURKINA FASO
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

BURUNDI
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

CAMBODIA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1.0

CAMEROON
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

CANADA
CANADIAN DOLLAR CAD ROE:1.323867 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

CAPE VERDE
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

CAYMAN ISLANDS
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

CENTRAL AFRICAN
REPUBLIC
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

CHAD
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

CHILE
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

CHINA
YUAN RENMINBI CNY ROE:7.145291 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

CHINESE TAIPEI
DOLLAR TWD ROE:31.279394 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5
COLOMBIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
COMOROS
COMORO
FRANC KMF ROE:446.758035 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 50
CONGO (BRAZZAVILLE)
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
CONGO (KINSHASA)
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
COOK ISLANDS
NEW ZEALAND
DOLLAR NZD ROE:1.568442 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
COSTA RICA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
COTE D'IVOIRE
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
CROATIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
CUBA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
CURACAO
NETHERLANDS
ANTILLES
GUILDER ANG ROE:1.790000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
CYPRUS
EURO EUR ROE:0.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05
CZECH
REPUBLIC
CZECH KORUNA CZK ROE:23.484744 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
DENMARK
DANISH KRONE DKK ROE:6.773884 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
DJIBOUTI
DJIBOUTI FRANC DJF ROE:177.721000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
DOMINICA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
DOMINICAN
REPUBLIC
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ECUADOR

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
EGYPT
EGYPTIAN POUND EGP ROE:16.560000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
EL SALVADOR
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
EQUATORIAL GUINEA
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
ERITREA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ESTONIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1
ETHIOPIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - . OTHER CHARGES - 0.1
ESWATINI
LILANGENI SZL ROE:15.071386 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
EUROPEAN M. UNION
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5
FALKLAND ISLANDS
FALKLAND ISLANDS POUND FKP ROE:.818146 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
FAROE ISLANDS
DANISH KRONE DKK ROE:6.773884 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1
FIJI
FIJI DOLLAR FJD ROE:2.204261 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
FINLAND
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
FRANCE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
FRENCH GUIANA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
FRENCH POLYNESIA
CFP FRANC XPF ROE:108.365631 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
GABON
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
GAMBIA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GEORGIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GERMANY

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
GHANA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GIBRALTAR
GIBRALTAR
POUND GIP ROE:.818146 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GREECE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
GREENLAND
DANISH KRONE DKK ROE:6.773884 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
GRENADA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUADELOUPE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
GUAM
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUATEMALA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUINEA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUINEA-BISSAU
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUYANA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
HAITI
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
HONDURAS
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
HONG KONG
HONG KONG DOLLAR HKD ROE:7.841150 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
HUNGARY
FORINT HUF ROE:299.756829 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10
ICELAND
ICELAND KRONE ISK ROE:126.754430 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
INDIA
INDIAN RUPEE INR ROE:71.969032 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
INDONESIA
INDONESIAN RUPIAH IDR ROE:14126.800000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
IRAN, ISLAMIC

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

REPUBLIC OF
IRANIAN RIAL IRR ROE:112807.000000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
IRAQ
IRAQ DINAR IQD ROE:1199.765150 NOTE D
ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05
IRELAND
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
ISRAEL
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ITALY
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
JAMAICA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
JAPAN
YEN JPY ROE:106.608770 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
JORDAN
JORDANIAN DINAR JOD ROE:.709000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05
KAZAKHSTAN
TENGE KZT ROE:387.166000 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
KENYA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
KIRIBATI
AUSTRALIAN
DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
KOREA,
DEMOCRATIC
PEOPLE'S
REPUBLIC OF
NORTH KOREAN
WON KPW ROE:107.250000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
KOREA,
REPUBLIC OF
KOREAN WON KRW ROE:1201.730079 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
KUWAIT
KUWAIT DINAR KWD ROE:.304751 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05
KYRGYZSTAN
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LAOS, PEOPLE'S
DEMOCRATIC
REPUBLIC OF
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LATVIA
EURO EUR ROE:.908104 NOTE -

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LEBANON
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LESOTHO
LOTI LSL ROE:15.071386 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 0.1
LIBERIA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LIBYAN ARAB
JAMAHIRIYA
LIBYAN DINAR LYD ROE:1.431813 NOTE -
ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05
LITHUANIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LUXEMBOURG
LUXEMBOURG
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
MACAO
PATACA MOP ROE:8.076385 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
MADAGASCAR
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 50
MALAWI
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MALAYSIA
MALAYSIAN
RINGGIT MYR ROE:4.194384 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
MALDIVES
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MALI
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
MALTA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MARSHALL ISLANDS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MARTINIQUE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
MAURITANIA
OUGUIYA MRO ROE:37.391920 NOTE -
ROUND UP: LOCAL CURRENCY - 20 OTHER CHARGES - 10
MAURITIUS
MAURITIUS RUPEE MUR ROE:37.445118 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
MAYOTTE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

MEXICO
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MICRONESIA
US DOLLAR USD ROE:1.00 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MOLDOVA,
REPUBLIC OF
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MONACO
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
MONGOLIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MONTENEGRO
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MONTserrat
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MOROCCO
MOROCCAN DIRHAM MAD ROE:9.756254 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
MOZAMBIQUE
METICAL MZM ROE:62.046000 NOTE -
ROUND UP: LOCAL CURRENCY - 10000 OTHER CHARGES - 10000
MYANMAR
KYAT MMK ROE:1546.704423 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
NAMIBIA
NAMIBIAN DOLLAR NAD ROE:15.071386 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
NAURU
AUSTRALIAN
DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NEPAL
NAPALESE 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

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

NICARAGUA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NIGER
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

NIGERIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NIUE
NEW ZEALAND DOLLAR NZD ROE:1.568442 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NORFOLK ISLAND
AUSTRALIAN DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NORTHERN MARIANA ISLANDS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NORWAY
NORWEGIAN KRONE NOK ROE:9.026063 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

OCCUPIED PALESTINIAN TERRITORY
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

OMAN
RIAL OMANI OMR ROE: .384500 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

PAKISTAN
PAKISTAN RUPEE PKR ROE:156.955904 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

PALAU
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

PANAMA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

PAPUA NEW GUINEA
KINA PGK ROE:3.487872 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

PARAGUAY
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

PERU
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

PHILIPPINES
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

POLAND
PLN PLN ROE:3.948006 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

PORTUGAL
PORTUGUESE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

PUERTO RICO

Tariff: TP1 CTA No. 314 DOT No. 517
Carrier: TAP Portugal - TP

US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
QATAR
QATARI RIAL QAR ROE:3.640000 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10
REUNION
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
ROMANIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
RUSSIAN
FEDERATION
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
RWANDA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SABA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT HELENA
SAINT HELENA
POUND SHP ROE: 0.818146 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT KITTS AND
NEVIS
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT LUCIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT MAARTEN
GUILDER NETHERLANDS ANG ROE:1.790000 NOTE -
ANTILLES
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT PIERRE AND
MIQUELON
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 0.01 OTHER CHARGES - 0.01
SAINT VINCENT AND
THE GRENADINES
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAMOA
TALA WST ROE:2.758274 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAO TOME AND
PRINCIPE
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAUDI ARABIA
SAUDI RIYAL SAR ROE:3.750000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SENEGAL
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
SERBIA

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SEYCHELLES
SEYCHELLES
RUPEE SCR ROE:14.552957 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SIERRA LEONE
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SINGAPORE
SINGAPORE
DOLLAR SGD ROE:1.385105 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SLOVAKIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SLOVENIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 1
SOLOMON ISLANDS
SOLOMON ISLANDS
DOLLAR SBD ROE:8.494263 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SOMALIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SOUTH AFRICA
RAND ZAR ROE:15.071386 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
SOUTH SUDAN
SOUTH SUDANESE POUND SSP ROE:159.403000 NOTE
G
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SPAIN
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
SRI LANKA
SRI LANKA RUPEE LKR ROE:181.346000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 1
SUDAN
SUDANESE DINAR SDG ROE:45.225000 NOTE G
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SURINAME
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SWEDEN
SWEDISH KRONE SEK ROE:9.726038 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
SWITZERLAND
SWISS FRANC CHF ROE:.987367 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5
SYRIAN ARAB
REPUBLIC
SYRIAN POUND SYP ROE:436.000000 NOTE G
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
TAJIKISTAN
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

TANZANIA, UNITED
REPUBLIC OF
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
THAILAND
BAHT THB ROE:30.821100 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 5
TIMOR - LESTE
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1
TOGO
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
TONGA
PA'ANGA TOP ROE:2.385951 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
TRINIDAD
AND TOBAGO
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
TUNISIA
TUNISIAN DINAR TND ROE:2.918174 NOTE -
ROUND UP: LOCAL CURRENCY - 0.5 OTHER CHARGES - 0.5
TURKEY
TURKISH
LIRA TRY ROE:5.715780 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
TURKMENISTAN
NEW MANAT TMT ROE:3.500000 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
TURKS AND
CAICOS ISLANDS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
TUVALU
AUSTRALIAN
DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
UGANDA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
UKRAINE
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
UNITED ARAB EMIRATES
(COMPRISED OF
ABU DHABI, AJMAN,
DUBAI, FUJAIRAH,
RAS-EL-KHAIMAH,
SHARJAH,
UMM AL QAIWAIN)
UAE DIRHAM AED ROE:3.672750 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10
UNITED KINGDOM
POUND STERLING GBP ROE:0.818146 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
UNITED STATES
US DOLLAR USD ROE:1.0 NOTE -

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
URUGUAY
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
UZBEKISTAN
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
VANUATU
VATU VUV ROE:114.140000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
VENEZUELA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
VIET NAM
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

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

ANGOLA			
KWANZA	AOK		NOTE -
ROUND UP: LOCAL CURRENCY - 1000000			OTHER CHARGES - 0.1
KWANZA			
REAJUSTADO	AOR		NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
ANGUILLA			
EC DOLLAR	XCD		NOTE 3
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
ANTIGUA AND BARBUDA			
EC DOLLAR	XCD		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
ARGENTINA			
ARGENTINE PESO	ARS		NOTE 1,3
ROUND UP: LOCAL CURRENCY - 1000			OTHER CHARGES - 1000
ARMENIA			
ARMENIAN DRAM	AMD		NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
AZERBAIJAN			
AZERBAIJANIAN			
MANAT	AZM		NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
BAHAMAS			
BAHAMIAN DOLLAR	BSD		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BANGLADESH			
TAKA	BDT		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
BARBADOS			
BARBADOS DOLLAR	BBD		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BELARUS			
BELARUSSIAN			
RUBLE	BYB		NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
BELIZE			
BELIZE DOLLAR	BZD		NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BERMUDA			
BERMUDIAN			
DOLLAR	BMD		NOTE 3
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BOLIVIA			
BOLIVIANO	BOB		NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
BOSNIA AND HERZEGOVINA			
DINAR	BAD		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
BRAZIL			
BRAZILIAN REAL	BRL		NOTE 1,2
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
BURUNDI			
BURUNDI FRANC	BIF		NOTE -
ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 5
BULGARIA			

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

LEV	BGL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
CAMBODIA		
RIEL	KHR	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
CAPE VERDE		
CAPE VERDE		
ESCUDO	CVE	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
CAYMAN ISLANDS		
CAYMAN ISLAND		
DOLLAR	KYD	NOTE 3
ROUND UP: LOCAL CURRENCY - 0.1		OTHER CHARGES - 0.1
CHILE		
CHILEAN PESO	CLP	NOTE 1
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
COLOMBIA		
COLOMBIAN PESO	COP	NOTE 1
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
COSTA RICA		
COSTA RICAN		
COLON	CRC	NOTE 1
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
CROATIA		
CROATIAN KUNA	HRK	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
CUBA		
CUBAN PESO	CUP	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
DOMINICA		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
DOMINICAN REPUBLIC		
DOMINICAN PESO	DOP	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ECUADOR		
SUCRE	ECS	NOTE 1,3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
EL SALVADOR		
EL SALVADOR		
COLON	SVC	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ERITREA		
ETHIOPIAN BIRR	ETB	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ESTONIA		
KROON	EEK	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ETHIOPIA		
ETHIOPIAN BIRR	ETB	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
GAMBIA		
DALASI	GMD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
GEORGIA		
LARI	GEL	NOTE -

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
GHANA	
CEDI	GHC
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - 0.1
GRENADA	
EC DOLLAR	XCD
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - 0.1
GUATEMALA	
QUETZAL	GTQ
ROUND UP: LOCAL CURRENCY - 1	NOTE 3
	OTHER CHARGES - 0.1
GUINEA	
GUINEA FRANC	GNF
ROUND UP: LOCAL CURRENCY - 100	NOTE -
	OTHER CHARGES - 100
GUYANA	
GUYANA DOLLAR	GYD
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - 0.1
HAITI	
GOURDE	HTG
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - 0.5
HONDURAS	
LEMPIRA	HNL
ROUND UP: LOCAL CURRENCY - 1	NOTE 1
	OTHER CHARGES - 0.2
INDONESIA	
RUPIAH	IDR
ROUND UP: LOCAL CURRENCY - 100	NOTE -
	OTHER CHARGES - 100
ISRAEL	
SHEKEL	ILS
ROUND UP: LOCAL CURRENCY - 1	NOTE 3
	OTHER CHARGES - 1
JAMAICA	
JAMAICAN DOLLAR	JMD
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - 0.1
KAZAKHSTAN	
KAZAKHSTAN	
TENGE	KZT
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - 0.1
KENYA	
KENYAN SHILLING	KES
ROUND UP: LOCAL CURRENCY - 5	NOTE -
	OTHER CHARGES - 5
KYRGYZSTAN	
SOM	KGS
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - .1
LAOS, PEOPLE'S DEMOCRATIC REPUBLIC OF	
KIP	LAK
ROUND UP: LOCAL CURRENCY - 10	NOTE -
	OTHER CHARGES - 10
LATVIA	
LATVIAN LATS	LVL
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - 0.1
LEBANON	
LEBANESE POUND	LBP
ROUND UP: LOCAL CURRENCY - 100	NOTE -
	OTHER CHARGES - 100
LIBERIA	
LIBERIAN DOLLAR	LRD
ROUND UP: LOCAL CURRENCY - 100	NOTE -
	OTHER CHARGES - 100
LITHUANIA	
LITHUANIAN LITAS	LTL
ROUND UP: LOCAL CURRENCY - 1	NOTE -
	OTHER CHARGES - 0.1

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

MACEDONIA, THE FORMER YUGOSLAV REPUBLIC OF DENER	MKD		NOTE 3
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
MADAGASCAR MALAGASY FRANC	MGF		NOTE -
ROUND UP: LOCAL CURRENCY -1000			OTHER CHARGES - 50
MALAWI KWACHA	MWK		NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MALDIVES RUFIIYAA	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			

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

RUBLE	BYB	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
RWANDA		
RWANDA FRANCE	RWF	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 5
SAINT KITTS AND NEVIS		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAINT LUCIA		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAINT VINCENT AND THE GRENADINES		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAO TOME AND PRINCIPE		
DOBRA	STD	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
SIERRA LEONE		
LEONE	SLL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SOMALIA		
SOMALI SHILLING	SOS	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
SURINAM		
SURINAM GUILDER	SRG	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
TAJIKISTAN		
TASIK RUBLE	TJR	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
TANZANIA, UNITED REPUBLIC OF		
TANZANIAN SHILLING	TZS	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
TRINIDAD AND TOBAGO		
TRINIDAD AND TOBAGO DOLLAR	TTD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
TURKEY		
TURKISH LINA	TRL	NOTE -
ROUND UP: LOCAL CURRENCY - 1000		OTHER CHARGES - 100
TURKMENISTAN		
TURKMENISTAN MANAT	TMM	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
UGANDA		
UGANDA SHILLING	UGX	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
UKRAINE		
HRYVNIA	UAH	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
URUGUAY		
URUGUAYO PESO	UYU	NOTE -1,3

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 100
UZBEKISTAN	
UZBEKISTAN	
SUM	UZS
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
NOTE -	
VENEZUELA	
BOLIVAR	VEB
ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 10
NOTE -	
VIET NAM	
DONG	VND
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
NOTE -	
YEMEN, REPUBLIC OF	
YEMENI RIAL	YER
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
NOTE -	
YUGOSLAVIA	
NEW DINAR	YUM
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
NOTE 4	
ZAIRE	
NEW ZAIRE	ZRN
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.05
NOTE -	
ZAMBIA	
KWACHA	ZMK
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 5
NOTE -	

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) GENERAL

INFANTS AND CHILDREN UNDER 12 YEARS OF AGE, ACCOMPANIED IN THE SAME CABIN BY A PASSENGER 18 YEARS OLD (FOR INFANTS) AND 16 YEARS OLD (FOR CHILD) OR OLDER, WILL BE ACCEPTED FOR TRANSPORTATION ON CONDITION THAT HE/SHE IS CAPABLE OF LOOKING AFTER THE CHILD DURING THE ENTIRE TRIP, INCLUDING CHECK-IN FORMALITIES, CUSTOMS, ETC.

(1) INFANTS

(A) INFANTS UNDER TWO YEARS OF AGE ON THE DATE OF TRAVEL DO NOT REQUIRE A SEAT.

(B) ONLY ONE INFANT UNDER THE AGE OF TWO YEARS MAY BE HELD IN THE LAP OF AN ACCOMPANYING PASSENGER 18 YEARS OF AGE OR OLDER, AND BE CAPABLE OF LOOKING AFTER THE INFANT DURING THE ENTIRE TRIP INCLUDING CHECK-IN FORMALITIES, CUSTOMS, ETC. IF THERE IS NO ADULT TO ACCOMPANY THE INFANT, AN ESCORT HOSTESS MUST BE APPOINTED BY TP AND THIS SERVICE WILL BE PAID (FOR INFANTS MORE THAN 3 MONTHS). MINORS UNDER 3 MONTHS ARE NOT ACCEPTED TO TRAVEL NEITHER AS UM NOR BY A COMPANY ESCORT (ESCHO).

(C) NO SINGLE PASSENGER SHALL BE RESPONSIBLE FOR MORE THAN ONE INFANT WHETHER THE INFANT IS HELD ON THE LAP OF AN ACCOMPANYING PASSENGER OR A SEAT HAS BEEN PURCHASED FOR THE INFANT AND THE INFANT IS SECURED IN AN APPROVED CHILD RESTRAINT SYSTEM (CAR SEAT).

(D) AN INFANT UNDER TWO YEARS OF AGE AT THE TIME OF DEPARTURE BUT REACHING HIS/HER SECOND BIRTHDAY DURING THE CONTINUING/RETURN FLIGHT(S) WILL REQUIRE A SEAT AND MUST PAY THE APPLICABLE FARE FOR THE CONTINUING/RETURN FLIGHT(S). IN THIS CASE, CAR-TYPE SEAT APPROVED FOR AIR TRANSPORT BY AN OFFICIAL STATE AUTHORITY OF ANY COUNTRY (E.G. FAA, ECE R44.04 OR R44.03) MUST BE USED.

(2) CHILDREN

(A) ALL CHILDREN, TWO YEARS OF AGE OR OLDER, MUST BE TICKETED AND ASSIGNED A SEAT.

(B) ALL MINORS 12 YEARS OF AGE OR OLDER, WILL BE ABLE TO TRAVEL UNACCOMPANIED WITHOUT SUPERVISION AND WILL BE CONSIDERED TO BE AN ADULT FOR FARE PURPOSES.

(C) RESERVATION OF GROUPS CHILDREN TRAVELLING TOGETHER ARE SUBJECT TO THE FOLLOWING CONDITIONS:

(I) 2 CHILDREN OF 2-3 YEARS OLD MUST BE ACCOMPANIED BY ONE ADULT MINIMUM 18

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 200 are effective September 30, 2022 pursuant to Order No. 2021-A-3 of the CTA.

- YEARS.
- (II) 4 CHILDREN OF 4-5 YEARS OLD MUST BE ACCOMPANIED BY ONE ADULT MINIMUM 18 YEARS.
 - (III) 10 CHILDREN OF 6-11 YEARS OLD MUST BE ACCOMPANIED BY ONE ADULT MINIMUM 18 YEARS.
 - (IV) WHENEVER ONE OF THE ABOVE CONDITIONS IS NOT MET, ACCEPTANCE IS SUBJECT PREVIOUS REQUEST.
- (B) ACCEPTANCE OF INFANTS AND CHILDREN
- | | | |
|---------------------------------|----------|---|
| AGE | ACCEPTED | CONDITIONS |
| 7 DAYS TO 23 MONTHS
(INFANT) | YES | ONLY ONE INFANT IS PERMITTED PER ADULT PASSENGER. THE INFANT MAY TRAVEL FREE OF CHARGE WHEN THE INFANT IS HELD ON AN ACCOMPANYING ADULT'S LAP.
AN INFANT FOR WHOM A SEAT IS PURCHASED MUST BE PROPERLY SECURED IN AN APPROVED CHILD RESTRAINT DEVICE AND WILL BE ASSESSED THE APPLICABLE FARE. |
| 2 TO 11 YEARS OLD (CHILD) | YES | THESE PASSENGERS ARE CONSIDERED TO BE A CHILD FOR THE PURPOSE OF AIR TRAVEL AND WILL PAY THE APPLICABLE CHILD'S FARE.
THESE PASSENGERS MUST BE EITHER SUPERVISED BY A PASSENGER OF 16 YEARS OR OLDER OR USE THE CARRIER'S UNACCOMPANIED MINOR SERVICES.
THE USE OF AN APPROVED CHILD RESTRAIN DEVICE IS OPTIONAL FOR CHILDREN BETWEEN TWO AND FIVE YEARS OLD. |
| 12 YEARS AND OLDER | YES | THESE PASSENGERS ARE CONSIDERED TO BE ADULTS FOR THE PURPOSE OF AIR TRAVEL AND WILL PAY THE APPLICABLE ADULT FARE.
THESE PASSENGERS ARE ELIGIBLE TO TRAVEL UNACCOMPANIED AND UNSUPERVISED. |
- (C) DOCUMENTATION
THE CARRIER MAY REQUIRE PRESENTATION OF THE FOLLOWING DOCUMENTS WHEN CHILDREN ARE ACCOMPANIED BY AN ADULT:
(1) DOCUMENTS ESTABLISHING LEGAL CUSTODY;
(2) PARENTAL CONSENT LETTER AUTHORIZING TRAVEL;
(3) DEATH CERTIFICATE IF ONE PARENT IS DECEASED;
(4) ANY OTHER DOCUMENTATION REQUIRED BY THE COUNTRY OF DESTINATION.
- (D) UNACCOMPANIED MINORS
(1) GENERAL
(A) FOR PURPOSES OF THIS RULE, "GUARDIAN" IS ANY ADULT HAVING RESPONSIBILITY OVER THE WELFARE

Tariff: TP1
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CTA No. 314 DOT No. 517

- OF A MINOR.
- (B) THE CARRIER OFFERS A SUPERVISION SERVICE CALLED THE UNACCOMPANIED MINOR SERVICE (UM SERVICE) FOR MINORS BETWEEN 5 AND 11 YEARS (INCLUDED). THE UM SERVICE MAY ALSO BE APPLIED TO YOUNG PASSENGERS FROM 12 TO 17 YEARS (INCLUDED), ON SPECIAL REQUEST FROM THE PARENTS OR APPOINTED GUARDIAN, OR IN CASE OF DOUBT ABOUT HIS/HER ABILITY TO TRAVEL ALONE.
- (2) MINORS OVER 2 AND UNDER 5 YEARS OF AGE MAY BE ACCOMPANIED BY A PASSENGER WITH MORE THAN 12 YEARS AND UNDER 16 YEARS, HOWEVER IN THIS CASE, THE UM PROCEDURES AND THE APPLICABLE FEE IS REQUIRED FOR EACH, OTHERWISE IT MUST BE REQUIRED AN ESCORT PERSON (ESHO) FOR THE MINOR OVER 2 AND UNDER 5 YEARS OF AGE.
- (3) THE UM SERVICE IS AVAILABLE ON NON-STOP FLIGHTS OR DIRECT FLIGHTS (A DIRECT FLIGHT MAKES A STOP BUT THERE IS NO CHANGE OF AIRCRAFT).
- (4) FARES AND CHARGES
- (A) A CHARGE OF \$150 USD/CAD PER MINOR, IN EACH DIRECTION, WILL BE APPLIED FOR USING THE UM SERVICE.
- (B) THE CHARGE IS NON-REFUNDABLE AND IS SUBJECT TO APPLICABLE TAXES.
- (5) CONDITIONS OF APPLICATION FOR UNACCOMPANIED TRAVEL
- (A) ARRANGEMENTS AND REGISTRATION FOR THE UM SERVICE MUST BE MADE PRIOR TO DEPARTURE.
- (B) THE MINOR MUST BE BROUGHT TO THE AIRPORT OF DEPARTURE BY A GUARDIAN WHO REMAINS WITH THE MINOR UNTIL FLIGHT DEPARTURE. THE GUARDIAN WILL COMPLETE ALL THE REQUIRED DOCUMENTS WHICH INCLUDE PROVIDING THE CARRIER WITH SATISFACTORY EVIDENCE THAT THE MINOR WILL BE MET BY ANOTHER PARENT, GUARDIAN OR OTHER RESPONSIBLE ADULT. THE GUARDIAN WHO WILL BE MEETING THE UNACCOMPANIED MINOR AT THE AIRPORT OF ARRIVAL MUST HAVE PHOTO IDENTIFICATION WHICH WILL ALLOW THE CARRIER PERSONNEL TO IDENTIFY THIS PERSON AS THE APPROPRIATE PERSON DESIGNATED TO MEET THE MINOR.
- (C) ONCE THE MINOR IS UNDER THE CARRIER'S CARE, THE MINOR WILL BE PROVIDED SUPERVISION BY THE CARRIER UNTIL HE/SHE IS MET AT DESTINATION BY A GUARDIAN WHO CAN CONFIRM TO CARRIER PERSONNEL BY MEANS OF PHOTO IDENTIFICATION THAT THEY ARE THE PERSON(S) DESIGNATED TO MEET THE MINOR.
- (D) CONFIRMED RESERVATIONS MUST BE BOOKED FOR UNACCOMPANIED MINORS. STANDBY TRAVEL IS NOT PERMITTED.
- (E) A MINOR WITH A MEDICAL CONDITION OR DISABILITY SHALL BE DEALT WITH CASE BY CASE CONSIDERING THE MINOR DISABILITY AND NEEDS FOR TRANSPORTATION.
- (6) CARRIER'S LIMITED RESPONSIBILITY WITH THE EXCEPTION OF THE SERVICE SPECIFICALLY

Tariff: TP1
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CTA No. 314 DOT No. 517

PROVIDED TO AN UNACCOMPANIED MINOR IN THIS RULE, THE CARRIER WILL NOT ASSUME ANY FINANCIAL OR GUARDIANSHIP RESPONSIBILITIES FOR THE UNACCOMPANIED MINOR BEYOND THOSE APPLICABLE TO AN ADULT PASSENGER.

(E) SEAT ASSIGNMENT FOR CHILDREN

(1) ASSIGNING SEATS

IN ORDER TO FACILITATE THE ASSIGNMENT OF A SEAT TO A CHILD WHO IS UNDER THE AGE OF 14 YEARS IN CLOSE PROXIMITY TO A PARENT, GUARDIAN OR TUTOR IN ACCORDANCE WITH SUBSECTION (2), A CARRIER MUST, AT NO ADDITIONAL CHARGE

(A) ASSIGN A SEAT BEFORE CHECK-IN TO THE CHILD THAT IS IN CLOSE PROXIMITY TO THEIR PARENT, GUARDIAN OR TUTOR; OR

(B) IF THE CARRIER DOES NOT ASSIGN SEATS IN ACCORDANCE WITH PARAGRAPH (A), DO THE FOLLOWING:

(1) ADVISE PASSENGERS BEFORE CHECK-IN THAT THE CARRIER WILL FACILITATE SEAT ASSIGNMENT OF CHILDREN IN CLOSE PROXIMITY TO A PARENT, GUARDIAN OR TUTOR AT NO ADDITIONAL CHARGE AT THE TIME OF CHECK-IN OR AT THE BOARDING GATE,

(2) ASSIGN SEATS AT THE TIME OF CHECK-IN, IF POSSIBLE,

(3) IF IT IS NOT POSSIBLE TO ASSIGN SEATS AT THE TIME OF CHECK-IN, ASK FOR VOLUNTEERS TO CHANGE SEATS AT THE TIME OF BOARDING, AND

(4) IF IT IS NOT POSSIBLE TO ASSIGN SEATS AT THE TIME OF CHECK-IN AND NO PASSENGER HAS VOLUNTEERED TO CHANGE SEATS AT THE TIME OF BOARDING, ASK AGAIN FOR VOLUNTEERS TO CHANGE SEATS BEFORE TAKE-OFF.

(2) PROXIMITY TO ADULT'S SEAT

THE CARRIER MUST FACILITATE THE ASSIGNMENT OF A SEAT TO A CHILD WHO IS UNDER THE AGE OF 14 YEARS BY OFFERING, AT NO ADDITIONAL CHARGE,

(A) IN THE CASE OF A CHILD WHO IS FOUR YEARS OF AGE OR YOUNGER, A SEAT THAT IS ADJACENT TO THEIR PARENT, GUARDIAN OR TUTOR'S SEAT;

(B) IN THE CASE OF A CHILD WHO IS 5 TO 11 YEARS OF AGE, A SEAT THAT IS IN THE SAME ROW AS THEIR PARENT, GUARDIAN OR TUTOR'S SEAT, AND THAT IS SEPARATED FROM THAT PARENT, GUARDIAN OR TUTOR'S SEAT BY NO MORE THAN ONE SEAT; AND

(C) IN THE CASE OF A CHILD WHO IS 12 OR 13 YEARS OF AGE, A SEAT THAT IS IN A ROW THAT IS SEPARATED FROM THE ROW OF THEIR PARENT, GUARDIAN OR TUTOR'S SEAT BY NO MORE THAN ONE ROW.

(3) DIFFERENCE IN PRICE

IF A PASSENGER IS ASSIGNED A SEAT IN ACCORDANCE WITH SUBSECTION (2) THAT IS IN A LOWER CLASS OF SERVICE THAN THEIR TICKET PROVIDES, THE CARRIER MUST REIMBURSE THE PRICE DIFFERENCE BETWEEN THE CLASSES OF SERVICE, BUT IF THE PASSENGER CHOOSES A SEAT THAT IS IN A HIGHER CLASS OF SERVICE THAN THEIR TICKET PROVIDES, THE CARRIER MAY REQUEST SUPPLEMENTARY PAYMENT REPRESENTING THE PRICE DIFFERENCE BETWEEN THE CLASSES OF SERVICE.

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

- (A) GENERAL AGENTS AND GENERAL SALES AGENTS
A GENERAL AGENT, OR A GENERAL SALES AGENT, DULY APPOINTED BY ANY ONE OF THE PARTICIPATING CARRIERS, AND OFFICIALS AND EMPLOYEES (INCLUDING MEMBERS OF THEIR IMMEDIATE FAMILIES) OF SUCH A GENERAL AGENCY, WILL BE ALLOWED FREE OR REDUCED FARE TRANSPORTATION OVER THE LINES OF ONE OR MORE OF THE CARRIERS SO REPRESENTED BY THE AGENT, UNDER THE FOLLOWING CONDITIONS.
- (1) WHEN TRANSPORTATION IS FOR THE PURPOSE OF CARRIER'S BUSINESS
TRANSPORTATION WILL BE ISSUED FREE OF CHARGE TO THE GENERAL AGENT, GENERAL AGENCY OFFICIALS AND EMPLOYEES WHEN SUCH TRANSPORTATION IS ON THE CARRIER'S BUSINESS.
- (2) WHEN TRANSPORTATION IS FOR THE PURPOSE OF VACATION
TRANSPORTATION WILL BE ISSUED FREE OF CHARGE TO THE GENERAL AGENT OR TO THE GENERAL AGENCIES, OFFICIALS OR EMPLOYEES (INCLUDING MEMBERS OF THEIR IMMEDIATE FAMILIES) BY THE CARRIERS WHEN TRANSPORTATION IS FOR THE PURPOSE OF PERSONAL VACATION OF THE GENERAL AGENT OR AN OFFICIAL OR EMPLOYEE OF A GENERAL AGENCY, BUT NOT TO EXCEED ONE TRIP PER PERSON PER CALENDAR YEAR.
- (3) ELIGIBILITY
TO BE ELIGIBLE FOR THE REDUCTIONS SPECIFIED ABOVE, THE GENERAL AGENT, THE OFFICIAL OR EMPLOYEE OF THE GENERAL AGENCY MUST DEVOTE ALL, OR SUBSTANTIALLY ALL, OF HIS TIME TO THE BUSINESS OF THE CARRIER; AND WITH RESPECT TO SUBPARAGRAPH (2), ABOVE, THE APPOINTMENT OF THE GENERAL AGENCY MUST HAVE BEEN IN EFFECT CONTINUOUSLY FOR AT LEAST 12 MONTHS PRIOR TO THE COMMENCEMENT OF THE REDUCED FARE TRANSPORTATION.
- (4) APPLICATION FOR FARE REDUCTIONS
IN ORDER TO OBTAIN THE ABOVE FARE REDUCTIONS, APPLICATION MUST BE MADE IN WRITING BY THE GENERAL AGENT OR A SENIOR OFFICIAL OF THE GENERAL AGENCY TO THE CARRIER WHICH IS TO FURNISH THE TRANSPORTATION. TRANSPORTATION WILL NOT BE ISSUED UNTIL APPROVAL HAS BEEN GIVEN BY AN AUTHORIZED OFFICIAL OF THE CARRIER WHICH IS FURNISHING THE TRANSPORTATION.
- EXCEPTION FOR CANADA: THE FREE AND/OR REDUCED FARE TRANSPORTATION SPECIFIED ABOVE IS NOT APPLICABLE TO CARRIAGE SOLELY BETWEEN POINTS IN CANADA ON THE ONE HAND AND POINTS IN CONTINENTAL U.S.A. OR ALASKA ON THE OTHER.
- (B) PASSENGER SALES AGENTS LOCATED OUTSIDE THE UNITED

STATES

(1) 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 TWENTY-FIVE (25) PERCENT OF THE APPLICABLE FARE;
- (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 SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER WILL GRANT PURSUANT TO SUBPARAGRAPHS (A) AND (B) ABOVE WITHIN EACH COUNTRY.

(2) 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.

(3) 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 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.

(4) APPLICATION FOR TRANSPORTATION

IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION, APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY A RESPONSIBLE OFFICIAL OF THE PASSENGER SALES AGENCY. 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. WHERE THE AGENT IS IATA APPROVED, THE STANDARD IATA APPLICATION FORM SHALL BE USED.

(C) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA

(1) APPLICATION

Tariff: TP1
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CTA No. 314 DOT No. 517

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. NOT MORE THAN TWO (2) TICKETS PER CALENDAR YEAR FOR EACH AGENT REGISTERED FOR A SPECIFIC COUNTRY; PROVIDED THAT A MAXIMUM OF FORTY (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) 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 3 MONTHS FROM DATE OF ISSUANCE.
 - (C) SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND EMPLOYEES OF THE CARGO SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER WILL GRANT PURSUANT TO SUBPARAGRAPH (A) ABOVE WITHIN EACH COUNTRY.
- (2) ELIGIBILITY
- (A) REDUCED FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA APPROVED LIST OF AGENTS 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. 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

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- AGAINST THE AGENCY'S ANNUAL ALLOTMENT NOTED UNDER (1)(C) 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 IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY AN OWNER OR OFFICER OF THE CARGO SALES AGENCY. 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 FARE INTERNATIONAL 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 INSTRUCTION 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 4,000 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)(1) ABOVE FOR THE PURPOSE OF PROVIDING INSTRUCTIONS TO SUCH ALL CARGO CARRIER'S AGENTS.
 - (V) SIZE OF GROUP ELIGIBILITY OF TRAINEES
 - (AA) 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 APPOINTED 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 APPOINTED CARGO AGENT.
 - (BB) IF AT ANY TIME PRIOR TO COMMENCEMENT OF TRAVEL THERE IS A CHANGE AFFECTING THE ELIGIBILITY OF THE IATA AND/OR CARRIER APPOINTED 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.
- (CC) NOTWITHSTANDING SUBPARAGRAPH (A) ABOVE, IN THE EVENT THAT PURSUANT TO SUBPARAGRAPH (B) 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.
- (VI) DURATION DAILY INSTRUCTION
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.
- (VII) 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.
- (VIII) ABSORPTION OF EXPENSES
CARRIER(S) WILL ARRANGE AND PAY FOR THE EXPENSES OF SUCH PERSONS ATTENDING THE TRAINING COURSE AS FOLLOWS:
(AA) 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.
(BB) EN ROUTE: HOTEL AND MEAL EXPENSES, GROUND TRANSPORTATION, AIRPORT SERVICES CHARGES AND TRANSIT TAXES.
- (IX) SPECIAL ONE-DAY COURSES: CARRIERS MAY ALSO ESTABLISH SPECIAL ONE-DAY COURSES WHICH SHALL BE SUBJECT TO THE ABOVE PROVISIONS EXCEPT THAT:
(AA) THERE SHALL BE NOT LESS THAN FOUR HOURS OF INSTRUCTIONS; AND
(BB) THAT 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 CARRIERS' OWN SERVICES ON THE SAME DAY, EXPENSES MAY ALSO BE ABSORBED FOR ONE NIGHT.

- (D) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA
- (1) APPLICATION
- SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS, AND SALES/TRAFFIC MANAGEMENT EMPLOYEES OF AN AUTHORIZED CARGO SALES AGENCY OF THE CARRIERS WILL BE ALLOWED INTERNATIONAL REDUCED FARE TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE OVER THE LINES OF SUCH CARRIERS ON THE FOLLOWING BASIS:
- (A) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR FOR EACH REGISTERED AGENT; PROVIDED THAT A MAXIMUM OF FORTY (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 PORTION OF TRAVEL MUST BE COMMENCED 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 WHICH CARRIER(S) 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 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)

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Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- 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) 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 IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY AN OWNER OR OFFICER OF THE CARGO SALES AGENCY. 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.

Rule 210 Free and Reduced Fare Transportation for Tour Conductors
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(A) GENERAL

SUBJECT TO THE PROVISIONS AND CONDITIONS OF THIS RULE, AN INDIVIDUAL (HEREINAFTER CALLED "TOUR CONDUCTOR") WILL BE CARRIED BY THE PARTICIPATING AIR CARRIERS AT THE APPROPRIATE FARE REDUCTION FROM THE APPLICABLE ADULT AIR FARE EFFECTIVE BETWEEN THE POINTS AND VIA THE ROUTING TO BE USED BY THE TOUR CONDUCTOR.

(B) DEFINITIONS

- (1) THE TERM "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 CONDUCTOR'S TRANSPORTATION AT FREE OR REDUCED FARES MAY BE ISSUED IN ACCORDANCE HEREWITH.
- (2) THE TERM "TRAVEL AGENT" MEANS AN AGENT DULY APPOINTED BY THE CARRIER TO SELL AIR PASSENGER TRANSPORTATION OVER ITS LINES.
- (3) THE TERM "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) THE TERM "ADVERTISED GROUP TOUR" MEANS A TOUR INVOLVING A ROUND 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 POINT INCLUDED IN THE TOUR IN LITERATURE CIRCULATED FOR THE PURPOSE OF PROMOTING THE SALE OF THE TOUR. THE COST OF THE ADVERTISED GROUP 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) THE TERM "TOUR CONDUCTOR" MEANS AN INDIVIDUAL WHO IS IN CHARGE OF OR GUIDES THE ADVERTISED GROUP TOUR IN PERSON, AND ACCOMPANIES A GROUP OF PASSENGERS TRAVELING TOGETHER ON AN ADVERTISED GROUP TOUR OVER ALL OR A PORTION OF THEIR ITINERARY FOR THE PURPOSE OF SUPERVISING THE TRAVEL ARRANGEMENTS OF AND GUIDING THE GROUP.
- (6) THE TERM "PASSENGER" MEANS A PASSENGER PAYING THE ADULT FARE OR THE EQUIVALENT OF ONE ADULT FARE, SUCH AS TWO HALF FARES.
- (7) THE TERM "FREE OR REDUCED FARE TRANSPORTATION"

Tariff: TP1
Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

MEANS TRANSPORTATION ISSUED TO A TOUR CONDUCTOR FREE OR AT THE REDUCED FARE ACCORDING TO THIS RULE.

- (8) THE TERM "ROUND TRIP" AND "CIRCLE TRIP" SHALL INCLUDE TRANSPORTATION PARTLY BY AIR AND PARTLY BY SURFACE MEANS.

- (C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTOR TRANSPORTATION WHERE THE GROUP OF PASSENGERS ON THE ADVERTISED TOUR, WHOSE PASSAGE HAS BEEN BOOKED AND FULLY PAID FOR, CONSISTS OF:
 - (1) FIFTEEN (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 TEN (10) NOR MORE THAN FOURTEEN (14) PASSENGERS, A REDUCTION OF FIFTY PERCENT OF THE FARE WILL BE GRANTED FOR THE TOUR CONDUCTOR.

- (D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION
 - (1) 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 WHICH WILL ARRANGE THE TRANSPORTATION AND MUST ALSO INCLUDE A DESCRIPTION OF THE PURPOSE ITINERARY OF THE GROUP WITH ALL PERTINENT INFORMATION DESCRIBING THE GROUP IF NOT FULLY SET FORTH IN THE ADVERTISING MATTER SUBMITTED.
 - (2) 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:
 - (A) IF ROUND TRIP PASSENGERS, TRAVEL TOGETHER TO THE POINT OF TURNAROUND;
 - (B) IF CIRCLE TRIP PASSENGERS, TRAVEL TOGETHER TO THE FIRST POINT OF STOPOVER;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 THE 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:

- (1) 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;
- (2) 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;
- (3) 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;
- (4) 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 TRAVELING 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:
 - (A) 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.
 - (B) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT ON THE SERVICES OF A CARRIER WHO

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Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

DOES NOT TRANSPORT THE GROUP FROM THE ASSEMBLY POINT ONWARDS, THE QUALIFYING NUMBER OF PASSENGERS REFERRED TO ABOVE SHALL ALL TRAVEL FROM THE DEPARTURE POINTS TO THE ASSEMBLY POINT ON THE SERVICES OF SUCH CARRIER, SUBJECT TO THE PROVISION OF (C) ABOVE.

- (3) 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 BY EACH CARRIER IN THE ITINERARY, AND THE INITIAL CARRIER WILL NOTIFY EACH CARRIER WHICH HAS AS INDICATED THAT IT WILL PARTICIPATE. 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) IN OBTAINING APPROVAL TO ACCEPT FREE OR REDUCED FARE TRANSPORTATION OF A TOUR CONDUCTOR AS PROVIDED HEREIN, WRITTEN AUTHORIZATION MUST BE GIVEN BY ONE OF THE AUTHORIZED OFFICIALS 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.

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CTA No. 314 DOT No. 517

Rule 500 Passengers on Stretchers

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- (A) PASSENGERS TRAVELING ON A STRETCHER WILL BE ACCEPTED FOR TRANSPORTATION BY THE CARRIERS LISTED BELOW, SUBJECT TO RULE NO. 25 HEREIN, PROVIDED ADVANCE ARRANGEMENTS ARE MADE AND SPACE AND APPROPRIATE EQUIPMENT FOR MOUNTING WITHIN THE AIRCRAFT ARE AVAILABLE; AND SUBJECT TO THE CONDITIONS AND CHARGES, INDICATED PROVIDED THAT:
 - (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.
- (B) TP WILL CARRY A PASSENGER ON A STRETCHER, SUBJECT TO ADVANCE ARRANGEMENTS, THE AVAILABILITY OF SPACE AND APPROPRIATE EQUIPMENT UNDER THE FOLLOWING CONDITIONS:
 - (1) MEDICAL INFORMATION: A MEDICAL CERTIFICATE ON A FORM SUPPLIED BY TP, MUST BE SUBMITTED TO AND APPROVED BY TP MEDICAL SERVICES PRIOR TO TRAVEL.
 - (2) FARES
 - 1. DOMESTIC CARRIAGE
 - A. UNACCOMPANIED: WHEN UNACCOMPANIED, PASSENGER TRAVELING ON A STRETCHER WILL PAY THE APPLICABLE FARE PLUS A SURCHARGE EQUAL TO 2 (TWO) FULL NORMAL ONE WAY FARES.
 - B. WHEN ACCOMPANIED, PASSENGER WILL PAY THE APPLICABLE FARE.
 - 2. INTERNATIONAL CARRIAGE
 - A. UNACCOMPANIED: WHEN UNACCOMPANIED, PASSENGER TRAVELING ON A STRETCHER WILL PAY THE APPLICABLE FARE PLUS A SURCHARGE EQUAL TO 4 (FOUR) FULL NORMAL ONE WAY FARES.
 - B. ACCOMPANIED: WHEN ACCOMPANIED, PASSENGER WILL PAY THE APPLICABLE FARE.
 - (3)
 - (4) BAGGAGE: THE FREE BAGGAGE ALLOWANCE SHALL BE THE SAME AS FOR THE TRIP IN Y CLASS.

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CTA No. 314 DOT No. 517

Rule 600 Attendant Accompanying Air Cargo Shipments

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SUBJECT TO ADVANCE ARRANGEMENTS, CARRIER WILL TRANSPORT ATTENDANTS AND THEIR PERSONAL BAGGAGE ON ALL CARGO AIRCRAFT OR IN THE CARGO COMPARTMENT OF A MIXED CARGO-PASSENGER AIRCRAFT FOR THE PURPOSE OF ACCOMPANYING CONSIGNMENTS WHEN NECESSARY FOR THE PROTECTION OF THE CONSIGNMENT, OTHER CARGO, THE AIRCRAFT OR ITS CREW. THE FARES AND RULES GOVERNING THE TRANSPORTATION OF SUCH ATTENDANT ARE IN ALL OTHER RESPECT THE SAME AS THOSE FOR ANY OTHER PASSENGER EXCEPT AS NOTED BELOW.

- (A) THE FARE FOR SUCH ATTENDANT'S TRANSPORTATION WILL BE AS FOLLOWS:
- (1) FOR ONE-WAY TRANSPORTATION, 95 PERCENT OF THE ALL-YEAR ECONOMY CLASS ONE-WAY FARE APPLICABLE BETWEEN THE POINTS BETWEEN WHICH THE ATTENDANT IS TRANSPORTED TO ACCOMPANY THE CONSIGNMENT.
 - (2) FOR ROUND TRIP TRANSPORTATION, 95 PERCENT OF THE ALL-YEAR ECONOMY CLASS ROUND TRIP FARE APPLICABLE BETWEEN THE POINTS BETWEEN WHICH THE ATTENDANT IS TRANSPORTED TO ACCOMPANY THE CONSIGNMENT.
- (B) THE FREE BAGGAGE ALLOWANCE WILL BE 44 LBS. (20 KGS.) AND NORMAL EXCESS WEIGHT CHARGES WILL APPLY.
- (C) CARRIER WILL APPOINT ONE OF ITS EMPLOYEES TO ACT AS AN ATTENDANT, IF SUCH AN EMPLOYEE IS AVAILABLE, IF SO REQUESTED BY THE SHIPPER PRIOR TO ACCEPTANCE OF THE CONSIGNMENT SUBJECT TO THE FOLLOWING CHARGE:
- (D) A CHARGE OF \$250.00 WILL BE ASSESSED IN ADDITION TO THE FARES SPECIFIED IN PARAGRAPH (A) ABOVE FOR EACH DIRECTION FOR WHICH THE EMPLOYEE ACTING AS AN ATTENDANT ACCOMPANIES THE CARGO SHIPMENT.

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Rule 1020 Seats Contracted By Tour Operators from Carrier
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WHEN A TOUR OPERATOR REQUESTS TP TO RESERVE MORE THAN 50 SEATS WHICH ARE TO BE SOLD IN CONJUNCTION WITH A SPECIFIC GROUP INCLUSIVE TOUR PROGRAM ORGANIZED AND TO BE SOLD BY THE TOUR OPERATOR AND TP CONFIRMS THE SEATS REQUESTED, A NON-REFUNDABLE DEPOSIT EQUAL TO 10 PERCENT OF THE TICKET VALUE OF THE SEATS CONFIRMED MAY BE REQUIRED BY TP FROM THE TOUR OPERATOR.

Rule 1040 Tap Air Portugal Navigator's Bonus Program (Not applicable to/from Canada)
Issued: October 26, 2019 Effective: October 27, 2019

(A) GENERAL CONDITIONS

- (1) THE PROVISIONS OF THIS RULE APPLY TO TRANSATLANTIC TRANSPORTATION IN NAVIGATOR CLASS ('C' CLASS/BUSINESS CLASS) ON THE SCHEDULED PASSENGER FLIGHTS OF TP.
- (2) ALL TRANSPORTATION USED TO QUALIFY FOR BONUS TICKETS MUST BE PURCHASED IN THE U.S.A. AND MUST BE FOR TRAVEL TO OR FROM THE U.S.A. BY THE SAME PASSENGER.
- (3) IT IS THE RESPONSIBILITY OF PASSENGERS WISHING TO PARTICIPATE IN THIS PROGRAM TO PROVIDE TP WITH BOARDING CARDS AND PASSENGER COUPONS CONFIRMING THE USE OF TP TRANSATLANTIC FLIGHTS IN NAVIGATOR CLASS.

(B) BONUS PROGRAM

- (1) FOR EACH THREE (3) ONE WAY TRANSATLANTIC FLIGHTS; IN NAVIGATOR CLASS, PAYING FULL FARE AND COMPLETED WITHIN ONE YEAR, A FREE ONE WAY TICKET IN NAVIGATOR CLASS WILL BE AWARDED PERMITTING TRAVEL BETWEEN THE UNITED STATES ORIGIN OR DESTINATION OF THE QUALIFYING FLIGHTS AND ANY CITY IN PORTUGAL, USING THE SERVICES OF TP, FOR USE BY:
 - (A) THE PASSENGER NAMED ON THE SUBMITTED PASSENGER COUPONS, OR
 - (B) AN EMPLOYEE OF THE SAME EMPLOYER PROVIDED THAT THE EMPLOYER HAS REGISTERED IN TP'S CORPORATE TRAVEL PROGRAM PRIOR TO USE OF THE QUALIFYING NAVIGATOR CLASS TICKETS.

NOTE: NAVIGATOR CLASS TRAVEL UTILIZING RULE 3200 (COMPANION NAVIGATOR FARES BETWEEN THE U.S.A. AND PORTUGAL) DOES NOT QUALIFY FOR THIS BONUS PROGRAM.

- (2) FREE TRANSPORTATION AWARDED UNDER THIS PROGRAM MAY NOT BE REDEEMED FOR CASH AND MAY NOT BE USED AS PARTIAL PAYMENT TOWARDS THE PURCHASE OF OTHER TRANSPORTATION. FREE TRANSPORTATION AWARDED UNDER THIS PROGRAM MAY NOT BE TRANSFERRED TO ANOTHER PASSENGER. REQUESTS FOR TRANSPORTATION UNDER THIS PROGRAM MUST BE SUBMITTED TO TP WITHIN THREE (3) MONTHS AFTER THE TWELVE (12) MONTHS DURING WHICH THE QUALIFYING TRANSPORTATION WAS UTILIZED. FREE

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CTA No. 314 DOT No. 517

TRANSPORTATION AWARDED UNDER THIS PROGRAM MUST BE
UTILIZED WITHIN SIX (6) MONTHS OF TICKET ISSUANCE.

Rule 1050 Group Fares For Emigrants Sponsored by the
Intergovernmental Committee for European Migration (I.C.E.M.)
Issued: October 26, 2019 Effective: October 27, 2019

- (A) APPLICATION
- (1) APPLICABLE AREA
THESE FARES APPLY FROM POINTS IN PORTUGAL TO NEW YORK, N.Y.
 - (2) CLASS OF SERVICE
THESE FARES APPLY ON ECONOMY CLASS SERVICE.
 - (3) TYPE OF TRANSPORTATION
THESE FARES APPLY TO OW TRANSPORTATION.
 - (4) ELIGIBILITY
 - (A) PASSENGERS MUST BE PORTUGUESE DISPLACED PERSONS AND THEIR IMMEDIATE FAMILY (WIFE, SONS, DAUGHTERS), WHO WERE RESIDENTS OF FORMER PORTUGUESE TERRITORIES AND WERE COMPELLED TO LEAVE THOSE TERRITORIES AFTER APRIL 25, 1974.
 - (B) PASSENGERS MAY BENEFIT FROM THESE FARES ONLY ONCE WHEN EMIGRATING FROM PORTUGAL TO THE U.S.A. FOR THE FIRST TIME.
 - (C) INDIVIDUAL PASSENGERS ARE NOT ELIGIBLE FOR THESE FARES UNLESS AUTHORIZED BY THE I.C.E.M.
- (B) FARES
FARES APPLY AS FOLLOWS:
- | FROM | TO | USD | FROM | TO | USD |
|------|-----|--------|------|-----|--------|
| FAO | NYC | 253.00 | OPO | NYC | 253.00 |
| FNC | NYC | 273.00 | PXO | NYC | 273.00 |
| LIS | NYC | 233.00 | TER | NYC | 233.00 |
- (C) COMBINATIONS
FARES ARE COMBINABLE ONLY WITH FULL DOMESTIC FARES WITHIN PORTUGAL OR U.S.A.
- (D) PERIODS OF VALIDITY
FARES ARE VALID ALL YEAR.
- (E) STOPOVERS
STOPOVERS ARE NOT PERMITTED.
- (F) GROUP REQUIREMENTS
- (1) GROUP SIZE
THE MINIMUM GROUP SIZE IS 10 PASSENGERS.
 - (2) GROUP TRAVEL REQUIREMENTS
TP MAY SPLIT THE GROUP INTO 2 PARTS OF NOT LESS THAN 5 PASSENGERS EACH TO BE TRANSPORTED IN TWO SUCCEEDING FLIGHTS.
 - (3) DOCUMENTATION
 - (A) PASSENGERS MUST HOLD A PORTUGUESE PASSPORT AND AN EMIGRANT "VISA" ISSUED BY A U.S. EMBASSY OR CONSULATE IN PORTUGAL.
 - (B) ALL DOCUMENTATION SHALL BE PRESENTED BY THE I.C.E.M. WHEN APPLYING FOR TICKET ISSUANCE.
- (G) RESERVATIONS AND TICKETING
- (1) RESERVATIONS
 - (A) RESERVATIONS MAY ONLY BE MADE THROUGH THE I.C.E.M. AND MAY NOT BE CONFIRMED PRIOR TO THE 15TH DAY BEFORE THE DATE OF DEPARTURE.
 - (B) TP MAY, WHEN CIRCUMSTANCES SO DEMAND AND SUBJECT TO ITS SPACE AVAILABILITY DETERMINE

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DIFFERENT DAYS OF FLIGHTS FROM THOSE REQUESTED FOR TRANSPORTATION, PROVIDED THE CARRIER GIVES THE I.C.E.M. NOTICE TO THAT EFFECT SUFFICIENTLY IN ADVANCE AND THAT THE CARRIER GUARANTEES THE DEPARTURE OF AT LEAST ONE GROUP PER WEEK ON A DAY TO BE AGREED.

- (2) TICKETING
 - (A) TICKET MUST BE ANNOTATED "EM/ICEM" IN THE "FARE BASIS" BOX.
 - (B) PASSPORT AND EMIGRANT "VISA" NUMBERS MUST BE ENTERED IN THE "NAME OF PASSENGER" BOX.
- (H) ROUTING/REROUTING
 - (1) TRAVEL FROM PORTUGAL TO NEW YORK MUST BE VIA THE DIRECT SERVICES OF TP.
 - (2) DOMESTIC CONNECTIONS WITHIN PORTUGAL OR THE U.S.A. ARE PERMITTED.
- (I) CANCELLATION AND REFUNDS
NO REFUND SHALL BE MADE IN THE CASE OF VOLUNTARY CANCELLATION WHICH WILL RESULT IN A GROUP OF LESS THAN 10 PASSENGERS OBTAINING TRANSPORTATION AT LESS THAN THE PRICE OF 10 SEATS.
- (J) BAGGAGE
FREE BAGGAGE ALLOWANCE WILL BE 30 KILOGRAMS.
- (K) RULES AND DISCOUNTS
NO DISCOUNTS WILL APPLY.

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CTA No. 314 DOT No. 517

Rule 1060 One Way Emigrant Fare from Portugal to the U.S.A.
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- (A) APPLICATION
 - (1) APPLICABLE AREA
THESE FARES APPLY FROM LIS/PDL/TER TO BOSTON, AND LIS TO NEW YORK.
 - (2) CLASS OF SERVICE
THESE FARES APPLY ON ECONOMY CLASS SERVICE.
 - (3) TYPE OF TRANSPORTATION
THESE FARES APPLY TO ONE WAY TRANSPORTATION.
 - (4) ELIGIBILITY
THESE FARES ARE ONLY APPLICABLE TO PORTUGUESE EMIGRANTS HOLDING AN EMIGRANT VISA ISSUED BY THE APPROPRIATE U.S. AUTHORITY AUTHORIZING THE EMIGRANT TO TAKE UP PERMANENT RESIDENCE IN THE U.S.A.
- (B) COMBINATIONS
 - (1) THESE FARES MAY NOT BE COMBINED WITH ANY ARBITRARY.
 - (2) THESE FARES MAY BE COMBINED WITH LOCAL FARES WITHIN PORTUGAL OR THE U.S.A.
- (C) PERIOD OF VALIDITY
THESE FARES APPLY ALL YEAR.
- (D) FARES
THE FARE SHALL BE 75 PERCENT OF THE APPLICABLE NORMAL ECONOMY CLASS ONE WAY FARE.
- (E) STOPOVERS
STOPOVERS ARE NOT PERMITTED.
- (F) CHILDREN'S AND INFANTS' FARES
RULE 200 (CHILDREN'S AND INFANTS' FARES) IS APPLICABLE.
- (G) RESERVATIONS AND TICKETING
 - (1) NORMAL RESERVATIONS AND TICKETING RULES APPLY, EXCEPT THAT THE PASSENGER MUST PRESENT HIS VISA AT TIME OF TICKET ISSUANCE. THE VISA NUMBER MUST BE ENTERED IN THE TICKET DESIGNATOR BOX OF THE PASSENGER TICKET.
 - (2) TICKET CODE: EM.
 - (3) BOOKING CODE: Y.
- (H) CANCELLATIONS AND REFUNDS
THIS FARE APPLIES ONLY WHEN THE TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF TRAVEL. A RETROACTIVE DISCOUNT IS NOT PERMITTED.
- (I) RULES AND DISCOUNTS
THE FOLLOWING RULES ARE NOT APPLICABLE:
 - 35 - (PASSENGER EXPENSES EN ROUTE)
 - 205 - (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
 - 210 - (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

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CTA No. 314 DOT No. 517

Rule 1080 Tap Air Portugal Senior Citizen Discount Fare
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(A) APPLICATION

- (1) THESE FARES APPLY TO ONE WAY, ROUND TRIP AND OPEN JAW TRAVEL VIA THE ATLANTIC OCEAN BETWEEN NEW YORK/BOSTON AND POINTS IN PORTUGAL.
- (2) THE PROVISIONS OF THIS RULE APPLY TO SENIOR CITIZEN PASSENGERS WHO ARE AT LEAST 62 YEARS OF AGE AND TO A COMPANION PASSENGER OF ANY AGE WHO IS ACCOMPANIED BY THE SENIOR CITIZEN PASSENGER FOR THE ENTIRE JOURNEY.
- (3) ALL TRAVEL AT THESE FARES MUST BE VIA TP SCHEDULED SERVICES.
- (4) DISCOUNTS PROVIDED UNDER THIS RULE WILL NOT APPLY TO PUBLISHED ROUND TRIP FARES UNLESS TP IS USED FOR THE ENTIRE JOURNEY.

(B) FARES

- (1) PASSENGERS TICKETED AT FARES GOVERNED BY THIS RULE RECEIVE A 10 PERCENT DISCOUNT OFF TP FARES PUBLISHED HEREIN AS PROVIDED IN PARAGRAPH (B)(2) BELOW.
- (2) THE DISCOUNT WILL APPLY TO THE FOLLOWING FARE TYPES:
FIRST CLASS FARES - RULE 2000
BUSINESS CLASS FARES - RULE 2100
NORMAL ECONOMY CLASS FARES - RULE 2005
EXCURSION FARES FROM U.S.A. TO EUROPE - RULE 2310
SPECIAL NON-REF EUROSAVER FARES FROM U.S.A. TO EUROPE - RULE 2620
SPECIAL APEX FROM U.S.A. TO EUROPE - RULE 2635
PEX FARES FROM EUROPE TO THE U.S.A. - RULE 2630
PEX FARES FROM THE U.S.A. TO EUROPE - RULE 2640
INDIVIDUAL INCLUSIVE TOUR FARES FROM THE U.S.A. TO PORTUGAL AND - RULE 3005
- (3) THE DISCOUNT WILL NOT APPLY TO THE FOLLOWING FARE TYPES:
AGENCY/INDUSTRY DISCOUNTS,
CHILDREN'S/INFANTS/GROUP/MILITARY/OTHER SENIOR CITIZEN FARES; AND FARES WHICH PROHIBIT BY RULE TP SENIOR CITIZEN DISCOUNT FARES.
- (4) PASSENGERS MUST ADHERE TO ALL CONDITIONS/PROVISIONS OF THE FARE ON WHICH THEY ARE TRAVELING. BOTH THE SENIOR CITIZEN AND THE COMPANION MUST BE TRAVELING TOGETHER ON THE ENTIRE JOURNEY.

(C) RESERVATIONS AND TICKETING

- (1) ALL RULES OF THE FARE TYPE PURCHASED APPLY INCLUDING THE ADVANCE PURCHASE REQUIREMENTS.
- (2) TICKETS MUST BE NOTED WITH SPECIFIC TICKET DESIGNATOR FOR BOTH THE SENIOR CITIZEN AND THE COMPANION. THE DESIGNATOR WILL BE THE APPROPRIATE FARE BASIS CODE FOR THE FARE USED FOLLOWED BY "/CD10". INDICATE IN THE ENDORSEMENTS/RESTRICTIONS BOX DATE OF BIRTH AS FOLLOWS "DOB" FOLLOWED BY MONTH/DATE/YEAR.

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Carrier: TAP Portugal - TP

CTA No. 314 DOT No. 517

- (3) THE SENIOR CITIZEN TICKET AND THE SENIOR CITIZEN COMPANION TICKET MUST BE ISSUED AT THE SAME TIME.
 - (4) THE SENIOR CITIZEN TICKET AND THE SENIOR CITIZEN COMPANION TICKET MUST BE CROSS-REFERENCED AND THE SENIOR CITIZEN COMPANION TICKET ANNOTATED "SENIOR CITIZEN COMPANION MUST TRAVEL WITH (TICKET NUMBER OF SENIOR CITIZEN TICKET)".
- (D) SPECIAL CONDITIONS
- (1) SENIOR CITIZEN COMPANION PASSENGER MAY RECEIVE THE 10 PERCENT FARE DISCOUNT ONLY IF ACCOMPANIED BY A SENIOR CITIZEN PASSENGER RECEIVING THE SAME 10 PERCENT FARE DISCOUNT FOR THE ENTIRE JOURNEY.
 - (2) ONLY ONE SENIOR CITIZEN COMPANION IS PERMITTED PER TRIP. HOWEVER, A DIFFERENT COMPANION MAY BE SELECTED FOR EACH TRIP.
 - (3) SENIOR CITIZEN PASSENGER MUST SHOW PROOF OF AGE IN A FORM ACCEPTABLE TO TP AT THE TIME OF TICKETING AND MAY ALSO BE REQUIRED TO SHOW SIMILAR PROOF OF AGE AT CHECK IN AND/OR CONNECTION POINTS.

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CTA No. 314 DOT No. 517

Rule 9998 TP-1 Table of Contents

Issued: October 26, 2019

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Title	Rule No.
Application of Tariff	5
Baggage	115
Definitions	1
Fares	130
Liability of Carriers	55
Refusal to Transport - Limitations of Carriage	25
Standard Format of Electronic Rules	2
Taxes	40