

Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. BA-1**

14th Revised Page BA-92  
 Cancels 13th Revised Page BA-92

## RULE

## SECTION I - GENERAL RULES

115 BAGGAGE ACCEPTANCE (Continued)(C) FREE BAGGAGE ALLOWANCE (Continued)(C)(2) Assistance Dogs Accompanying Passengers (Continued)

However, such dogs will not be carried unless proper permits are obtained for entry into the country or territory of destination and countries or territories of transit where such permits are required and only if the evidence of possession of such permits are presented prior to reservations being made. If any country or territory on the route prohibits the entry of dogs, carriage will be refused. Carrier will not be responsible in the event any such dogs is refused entry into or passage through any country or territory.

(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 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. BA is not liable for any loss, damage or expense arising out of or in connection with such delivery of the baggage. Delivery will be made at the destinations shown in the baggage check.
- (4) Acceptance of the baggage without a complaint, 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 AND HEAVY BAG FEE

Baggage in excess of the free baggage allowance will be accepted by the carrier upon payment of the applicable charge. The charge for the excess baggage is payable prior to departure on the carrier's website or at the point of check-in. Overweight charges are only applicable at check-in.

**NOTE:** This provision does not apply to aids for persons with disabilities.

Overweight Charges

Bag Weight	Charge Per Bag
23-32 kg (59-70 lb)	GBP 65 EUR 75 USD 100/CAD 100 or local equivalent at check-in
Over 32 kg (70 lb)	Not permitted Bags must be shipped Separately as cargo or freight

Excess Baggage Charges

Collection of excess charges will be payable either at the point of origin for the entire journey to final destination or at the point of origin to the point of stopover. When continuing the journey, charges will be payable to the next stopover or destination. On a journey for which a through excess baggage ticket has been issued there is an increase in the amount of excess baggage carried, BA will issue a separate excess baggage ticket for such increase and collect charges to destination or a stopover point as the case may be. Additional baggage to that in Section C will be accepted upon payment of the charges in the table below and will be limited to a maximum of ten (10) pieces per passenger. For passengers transferring flights within 24 hours a single charge will apply to the stopover. If the passenger exceeds the free checked allowance enroute, there will be an additional excess baggage charge collection.

Excess Charges On Reroutings And Cancellations

When a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of charges. Likewise govern the payment or the refunding of excess charges no refund of value charges will be made when a portion of the carriage has been completed.

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For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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**RULE** **SECTION I - GENERAL RULES**

115	<b>BAGGAGE ACCEPTANCE (Continued)</b>			
	<b>(E) EXCESS BAGGAGE AND HEAVY BAG FEE (Continued)</b>			
	<b>CURRENT EXCESS CHARGES BY ROUTE APPLIED FOR HAND BAGGAGE ONLY FARES</b>			
	Economy - hand baggage only fares to and from London City			
	To/From	Online in advance	At the airport	
		First checked bag	Additional checked bags	Each checked bag
C	†[X] Dusseldorf, Frankfurt	GBP 20/ USD 30/ EUR 25	GBP 60/ USD 90/ EUR 70	GBP 65/ USD 100/ EUR 75
C	†[N] Aberdeen, Dublin, Edinburgh, Glasgow, Isle of Man	GBP 25/ USD 40/ EUR 35	GBP 60/ USD 90/ EUR 70	GBP 65/ USD 100/ EUR 75
	Amsterdam, Antwerp, Faro, Florence, Geneva, Granada, Ibiza, Madrid, Malaga, Menorca, Nice, Palma, Quimper, Rotterdam, Stockholm, Venice, Zurich	GBP 30/ USD 45/ EUR 40	GBP 60/ USD 90/ EUR 70	GBP 65/ USD 100/ EUR 75
	Mykonos, Santorini	GBP 40/ USD 60/ EUR 55	GBP 60/ USD 90/ EUR 70	GBP 65/ USD 100/ EUR 75

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For Rule 115(E) hand baggage London Gatwick previously published on 2nd Revised Page BA-92-A, see 4th Revised Page BA-92-B.

For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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## RULE

## SECTION I - GENERAL RULES

115

**BAGGAGE ACCEPTANCE (Continued)****(E) EXCESS BAGGAGE AND HEAVY BAG FEE (Continued)****CURRENT EXCESS CHARGES BY ROUTE APPLIED FOR HAND BAGGAGE ONLY FARES (continued)**

Economy - hand baggage  
 only fares to and  
 from London Gatwick

To/From	Online in advance		At the airport
	First checked bag	Additional checked bags	Each checked bag
Edinburgh, Glasgow, Jersey	GBP 20/ USD 30/ EUR 25	GBP 36/ USD 55/ EUR 46	GBP 40/ USD 60/ EUR 50
Amsterdam, Barcelona, Bordeaux, Friedrichshafen, Geneva, Genoa, Grenoble, Innsbruck, Nice, Pisa, Salzburg, Turin, Venice, Verona Vienna	GBP 25/ USD 40/ EUR 35	GBP 36/ USD 55/ EUR 46	GBP 40/ USD 60/ EUR 50
Alicante, Bari, Cagliari, Catania, Dubrovnik, Faro, Ibiza, Malaga, Malta, Naples, Rome, Seville, Sharm el-Sheikh	GBP 30/ USD 45/ EUR 40	GBP 36/ USD 55/ EUR 46	GBP 40/ USD 60/ EUR 50
Algiers, Bodrum, Crete, Dalaman, Fuerteventura, Funchal, Gran Canaria, Lanzarote, Larnaca, Marrakech, Paphos, Rhodes, Tenerife, Thessaloniki, Tirana	GBP 35/ USD 55/ EUR 45	GBP 36/ USD 55/ EUR 46	GBP 40/ USD 60/ EUR 50

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For Rule 115(E) previously published on 3rd Revised Page BA-92-B, see 24th Revised Page BA-93. For Rule 115(E) shown in effect hereon, see 2nd revised Page BA-92-A.

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**RULE SECTION I - GENERAL RULES**

**115** BAGGAGE ACCEPTANCE (Continued)  
(E) EXCESS BAGGAGE AND HEAVY BAG FEE (Continued)  
CURRENT EXCESS CHARGES BY ROUTE APPLIED FOR HAND BAGGAGE ONLY FARES (continued)

Economy - hand baggage  
 only fares to and  
 from London Heathrow

To/From	Online in advance	Additional checked bags	Each checked bag
Aberdeen, Edinburgh, Glasgow, Leeds, Bradford, Manchester, Newcastle, Belfast, Dublin + [N] Inverness	GBP + [I] 25/ USD + [I] 40/ EUR + [I] 35	GBP 60/ USD 90/ EUR 70	GBP 65/ USD 100/ EUR 75
Amsterdam, Barcelona, Basel, Bergen, Berlin, Bologna, Brussels, Bucharest, Budapest, Copenhagen, Dusseldorf, Faro, Frankfurt, Geneva, Gibraltar, Gothenburg, Hamburg, Hanover, Helsinki, Ibiza, Krakow, Lisbon, Luxembourg, Lyon, Malaga, Marseille, Milan, Munich, Nice, Olbia, Oslo, Palma, Paris, Pisa, Porto, Prague, Reykjavik, Rome, Rotterdam, Salzburg, Sofia, Split, Stavanger, Stockholm, Stuttgart, Toulouse, Tripoli, Venice, Vienna, Warsaw, Zagreb, Zurich	GBP 30/ USD 45/ EUR 40	GBP 60/ USD 90/ EUR 70	GBP 65/ USD 100/ EUR 75
Athens, Corfu, Gran Canaria, Istanbul, Kiev, Kos, Larnaca, Mykonos, Santorini, St. Petersburg	GBP 40/ USD 60/ EUR 55	GBP 60/ USD 90/ EUR 70	GBP 65/ USD 100/ EUR 75

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For Rule 115(E) shown in effect hereon see 3rd Revised Page BA-92-B.

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## RULE

## SECTION I - GENERAL RULES

115

BAGGAGE ACCEPTANCE(E) EXCESS BAGGAGE AND HEAVY BAG FEE (Continued)

Fares including free Baggage Allowance - Excess Charges

	Online In Advance		At The Airport
Travel Bands	1st Additional Bag	Other Additional Bags	1st and Additional Bags
To/From +[C] GBP 60/EUR 70	GBP 60/EUR 70	GBP 65/EUR 75	
LHR/LCY +[C] USD 90/CAD 90	USD 90/CAD 90	USD 100/CAD 100	
UK Domestic			
Euro			
Traveller			
Club Europe			
To/From GBP 36/EUR 46	GBP 36/EUR 46	GBP 40/EUR 50	
LGN-	USD 55/CAD 55	USD 60/CAD 60	
UK Domestic			
Euro			
Traveller			
Club Europe			
+ [C] Transfers	GBP 60/EUR 70	GBP 65/EUR 75	
+ [C] Over LHR/	USD 90/CAD 90	USD 100/CAD 100	
LCY/LGN			
UK Domestic			
Euro			
Traveller			
World Traveller* (One Bag Allowance)	GBP +[R] 160/EUR 70	GBP +[I] 120/EUR +[I] 140	1st bag GBP 65/EUR 75 USD 100/CAD 100
INC Transfers to Shorthaul Destinations subject to journey)	USD 90/CAD 90	USD +[I] 180/CAD +[I] 180	Additional bags GBP 140/EUR 150 USD 200/CAD 200

For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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## RULE

## SECTION I - GENERAL RULES

115	<b>BAGGAGE ACCEPTANCE (Continued)</b>			
	<b>(E) EXCESS BAGGAGE AND HEAVY BAG FEE (Continued)</b>			
	Fares including free Baggage Allowance - Excess Charges (Continued)			
	Online In Advance		At The Airport	
	Travel Bands			
	1st Additional Bag	Other Additional Bags	1st and Additional Bags	
C C C	World Traveller* (Two Bag Allowance)	GBP 120/ EUR +[I]140 USD +[I]180 CAD +[I]180	GBP 120/ EUR +[I]140 USD +[I]180 CAD +[I]180	GBP 140/ EUR 150 USD 200 CAD 200
	INC Transfers to Shorthaul Destinations subject to journey)			
	World Traveller* Plus* (openskies)	GBP 120/ EUR +[I]140 USD +[I]180/ CAD +[I]180	GBP 120/ EUR +[I]140 USD +[I]180/ CAD +[I]180	GBP 140/ EUR 150 USD 200/ CAD 200
	INC transfers to shorthaul Destinations subject to journey)			
C C C	First Club World	GBP 120/ EUR +[I]140 USD +[I]180/ CAD +[I]180	GBP 120/ EUR +[I]140 USD +[I]180/ CAD +[I]180	GBP 140/ EUR 150 USD 200/ CAD 200
	BIZ BED (openskies)			
*On some routes advanced online purchase not available				
British Airways will convert charges to local currency at the airport where necessary.				
NOTE: In the case of code-share and interline travel, British Airways will determine the baggage charges applicable as shown in Rule 116.				
<u>Excess Seat Charges For Bulky Baggage</u>				
Subject to advance arrangements, each passenger may carrier onboard baggage which is bulky or fragile nature and require the blocking out or use of a seat or seats, subject to a maximum weight of 50 kgs (109 lbs) per seat with the maximum weight per piece of 23 kgs and dimensions of 158 cm (62 ins).				
Passengers free baggage allowance may not be taken into account when charges are assessed and the extra seat does not entitle the passenger to extra free baggage allowance.				
Charges For the Extra Seat Are:				
(a) Equivalent to the full net fare (either one way or return) paid by the passenger with a minimum charge of GBP 40 on shorthaul and GBP 300 on longhaul.				
(b) On longhaul flights only - Should a passenger require the seat for one direction only apply 75% of the one way fare (GBP 300 minimum still applies). Option b is normally used for courier traffic when an extra seat is required in one direction only.				

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## RULE

## SECTION I - GENERAL RULES

115

**BAGGAGE ACCEPTANCE (Continued)****(E) EXCESS BAGGAGE AND HEAVY BAG FEE (Continued)****NOTE:**

The item must fit within the dimensions of the seat as British Airways cannot guarantee that the armrest will lift.  
 Provision for items in excess of these specifications must be arranged with the airport of departure. Extra seat charges on interlining journeys should be charged on a sector basis as other airlines may have different charges.

**Firearms**

Firearms will be accepted only when unloaded and suitably packed and when checked for carriage in the baggage or other compartment of the aircraft not accessible to the passenger. There will be a charge of GBP 50 each way or its equivalent in local currency for each separately checked item as per the definitions below:

At the time of check-in, firearm(s) will be given and the passenger will be required to make a written or verbal declaration that the firearm(s) as given are safe for transportation.  
 When firearms used for sport purposes are carried on the aircraft, entry permits shall be in the possession of the passenger for the country or countries of transit and destination. Explosives (munitions, corrosives and articles which are easily ignited). Small arms ammunitions shall be accepted only for carriage in the baggage/cargo compartments of the aircraft and only with prior approval of British Airways as follows:

Small arms ammunition for sporting purposes in quantities not exceeding 5 kilograms (11 lbs.) per passenger, securely packaged for personal use, excluding those with explosive or incendiary projectiles. Small arms ammunition for sporting purposes, excluding those explosives or incendiary projectiles, in quantities exceeding 5 kilograms (11 lbs.) gross weight but not exceeding 55 lbs. (25 kgs.) per passenger for personal use. When such ammunition is carried, a written declaration shall be made by the passenger confirming that the ammunition is packed in a strong container made of wood, metal or fiberboard, and that the ammunition inside the container is protected against shock and secured against movement.

**Sporting Goods**

Sporting equipment will be assessed for excess baggage charges if the number of individual pieces exceed the free baggage allowance specified on the ticket and a heavy bag fee will be applied if weight is between 23-32g. Individual items of sporting equipment packed in appropriate travel cases within maximum dimensions 330 cm (190 cm plus 75 cm plus 65 cm) 130 in. (75 in plus 29.5 in. plus 25.5 in.) and maximum weight of 32 kgs will be accepted. The following sport equipment is not acceptable for carriage: Hang-Gliders, Windsurfing boards and sails, Water skis that exceed the maximum dimensions, surfboards that exceed the maximum dimensions, Kayaks or canoes, Pole vaults, Javelins.

**(F) SPECIAL DECLARATION & EXCESS VALUE CHARGE**

The passenger may declare a value in excess of the applicable liability limits (as per Montreal Convention) for the checked baggage and pay the supplement for special declaration of interest to have British Airways' liability increased to 2,262 SDRS on a BA services only on single sectors. This charge is not an insurance premium as BA will meet claims only if legally liable under the Montreal Convention. This excess value charge relates to the additional costs involved in transporting and insuring the baggage concerned over and above those for baggage valued at or below the liability limit. The tariff shall be made available to passengers on request. Charges for special declaration will be charged at a flat rate of USD 75/CAD75/GBP50 or EUR 75. The maximum valuation per passenger is 2,262 SDRS.  
 Collection: Charge must be collected at the start of the journey. The passenger needs to make their request at check in before the bag is checked in. Passenger will then be shown printed notice detailing the terms and conditions and exclusions. Separate excess baggage tickets must be issued to cover each excess value charge. Journeys which include travel by more than one airline cannot be through checked onto another carrier even if that carrier is a franchisee.  
 Excluded items - In accordance with British Airways conditions of carriage, items that are fragile, perishable or of special value must not be included in checked baggage. In the event of any claim for damage, delay or loss, British Airways may avail itself of all defenses, including the defense of contributory negligence, specified in article 20 of the Montreal Convention or article 21 of the Warsaw Convention.  
 NOTE: This provision does not apply to aids for persons with disabilities.

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For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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RULE	SECTION I - GENERAL RULES
115	<p><b>BAGGAGE ACCEPTANCE (Continued)</b></p> <p><b>(G) ITEMS UNACCEPTABLE AS BAGGAGE</b>          The following items are unacceptable as baggage and will not be transported by British Airways:</p> <ol style="list-style-type: none"> <li>(1) Items which are forbidden to be carried by the applicable laws, regulations, or orders of any country to be flown from, to or over.</li> <li>(2) Items which are likely to endanger the aircraft or persons or property on board the aircraft or property which is likely to be damaged by air carriage or which are unsuitable packed. 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.</li> <li>(3) Items which in British Airways opinion, are unsuitable for carriage because of their weight, size or character, for example, fragile or perishable items.</li> <li>(4) Live Animals except as provided in Rule 75, acceptance of animals (service Animals) see section B.</li> <li>(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 see section C. The carriage of ammunition is subject to the ICAO and IATA regulations mentioned in 2 above.- see also section C.</li> <li>(6) Weapons such as antique firearms, swords, knives and other similar items may be accepted as checked baggage at BA's discretion, provided they are suitably packed.</li> <li>(7) The passenger shall not include in the checked baggage fragile or perishable items, Money, Jewelry, precious metals, Silverware, Negotiable papers, Securities or other valuables, Business Documents, Samples, Passports and other Identification Documents.</li> <li>(8) Liquids</li> <li>(9) Photoflash bulbs when appropriate marked and contained in the original package of the manufacturer.</li> </ol> <p>Restricted Articles: Compressed Gases, Flammable, Non-flammable and Poisonous; Corrosives such as Acids and Wet batteries; Flammable Liquids and Solids (such as Matches, Lighter fuels, rubbing Alcohol); Oxidizing materials; Poisons; Radioactive Materials; and other restricted articles (such as materials; Offensive or Irritating materials).</p> <p><b>(H) RIGHT TO REFUSE CARRIAGE OF BAGGAGE</b></p> <ol style="list-style-type: none"> <li>(1) British Airways will refuse to carry as checked baggage any bag that the carrier has discovered to contain any unacceptable items mentioned in (G) above and when the passenger fails to provided the carrier with prior notice that they wish to carry such an item in their baggage.</li> <li>(2) British Airways will, at its sole discretion, refuse to carry any baggage because of its size, shape, weight or character.</li> <li>(3) Unless advance arrangements have been made with British Airways, the carrier may carry on later flights baggage which is in excess of the free baggage allowance.</li> <li>(4) British Airways will refuse to carry checked baggage if it determines that the baggage has not been properly and securely packed in suitable suitcases or containers.</li> </ol> <p><b>(I) RIGHT OF SEARCH</b>          British Airways may request the passenger to permit a search to be conducted of his/her person and baggage. British Airways 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 British Airways. If the passenger refuses to comply with the request for search, British Airways may refuse to carry the passenger and/or his/her baggage.</p>

For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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RULE	SECTION I - GENERAL RULES
C116 C	<p><b>[C] INTERLINE BAGGAGE</b>          For travel to/from the US and Canada as determined by the US DOT and CTA (Part 1)  <b>[C] (Effective to/from Canada for tickets issued on/after April 1, 2015)</b></p> <p><b>(A) APPLICABILITY</b>          This rule is applicable to all interline itineraries issued on a single ticket whose origin, ultimate ticketed destination or furthest checked point in the itinerary is in the US or Canada. It establishes how British Airways will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.</p> <p><b>(B) GENERAL</b>          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.</p> <p><b>(C) BAGGAGE RULE DETERMINATION BY SELECTING CARRIER</b>          (1) <b>Checked Baggage</b>          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.          When selected British Airways will apply its own baggage rules to the entire interline itinerary as set out in Rule 0115.          (2) <b>Carry-On Baggage (hand baggage)</b>          Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary.          (3) <b>Baggage Rule Application by Participating Carrier</b>          Where British Airways is not the selected carrier on an interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued, the carrier will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.</p> <p><b>(D) DISCLOSURE OF BAGGAGE RULES</b>          Summary page at the end of a Purchase and E-Ticket Disclosure          (1) For baggage rule 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 British Airways sells and issues a ticket for an interline itinerary, it will disclose 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 (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;          (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).          (4) <b>Web site Disclosure</b>          The carrier will disclose on its web site, in a convenient and prominent location, a complete and comprehensive summary of all of 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;</p>

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For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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RULE	SECTION I - GENERAL RULES
116 C	<p><b>INTERLINE BAGGAGE (Continued)</b>          For travel to/from US and Canada as determined by the US DOT and CTA (Part 1) (Continued)          (Effective to/from Canada for tickets issued [N]on/after April 1, 2015) (Continued)</p> <p><b>(D) DISCLOSURE OF BAGGAGE RULES (Continued)</b>          (4) (Continued)</p> <ul style="list-style-type: none"> <li>(d) Charges related to check in, collection and delivery of checked baggage;</li> <li>(e) Acceptance and charges related to special items, e.g. surf boards, pets, bicycles, etc.;</li> <li>(f) Baggage provisions related to prohibited or unacceptable items, including embargoes;</li> <li>(g) Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. frequent flyer status, special fare);</li> <li>(h) Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges, etc.</li> </ul> <p><b>TRAVEL TO THE REST OF THE WORLD (EXCLUDING US AND CANADA) (Part 2)</b>          (Effective April 1, 2015)</p> <p><b>(A) APPLICABILITY</b>          This rule is applicable to all interline itineraries issued on a single ticket whose origin, ultimate ticketed destination or furthest checked point in the itinerary is outside the US or Canada. It establishes how the carrier will determine which carrier's baggage rules apply to any passenger's interline itinerary.</p> <p><b>(B) GENERAL</b>          For these journeys interline baggage rules are determined 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 travellers under the Resolution 302 system, the baggage rules of the most significant Carrier (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.</p>

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Provisions formerly shown on this page and not brought forward are hereby cancelled.

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RULE

## SECTION I - GENERAL RULES

116

BAGGAGE WEIGHT CONCEPT

C

†[CANCELLED]

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For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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5th Revised Page BA-106-D  
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## RULE

## SECTION I - GENERAL RULES

116 BAGGAGE WEIGHT CONCEPT (Continued)

C †[CANCELLED]

(Continued on next page)

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RULE	SECTION I - GENERAL RULES
116 C	<u>BAGGAGE WEIGHT CONCEPT</u> (Continued) †[CANCELLED]
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.	
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RULE

## SECTION I - GENERAL RULES

116

BAGGAGE WEIGHT CONCEPT (Continued)

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†[CANCELLED]

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SECTION I - GENERAL RULES	
116 C	<u>BAGGAGE WEIGHT CONCEPT</u> (Continued) +[CANCELLED]

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RULE	SECTION I - GENERAL RULES
116 C	<u>BAGGAGE WEIGHT CONCEPT</u> (Continued) †[CANCELLED]
For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.	
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RULE	SECTION I - GENERAL RULES																		
120	<p><u>CHARGES FOR COURIER SHIPMENTS AS BAGGAGE</u></p> <p>BA will accept shipments accompanied by couriers between the U.K. and the U.S.A. subject to the following conditions and charges:</p> <p>(A) For the purpose of this tariff, courier means a person accompanying a shipment tendered by one or more shippers.</p> <p>(B) Shipments accompanied by a courier will be accepted for carriage on the same flight subject to the charges listed below except that no individual article will be accepted if the maximum dimensions exceed 80 in./203 cm. or if the article weighs more than 70 lbs./32 kgs.</p> <p>(C) Two pieces of the courier shipment as baggage under the free baggage allowance which for the purpose of this tariff is established at two pieces as defined in Rule 115 (<u>BAGGAGE</u>) the maximum dimensions and weight of which for each piece are not to exceed 80 in./203 cm. and 70 lbs./32 kgs respectively.</p> <p>(D) <u>CHARGES</u></p> <table><tr><th></th><th colspan="2">CHARGE PER PIECE</th></tr><tr><th>BETWEEN LONDON, U.K. AND:</th><th>USD</th><th>UKL</th></tr><tr><td>Boston, MA/New York, NY/Philadelphia, PA/Washington, D.C.</td><td>+ [I] 95.00</td><td>48.00</td></tr><tr><td>+ [N] JFK Concorde</td><td>132.00</td><td>--</td></tr><tr><td>Chicago, IL./Detroit, MI</td><td>+ [I] 146.00</td><td>78.00</td></tr><tr><td>Houston, TX/Dallas, TX/Miami, FL/ Anchorage, AK/Seattle, WA/San Francisco, CA/Los Angeles, CA/Atlanta, GA</td><td>+ [I] 107.00</td><td>54.00</td></tr></table>		CHARGE PER PIECE		BETWEEN LONDON, U.K. AND:	USD	UKL	Boston, MA/New York, NY/Philadelphia, PA/Washington, D.C.	+ [I] 95.00	48.00	+ [N] JFK Concorde	132.00	--	Chicago, IL./Detroit, MI	+ [I] 146.00	78.00	Houston, TX/Dallas, TX/Miami, FL/ Anchorage, AK/Seattle, WA/San Francisco, CA/Los Angeles, CA/Atlanta, GA	+ [I] 107.00	54.00
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RULE	SECTION I - GENERAL RULES
C130	<p><b>[C]FARES</b></p> <p>(A) <b>GENERAL</b>        Except as provided in paragraph (M) below, published fares apply only for carriage from the airport at the point of origin to the airport at the point of destination.</p> <p>For the purposes of this rule:</p> <p>(1) The U.S.A. and Canada shall be considered as one country; and        (2) Denmark, Norway and Sweden shall be considered one country.</p> <p>(B) <b>PRECEDENCE OF FARES</b>        Unless otherwise provided in Carrier's tariffs, a published fare shall take precedence over the combination of intermediate fares applicable to the same class between the same points via the same routing, except as provided in paragraph (C) below.</p> <p>(C) <b>ROUND TRIP FARES</b>        (1) Unless otherwise specified, a round trip fare shall be:        (a) The round trip fare published in the applicable tariff(s) of carrier(s) via the desired routings and for the class of service used; or        (b) Twice the through one way fare applicable to the outbound journey.        (2) Round trip fares which by their own terms are combinable may be used with other fares on the basis of half the round trip instead of one way fare, provided that the more restrictive fare conditions apply to the entire round trip journey.        (3) In the case of end-on combination, the additional journey shall be assessed separately in accordance with paragraphs C, D or E as applicable.</p> <p>(D) <b>CIRCLE TRIP FARES</b>        Unless otherwise specified, the fare for a circle trip shall be the lowest combination of half round trip fares in the direction of travel along respective sections involved in the trip, beginning the calculation from the point of origin of the trip, provided:</p> <p>(1) Any fare component which terminates in the country of origin, the fare applicable to such component from the country of origin shall be used;        (2) Only those fares, which by their own terms are combinable, shall be used in construction of circle trip fares; and        (3) The more restrictive fare conditions shall apply to the entire round trip journey.        (4) Except for travel commencing in Australia/New Zealand and is other than wholly within Area 3 the fare for a circle trip shall not be less than the highest direct Normal or Special round trip fare, for the highest rated pair of points, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, excluding separately assessed side trips. For travel commencing in Australia/New Zealand and is other than wholly within Area 3, the fare for a circle trip (excluding any side trip for which the fare has been charged separately) shall not be less than the highest direct route Normal or Special round trip fare, for the highest rated pair of points applicable to the lowest class of service used from the point of origin to any ticketed point on the route of travel. When more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used. When there are round trip fares from the point of origin to any stopover point which differ according to carrier(s) used on the outbound and inbound journeys, the fare to be used for the check shall be the lower of such round trip fares.        (5) When there are round trip fares with different global indicators from the point of origin to any stopover point, the fare to be used for the check must be that applicable to the flown itinerary. When the flown itinerary incorporates such different global indicators (including Round-the-World journeys), the fare must not be less than the lower of such round trip fares from the point of origin.        (6) For Round-the-World journeys originating in Australia/New Zealand, the provisions of paragraphs (4) and (5) shall not apply.        (7) The provisions in paragraphs (4) and (5) above need not be applied for points on a journey which have been excluded from the higher intermediate point rule, subject to the same conditions contained in the exclusion.        (8) When BA is the transatlantic carrier in either direction, second level fares shall be applied when determining a circle trip journey.        (9) When used in circle trip constructions, fare components between Canada and the U.S.A. and between Denmark, Norway and Sweden shall be assessed in the direction of travel.        (10) When checking the circle trip minimum fare, when special half round trip fares are used in the comparison shall be as provided in Higher Intermediate Fare, paragraph (I) provided that, when no special direct round trip fare is available from the point of origin to any higher rated Normal fare stopover point, the total fare shall not be less than the direct round trip Normal Economy Class fare from the point of origin to such point.</p>

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RULE	SECTION I - GENERAL RULES
C130	<p><b>[C]FARES (Continued)</b></p> <p><b>(E) <u>FARES OTHER THAN ROUND OR CIRCLE TRIPS</u></b></p> <p>(1) These rules apply to:</p> <ul style="list-style-type: none"> <li>(a) Normal one way fares;</li> <li>(b) Special one way fares;</li> <li>(c) One way fares based on a percentage of normal one way fares; and</li> <li>(d) Half round trip Normal fares as permitted in paragraph (2)(C) below.</li> </ul> <p>Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used subject to the stopover and transfer conditions of the lower/lowest fare.</p> <p>(2) (a) Fares shall be applicable in the direction of travel except, when more than one fare component is involved, for any component which terminates in the country of origin, the fare applicable to such fare component from the country of origin shall be used.</p> <p>(b) Where a single open jaw journey comprises not more than two international fare components and has a surface break in one country, either at a destination or origin, and where a double open jaw comprises not more than two fare components and has a surface break both in the country of destination and in the country of origin, half round trip Normal fares shall be used for each fare component. For travel originating in the U.S.A. or Canada, the surface break may be permitted between the countries in Europe sub-area, provided travel in both directions is via the Atlantic.</p> <ul style="list-style-type: none"> <li>(i) Where a journey from one country and return thereto comprises not more than two international fare components and has a surface break in one country, either at destination or origin, or a surface break in both the country or origin and the country of turnaround, half round trip Normal fares shall be used for each fare component.</li> <li>(ii) If there is a surface sector in the country of origin and there is a common ticketed point(s) in the country of origin, the fare for the entire journey shall not be less than the highest applicable fare from the common point(s).</li> <li>(iii) If there is a surface sector in the country of turnaround and there is a common ticketed point(s) in the country of turnaround, the fare for the entire journey shall not be less than the highest applicable fare to the common point(s).</li> <li>(iv) If there is a common ticketed point(s) in both the country of origin and the country of turnaround, the fare for the entire journey shall not be less than the highest applicable round or circle trip fare from the common ticketed point(s) in the country or origin to the common ticketed point(s) in the country of turnaround and return.</li> <li>(v) 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.</li> </ul> <p>(c) In the case of a single open jaw trip where the outward point of departure and the inward point or arrival are not the same and where a common ticketed point(s) in the country of origin is used in both the outbound and inbound journeys, the fare for the entire journey must not be less than the round or circle trip fare, as applicable, from such common point(s).</p> <p>(d) 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).</p> <p>(e) Fare components between Canada and the U.S.A. and between Denmark, Norway, Sweden shall be assessed in the direction of travel.</p> <p>(3) For journeys to/from or via Japan the following additional rules will apply:</p> <p>(a) <u>Normal Fares</u></p> <ul style="list-style-type: none"> <li>(i) For only one fare component, the fare to be charged shall not be less than the direct route one way fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within the fare component.</li> <li>(ii) More than one fare component (one way fares)        The fare charged shall not be less than the direct route one way fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points within each fare component; and</li> <li>(iii) More than one fare component (half round trip fares)        The fare to be charged shall not be less than the direct route one way fare for the highest rated pair of points applicable in either direction for the class of service used between any ticketed points on the journey; and</li> </ul>

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RULE	SECTION I - GENERAL RULES
C130	<p>[C]FARES (Continued)</p> <p>(E) <u>FARES OTHER THAN ROUND OR CIRCLE TRIPS</u> (Continued)</p> <p>(3) (Continued)</p> <p>(b) <u>Special Fares</u></p> <p>(i) For 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.</p> <p>(ii) More than one fare component</p> <p>(a) The above rule shall apply to each fare component; and</p> <p>(b) 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.</p> <p>(iii) In defining a fare of the same fare type, the comparison shall be limited to the class of service and</p> <p>(a) Late Booking fare or APEX fare or PEX fare or Excursion fares</p> <p>(b) GIT fare or IIT fare or Excursion fare</p> <p>(c) Public Group fare or Excursion fare</p> <p>(c) In making directional fare checks, the fare to be used shall be those applicable on the date of commencement of the outbound international transportation, or in the case of seasonal fares, those applicable on the date which determines the seasonal level to be used. This shall apply in each component.</p> <p>(d) <u>Exceptions</u></p> <p>The foregoing provisions shall not apply:</p> <p>(i) For transportation wholly within Area 1;</p> <p>(ii) For sales made in Area 1 for transportation commencing in Area 1;</p> <p>(iii) For sales made in U.S.A., U.S. territories and Canada for transportation to U.S.A., U.S. territories and Canada; and</p> <p>(iv) When travel originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo, (Brazzaville) Cote d'Ivoire, Equatorial Guinea, Gabon, Guinea-Bissau, Mali, Niger, Senegal or Togo and is sold in these countries.</p> <p>(4) <u>Open Jaw - Special Fares</u></p> <p>Unless specified in a fare resolution, the fare for an open jaw shall be the sum of half of the applicable round trip fares for both legs of the open jaw, provided that when a fare component terminates in the country of origin the fare applicable from the country of origin shall be used.</p> <p><u>EXCEPTION:</u> (Applicable for travel originating and terminating in Europe except for travel wholly within Europe) Where an open jaw applies between countries in Europe, when a fare component terminates in the country of destination, the fare applicable from the country of destination shall be used.</p> <p>(F) <u>CONSTRUCTION OF FARES</u></p> <p>When no through fare is published from point of origin to point of destination over a ticketed point on the itinerary, the applicable fare for such transportation shall be constructed as provided below:</p> <p>(1) <u>Lowest Combination Principle</u></p> <p>When no through fare is published between two ticketed points, it may be necessary to construct a fare for such travel, or for the purpose of circle trip, directional minimum or higher intermediate fare checks.</p> <p>(a) Except as provided in sub-paragraph (b), the applicable fare will be the lowest combination of sector fares over an intermediate ticketed point for the class of service used.</p> <p>(i) The fare must be constructed in the direction of travel except that for any fare component into the country of origin, the fare applicable from the country of origin shall be used.</p> <p>(ii) When the same fare construction point is used both for the outbound and inbound fare, the provisions of sub-paragraph (6) apply.</p> <p>(iii) When used for fare checks, the constructed fare must be shown on the ticket as "C/". When used for other purposes, the fares must be shown separately on the ticket.</p>
	<p>(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.</p> <p><b>ISSUED: January 25, 2005</b>      <b>EFFECTIVE: March 11, 2005</b></p>

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RULE	SECTION I - GENERAL RULES
C130	<p>[C]FARES (Continued)</p> <p>(F) <u>CONSTRUCTION OF FARES</u> (Continued)</p> <p>(1) <u>Lowest Combination Principle</u> (Continued)</p> <p>(b) Combining U.S. or Canadian Domestic Special Fares with International Fares</p> <p>(i) A special fare application within the U.S.A. or Canada may be combined with an international fare to construct a through fare, which is less than the published fare from the point of origin to the point of destination, provided that:</p> <p>(aa) The passenger complies with all conditions (e.g.: period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare.</p> <p><u>EXCEPTION:</u> Any Minimum Tour Price required by the domestic Special fare within the U.S.A. to Canada will not be applicable when the fare is combined with an International Inclusive Tour fare having a Minimum Tour Price of the same or higher amount.</p> <p>(bb) The passenger travelling under a fare constructed in accordance with this paragraph must be routed via the routing of this particular international fare used, regardless of the fare construction point(s).</p> <p>(ii) Mileage routings set forth in MPM-1 tariff C.A.B. No. 424 (issued by Airline Tariff Publishing Company, Agent) may be applied to a fare constructed under paragraph (a) above, either for the entire journey between the point in the U.S.A. or Canada and the point of Area 2/3 or between the U.S.A. or Canadian gateway point of Area 2/3.</p> <p>(2) <u>Limitations on Indirect Travel</u></p> <p>A fare component must not include more than one departure from origin or more than one arrival at destination or more than one stopover at any one intermediate ticketed point. Additionally:</p> <p>(a) A fare component within TC1 or TC31 must not include more than one arrival and one departure at any ticketed point.</p> <p>(b) For travel originating in TC1, no fare component within TC1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates.</p> <p>(c) Except for journeys wholly within South America for a pricing unit originating in Brazil, a fare component from a point in Brazil must not include more than one domestic sector in Brazil.</p> <p>(d) For a pricing unit originating in Germany, a fare component from/to a point in Germany must not include more than two domestic sectors in Germany.</p> <p>(3) <u>Fare Components with a Surface Sector</u></p> <p>(a) The through fare is applied or the sum of fares over the sectors actually flown, whichever is lower.</p> <p>(b) In the case of normal fare travel, where the mileage for an international surface break is greater than the ticketed point mileage over the routing travelled from the origin to the point of commencement of the surface break and the surface break is not included in the through fare, the journey from origin up to the surface break will be ticketed separately, the remainder of the journey being assessed in accordance with Currency Rule 75.</p> <p>(c) The surface break in (b) above shall be measured using ticketed point mileages; if no ticketed point mileage exists for the points concerned, it should be established by a combination of ticketed point mileage. When there is no through shortest operated mileage, the ticketed point mileage shall be special tariff permission application to the DOT for the earliest possible effective date.</p> <p>(4) <u>Mixed Class Construction</u></p> <p>The provisions in paragraph (1)(a) above for fare construction shall apply to the lowest class of service used. Any class differentials:</p> <p>(a) Shall be assessed in the same direction as the fare component used;</p> <p>(b) Must be assessed within each fare component; and</p> <p>(c) Shall be charged in addition to the fares constructed in the lowest class of service.</p> <p>(5) <u>Via Itinerary of Passenger</u></p> <p>Fare construction must be via the itinerary of the passenger. The addition of points not on the passenger's itinerary is not permitted.</p> <p><u>EXCEPTION:</u> Add-on constructions using amounts specified in the Resolution 015 series via points not on the passenger's itinerary.</p> <p>(6) <u>End-on Construction</u></p> <p>When two or more one way/round trip/circle trip/open jaw fares are combined end-on, the provisions of paragraphs (C) and (D) apply separately.</p> <p>(7) <u>Side Trips</u></p> <p>When a fare for a side trip is charged separately, the provisions of the round trip, circle trip or other than round or circle trip fares, as applicable, shall apply.</p>

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RULE	SECTION I - GENERAL RULES
C130	<p>[C]FARES (Continued)</p> <p>(G) <u>CARRIAGE VIA MORE THAN ONE CARRIER</u></p> <p>(1) <u>Entirely Via Air</u>        When a ticket is purchased prior to commencement of carriage for a round trip or circle trip which is partly via the services of one carrier and partly via the services of another schedule air carrier(s), the fare for each section of carriage will be fifty (50) percent of the applicable round trip fare for such section of the round or circle trip, as the case may be.        When tickets are purchased prior to commencement of carriage for a round trip or circle trip for combined air and sea travel, the air fare for each one way section of the air journey will be fifty (50) percent of the all year round trip fare published in tariffs governed by this tariff and applicable between the points and via the class of service used. A break in the round trip or circle trip is permitted to allow passengers to make their own way by means of transportation between airports and adjacent seaports.</p> <p>(2) <u>Partly Via Air and Partly Via Sea</u>        The fares specified above will apply only via the routings published in connection with the all year fares in tariffs making reference to this tariff for governing provisions.  <u>EXCEPTION:</u> When an Excursion fare is used, the routing published in connection with such Excursion fare will apply.</p> <p>(H) <u>ROUTING</u></p> <p>(1) Unless otherwise provided in carrier(s) tariffs, fares apply only to the service and routings of carrier(s) published in connection therewith. If there is more than one routing at the same fare, the passenger, prior to issuance of the ticket, may specify the routing, and in respect to any open date portion of such ticket, may specify optional routings. If no routing is specified by the passenger, the carrier may determine the routing.</p> <p>(2) Routings are published in one direction only, but apply for carriage in either direction, unless otherwise specified, and only to the fares published in connection therewith. An intermediate point(s) specified along the routing may be omitted provided that successive segments are flown non-stop on a single carrier named in the respective segments along the published routing.</p> <p>(I) <u>HIGHER INTERMEDIATE FARES</u></p> <p>(1) <u>Normal and Special Fares</u>        When reference is made to the higher intermediate fare check, the following procedures apply:</p> <p>(a) The higher intermediate fare check applies only to intermediate stopover points.  <u>EXCEPTION:</u> When the ticket is issued in Western Africa, higher intermediate points shall be checked from all ticketed points en route in Western Africa.</p> <p>(b) For the purposes of this Higher Intermediate Fare paragraph:</p> <p>(i) Scandinavia shall be considered as one country;</p> <p>(ii) Canada and the U.S.A. shall be considered as one country; and</p> <p>(c) A stopover takes place when a passenger breaks the journey at an intermediate point and is not scheduled to depart on the day of arrival, or within 24 hours of arrival if there is no connection on the day of arrival.</p> <p>(d) <u>Higher Intermediate Fares</u>        For the purpose of the higher intermediate fare check, when the ticket shows no stopover at both the origin and destination point of a side trip (due to transfer connections on both occasions) a stopover shall be considered to be taken at such point unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in Rule 1 (DEFINITIONS).</p> <p>(2) <u>Normal Fares</u></p> <p>(a) A through normal fare between origin and destination must not be lower than:</p> <p>(i) The normal fare between the point of origin and any intermediate ticketed point along the routing;</p> <p>(ii) The normal fare between the destination and any intermediate ticketed points along the routing; or</p> <p>(iii) The normal fare between any two ticketed intermediate points along the routing.</p> <p>(b) When the direct Normal fare for segment of an itinerary is lower than an intermediate point normal fare, the direct Normal fare must be raised to the highest of any such intermediate point normal fare.</p>

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
 NO. BA-1

14th Revised Page BA-114  
 Cancels 13th Revised Page BA-114

RULE	SECTION I - GENERAL RULES
C130	<p><b>[C]FARES (Continued)</b></p> <p><b>(I) HIGHER INTERMEDIATE FARES (Continued)</b></p> <p><b>(2) Normal Fares (Continued)</b></p> <p>(c) When the total of Ticketed Point Mile's for an itinerary exceeds the MPM, the Normal fare must be surcharged in accordance with the procedures for Excess Mileage Surcharges, C.A.B. No. 424 (issued by Airline Tariff Publishing Company, Agent). If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is the normal fare between the origin and destination of that segment which has been raised to the level of the higher intermediate ticketed point Normal fare.</p> <p>(d) All conditions of the normal fare between origin and destination apply.</p> <p>(e) When comparing normal fares, fares for the same type shall mean the same class of service and same seasonal application.</p> <p>(f) When comparing normal fares in accordance with the foregoing, the comparison shall be made in the same direction as the fare component. When using half round trip fares the comparison shall be made using one way fares.</p> <p>(g) When there is no direct normal fare between two ticketed points, a fare must be constructed over a ticketed point in order to apply the provisions of sub-paragraphs (2)(a) and (b).</p> <p>(h) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used subject to any stopover and transfer limitations of the lower/lowest fare, excluding application of stopover charges.</p> <p><b>(3) Special Fares</b></p> <p>(a) If there is no higher normal fare between:</p> <p>(i) Point of origin and any intermediate ticketed point; or</p> <p>(ii) Destination point any intermediate ticketed point, the special fare (surcharged, if necessary) between origin and destination applies.</p> <p>(b) If there is a higher normal fare between:</p> <p>(i) Point of origin and any intermediate ticketed point; or</p> <p>(ii) Destination point and any intermediate ticketed point, the special fare must be raised to the level of such higher normal fare (surcharged, if necessary) unless:</p> <p>(iii) The same or lower special fare of the same type exists between such points, in which case, the special fare (surcharged, if necessary) between origin and destination applies; or</p> <p>(iv) A higher special of the same type exists between such points, in which case, such higher special fare (surcharged, if necessary) applies.</p> <p>(c) When comparing special fares, fares of the same fare type shall mean the same class of service, the same seasonal application, the same general conditions, except ticket validity and minimum stay requirements, and limited to:</p> <p>(i) Late Booking fare or APEX fare or PEX fare or Excursion fare</p> <p>(ii) GIT fare or IIT fare or Excursion fare</p> <p>(iii) Public Group fare or Excursion fare</p> <p>(d) In the case of more than one special fare of the same type for any given sector, the fare with conditions most similar to those of the special fare between the terminal points is to be used for comparison.</p> <p>(e) All conditions of the special fare between the origin and destination apply.</p> <p>(f) If there is not special fare of the same type on the sector for which the higher normal fare applies, the fare shall be not less than the lowest of any higher type of special fare within the same column shown in paragraph (3)(c).</p> <p>(g) When comparing special fares in accordance with this paragraph, comparison shall be made in the same direction as the fare component. When using half round trip fares the comparison shall be made using one way fares.</p> <p>(h) British Airways' carrier specific higher intermediate fare exceptions: For fares with specified routings higher intermediate point(s) is (are) not applied.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. BA-1**

5th Revised Page BA-114-A  
 Cancels 4th Revised Page BA-114-A

ULE

**SECTION I - GENERAL RULES**

130

**FARES (Continued)****(J) ONE WAY BACKHAUL RULE**

This paragraph does not apply:

- (i) For journeys wholly within TC1.
  - (ii) For journeys wholly between Argentina, Brazil, Chile, Paraguay, Uruguay and TC2
  - (iii) For pricing units wholly within Europe
- This paragraph applies only when using normal one way fares and special one way fares. If in any fare component travel is via a higher rated intermediate stopover point, the fare for such fare component shall be the higher of:
- The applies fare between the fare construction points, or the fare from fare component origin to the highest rated intermediate stopover point plus the difference between such fare and the direct route fare between the fare construction points

Example: A - B - C - D

Fares A to B NUC 50

A to C 150

A to D 140

B to C 175

B to D 160

Fares to be charged is B to C NUC 175 or A to C NUC 150 plus the difference between A to C and A to D 10 total NUC 160 whichever is higher. The one way backhaul rule check need not be applied for points which have been excluded from the provisions of this resolution, subject to the same conditions contained in the exclusion.

**(K) COMBINATION OF INTERNATIONAL FLIGHT COUPONS FROM SEPARATE TICKETS**

(Not applicable for tickets issued in Canada) Two or more international flight coupons from separate tickets will not be accepted for carriage on a direct service between the terminal points on the two coupons at less than the applicable through fare.

**(L) GROUND TRANSFERS**

Published fares do not include ground transfers service between airports and town centers unless Carrier's tariff specifically provide that such ground transfer service will be furnished without additional charge. (See Rule 30-Ground Transfer Service herein).

**(M) EXTRA MILEAGE ALLOWANCE**

The extra mileage allowance is deducted from the sum total of the TPM's before making the comparison between this total and the applicable MPM's.

Between	And	Allowance	Via
Point in Oregon/ Washington	Austria/Belgium/ Denmark/Finland/ France/Germany/ Italy/Netherlands/ Norway/Spain/Sweden/ U.K./Czech Republic/ Ireland/Slovakia	750	U.S.A
Canada	Area 2/3	1200	U.S.A. Note 2

(Continued on next page)

For Rule 130 (M) shown in effect hereon, see 5th Revised Page BA-114-B.

For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. BA-1**

6th Revised Page BA-114-B  
 Cancels 5th Revised Page BA-114-B

JLE	SECTION I - GENERAL RULES			
130	<b>FARES (Continued)</b>			
	<b>(M) EXTRA MILEAGE ALLOWANCE (Continued)</b>			
	The extra mileage allowance is deducted from the sum total of the TPM's before making the comparison between this total and the applicable MPM's.			
	Between	And	Allowance	Via
	Points in Connecticut, Delaware, Florida (except MIA/TPA/ORD), Georgia (except ATL), Maine, Massachusetts (except BOS), New Hampshire, New York (except NYC), New Jersey (except EWR), North Carolina (except RDU/CLT), Pennsylvania (except PHL), South Carolina, Rhode Island, Virginia, Vermont, West Virginia	Area 2/3	1000	CHI and/or DFW Note 1
	Points in Puerto Rico, Virgin Islands, US Virgin Islands	And	Area 2/3	1000 (Note 1) if via MIA 500 (Note 1) if via BOS/ NYC/EWR
	Points in the U.S.A. other than those specified above	Area 2/3	550 (Note 1)	DFW and/or CHI MIA and/or NYC NYC and/or RDU
	Points in U.S.A.	LPA/TCI/ACE	265	Europe
	Points in U.S.A.	NL/BE/DE/LT	335	Europe
	Points in U.S.A.	GB/IE/DK/SE/EE/LV/PT	705	Europe
	Points in Mexico	AT/BE/CH/CZ/DE/DK/EE/FI/FR/GB/HU/IE/LT/LV/NL/PT/SE	550	MAD
	Points in Mexico	EE/FI/IE/LV/PT/SE	550	LON
C	INJPoints in West Africa	US/CA	2600	Via UK/ES/FR
C	INJPoints in NA/ZA	US/CA	1500	Via UK/ES/FR
C	INJPoints in ZM	US/CA	1000	Via UK/ES/FR
C	INJPoints in BW/ZM	US/CA	500	Via UK/ES/FR
	<b>NOTE 1</b> - All travel within Area 1 must be on the services of AA/BA/IB			
	<b>NOTE 2</b> - All travel within Area 1 must be on the services of AA/AS/BA/IB			

For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

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2nd Revised Page BA-115  
Cancels 1st Revised Page BA-115

**RULE****SECTION I - GENERAL RULES****131****APPLICABILITY OF FARES**

The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket, i.e. if international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the Drachma fare for travel Athens-London-New York and the passenger actually commences travel in London instead of Athens, the fare must be reassessed at the London-New York, United Kingdom Pound level.

For unexplained abbreviations, reference marks and symbols see Pages 21 through 30.

**ISSUED: July 11, 1994****EFFECTIVE: September 10, 1994**