

AIR CANADA
SECTION I - GENERAL RULESRULE IAC APPLICATION OF TARIFF

NOTE: Carrier has entered into various code share agreements with other carriers. As a result of these agreements, carrier puts its designator code (AC) and markets, as its own, flights operated by another carrier, referred to as "operating carrier". When traveling with the operating carrier, passengers may be subject to terms and conditions of carriage which may differ from those contained in this tariff. Passengers are informed at time of booking that a flight will be operated by another carrier, and are advised to review the operating carrier's terms and conditions of carriage prior to travel.

- (A) Rules in this tariff govern the application of all intra-Canada fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.
- (B) Changes in Rules, Fares and Charges
Except as otherwise provided within specific fare rules, transportation is subject to the rules, fares and charges in effect on the date on which the ticket is issued. For the purposes of this rule, purchase of a prepaid ticket advice (PTA) will constitute purchase and issuance of a ticket, provided that the PTA specifies the passenger's originating flight and date and is purchased in accordance with the reservations and ticketing requirements which apply to the fare. The provisions of this rule apply only to the passenger to whom the ticket was originally issued. Where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable local or joint fare (whether effected through a change in the fare level, a change in conditions governing the fare, or a cancellation of the fare itself), the increase will not be collected, provided:
 1) The originating flight coupon of the ticket was issued for a specific flight at a fare in effect on the date of ticket issuance, determined by the validation on the ticket.
 2) Subsequent to the effective date of any increase in the applicable fare, the originating flight coupon is not voluntarily changed in any way.
 3) Flight coupons, other than the originating flight coupon, are not voluntarily changed to reflect a change in carrier/fare basis/origin/destination/stopover points from those originally shown on the ticket.
- (C) Reference to tariffs, pages, rules, items and notes are continuous and include revisions, supplements thereto and reissues thereof.
- (D) Carrier will be responsible for the furnishing of transportation only over its own lines. When any carrier undertakes to issue a ticket, check baggage, or make any other arrangements for transportation over the lines of any other carrier (whether or not such transportation is part of a through service), such carrier will act only as agent for such other carrier and will assume no responsibility for the acts or omissions of such other carrier.
- (E) No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.
- (F) Fares apply for travel only between the points for which they are published. Tickets may not be issued at fare(s) published to and/or from a more distant point(s) than the points being travelled, even when issuance of such tickets would produce a lower fare.
- (G) Should any provision in this tariff or in the ticket be determined to be invalid, illegal or unenforceable by a court of competent jurisdiction, all other provisions shall nevertheless remain valid, binding and effective.
- (H) Erroneous Fares
Air Canada reserves the right to cancel reservations and/or tickets issued with an erroneously quoted fare prior to said erroneous quote being detected and corrected. Air Canada reserves the right to void the purchased ticket and refund the amount paid by the customer and/or offer the customer the ticket at a published fare that should have been available at time of booking.

ISSUED: June 2, 2015

EFFECTIVE: June 3, 2015

AIR CANADA
SECTION I - GENERAL RULES

RULE 2AC ELECTRONIC FARE RULES

Electronic fare rules appear in a standardized format and may contain any or all of the categories of information listed below. Conditions governing fares are found in the fare rule which applies to a fare. [X]

The assumptions that appear below apply if a category does not appear in an electronic fare rule, or if a specific provision, e.g., different combinability journey types, is not addressed.

CATEGORY 1 - ELIGIBILITY

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

CATEGORY 2 - DAYTIME

This category defines times and/or days when travel is permitted. The day/time information applies to origins of trips scheduled to depart during that time period. If this category is absent, the assumption is that the fare is available for travel at all times of the day and all days of the week.

Fares apply any time subject to blackout date restrictions that may be noted in Category 11 (Blackout Dates), class of service, capacity limitation restrictions, and any limitations indicated by the footnotes affixed to the fares.

Travel may continue on connecting flights at times/days other than those specified in an application. In addition, arrival at the destination/stopover point is permitted outside the restricted time frame.

Midweek/weekend applications to/from Hawaii/Alaska apply on the nonstop portion of travel between the Continental U.S./Canada gateway and the Hawaii/Alaska gateway.

CATEGORY 3 - SEASONALITY

This category is used to reflect the dates on which a fare is valid (for promotional fares) or the dates of a specific season (for seasonal fares). Fares that apply seasonally must be specifically noted as such. It will be assumed that any fare will be promotional unless a reference to seasonality is made. If this category is absent, the assumption is that the fare is available every day of the year.

When it is stated that travel applies through a specific date, such date refers to the last date on which travel may begin from point of origin for seasonal fares and each segment for promotional fares. Travel may be completed after or continue on connecting flights at times/days other than those specified in an application unless indicated to the contrary in Category 6, Minimum Stay or Category 7, Maximum stay.

Fares apply any time subject to blackout date restrictions that may be noted in Category 11 (Blackout Dates), class of service, capacity limitation restrictions, and any limitations indicated by footnotes affixed to the fares.

If day-of-week/time-of-the-day provisions are not included, fares are valid any day/any time the applicable class of service is available, according to each carrier's general schedule.

Seasonal/promotional application to/from Hawaii/Alaska apply on the nonstop portion of travel between the Continental U.S./Canada gateway and the Hawaii/Alaska gateway.

Promotional fares - the assumption for applying this category is that the dates for a promotional fare are applied to each portion of travel unless indicated otherwise.

Seasonal fares - the assumption for applying this category is that a seasonal fare is based on the season of the origin portion of travel. The seasonal level in effect at the origin is used for all subsequent travel regardless of date unless indicated otherwise.

CATEGORY 4 - FLIGHT APPLICATION

This category reflects information regarding the use of a fare on specific flight numbers, types of service (nonstop, multi-stop, etc.), equipment types and travel via points. It may be used to reflect either positive or negative application of the information. If this category is absent, it indicates that there are no flight restrictions for the fare.

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AIR CANADA
SECTION I - GENERAL RULESRULE 2AC ELECTRONIC FARE RULES (Continued)CATEGORY 5 - ADVANCE RESERVATIONS/TICKETING

This category is used to define reservations and ticketing requirements applicable to a fare for original ticket issues. It will indicate which sectors of travel, if any, must be confirmed prior to ticketing. When time limits exist, it is assumed that these must be met prior to commencement of outbound travel. Revalidation or reissue advance requirements are not reflected in this category but are reflected in Category 16, Penalties. If this category is absent, there are no advance reservation or ticketing requirements for the fare.

Provisions in Rules 100 (Tickets), 105 (Ticket Validity), 110 (Issuance of Ticket Stock), 115 (Confirmation of Reservations) and 135 (Cancellation of Reservations) of the governing general rules apply unless noted to the contrary.

If it is noted that "Seats are Limited", the carrier will limit the number of passengers carried on any flight at such fares. In addition, those fares will not necessarily be available on all flights in a specific market. Additional details for most carriers are provided in Rule 20 (Capacity Limitations) of the governing general rules. Passengers traveling at fares that require advance reservations and ticketing will be accommodated only on the flight for which they hold a confirmed reservation. However, if a passenger presents himself/herself at the carrier's ticket counter at the airport of departure no later than 2 hr. after the scheduled departure time of the flight shown on the passenger's ticket, the passenger will be accommodated on a standby basis on the carrier's next flight.

CATEGORY 6 - MINIMUM STAY

This category specifies the first time return travel may commence. It will also indicate the points to be used in calculating the minimum stay. Unless stated otherwise, it is assumed that the calculation begins at the point of origin and the day of departure is not included. If the point from which return travel may commence is not defined, it will be assumed to be the last point of stopover. Likewise, if the outward destination is not defined, it will be assumed that the outward destination is the last point of stopover. The absence of this category indicates that there are no minimum stay requirements for this fare. Tickets are valid for one year from the date of issuance of the ticket as detailed in Rule 105 (Ticket Validity) of the governing general rules.

Example of calculating minimum stay: If the day of departure is Monday, January 6, and the minimum stay is 2 days, return travel may not begin until Wednesday, January 8.

EXCEPTION: To/from Hawaii, the minimum number of days refers to return travel on the nonstop portion between Hawaii and the North American mainland.

CATEGORY 7 - MAXIMUM STAY

This category indicates the last time at which return travel may commence or be completed. When this category is present, it will always specify whether the maximum stay applies to travel commencement or travel completion. As in minimum stay, it is assumed that the points of calculation for maximum stay are the day of departure and the last point of stopover unless stated otherwise. Likewise, the day of departure is not included when counting. In no case shall the maximum stay be greater than one year from the date travel commences from point of origin. The absence of this category indicates that there is no maximum stay for the fare. Tickets are valid for one year from the date travel begins, or when no portion of the ticket is used, from the date of issuance of the ticket as detailed in Rule 105 (Ticket Validity) of the governing general rules.

Example of calculating maximum stay: If the day of departure is Monday, January 6, and the maximum stay is 7 days, return travel must begin not later than Monday January 13.

CATEGORY 8 - STOPOVERS

This category defines the conditions under which stopovers are permitted and the applicable charges. Two assumptions are made for this category. It is assumed that stopovers are not permitted unless this category is present. If stopovers are allowed, it is assumed that (1) they may be made at any point along the carrier's routing, (2) that stopovers are permitted free of charge at the point of turnaround, and (3) that an interruption of travel for more than 4 hours constitutes a domestic stopover unless specified otherwise. If this category is absent, stopovers are not permitted anywhere along the passenger's route. The point of turnaround/outward destination of a round-trip fare is not counted as a stopover. The number of stopovers permitted is in addition to the stop at the point of turnaround.

Two airports serving the same city are considered the same point, e.g. DCA and IAD. Airports that serve the same city but also serve other metropolitan areas, such as SJC and SFO, are not considered the same point unless so stated in the specific rules.

CATEGORY 9 - TRANSFERS

This category has no application for domestic travel.

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ISSUED: June 9, 2006

EFFECTIVE: June 10, 2006

AIR CANADA
SECTION I - GENERAL RULES

RULE 2AC ELECTRONIC FARE RULES (Continued)**CATEGORY 10 - PERMITTED COMBINATIONS**

This category deals with combinations that are permitted with specified fares and other fares to construct one-way, round-trip, circle-trip, and open-jaw transportation. It consists of four major categories and four minor sub-categories.

The four major types are: (1) open jaws, (2) two-component circle trips, (3) more than two-component circle trips, and (4) end-to-end.

The four minor sub-categories are used to provide specific restrictions for the four major types. They are: (1) carrier combinations, (2) tariff/rule combinations, (3) fare class/fare type combinations and (4) open jaw sets (i.e., where open jaws are/are not permitted).

The following assumptions and definitions are made when presenting this category.

DEFINITIONS

- 1) Round Trip - From point A to point B and back to point A on the same fare class and same carrier.
- 2) Circle Trip - (Two components) from point A to point B and back to point A on two different carriers, or same carrier but different fare classes, or different carriers and same or different fare classes.
- 3) Circle Trip - (More than two components) from point A to point B to point C and back to point A on the same or different carriers, and on the same or different fare classes.
- 4) End-to-End - Any two or more published fares combined to construct a through journey.
- 5) Open Jaw - Any trip that is essentially of a round-trip or circle-trip nature except that the outward point of departure and the inward point of arrival, or the outward point of arrival and inward point of departure are not the same. In double open jaw trips, both the outward and inward points of arrival and departure are not the same.

ASSUMPTIONS

- 1) One-way fares may be combined with any one-way or round-trip fare unless specifically prohibited. Provisions that restrict the combination of one-way fares must be specifically noted as such.
- 2) Open jaws and more than two-component circle trips are not permitted unless stated otherwise.
- 3) All round-trip fares governed by the same rule and within the same tariff, except fares applicable during different seasons, may be combined to construct a two-component circle trip unless the combination is specifically prohibited. Fares governed by the same rule in EF-2, CDFR-2, and DFR-3 may be combined unless otherwise prohibited in the rule.
- 4) Except for end-to-end combinations, the most restrictive conditions apply when combining half round-trip fares. (Penalties will not be considered when determining the most restrictive conditions during combinability.)
All fares may be combined end-to-end and travel must be via the point of combination unless specified otherwise.
- 5) When circle trips are permitted, the fare for a circle trip will be 50% of the round-trip fare for each sector. When circle trips or more than two components are permitted, if the round trip fare is not published on any one sector, the applicable one-way fare will be charged for that sector, unless specifically prohibited. Additional circle-trip provisions are covered in Rule 175 (Circle Trips) of the governing general rules, and apply to both the construction of circle trips with one-way fares and to those round-trip fares governed by rules which permit circle trips.
- 6) References to stopovers in this category for circle trips are fare break points.
- 7) When open-jaw trips are permitted, the fare for an open-jaw trip will be 50% of the round-trip fare for the going portion and 50% of the round-trip fare for the return. Unless the term "Double Open Jaw" is specified, open-jaw provisions refer only to single open-jaw travel. For the purpose of open-jaw combinations, 2 airports primarily serving the same city and co-terminals are considered the same point.

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ISSUED: October 20, 2010

EFFECTIVE: October 21, 2010

AIR CANADA
SECTION I - GENERAL RULES

RULE 2AC ELECTRONIC FARE RULES (Continued)

CATEGORY 10 - PERMITTED COMBINATIONS (Continued)
ASSUMPTIONS (Continued)

- 8) When round-trip travel falls on a weekend in one direction and midweek in the other, 50% of a weekend fare will be combined with 50% of a midweek fare. This principle also applies when the inbound and outbound portions are on days when different fare levels apply, whether or not these days are specifically identified as midweek or weekend.
- 9) When round-trip travel falls during peak/day hours or flights in one direction and off-peak/night hours or flights in the other direction, 50% of a peak/day fare may be combined with 50% of an off-peak/night fare.

CATEGORY 11 - BLACKOUT DATES

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

No segment of the trip may be flown on these days unless otherwise indicated in the rule.

CATEGORY 12 - SURCHARGES

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

CATEGORY 13 - ACCOMPANIED TRAVEL

This category is used as a component of a rule when travel with one or more other passengers is necessary to qualify for a fare. If this category is absent, any passenger may travel alone over the entire routing.

Fare applications that apply to accompanied children apply to children 2-11 yr. old and only when the child is accompanied on the same flights and in the same compartment for the entire trip by an adult fare-paying passenger at least 12 yr. old.

CATEGORY 14 - TRAVEL RESTRICTIONS

This category is used to state specific travel date restrictions. Usually these are the dates when the fare may be first used for travel or after which it may no longer be used. If this category is absent, the fare is available for travel at all times.

CATEGORY 15 - SALES RESTRICTIONS

This category is used to define a fare that is available for sale subject to restrictions based on date, point of sale or similar conditions. The dates are most commonly first and last reservation or ticketing dates. If this category is absent, the fare is available for reservations and ticketing at all times, anywhere and by anyone.

Sales of a particular fare are permitted worldwide.

The purchase of a PTA will constitute purchase of a ticket.

CATEGORY 16 - PENALTIES

This category is used to determine if penalties are applicable and what charges will be assessed. It is also used to specify under what conditions reroutings may take place or tickets may be reissued. The assumption is that there are no penalties unless this category is present.

Round-trip fares apply only when purchased at such fares before departure from point of origin. A passenger cannot upgrade a ticket to such fares after travel begins unless so stated in the rule.

Unless otherwise amended by specific provisions in the applicable fare rule, Rules 260 (Involuntary Refunds) and 270 (Voluntary Refunds) of the governing general rules apply.

Voluntary refunds are refunds made to the passenger when the passenger has cancelled the trip of his/her own volition or failed to occupy the reserved space for any reason. Involuntary refunds are refunds made to the [X] [N] original form of payment when the passenger's trip is terminated before the passenger reaches the final destination shown on the ticket because of flight cancellation or omission of a scheduled stop.

Deposits are not required and unused tickets are refundable.

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AIR CANADA
SECTION I - GENERAL RULES

RULE 2AC ELECTRONIC FARE RULES (Continued)

CATEGORY 17 - HIGHER INTERMEDIATE POINT

This category has no application for domestic travel.

CATEGORY 18 - TICKET ENDORSEMENTS

This category is used to indicate ticket endorsement requirements and the location on the ticket for the endorsement. If this category is not present, there are no ticket endorsement requirements for the fare.

CATEGORY 19 - CHILDREN DISCOUNTS

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

Discounted fares for children, when applicable, are either published as separate fares or are listed in Rule 8000 (Children's Fares) where they are expressed as a percentage of the corresponding adult fare. It is assumed that Rule 8000 does not apply.

When this category is omitted from a specific rule, the discounts specified in Rule 8000 (Children's Fares) may not be applied to the fare classes listed in that rule. In lieu of discounts listed in Rule 8000, a carrier may elect to publish specific children's fares. When neither the standard children's discounts nor specific children's fares are indicated as available in a given rule, children are still generally eligible for the standard discount applied against the full normal adult fare published between the cities in question, or for other children's discounts/fares in the market, provided all conditions of such fares are met. Unless otherwise specified, passengers traveling at a children's discount must be accompanied in the same compartment on all sectors by an adult at least 12 years of age.

CATEGORY 20 - TOUR CONDUCTOR DISCOUNTS

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

Tour conductor discounts when provided, are specified in CDFR-2 Rules 6030 and 6040.

CATEGORY 21 - AGENT DISCOUNTS

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

Agent discounts, when provided are specified in CDFR-2 Rules 6050, 6055, 6066, and 6080.

CATEGORY 22 - ALL OTHER DISCOUNTS

This category is used to provide the specific fare amounts or the information for calculating discount fares for all passenger types other than children, tour conductors and agents. It also specifies the accompanying travel requirements for the calculated or specified fare. If this category is absent, the fare is not discountable for the passenger types that fall into this category. Discounts for passengers occupying 2 seats do not apply unless stated in the rule. Such discounts, when provided, are specified in CDFR-2, Rule 6020 (Passengers Occupying Two Seats).

CATEGORY 23 - MISCELLANEOUS PROVISIONS

This category is used to specify whether specific fares should or should not be used for construction of unpublished fares, proration, refund calculation, currency adjustments or as proportional fares. It will also contain any miscellaneous information that is not category specific, e.g., general rules not applicable. The assumption is that fares may be used for any purpose.

C IN) CATEGORY 25 - FARE BY RULE

This category is used for fare by rule fares that use equations to calculate the fare amounts. These fares can be based on other specific fares as an addition, subtraction or percentage of calculations.

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AIR CANADA
SECTION I - GENERAL RULES

RULE 2AC ELECTRONIC FARE RULES (Continued)

CATEGORY 26 - GROUPS

This category defines the requirements to qualify for group fares, e.g., minimum group size, type of group, substitutes, travel together and individual travel restrictions. If this category is absent, the assumption is that there are no group provisions for the fare.

When it is indicated that the group must travel together, the group must travel in the same aircraft on all segments of the trip. However, when lack of seating accommodations or other operating conditions make it impossible for the passengers to travel as a single group, some members of the group will be carried on preceding or succeeding flights.

Group fares published in this tariff apply per passenger.

CATEGORY 27 - TOURS

This category specifies the tour requirements for a fare, e.g., the minimum package and nights, minimum price, the tour number, and tour type. If this category is absent, the assumption is that there are not tour provisions for the fare.

The tour price quoted in conjunction with a specific fare rule refers to land arrangements and is in addition to the published air fare.

CATEGORY 28 - VISIT ANOTHER COUNTRY

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

CATEGORY 29 - DEPOSITS

This category indicates if there are deposit requirements to qualify for a fare, e.g., deposit amount, days required prior to ticketing/travel, refund of deposit conditions, and waivers for the deposit requirements. If this category is absent, the assumption is that there are no deposit requirements for the fare.

C [N] CATEGORY 31 - VOLUNTARY CHANGES

This category is automated rules product designed to automate collection of ticket change fee(s) if applicable and the method of recalculating fare difference between new fare and old fare provisions in category 16 (charges and penalties) which if applied manually is time consuming and labor intensive and prone to miscalculations. Category 31 coding would result in autoprice correctly.

ISSUED: August 29, 2008

EFFECTIVE: August 30, 2008

AIR CANADA
SECTION I - GENERAL RULES

RULE 5AC DEFINITIONS

As used in this tariff or in tariffs making reference hereto, unless otherwise defined:

Adult means a person who has reached his/her 12th birthday as of the date of commencement of travel.

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

Applicable Adult Fare means the fare which would be applicable to an adult for the transportation to be used except those special fares which would be applicable due to the adults' status.

Applicable Full Fare means the full adult fare for the class of service designated in the carrier's Official General Schedule for the aircraft, or compartment of the aircraft used by the passenger.

Business Class means the service on flights listed in AC's Official General Schedule as [C]Business (J cabin) Class.

Caribbean Area means:

Antigua	Jamaica
Bahama Islands	Martinique
Barbados	Netherlands Antilles
Bermuda	St. Kitts
Cayman Islands	St. Lucia
Dominica	St. Martin
Dominican Republic	St. Vincent
Grenada	Trinidad/Tobago
Guadeloupe	
Haiti	

Carrier means Air Canada or any of the shared designator carriers included in Rule 500 herein.

Child means a person who has reached his/her second birthday but not his/her 12th birthday as of the date of commencement of travel.

Circle Trip means any trip, the ultimate destination of which is the point of origin, but which includes a stop at at least one other point, and which is not made via the same routing in both directions.

Examples of Circle Trips:

Example 1: Point 1 to Point 2 on Airline A
Point 2 to Point 1 on Airline B

Example 2: Point 1 to Point 2 to Point 3 on
Airline A

Example 3: Point 1 to Point 2 on Airline A
(First Class)
Point 2 to Point 1 on Airline A or
any other Airline (Coach)

c.o.b. means "carrying on business under firm name and style of".

Continental United States means the District of Columbia and all states of the United States other than Alaska and Hawaii.

Destination means the last outward point of stopover on a one way journey or the point of origin on a round or circle trip journey. For the purpose of this definition, the terminal points of an open jaw journey shall be considered to be the same point.

Economy Class means the service on flights listed in AC's Official General Schedule as Economy (Y cabin) Class.

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

Full Adult Fare(s) means the one way fares designated by fare class and code whether specifically published or derived by construction.

NOTE: For transportation in markets where different Economy (e.g. YW, YX, YH, YL) type fares are published depending upon the passenger's day of travel, "Full Adult Fare" means the Economy fare applicable on the day of transportation.

Governing Rules Tariff, means Tariff No. CDGR-1.

He, him and his, as used herein, shall be deemed to mean either male or female passengers, as the case may be.

Hospitality Class means the service on flights listed in AC's Official General Schedule as Economy (Y cabin) Class.

Infant means a person who has not reached his/her second birthday as of the date of commencement of travel. [N]If the person turns 2 during travel, then the person falls under the definition of child.

Interchange flight means a flight operated over the routes of two or more carriers without change of equipment.

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AIR CANADA
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RULE 5AC DEFINITIONS (Continued)

International Transportation means any transportation or other services, furnished by any carrier, which are included within the scope of the term "international transportation" as used in the Convention for the Unification of Certain Rules Relating to International Transportation by Air signed at Warsaw, October 12, 1929, or such convention as amended, or the Montreal Convention for the Unification of Certain Rules for International Carriage by Air (1999), whichever may be applicable to the transportation hereunder and to which the said Convention applies. For the purpose of determining the applicability of the term "international transportation":

Agreed Stopping Place All stops between the original place of departure and the place of final destination scheduled by any carrier by air which participates in the transportation between such places, as shown in the schedules or time tables of such carriers shall constitute "agreed stopping places"; but each participating carrier reserves the right to alter the "agreed stopping places" in the case of necessity without thereby depriving the transportation of its international character; and

Single Operation Transportation to be performed by several successive carriers by air, arrangements for which are made in advance, is regarded as "a single operation" and shall be deemed to be "one undivided transportation" whether one or more tickets or other documents are issued to cover such transportation, and whether or not all such tickets or documents are issued prior to the commencement of such transportation; but this provision shall not be deemed to contain an exclusive definition of transportation which is regarded by the parties as "a single operation".

Jet Aircraft means the following aircraft (and all series thereof): B-777, A-340, A-330, B-767, A-321, A-320, A-319, Embraer 190, Embraer 175, CRJ 705, CRJ 100/200 and B-737.

Maximum Outside Linear Dimensions means the sum of the greatest outside length plus the greatest outside width plus the greatest outside height.

Military Passenger means personnel of the Canadian Armed Forces who are on active duty status.

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

Normal Fares means Business or Economy Class full fares.

Open Jaw Trip means any trip which is essentially of a round trip or circle trip nature but the outward point of departure and the inward point of arrival or the outward point of arrival and inward point of departure of which are not the same.

Example of Open-Jaw Trip:

Point 1 to Point 2 to Point 3

Origin means the first point of embarkation on a one way, round or circle trip journey. For the purpose of this definition, the terminal points of an open jaw journey shall be considered to be the same point.

Outward Destination/Point of Turnaround means the stopover point on an itinerary, usually that which is farthest from the point of origin, from which a passenger commences his return journey to the point of origin.

Preferred seat means seats having more legroom than normally offered, such as bulkhead and exit row seats. The available seat numbers and type vary depending on aircraft type.

Prepaid Ticket Advice means the notification between offices of a carrier or between carriers that a person in one location has purchased and requested issuance of prepaid transportation as described in the authority to another person in another location.

Reroute means to issue a new ticket covering transportation to the same destination as, but via a different routing than that designated on the ticket, or portion thereof, then held by the passenger, or to honor the ticket, or portion thereof, then held by the passenger, for transportation to the same destination as, but via a different routing than that designated thereon.

Round trip means any trip, the ultimate destination of which is the point of origin, and which is made via the same routing in both directions.

Examples of Round Trips:

Example of local round trip:

Point 1 to Point 2 on Airline A

Point 2 to Point 1 on Airline A

Example of joint round trip:

Point 1 to Point 2 on Airline A

Point 2 to Point 3 on Airline B

Point 3 to Point 2 on Airline B

Point 2 to Point 1 on Airline A

Routing means the carrier(s) and/or the cities and/or class of service and/or type of aircraft (Jet or Propeller) via which transportation is provided between two points, as specified in any tariff governed by this tariff.

Service Charge means a nominal fee charge to cover costs involved in handling passenger's request.

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

Stopover means a deliberate interruption of a journey by the passenger, agreed to in advance by the carrier, at a point between the place of departure and the place of destination.

Ticket means a passenger ticket issued by the carrier on paper ticket stock or in an electronic ticket record.

Western Hemisphere means the United States of America, Canada, Greenland, Mexico, Central and South America, Bermuda, Bahamas and the Islands of the Caribbean Sea.

AIR CANADA
SECTION I - GENERAL RULES

RULE 10AC PASSPORTS AND VISAS--RESPONSIBILITY OF PASSENGER

- A) Each passenger desiring transportation across any international boundary shall be responsible for obtaining all necessary travel documents and for complying with the laws of each country from, through or to which he desires transportation, and unless applicable laws provide otherwise, shall indemnify each carrier for any loss, damage, or expense suffered or incurred by such carrier by reason of such passenger's failure to do so. No carrier shall be liable for any aid or information given by any agent or employee of such carrier to any passenger in connection with obtaining such documents or complying with such laws, whether given orally or in writing or otherwise; or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws.
- B) Subject to applicable laws and regulations, the passenger shall pay the applicable fare whenever the carrier, on Government order, is required to return a passenger to his point of origin or elsewhere due to the passenger's inadmissibility into or deportation from a country, whether of transit or of destination. The fare applicable will be the fare that would have been applicable had the original ticket designated the revised destination on the new ticket. Any difference between the fare so applicable and the fare paid by the passenger will be collected from or refunded to the original form of payment as the case may be. Carrier will apply to the payment of such fares any funds paid by the passenger to the carrier for unused carriage, or any funds of the passenger in possession of the carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by the carrier unless the law of such country requires that such fare be refunded.

RULE 20AC CAPACITY LIMITATIONS

Carrier shall limit the number of passengers carried on any one flight at fares governed by rules making reference hereto and such fares will not necessarily be available on all flights operated by the carrier. The number of seats which the carrier shall make available on a given flight will be determined by the carrier's best judgement as to the anticipated total passenger load on each flight.

RULE 25AC PERSONAL DATA

The passenger recognizes that personal data has been given to carrier for the purposes of making a reservation for carriage, obtaining ancillary services, facilitating immigration and entry requirements, and making available such data to government agencies. For these purposes the passenger authorizes carrier to retain such data and to transmit it to its own offices, other carriers or the providers of such services Canadian and foreign authorities, in whatever country they may be located.

ISSUED: May 6, 2015

EFFECTIVE: May 7, 2015

AIR CANADA
SECTION I - GENERAL RULES

RULE 33AC PASSENGERS WITH A DISABILITY

(A) DEFINITIONS

- (1) Ambulatory - a person who is able to move about within an aircraft unassisted.
- (2) Self-reliant - a person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on board attention beyond that afforded to the general public, except that assistance in boarding and deplaning may be required. Air Canada will accept the determination of a passenger with a disability as to self-reliance.
- (3) Attendant - an able-bodied person 16 years of age or older physically capable of assisting a person with a disability to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required.
- (4) Service Animal - means an animal required by a person with a disability for assistance and certified, in writing, as having been trained to assist a person with a disability by a professional service animal institution.

(B) ACCEPTANCE OF PERSONS WITH DISABILITIES

- (1) The carrier will accept for carriage any passenger whose mental or physical condition is such as to render him/her incapable of caring for him/herself without assistance or medical treatment en route, provided:
 - (a) he/she is accompanied by an attendant who will be responsible for the passenger enroute, and
 - (b) with the care of such attendant, he/she will not require unreasonable attention or assistance from employees of the carrier that is usually provided by the carrier employees.
- (2) Non Self-reliant passengers [X] must be attended at all times. Carrier must limit the number of non-ambulatory passengers according to aircraft type, self-reliance and presence of an attendant. Contact carrier for details. Limits may be altered by carrier in the case of athletes with a disability attending their sporting events.
- (3) MEDICAL CERTIFICATE
The carrier reserves the right to require a medical clearance from the company medical authorities if travel involves any unusual risk or hazard to the passenger or to other persons (including, in cases of pregnant passengers, unborn children).
- (4) An attendant or a safety assistant cannot travel with a child under 8 years old and a passenger that requires an attendant or a safety assistant. An attendant or safety assistant must travel in the same cabin as the passenger requiring such attendant or safety assistant.
- (5) SEVERE ALLERGIES
 - (a) Severe Nut/Peanut Allergy
On flights operated by Air Canada, Air Canada Express and Air Canada Rouge, a buffer zone will be set up for passengers with severe nut/peanut allergies that will help avoid the risk of exposure. Passengers seated within the buffer zone will be advised prior to departure not to consume nut/peanut products and will not be offered any food known to contain nuts/peanuts sold from the onboard cafe. The size of the buffer zone depends on aircraft type, cabin and seating configuration.
 - (b) Severe Cat Allergy
On flights operated by Air Canada, Air Canada Express and Air Canada Rouge, a buffer zone will be set up for passengers with severe cat allergies that will help avoid the risk of exposure. The size of the buffer zone depends on aircraft type, cabin and seating configuration.

(Continued on next page)

AIR CANADA
SECTION I - GENERAL RULES

CRULE [C]33AC PASSENGERS WITH A DISABILITY (Continued)

(B) ACCEPTANCE OF PERSONS WITH DISABILITIES (Continued)

(5) (Continued)

(c) Advance Notice and Medical Clearance

Passengers requiring a buffer zone may be required to provide a 48 hour advance notice and obtain prior medical clearance.

(d) Responsibility

Air Canada cannot guarantee allergen-free meals, snacks or environment. Passenger with severe allergies is responsible to take additional precautions, such as packing their own snacks, using hand sanitizer, bringing wet wipes to clean surrounding areas, and carrying an epinephrine auto-injector.

(C) SEATING ACCOMMODATIONS AND RESTRICTIONS

(1) Passengers with a disability requiring special seating accommodation for travel on AC-operated flights and who do not pre-select their seat upon making a reservation must contact an Air Canada reservations center at least 24 hours prior to departure.

(2) Passengers with a disability requiring special seating accommodation for travel on AC coded flights operated by another carrier must either contact Air Canada reservation center or the operating carrier directly.

(3) Passengers with a disability will not be permitted to occupy seats in designated emergency exit rows or over-wing emergency exit rows.

(4) Complimentary Extra Seat(s)

(a) Air Canada will offer one or more extra seats on flights operated by Air Canada and AC Express carriers (see Rule 500), when aircraft type and configuration allow, to all persons who:

(i) Are disabled and required, pursuant to this Rule, to be accompanied by an attendant;

(ii) Who are disabled by obesity and as a result thereof cannot fit in one seat; and

(iii) Are disabled and by reason thereof are otherwise unable to fit in one seat.

NOTE: Advance seat selection is not permitted, seats will be assigned manually.

(b) When an extra seat is required for a passenger with a disability requiring an attendant, passengers with a disability may purchase a seat in executive class, except for those aircraft with lie-flat beds. Attendant must travel in the same cabin as passenger with a disability.

(c) When extra seat(s) are needed pursuant to subparagraphs (a)(ii) and (a)(iii) above, complimentary extra seats are not available for travel in the Executive Class cabin, or for travel on Beech Aircraft if one or more extra seats are required or on RJ or Embraer Aircraft if two or more extra seats are required.

(d) When extra seat(s) are needed pursuant to subparagraph (a)(ii) above and if no other medical impairment exists, medical clearance, once obtained, is valid for a period of 2 years, and can be renewed if no other medical impairments exist. Passenger is required to inform Air Canada of any significant change in the information provided in the context of the medical clearance process. Air Canada reserves the right to review medical clearance before the expiry of the 2 year validity period at its discretion.

(D) RESERVATIONS/ADVANCE NOTICE/ADVANCE CHECK-IN

Reservations should be made at least 48 hours in advance of travel, advising the carrier as to the nature of the disability and assistance required. The carrier will make a reasonable effort to accommodate passengers who fail to make a reservation 48 hours in advance. If special oxygen services are required, the carrier requires a 48 hour advance notice prior to travel. See Rule 90.

(E) FARES AND FEES FOR PERSONS WITH A DISABILITY/ACCOMPANYING ATTENDANTS

(1) An attendant accompanying any passenger with a disability will not be charged any fare (when accompanying a fare paying passenger), but will be charged applicable taxes, fees and charges, except for airport improvement fee when travelling from Gander, Newfoundland.

(2) Passengers with disabilities may travel via any fare type offered, subject to the governing rule for the fare type being used.

(Continued on next page)

AIR CANADA
 SECTION I - GENERAL RULES

RULE (C)33AC PASSENGERS WITH A DISABILITY (Continued)

(F) ACCEPTANCE OF MOBILITY AIDS

(1) In addition to the regular free baggage allowance provided in Rule 220, carrier will accept the following items which must be stowed in the Baggage Compartment, if they are necessary for the mobility or well-being of a person:

(a) Manually and powered wheelchairs, scooters walkers, and other mobility aids on a priority basis, subject to the following size limitations:

Aircraft Type	Width	Height
BEH1900D	0.74m (29in)	1.40m (55in)
CRA/CRJ	1.07m (42in)	0.81m (32in)
DASH 8	1.24m (49in)	1.50m (59in)
E175/E190	1.14m (45in)	0.79m (31.4in)
A319/320/321	1.45m (57in)	1.09m (43in)
B767	1.14m (45in)	1.45m (57in)
A330/B777	1.50m (59in)	1.45m (57in)

(b) Crutches and canes may be retained in the passenger's custody provided they can be safely stowed.

(c) Mobility aids with spillable batteries are accepted at no charge to the passenger as follows:

The mobility aid must fit through the cargo door and inside the compartment in an upright position, including online connections. If some disassembly is required for the mobility aid to fit, passengers should bring disassembly instructions. The carrier will provide assistance in disassembling and packaging the aid, unpacking the reassembling aid, and returning the aid promptly on arrival at the person's destination, all without charge. The battery terminals must be insulated to prevent accidental short circuits (e.g. by being enclosed in a battery container). The battery need not be disconnected nor removed but it must be securely attached to the mobility aid.

(2) Battery powered medical equipment will be accepted in accordance with the following:
 * Battery powered medical equipment must be secured during take-off and landing.

BATTERY TYPES	REQUIREMENTS	RESTRICTIONS
Internal as part of the equipment sealed lead acid (SLA)	No special requirements when installed in the device	None
lead acid (Non-spillable/gel)		
lithium ion		
nickel cadmium (NICD)		
nickel metal hydride (NiMH)		
external/spare sealed lead acid (SLA)	must be protected to prevent short circuits (NOTE 1)	cabin baggage only
lead acid (non-spillable/gel)		
lithium ion		
nickel cadmium (NICD)		
nickel metal hydride (NiMH)		
lead acid (spillable/wet cell)		forbidden
external		
NOTE 1: protective case required		
Examples: nylon bag, plastic container, etc.		
mobility aids	requirements	restrictions
wheelchairs		
scooters (3 or 4 wheel type)		
lead acid (non-spillable/gel)	must be protected to prevent short circuits	wheelchair must be loaded, secured and unloaded always in an upright position
lead acid (spillable)	must be protected to prevent short circuits	wheelchair must be loaded, secure and unloaded always in an upright position

G) SERVICE ANIMALS
 See Rule 200.

H) The Carrier is not liable for its refusal to transport any passenger or for its removal of any passenger in accordance with the preceding paragraphs of this Rule or with Rule 35. However, at the request of the passenger, a refund will be issued in accordance with Rule 260, subject to the applicable fare rule.

AIR CANADA
SECTION I - GENERAL RULES

RULE 35AC REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIER

I Refusal To Transport And Removal Of Passenger

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

NOTE: If passenger is accompanied by an attendant pursuant to Rule 33 then both passenger and attendant will be refused transport or removed together.

(A) Government Requests Or Regulations

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

(B) Search Of Passenger Or Property

When the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.

(C) Proof Of Identity

When the passenger refuses on request to produce government-issued photo identification and show his/her entire face.

NOTE: Carrier is obligated, to screen each passenger by looking at the passenger, and in particular his or her entire face, to determine if he or she appears to be 18 years of age or older, and if so, carrier is obligated to compare the passenger, and in particular his or her entire face, against one government-issued photo identification that shows the passenger's name, date of birth and gender or two pieces of government-issued identification at least one of which shows the passenger's name, date of birth and gender.

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AIR CANADA
SECTION I - GENERAL RULES

RULE 35AC REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIER

I Refusal To Transport And Removal Of Passenger (Continued)

- D) Immigration Or Other Similar Considerations
When the passenger is to travel across any international boundary, if
- 1) The travel documents of such passenger are not in order;
 - 2) For any reason, such passenger's embarkation from, transit through, or entry into any country from, through, or to which such passenger desires transportation would be unlawful;
 - 3) Such passenger fails or refuses to comply with the rules and regulations of the carrier.
- E) Passenger's Condition:
- 1) When the passenger's mental or physical condition is such as to render him/her incapable of caring for himself/herself without assistance or medical treatment en route unless:
 - a) He/she is accompanied by a ticketed attendant who will be responsible for caring for him en route, and
 - b) With the care of such attendant he/she will not require unreasonable attention of assistance from carrier personnel
 - c) He/she complies with requirements of rule 33, where applicable.
EXCEPTION: (For transport of a person with disability as to self-reliance (see Rule 33 B).
 - 2) When the passenger has an obvious contagious disease; or
 - 3) When the passenger has an offensive odor (for example, such as from a draining wound).
 - 4) 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 themselves or to 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 must be accepted and cleared by the carrier's 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. Carrier may refuse to transport a passenger who failed to obtain medical clearance in accordance with this tariff, including with this rule, rule 33 (Passenger with a disability) or Rule 90 (Preplanned Oxygen service and personal oxygen concentrators).
- F) Method of Payment
When the carrier has reasonable grounds to believe that a ticket was acquired fraudulently, including through the unauthorized or illegitimate use of a credit card.

II Passenger's Conduct - Refusal to Transport Prohibited Conduct & Sanctions

- Prohibited Conduct:
Without limiting the generality of the foregoing, 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 aboard the aircraft; or the safe and adequate flight operations:
- a) the person, in the reasonable judgment of a responsible carrier employee, is under the influence of intoxicating liquors or drugs (except a medical patient under proper 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 judgment of a responsible carrier employee there is a possibility that such passenger 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 duties aboard carrier's aircraft, or otherwise jeopardize safe and adequate flight operations;
 - c) the person's conduct involves any unusual hazard or risk to self or to other persons (including, in case of pregnant passengers, unborn children) or to property;
 - d) the person fails to observe the instructions of carrier and its employees, including instructions to cease prohibited conduct;
 - e) the person is unable/unwilling to sit in the seat with the seatbelt fastened;
- C) (C) If the person smokes or attempts to smoke or chew or spit tobacco, IN/lor uses or attempts to use an electronic cigarette ("Vaping") in the aircraft;
- g) the person uses or continues to use a cellular telephone, a laptop computer or an electronic device on board the aircraft after being advised to cease such use by a member of the crew;
 - h) While on board the aircraft, the person is filming, photographing, or recording the image by any other electronic means of other passengers and/or crew without the express consent of the person(s) being filmed, photographed or recorded, or continues to film, photograph or record the image of other passengers and/or crew AFTER BEING ADVISED TO CEASE SUCH conduct BY A MEMBER OF THE CREW;
 - i) the person is barefoot;
 - j) the person is wearing or has on or about their person concealed or unconcealed deadly or dangerous weapons; provided, however, that carrier will carry passengers who meet the qualification and conditions established in F.A.R. 108.00;
 - k) the person is manacled and in custody of law enforcement personnel
 - l) the person has resisted or may reasonably be believed to be capable of resisting escorts.

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AIR CANADA
SECTION I - GENERAL RULES

RULE 35AC REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIER

II Passenger's Conduct - Refusal to Transport Prohibited Conduct & Sanctions (Continued)

Sanctions:

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:

- i) removal of the passenger at any point;
- ii) probation. 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 said 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's continued compliance in continued avoidance of prohibited conduct, and
- iii) refuse to transport the passenger. The length of such refusals to transport may range from a one-time to an indefinite up to lifetime ban. The length of the refusal period will be in the carrier's reasonable discretion, and will be for a period commensurate with the nature of the prohibited conduct and until the carrier is satisfied that the passenger no longer constitutes a threat to the safety of other passengers, crew or the aircraft or to the comfort of the other passengers or crew; the unhindered performance of the crew members in their duty aboard the aircraft; or the safe and adequate flight operations.

The following conduct will automatically result in an indefinite ban, up to lifetime ban:

- a) the person continued to interfere with the performance of a crew member's duties notwithstanding verbal warnings by the crew to stop such behavior;
- b) the person injures or subjects to a credible threat of injury a crew member or other passenger;
- c) the person has a conduct that requires an unscheduled landing and/or the use of restraints such as ties or handcuffs;
- d) the person repeats a prohibited conduct after receiving a notice of probation as mentioned in II (ii) above;

These remedies are without prejudice to 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 the recourses provided in the Aeroplan Member's Guide or the filing of criminal or statutory charges.

III Recourse Of The Passenger/Limitation Of Liability

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 or in Rule 33 shall be limited to the recovery of the refund value of the unused portion of passenger's ticket from the carrier so refusing or removing, as provided in Rule 260.

A person who is refused carriage for an indefinite period of time, up to a lifetime ban, or to whom a probation notice is served may provide to the carrier, in writing, the reasons why he/she no longer poses a threat to the safety or comfort of passengers or crew, or to 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.

Carrier will respond to the passenger within a reasonable period of time providing carrier's assessment as to need or not to prolong the ban or to maintain the probation period.

AIR CANADA
SECTION I - GENERAL RULES

RULE 37AC ADDITIONAL SERVICE STANDARD COMMITMENTS

Rules 240, 245, and 250, shall be interpreted in accordance with the principles set out below, and adjusted in accordance thereto.

- (A) Given that passengers have a right to information on flight times and schedule changes, Air Canada will make reasonable efforts to inform passengers of delays and scheduled changes and to the extent possible, the reason for the delay or change.
- (B) Given that passengers have a right to take the flight they paid for, if the plane is over-booked or cancelled, Air Canada will:
- (1) Find the passenger a seat on another flight operated by Air Canada; or at passenger's option.
 - (2) Buy the passenger a seat on another carrier with whom it has a mutual interline traffic agreement; or
 - (3) if passenger chooses to no longer travel or if carrier is unable to perform the options stated in (1) or (2) above within a reasonable amount of time, refund the unused portion of the passenger's ticket or, upon request, for denied boarding or cancellations within Air Canada's control, return passenger to point of origin and refund in accordance with rule 260(A) (1), as if no portion of the trip had been made irrespective of applicable fare rules, [N](An exception to the applicability of a refund occurs where the passenger was notified of the schedule irregularity prior to the day of departure and the schedule of irregularity is of 60 minutes or less), or subject to passenger's agreement, offer a travel voucher for future travel in the same amount; or, upon passenger's request.
 - (4) For denied boardings and cancellations within Air Canada's control, if passenger provides credible verbal assurance to Air Canada of certain circumstances that require his/her arrival at destination earlier than options set out in subparagraphs (1) and (2) above, Air Canada will, if it is reasonable to do so, taking all circumstances known to it into account and subject to availability, buy passenger a seat on another carrier whose flight is scheduled to arrive appreciably earlier than the options proposed in (1) and (2) above.
- (C) Given that passengers have a right to punctuality, Air Canada undertakes to do the following:
- (1) If a flight is delayed and the delay between the scheduled departure of the flight and the actual departure of the flight exceeds 4 hours, Air Canada will provide the passenger with a meal voucher.
 - (2) If a flight is delayed by more than 8 hours and the delay involves an overnight stay, Air Canada will pay for overnight hotel stay and airport transfers for passengers who did not start their travel at that airport.
 - (3) If the passenger is already on the aircraft when a delay occurs, Air Canada will offer drinks and snacks if it is safe, practical and timely to do so. If the delay exceeds 90 minutes and circumstances permit, Air Canada will offer passengers the option of disembarking from the aircraft until it is time to depart.
- (D) Given that passengers have a right to retrieve their luggage quickly, if the luggage does not arrive on the same flight as the passenger, Air Canada will take steps to deliver the luggage to the passenger's residence/hotel as soon as possible. Air Canada will take steps to inform the passenger on the status of the luggage and will provide the passenger with an over-night kit as required. Compensation will be provided as per the provisions of this tariff.
- (E) Given that nothing in this present tariff would make Air Canada responsible for acts of nature or the acts of third parties, the principles set out in this rule cannot have the effect of holding Air Canada responsible for inclement weather or the actions of third parties such as acts of government or air traffic control, airport authorities, security agencies, law enforcement or Customs and Immigration officials.

ISSUED: April 22, 2014

EFFECTIVE: April 23, 2014

AIR CANADA
SECTION I - GENERAL RULES

RULE 40AC ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE

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

RULE 50AC ACCEPTANCE OF CHILDREN

For the purpose of the present Rule, a minor means a person who has not reached his/her 18th birthday as of the date of commencement of travel.

(A) **Accompanied.** Children are accepted for transportation when accompanied on the same flight and in the same compartment by a passenger at least 16 years of age. Only one infant will be accepted for carriage with each fare paying passenger at least 16 years of age occupying the same or adjacent seat occupied by the infant.

NOTE: The infant must be placed in an approved infant safety seat.

(B) **Unaccompanied.** Minors not accompanied on the same flight and in the same compartment by a passenger 16 years of age or over are accepted for transportation only under the following conditions:

Age of Minor at last Birthday	Via all classes of service
Under 8 years of age	Not accepted under any conditions.
8 to 11 years of age	Unaccompanied minor service is mandatory. Accepted only for transportation on AC-operated non-stop flights and AC-coded non-stop flights operated by Exploits Valley Air Services LTD, Central Mountain Air LTD (only for flight range 7200-7300), Air Georgian LTD, and JAZZ Aviation LP. Connections or multi-leg itineraries are not permitted.
12 to 17 years of age	unaccompanied minor service is optional.

(C) **FARE**

(1) The fare applicable to the transportation of children is the applicable published fare. Fares applicable to unaccompanied minors are as follows:
 Unaccompanied Children 8 through 11 years old: Applicable adult fare.
 Unaccompanied minors 12 through 17 years old: Applicable adult fare. A charge will be applied for mandatory service provided to accompany children 8 through 11 years old and when requested for minors 12 through 17 years unaccompanied minor service charge will be assessed as follows:

For all travel originating:
 From Canada: 100.00 CAD per unaccompanied minor/per segment.
 From U.S.A.: 100.00 USD per unaccompanied minor/per segment, all charges are non-refundable and subject to applicable taxes.

(2) **Infants occupying a seat:**
 The fare for infants occupying a seat will be 100 percent of the applicable adult fare.

(D) **Conditions of Application of the Service**

- 1) Registration for the unaccompanied minor service must be made at least 24 hours prior to departure.
- 2) The minor must be brought to the airport of departure by a parent or responsible adult who remains with the minor until carrier starts providing supervision, and who must remain at the airport until the flight has departed. The parent or responsible adult must furnish the carrier with satisfactory evidence that the minor will be met by another parent or responsible adult showing photo identification, upon deplaning at his destination. Children of ages 8 to 11 are not accepted if the flight on which the child holds a reservation is expected to terminate short of, or bypass his destination.
- 3) Carrier will provide supervision for the minor from the time of boarding or check-in, where applicable, until the minor is met at destination by a parent or a responsible adult showing photo identification, as identified in the above paragraph.
EXCEPTION: Carrier will not provide in-cabin supervision on beach aircraft, as there is no flight attendant on such aircraft type.
 Unaccompanied minor service is provided only for transportation on AC-operated non-stop flights and AC-coded non-stop flights operated by Exploits Valley Air Service LTD, Central Mountain Air LTD (only for flight range 7200-7300), Air Georgian LTD, and Jazz Aviation LP. connections or multi-leg itineraries are not permitted.
- 4) Standby/Waitlist segments must be confirmed. Standby travel is not permitted.

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AIR CANADA
SECTION I - GENERAL RULES

RULE 50AC ACCEPTANCE OF CHILDREN (Continued)

D) Conditions of Application of the Service (Continued)

5) Medical Conditions

Children with medical conditions may not be accepted for travel as an unaccompanied minor. Medical approval from AC medical officer is required for any unaccompanied minor service to be offered to a minor with a medical condition, including customers with disabilities. See rule 33.

A child who is blind or deaf may not travel unaccompanied.

A child with severe allergy will not be accepted for travel as an unaccompanied minor.

NOTE: Severe allergy is defined as one that may cause the passenger to go into anaphylactic shock (life threatening status where breathing is difficult). Assessment of allergy severity must be determined by parents or guardian.

E) Limited Responsibilities of Carrier

With the exception of the service specifically provided to an unaccompanied minor in this Rule, carrier will not assume any financial or guardianship responsibilities for unaccompanied minor beyond those applicable to an adult passenger.

RULE 55 SERVICE ANIMALS TRAINED TO LEAD THE BLIND/TO ASSIST THE DEAF

C [CANCELLED]

RULE 71AC CLASSES OF SERVICE AND LAST MINUTE UPGRADES

A) BUSINESS CLASS SERVICE

Business class service is provided to passenger paying the Business class fare for transportation in the Business class compartment on flights where Business class is offered in AC's reservation system. Passengers eligible for Business class service will be offered:

- 1) Separate check-in facilities, when airport space and staffing permit.
- 2) In-flight amenities (when flight times permit) such as complimentary beverages (including cocktails, beer or wine) and the complimentary use of headsets/player for audio/visual entertainment (where such feature is provided inflight)

B) PREMIUM ECONOMY SERVICE/PREMIUM ROUGE

- 1) Premium Economy Service/Premium rouge is provided to passengers paying the premium economy fares/premium rouge for transportation on certain flights having a premium economy/premium rouge cabin class section on flights operated by Air Canada, Air Canada Express and Air Canada Rouge.
- 2) Passengers seated in the premium Economy will (when flight times permit) be afforded in-flight amenities such as complimentary meals and beverages (including cocktails, beer or wine) and complimentary use of headsets/player for audio/visual entertainment (where such feature is provided inflight).

C) ECONOMY CLASS SERVICE

Economy Class is provided to passengers paying Economy fares, including full fare Economy for transportation in the Economy Class compartment on flights where Economy Class is offered in AC reservation system. Passengers travelling in the Economy Class compartment will be offered in flight amenities (when flight times permit) such as complimentary beverages, with the exception of beer, wine and cocktails. A fee will apply for headsets/player for audio visual entertainment where such feature is provided in flight. On flight segments within North America where a meal service is offered, unaccompanied minors, passengers having purchased Latitude fare types (booking classes B) will be offered a complimentary sandwich/snack upon presentation of their boarding pass.

ISSUED: April 7, 2015

EFFECTIVE: April 8, 2015

AIR CANADA
SECTION I - GENERAL RULES

RULE 71AC CLASSES OF SERVICE AND LAST MINUTE UPGRADES**(D) LAST MINUTE UPGRADES**

At check-in on the Web, at a self-service check-in kiosk, or with a check-in Agent passengers may be offered to purchase a non refundable last minute upgrade to Business Class Or Premium Economy.

(1) Conditions And Restrictions

- (a) The last minute upgrade purchase offer is subject to availability.
- (b) Only available on flights operated by Air Canada, Jazz or Rouge.
- (c) Not available for booking with more than one passenger if not all passenger upgrade.
- (d) A Business Class/Premium Economy or Premium Rouge meal is not guaranteed, because of the last minute nature of this offer.
- (e) Air Canada status mileage accumulation applies as per the original fare option. If offered, this option must be purchased at time of offer, that is, at:
 - (i) Web and mobile check-in within 24 hours prior to departure and, at least 1 hour prior to departure of flight.
 - (ii) Check-in kiosk within 12 hours prior to departure and, at least 1 hour prior to departure of flight.
 - (iii) Airport agent at any check in position within 4 hours prior to departure, at least 1 hour prior to departure of flight.

(2) Price

Prices are based on each individual flight segment and vary by flight, fare and by market. The last minute upgrade purchase fee for domestic flights can range from \$100 to \$3000 CAD and are subject to all applicable taxes. Prices are non-refundable except in the event that the flight is cancelled or equipment is changed and the upgrade is no longer possible. No other discounts are permitted.

RULE 85AC SMOKING PROHIBITION

Smoking is prohibited on all AC flights and non-compliance with this provision is subject to the provisions of Rule 35 (Refusal to Transport).

RULE 90AC PRE-PLANNED OXYGEN SERVICE AND PERSONAL OXYGEN CONCENTRATOR**1) PREPLANNED OXYGEN SERVICE**

Not applicable to AC code share flights operated by carriers other than AC and Jazz Aviation LP. AC will provide on-line in-flight oxygen service on all flights subject to the following conditions:

- A) Passengers will be required to give AC at least 48 hours notice that in-flight oxygen will be needed. The carrier will make a reasonable effort to accommodate passengers who fail to give a 48 hour notice that in-flight oxygen will be needed. 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 obtain the approval of an Air Canada medical officer as to the passenger's ability to travel and to determine the rate of oxygen flow to be maintained.
NOTE: The oxygen equipment is voluntarily maintained to a standard in full compliance with FAA Rule 121.574.
- C) The charge for oxygen service will be CAD/USD \$15.00 per flight segment (per passenger), plus an additional charge CAD/USD \$2.00 per medipack loaded onto the aircraft for passenger requesting oxygen. This charge is not subject to any discount.
- D) Passengers must be accompanied by an attendant who is knowledgeable as to the passenger's needs, however when authorized to do so by an Air Canada Medical Officer, a passenger requiring oxygen may be permitted to travel unaccompanied via AC on-line services.

(2) PERSONAL OXYGEN CONCENTRATORS

Not applicable to AC code share flights operated by carriers other than AC and JAZZ Aviation LP. Passengers are allowed to carry onboard aircraft and utilize carrier approved personal oxygen concentrators, subject to the following conditions:

- A) At least 48 hours prior to departure, passenger must inform carrier of his/her intent to use a personal oxygen concentrator during the flight. The carrier will make a reasonable effort to accommodate passengers who fail to inform carrier of his/her intent to use a personal oxygen concentrator within the aforementioned time frame.
- B) Passenger must obtain a medical certificate that will need to be accepted and cleared by AC medical officer prior to travel. If passenger is not medically cleared to use a personal oxygen concentrator, he/she may be denied boarding without compensation, customers will be eligible for a refund in accordance with the refusal for carriage travel conditions.
- C) The personal oxygen concentrator must be a type approved by AC, and must be free of oil and grease.

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RULE 90AC PRE-PLANNED OXYGEN SERVICE AND PERSONAL OXYGEN CONCENTRATOR (Continued)

2) PERSONAL OXYGEN CONCENTRATORS (Continued)

- D) Passengers must bring extra batteries as part of their carry-on baggage, in an amount specified by carrier. Batteries are not accepted as checked baggage. Batteries must be packaged in a manner that protects them from short circuit and physical damage, and away from metal objects such as keys, coins, etc. extra batteries must be sufficient to cover the use of the personal oxygen concentrator for the entire duration of the travel itinerary, including connection time, check-in and travel buffer. Aircraft power supply to power-on and use personal oxygen concentrators or recharge batteries during flight is not permitted. Ability to recharge battery during connection may not be available.
- E) Personal oxygen concentrators and extra batteries are accepted free of charge, in addition to the normal carry-on baggage allowance, provided they can be safely stowed underneath the seat. However, the area around the personal oxygen concentrators must be clear of blankets, coats, and other pieces of carry-on baggage.
- F) Check-in is not permitted through the web and/or self-service device. Check-in must be made with an airport agent at any check-in position.

RULE 95AC CLAIMS AND LIMITS TO LIABILITY

A) PERSONAL INJURY AND DEATH-TIME LIMITATIONS

No action shall be maintained for any injury to or the death of any passenger unless notice of the claim is presented in writing to the general offices of the participating carrier alleged to be responsible therefore within 90 days after the alleged occurrence of the events giving rise to the claim, and unless the action is commenced within 1 year after such alleged occurrence.

- B) **Other-Time Limitations** No action shall be maintained for any loss of, or any damage to, or any delay in the delivery of, any property or baggage, or on any other claim (excepting only personal injury or death), arising out of or in connection with transportation of, or failure to transport any passenger or property or baggage unless notice of the claim is presented in writing to an office of the carrier participating in this rule alleged to be responsible therefore forthwith and, at the latest, within 7 days from the date of receipt in the case of damage and within 21 days after the alleged occurrence of the events giving rise to the claim, and unless the action is commenced within 2 years after such alleged occurrence, but failure to give the above notice shall not be a bar if the claimant established to the satisfaction of the carrier that he was unable to give such notice.

- C) **PRELIMINARY NOTICE** In the case of allegedly missing, delayed or damaged baggage the provisions in (B) shall apply, except that preliminary notice of loss, delay or damage must be submitted to the carrier, in writing, after the arrival of the flight on which the loss, delay or damage is alleged to have occurred, and prior to the passenger's leaving the airport. Receipt by the person entitled to delivery of checked baggage without such a preliminary notice within the time aforesaid is prima facie evidence that the same has been delivered in good condition.

D) OVERCHARGES

In addition to the requirements in paragraph (B) above, no claims for overcharge shall be valid and no action shall be maintained thereon more than two years after the date of sale of the ticket, unless such claim or action is accompanied by the passenger coupon portion of said ticket.

- E) Carrier shall not be liable for consequential, special, punitive or exemplary damages arising from or connected in any way with any act or omission by the carrier, its employees or agents, whether or not such act or omission was negligent and whether or not the carrier had knowledge that such damages might be incurred.

- F) Where the air carrier would otherwise be liable in respect of the death or injury of a passenger carried for hire sustained during the operations of flight embarkation or disembarkation or at any time while the passenger is aboard the aircraft, the liability of the air carrier shall not be limited in respect of such passenger below the minimum per passenger amount of passenger liability insurance or security stipulated by the agency as a condition of the air carrier's license; provided that this provision shall not apply in respect of any passenger whose condition is such as to involve an unusual risk or hazard in regard to loss or damage which would not have been sustained but for the age or mental or physical condition of such passenger including in the case of a pregnant passenger any injury, illness or disability sustained by an unborn child.

NOTE: The agency referred to in the above paragraph is restricted to mean the Canadian Transportation Agency of Canada and the above paragraph is applicable only to air carriage to, from and within Canada.

- C) **G) LIMITATIONS OF LIABILITY [NI](For Liability For Baggage, see Rule 230)**
The acceptance for transportation by the carrier of a passenger whose status, age, or mental or physical condition is such as to involve any unusual hazard or risk to himself, or, in the case of a pregnant passenger, to any unborn child (whether or not the carrier has knowledge of such status, age, or mental or physical condition) shall be only upon the condition (A) that the carrier shall not be liable for any loss or damage arising out of an injury, illness or disability (or any aggravation or consequence thereof, including death) sustained by the passenger, if such loss or damage would not have been sustained but for such status, age, or mental or physical condition; and further (B) that, in the case of a pregnant passenger, the carrier shall not be liable for loss or damage arising out of any injury, illness or disability (or any aggravation or consequence thereof, including death) sustained by an unborn child.