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Title Page

Airline Tariff Publishing Company, Agent
Passenger Fares and Rules Tariff No. AT-1

Containing
Local Rules, Fares & Charges
on Behalf of
Royal Air Maroc

Applicable to the
Transportation of Passengers and Baggage
Between Points in the
US and Canada

Departure from the Terms of Sections 221.35 of Economic Regulations Authorized by the Department of Transportation (9700) and the provisions of Section 127.(1) of the Air Carrier Regulations of the Canadian Transport Committee(A). (42279)

Departure from the terms of Section 221 of Economic Regulations authorized by the Department of Transportation (9665).

Departure from the terms of Section 221.22(d) 221.32, 221.111(c) and 221.240 of the Economic Regulations of the Department of Transportation (9734).

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

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Rule 1 Definitions

AS USED HEREIN:

AFRICA MEANS THE AREA COMPRISED OF ALL THE COUNTRIES ON THE CONTINENT OF AFRICA, OTHER THAN ALGERIA, MOROCCO, SUDAN, TUNISIA, AND EGYPT, BUT INCLUDING THE FOLLOWING ISLANDS: CAPE VERDE, COMOROS, FERNANDO POO, MALAGASY, MAURITIUS, REUNION, SAO TOME AND SEYCHELLES.

ARBITRARY MEANS AN AMOUNT PUBLISHED FOR USE ONLY IN COMBINATION WITH OTHER FARES FOR THE CONSTRUCTION OF THROUGH FARES. IT IS ALSO REFERRED TO AS "PROPORTIONAL FARE", "BASING FARE", AND "ADD-ON-FARE".

AREA 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS AND THE ISLANDS ADJACENT THERETO; GREENLAND, BERMUDA, THE WEST INDIES AND THE ISLANDS OF THE CARIBBEAN SEA, THE HAWAIIAN ISLANDS (INCLUDING MIDWAY AND PALMYRA).

AREA 2 MEANS ALL OF EUROPE AND THE ISLANDS ADJACENT THERETO, ICELAND, THE AZORES, ALL OF AFRICA AND THE ISLANDS ADJACENT THERETO, ASCENSION ISLAND, AND THE PART OF ASIA LYING WEST OF AND INCLUDING IRAN.

AREA 3 MEANS ALL OF ASIA AND THE ISLANDS ADJACENT THERETO EXCEPT THAT PORTION INCLUDED IN AREA 2; ALL OF THE EAST INDIES, AUSTRALIA, NEW ZEALAND, AND THE ISLANDS ADJACENT THERETO; THE ISLANDS OF THE PACIFIC OCEAN EXCEPT THOSE INCLUDED IN AREA 1.

AUSTRALASIA MEANS AUSTRALIA, NEW CALEDONIA, NEW ZEALAND, NEW HEBRIDES, FIJI, SAMOA, COOK ISLANDS, TAHITI AND THE ISLANDS ADJACENT THERETO.

BAGGAGE, WHICH IS EQUIVALENT TO LUGGAGE, MEANS, SUCH ARTICLES, EFFECTS AND OTHER PERSONAL PROPERTY OF A PASSENGER AS ARE NECESSARY OR APPROPRIATE FOR WEAR, USE, COMFORT OR CONVENIENCE IN CONNECTION WITH HIS/HER TRIP. UNLESS OTHERWISE SPECIFIED, IT SHALL INCLUDE BOTH CHECKED AND UNCHECKED BAGGAGE OF THE PASSENGER.

BANKERS BUYING RATE MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTION IN BANK NOTES, TRAVELLERS CHEQUES AND SIMILAR BANKING INSTRUMENTS), A BANK WILL PURCHASE A GIVEN AMOUNT OF FOREIGN CURRENCY IN EXCHANGE FOR ONE UNIT (OR UNITS) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

BANKERS SELLING RATE MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTIONS IN BANK NOTES, TRAVELLERS CHEQUES AND SIMILAR BANKING INSTRUMENTS), A BANK WILL SELL A

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GIVEN AMOUNT OF FOREIGN CURRENCY IN EXCHANGE FOR ONE UNIT (OR UNITS) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

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

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

CALENDAR MONTH PERIOD OF TIME STARTING WITH ANY DAY IN A MONTH, IDENTIFIED BY NUMBER, AND ENDING WITH THE SAME DAY OF THE FOLLOWING MONTH. WHEN THE SAME DAY DOES NOT OCCUR IN THE FOLLOWING MONTH THIS PERIOD ENDS ON THE LAST DAY OF THAT MONTH.

CALENDAR WEEK MEANS A PERIOD OF SEVEN DAYS STARTING AT 12:01 A.M. SUNDAY AND ENDING AT 12:00 P.M. OF THE FOLLOWING SATURDAY, PROVIDED THAT WHEN A CARRIER OFFERS ONLY ONCE A WEEK SERVICE BETWEEN TWO POINTS, IT SHALL MEAN A PERIOD OF EIGHT DAYS COMMENCING WITH 12:01 A.M. ON THE DAY THE FLIGHT OPERATES.

CARIBBEAN AREA MEANS THE AREA COMPRISING OF ANGUILLA, ANTIGUA AND BARBUDA, ARUBA, BAHAMAS, BARBADOS, BERMUDA, BRITISH VIRGIN ISLANDS, CAYMAN ISLANDS, CUBA, DOMINICA, DOMINICAN REPUBLIC, FRENCH GUIANA, GRENADA, GUADELOUPE, GUYANA, HAITI, JAMAICA, MARTINIQUE, MONTSERRAT, NETHERLANDS ANTILLES, ST. KITTS AND NEVIS, ST. LUCIA, ST. VINCENT AND THE GRENADINES, SURINAME, TRINIDAD AND TOBAGO, TURKS AND CAICOS ISLANDS.

CARRIAGE, WHICH IS EQUIVALENT TO TRANSPORTATION, MEANS CARRIAGE OF PASSENGERS AND/OR BAGGAGE BY AIR, GRATUITOUSLY OR FOR HIRE.

CARRIER MEANS THE AIR CARRIER ISSUING THE TICKET AND ALL AIR CARRIERS THAT CARRY OR UNDERTAKE TO CARRY THE PASSENGER AND/OR HIS BAGGAGE THEREUNDER OR PERFORM OR UNDERTAKE TO PERFORM ANY OTHER SERVICES RELATED TO SUCH AIR CARRIAGE.

CENTRAL AFRICA MEANS THE AREA COMPRISING MALAWI, ZAMBIA AND ZIMBABWE.

CENTRAL AMERICA MEANS THE AREA COMPRISING BELIZE, COSTA RICA, EL SALVADOR, GUATEMALA, HONDURAS, NICARAGUA AND PANAMA.

CHECKED BAGGAGE WHICH IS EQUIVALENT TO REGISTERED LUGGAGE, MEANS BAGGAGE OF WHICH CARRIER TAKES SOLE CUSTODY AND FOR WHICH CARRIER HAS ISSUED A BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S).

CIRCLE TRIPS MEANS TRAVEL FROM A POINT AND RETURN THERETO BY

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A CONTINUOUS, CIRCUITOUS AIR ROUTE; PROVIDED THAT WHERE NO REASONABLE DIRECT SCHEDULED AIR ROUTE IS AVAILABLE BETWEEN TWO POINTS, A BREAK IN THE CIRCLE MAY BE TRAVELLED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION.

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

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

CONTINENTAL U.S.A. OR CONTINENTAL UNITED STATES EACH MEANS THE DISTRICT OF COLUMBIA AND ALL STATES OF THE UNITED STATES OTHER THAN ALASKA AND HAWAII.

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

COUNTRY OF COMMENCEMENT OF TRANSPORTATION MEANS THE COUNTRY FROM WHICH TRAVEL ON THE FIRST INTERNATIONAL SECTOR TAKES PLACE.

COUNTRY OF PAYMENT MEANS THE COUNTRY WHERE PAYMENT IS MADE BY THE PURCHASER TO THE AIRLINE OR ITS AGENT; PAYMENT BY CHEQUE, CREDIT CARD OR OTHER BANKING INSTRUMENTS SHALL BE DEEMED TO HAVE BEEN MADE AT THE PLACE WHERE SUCH INSTRUMENT IS ACCEPTED BY THE AIRLINE OR ITS AGENT.

DATE OF TRANSACTION MEANS THE DATE OF ISSUANCE OF THE TICKET, MCO OR PTA.

DAYS MEANS FULL CALENDAR DAYS, INCLUDING SUNDAYS AND LEGAL HOLIDAYS; PROVIDED THAT FOR THE PURPOSES OF NOTIFICATION THE BALANCE OF THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL NOT BE COUNTED; AND THAT FOR PURPOSES OF DETERMINING DURATION OF VALIDITY, THE BALANCE OF THE DAY UPON WHICH THE TICKET IS ISSUED OR FLIGHT COMMENCED SHALL NOT BE COUNTED.

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

DOMESTIC CARRIAGE MEANS (EXCEPT AS OTHERWISE SPECIFIED) CARRIAGE IN WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE, THE PLACE OF DESTINATION OR STOPOVER, AND THE ENTIRE TRANSPORTATION ARE WITHIN THE SOVEREIGN STATE.

DOUBLE OPEN JAW MEANS TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE EXCEPT THAT THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE AND THE OUTWARD POINT OF DEPARTURE

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AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME.

EAST AFRICA MEANS THE AREA COMPRISING OF BURUNDI, ERITREA, DJIBOUTI, ETHIOPIA, KENYA, RWANDA, SOMALIA, TANZANIA, UNITED REPUBLIC OF AND UGANDA.

EASTBOUND MEANS TRAVEL FROM A POINT IN AREA 1 TO A POINT IN AREA 2 OR 3 VIA THE ATLANTIC OCEAN OR TRAVEL FROM POINTS IN AREA 2 OR 3 TO A POINT IN AREA 1 VIA THE PACIFIC OCEAN.

EUROPE MEANS THE AREA COMPRISED OF ALBANIA, ALGERIA, ANDORRA, ARMENIA, AUSTRIA, AZERBAIJAN, BELARUS, BELGIUM, BOSNIA AND HERZEGOVINA, BULGARIA, CROATIA, CZECH REPUBLIC, DENMARK, ESTONIA, FINLAND, FRANCE, GEORGIA, GERMANY, GIBRALTAR, GREECE, HUNGARY, ICELAND, IRELAND, ITALY, LATVIA, LITHUANIA, LUXEMBOURG, MACEDONIA, THE FORMER YUGOSLAV REPUBLIC OF, MALTA, MOLDOVA, REPUBLIC OF, MONACO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL (INCLUDING AZORES AND MADEIRA), ROMANIA, SPAIN (INCLUDING CANARY ISLANDS), SWEDEN, SWITZERLAND, TUNISIA, TURKEY, UKRAINE, UNITED KINGDOM AND YUGOSLAVIA.

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

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

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

FRENCH GOLD FRANCS MEANS THE FRANCS CONSISTING OF 65.50 MILLIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED THOUSANDTHS.

GATEWAY MEANS THE PASSENGER'S FIRST POINT OF ARRIVAL OR LAST POINT OF DEPARTURE IN AREA 1, 2 OR 3.

GUARDIAN MEANS A LEGAL GUARDIAN OR A PERSON ACTING IN LIEU OF PARENTS IN THE EVENT OF DEATH OR LEGAL INCAPACITY OF PARENTS.

HOSPITALIZATION MEANS CONFINEMENT/ADMITTANCE TO A HOSPITAL ON AN IN-PATIENT BASIS FOR AT LEAST ONE NIGHT.
NOTE: OUT-PATIENT CARE DOES NOT CONSTITUTE HOSPITALIZATION.

IATA MEANS THE INTERNATIONAL AIR TRANSPORTATION ASSOCIATION.

IATA RATE OF EXCHANGE MEANS THE RATE OF EXCHANGE ISSUED BY IATA FROM TIME TO TIME AND PUBLISHED IN RULE 145, PARAGRAPH (E).

IBERIAN PENINSULA MEANS THE AREA COMPRISED OF GIBRALTAR, PORTUGAL (INCLUDING AZORES AND MADEIRA) AND SPAIN (INCLUDING CANARY ISLANDS).

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

INTERLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM THE SERVICES OF ONE CARRIER TO THE SERVICES OF ANOTHER CARRIER.

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

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

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, 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 TIMETABLES 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

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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".

INTERSTATE TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES AND THE DISTRICT OF COLUMBIA AND A POINT IN ANY OTHER STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA.

INTRALINE TRANSPORTATION MEANS TRANSPORTATION SOLELY OVER THE SERVICES OF A SINGLE CARRIER.

LOCAL CURRENCY FARES MEANS FARES AND RELATED CHARGES EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL, AS DEFINED IN RULE 145, PARAGRAPH (A).

MAXIMUM OUTSIDE LINEAR DIMENSIONS MEANS THE SUM OF THE GREATEST OUTSIDE LENGTH PLUS THE GREATEST OUTSIDE DEPTH PLUS THE GREATEST OUTSIDE HEIGHT.

MICRONESIA MEANS THE AREA COMPRISED OF JOHNSTON ISLAND, MARSHALL ISLANDS, MIDWAY, CAROLINE ISLANDS, WAKE ISLAND, PALAU AND MARIANA ISLANDS.

MID-ATLANTIC MEANS THE AREA COMPRISED OF ANGUILLA, ANTIGUA AND BARBUDA, ARUBA, BAHAMAS, BARBADOS, BELIZE, BERMUDA, BOLIVIA, BRITISH VIRGIN ISLANDS, CAYMAN ISLANDS, COLOMBIA, COSTA RICA, CUBA, DOMINICA, DOMINICAN REPUBLIC, ECUADOR, EL SALVADOR, FRENCH GUIANA, GRENADA, GUADELOUPE, GUATEMALA, GUYANA, HAITI, HONDURAS, JAMAICA, MARTINIQUE, MONTSERRAT, NETHERLANDS ANTILLES, NICARAGUA, PANAMA, PERU, ST. KITTS AND NEVIS, SAINT LUCIA, ST. VINCENT, SURINAME, TRINIDAD AND TOBAGO, TURKS AND CAICOS ISLANDS, AND VENEZUELA.

MIDDLE EAST MEANS THE AREA COMPRISED OF BAHRAIN, CYPRUS, EGYPT, IRAN, IRAQ, ISRAEL, JORDAN, KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIA, UNITED ARAB EMIRATES AND REPUBLIC OF YEMEN.

MILITARY AGENCIES MEANS DEPARTMENTS OF THE ARMY, NAVY, AIR FORCE, THE MARINE CORPS, THE COAST GUARD, THE RESPECTIVE ACADEMIES OF THE ARMY, NAVY, AIR FORCE, COAST GUARD AND THE NATIONAL GUARD. THE RESERVE OFFICER TRAINING CORPS IS NOT INCLUDED.

MILITARY PASSENGER MEANS MILITARY PERSONNEL OF THE U.S. MILITARY AGENCIES WHO ARE ON ACTIVE DUTY STATUS OR WHO HAVE BEEN DISCHARGED FROM ACTIVE MILITARY SERVICE WITHIN SEVEN DAYS OF THE DATE OF TRAVEL.

MISCELLANEOUS CHARGES ORDER MEANS A DOCUMENT ISSUED BY A CARRIER OR ITS AGENTS REQUESTING ISSUE OF AND APPROPRIATE PASSENGER TICKET AND BAGGAGE CHECK OR PROVISION OF SERVICES TO THE PERSON NAMED IN SUCH DOCUMENT.

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

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

NORMAL FARE MEANS THE FULL FARE ESTABLISHED FOR A REGULAR OR USUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED IN THE PROVISIONS OF THIS TARIFF, NORMAL FARES SHALL BE CONSIDERED TO INCLUDE THE FOLLOWING: ALL YEAR ONE-WAY, ROUND TRIP, CIRCLE TRIP AND OPEN JAW TRIPS, FIRST CLASS, BUSINESS CLASS, EXECUTIVE CLASS, ECONOMY CLASS, ONE-CLASS STANDARD SERVICE, STANDARD SERVICE, TOURIST/COACH CLASS SERVICE AND THRIFT CLASS SERVICE FARES, ON-SEASON AND OFF-SEASON FARES.

NORTH CENTRAL PACIFIC MEANS ALL ROUTES BETWEEN POINTS IN CANADA/U.S.A. ON THE ONE HAND AND POINTS IN AREA 3 EXCEPT POINTS IN THE SOUTHWEST PACIFIC, ON THE OTHER HAND VIA THE PACIFIC OCEAN.

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

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

ON-LINE TARIFF DATA BASE MEANS THE REMOTELY ACCESSIBLE, ON-LINE VERSION, MAINTAINED BY THE FILER, OF (1) THE ELECTRONICALLY FILED TARIFF DATA SUBMITTED TO THE "OFFICIAL D.O.T. TARIFF DATABASE," AND (2) THE DEPARTMENTAL APPROVALS, DISAPPROVALS AND OTHER ACTIONS, AS WELL AS DEPARTMENTAL NOTATIONS CONCERNING SUCH APPROVALS, DISAPPROVALS OR OTHER ACTIONS, THAT SUBPART W OF THE PROPOSED PART 221 REQUIRES THE FILER TO MAINTAIN IN ITS DATABASE. THE TERM "OFFICIAL D.O.T. TARIFF DATABASE" MEANS THOSE DATA RECORDS (AS SET FORTH IN SECTIONS 221.283 AND 221.286 OF THE RULE) WHICH WOULD BE IN THE CUSTODY OF, AND MAINTAINED BY THE DEPARTMENT OF TRANSPORTATION.

ONLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM ONE SERVICE OF A CARRIER TO ANOTHER SERVICE OF THE SAME CARRIER (BEARING A DIFFERENT FLIGHT NUMBER).

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

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

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

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CARRIER.

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

PASSENGER TICKET MEANS THOSE PORTIONS OF THE TICKET ISSUED BY THE CARRIER THAT PROVIDE FOR THE CARRIAGE OF THE PASSENGER.

PREPAID TICKET ADVICE MEANS THE NOTIFICATION BETWEEN OFFICES OF A CARRIER BY TELETYPE, COMMERCIAL WIRE OR MAIL THAT A PERSON IN ONE CITY HAS PURCHASED AND REQUESTED ISSUANCE OF PREPAID TRANSPORTATION TO A PERSON IN ANOTHER CITY.

RELATED CHARGES MEANS THOSE CHARGES TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET AND EXCESS BAGGAGE CHARGES.

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.

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

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

ROUTING 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.

SCANDINAVIA MEANS THE AREA COMPRISING OF DENMARK, NORWAY AND SWEDEN.

SCHOOL YEAR MEANS A PERIOD OF 12 CONSECUTIVE MONTHS LESS WHATEVER INTERRUPTIONS FOR VACATIONS ARE NORMALLY GRANTED BY THE EDUCATION ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED; PROVIDED THAT WHERE THE OFFICIAL SCHOLASTIC YEAR IS LESS THAN 12 MONTHS, "SCHOOL YEAR" SHALL MEAN NOT LESS THAN 6 MONTHS PERIOD LESS WHATEVER INTERRUPTIONS FOR VACATIONS ARE NORMALLY GRANTED AT THE EDUCATIONAL ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED.

SINGLE OPEN JAW TRIP MEANS TRAVEL THAT IS ESSENTIALLY OF A ROUND TRIP NATURE, EXCEPT THAT THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT THE SAME OR THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE

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NOT THE SAME.

EXAMPLES OF SINGLE OPEN JAW:

EXAMPLE 1: -----B
 A
 -----C
 POINT B TO POINT A TO POINT C

EXAMPLE 2: A-----
 B
 C-----
 POINT A TO POINT B TO POINT C

SITI MEANS THE SALE AND TICKET ISSUANCE ARE BOTH IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

SITO MEANS THE SALE IS MADE IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION AND THE TICKET ISSUANCE IS OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

SOTI MEANS THE SALE IS MADE OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION AND THE TICKET ISSUANCE IS IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

SOTO MEANS THE SALE AND TICKET ISSUANCE ARE BOTH OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

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

SOUTH EAST ASIA MEANS BRUNEI, DARUSSALAM, CAMBODIA, CHINA, HONG KONG, INDONESIA, KAZAKHSTAN, KOREA, DEMOCRATIC PEOPLES REPUBLIC OF, KYRGYZSTAN, LAOS, PEOPLE'S DEMOCRATIC REPUBLIC OF, MACAU, MALAYSIA, MARIANA ISLANDS, MONGOLIA, MYANMAR, PHILIPPINES, SINGAPORE, TAIWAN, PROVINCE OF, TAJIKISTAN, THAILAND, TURKMENISTAN AND VIET NAM.

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

SOUTHERN AFRICA MEANS POINTS WITHIN AFRICA COMPRISED OF BOTSWANA, LESOTHO, MOZAMBIQUE, NAMIBIA, SOUTH AFRICA AND SWAZILAND.

SOUTHWEST PACIFIC MEANS THAT AREA COMPRISED OF AUSTRALIA, CHRISTMAS ISLANDS, COCOS (KEELING) ISLANDS, COOK ISLANDS, FIJI, FRENCH POLYNESIA, KIRIBATI, NAURU, NEW CALEDONIA, NEW ZEALAND, NIUE, NORFOLK ISLAND, PAPUA NEW GUINEA, AMERICAN SAMOA, WESTERN SAMOA, SOLOMON ISLANDS, TONGA, TUVALU, VANUATU, WALLIS AND FUTUNA.

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.

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SPECIAL FARE MEANS A FARE OTHER THAN A NORMAL FARE.

A STOPOVER IS EQUIVALENT TO A BREAK OF JOURNEY, AND 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 THE "PASSENGER TICKET AND BAGGAGE CHECK," INCLUDING ALL FLIGHT, PASSENGER AND OTHER COUPONS THEREIN, ISSUED BY CARRIER, WHICH PROVIDE FOR THE CARRIAGE OF THE PASSENGER AND HIS/HER BAGGAGE.

TICKETED POINT MEANS POINTS SHOWN IN THE 'GOOD FOR PASSAGE' SECTION OF THE PASSENGER TICKET PLUS ANY OTHER POINT(S) USED FOR FARE CONSTRUCTION AND SHOWN IN THE FARE CONSTRUCTION BOX OF THE PASSENGER TICKET; PROVIDED THAT TWO FLIGHT NUMBERS OF TWO CARRIERS SUCH AS FOR AN INTERCHANGE FLIGHT WILL NOT BE PERMITTED ON ONE FLIGHT COUPON.

TRANSATLANTIC SECTOR MEANS THAT PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA 1 TO THE POINT OF ARRIVAL IN AREA 2 AND VICE VERSA.

TRANSFER MEANS A CHANGE FROM THE FLIGHT ON ONE CARRIER TO THE FLIGHT OF ANOTHER CARRIER; OR A CHANGE FROM THE FLIGHT OF A CARRIER TO ANOTHER FLIGHT OF THE SAME CARRIER BEARING THE SAME FLIGHT NUMBER; OR A CHANGE FROM THE FLIGHT OF A CARRIER TO ANOTHER FLIGHT (THAT IS) A SERVICE BEARING A DIFFERENT FLIGHT NUMBER OF THE SAME CARRIER, IRRESPECTIVE OF WHETHER OR NOT A CHANGE OF AIRCRAFT OCCURS.

TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM THE SERVICES OF ONE CARRIER TO ANOTHER SERVICE OF THE SAME CARRIER (BEARING A DIFFERENT FLIGHT NUMBER) OR TO THE SERVICE OF ANOTHER CARRIER.
TRANSIT POINT MEANS ANY STOP AT AN INTERMEDIATE POINT ON THE ROUTE TO BE TRAVELLED (WHETHER OR NOT A CHANGE OF PLANES IS MADE) WHICH DOES NOT FALL WITHIN THE DEFINITION OF A STOPOVER.

TRANSPACIFIC SECTOR MEANS THE PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA 1 TO THE POINT OF ARRIVAL IN AREA 3 AND VICE VERSA.

TRUST TERRITORY MEANS THE AREA COMPRISING OF THE CAROLINE ISLANDS, MARIANA ISLANDS AND MARSHALL ISLANDS.

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

UNITED KINGDOM OR U.K. MEANS THE AREA COMPRISING OF ENGLAND, SCOTLAND, WALES AND NORTHERN IRELAND.

"UNITED STATES OF AMERICA" OR THE "UNITED STATES" OR THE "U.S.A." EACH MEANS, UNLESS OTHERWISE SPECIFIED, THE AREA COMPRISING THE 48 CONTIGUOUS FEDERATED STATES; THE FEDERAL

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DISTRICT OF COLUMBIA; ALASKA, HAWAII, PUERTO RICO, THE U.S. VIRGIN ISLANDS; AMERICAN SAMOA; THE CANAL ZONE; GUAM; MIDWAY AND WAKE ISLANDS.
UNITED STATES DEPARTMENT OF DEFENSE MEANS THE U.S. DEPARTMENTS OF THE ARMY, NAVY, AIR FORCE AND THE U.S. MARINE CORPS.

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

VIRGIN ISLANDS (APPLICABLE BETWEEN CANADA AND PUERTO RICO/VIRGIN ISLANDS) MEANS THE VIRGIN ISLANDS OF THE U.S.

WEST AFRICA MEANS THE AREA COMPRISED OF ANGOLA, BENIN, BURKINA FASO, CAMEROON, CAPE VERDE, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, EQUATORIAL GUINEA, GABON, GAMBIA, GHANA, GUINEA, GUINEA-BISSAU, COTE D'IVOIRE, LIBERIA, MALI, MAURITANIA, NIGER, NIGERIA, SAO TOME AND PRINCIPE, SENEGAL, SIERRA LEONE, TOGO AND ZAIRE.

WESTBOUND MEANS TRAVEL FROM A POINT IN AREA 2 OR 3 TO A POINT IN AREA 1 VIA THE ATLANTIC OCEAN OR TRAVEL FROM A POINT IN AREA 1 TO A POINT IN AREA 2 OR 3 VIA THE PACIFIC OCEAN.

WESTERN HEMISPHERE MEANS THE UNITED STATES OF AMERICA, CANADA, GREENLAND, MEXICO, CENTRAL AND SOUTH AMERICA, BERMUDA, BAHAMAS AND THE ISLANDS OF THE CARIBBEAN SEA.

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Rule 5 Application of Tariff

(A) GENERAL

- (1) THIS TARIFF SHALL APPLY LOCALLY VIA THE SERVICES OF AT OR JOINTLY VIA THE OTHER PARTICIPATING CARRIERS IN THIS TARIFF.
- (2) RULES STATING ANY LIMITATION ON, OR CONDITION RELATING TO, THE LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIERS) WITH RESPECT TO TARIFF NTA(A) NO. 324 C.A.B. NO. 530 ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT. ANY SUCH LIMITATION OR CONDITION IN ANY RULE HEREIN EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIERS) IS NOT A PART OF TARIFF NTA(A) NO. 324, C.A.B. NO. 530 FILED WITH THE DEPARTMENT OF TRANSPORTATION. NOTHING IN THIS TARIFF MODIFIES OR WAIVES ANY PROVISION OF THE WARSAW CONVENTION.
- (3) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS AND BAGGAGE INCLUDING ALL SERVICES INCIDENTAL THERETO PERFORMED BY CARRIER UNDER LOCAL AND JOINT RATES AND CHARGES OF CARRIER CONTAINED IN TARIFFS WHICH MAKE SPECIFIC REFERENCE TO THIS TARIFF FOR GOVERNING RULES, REGULATIONS AND CONDITIONS OF CARRIAGE.
- (4) FARES AND CHARGES OR MONETARY AMOUNTS SHOWN IN DOLLARS OR CENTS ARE STATED IN TERMS OF U.S. CURRENCY EXCEPT WHERE FARES AND CHARGES OR MONETARY AMOUNTS ARE SPECIFICALLY STATED AS BEING PUBLISHED IN CANADIAN CURRENCY OR OTHER CURRENCY.
- (5) RULES IN THIS TARIFF GOVERN THE APPLICATION OF ALL FARES AND CHARGES PUBLISHED IN TARIFFS WHICH SPECIFICALLY REFER TO AND ARE 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.
- (6) THE RATES, CHARGES, CLASSIFICATIONS, RULES, REGULATIONS, PRACTICES AND SERVICES PROVIDED HEREIN AND IN TARIFFS GOVERNED BY THIS TARIFF HAVE BEEN FILED IN EACH COUNTRY IN WHICH FILING IS REQUIRED BY TREATY, CONVENTION OR AGREEMENT ENTERED INTO BETWEEN THAT COUNTRY AND CANADA, IN ACCORDANCE WITH THE PROVISIONS OF THE APPLICABLE TREATY, CONVENTION OR AGREEMENT.
- (7) (A) (APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A. ONLY) EXCEPT AS OTHERWISE PROVIDED BELOW, LOCAL OR JOINT FARES, INCLUDING

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ARBITRARIES, CONTAINED IN THE ON-LINE
TARIFF DATABASE MAINTAINED BY AIRLINE
TARIFF PUBLISHING COMPANY, AGENT ON BEHALF
OF AT AND ALL CARRIERS PARTICIPATING IN THE
U.S. INDUSTRY SECTION ARE CONSIDER TO BE
PART OF TARF-1, D.O.T. NO. 531.

- (B) (APPLICABLE FOR TRANSPORTATION TO/FROM CANADA
ONLY) EXCEPT AS OTHERWISE PROVIDED BELOW,
FARE RULE PROVISIONS, LOCAL OR JOINT FARES,
INCLUDING ARBITRARIES, CONTAINED IN THE
ON-LINE TARIFF DATABASE MAINTAINED BY AIRLINE
TARIFF PUBLISHING COMPANY, AGENT ON BEHALF OF
AT AND ALL
PARTICIPATING IN THE U.S. INDUSTRY SECTION
ARE CONSIDERED TO BE PART OF TARF-1, D.O.T.
NO. 531.

EXCEPTION: FOR FARES PUBLISHED BY RULE, REFER TO
THE FOLLOWING CHART FOR APPLICATION IN
C.A.B. NO. 531, NTA(A) 324.

CARRIER PAGE NO.
AT AT-97

- (B) GRATUITOUS CARRIAGE WITH RESPECT TO GRATUITOUS
CARRIAGE, CARRIER RESERVES THE RIGHT TO EXCLUDE THE
APPLICATION OF ALL OR ANY PART OF THIS TARIFF.
- (C) CHANGE WITHOUT NOTICE EXCEPT AS MAY BE REQUIRED BY
APPLICABLE LAWS, GOVERNMENT REGULATIONS, ORDERS AND
REQUIREMENTS, CARRIER'S RULES, REGULATIONS AND
CONDITIONS OF CARRIAGE ARE SUBJECT TO CHANGE WITHOUT
NOTICE; PROVIDED, THAT NO SUCH CHANGE SHALL APPLY TO A
CONTRACT OF CARRIAGE AFTER THE CARRIAGE HAS COMMENCED.
- (D) WHEN RULES OR PROVISIONS IN THIS TARIFF OR TARIFFS
GOVERNED HEREBY PROVIDE FOR THE APPLICATION OF FARES
AND CHARGES BASED UPON PERCENTAGES OF OTHER FARES AND
CHARGES, SUCH PROPORTIONATE FARES AND CHARGES WILL BE
DETERMINED IN ACCORDANCE WITH THE PERCENTAGE CONVERSION
INSTRUCTIONS IN THIS TARIFF.
- (E) EFFECTIVE RULES, FARES AND CHARGES EXCEPT AS OTHERWISE
PROVIDED HEREIN, THE APPLICABLE RULES, FARES AND
CHARGES FOR CARRIAGE OF PASSENGERS AND/OR BAGGAGE ARE
THOSE DULY PUBLISHED BY CARRIER AND SHALL BE THOSE IN
EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE COVERED
BY THE FIRST FLIGHT COUPON OF THE TICKET. WHEN THE
FARES OR CHARGES COLLECTED ARE NOT THE APPLICABLE FARES
OR CHARGES, THE DIFFERENCE WILL BE REFUNDED TO OR
COLLECTED FROM THE PASSENGER, AS MAY BE APPROPRIATE.
EXCEPTION : (APPLICABLE ONLY FOR SALES AND
TICKETS ISSUED IN THE U.S.A. FOR
LOCAL AND JOINT TRANSPORTATION
ORIGINATING IN THE U.S.A.) NO INCREASE
WILL BE COLLECTED IN CASES WHERE THE
TICKET HAS BEEN ISSUED PRIOR TO THE
EFFECTIVE DATE OF A TARIFF CONTAINING AN
INCREASE IN THE APPLICABLE FARE,
EFFECTIVE THROUGH A CHANGE IN THE FARE
LEVEL, A CHANGE IN CONDITIONS GOVERNING
THE FARE, OR A CANCELLATION OF THE FARE
ITSELF, PROVIDED:

- (A) THE ORIGINATING FLIGHT COUPON OF THE TICKET WAS ISSUED FOR A SPECIFIC FLIGHT AT THE FARE CONTAINED IN A TARIFF LAWFULLY IN EFFECT ON THE DATE OF TICKET ISSUANCE (DETERMINED BY THE VALIDATION ON THE TICKET);
- (B) THE ORIGINATING FLIGHT SHOWN ON THE TICKET IS NOT VOLUNTARILY CHANGED AT THE PASSENGER'S REQUEST SUBSEQUENT TO THE EFFECTIVE DATE OF ANY INCREASE IN THE APPLICABLE FARE;
- (C) THIS PROVISION SHALL APPLY ONLY TO THE PASSENGER TO WHOM THE TICKET WAS ORIGINALLY ISSUED. FURTHERMORE, THIS PROVISION WILL NOT APPLY TO SALES MADE OUTSIDE THE U.S.A. FOR TICKETS TO BE ISSUED IN THE U.S.A. THIS WILL ALSO APPLY TO GROUPS, AT ANY FARE, FOR TICKETS ISSUED AFTER EFFECTIVE DATE BUT IN EXCHANGE OF AN MCO COVERING FULL PAYMENT/DEPOSIT PRIOR TO THE EFFECTIVE DATE OF THE FARE.
- (F) PERCENTAGE OF FARES OR CHARGES WHEN RULES OR PROVISIONS IN THIS TARIFF, OR TARIFFS GOVERNED HEREBY, PROVIDE FOR THE APPLICATION OF FARES AND CHARGES BASED UPON PERCENTAGES OF OTHER FARES AND CHARGES, SUCH PROPORTIONATE FARES AND CHARGES WILL BE DETERMINED IN ACCORDANCE WITH THE PERCENTAGE CONVERSION INSTRUCTIONS PUBLISHED IN THIS TARIFF.
- (G) REFERENCE TO TARIFFS, PAGES, RULES, ITEMS AND NOTES ARE CONTINUOUS AND INCLUDE REVISIONS, SUPPLEMENTS THERETO AND REISSUES THEREOF.
- (H) 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.
- (I) LOCAL AND JOINT FARES PUBLISHED IN INDIVIDUAL CARRIER SECTIONS OF C.A.B. NO. 531, INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. TARF-1, ON BEHALF OF THE CARRIERS LISTED IN PARAGRAPH (A) ABOVE, WILL TAKE PRECEDENCE OVER FARES PUBLISHED IN THE INDUSTRY FARES SECTION OF THAT TARIFF. EXCEPT AS OTHERWISE PROVIDED, FARES ARE PUBLISHED IN THE INDUSTRY FARES SECTION OF C.A.B. NO. 531, INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. TARF-1, ON BEHALF OF THE CARRIERS LISTED IN PARAGRAPH (A) ABOVE, AND PROVIDED THAT SUCH FARES SHALL NOT APPLY TO THOSE DIRECT SERVICE MARKETS, I.E., THOSE MARKETS SERVED ON A NON-STOP OR SINGLE-FLIGHT-NUMBER BASIS OF SAID CARRIERS, WHICH ARE PUBLISHED IN EACH CARRIER'S INDIVIDUAL FARES SECTION. ADDITIONALLY, FARES TO/FROM A COUNTRY PUBLISHED IN THE INDUSTRY FARES SECTION OF C.A.B. NO. 531, INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. TARF-1, SHALL NOT APPLY, IF A CARRIER PUBLISHES ANY FARES TO/FROM THE SAME COUNTRY IN THEIR INDIVIDUAL CARRIER SECTION OF THAT TARIFF.

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Rule 6 Classes of Service

- (A) FIRST CLASS
FARES APPLY WHEN TRAVEL IS IN THE FIRST CLASS
COMPARTMENT OF COMBINATION COMPARTMENT FLIGHTS OPERATED
WITH JET AIRCRAFT.
- (B) ECONOMY CLASS
 - (1) FARES APPLY WHEN TRAVEL IS ON FLIGHTS DESIGNATED
AS ECONOMY CLASS FLIGHTS IN THE CARRIER'S SCHEDULE
OR IN THE ECONOMY CLASS COMPARTMENT OF COMBINATION
COMPARTMENT FLIGHTS OPERATED WITH JET AIRCRAFT.
 - (2) CONDITIONS OF SERVICE
 - (A) ECONOMY "M" CLASS SECTION WILL BE LOCATED
IMMEDIATELY BEHIND THE BUSINESS CLASS
SECTION. THE NUMBER OF SEATS IN THIS SECTION
IS EITHER 219 OR 226.
 - (B) THE NON-SMOKERS WILL BE SEATED IN THE FRONT
PART OF THE COMPARTMENT AND THE SMOKERS IN
THE REAR ROWS.
 - (C) THE PASSENGERS SEATED IN ECONOMY "M" CLASS
WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS
COMPLIMENTARY BULGARIAN ALCOHOLIC DRINKS AND
USE OF HEADSETS FOR AUDIO/VISUAL
ENTERTAINMENT.
 - (D) CARRIAGE OF UNACCOMPANIED CHILDREN
CHILDREN AT LEAST FIVE YEARS OF AGE BUT UNDER
EIGHT YEARS OF AGE WILL BE ACCEPTED FOR
UNACCOMPANIED CARRIAGE UPON ADVANCED
ARRANGEMENTS AND WILL BE CHARGED THE NORMAL
APPLICABLE ADULT FARE.

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Rule 15 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 25 Refusal to Transport - Limitations of Carriage

- (A) REFUSAL, CANCELLATION OR REMOVAL
- (1) CARRIER WILL REFUSE TO CARRY, CANCEL THE RESERVED SPACE OF, OR REMOVE EN ROUTE ANY PASSENGER:
- (A) WHEN SUCH ACTION IS NECESSARY FOR REASONS OF SAFETY;
 - (B) WHEN SUCH ACTION IS NECESSARY TO PREVENT VIOLATION OF ANY APPLICABLE LAWS; REGULATIONS, OR ORDERS OF ANY STATE OR COUNTRY TO BE FLOWN FROM, INTO OR OVER;
 - (C) WHEN THE CONDUCT, AGE, STATUS OR MENTAL OR PHYSICAL CONDITION OF THE PASSENGER IS SUCH AS TO:
 - (I) REQUIRE SPECIAL ASSISTANCE OF CARRIER;
 - (II) CAUSE DISCOMFORT OR MAKE HIMSELF OBJECTIONABLE TO OTHER PASSENGERS; OR
 - (III) INVOLVE ANY HAZARD OR RISK TO HIMSELF OR TO OTHER PERSONS OR TO PROPERTY.
 - (D) WHEN THE PASSENGER REFUSES ON REQUEST TO PRODUCE POSITIVE IDENTIFICATION.
NOTE: CARRIER SHALL HAVE THE RIGHT, BUT SHALL NOT BE OBLIGATED, TO REQUIRE POSITIVE IDENTIFICATION OF PERSONS PURCHASING TICKETS AND/OR PRESENTING A TICKET(S) FOR THE PURPOSE OF BOARDING AIRCRAFT.
 - (E) WHEN THE PASSENGER REFUSES TO PERMIT SEARCH OF HIS PERSON OR PROPERTY FOR EXPLOSIVES OR A CONCEALED, DEADLY OR DANGEROUS WEAPON OR ARTICLE.
- (2) IF QUESTION ARISES OF ANY AIRCRAFT BEING OVERLOADED, CARRIER SHALL DECIDE WHICH PASSENGERS OR ARTICLES WILL BE CARRIED.
- (3) SUBJECT TO THE PROVISIONS OF RULE 87, (DENIED BOARDING COMPENSATION), THE SOLE RECOURSE OF ANY PERSON SO REFUSED CARRIAGE OR REMOVED EN ROUTE FOR ANY REASON SPECIFIED IN THE FOREGOING PARAGRAPHS SHALL BE RECOVERY OF THE REFUND VALUE OF THE UNUSED PORTION OF HIS/HER TICKET AS HEREINAFTER PROVIDED IN RULE 90 (REFUNDS).
- (B) CONDITIONAL ACCEPTANCE FOR CARRIAGE
- IF A PASSENGER, WHOSE STATUS, AGE, OR MENTAL OR PHYSICAL CONDITION IS SUCH AS TO INVOLVE ANY HAZARD OR RISK TO HIMSELF IS CARRIED, IT IS ON THE EXPRESS CONDITION THAT CARRIER SHALL NOT BE LIABLE FOR ANY INJURY, ILLNESS OR DISABILITY, OR ANY AGGRAVATION OR CONSEQUENCE THEREOF INCLUDING DEATH CAUSED BY SUCH STATUS, AGE, OR MENTAL OR PHYSICAL CONDITION (SEE NOTE).
- NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIERS), RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN

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TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, AND RULE 25 (REFUSAL TO TRANSPORT - LIMITATION OF CARRIAGE) IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF IPG-1 TARIFF C.A.B. NO. 530, FILED WITH THE DEPARTMENT OF TRANSPORTATION OF THE UNITED STATES.

TRANSPORTATION MAY BE REFUSED TO HANDICAPPED AND OTHER PERSONS DESCRIBED BELOW WHO HAVE NOT PROVIDED CARRIER WITH ADEQUATE ADVANCE NOTIFICATION WITH RESPECT TO AN ACCURATE DESCRIPTION OF THEIR DISABILITY OR MEDICAL CONDITION PRIOR TO FLIGHT DEPARTURE. ADDITIONAL TERMS OF ACCEPTANCE ARE AS FOLLOWS:

- (1) BLIND OR DEAF PERSONS WHO HAVE NO OTHER DISABLEMENT DESCRIBED HEREIN SHALL BE ACCEPTED WHETHER OR NOT THEY ARE ACCOMPANIED. BLIND PASSENGERS WHO ARE ALSO DEAF MUST BE ACCOMPANIED.
- (2) QUADRIPLERICS AND OTHER NONAMBULATORY PERSONS SIMILARLY IMPAIRED IN BOTH ARM AND LEGS MUST BE ACCOMPANIED.
- (3) NONAMBULATORY PASSENGERS INCLUDING PARAPLEGICS AND LEG AMPUTEES, WHO ARE NOT DISABLED IN ARMS, MAY BE ACCEPTED UNACCOMPANIED. NONAMBULATORY PASSENGERS WHO CANNOT COMMUNICATE WITH A CABIN ATTENDANT ON THE FLIGHT MUST BE ACCOMPANIED.

EXCEPTION: CARRIER WILL ACCEPT FOR TRANSPORTATION ON ANY ONE FLIGHT THE FOLLOWING MAXIMUM NUMBERS OF NONAMBULATORY (SEE NOTE) PASSENGERS WHO ARE NOT ESCORTED BY AN ABLE-BODIED ATTENDANT WHO CAN REASONABLY BE EXPECTED TO PROVIDE ASSISTANCE TO AN EXIT IN THE EVENT OF AN EMERGENCY AND PROVIDE PREDEPARTURE EVACUATION INFORMATION TO THE PASSENGER BEING ACCOMPANIED. ADDITIONALLY, NONAMBULATORY PASSENGERS MAY BE ACCEPTED PROVIDING ADVANCE SPECIAL ARRANGEMENTS ARE MADE WITH THE CARRIER. CARRIAGE WILL BE SUBJECT TO THE CAPACITY LIMITATIONS AND TERMS OF ACCEPTANCE PROVIDED HEREIN:

AT AIRCRAFT	MAXIMUM NUMBER OF NONAMBULATORY PASSENGERS TO BE CARRIED ON ANY ONE AT FLIGHT
B-727	3
B-737	2
B-757	3
B-747	5
B-747-S	4

NOTE: FOR THE PURPOSE OF THIS RULE, NONAMBULATORY PASSENGERS ARE PASSENGERS WHO ARE UNABLE TO WALK

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WITHOUT CRUTCHES AND WHO CANNOT BOARD, MOVE ABOUT THE AIRCRAFT AND DEPLANE UNASSISTED. A PASSENGER WHO IS ABLE TO WALK WITHOUT CRUTCHES AND WHO CAN BOARD, MOVE ABOUT THE AIRCRAFT AND DEPLANE UNASSISTED IS NOT CONSIDERED TO BE NONAMBULATORY, REGARDLESS OF THE DEGREE OF IMPAIRMENT. A CHILD IS NOT CONSIDERED AS A NONAMBULATORY PASSENGER UNLESS THE CHILD HAS A RESTRICTED PHYSICAL HANDICAP, OTHER THAN AGE.

(C) CARRIAGE OF UNACCOMPANIED CHILDREN

(1) CHILDREN UNDER

TWELVE YEARS OF AGE WILL BE ACCEPTED FOR CARRIAGE UNACCOMPANIED ONLY UNDER THE FOLLOWING CONDITIONS:

- (A) THEY ARE ACCOMPANIED TO THE AIRPORT AT THE TIME OF DEPARTURE BY A PARENT, GUARDIAN OR RESPONSIBLE ADULT WHO SHALL REMAIN WITH THE CHILD UNTIL ENPLANED AND EVIDENCE IS PRESENTED BY SUCH PARENT, GUARDIAN OR RESPONSIBLE ADULT THAT THE CHILD WILL BE MET AT THE AIRPORT OF STOPOVER OR DESTINATION BY ANOTHER PARENT, GUARDIAN OR RESPONSIBLE ADULT UPON DEPLANING.
- (B) THE FLIGHT ON WHICH SPACE IS HELD IS NOT EXPECTED TO TERMINATE SHORT OF OR BYPASS THE DESTINATION DUE TO WEATHER CONDITIONS.

(2) CHILDREN UNDER FIVE

YEARS OF AGE WILL NOT BE ACCEPTED UNLESS ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH THE CARRIER.

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Rule 30 Ground Transfer Service

(A) GENERAL

- (1) EXCEPT AS OTHERWISE PROVIDED BELOW, CARRIER DOES NOT MAINTAIN, OPERATE OR PROVIDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND TOWN CENTERS. EXCEPT WHERE GROUND TRANSFER SERVICE IS DIRECTLY OPERATED BY CARRIER, IT IS AGREED THAT ANY SUCH SERVICE IS PERFORMED BY INDEPENDENT OPERATORS WHO ARE NOT AND SHALL NOT BE DEEMED TO BE AGENTS OR SERVANTS OF CARRIER. ANYTHING DONE BY AN EMPLOYEE, AGENT, OR REPRESENTATIVE OF CARRIER IN ASSISTING THE PASSENGER TO MAKE ARRANGEMENTS FOR SUCH GROUND TRANSFER SERVICE SHALL IN NO WAY MAKE A CARRIER LIABLE FOR THE ACTS OR OMISSIONS OF SUCH AN INDEPENDENT OPERATOR. IN CASES WHERE A CARRIER MAINTAINS AND OPERATES FOR ITS' PASSENGERS LOCAL TRANSFER SERVICES, THE TERMS, CONDITIONS, RULES AND REGULATIONS OF THE CARRIER, INCLUDING (BUT WITHOUT LIMITATION) THOSE STATED OR REFERRED TO IN THEIR TICKETS, BAGGAGE CHECKS AND BAGGAGE VALUATION AGREEMENTS SHALL BE DEEMED APPLICABLE TO SUCH LOCAL SERVICES. NO PORTION OF THE FARE SHALL BE REFUNDABLE IN THE EVENT LOCAL TRANSFER SERVICES ARE NOT USED.
- (2) IN THE CASE OF SCHEDULED OVERNIGHT STOPS ON THROUGH SERVICE VIA THE SAME OR A COMBINATION OF CARRIERS NAMED, GROUND TRANSFER CHARGES MAY BE BORNE BY THE CARRIER.

(B) AT POINTS IN AREA NO. 1

- (1) GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.
 - (2) GROUND TRANSFER SERVICE BETWEEN AIRPORTS SERVING THE SAME CITY IS PROVIDED AT THE FOLLOWING POINTS AT NO ADDITIONAL CHARGE.
- | CITY | GROUND TRANSPORTATION SERVICE WILL BE PROVIDED |
|---|---|
| NEW YORK, N.Y.
U.S.A.
BETWEEN JOHN F.
KENNEDY
INTERNATIONAL
AND LA GUARDIA | FOR THE PASSENGERS MAKING CONNECTIONS WITH OTHER AIR SERVICES WITHIN THE U.S.A. WHICH ARE SCHEDULED TO DEPART NOT MORE THAN 12 HOURS AFTER PASSENGER'S ARRIVAL ON THE CARRIERS TRANSATLANTIC FLIGHTS. |

(C) AT POINTS IN EUROPE AND MIDDLE EAST

GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS IS INCLUDED IN THE FARE ONLY AT PRAGUE, CZECH REPUBLIC.
EXCEPTION: FREE GROUND TRANSPORTATION SERVICE IS NOT PROVIDED TO PASSENGERS TRAVELING AT STANDBY FARES AS PUBLISHED IN INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO.

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- (D) AT POINTS IN AREA NO. 2
GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN
CENTERS SERVED IS INCLUDED IN THE FARE AND WILL BE
FURNISHED WITHOUT ADDITIONAL CHARGE AT ALL SCHEDULED
STOPS, EXCEPT AT THE FOLLOWING POINTS:
DAKAR, SENEGAL MONROVIA, LIBERIA
KINSHASA, ZAIRE POINTS IN SOUTH AFRICA
- (E) AT POINTS IN AREA NO. 3
GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND TOWN
CENTERS SERVED IS INCLUDED IN THE FARE ONLY AT
POINTS IN MYANMAR, CEYLON, INDIA (EXCEPT DELHI),
INDONESIA, MALAYSIA, PAKISTAN AND SINGAPORE.

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Rule 35 Passenger Expenses En Route

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

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Rule 40 Taxes

ANY TAX OR OTHER CHARGE IMPOSED BY GOVERNMENT AUTHORITY AND COLLECTIBLE FROM A PASSENGER WILL BE IN ADDITION TO THE PUBLISHED FARES AND CHARGES.

EXCEPTION: TRANSIT TAXES AT CONNECTING POINTS WILL BE BORNE BY CARRIER IN CASE OF SCHEDULED OVERNIGHT OR OTHER STOPS ON THROUGH SERVICES.

Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

- (A) COMPLIANCE WITH REGULATIONS
THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS, ORDERS, DEMANDS OR TRAVEL REQUIREMENTS OF THE COUNTRIES TO BE FLOWN FROM, INTO OR OVER, AND WITH ALL RULES, REGULATIONS AND INSTRUCTIONS OF CARRIER. CARRIER SHALL NOT BE LIABLE FOR ANY AID OR INFORMATION GIVEN BY ANY AGENT OR EMPLOYEE OF CARRIER TO ANY PASSENGER IN CONNECTION WITH OBTAINING NECESSARY DOCUMENTS OR COMPLYING WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS, WHETHER GIVEN ORALLY OR IN WRITING; OR FOR THE CONSEQUENCES TO ANY PASSENGER RESULTING FROM HIS FAILURE TO OBTAIN SUCH DOCUMENTS OR TO COMPLY WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS.
- (B) PASSPORTS AND VISAS
- (1) THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES CONCERNED. CARRIER WILL REFUSE CARRIAGE TO ANY PASSENGER WHO HAS NOT COMPLIED WITH APPLICABLE LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OR WHOSE DOCUMENTS ARE NOT COMPLETE. CARRIER IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.
 - (2) SUBJECT TO APPLICABLE LAWS AND REGULATIONS, THE PASSENGER AGREES TO PAY THE APPLICABLE FARE WHENEVER CARRIER, ON GOVERNMENT ORDER, IS REQUIRED TO RETURN A PASSENGER AT HIS POINT OF ORIGIN OR ELSEWHERE DUE TO THE PASSENGER'S INADMISSIBILITY INTO A COUNTRY, WHETHER OF TRANSIT OR OF DESTINATION. CARRIER WILL APPLY TO THE PAYMENT OF SUCH FARES ANY FUNDS PAID BY THE PASSENGER TO CARRIER FOR UNUSED CARRIAGE, OR ANY FUNDS OF THE PASSENGER IN THE POSSESSION OF CARRIER. THE FARE COLLECTED FOR CARRIAGE TO THE POINT OF REFUSAL OR DEPORTATION WILL NOT BE REFUNDED BY CARRIER.
- (C) CUSTOMS INSPECTION
IF REQUIRED, THE PASSENGER MUST ATTEND INSPECTION OF HIS BAGGAGE, CHECKED OR UNCHECKED, BY CUSTOMS OR OTHER GOVERNMENT OFFICIALS. CARRIER ACCEPTS NO RESPONSIBILITY TOWARD THE PASSENGER IF THE LATTER FAILS TO OBSERVE THIS CONDITION. IF DAMAGE IS CAUSED TO CARRIER BECAUSE OF THE PASSENGER'S FAILURE TO OBSERVE THIS CONDITION, THE PASSENGER SHALL INDEMNIFY CARRIER THEREFORE.
- (D) GOVERNMENT REGULATION
NO LIABILITY SHALL ATTACH TO CARRIER IF CARRIER IN GOOD FAITH DETERMINES THAT WHAT IT UNDERSTANDS TO BE APPLICABLE LAW, GOVERNMENT REGULATION, DEMAND, ORDER OR REQUIREMENT REQUIRES THAT IT REFUSE AND IT DOES REFUSE

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TO CARRY A PASSENGER.

Rule 55 Liability of Carriers

- (A) SUCCESSIVE CARRIERS
CARRIAGE TO BE PERFORMED UNDER ONE TICKET OR UNDER A TICKET AND ANY CONJUNCTION TICKET ISSUED IN CONNECTION THEREWITH BY SEVERAL SUCCESSIVE CARRIERS IS REGARDED AS A SINGLE OPERATION.
- (B) LAWS AND PROVISIONS APPLICABLE
- (1) CARRIAGE HEREUNDER IS SUBJECT TO THE RULES AND LIMITATIONS RELATING TO LIABILITY ESTABLISHED BY THE CONVENTION (SEE RULE 1 (DEFINITIONS), HEREIN) UNLESS SUCH CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED BY THE CONVENTION.
- (2) TO THE EXTENT NOT IN CONFLICT WITH THE PROVISIONS OF PARAGRAPH (1) ABOVE, ALL CARRIAGE UNDER THIS TARIFF AND OTHER SERVICES PERFORMED BY EACH CARRIER ARE SUBJECT TO:
- (A) APPLICABLE LAWS (INCLUDING NATIONAL LAWS IMPLEMENTING THE CONVENTION OR EXTENDING THE RULES OF THE CONVENTION TO CARRIAGE WHICH IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION), GOVERNMENT REGULATIONS, ORDERS AND REQUIREMENTS;
- (B) PROVISIONS SET FORTH IN THE PASSENGER'S TICKET;
- (C) APPLICABLE TARIFFS; AND
- (D) EXCEPT IN TRANSPORTATION BETWEEN A PLACE IN THE UNITED STATES AND ANY PLACE OUTSIDE THEREOF, AND ALSO BETWEEN A PLACE IN CANADA AND ANY PLACE OUTSIDE THEREOF, CONDITIONS OF CARRIAGE, REGULATIONS AND TIMETABLES (BUT NOT THE TIMES OF DEPARTURE AND ARRIVAL THEREIN SPECIFIED) OF CARRIER, WHICH MAY BE INSPECTED AT ANY OF ITS OFFICES AND AT AIRPORTS FROM WHICH IT OPERATES REGULAR SERVICES.
- (3) CARRIER'S NAME MAY BE ABBREVIATED IN THE TICKET AND CARRIER'S ADDRESS SHALL BE THE AIRPORT OF DEPARTURE SHOWN OPPOSITE THE FIRST ABBREVIATION OF CARRIER'S NAME IN THE TICKET, AND FOR THE PURPOSE OF THE CONVENTION, THE AGREED STOPPING PLACES ARE THOSE PLACES, EXCEPT THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION, SET FORTH IN THE TICKET AND ANY CONJUNCTION TICKET ISSUED THEREWITH OR AS SHOWN ON CARRIER'S TIMETABLE AS SCHEDULED STOPPING PLACES ON THE PASSENGER'S ROUTE. A LIST GIVING THE FULL NAME, AND ITS ABBREVIATION OF EACH CARRIER CONCURRING IN THIS TARIFF IS SET FORTH IN THE LIST OF PARTICIPATING CARRIERS.
- (C) LIMITATION OF LIABILITY
EXCEPT AS THE CONVENTION OR OTHER APPLICABLE LAW MAY OTHERWISE REQUIRE:
- (1) CARRIER IS NOT LIABLE FOR ANY LOSS OR CLAIM OF WHATSOEVER NATURE (HEREINAFTER IN THIS TARIFF COLLECTIVELY REFERRED TO AS "DAMAGE" ARISING OUT

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- OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES PERFORMED BY CARRIER INCIDENTAL THERETO, UNLESS SUCH DAMAGE IS PROVED TO HAVE BEEN CAUSED BY THE NEGLIGENCE OR WILLFUL FAULT OF CARRIER AND THERE HAS BEEN NO CONTRIBUTORY NEGLIGENCE OF THE PASSENGER.
- (2) UNDER NO CIRCUMSTANCES WILL CARRIER BE LIABLE FOR DAMAGE TO UNCHECKED BAGGAGE NOT ATTRIBUTED TO NEGLIGENCE OF CARRIER. ASSISTANCE RENDERED TO THE PASSENGER BY CARRIER'S EMPLOYEES IN LOADING, UNLOADING OR TRANSSHIPPING UNCHECKED BAGGAGE SHALL BE CONSIDERED AS GRATUITOUS SERVICE TO THE PASSENGER.
 - (3) CARRIER IS NOT LIABLE FOR ANY DAMAGE DIRECTLY AND SOLELY ARISING OUT OF ITS COMPLIANCE WITH ANY LAWS OR WITH GOVERNMENTAL REGULATIONS, ORDERS OR REQUIREMENTS, OR FROM FAILURE OF THE PASSENGER TO COMPLY WITH SAME, OR OUT OF ANY CAUSE BEYOND THE CARRIER'S CONTROL.
 - (4) THE CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY PROVIDED IN THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR SIGNED AT WARSAW, OCTOBER 12, 1929, OR PROVIDED IN THE SAID CONVENTION AS AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE, SEPTEMBER 28, 1955. HOWEVER, IN ACCORDANCE WITH ARTICLE 22(I) OF SAID CONVENTION OR SAID CONVENTION AMENDED BY SAID PROTOCOL, THE CARRIER AGREES THAT, AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER AS DEFINED IN THE SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL, WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, INCLUDES A POINT IN THE UNITED STATES OF AMERICA AS A POINT OF ORIGIN, POINT OF DESTINATION, OR AGREED STOPPING PLACE:
 - (A) THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING, OR OTHER BODILY INJURY SHALL BE THE SUM OF USD 75,000.00, INCLUSIVE OF LEGAL FEES AND COSTS, EXCEPT THAT, IN CASE OF A CLAIM BROUGHT IN A STATE WHERE PROVISION IS MADE FOR SEPARATE AWARD OF LEGAL FEES AND COSTS, THE LIMIT SHALL BE THE SUM OF USD 58,000.00 EXCLUSIVE OF LEGAL FEES AND COSTS.
 - (B) THE CARRIER SHALL NOT, WITH RESPECT TO ANY CLAIM ARISING OUT OF THE DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER, AVAIL ITSELF OF ANY DEFENSE UNDER ARTICLE 20(I) OF SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL. NOTHING HEREIN SHALL BE DEEMED TO AFFECT THE RIGHTS AND LIABILITIES OF THE CARRIER WITH REGARD TO ANY CLAIM BROUGHT BY, OR ON BEHALF OF OR IN RESPECT OF ANY PERSON WHO HAS WILLFULLY CAUSED DAMAGE WHICH RESULTED IN DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER.
 - (5) CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY TO PASSENGERS AS PROVIDED IN THE CONVENTION, AND IN THE INTERNATIONAL

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TRANSPORTATION OF PASSENGERS, EXCEPT AS PROVIDED IN (C)(4)(A) ABOVE, THE LIABILITY OF THE CARRIER FOR PERSONAL INJURY OR DEATH OF EACH PASSENGER SHALL BE LIMITED TO THE SUM OF 125,000 FRENCH GOLD FRANCS (USD 10,000.00) (CAD 10,000.00) OR 250,000 FRENCH GOLD FRANCS (USD 20,000.00) (CAD 20,000.00) IF THE HAGUE PROTOCOL AMENDMENT OF THE CONVENTION IS APPLICABLE.

- (6) IN ANY EVENT, LIABILITY OF CARRIER FOR DELAY OF PASSENGER SHALL NOT EXCEED THE LIMITATION SET FORTH IN THE CONVENTION.
- (7) ANY LIABILITY OF CARRIER IS LIMITED TO 250 FRENCH GOLD FRANCS, USD 20.00, CAD 20.00, PER KILOGRAM IN THE CASE OF CHECKED BAGGAGE, AND 5,000 FRENCH GOLD FRANCS, USD 400.00, CAD 400.00, PER PASSENGER IN THE CASE OF UNCHECKED BAGGAGE OR OTHER PROPERTY, UNLESS A HIGHER VALUE IS DECLARED IN ADVANCE AND ADDITIONAL CHARGES ARE PAID PURSUANT TO CARRIER'S TARIFF. IN THAT EVENT, THE LIABILITY OF CARRIER SHALL BE LIMITED TO SUCH HIGHER DECLARED VALUE. IN NO CASE SHALL THE CARRIER'S LIABILITY EXCEED THE ACTUAL LOSS SUFFERED BY THE PASSENGER. ALL CLAIMS ARE SUBJECT TO PROOF OF AMOUNT OF LOSS.
- (8) IN THE EVENT OF DELIVERY TO THE PASSENGER OF PART BUT NOT ALL OF HIS CHECKED BAGGAGE (OR IN THE EVENT OF DELIVERY TO THE PASSENGER OF PART BUT NOT ALL OF SUCH BAGGAGE) THE LIABILITY OF THE CARRIER WITH RESPECT TO THE NOT DELIVERED (OR DAMAGED) PORTION SHALL BE REDUCED PROPORTIONATELY ON THE BASIS OF WEIGHT, NOTWITHSTANDING THE VALUE OF ANY PART OF THE BAGGAGE OR CONTENTS THEREOF.
- (9) FOR PURPOSES OF DETERMINING THE LIMITATION OF LIABILITY UNDER THE CONVENTION WITH RESPECT TO PASSENGER BAGGAGE ACCEPTABLE FOR CHECKING UNDER RULES 115 AND 116 (BAGGAGE) HEREIN, THE WEIGHT OF EACH PIECE OF SUCH BAGGAGE SHALL BE DEEMED TO BE THE MAXIMUM ALLOWABLE WEIGHT FOR EACH PIECE OF SUCH BAGGAGE UNDER THE RULE, UNLESS THE ACTUAL WEIGHT IS STATED ON THE BAGGAGE CHECK.
- (10) CARRIER IS NOT LIABLE FOR DAMAGE TO A PASSENGER'S BAGGAGE CAUSED BY PROPERTY CONTAINED IN THE PASSENGER'S BAGGAGE. ANY PASSENGER WHOSE PROPERTY CAUSED DAMAGED TO ANOTHER PASSENGER'S BAGGAGE OR TO THE PROPERTY OF CARRIER SHALL INDEMNIFY CARRIER FOR ALL LOSSES AND EXPENSES INCURRED BY CARRIER AS A RESULT THEREOF.
- (11) LIABILITY FOR FRAGILE, IRREPLACEABLE OR PERISHABLE ARTICLES
CARRIER IS NOT LIABLE FOR LOSS, DAMAGE TO OR DELAY IN THE DELIVERY OF FRAGILE OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES, BUSINESS DOCUMENTS OR SAMPLES WHICH ARE INCLUDED IN THE PASSENGER'S CHECKED BAGGAGE, WHETHER WITH OR WITHOUT THE KNOWLEDGE OF CARRIER.
- (12) CARRIER WILL REFUSE TO ACCEPT ANY ARTICLES WHICH DO NOT CONSTITUTE BAGGAGE AS SUCH TERM IS DEFINED HEREIN, BUT IF DELIVERED TO AND RECEIVED BY

- CARRIER, SUCH ARTICLES SHALL BE DEEMED TO BE WITHIN THE BAGGAGE VALUATION AND LIMIT OF LIABILITY AND SHALL BE SUBJECT TO THE PUBLISHED RATES AND CHARGES OF CARRIER.
- (13) LIABILITY - SERVICES OF OTHER AIRLINES
- (A) A CARRIER ISSUING A TICKET OR CHECKING BAGGAGE FOR CARRIAGE OVER THE LINES OF OTHERS DOES SO ONLY AS AGENT.
- (B) NO CARRIER SHALL BE LIABLE FOR THE DELAY OF A PASSENGER, OR THE LOSS, DAMAGE OR DELAY OF UNCHECKED BAGGAGE, NOT OCCURRING ON ITS OWN LINE; AND NO CARRIER SHALL BE LIABLE FOR THE LOSS, DAMAGE OR DELAY OF CHECKED BAGGAGE NOT OCCURRING ON ITS OWN LINE, EXCEPT THAT THE PASSENGER SHALL HAVE A RIGHT OF ACTION FOR SUCH LOSS, DAMAGE OR DELAY ON THE TERMS HEREIN PROVIDED AGAINST THE FIRST CARRIER OR THE LAST CARRIER UNDER THE AGREEMENT TO CARRY.
- (C) NO CARRIER SHALL BE LIABLE FOR THE DEATH OR INJURY OF A PASSENGER NOT OCCURRING ON ITS OWN LINE (SEE NOTE).
- NOTE: EXCEPT TO THE EXTENT PROVIDED IN IN PARAGRAPH (C)(4) ABOVE, RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, AND PARAGRAPH (C)(13)(C) IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN UNITED STATES AND NOT AS PART OF IPG-1 TARIFF C.A.B. NO. 530 C.T.C. (A) NO. 324, ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT FILED WITH THE DEPARTMENT OF TRANSPORTATION AND THE CANADIAN TRANSPORT COMMISSION (A).
- (14) CARRIER SHALL NOT BE LIABLE IN ANY EVENT FOR ANY CONSEQUENTIAL OR SPECIAL DAMAGE ARISING FROM CARRIAGE SUBJECT TO THIS TARIFF, WHETHER OR NOT CARRIER HAD KNOWLEDGE THAT SUCH DAMAGES MIGHT BE INCURRED.
- (15) WHENEVER THE LIABILITY OF CARRIER IS EXCLUDED OR LIMITED UNDER THESE CONDITIONS, SUCH EXCLUSION OR LIMITATION SHALL APPLY TO AGENTS, SERVANTS OR REPRESENTATIVES OF THE CARRIER AND ALSO ANY CARRIER WHOSE AIRCRAFT IS USED FOR CARRIAGE AND ITS AGENTS, SERVANTS OR REPRESENTATIVES.
- (D) GRATUITOUS TRANSPORTATION
- (1) GRATUITOUS TRANSPORTATION BY CARRIER OF PERSONS AS HEREINAFTER DESCRIBED SHALL BE GOVERNED BY ALL THE PROVISIONS OF THIS RULE, EXCEPT SUBPARAGRAPHS (2) AND (3) BELOW AND WHICH FOLLOW, AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.
- (A) TRANSPORTATION OF PERSONS INJURED IN AIRCRAFT ACCIDENTS ON THE LINES OF CARRIERS AND PHYSICIANS AND NURSES ATTENDING SUCH PERSONS.

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- (B) TRANSPORTATION OF PERSONS, THE OBJECT OF WHICH IS THAT OF PROVIDING RELIEF IN GENERAL EPIDEMICS, PESTILENCE OR OTHER CALAMITOUS VISITATION.
 - (C) TRANSPORTATION OF PERSONS, WHICH IS REQUIRED BY AND AUTHORIZED PURSUANT TO PART 223 OF THE ECONOMIC REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION.
 - (D) TRANSPORTATION OF PERSONS WHICH IS SUBJECT TO THE CONVENTION.
 - (E) TRANSPORTATION OF OFFICERS, EMPLOYEES AND SERVANTS OF CARRIER TRAVELING IN THE COURSE OF THEIR EMPLOYMENT AND IN THE FURTHERANCE OF CARRIER'S BUSINESS.
- (2) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (D)(1) ABOVE, CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION SHALL NOT BE LIABLE (THE PROVISIONS IN PARAGRAPHS (A) THROUGH (C) ABOVE TO THE CONTRARY NOTWITHSTANDING) UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS, REPRESENTATIVES OR EMPLOYEES, OR OTHERWISE, AND THE PERSON USING SUCH FREE TRANSPORTATION ON BEHALF OF HIMSELF, HIS HEIRS, LEGAL REPRESENTATIVES, DEFENDANTS AND OTHER PARTIES IN INTEREST, AND THEIR REPRESENTATIVES ASSIGNEES, RELEASES AND AGREES TO INDEMNIFY CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND EXPENSES), FOR ANY AND ALL DELAY, AND FOR FAILURE TO COMPLETE PASSAGE, AND FROM ANY AND ALL LOSS OR DAMAGE TO THE PROPERTY OF SUCH PERSON.
- (3) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (D)(1) ABOVE, CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION SHALL NOT BE LIABLE (THE PROVISIONS IN PARAGRAPH (A) THROUGH (C) TO THE CONTRARY NOTWITHSTANDING) UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS, REPRESENTATIVES OR EMPLOYEES, OR OTHERWISE, AND THE PERSON USING SUCH FREE TRANSPORTATION, ON BEHALF OF HIMSELF, HIS HEIRS, LEGAL REPRESENTATIVES, DEFENDANTS AND OTHER PARTIES IN INTEREST, AND THEIR REPRESENTATIVES ASSIGNEES, RELEASES AND AGREES TO INDEMNIFY CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND EXPENSES) FOR ANY AND ALL DEATH OR INJURY, TO SUCH PERSON (SEE NOTE).
- NOTE: EXCEPT TO THE EXTENT PROVIDED IN PARAGRAPH (C)(4) ABOVE, RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, AND PARAGRAPH (D)(3) IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF IPG-1 TARIFF C.A.B. NO.

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530, C.T.C. (A) NO. 324 ISSUED BY AIRLINE
TARIFF PUBLISHING COMPANY, AGENT, FILED
WITH THE DEPARTMENT OF TRANSPORTATION AND
CANADIAN TRANSPORT COMMISSION (A).

- (E) TIME LIMITATIONS ON CLAIMS AND ACTIONS
- (1) NO ACTION SHALL LIE IN THE CASE OF DAMAGE TO BAGGAGE UNLESS THE PERSON ENTITLED TO DELIVERY COMPLAINS TO AN OFFICE OF CARRIER FORTHWITH AFTER THE DISCOVERY OF THE DAMAGE, AND, AT THE LATEST, WITHIN (7) DAYS FROM THE DATE OF RECEIPT, AND IN THE CASE OF DELAY OR LOSS, UNLESS THE COMPLAINT IS MADE AT THE LATEST WITHIN TWENTY-ONE (21) DAYS FOR ALL CARRIERS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF DELAY) OR SHOULD HAVE BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF LOSS). EVERY COMPLAINT MUST BE IN WRITING AND DISPATCHED WITHIN THE TIMES AFORESAID. WHERE CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION, FAILURE TO GIVE NOTICE SHALL NOT BE A BAR TO SUIT WHERE CLAIMANT PROVES THAT:
- (A) IT WAS NOT REASONABLY POSSIBLE FOR HIM TO GIVE SUCH NOTICE, OR
- (B) THAT NOTICE WAS NOT GIVEN DUE TO FRAUD ON THE PART OF CARRIER, OR
- (C) THE MANAGEMENT OF CARRIER HAD KNOWLEDGE OF DAMAGE TO PASSENGER'S BAGGAGE.
- (2) ANY RIGHT TO DAMAGES AGAINST CARRIER SHALL BE EXTINGUISHED UNLESS AN ACTION IS BROUGHT WITHIN TWO (2) YEARS RECKONED FROM THE DATE OF ARRIVAL AT THE DESTINATION OR FROM THE DATE ON WHICH THE AIRCRAFT OUGHT TO HAVE ARRIVED, OR FROM THE DATE ON WHICH THE CARRIAGE STOPPED.
- (F) OVERRIDING LAW, MODIFICATION AND WAIVER
- (1) OVERRIDING LAW
INSOFAR AS ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF MAY BE CONTRARY TO MANDATORY LAW, GOVERNMENT REGULATIONS, ORDERS OR REQUIREMENTS, SUCH PROVISION SHALL REMAIN APPLICABLE TO THE EXTENT THAT IT IS NOT OVER-RIDDEN THEREBY. THE INVALIDITY OF ANY PROVISION SHALL NOT AFFECT ANY OTHER PART.
- (2) MODIFICATION AND WAIVER
NO AGENT, SERVANT OR REPRESENTATIVE OF CARRIER HAS AUTHORITY TO ALTER, MODIFY OR WAIVE ANY PROVISIONS OF THE CONTRACT OF CARRIAGE OF THIS TARIFF.

Rule 60 Reservations†

(A) GENERAL

A TICKET WILL BE VALID ONLY FOR THE FLIGHT(S) FOR WHICH RESERVATION(S) SHALL HAVE BEEN MADE, AND ONLY BETWEEN THE POINTS NAMED ON THE TICKET OR APPLICABLE FLIGHT COUPONS. A PASSENGER HOLDING AN UNUSED OPEN-DATE TICKET OR PORTION THEREOF OR MISCELLANEOUS CHARGES ORDER FOR ONWARD TRAVEL OR WHO WISHES TO CHANGE HIS TICKETED RESERVATION TO ANOTHER DATE, SHALL NOT BE ENTITLED TO ANY PREFERENTIAL RIGHT WITH RESPECT TO THE OBTAINING OF A RESERVATION.

(B) CONDITIONS OF RESERVATIONS

RESERVATIONS SHALL BE TENTATIVE UNLESS AND UNTIL CARRIER HAS ISSUED A VALIDATED TICKET OR MISCELLANEOUS CHARGES ORDER FOR THE CARRIAGE FOR WHICH SPACE IS RESERVED. CARRIER WILL CANCEL A RESERVATION AT ANY TIME WITHOUT NOTICE ON THE FAILURE OF THE PASSENGER TO PURCHASE A TICKET FOR THE SPACE RESERVED.

EXCEPTION: (1) A RESERVATION OF SPACE ON A GIVEN FLIGHT IS VALID WHEN THE AVAILABILITY AND ALLOCATION OF SUCH SPACE IS CONFIRMED BY A RESERVATION AGENT OF THE CARRIER AND ENTERED IN THE MASTER RESERVATION CONTROL;

(2) SUBJECT TO PAYMENT OR SATISFACTORY CREDIT ARRANGEMENT:
A VALIDATED TICKET WILL BE ISSUED BY THE CARRIER INDICATING SUCH CONFIRMED SPACE PROVIDED THE PASSENGER APPLIES TO CARRIER FOR SUCH TICKET BEFORE THE EXPIRATION OF THE TIME AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER WHEN THE RESERVATION WAS CONFIRMED. HOWEVER, IF AIRPORT TICKETING WAS AGREED UPON, AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT.

(3) IF THE RESERVATION IS MADE WITHIN TWO DAYS OF THE DEPARTURE OF THE FLIGHT, THE

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 60 are effective March 25, 2021 pursuant to order number 2021 A-3 of the CTA.

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- TICKET MUST BE ISSUED NOT LATER THAN 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT.
- (4) SUCH RESERVATION OF SPACE IS SUBJECT TO CANCELLATION BY THE CARRIER WITHOUT NOTICE IF THE PASSENGER HAS NOT OBTAINED A VALIDATED TICKET SPECIFYING THEREON HIS/HER CONFIRMED RESERVED SPACE BY THE TIME LIMIT AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER.
 - (5) IN THE EVENT THAT THE NUMBER OF PERSONS PRESENTING THEMSELVES WITH CONFIRMED RESERVATIONS FOR CARRIAGE ON A FLIGHT EXCEEDS THE NUMBER OF SEATS AVAILABLE, THOSE PASSENGERS WITH CONFIRMED RESERVATIONS WHO ARE NOT ACCOMMODATED WILL BE SUBJECT TO RULE 87 (DENIED BOARDING COMPENSATION) HEREIN.
- (C) COMMUNICATION CHARGES
- (1) THE PASSENGER WILL BE CHARGED FOR ANY COMMUNICATION EXPENSE PAID OR INCURRED BY CARRIER FOR TELEPHONE, TELEGRAPH, RADIO OR CABLE ARISING FROM A SPECIAL REQUEST OF THE PASSENGER CONCERNING A RESERVATION.
 - (2) EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF, WHENEVER A PASSENGER CANCELS RESERVATIONS MADE FOR HIM/HER AND SUCH CANCELLATION IS NOT SUBJECT TO A SERVICE CHARGE CARRIER WILL REQUIRE PAYMENT FROM THE PASSENGER TO COVER THE COMMUNICATION COSTS OF MAKING SUCH RESERVATIONS AND SUBSEQUENT CANCELLATION THEREOF.
- (D) ALLOCATION OF ACCOMMODATIONS
CARRIER DOES NOT GUARANTEE ALLOCATION OF ANY PARTICULAR SPACE IN THE AIRCRAFT.
- (E) ARRIVAL OF PASSENGERS AT AIRPORTS
THE PASSENGER MUST PRESENT HIMSELF AT THE AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT ON WHICH HE/SHE HOLDS A RESERVATION. IF THE PASSENGER FAILS TO ARRIVE AT SUCH AIRPORT OF DEPARTURE BY THE ESTABLISHED TIME LIMIT OR APPEARS IMPROPERLY DOCUMENTED AND NOT READY TO TRAVEL, CARRIER(S) WILL CANCEL SPACE RESERVED FOR HIM/HER. DEPARTURE WILL NOT BE DELAYED FOR PASSENGERS WHO ARRIVE AT AIRPORTS OF DEPARTURE TOO LATE FOR SUCH FORMALITIES TO BE COMPLETED BEFORE SCHEDULED DEPARTURE TIME. CARRIER(S) IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.

Travel to/from Canada: boarding gate deadline is 45 minutes.

Boarding gate deadline :

The passenger must be available for boarding at the boarding gate by the boarding gate deadline. For example, if the passenger's flight from Casablanca to Montreal leaves at 12:00 a.m., the passenger must be at the boarding gate no later than 11:15 a.m. (45 minutes before their flight). If the time limit of boarding are not respected, the passenger's will not be allowed to board.

NB: If the passenger fails to meet either the check-in or the boarding gate deadline specified in the above chart, the carrier may reassign any preserved seat and/or cancel the reservation of the passenger and the carrier may not be able to transport the passenger's baggage.

- (F) RECONFIRMATION OF RESERVATION
CARRIER WILL CANCEL THE RESERVATION OF AN INTERNATIONAL PORTION OF AN ITINERARY (INCLUDING THE COMPLETE REMAINING INTERNATIONAL ITINERARY) OF ANY PASSENGER ON A FLIGHT OPERATED BY IT:
(1) FROM ANY STOPOVER POINT; OR
(2) FROM THE POINT OF ORIGIN OF THE CONTINUING OR RETURN TRIP, UNLESS THE PASSENGER ADVISES THE CARRIER OF HIS/HER INTENTION TO USE HIS/HER RESERVATION BY COMMUNICATING WITH A RESERVATIONS OR TICKET OFFICE OF THE CARRIER AT LEAST 72 HOURS BEFORE SCHEDULED DEPARTURE OF THE FLIGHT. HOWEVER, RECONFIRMATION OF RESERVATIONS IS NOT REQUIRED IF THE PASSENGER REMAINS AT ANY POINT LESS THAN 72 HOURS.
- (G) CANCELLATION OF CONTINUING SPACE
IF A PASSENGER FAILS TO OCCUPY SPACE WHICH HAS BEEN RESERVED FOR HIM/HER CARRIER WILL CANCEL ALL OTHER RESERVATIONS HELD BY SUCH PASSENGER FOR CONTINUING OR RETURN SPACE. CARRIER IS NOT LIABLE FOR SUCH CANCELLATION BUT CARRIER WILL REFUND IN ACCORDANCE WITH VOLUNTARY REFUNDS PROVISIONS PUBLISHED HEREIN.

Rule 65 Tickets

(A) GENERAL

- (1) A TICKET WILL NOT BE ISSUED AND IN ANY CASE CARRIER WILL NOT BE OBLIGED TO CARRY UNTIL THE PASSENGER HAS PAID THE APPLICABLE FARE OR HAS COMPLIED WITH CREDIT ARRANGEMENT ESTABLISHED BY CARRIER.
- (2) A TICKET WHICH HAS NOT BEEN VALIDATED OR WHICH HAS BEEN ALTERED MUTILATED OR IMPROPERLY ISSUED, SHALL NOT BE VALID.
- (3) NO PERSON SHALL BE ENTITLED TO TRANSPORTATION EXCEPT UPON PRESENTATION OF A VALID TICKET. SUCH TICKET SHALL ENTITLE THE PASSENGER TO TRANSPORTATION ONLY BETWEEN POINTS OF ORIGIN AND DESTINATION AND VIA THE ROUTING DESIGNATED THEREIN.

- (4) AIRLINE TICKETS ISSUED OUTSIDE THE PHILIPPINES FOR INTERNATIONAL TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES SHALL NOT BE VALID FOR SUCH TRANSPORTATION. (SEE NOTES 1 AND 2 BELOW)

NOTE 1: FOR THE PURPOSE OF THIS RULE, A PASSENGER TRAVELLING ABROAD FROM THE PHILIPPINES SHALL BE DEEMED ORIGINATING IN THE PHILIPPINES IF:

- (A) HE IS A RESIDENT OF THE PHILIPPINES, OR
- (B) HIS TRAVEL ABROAD FROM THE PHILIPPINES IS SUBJECT TO PAYMENT OF THE TRAVEL TAX IMPOSED UNDER PD1183 AS AMENDED, OR
- (C) THE FIRST LEG OF HIS ACTUAL TRIP STARTS IN THE PHILIPPINES AS VERIFIED BY THE ABSENCE OF THE CORRESPONDING IMMIGRATION ENTRY ON HIS PASSPORT SUBSEQUENT TO THE DATE OF ISSUANCE OR THE AIRLINE TICKET ABROAD.

NOTE 2: FOR THE PURPOSE OF THIS RULE, AN AIRLINE TICKET IS DEEMED ISSUED OUTSIDE THE PHILIPPINES IF IT SHOWS ON ITS FACE THAT IT HAS BEEN ISSUED OUTSIDE THE PHILIPPINES.

(B) VALIDITY

WHEN VALIDATED THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT THE PLACE OF DESTINATION VIA THE ROUTE SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR ONE YEAR FROM THE DATE OR COMMENCEMENT OF FLIGHT EXCEPT AS OTHERWISE SPECIFIED IN CARRIER'S TARIFFS. EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION HAS BEEN RESERVED. WHEN FLIGHT COUPONS ARE ISSUED ON AN "OPEN DATE" BASIS,

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ACCOMMODATION WILL BE RESERVED UPON APPLICATION SUBJECT TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF ISSUE ARE SET FORTH ON THE FLIGHT COUPONS. ANY EXTENSION OF TICKET VALIDITY WILL BE IN ACCORDANCE WITH CARRIER'S TARIFFS.

EXCEPTION 1: IF THE TICKET IS FOR OR INCLUDES AN EXCURSION OR OTHER SPECIAL FARE HAVING A SHORTER PERIOD OF TICKET VALIDITY THAN INDICATED ABOVE, SUCH SHORTER PERIOD OF VALIDITY SHALL APPLY ONLY IN RESPECT TO SUCH EXCURSION OR SPECIAL FARE TRANSPORTATION.

EXCEPTION 2: IF NO PORTION OF THE TICKET IS USED, THE PERIOD OF VALIDITY WILL BE ONE YEAR FROM DATE OF ISSUANCE OF THE TICKET.

- (C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET
FLIGHT COUPONS WILL BE HONORED IN SEQUENCE FROM THE PLACE OF DEPARTURE AS SHOWN ON THE PASSENGER COUPON. THE PASSENGER THROUGHOUT HIS JOURNEY MUST RETAIN THE PASSENGER COUPON AND ALL FLIGHT COUPONS OF THE TICKET NOT PREVIOUSLY SURRENDERED TO THE CARRIER. HE/SHE MUST, WHEN REQUIRED, PRODUCE THE TICKET OR SURRENDER ANY APPLICABLE PORTION TO THE CARRIER.
- (D) PERIODS OF VALIDITY
- (1) EXTENSION OF TICKET VALIDITY
TICKETS EXPIRE AT MIDNIGHT ON THE DATE OF EXPIRATION OF TICKET VALIDITY, EXCEPT THAT SUCH PERIOD OF VALIDITY WILL BE EXTENDED BY CARRIER WITHOUT ADDITIONAL COLLECTION OF FARE AS FOLLOWS:
- (A) FOR NO LONGER THAN SEVEN DAYS BEYOND THE ORIGINAL LIMIT WHEN A PASSENGER WHO HOLDS A TICKET VALID FOR ONE YEAR IS UNABLE TO OBTAIN SPACE AT TIME OF APPLICATION TO CARRIER;
- (B) FOR NO LONGER THAN THIRTY DAYS BEYOND THE ORIGINAL LIMIT WHEN CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE; OR A FLIGHT IS CANCELLED OR POSTPONED DURING THE PERIOD OF VALIDITY; A SCHEDULED STOP WHICH IS EITHER A STOPOVER OR DESTINATION FOR THE PASSENGER IS OMITTED; CARRIER SUBSTITUTES A DIFFERENT CLASS OF SERVICE, OR CAUSES A PASSENGER TO MISS A CONNECTION, OR FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE;
- (C) UNTIL THE DATE WHEN THE PASSENGER WHO IS PREVENTED FROM TRAVELING WITHIN THE PERIOD OF VALIDITY OF HIS TICKET BY REASON OF ILLNESS, BECOMES FIT TO TRAVEL ACCORDING TO A MEDICAL CERTIFICATE, OR UNTIL THE FIRST SERVICE OF THE CLASS FOR WHICH THE FARE HAS BEEN PAID ON THE CARRIER ON WHICH SPACE IS AVAILABLE AFTER SUCH DATE FROM THE POINT WHERE THE JOURNEY IS RESUMED OR FROM THE LAST CONNECTING POINT. PROVIDED, THAT WHEN THE FLIGHT COUPONS REMAINING IN A TICKET HAVING A ONE YEAR VALIDITY INVOLVE ONE OR MORE STOPOVERS, THE VALIDITY OF SUCH TICKET WILL BE EXTENDED FOR NOT MORE THAN THREE MONTHS FROM THE DATE

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- SHOWN ON SUCH CERTIFICATE. IN SUCH CIRCUMSTANCES CARRIER WILL EXTEND SIMILARLY THE PERIOD OF VALIDITY OF TICKETS OF PERSONS TRAVELING WITH AN INCAPACITATED PASSENGER;
- (D) FOR NO LONGER THAN (45) DAYS AFTER THE DATE OF DEATH OF A PASSENGER FOR TICKETS OF THE PERSONS ACCOMPANYING THE DECEASED PASSENGER;
 - (E) A MISCELLANEOUS CHARGES ORDER ISSUED WITHOUT DEFINITE DATE OF PASSAGE MUST BE PRESENTED FOR A TICKET WITHIN ONE YEAR FROM THE DATE OF ISSUE; OTHERWISE IT WILL NOT BE HONORED FOR A TICKET.
- (2) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS
- (A) WHEN A TICKET IS SOLD AT A SPECIAL FARE CONTAINING A MINIMUM STAY REQUIREMENT, THE MINIMUM STAY REQUIREMENT WILL BE WAIVED ON PRESENTATION OF A DEATH CERTIFICATE OR COPY THEREOF FOR PASSENGERS WHO ARE:
 - (I) MEMBERS OF THE IMMEDIATE FAMILY OF A PASSENGER WHO DIES EN ROUTE; OR
 - (II) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.
 - (B) IF A PASSENGER HOLDING A SPECIAL FARE TICKET WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE RETURN BEFORE THE EXPIRY OF THE MINIMUM STAY PERIOD OWING TO THE DEATH OF AN IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE PASSENGER, AND A DEATH CERTIFICATE OR COPY THEREOF IS NOT IMMEDIATELY AVAILABLE, THE PASSENGER WILL BE ENTITLED TO A REFUND OF THE ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER RETURN, ON PRESENTATION OF A DEATH CERTIFICATE ATTESTING TO THE DEATH OF SUCH FAMILY MEMBER AFTER THE PASSENGER'S COMMENCEMENT OF TRAVEL.
- (E) ABSENCE, LOSS OR IRREGULARITIES OF TICKET
CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR NON-PRESENTATION OF THE TICKET OR THE APPLICABLE PORTION THEREOF, CARRIAGE WILL NOT BE FURNISHED FOR THAT PART OF THE TRIP COVERED BY SUCH TICKET OR PORTION THEREOF UNTIL THE PASSENGER PURCHASES ANOTHER TICKET AT THE CURRENT APPLICABLE FARE FOR THE CARRIAGE TO BE PERFORMED. CARRIER WILL NOT ACCEPT A TICKET IF ANY PART OF IT IS MUTILATED OR IF IT HAS BEEN ALTERED BY OTHER THAN CARRIER OR IT IS PRESENTED WITHOUT THE PASSENGER COUPON AND ALL UNUSED FLIGHT COUPONS. NOT WITHSTANDING THE FOREGOING, CARRIER WILL ISSUE AT THE PASSENGER'S REQUEST A NEW TICKET TO REPLACE THE LOST ONE UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER AND IF THE CIRCUMSTANCES OF THE CASE IN CARRIER'S OPINION WARRANT SUCH ACTION; PROVIDED, THAT THE PASSENGER AGREES IN SUCH FORM AS MAY BE PRESCRIBED BY CARRIER, TO INDEMNIFY CARRIER FOR ANY LOSS OR DAMAGE WHICH CARRIER MAY SUSTAIN BY REASON THEREOF.
- (F) NON-TRANSFERABILITY

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- (1) A TICKET IS NOT TRANSFERABLE, BUT CARRIER SHALL NOT BE LIABLE TO THE PERSON ENTITLED TO BE TRANSPORTED OR TO THE PERSON ENTITLED TO RECEIVE SUCH REFUND FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED BY SOMEONE OTHER THAN THE PERSON ENTITLED TO BE TRANSPORTED THEREUNDER OR TO A REFUND IN CONNECTION THEREWITH.
- (2) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DESTRUCTION, DAMAGE, OR DELAY OF SUCH UNAUTHORIZED PERSON'S BAGGAGE OR OTHER PERSONAL PROPERTY ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE.
- (3) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DEATH OR INJURY OF SUCH UNAUTHORIZED PERSON ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55(C) (LIABILITY OF CARRIERS), RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES AND THIS RULE IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF IPG-1 TARIFF C.A.B. NO. 530 FILED WITH THE DEPARTMENT OF TRANSPORTATION.

(G) PREPAID TICKET ADVICE

- (1) GENERAL
 TICKETS MAY BE PURCHASED BY MEANS OF A PREPAID TICKET ADVICE (PTA), HOWEVER UNLESS OTHERWISE PROVIDED, PAYMENT FOR A PTA WILL NOT CONSTITUTE TICKET ISSUANCE, THE TICKETING TIME LIMIT REQUIREMENT, WHEN SPECIFIED IN THE RULE GOVERNING THE APPLICABLE FARE WILL BE MET ONLY WHEN THE TICKET ITSELF IS ISSUED.
- (2) SERVICE CHARGE
 (A) THE CARRIER WILL IMPOSE A SERVICE CHARGE OF THAT STATED IN TABLE 1 FOR EACH PREPAID TICKET ADVICE (PTA) ISSUED. THIS SERVICE CHARGE IS NOT SUBJECT TO ANY DISCOUNT AND CANNOT BE REFUNDED. THE CHARGE SHALL ACCRUE TO THE CARRIER ISSUING THE PTA.

TABLE 1

	SERVICE CHARGE FOR SALES IN THE U.S.A.	SERVICE CHARGE FOR SALES IN CANADA	SERVICE CHARGE FOR SALES IN THE U.S.A. FOR TRAVEL BETWEEN U.S.A. AND EUROPE
CARRIER			

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- | | AT | USD | CAD | USD |
|--|----|-------|-----|-----|
| | | 30.00 | - | - |
- (H) ACCEPTANCE OF TICKETS
- (1) ALL AIRLINES OPERATING TO, FROM OR THROUGH THE PHILIPPINES, INCLUDING OFF-LINE CARRIERS WITH SALES OFFICES AND/OR GENERAL SALES AGENTS IN THE PHILIPPINES, ARE HEREBY PROHIBITED FROM IMPORTING INTO THE PHILIPPINES AIRLINE TICKETS ISSUED OUTSIDE THE PHILIPPINES FOR INTERNATIONAL AIR TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES.
 - (2) ALL AIRLINES OPERATING TO, FROM AND/OR THROUGH THE PHILIPPINES SHALL ASCERTAIN WHETHER OR NOT THE TICKETS FOR INTERNATIONAL AIR TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES, PRESENTED BY SUCH PASSENGERS AT THE AIRLINE CHECK IN COUNTERS AT THE MANILA INTERNATIONAL AIRPORT HAVE BEEN ISSUED OUTSIDE THE PHILIPPINES. IF SO, SAID AIRLINES SHALL NOT HONOR SUCH TICKETS.

Rule 75 Currency of Payment

THE PROVISIONS OF THIS RULE ARE SUBJECT TO APPLICABLE EXCHANGE LAWS AND GOVERNMENT REGULATIONS.

- (A) PAYMENT IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION
 - (1) PAYMENT OF FARES SHALL BE MADE IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION OR
 - (2) PAYMENT OF FARES SHALL BE MADE IN ANY CURRENCY ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE EQUIVALENT OF THE LOCAL CURRENCY FARE IS COLLECTED AT THE BANKERS' BUYING RATE OF EXCHANGE IN EFFECT ON THE DATE OF ISSUANCE OF THE AIRLINE TRANSPORTATION DOCUMENT.
 - (3) WHEN A TRANSPORTATION DOCUMENT ISSUED OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION IS TENDERED FOR PAYMENT (IN TOTAL OR IN PART), THE PROVISIONS OF PARAGRAPH (B) BELOW SHALL APPLY.
- (B) PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION
 - (1) THE AMOUNT TO BE PAID SHALL BE DETERMINED BY CONVERTING THE TOTAL AMOUNT TO BE COLLECTED, EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, INTO THE CURRENCY OF THE COUNTRY OF PAYMENT AT THE APPLICABLE BANKERS' SELLING RATE OF EXCHANGE IN EFFECT ON THE DATE OF THE TRANSACTION.
 - (2) PAYMENT SHALL BE MADE EITHER IN THE CURRENCY OF THE COUNTRY OF PAYMENT, OR IN ANY CURRENCY ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE EQUIVALENT OF THE LOCAL CURRENCY AMOUNT OF THE COUNTRY OF PAYMENT ESTABLISHED IN ACCORDANCE WITH PARAGRAPH (B)(1) ABOVE IS COLLECTED AT THE BANKERS' BUYING RATE OF EXCHANGE IN EFFECT ON THE DATE OF THE TRANSACTION.
- (C) VOLUNTARY REROUTING
IN THE EVENT THAT VOLUNTARY REROUTING OR CANCELLATION RESULTS IN THE REASSESSMENT OF THE FARE:
 - (1) THE FARE WILL BE REASSESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
 - (2) THE LOCAL CURRENCY FARES TO BE USED WILL BE THOSE APPLICABLE AT THE TIME OF COMMENCEMENT OF TRANSPORTATION.
 - (3) THE IATA RATE OF EXCHANGE TO BE USED WILL BE THAT APPLICABLE AT THE TIME OF ORIGINAL TICKET ISSUANCE.
- (D) REFUNDS
 - (1) THE AMOUNT OF REFUND SHALL BE CONVERTED USING THE BANKERS' RATE APPLICABLE ON THE DATE OF THE REFUND EXCEPT AS PROVIDED IN (D)(2) BELOW.
 - (2) WHEN THE ORIGINAL PAYMENT HAS BEEN MADE IN A CURRENCY OTHER THAN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, REFUNDS IN THE SAME CURRENCY AS ORIGINALLY TENDERED WILL BE MADE

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AT THE EXCHANGE RATE USED FOR THE ORIGINAL
PAYMENT.

- (E) ADDITIONAL COLLECTION
WHEN AN ADDITIONAL COLLECTION IS MADE IN A COUNTRY
OTHER THAN THE COUNTRY OF COMMENCEMENT OF
TRANSPORTATION, THE AMOUNT TO BE COLLECTED SHALL BE
CONVERTED USING THE BANKERS' SELLING RATE APPLICABLE ON
THE DATE OF THE ADDITIONAL COLLECTION.
- (F) RATES OF EXCHANGE
THE BANKERS' RATES REFERRED TO IN PARAGRAPHS (A)
THROUGH (E) ABOVE ARE DEFINED AS FOLLOWS:
- (1) IN CANADA: THE BANKERS' BUYING RATE OR BANKERS'
SELLING RATE MEANS THE UNIT RATE PUBLISHED EACH
FRIDAY IN THE TORONTO GLOBE & MAIL UNDER THE
HEADING FOREIGN EXCHANGE MID MARKET RATE IN
CANADIAN FUNDS. FOR CURRENCIES NOT QUOTED IN SUCH
PUBLICATION, THE BANKERS' RATE SHALL MEAN THE BANK
BUYING RATE QUOTED BY THE ROYAL BANK OF CANADA,
MAIN OFFICE IN WINNIPEG, AS OF THE CLOSE OF
BUSINESS ON THURSDAY OF EACH WEEK. THESE RATES
WILL BE APPLICABLE FROM MONDAY OF THE FOLLOWING
WEEK UP TO AND INCLUDING THE FOLLOWING SUNDAY.
 - (2) IN UNITED KINGDOM: THE BANKERS' RATE MEANS THE
UNIT RATE PUBLISHED IN TUESDAY'S EDITION OF THE
FINANCIAL TIMES UNDER THE HEADING WORLD VALUE OF
THE POUND. THE RATE WILL BE APPLICABLE FROM
WEDNESDAY OF THE SAME WEEK UP TO AND INCLUDING
TUESDAY OF THE FOLLOWING WEEK.
 - (3) IN U.S.A.: THE BANKER'S RATE MEANS THE RATE
PUBLISHED EACH TUESDAY IN THE WALL STREET JOURNAL
UNDER THE HEADING FOREIGN EXCHANGE. THIS RATE
WILL BE APPLICABLE FROM WEDNESDAY OF EACH WEEK UP
TO AND INCLUDING TUESDAY OF THE FOLLOWING WEEK.
WHEN A NATIONAL HOLIDAY FALLS ON MONDAY, FOREIGN
EXCHANGE RATES DO NOT APPEAR IN THE TUESDAY
EDITION OF THE WALL STREET JOURNAL. IN SUCH
EXCEPTIONAL CASES THE PREVIOUS WEEK'S RATES ARE
USED THROUGH WEDNESDAY INSTEAD OF TUESDAY AND THE
WEDNESDAY EDITION OF THE WALL STREET JOURNAL WILL
BE USED FOR THE PERIOD THURSDAY THROUGH TUESDAY.

Rule 80 Revised Routings, Failure to Carry and Missed Connections

- (A) CHANGES REQUESTED BY PASSENGER
- (1) AT THE PASSENGER'S REQUEST, CARRIER WILL EFFECT A CHANGE IN THE ROUTING (OTHER THAN THE POINT OF ORIGIN), CARRIER(S), CLASS(ES) OF SERVICE, DESTINATION, FARE OR VALIDITY SPECIFIED IN AN UNUSED TICKET, FLIGHT COUPON(S) OR MISCELLANEOUS CHARGES ORDER BY ISSUING A NEW TICKET OR BY ENDORSING SUCH UNUSED TICKET FLIGHT COUPON(S) OR MISCELLANEOUS CHARGES ORDER, PROVIDED THAT:
- (A) SUCH CARRIER ISSUED THE ORIGINAL TICKET OR;
- (B) SUCH CARRIER DESIGNATED IN THE 'VIA CARRIER' BOX, OR NO CARRIER IS DESIGNATED IN THE 'VIA CARRIER' BOX, OF THE UNUSED FLIGHT COUPON OR MISCELLANEOUS CHARGES ORDER FOR THE FIRST ONWARD CARRIAGE FROM THE POINT ON THE ROUTE WHICH THE PASSENGER DESIRES THE CHANGE TO COMMENCE; HOWEVER, WHERE THE CARRIER WHO ISSUED THE TICKET IS DESIGNATED AS CARRIER FOR ANY SUBSEQUENT SECTION(S) AND HAS AN OFFICE OR GENERAL AGENT, WHO IS AUTHORIZED TO MAKE ENDORSEMENTS, AT THE POINT ON ROUTE WHERE THE CHANGE IS TO COMMENCE OR, WHERE THE PASSENGER MAKES HIS/HER REQUEST FOR SUCH CHANGE, THE REISSUING CARRIER SHALL OBTAIN SUCH ISSUING CARRIER'S ENDORSEMENT; OR
- (C) SUCH CARRIER HAS RECEIVED WRITTEN OR TELEGRAPHIC AUTHORITY TO DO SO FROM THE CARRIER ENTITLED, UNDER (A) OR (B) ABOVE, TO EFFECT THE CHANGE.
- (2) WHEN THE REROUTING RESULTS IN A CHANGE OF FARE, THE NEW FARE AND CHARGES SHALL BE CONSTRUCTED AS FOLLOWS:
- (A) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.) IF THE DESTINATION IS UNCHANGED THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON THE TICKET SUBMITTED FOR REROUTING, TO THE FARE CONSTRUCTION POINT SHOWN ON THE TICKET SUBMITTED FOR REROUTING, BEYOND WHICH THE ORIGINAL FARE CONSTRUCTION REMAINS APPLICABLE.
- NOTE: FOR THE PURPOSE OF THIS RULE, FARE CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE PREVIOUS FARE WAS CALCULATED.
- (B) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.) IF THE DESTINATION IS CHANGED THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON THE TICKET SUBMITTED FOR REROUTING, TO THE NEW DESTINATION:
- NOTE 1: THE POINTS OF ORIGIN AND

DESTINATION, AS WELL AS THE POINT OF OUTWARD DESTINATION IN THE CASE OF A ROUND TRIP, SHALL ALSO BE FARE CONSTRUCTION POINTS, AND THE FARES AND CHARGES TO BE USED FOR THE CONSTRUCTION OF THE NEW FARE SHALL BE THOSE WHICH WOULD HAVE BEEN APPLICABLE AS OF THE DATE OF COMMENCEMENT OF CARRIAGE.

NOTE 2: FOR THE PURPOSE OF THIS RULE, FARE CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE PREVIOUS FARE WAS CALCULATED.

- (C) (APPLICABLE ONLY TO/FROM POINTS IN THE U.S.A.) THE NEW FARE SHALL BE CALCULATED UPON THE BASIS OF THAT WHICH WOULD HAVE BEEN APPLICABLE HAD THE PASSENGER PURCHASED TRANSPORTATION FOR THE REVISED ITINERARY (WHICH INCLUDES THOSE POINTS FOR WHICH TRANSPORTATION HAS ALREADY BEEN COMPLETED) PRIOR TO DEPARTURE FROM POINT OF ORIGIN.
- (D) ADDITIONAL PASSAGE AT THE THROUGH FARE AND CHARGES SHALL NOT BE PERMITTED UNLESS REQUEST THEREFORE HAS BEEN MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER, AND AFTER CARRIAGE HAS COMMENCED.
 - (I) A ONE-WAY TICKET SHALL NOT BE CONVERTED INTO A ROUND, CIRCLE OR OPEN JAW TRIP TICKET AT THE ROUND, CIRCLE OR OPEN JAW TRIP DISCOUNT FOR ANY PORTION ALREADY FLOWN. DISCOUNT WILL BE APPLIED ONLY TO ANY REROUTED PORTION OF THE TRIP AND ONLY FROM THE POINT OF REROUTING, NOT BASED ON ANY PORTION OF THE TRIP ALREADY FLOWN;
 - (II) A ROUND, CIRCLE OR DISCOUNTED OPEN JAW TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED THAT THE REQUEST THEREFORE IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.
- (3) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER (2) ABOVE, AND THE FARES AND CHARGES PAID BY THE PASSENGER, WILL BE COLLECTED FROM THE PASSENGER BY THE CARRIER ACCOMPLISHING THE REROUTING WHO WILL ALSO PAY TO THE PASSENGER ANY AMOUNTS DUE ON ACCOUNT OF REFUNDS.
- (4) THE EXPIRATION DATE OF ANY NEW TICKET ISSUED FOR A REVISED ROUTING WILL BE LIMITED TO THE EXPIRATION DATE THAT WOULD HAVE BEEN APPLICABLE HAD THE NEW TICKET BEEN ISSUED ON THE DATE OF SALE OF THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.
- (5) TIME LIMITS ON CANCELLATIONS AND CHARGES FOR LATE CANCELLATIONS WILL BE APPLICABLE TO REVISED ROUTINGS REQUESTED BY PASSENGER.

- (B) INVOLUNTARY REVISED ROUTINGS (SEE RULE 87 (DENIED BOARDING COMPENSATION)
IN THE EVENT CARRIER CANCELS A FLIGHT, FAILS TO OPERATE ACCORDING TO SCHEDULES, SUBSTITUTES A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE, OR IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, OR THE PASSENGER IS REFUSED PASSAGE OR REMOVED, IN ACCORDANCE WITH RULE 25 (REFUSAL TO TRANSPORT, LIMITATIONS OF CARRIAGE) HEREIN, CARRIER WILL EITHER:
- (1) CARRY THE PASSENGER ON ANOTHER OF ITS PASSENGER AIRCRAFT ON WHICH SPACE IS AVAILABLE; OR
 - (2) ENDORSE TO ANOTHER CARRIER OR TO ANY OTHER TRANSPORTATION SERVICE THE UNUSED PORTION OF THE TICKET FOR PURPOSES OF REROUTING; OR
 - (3) REROUTE THE PASSENGER TO DESTINATION NAMED ON THE TICKET OR APPLICABLE PORTION THEREOF BY ITS OWN SERVICES OR BY OTHER MEANS OF TRANSPORTATION; AND, IF THE FARE, EXCESS BAGGAGE CHARGES AND ANY APPLICABLE SERVICE CHARGE FOR THE REVISED ROUTING IS HIGHER THAN THE REFUND VALUE OF THE TICKET OR APPLICABLE PORTIONS AS DETERMINED BY RULE 90 (REFUNDS) HEREIN, CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER, BUT WILL REFUND THE DIFFERENCE IF THE FARE AND CHARGES FOR THE REVISED ROUTING ARE LOWER, OR
 - (4) MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH THE PROVISIONS OF RULE 90 (REFUNDS) HEREIN.
- (C) MISSED CONNECTIONS
IN THE EVENT A PASSENGER MISSES AN ONWARD CONNECTING FLIGHT ON WHICH SPACE HAS BEEN RESERVED FOR HIM/HER BECAUSE THE DELIVERING CARRIER DID NOT OPERATE ITS FLIGHT ACCORDING TO SCHEDULES OR CHANGED THE SCHEDULE OF SUCH FLIGHT, THE DELIVERING CARRIER WILL ARRANGE FOR THE CARRIAGE OF THE PASSENGER OR MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS) HEREIN.
NOTE: FOR THE PURPOSE OF THIS RULE, THE TERM DELIVERING CARRIER MEANS A CARRIER ON WHOSE FLIGHT A PASSENGER HOLDS OR HELD CONFIRMED SPACE TO A CONNECTING POINT.
- (D) FREE BAGGAGE ALLOWANCE
AN INVOLUNTARY REROUTED PASSENGER SHALL BE ENTITLED TO RETAIN THE FREE BAGGAGE ALLOWANCE APPLICABLE FOR THE TYPE OF SERVICE ORIGINALLY PAID FOR. THIS PROVISION SHALL APPLY EVEN THOUGH THE PASSENGER MAY BE TRANSFERRED FROM A FIRST CLASS FLIGHT TO AN ECONOMY/TOURIST/COACH/THRIFT CLASS FLIGHT AND IS ENTITLED TO A FARE REFUND.

Rule 85 Schedules, Delays and Cancellations

- (A) SCHEDULES
THE TIMES SHOWN IN TIMETABLES OR ELSEWHERE ARE APPROXIMATE AND NOT GUARANTEED, AND FORM NO PART OF THE CONTRACT OF CARRIAGE. SCHEDULES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND CARRIER ASSUMES NO RESPONSIBILITY FOR MAKING CONNECTIONS. CARRIER WILL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS EITHER IN TIMETABLES OR OTHER REPRESENTATIONS OF SCHEDULES. NO EMPLOYEE, AGENT OR REPRESENTATIVE OF CARRIER IS AUTHORIZED TO BIND CARRIER AS TO THE DATES OR TIMES OF DEPARTURE OR ARRIVAL OR OF THE OPERATION OF ANY FLIGHT.
- (B) CANCELLATIONS
- (1) CARRIER MAY, WITHOUT NOTICE, SUBSTITUTE ALTERNATE CARRIERS OR AIRCRAFT.
 - (2) CARRIER MAY, WITHOUT NOTICE CANCEL, TERMINATE, DIVERT, POSTPONE OR DELAY ANY FLIGHT OR THE FURTHER RIGHT OF CARRIAGE OR RESERVATION OF TRAFFIC ACCOMMODATIONS AND DETERMINE IF ANY DEPARTURE OR LANDING SHOULD BE MADE, WITHOUT ANY LIABILITY EXCEPT TO REFUND IN ACCORDANCE WITH ITS TARIFFS THE FARE AND BAGGAGE CHARGES FOR ANY UNUSED PORTION OF THE TICKET IF IT WOULD BE ADVISABLE TO DO SO:
 - (A) BECAUSE OF ANY FACT BEYOND ITS CONTROL (INCLUDING, BUT WITHOUT LIMITATION, METEOROLOGICAL CONDITIONS, ACTS OF GOD, FORCE MAJEURE, STRIKES, RIOTS, CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES, DISTURBANCES, OR UNSETTLED INTERNATIONAL CONDITIONS) ACTUAL, THREATENED OR REPORTED OR BECAUSE OF DELAY DEMAND CONDITIONS CIRCUMSTANCE OR REQUIREMENT DUE, DIRECTLY OR INDIRECTLY, TO SUCH FACT; OR
 - (B) BECAUSE OF ANY FACT NOT TO BE FORESEEN, ANTICIPATED OR PREDICTED; OR
 - (C) BECAUSE OF ANY GOVERNMENT REGULATION, DEMAND OR REQUIREMENT; OR
 - (D) BECAUSE OF SHORTAGE OF LABOR, FUEL OR FACILITIES, OR LABOR DIFFICULTIES OF CARRIER OR OTHERS.
 - (3) CARRIER WILL CANCEL THE RIGHT OR FURTHER RIGHT OF CARRIAGE OF THE PASSENGER AND HIS BAGGAGE UPON THE REFUSAL OF THE PASSENGER, AFTER DEMAND BY CARRIER, TO PAY THE FARE OR THE PORTION THEREOF SO DEMANDED, OR TO PAY ANY CHARGE SO DEMANDED AND ASSESSABLE WITH RESPECT TO THE BAGGAGE OF THE PASSENGER WITHOUT BEING SUBJECT TO ANY LIABILITY THEREFORE EXCEPT TO REFUND, IN ACCORDANCE HERewith, THE UNUSED PORTION OF THE FARE AND BAGGAGE CHARGE(S) PREVIOUSLY PAID, IF ANY.

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Rule 87 Denied Boarding Compensation

DEFINITIONS

AIRPORT MEANS THE AIRPORT AT WHICH THE DIRECT OR CONNECTING FLIGHT, ON WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE, IS PLANNED TO ARRIVE AT SOME OTHER AIRPORT SERVING THE SAME METROPOLITAN AREA, PROVIDED THAT TRANSPORTATION TO THE OTHER AIRPORT IS ACCEPTED (I.E. USED) BY THE PASSENGER.

ALTERNATE TRANSPORTATION IS AIR TRANSPORTATION (BY AN AIRLINE LICENSED BY THE DEPARTMENT OF TRANSPORTATION) OR OTHER TRANSPORTATION USED BY THE PASSENGER WHICH, AT THE TIME THE ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE PASSENGER'S NEXT SCHEDULED STOPOVER (OF 4 HOURS OR LONGER) OR IF NONE AT THE AIRPORT OF FINAL DESTINATION NO LATER THAN 4 HOURS AFTER THE PASSENGER'S ORIGINALLY SCHEDULED ARRIVAL TIME.

CARRIER MEANS:

- (1) A DIRECT AIR CARRIER, EXCEPT A HELICOPTER OPERATOR, HOLDING A CERTIFICATE ISSUED BY THE DEPARTMENT OF TRANSPORTATION PURSUANT TO SECTION 401(D)(1), 401(D)(2), 401(D)(5) OR 401(D)(8) OF THE ACT, OR AN EXEMPTION FROM SECTION 401(A) OF THE ACT, AUTHORIZING THE TRANSPORTATION OF PERSONS; OR
- (2) A FOREIGN ROUTE AIR CARRIER HOLDING A PERMIT ISSUED BY THE DEPARTMENT OF TRANSPORTATION PURSUANT TO SECTION 402 OF THE ACT, OR AN EXEMPTION FROM SECTION 402 OF THE ACT, AUTHORIZING THE SCHEDULED FOREIGN AIR TRANSPORTATION OF PERSONS.

COMPARABLE AIR TRANSPORTATION MEANS TRANSPORTATION PROVIDED TO PASSENGER AT NO EXTRA COST BY A CARRIER AS DEFINED ABOVE.

CONFIRMED RESERVED SPACE MEANS SPACE ON A SPECIFIC DATE AND ON A SPECIFIC FLIGHT AND CLASS OF SERVICE OF A CARRIER WHICH HAS BEEN REQUESTED BY A PASSENGER AND WHICH THE CARRIER OR IT'S AGENT HAS VERIFIED, BY APPROPRIATE NOTATION ON THE TICKET OR IN ANY OTHER MANNER PROVIDED THEREFORE BY THE CARRIER AS BEING RESERVED FOR THE ACCOMMODATION OF THE PASSENGER.

STOPOVER MEANS A DELIBERATE INTERRUPTION OF A JOURNEY BY THE PASSENGER, SCHEDULED TO EXCEED FOUR HOURS, AT A POINT BETWEEN THE PLACE OF DEPARTURE AND THE PLACE OF FINAL DESTINATION.

THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS MEANS THE SUM OF THE APPLICABLE ONE WAY FARES INCLUDING ANY SURCHARGES AND AIR TRANSPORTATION TAXES, LESS ANY APPLICABLE DISCOUNTS.

VOLUNTEER MEANS A PERSON WHO RESPONDS TO CARRIER'S REQUEST FOR VOLUNTEERS AND WHO WILLINGLY ACCEPTS CARRIER'S OFFER OF

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COMPENSATION, IN ANY AMOUNT, IN EXCHANGE FOR RELINQUISHING HIS CONFIRMED RESERVED SPACE. ANY OTHER PASSENGERS DENIED BOARDING IS CONSIDERED FOR THE PURPOSES OF THIS RULE TO HAVE BEEN DENIED BOARDING INVOLUNTARILY, EVEN IF HE ACCEPTS DENIED BOARDING COMPENSATION.

APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES

(A) CONDITIONS FOR PAYMENT OF COMPENSATION

SUBJECT TO THE EXCEPTIONS IN THIS PARAGRAPH, AT WILL TENDER TO PASSENGER THE AMOUNT OF COMPENSATION SPECIFIED IN PARAGRAPH (B) WHEN:

- (1) PASSENGER HOLDING A TICKET FOR CONFIRMED RESERVED SPACE PRESENTS HIMSELF/HERSELF FOR CARRIAGE AT THE APPROPRIATE TIME AND PLACE, HAVING COMPLIED FULLY WITH AT'S REQUIREMENTS AS TO TICKETING, CHECK-IN AND RECONFIRMATION PROCEDURES AND BEING ACCEPTABLE FOR TRANSPORTATION; AND
- (2) THE FLIGHT FOR WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE IS UNABLE TO ACCOMMODATE THE PASSENGER AND DEPARTS WITHOUT HIM/HER.

EXCEPTION: THE PASSENGER WILL NOT BE ELIGIBLE FOR COMPENSATION IF:

- (A) THE FLIGHT UPON WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE IS UNABLE TO ACCOMMODATE HIM/HER BECAUSE OF SUBSTITUTION OF EQUIPMENT OF LESSER CAPACITY WHEN REQUIRED BY OPERATIONAL AND/OR SAFETY REASONS.
 - (B) PASSENGER IS ACCOMMODATED ON THE FLIGHT FOR WHICH HE/SHE HOLDS CONFIRMED RESERVED SPACE, BUT IS OFFERED ACCOMMODATIONS OR IS SEATED IN A COMPARTMENT OF THE AIRCRAFT OTHER THAN THAT SPECIFIED ON HIS/HER TICKET AT NO EXTRA CHARGE, PROVIDED THAT A PASSENGER SEATED IN A SECTION FOR WHICH A LOWER FARE IS CHARGED SHALL BE ENTITLED TO AN APPROPRIATE REFUND.
 - (C) THE CARRIER ARRANGES COMPARABLE AIR TRANSPORTATION, OR OTHER TRANSPORTATION USED BY THE PASSENGER AT NO EXTRA COST TO THE PASSENGER, THAT AT THE TIME SUCH ARRANGEMENTS ARE MADE IS PLANNED TO ARRIVE AT THE PASSENGERS NEXT STOPOVER, OR IF NONE, FINAL DESTINATION WITHIN FOUR HOURS AFTER THE SCHEDULED ARRIVAL TIME OF THE PASSENGERS ORIGINAL FLIGHT OR FLIGHTS.
 - (D) THE PASSENGER IS TRAVELING ON FREE OR REDUCED RATE TICKET.
 - (E) THE PASSENGER REFUSED TO BE SECURITY CHECKED.
- (B) AMOUNT OF COMPENSATION PAYABLE
- (1) SUBJECT TO THE PROVISIONS OF PARAGRAPH (A) OF THIS RULE AT WILL TENDER LIQUIDATED DAMAGES AT THE RATE OF 200 PERCENT OF THE SUM VALUES OF THE PASSENGER'S REMAINING FLIGHT COUPONS UP TO THE

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PASSENGER'S NEXT STOPOVER OR, IF NONE, TO HIS DESTINATION, BUT NOT MORE THAN USD 400.00 HOWEVER, THE COMPENSATION SHALL BE 50 PERCENT OF THE AMOUNT DESCRIBED ABOVE WITH A USD 200.00 MAXIMUM, IF THE CARRIER ARRANGES FOR COMPARABLE AIR TRANSPORTATION, OR FOR OTHER TRANSPORTATION THAT IS ACCEPTED (I.E., USED) BY THE PASSENGER, WHICH AT THE TIME EITHER SUCH ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE PASSENGER'S NEXT STOPOVER OR, IF NONE, AT THE AIRPORT OF THE PASSENGER'S DESTINATION NOT LATER THAN 4 HOURS AFTER THE TIME THE DIRECT OR CONNECTING FLIGHT ON WHICH THE CONFIRMED SPACE IS HELD IS PLANNED TO ARRIVE.

- (2) SAID TENDER WILL BE MADE BY THE CARRIER ON THE DAY AND AT THE PLACE WHERE THE FAILURE OCCURS AND, IF ACCEPTED, WILL BE RECEIPTED FOR BY THE PASSENGER. PROVIDED, HOWEVER, THAT WHEN CARRIER ARRANGES FOR THE PASSENGER'S CONVENIENCE, ALTERNATE MEANS OF TRANSPORTATION WHICH DEPARTS PRIOR TO THE TIME SUCH TENDER CAN BE MADE TO THE PASSENGER, TENDER SHALL BE MADE BY MAIL OR OTHER MEANS WITHIN 24 HOURS AFTER THE TIME THE FAILURE OCCURS.

(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES

CARRIER SHALL FURNISH ALL PASSENGERS WHO ARE DENIED BOARDING INVOLUNTARILY FROM FLIGHTS ON WHICH THEY HOLD CONFIRMED RESERVED SPACE A COPY OF THE FOLLOWING WRITTEN STATEMENT:

- (1) COMPENSATION FOR DENIED BOARDING
IF YOU HAVE BEEN DENIED A RESERVED SEAT ON AT, YOU ARE PROBABLY ENTITLED TO MONETARY COMPENSATION. THIS NOTICE EXPLAINS THE AIRLINE'S OBLIGATIONS AND THE PASSENGER'S RIGHTS IN THE CASE OF AN OVERSOLD FLIGHT, IN ACCORDANCE WITH REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION.

- (2) VOLUNTEERS AND BOARDING PRIORITIES
IF A FLIGHT IS OVERSOLD (MORE PASSENGERS HOLD CONFIRMED RESERVATIONS THAN THERE ARE SEATS AVAILABLE) NO ONE MAY BE DENIED BOARDING AGAINST HIS WILL UNTIL AIRLINE PERSONNEL FIRST ASK FOR VOLUNTEERS WHO WILL GIVE UP THEIR RESERVATIONS WILLINGLY, IN EXCHANGE FOR A PAYMENT OF THE AIRLINE'S CHOOSING. IF THERE ARE NOT ENOUGH VOLUNTEERS, OTHER PASSENGERS MAY BE DENIED BOARDING INVOLUNTARILY, IN ACCORDANCE WITH THE FOLLOWING BOARDING PRIORITY:

- (A) FIRST CLASS TICKET HOLDERS
- (B) ECONOMY CLASS TICKET HOLDERS
- (C) 8 DAY GIT TICKET HOLDERS
- (D) 14/21 DAY GIT TICKET HOLDERS
- (E) 14/21 DAY EXCURSION TICKET HOLDERS
- (F) 22/45 DAY EXCURSION TICKET HOLDERS
- (G) AFFINITY/SINGLE ENTITY TICKET HOLDERS
- (H) YOUTH FARE TICKET HOLDERS
- (I) APEX TICKET HOLDERS

WITHIN EACH FARE TYPE PASSENGERS WITHOUT ONWARD AIR CONNECTIONS WILL BE OFFLOADED FIRST, WITHIN THAT CATEGORY THE LAST TO REPORT FOR CHECK-IN WILL

- BE OFFLOADED FIRST.
- (3) COMPENSATION FOR INVOLUNTARY DENIED BOARDING
IF YOU ARE DENIED BOARDING INVOLUNTARILY, YOU ARE ENTITLED TO A PAYMENT OF "DENIED BOARDING COMPENSATION" FROM THE AIRLINE UNLESS:
- (A) YOU HAVE NOT FULLY COMPLIED WITH THE AIRLINE'S TICKETING, CHECK-IN, AND RECONFIRMATION REQUIREMENTS OR YOU ARE NOT ACCEPTABLE FOR TRANSPORTATION UNDER THE AIRLINE'S USUAL RULES AND PRACTICES; OR
 - (B) YOU ARE DENIED BOARDING BECAUSE THE FLIGHT IS CANCELLED; OR
 - (C) YOU ARE DENIED BOARDING BECAUSE A SMALLER CAPACITY AIRCRAFT WAS SUBSTITUTED FOR SAFETY OR OPERATIONAL REASONS; OR
 - (D) YOU ARE OFFERED ACCOMMODATIONS IN A SECTION OF THE AIRCRAFT OTHER THAN THAT SPECIFIED IN YOUR TICKET AT NO EXTRA CHARGE. (A PASSENGER SEATED IN A SECTION FOR WHICH A LOWER FARE IS CHARGED MUST BE GIVEN AN APPROPRIATE REFUND); OR
 - (E) THE AIRLINE IS ABLE TO PLACE YOU ON ANOTHER FLIGHT, OR FLIGHTS, THAT IS PLANNED TO REACH YOUR DESTINATION WITHIN ONE HOUR OF THE SCHEDULED ARRIVAL OF YOUR ORIGINAL FLIGHT.
- (4) AMOUNT OF DENIED BOARDING COMPENSATION
PASSENGERS WHO ARE ELIGIBLE FOR DENIED BOARDING COMPENSATION MUST BE OFFERED A PAYMENT EQUAL TO THE SUM OF THE FACE VALUES OF THEIR TICKET COUPONS WITH A USD 200.00 MAXIMUM. HOWEVER, IF THE AIRLINE CANNOT ARRANGE ALTERNATE TRANSPORTATION FOR THE PASSENGER, THE COMPENSATION IS DOUBLED (USD 400.00 MAXIMUM). THE VALUE OF A TICKET COUPON IS THE ONE WAY FARE FOR THE FLIGHT SHOWN ON THE COUPON, INCLUDING ANY SURCHARGE AND AIR TRANSPORTATION TAX, MINUS ANY APPLICABLE DISCOUNT. ALL FLIGHT COUPONS, INCLUDING CONNECTING FLIGHTS, TO THE PASSENGERS DESTINATION OR FIRST 4 HOUR STOPOVER ARE USED TO COMPUTE THE COMPENSATION.
- (5) METHOD OF PAYMENT
THE AIRLINES MUST GIVE EACH PASSENGER WHO QUALIFIES FOR DENIED BOARDING COMPENSATION, A PAYMENT BY CHECK OR DRAFT FOR THE AMOUNT SPECIFIED ABOVE, ON THE DAY AND PLACE THE INVOLUNTARY DENIED BOARDING OCCURS. HOWEVER, IF THE AIRLINE ARRANGES ALTERNATE TRANSPORTATION FOR THE PASSENGER'S CONVENIENCE THAT DEPARTS BEFORE THE PAYMENT CAN BE MADE, THE PAYMENT WILL BE SENT TO THE PASSENGER WITHIN 24 HOURS. THE CARRIER MAY OFFER FREE TICKETS IN PLACE OF THE CASH PAYMENT. THE PASSENGER MAY, HOWEVER, REFUSE ALL COMPENSATION AND BRING PRIVATE LEGAL ACTION.
- (6) PASSENGER'S OPTIONS
ACCEPTANCE OF THE COMPENSATION (BY ENDORSING THE CHECK, DRAFT OR MCO WITHIN 30 DAYS) RELIEVES CARRIER FROM ANY FURTHER LIABILITY TO THE PASSENGER CAUSED BY ITS FAILURE TO HONOR THE

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CONFIRMED RESERVATION. HOWEVER, THE PASSENGER
MAY DECLINE PAYMENT AND SEEK TO RECOVER DAMAGES
IN A COURT OF LAW OR IN SOME OTHER MANNER.

Rule 90 Refunds

(A) GENERAL

- (1) IN CASE OF REFUND, WHETHER DUE TO FAILURE OF CARRIER TO PROVIDE THE ACCOMMODATION CALLED FOR BY THE TICKET, OR TO VOLUNTARY CHANGE OF ARRANGEMENTS BY THE PASSENGER, THE CONDITIONS AND AMOUNT OF REFUND WILL BE GOVERNED BY CARRIER'S TARIFFS.
- (2) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (F) OF THIS RULE, REFUND BY CARRIER FOR AN UNUSED TICKET OR PORTION THEREOF OR MISCELLANEOUS CHARGES ORDER WILL BE MADE TO THE PERSON NAMED AS THE PASSENGER IN SUCH TICKET OR MISCELLANEOUS CHARGES ORDER UNLESS AT THE TIME OF PURCHASE THE PURCHASER DESIGNATES ON THE TICKET OR MISCELLANEOUS CHARGES ORDER ANOTHER PERSON TO WHOM REFUND SHALL BE MADE IN WHICH EVENT REFUND WILL BE MADE TO PERSONS SO DESIGNATED, AND ONLY UPON DELIVERY OF THE PASSENGER COUPON AND ALL UNUSED FLIGHT COUPONS OF THE TICKET OR MISCELLANEOUS CHARGES ORDER. A REFUND MADE IN ACCORDANCE WITH THIS PROCEDURE TO A PERSON REPRESENTING HIM AS THE PERSON NAMED OR DESIGNATED IN THE TICKET OR MISCELLANEOUS CHARGES ORDER WILL BE CONSIDERED A VALID REFUND AND CARRIER WILL NOT BE LIABLE TO THE TRUE PASSENGER FOR ANOTHER REFUND.
EXCEPTION 1: REFUND IN ACCORDANCE WITH PARAGRAPH (E) BELOW OF TICKETS FOR TRANSPORTATION WHICH HAVE BEEN ISSUED AGAINST A CREDIT CARD WILL BE MADE ONLY TO THE CREDIT CARD ACCOUNT OF THE PERSON TO WHOM SUCH CREDIT CARD HAS BEEN ISSUED.
EXCEPTION 2: REFUND OF A TICKET WHICH HAS BEEN ISSUED PURSUANT TO A PREPAID TICKET ADVICE (PTA) WILL BE MADE TO THE PERSON WHO PAID CARRIER FOR THE TICKET.
- (3) CARRIER WILL REFUSE TO REFUND WHEN APPLICATION THEREFORE IS MADE LATER THAN THIRTY (30) DAYS AFTER THE EXPIRY DATE OF THE TICKET OR MISCELLANEOUS CHARGES ORDER.
- (4) CARRIER WILL REFUSE TO REFUND ON A TICKET WHICH HAS BEEN PRESENTED TO GOVERNMENT OFFICIALS OF A COUNTRY OR TO CARRIER AS EVIDENCE OF INTENTION TO DEPART THEREFROM, UNLESS THE PASSENGER ESTABLISHED TO CARRIER'S SATISFACTION THAT HE HAS PERMISSION TO REMAIN IN THE COUNTRY OR THAT HE WILL DEPART THEREFROM BY ANOTHER CARRIER OR CONVEYANCE.

(B) CURRENCY

ALL REFUNDS WILL BE SUBJECT TO GOVERNMENT LAWS, RULES, REGULATIONS OR ORDERS OF THE COUNTRY IN WHICH THE TICKET WAS ORIGINALLY PURCHASED AND OF THE COUNTRY IN WHICH THE REFUND IS BEING MADE. SUBJECT TO THE

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FOREGOING PROVISIONS, REFUNDS WILL BE MADE IN THE CURRENCY IN WHICH THE FARE WAS PAID, OR IN LAWFUL CURRENCY OF THE COUNTRY OF THE CARRIER MAKING THE REFUND OR OF THE COUNTRY WHERE THE REFUND IS MADE, OR IN THE CURRENCY OF THE COUNTRY IN WHICH THE TICKET WAS PURCHASED, IN AN AMOUNT EQUIVALENT TO THE AMOUNT DUE IN THE CURRENCY IN WHICH THE FARE OR FARES FOR THE FLIGHT COVERED BY THE TICKET AS ORIGINALLY ISSUED WAS COLLECTED.

(C) SPECIAL HANDLING BY CARRIER
CARRIER WILL MAKE ALL OR ANY INDIVIDUAL REFUNDS THROUGH ITS GENERAL ACCOUNTING OFFICES OR REGIONAL SALES OR ACCOUNTING OFFICES, AND WILL REQUIRE PRIOR WRITTEN APPLICATIONS FOR REFUNDS TO BE PREPARED BY PASSENGER ON SPECIAL FORMS FURNISHED BY CARRIER.

(D) INVOLUNTARY REFUNDS (SEE ALSO RULE 80 (INVOLUNTARY REVISED ROUTINGS) AND RULE 87 (DENIED BOARDING COMPENSATION))

FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "INVOLUNTARY REFUND" SHALL MEAN ANY REFUND TO A PASSENGER WHO IS PREVENTED FROM USING THE CARRIAGE PROVIDED FOR IN HIS TICKET BECAUSE OF CANCELLATION OF FLIGHT, INABILITY OF CARRIER TO PROVIDE PREVIOUSLY CONFIRMED SPACE, SUBSTITUTION OF A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE BY CARRIER, MISSED CONNECTIONS, POSTPONEMENT OR DELAY OF FLIGHT, OMISSION OF A SCHEDULED STOP, OR REMOVAL OR REFUSAL TO CARRY UNDER CONDITIONS DESCRIBED IN RULE 25 (REFUSAL TO TRANSPORT LIMITATIONS OF CARRIERS). INVOLUNTARY REFUNDS WILL BE COMPUTED AS FOLLOWS:

- (1) WHEN NO PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE PAID.
- (2) WHEN A PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE:
 - (A) EITHER AN AMOUNT EQUAL TO THE ONE-WAY FARE LESS THE SAME RATE OF DISCOUNT, IF ANY, THAT WAS APPLIED IN COMPUTING THE ORIGINAL ONE-WAY FARE (OR ON ROUND OR CIRCLE TRIP TICKETS, ONE-HALF OF THE ROUND TRIP FARE) AND CHARGES APPLICABLE TO THE UNUSED TRANSPORTATION FROM THE POINT OF TERMINATION TO THE DESTINATION OR STOPOVER POINT NAMED ON THE TICKET OR TO THE POINT AT WHICH TRANSPORTATION IS TO BE RESUMED, VIA:
 - (I) THE ROUTING SPECIFIED ON THE TICKET, IF THE POINT OF TERMINATION WAS ON SUCH ROUTING; OR
 - (II) THE ROUTING OF ANY CARRIER OPERATING BETWEEN SUCH POINTS, IF THE POINT OF TERMINATION WAS NOT ON THE ROUTING SPECIFIED ON THE TICKET; IN SUCH CASE THE AMOUNT OF REFUND WILL BE BASED ON THE LOWEST FARE APPLICABLE BETWEEN SUCH POINTS; OR
 - (B) THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED, WHICHEVER IS HIGHER.
EXCEPTION: WHEN A PASSENGER HOLDING A TICKET

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FOR CARRIAGE FOR A HIGHER CLASS OF SERVICE BETWEEN AN ORIGIN AND A DESTINATION IS REQUIRED BY CARRIER TO USE A LOWER CLASS OF SERVICE FOR ANY PORTION OF SUCH CARRIAGE, THE AMOUNT OF REFUND WILL BE AS FOLLOWS:

- (1) FOR ONE WAY TICKETS: THE DIFFERENCE BETWEEN THE FARE FOR THE HIGHER CLASS OF SERVICE AND THE FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE THE LOWER CLASS SERVICE IS USED;
- (2) FOR ROUND TRIP, CIRCLE TRIP OR OPEN JAW TICKETS: THE DIFFERENCE BETWEEN 50 PERCENT OF THE ROUND TRIP FARE FOR THE HIGHER CLASS OF SERVICE AND 50 PERCENT OF THE ROUND TRIP FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE THE LOWER CLASS OF SERVICE IS USED.

FOR THE PURPOSE OF THIS EXCEPTION, FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:

- (A) FIRST CLASS FARES APPLICABLE ON JET AIRCRAFT.
- (B) FIRST CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.
- (C) ONE CLASS STANDARD SERVICE FARES
- (D) ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES APPLICABLE ON JET AIRCRAFT.
- (E) ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.
- (F) THRIFT CLASS FARES APPLICABLE ON JET AIRCRAFT.
- (G) THRIFT CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.

THE TERM "JET AIRCRAFT" AS USED ABOVE MEANS A-300, BAC-111, B-707, B-720, B-720B, B-727,

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B-737, B-747, CARAVELLE
CONVAIR 600, CONVAIR 880,
CONVAIR 990, COMET 4,
COMET 4-C, DC-8, DC-9,
DC-10, ILYUSHIN IL-62,
L-1011, TUPOLEV TU-114
AND VC-10.

- (3) THE SERVICE CHARGE PROVIDED FOR IN RULE 60 (RESERVATIONS) HEREIN, WILL NOT BE ASSESSED, AND ANY COMMUNICATION EXPENSES PAID BY THE PASSENGER IN ACCORDANCE WITH RULE 60 (RESERVATIONS) WILL BE REFUNDED, OR IF SUCH EXPENSE AT THE TIME HAS NOT BEEN COLLECTED BY CARRIER, ITS COLLECTION WILL BE WAIVED.

(E) VOLUNTARY REFUNDS

FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "VOLUNTARY REFUND" SHALL MEAN ANY REFUND OF A TICKET OR PORTION THEREOF OTHER THAN AN INVOLUNTARY REFUND, AS DESCRIBED IN PARAGRAPH (D) OF THIS RULE. VOLUNTARY REFUNDS SHALL BE COMPUTED AS FOLLOWS:

- (1) IF NO PORTION OF THE TICKET HAS BEEN USED, REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES, (SEE RULES 60 (RESERVATIONS) AND 65 (TICKETS)); OR
- (2) IF A PORTION OF A TICKET HAS BEEN USED, REFUND WILL BE MADE IN AN AMOUNT EQUAL TO THE DIFFERENCE, IF ANY, BETWEEN THE FARE PAID AND THE APPLICABLE FARE BETWEEN THE POINTS BETWEEN WHICH THE TICKET HAS BEEN USED, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES, (SEE RULES 60 (RESERVATIONS) AND 65 (TICKETS)).
- (3) WHEN THE REFUNDING OF ANY PORTION OF A TICKET WOULD RESULT IN THE USE OF SUCH TICKET BETWEEN ANY POINTS WHERE THE CARRIAGE OF TRAFFIC IS PROHIBITED, THE REFUND, IF ANY, WILL BE DETERMINED AS IF SUCH TICKET HAS BEEN USED TO A POINT BEYOND WHICH WOULD NOT RESULT IN THE VIOLATION OF CARRIER'S OPERATING RIGHTS OR PRIVILEGES. THE PASSENGER WILL BE REFUNDED THE DIFFERENCE BETWEEN THE FARE PAID FROM THE POINT OF ORIGIN TO SUCH FARTHER POINT AND THE TOTAL FARE PAID, LESS ANY APPLICABLE CHARGES.
- (4) A PENALTY FOR VOLUNTARY CANCELLATION SHALL NOT APPLY AND THE TOTAL AMOUNT PAID SHALL BE REFUNDED IF SUCH CANCELLATION IS MADE AFTER AN INCREASE IN THE FARE IS MADE APPLICABLE BETWEEN THE TIME OF THE INITIAL PAYMENT AND THE DATE OF TRAVEL.
- (5) SERVICE CHARGES
(APPLICABLE ONLY TO SPECIAL ECONOMY FARES BETWEEN POINTS IN THE U.S.A. AND POINTS IN FRANCE)
A SERVICE CHARGE OF USD 25.00 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS A REFUND OF ANY UNUSED PORTION OF A TICKET. IN THE EVENT THE REFUND IS EFFECTED BY A PASSENGER SALES AGENT, ONE HALF OF THIS SERVICE CHARGE WILL ACCRUE TO SUCH AGENT AND

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ONE HALF WILL ACCRUE TO CARRIER.

EXCEPTION: THIS SERVICE CHARGE WILL NOT APPLY WHEN THE UNUSED PORTION OF AN ECONOMY CLASS TICKET IS USED AS A CREDIT TOWARD THE PURCHASE OF A FIRST CLASS, BUSINESS CLASS OR ECONOMY CLASS TICKET.

(F) LOST TICKET

THE FOLLOWING PROVISIONS WILL GOVERN THE REFUND OF A LOST TICKET OR UNUSED PORTION THEREOF:

- (1) WHEN A LOST TICKET OR PORTION THEREOF IS NOT FOUND, REFUND AS STIPULATED WILL BE MADE UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER AND AFTER RECEIPT OF WRITTEN REQUEST FOR REFUND FROM THE PASSENGER. REFUND WILL ONLY BE MADE PROVIDED THE LOST TICKET OR PORTION THEREOF HAS NOT BEEN HONORED FOR TRANSPORTATION OF, OR REFUNDED, UPON SURRENDER BY ANY PERSON PRIOR TO THE TIME THE REFUND IS MADE AND FURTHER PROVIDED THAT THE PASSENGER AGREES TO INDEMNIFY AND HOLD CARRIER HARMLESS AGAINST ANY AND ALL LOSS, DAMAGE, CLAIM OR EXPENSE, INCLUDING WITHOUT LIMITATION, REASONABLE ATTORNEY FEES, WHICH CARRIER MAY SUFFER OR INCUR BY REASON OF THE MAKING OF SUCH REFUND AND/OR THE SUBSEQUENT PRESENTATION OF SAID TICKET(S) FOR TRANSPORTATION OR REFUND OF ANY OTHER USE WHATSOEVER.
- (2) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST MISCELLANEOUS CHARGES ORDER, DEPOSIT RECEIPTS AND EXCESS BAGGAGE TICKETS.

Rule 115 Baggage

- (A) CHECKED BAGGAGE
- (1) NOTHING CONTAINED IN THIS TARIFF SHALL ENTITLE A PASSENGER TO HAVE HIS BAGGAGE CHECKED ON A JOURNEY FOR WHICH CARRIER DOES NOT OFFER FACILITIES FOR CHECKING OF BAGGAGE.
 - (2) UPON DELIVERY TO CARRIER OF THE BAGGAGE TO BE CHECKED, CARRIER WILL INSERT IN THE TICKET THE NUMBER OF PIECES AND WEIGHT OF THE CHECKED BAGGAGE (THIS ACT SHALL CONSTITUTE THE ISSUANCE OF THE BAGGAGE CHECK); IN ADDITION CARRIER WILL ISSUE FOR IDENTIFICATION PURPOSES ONLY, A BAGGAGE (CLAIM) TAG(S) FOR EACH PIECE OF BAGGAGE SO DELIVERED AND COVERED BY THE BAGGAGE CHECK. ALL CHECKED BAGGAGE MUST BE PROPERLY PACKED IN SUITCASES OR SIMILAR CONTAINERS IN ORDER TO ENSURE SAFE CARRIAGE WITH ORDINARY CARE IN HANDLING. FRAGILE OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES WILL NOT BE ACCEPTED AS CHECKED BAGGAGE.
- (B) MOVEMENT OF BAGGAGE
CHECKED BAGGAGE WILL BE CARRIED IN THE SAME AIRCRAFT AS THE PASSENGER UNLESS SUCH CARRIAGE IS DEEMED IMPRACTICAL BY CARRIER IN WHICH EVENT CARRIER WILL MOVE THE BAGGAGE IN THE NEXT PRECEDING OR SUBSEQUENT FLIGHT ON WHICH SPACE IS AVAILABLE.
- (C) INSPECTION BY CARRIER
CARRIER HAS THE RIGHT, BUT NOT THE OBLIGATION TO VERIFY IN THE PRESENCE OF THE PASSENGER THE CONTENTS OF HIS BAGGAGE, AND IN THE CASE OF UNACCOMPANIED BAGGAGE, TO OPEN AND EXAMINE SUCH BAGGAGE WHETHER OR NOT THE PASSENGER IS PRESENT. THE EXISTENCE OR EXERCISE OF SUCH RIGHT SHALL NOT BE CONSTRUED AS AN AGREEMENT, EXPRESSED OR IMPLIED, BY CARRIER TO CARRY SUCH CONTENTS AS WOULD OTHERWISE BE PRECLUDED FROM CARRIAGE.
- (D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE
PASSENGER MUST NOT INCLUDE IN HIS/HER BAGGAGE ARTICLES WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT, PERSONS, OR PROPERTY, WHICH ARE LIKELY TO BE DAMAGED BY AIR CARRIAGE OR WHICH ARE UNSUITABLY PACKED, OR THE CARRIAGE OF WHICH IS FORBIDDEN BY ANY APPLICABLE LAWS, REGULATIONS OR ORDERS OF ANY STATE TO BE FLOWN FROM, INTO, OR OVER. IF THE WEIGHT SIZE OR CHARACTER OF BAGGAGE RENDERS IT UNSUITABLE FOR CARRIAGE ON THE AIRCRAFT, CARRIER, PRIOR TO OR AT ANY STAGE OF THE JOURNEY, WILL REFUSE TO CARRY THE BAGGAGE.

THE FOLLOWING ARTICLES WILL BE CARRIED AS BAGGAGE ONLY WITH THE PRIOR CONSENT OF AND ARRANGEMENT WITH CARRIER, IN ACCORDANCE WITH CARRIER'S REGULATIONS:

- (1) FIREARMS
 - (A) FIREARMS WILL BE ACCEPTED ONLY WHEN UNLOADED AND SUITABLY PACKED AND WHEN CHECKED FOR CARRIAGE IN THE BAGGAGE OR OTHER COMPARTMENT OF THE AIRCRAFT NOT ACCESSIBLE TO THE

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- PASSENGER.
- (B) AT THE TIME OF CHECK-IN, FIREARM(S) WILL BE SURRENDERED AND THE PASSENGER WILL BE REQUIRED TO MAKE A WRITTEN OR VERBAL DECLARATION THAT THE FIREARM(S) AS SURRENDERED IS SAFE FOR TRANSPORTATION.
 - (C) WHEN FIREARMS USED FOR SPORT PURPOSES ARE CARRIED ON THE AIRCRAFT, ENTRY PERMITS SHALL BE IN THE POSSESSION OF THE PASSENGER FOR THE COUNTRY OR COUNTRIES OF TRANSIT AND DESTINATION.
EXCEPTION: AN AUTHORIZED PERSON PERFORMING A DUTY ON BOARD AN AIRCRAFT, SUCH AS A LAW ENFORCEMENT OFFICER OR DIPLOMATIC COURIER, MAY BE PERMITTED TO RETAIN CUSTODY OF HIS FIREARM AND AMMUNITION UPON DULY IDENTIFYING HIMSELF AT THE TIME OF CHECK-IN.
- (2) EXPLOSIVES MUNITIONS, CORROSIVES AND ARTICLES WHICH ARE EASILY IGNITED.
SMALL ARMS AMMUNITIONS SHALL BE ACCEPTED ONLY FOR CARRIAGE IN THE BAGGAGE/CARGO DEPARTMENTS OF THE AIRCRAFT AND ONLY WITH PRIOR APPROVAL OF THE CARRIER AS FOLLOWS:
- (A) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES IN QUANTITIES NOT EXCEEDING 5 KILOGRAMS (11 LBS.) GROSS WEIGHT PER PASSENGER, SECURELY PACKAGED FOR PERSONAL USE, EXCLUDING THOSE WITH EXPLOSIVE OR INCENDIARY PROJECTILES.
 - (B) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES, EXCLUDING THOSE WITH EXPLOSIVE OR INCENDIARY PROJECTILES, IN QUANTITIES EXCEEDING 5 KILOGRAMS (11 LBS.) GROSS WEIGHT BUT NOT EXCEEDING 55 LBS. (25 KGS.) GROSS WEIGHT PER PASSENGER FOR PERSONAL USE. WHEN SUCH AMMUNITION IS CARRIED, A WRITTEN DECLARATION SHALL BE MADE BY THE PASSENGER CONFIRMING THAT THE AMMUNITION IS PACKED IN A STRONG OUTSIDE CONTAINER MADE OF WOOD, METAL OR FIBERBOARD, AND THAT THE AMMUNITION INSIDE THE CONTAINER IS PROTECTED AGAINST SHOCK AND SECURED AGAINST MOVEMENT. THE DECLARATION SHALL ALSO CONFIRM THAT THE PASSENGER IS NOT CARRYING MORE THAN A TOTAL OF 55 LBS. (25 KGS.) GROSS WEIGHT.
- (3) LIQUIDS
- (4) LIVE ANIMALS, INCLUDING BIRDS AND REPTILES, OTHER THAN PETS, DOGS TRAINED TO LEAD THE BLIND AND DOGS TRAINED TO ASSIST THE DEAF.
- (5) PETS
ACCEPTABILITY
PETS, INCLUDING DOGS, CATS AND BIRDS, WHEN PROPERLY CRATED IN LEAKPROOF CONTAINERS AND ACCOMPANIED BY VALID HEALTH AND RABIES VACCINATION CERTIFICATES, ENTRY PERMITS AND OTHER DOCUMENTS

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- REQUIRED BY COUNTRIES OF ENTRY OR TRANSIT WILL BE ACCEPTED FOR CARRIAGE AT THE OWNER'S RISK, AND SUBJECT TO REQUIREMENTS OF CARRIER. CARRIER MAY LIMIT THE NUMBER AND TYPE OF PETS, REFUSE TO CARRY PETS IN ANY ONE AIRCRAFT EITHER IN THE BAGGAGE OR CARGO COMPARTMENTS OR IN THE PASSENGER CABIN, OR REFUSE TO CARRY PET(S) IF IT REQUIRES ATTENTION IN TRANSIT.
- (6) PHOTOFLASH BULBS WHEN APPROPRIATELY MARKED AND CONTAINED IN THE ORIGINAL PACKAGE OF THE MANUFACTURER.
 - (7) RESTRICTED ARTICLES
COMPRESSED GASSES, 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).
- (E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN
- (1) FIRST CLASS SERVICE
(NOT APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A./CANADA)
THE FREE BAGGAGE ALLOWANCE, INCLUDING CHECKED AND UNCHECKED BAGGAGE OF EACH PASSENGER PAYING THE ADULT FIRST CLASS FARE, EXCEPT AS OTHERWISE PROVIDED, WILL BE 30 KILOGRAMS (66 POUNDS).
 - (2) TOURIST/COACH/ECONOMY OR THRIFT CLASS SERVICE
(NOT APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A./CANADA)
THE FREE BAGGAGE ALLOWANCE, INCLUDING CHECKED AND UNCHECKED BAGGAGE, OF EACH PASSENGER PAYING THE ADULT TOURIST/COACH/ECONOMY OR THRIFT CLASS FARE, EXCEPT AS OTHERWISE PROVIDED BELOW, WILL BE 20 KILOGRAMS (44 POUNDS).
 - (3) COMBINED SERVICES
 - (A) FOR THROUGH JOURNEYS WHERE THE PASSENGER TRAVELS PARTLY ON FIRST CLASS SERVICES, AND PARTLY ON BUSINESS/TOURIST/COACH/ECONOMY OR THRIFT CLASS SERVICES, THE FREE BAGGAGE ALLOWANCE FOR EACH PORTION OF THE TRIP SHALL BE THAT APPLICABLE TO THE CLASS OF SERVICE FOR WHICH THE FARE IS PAID.
 - (B) WHEN A PASSENGER WHO HAS PAID THE FIRST CLASS FARE TRAVELS ON BUSINESS/TOURIST/COACH/ECONOMY OR THRIFT CLASS SERVICE, THE FREE BAGGAGE ALLOWANCE WILL BE THAT APPLICABLE TO THE FIRST CLASS SERVICE.
 - (4) HAND CARRIED BAGGAGE
IN ADDITION TO THE FREE BAGGAGE ALLOWANCES PROVIDED HEREIN, EACH PASSENGER MAY CARRY, WITHOUT ADDITIONAL CHARGES, THE FOLLOWING ARTICLES OF BAGGAGE ONLY WHEN RETAINED IN THE PASSENGER'S CUSTODY; EXCEPT THAT ITEMS LISTED IN PARAGRAPH (E)(4)(G) AND (H) MAY BE CARRIED IN THE PASSENGER OR CARGO COMPARTMENT OF THE AIRCRAFT:

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- (A) A HANDBAG, POCKETBOOK OR PURSE WHICH IS APPROPRIATE TO NORMAL TRAVELING DRESS AND WHICH IS NOT BEING USED AS A CONTAINER FOR THE TRANSPORTATION OF ARTICLES REGARDED AS BAGGAGE;
 - (B) AN OVERCOAT, WRAP OR BLANKET;
 - (C) AN UMBRELLA OR WALKING STICK;
 - (D) A SMALL CAMERA AND A PAIR OF BINOCULARS;
 - (E) A REASONABLE AMOUNT OF READING MATTER FOR THE FLIGHT;
 - (F) INFANT'S FOOD FOR CONSUMPTION IN FLIGHT;
 - (G) INFANT'S CARRYING BASKET OR BASSINET;
 - (H) A FULLY COLLAPSIBLE INVALID'S WHEELCHAIR AND/OR A PAIR OF CRUTCHES AND/OR BRACES OR OTHER PROSTHETIC DEVICE FOR THE PASSENGER'S USE, PROVIDED THAT THE PASSENGER IS DEPENDENT UPON THEM.
 - (I) ANY OTHER ARTICLES, INCLUDING OVERNIGHT BAGS, BRIEFCASES, TYPEWRITER, PERSONAL RADIOS, VANITY OR COSMETIC CASES, HAT BOXES, LARGE CAMERAS AND READING MATTER WHICH CANNOT REASONABLY BE READ DURING THE FLIGHT WILL NOT BE CARRIED FREE UNLESS THEY ARE INCLUDED IN THE FREE BAGGAGE ALLOWANCE.
EXCEPTION: (APPLICABLE TO/FROM CANADA ONLY)
ANY OTHER ARTICLES SHALL NOT BE CARRIED FREE IN ADDITION TO THE FREE ALLOWANCE AND CARRIERS SHALL LIMIT THE ACCEPTANCE OF SUCH OTHER ARTICLES FOR CARRIAGE IN THE PASSENGER CABIN TO CONFORM WITH SECURITY REGULATIONS AND/OR INTERLINE LIMITATIONS.
- (5) DOGS ACCOMPANYING PASSENGERS
A DOG TRAINED TO LEAD THE BLIND WILL BE CARRIED FREE OF CHARGE IN ADDITION TO THE NORMAL FREE BAGGAGE ALLOWANCE PROVIDED THAT SUCH A DOG ACCOMPANIES A PASSENGER WITH IMPAIRED VISION DEPENDENT UPON IT, AND IS PROPERLY HARNESSSED AND MUZZLED, AND DOES NOT OCCUPY A SEAT. HOWEVER, SUCH DOGS WILL NOT BE CARRIED UNLESS PROPER PERMITS ARE OBTAINED FOR ENTRY INTO THE COUNTRY OR TERRITORY OF DESTINATION AND COUNTRIES OR TERRITORIES OF TRANSIT, WHERE SUCH PERMITS ARE REQUIRED AND ONLY IF THE EVIDENCE OF POSSESSION OF SUCH PERMITS ARE PRESENTED PRIOR TO RESERVATIONS BEING MADE. IF ANY COUNTRY OR TERRITORY ON THE ROUTE PROHIBITS THE ENTRY OF DOGS, CARRIAGE WILL BE REFUSED. UNDER CERTAIN OPERATING CONDITIONS SUCH AS LONG NON-STOP FLIGHTS OR ON CERTAIN TYPES OF AIRCRAFT IT IS IMPRACTICAL TO CARRY A DOG IN THE PASSENGER COMPARTMENTS AND UNDER SUCH CONDITIONS CARRIAGE WILL BE REFUSED. CARRIER WILL NOT BE RESPONSIBLE IN THE EVENT ANY SUCH DOG IS REFUSED ENTRY INTO OR PASSAGE THROUGH ANY COUNTRY OR TERRITORY. THE OWNER ASSUMES ALL RISK OF INJURY TO OR SICKNESS OR DEATH OF SUCH ANIMAL.
- (6) ACCOMPANIED PETS

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- (NOT APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A./CANADA)
ACCOMPANIED PETS, WHEN ACCEPTED, INCLUDING THE CONTAINERS CARRIED, WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE OF THE PASSENGER, AND THE PASSENGER WILL BE ASSESSED THE APPLICABLE EXCESS BAGGAGE WEIGHT CHARGE.
- (7) BICYCLES
(NOT APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A./CANADA)
THE WEIGHT OF BICYCLES WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE OF THE PASSENGER AND WILL BE ASSESSED THE APPLICABLE EXCESS BAGGAGE WEIGHT CHARGE.
- (8) FREE BAGGAGE ALLOWANCE FOR INVOLUNTARILY REROUTED PASSENGERS
INVOLUNTARILY REROUTED PASSENGERS WILL RECEIVE THE FREE BAGGAGE ALLOWANCE APPLICABLE TO THE CLASS OF SERVICE FOR WHICH TICKETS WERE ORIGINALLY ISSUED, REGARDLESS OF WHETHER SUCH PASSENGERS ARE SUBSEQUENTLY TRANSFERRED TO A DIFFERENT CLASS OF SERVICE.
- (F) FREE BAGGAGE ALLOWANCE FOR CHILDREN
(1) CHILDREN CARRIED WITHOUT CHARGE, OR FOR WHOM THE FARE IS 10 PERCENT OF THE NORMAL ADULT FARE, WILL BE GRANTED NO FREE BAGGAGE ALLOWANCE.
(2) CHILDREN FOR WHOM THE FARE IS 50 PERCENT OR MORE OF THE NORMAL ADULT FARE WILL BE GRANTED FREE BAGGAGE ALLOWANCE ON THE SAME BASIS AS A PASSENGER PAYING THE ADULT FARE AND SUBJECT TO THE SAME EXCEPTIONS AS SET FORTH IN PARAGRAPH (E) ABOVE.
- (G) COMBINATION OF FREE BAGGAGE ALLOWANCES
WHERE TWO OR MORE PASSENGERS TRAVELLING AS ONE PARTY TO A COMMON DESTINATION OR POINT OF STOPOVER BY THE SAME FLIGHT, PRESENT THEMSELVES AND THEIR BAGGAGE FOR TRAVELING AT THE SAME TIME AND PLACE, THEY SHALL BE PERMITTED A TOTAL FREE BAGGAGE ALLOWANCE EQUAL TO THE COMBINATION OF THEIR INDIVIDUAL FREE BAGGAGE ALLOWANCES.
- (H) EXCESS WEIGHT CHARGES
(1) (NOT APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A./CANADA) BAGGAGE WEIGHING IN EXCESS OF THE FREE BAGGAGE ALLOWANCE WILL BE CHARGED AT A RATE PER KILOGRAM (2.2 POUNDS) OF 1 PERCENT OF THE ALL-YEAR ADULT ONE-WAY FIRST CLASS FARE IN EFFECT ON THE DATE OF ISSUANCE OF THE EXCESS BAGGAGE TICKET, EXCEPT AS PROVIDED IN PARAGRAPH (H)(3) BELOW.
(2) THE SPECIAL ITEMS SPECIFIED BELOW WILL BE ACCEPTED FOR TRANSPORTATION SUBJECT TO THE FOLLOWING CONDITIONS:
(A) SNOW SKIING EQUIPMENT
ONE SET PER PASSENGER OF SNOW SKIING EQUIPMENT CONSISTING OF ONE PAIR EACH OF SKIS, SKI BINDINGS, SKI POLES AND ONE PAIR OF BOOTS, WHEN NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, SHALL BE ASSESSED A CHARGE EQUAL TO

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GOLF SHOES, WHEN NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, SHALL BE ASSESSED A CHARGE EQUAL TO THE APPLICABLE EXCESS WEIGHT CHARGE FOR 4 KGS. (8.8) LBS.) OF EXCESS BAGGAGE, CALCULATED IN ACCORDANCE WITH THE PROVISIONS STATED ABOVE. THESE PROVISIONS SHALL APPLY ONLY BETWEEN THE POINTS LISTED BELOW:

BETWEEN POINTS IN:	AND POINTS IN:
ALASKA, CONTINENTAL U.S.A., CANADA, HAWAII AND MEXICO	THE BAHAMAS, BERMUDA, CARIBBEAN AREA, VENEZUELA, GUYANA, SURINAM AND FRENCH GUIANA
CANADA AND MEXICO	PUERTO RICO AND VIRGIN ISLANDS
THE AREA COMPRISING THE BAHAMAS, BERMUDA, CARIBBEAN AREA, PUERTO RICO, VIRGIN ISLANDS, VENEZUELA, GUYANA, SURINAM AND FRENCH GUIANA	--
ALASKA, CONTINENTAL U.S.A., CANADA, HAWAII, MEXICO, PUERTO RICO AND THE VIRGIN ISLANDS	CENTRAL AMERICA AND COLOMBIA
THE AREA COMPRISING CENTRAL AMERICA AND COLOMBIA	--

HOWEVER, IF THE SET OF GOLFING EQUIPMENT IS INCLUDED IN THE FREE BAGGAGE ALLOWANCE, THE EXCESS WEIGHT, IF ANY, SHALL BE ASSESSED AT CHARGES SPECIFIED HEREIN OR THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED IN PARAGRAPH (H) ABOVE, WHICHEVER IS LOWER.
(II) ONE SET PER PASSENGER OF GOLFING

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EQUIPMENT AS DESCRIBED IN (I) ABOVE AND WEIGHING NOT MORE THAN 15 KGS. (33 LBS.) WHEN NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, SHALL BE ASSESSED A CHARGE EQUAL TO THE APPLICABLE EXCESS WEIGHT CHARGE FOR 4 KGS. (8.8 LBS.) OF EXCESS BAGGAGE CALCULATED IN ACCORDANCE WITH THE PROVISIONS STATED ABOVE. ANY WEIGHT OF THE GOLFING EQUIPMENT IN EXCESS OF THE 15 KGS. (33 LBS.) SHALL BE ASSESSED THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED IN PARAGRAPH (H) ABOVE, PROVISIONS SHALL APPLY ONLY BETWEEN THE POINTS LISTED BELOW:

BETWEEN POINTS IN:	AND POINTS IN:
ALASKA, CONTINENTAL U.S.A., CANADA, HAWAII, MEXICO, BAHAMAS, BERMUDA, CARIBBEAN AREA, PUERTO RICO AND THE VIRGIN ISLANDS AREA NO. 1	SOUTH AMERICA EXCLUDING POINTS IN VENEZUELA, GUYANA, SURINAM AND FRENCH GUIANA AREA NO. 2 AND/ OR AREA NO. 3

HOWEVER, IF THE SET OF GOLFING EQUIPMENT IS INCLUDED IN THE FREE BAGGAGE ALLOWANCE, THE EXCESS WEIGHT, IF ANY, SHALL BE ASSESSED AT CHARGES SPECIFIED HEREIN OR THE NORMAL EXCESS WEIGHT CHARGED SPECIFIED IN PARAGRAPH (H) ABOVE, WHICHEVER IS LOWER.

- (C) FOR SKIN DIVING EQUIPMENT
- (I) ONE SET PER PASSENGER OF SKIN DIVING EQUIPMENT WEIGHING NOT MORE THAN 25 KGS. (55 LBS. AND CONSISTING OF NOT MORE THAN ONE EACH: EMPTY SCUBA TANK, AIR SUPPLY REGULATOR, PRESSURE GAUGE, TANK HARNESS, FACE MASK, PAIR OF DIVING FINS, SNORKEL, KNIFE, SPEARGUN, AIR PISTOL AND SAFETY VEST ALL SECURELY PACKED IN ONE BAG WHEN NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, WILL BE ASSESSED THE CHARGES LISTED BELOW. ANY WEIGHT OF THE SKIN DIVING EQUIPMENT IN EXCESS OF THE 25 KGS. (55 LBS.) SHALL BE ASSESSED THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED IN PARAGRAPH (H) ABOVE.
 - (II) ONE SET PER PASSENGER OF SKIN DIVING EQUIPMENT CONSISTING OF NOT MORE THAN ONE EACH: EMPTY SCUBA TANK, AIR SUPPLY

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REGULATOR, PRESSURE GAUGE, TANK HARNESS, FACE MASK, PAIR OF DIVING FINS, SNORKEL, KNIFE, SPEARGUN, AIR PISTOL AND SAFETY VEST ALL SECURELY PACKED IN ONE BAG WHEN NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, WILL BE ASSESSED THE CHARGE EQUAL TO THE APPLICABLE EXCESS OF 4 KGS. (8.8 LBS.) OF EXCESS BAGGAGE CALCULATED IN ACCORDANCE WITH THE PROVISIONS STATED ABOVE. THESE PROVISIONS SHALL APPLY ONLY BETWEEN THE POINTS LISTED BELOW:

BETWEEN POINTS IN:	AND POINTS IN:
ALASKA, CONTINENTAL, U.S.A., CANADA, HAWAII AND MEXICO	THE BAHAMAS, BERMUDA, CARIBBEAN AREA, VENEZUELA, GUYANA, SURINAM AND FRENCH GUIANA
CANADA AND MEXICO THE AREA COMPRISING THE BAHAMAS, BERMUDA, CARIBBEAN AREA, PUERTO RICO, VIRGIN ISLANDS, VENEZUELA, GUYANA, SURINAM AND FRENCH GUIANA.	PUERTO RICO AND VIRGIN ISLANDS. --
ALASKA, CONTINENTAL U.S.A., CANADA, HAWAII, MEXICO, PUERTO RICO AND THE VIRGIN ISLANDS.	CENTRAL AMERICA AND COLOMBIA
CENTRAL AMERICA	CENTRAL AMERICA

HOWEVER, IF THE SET OF DIVING EQUIPMENT IS INCLUDED IN THE FREE BAGGAGE ALLOWANCE, THE EXCESS WEIGHT, IF ANY, SHALL BE ASSESSED AT CHARGES SPECIFIED HEREIN OR THE NORMAL EXCESS WEIGHT CHARGED SPECIFIED IN PARAGRAPH (H) ABOVE, WHICHEVER IS LOWER.

THE CHARGES SPECIFIED IN PARAGRAPH (H)(3) ABOVE SHALL APPLY TO ONE SET PER PASSENGER OF ONLY ONE OF THE THREE TYPES OF SPORTING EQUIPMENT DESCRIBED THEREIN. ANY ADDITIONAL SETS OF SPORTING EQUIPMENT SHALL BE ASSESSED THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED IN

- PARAGRAPH (H) ABOVE.
- (D) FOR BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED IN (E)(4) ABOVE:
EACH PASSENGER MAY CARRY ON BOARD THE AIRCRAFT BAGGAGE OF SUCH BULKY OR FRAGILE NATURE AS TO REQUIRE THE BLOCKING OUT OR USE OF A SEAT OR SEATS, SUBJECT TO A MAXIMUM WEIGHT OF 75 KGS. (163 LBS.) PER SEAT PROVIDED THAT THE WEIGHT OF SUCH BAGGAGE SO CARRIED SHALL NOT BE INCLUDED IN DETERMINING THE PASSENGER'S FREE BAGGAGE ALLOWANCE NOR HIS EXCESS WEIGHT CHARGES.
THE CHARGE FOR THE BAGGAGE SO CARRIED PER SEAT SHALL BE COMPUTED AT THE RATE PER KILOGRAM (2.2 POUNDS) OF 1 PER CENT OF THE ALL-YEAR ADULT ONE-WAY FIRST CLASS JET AIRCRAFT FARE SUBJECT TO A MINIMUM CHARGE EQUAL TO THE APPLICABLE ONE-WAY FULL ADULT FARE FOR THE CLASS OF SERVICE USED BY THE PASSENGER BETWEEN THE POINTS BETWEEN WHICH BAGGAGE IS TO BE TRANSPORTED.
- (I) COLLECTION OF EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE CHARGES
AT THE PASSENGER'S OPTION, EXCESS WEIGHT, OVERSIZE AND/OR ADDITIONAL PIECE 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, IN WHICH EVENT, WHEN CARRIAGE IS RESUMED, CHARGES WILL BE PAYABLE FROM THE POINT OF STOPOVER TO THE NEXT POINT OR DESTINATION, WHEN ON A JOURNEY FOR WHICH A THROUGH EXCESS BAGGAGE TICKET HAS BEEN ISSUED THERE IS AN INCREASE IN THE AMOUNT OF EXCESS BAGGAGE CARRIED, CARRIER WILL ISSUE A SEPARATE EXCESS BAGGAGE TICKET FOR SUCH INCREASE AND COLLECT CHARGES TO DESTINATION OR A STOPOVER POINT AS THE CASE MAY BE.
- (J) EXCESS VALUE CHARGES
EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (K) BELOW, A PASSENGER MAY DECLARE A VALUE IN EXCESS OF USD 20.00, CAD 20.00 (250 FRENCH GOLD FRANCS) OR ITS EQUIVALENT PER KILOGRAM IN THE CASE OF CHECKED BAGGAGE, AND USD 400.00, CAD 400.00 (5,000 FRENCH GOLD FRANCS) OR ITS EQUIVALENT PER PASSENGER IN THE CASE OF UNCHECKED BAGGAGE OR OTHER PROPERTY, WHEN SUCH DECLARATIONS ARE MADE, CHARGES FOR VALUE IN EXCESS OF THE AMOUNTS SPECIFIED ABOVE WILL BE ASSESSED BY EACH CARRIER PARTICIPATING IN THE CARRIAGE AT THE RATE OF USD 0.15/CAD 0.15 PER EACH USD 100.00 OR FRACTION THEREOF.
- (K) VALUATION LIMIT OF BAGGAGE
NO BAGGAGE OF ANY ONE PASSENGER HAVING A DECLARED VALUE IN EXCESS OF USD/CAD 2500.00 WILL BE ACCEPTED FOR CARRIAGE UNLESS SPECIAL ARRANGEMENT THEREFOR HAS BEEN MADE IN ADVANCE BETWEEN THE PASSENGER AND AT.
- (L) COLLECTION OF EXCESS VALUE CHARGES
EXCEPT AS OTHERWISE PROVIDED IN CARRIER'S REGULATIONS, EXCESS VALUE CHARGES WILL BE PAYABLE AT THE POINT OF ORIGIN FOR THE ENTIRE JOURNEY TO FINAL DESTINATION; PROVIDED THAT, IF A STOPOVER EN ROUTE, A PASSENGER

DECLARES A HIGHER EXCESS VALUE THAN THAT ORIGINALLY DECLARED, ADDITIONAL VALUE CHARGES FOR THE INCREASED VALUE FROM THE STOPOVER AT WHICH THE HIGHER EXCESS VALUE WAS DECLARED TO FINAL DESTINATION WILL BE PAYABLE.

- (M) PAYMENT OF CHARGES
CARRIER WILL NOT BE OBLIGATED TO CARRY BAGGAGE UNTIL THE PASSENGER HAS PAID ALL APPLICABLE CHARGES OR HAS COMPLIED WITH CREDIT ARRANGEMENTS ESTABLISHED BY CARRIER.
- (N) EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE AND VALUE CHARGES ON REROUTINGS OR CANCELLATIONS
WHEN A PASSENGER IS REROUTED OR HIS CARRIAGE CANCELLED, THE PROVISIONS WHICH GOVERN WITH RESPECT TO THE PAYMENT OF ADDITIONAL FARES OR THE REFUNDING OF FARES SHALL LIKEWISE GOVERN THE PAYMENT OR THE REFUNDING OF EXCESS WEIGHT CHARGES AND THE PAYMENT OF EXCESS VALUE CHARGES, BUT NO REFUND OF VALUE CHARGES WILL BE MADE WHEN A PORTION OF THE CARRIAGE HAS BEEN COMPLETED.
- (O) CHECKING OF BAGGAGE BY CARRIER
EXCEPT AS OTHERWISE PROVIDED IN THIS RULE, EACH PARTICIPATING CARRIER WILL, UPON PRESENTATION BY A FARE-PAYING PASSENGER OF A VALID TICKET COVERING TRANSPORTATION OVER THE LINES OF SUCH CARRIER, OR OVER THE LINES OF SUCH CARRIER AND ONE OR MORE OTHER PARTICIPATING CARRIERS, CHECK PERSONAL PROPERTY WHICH IS TENDERED BY THE PASSENGER FOR TRANSPORTATION AS BAGGAGE, WHEN TENDERED AT THE CITY OR AIRPORT OFFICE DESIGNATED BY THE CARRIER, AND WITHIN THE TIMES PRESCRIBED BY SUCH CARRIER, BUT NO PARTICIPATING CARRIER WILL CHECK PROPERTY SO TENDERED:
 - (1) BEYOND THE DESTINATION, OR NOT ON THE ROUTING, DESIGNATED ON SUCH TICKET;
 - (2) BEYOND A POINT OF STOPOVER;
 - (3) BEYOND A POINT OF TRANSFER TO ANY OTHER CARRIER, IF THE PASSENGER HAS DECLARED A VALUATION IN EXCESS OF THE AMOUNTS SPECIFIED IN PARAGRAPH (K) OF THIS RULE EXCEPT BETWEEN POINTS WHERE THROUGH INTERLINE SERVICE IS PROVIDED WITHOUT CHANGE OF AIRCRAFT BY TWO OR MORE PARTICIPATING CARRIERS;
 - (4) BEYOND A POINT BEYOND WHICH THE PASSENGER HOLDS NO RESERVATION;
 - (5) BEYOND A POINT AT WHICH THE PASSENGER IS TO TRANSFER TO A CONNECTING FLIGHT, AND SUCH FLIGHT IS SCHEDULED TO DEPART FROM A DIFFERENT AIRPORT THAN THAT AT WHICH THE PASSENGER IS SCHEDULED TO ARRIVE AT SUCH POINT;
 - (6) BEYOND A POINT AT WHICH THE PASSENGER DESIRES TO RESUME POSSESSION OF SUCH PROPERTY OR ANY PORTION THEREOF;
 - (7) BEYOND A POINT BEYOND WHICH ALL APPLICABLE CHARGES HAVE NOT BEEN PAID; AND
 - (8) (APPLICABLE ONLY FOR THROUGH TRANSPORTATION) TO A POINT TO WHICH THE PASSENGER HOLDS NO RESERVATION, UNLESS THE PASSENGER'S NAME OR INITIALS ARE ON THE OUTSIDE OF SUCH BAGGAGE.
- (P) DELIVERY OF CHECKED BAGGAGE BY CARRIER
 - (1) CHECKED BAGGAGE WILL BE DELIVERED TO THE BEARER OF

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THE BAGGAGE CHECK UPON PAYMENT OF ALL UNPAID SUMS DUE CARRIER UNDER CONTRACT OF CARRIAGE AND UPON RETURN TO CARRIER OF THE BAGGAGE (CLAIM) TAG(S) ISSUED IN CONNECTION WITH SUCH BAGGAGE. CARRIER IS UNDER NO OBLIGATION TO ASCERTAIN THAT THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S) IS ENTITLED TO DELIVERY OF THE BAGGAGE AND CARRIER IS NOT LIABLE FOR ANY LOSS, DAMAGE OR EXPENSE ARISING OUT OF OR IN CONNECTION WITH SUCH DELIVERY OF THE BAGGAGE. EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (3) HEREIN, DELIVERY WILL BE MADE AT THE DESTINATION SHOWN ON THE BAGGAGE CHECK.

- (2) IF THE PROVISIONS OF PARAGRAPH (1) ABOVE, ARE NOT COMPLIED WITH BY A PERSON CLAIMING THE BAGGAGE, CARRIER WILL DELIVER THE BAGGAGE ONLY ON CONDITION THAT SUCH PERSON ESTABLISHES TO CARRIER'S SATISFACTION HIS RIGHTS THERETO, AND IF REQUIRED BY CARRIER, SUCH PERSON SHALL FURNISH ADEQUATE SECURITY TO INDEMNIFY CARRIER FOR ANY LOSS, DAMAGE OR EXPENSE WHICH MAY BE INCURRED BY CARRIER AS A RESULT OF SUCH DELIVERY;
 - (3) AT THE REQUEST OF THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S), CHECKED BAGGAGE WILL BE DELIVERED AT THE PLACE OF DEPARTURE OR AN INTERMEDIATE STOPPING PLACE UPON THE SAME CONDITION PROVIDED FOR IN PARAGRAPH (1) HEREIN, UNLESS PRECLUDED BY GOVERNMENT REGULATIONS, OR UNLESS TIME AND CIRCUMSTANCES DO NOT PERMIT. IN DELIVERING BAGGAGE AT THE PLACE OF DEPARTURE OR AT ANY INTERMEDIATE STOPPING PLACE, CARRIER SHALL BE UNDER NO OBLIGATION TO REFUND ANY CHARGES PAID.
 - (4) ACCEPTANCE OF BAGGAGE BY THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S) WITHOUT WRITTEN COMPLAINT AT THE TIME OF DELIVERY IS PRESUMPTIVE EVIDENCE THAT THE BAGGAGE HAS BEEN DELIVERED IN GOOD CONDITION AND IN ACCORDANCE WITH THE CONTRACT OF CARRIAGE.
- (Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES SUBJECT TO THE PROVISIONS OF PARAGRAPHS (E)(3), (E)(4), (E)(5) AND (E)(8) OF THIS RULE, THE FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES WILL BE:
- (1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN
 - (A) FIRST CLASS SERVICE
THE FREE BAGGAGE ALLOWANCE WILL BE TWO PIECES OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSION OF EACH BAG DOES NOT EXCEED 62 INCHES, AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 77LBS. (35 KGS.).
 - (B) ECONOMY/EXECUTIVE/TOURIST/COACH/THRIFT/HOLIDAY CLASS SERVICE
 - (I) TWO PIECES OF BAGGAGE (MEASURED TOGETHER) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 106 INCHES PROVIDED THAT THE OUTSIDE LINEAR DIMENSIONS OF EACH BAG

- DOES NOT EXCEED 62 INCHES, AND PROVIDED:
- (AA) THE WEIGHT OF EACH BAG DOES NOT EXCEED 77 LBS.(35 KGS.).
 - (BB) CARRIER WILL ACCEPT OVERSIZED/OVERWEIGHT ARTICLES AS EXCESS BAGGAGE, ONLY AS SUBJECT TO ADVANCE ARRANGEMENTS BEING MADE WITH THE CARRIER.
- (II) ONE OR MORE ADDITIONAL PIECES (MEASURED TOGETHER IF MORE THAN ONE PIECE) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 45 INCHES, EXCEPT WHERE ACTUAL UNDER SEAT SPACE FACILITIES REQUIRE A BAG OF LESSER SIZE. SUCH ADDITIONAL PIECE(S) MUST BE CARRIED ON BOARD THE AIRCRAFT BY THE PASSENGER.
- (C) OTHER SPECIAL PIECES OF BAGGAGE
- (I) IN LIEU OF PIECES OF BAGGAGE PROVIDED FOR IN PARAGRAPH (A) OR (B) ABOVE, ANY ARTICLE LISTED BELOW, REGARDLESS OF THE ACTUAL DIMENSIONS WILL BE CONSIDERED TO BE A PIECE OF BAGGAGE WHOSE OUTSIDE LINEAR DIMENSIONS ARE 55 IN., WILL BE ACCEPTED.
 - (II) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) OR (B), ANY PORTABLE MUSICAL INSTRUMENT NOT EXCEEDING 39 INCHES IN LENGTH WILL BE CONSIDERED TO BE ONE PIECE OF BAGGAGE AT 39 INCHES.
- (2) FREE BAGGAGE ALLOWANCE FOR CHILDREN
- (A) CHILDREN CARRIED FREE OF CHARGE WILL BE GRANTED NO FREE BAGGAGE ALLOWANCE.
 - (B) CHILDREN PAYING 10 PERCENT OF THE NORMAL ADULT FARE WILL BE ALLOWED ONE PIECE OF CHECKED BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 39 INCHES PLUS ONE CHECKED FULLY COLLAPSIBLE CHILD'S STROLLER OR PUSH-CHAIR.
 - (C) CHILDREN PAYING 50 PERCENT OR MORE OF THE NORMAL ADULT FARE WILL BE GRANTED FREE BAGGAGE ALLOWANCE ON THE SAME BASIS AS A PASSENGER PAYING THE ADULT FARE.
- (3) EXCESS BAGGAGE CHARGES
- (A) BAGGAGE IN EXCESS OF THAT PROVIDED ABOVE WILL BE ACCEPTED ONLY UPON PAYMENT OF THE CHARGES LISTED BELOW IN THE FOLLOWING MANNER:
 - (I) EACH PIECE OF BAGGAGE IN EXCESS OF THE NUMBER PROVIDED FOR ABOVE WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW.
 - (II) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS THOSE PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW.
 - (III) EACH PIECE OF BAGGAGE BOTH IN EXCESS OF THE NUMBER PERMITTED ABOVE AND WHOSE

- DIMENSIONS EXCEED THE DIMENSIONS PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES WILL BE ASSESSED 200 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW.
- (IV) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS 80 INCHES, AND/OR WHOSE WEIGHT EXCEEDS 32 KGS. WILL BE CARRIED AS ACCOMPANIED BAGGAGE ONLY IF ADVANCE ARRANGEMENTS ARE MADE WITH CARRIER. SUCH BAGGAGE SHALL BE WEIGHED AND IT SHALL BE ASSESSED 300 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW FOR THE FIRST 45 KGS. OR FRACTION THEREOF. EACH ADDITIONAL 10 KGS. OR FRACTION THEREOF WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (H) BELOW.
- (B) SPORTING EQUIPMENT WILL BE ASSESSED THE CHARGES PUBLISHED BELOW FOR EACH ITEM OF SPORTING EQUIPMENT LISTED:
- (I) GOLFING EQUIPMENT CONSISTING OF ONE GOLF BAG (CONTAINING GOLF CLUBS) AND ONE PAIR OF GOLF SHOES WILL BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND IF IN EXCESS WILL BE ASSESSED 50 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW. HOWEVER ONLY ONE SET OF GOLF EQUIPMENT WILL BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE. ANY SETS OF GOLFING EQUIPMENT IN EXCESS OF ONE WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW;
- (II) SNOW SKIING EQUIPMENT CONSISTING OF ONE PAIR OF SNOW SKIS, ONE PAIR OF SKI POLES AND ONE PAIR OF SKI BOOTS WILL BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND IF IN EXCESS WILL BE ASSESSED 25 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW. HOWEVER, ONLY ONE SET OF SNOW SKIING EQUIPMENT WILL BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE. ANY SETS OF SNOW SKIING EQUIPMENT IN EXCESS OF ONE WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW;
- (C) ANIMALS
ACCOMPANIED PETS IN A CONTAINER, SUBJECT TO THE CONDITIONS OF ACCEPTANCE STATED IN THIS RULE WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW.

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- (D) BULKY BAGGAGE
 BULKY BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED IN PARAGRAPH (E)(4) ABOVE. SUBJECT TO ADVANCE ARRANGEMENTS, EACH PASSENGER MAY CARRY ON BOARD THE AIRCRAFT BAGGAGE OF SUCH BULKY OR FRAGILE NATURE AS TO REQUIRE THE BLOCKING OUT OR USE OF A SEAT(S);
 - (I) MAXIMUM WEIGHT
 A MAXIMUM WEIGHT OF 75 KGS. (165 LBS.) PER SEAT IS PERMITTED, PROVIDED THAT THE WEIGHT OF SUCH BAGGAGE SHALL NOT BE INCLUDED IN DETERMINING THE PASSENGER'S FREE BAGGAGE ALLOWANCE OR EXCESS BAGGAGE CHARGES.
 - (II) CHARGES
 THE CHARGE PER SEAT SHALL BE THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW OR A MINIMUM CHARGE EQUAL TO 75 PERCENT OF THE NORMAL ONE-WAY ADULT FARE FOR THE CLASS OF SERVICE USED BY THE PASSENGER BETWEEN TWO POINTS WHICH THE BAGGAGE IS TO BE TRANSPORTED.
- (E) THE CHARGE FOR EACH PIECE OF EXCESS OR OVERSIZE BAGGAGE WILL BE AS INDICATED BELOW:
 - (I) BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:
 - (AA) BETWEEN EAST COAST CITIES AND POINTS IN AREA NO. 2 AND 3; (EAST COAST CITIES AS USED HEREIN, MEANS BALTIMORE, MD, BOSTON, MA, NEW YORK, NY, PHILADELPHIA, PA, AND WASHINGTON, D.C.)

BETWEEN EAST COAST CITIES IN U.S.A. AND POINTS IN AREA 2, DESCRIBED IN (AA) ABOVE	CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)
ALGERIA	74.00
AUSTRIA	70.00
BELGIUM	70.00
BULGARIA	81.00
CZECH REPUBLIC	81.00
DENMARK	70.00
FINLAND	70.00
FRANCE	70.00
GERMANY	70.00
GIBRALTAR	66.00
GREECE	82.00
HUNGARY	81.00
ICELAND	66.00
IRELAND	66.00
ITALY	74.00
LUXEMBOURG	70.00

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MALTA	74.00
MOROCCO	MAD 600
NETHERLANDS	70.00
NORWAY	70.00
POLAND	81.00
PORTUGAL (INCLUDING AZORES AND MADEIRA)	66.00
ROMANIA	81.00
SLOVAKIA	81.00
SPAIN	66.00
SWEDEN	70.00
SWITZERLAND	70.00
TUNISIA	74.00
TURKEY	82.00
UNITED KINGDOM	66.00
RUSSIAN FEDERATION	81.00
YUGOSLAVIA	60.00
MIDDLE EAST OTHER THAN THE COUNTRIES LISTED	108.00
COUNTRIES LISTED BELOW:	
CYPRUS, JORDAN, LEBANON AND SYRIAN ARAB REPUBLIC	94.00
EGYPT	65.00
ISRAEL	65.00

NOTE: (APPLICABLE TO/FROM THE MIDDLE EAST) WITH THE FIRST PIECE OF EXCESS BAGGAGE SUBJECT TO A CHARGE OF \$1.50 PER POUND, WITH A MINIMUM OF \$40.00

AFRICA, OTHER THAN THE COUNTRIES LISTED BELOW:	75.00
BENIN, CAPE VERDE, GAMBIA, GHANA, GUINEA, GUINEA-BISSAU, COTE D'IVOIRE, LIBERIA, MALI, NIGERIA, MAURITANIA, NIGER, SENEGAL, SIERRA LEONE, TOGO AND BURKINA FASO	97.00
POINTS IN AREA NO. 3 OTHER THAN THOSE LISTED	95.00
LISTED BELOW:	
AFGHANISTAN, BANGLADESH, MYANMAR, INDIA, NEPAL AND SRI LANKA	85.00

(BB) BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLANDS AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2 VIA THE ATLANTIC OCEAN: (EAST COAST CITIES AS USED HEREIN MEANS BALTIMORE, MD, BOSTON, MA, NEW YORK, NY, PHILADELPHIA, PA, AND WASHINGTON, D.C.)

BETWEEN POINTS IN THE U.S.A. CHARGE EACH PIECE OF EXCESS

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EXCEPT EAST OR OVERSIZED
 COAST CITIES BAGGAGE
 AND POINTS IN (STATED IN USD)
 AREA 2, DESCRIBED
 IN (AA) ABOVE

ALGERIA	84.00
AUSTRIA	80.00
BELGIUM	80.00
BULGARIA	91.00
CZECH REPUBLIC/SLOVAKIA	91.00
DENMARK	80.00
FINLAND	80.00
FRANCE	80.00
GERMANY	80.00
GIBRALTAR	76.00
GREECE	92.00
HUNGARY	91.00
ICELAND	76.00
IRELAND	76.00
ITALY	84.00
LUXEMBOURG	80.00
MALTA	84.00
MOROCCO	MAD 700
NETHERLANDS	80.00
NORWAY	80.00
POLAND	91.00
PORTUGAL	76.00
ROMANIA	91.00
SPAIN	76.00
SWEDEN	80.00
SWITZERLAND	80.00
TUNISIA	84.00
TURKEY	92.00
UNITED KINGDOM	76.00
RUSSIAN FEDERATION	91.00
YUGOSLAVIA	66.00
MIDDLE EAST	115.00
(EXCEPT AS NOTED BELOW)	
CYPRUS/JORDAN/LEBANON/ SYRIAN ARAB REPUBLIC	101.00
EGYPT	71.00
ISRAEL	71.00
AFRICA	81.00
(EXCEPT AS NOTED BELOW)	
BENIN/CAPE VERDE/GAMBIA/ GHANA/GUINEA-BISSAU/COTE D'IVOIRE/LIBERIA/MALI/ MAURITANIA/NIGER/NIGERIA/ SENEGAL/SIERRA LEONE/ TOGO/BURKINA FASO	104.00
POINTS IN AREA NO. 3	101.00
(EXCEPT AS NOTED BELOW)	
AFGHANISTAN/BANGLADESH/ MYANMAR/NEPAL/SRI LANKA	129.00
PAKISTAN	101.00
INDIA	129.00
SOUTHWEST PACIFIC	116.00

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Rule 130 Fares

(A) GENERAL

FARES APPLY ONLY FOR CARRIAGE FROM AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT POINT OF DESTINATION AND DO NOT INCLUDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS OR BETWEEN AIRPORTS AND CITY CENTERS EXCEPT WHERE RULE 30 SPECIFICALLY PROVIDES THAT SUCH GROUND TRANSFER SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.

NOTE: 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-MONTREAL AND THE PASSENGER ACTUALLY COMMENCES TRAVEL IN LONDON INSTEAD OF ATHENS, THE FARE MUST BE REASSESSED AT THE LONDON-MONTREAL GBP LONDON LEVEL.

(B) APPLICABLE FARES

(1) EXCEPT AS PROVIDED IN (C)(1) BELOW, WHERE A FARE IS PUBLISHED VIA THE DESIRED ROUTING FROM POINT OF ORIGIN TO POINT OF DESTINATION, SUCH FARE IS APPLICABLE OVER SUCH ROUTE NOT WITHSTANDING THAT IT IS HIGHER OR LOWER THAN THE COMBINATION OF INTERMEDIATE FARES VIA THE SAME ROUTING. FOR THE PURPOSE OF THIS RULE, A PUBLISHED FARE INCLUDES A FARE OBTAINED BY COMBINING A PUBLISHED ARBITRARY AND A PUBLISHED INTERNATIONAL FARE. WHERE NO THROUGH ONE-FACTOR FARE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE CLASS OF SERVICE AND THE TYPE OF AIRCRAFT USED, THE APPLICABLE FARE FOR SUCH TRANSPORTATION SHALL BE CONSTRUCTED AS PROVIDED BELOW:

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

(2) EXCEPT AS PROVIDED IN SUBPARAGRAPH (B)(1) ABOVE, FARE CONSTRUCTION MUST BE VIA THE ACTUAL ITINERARY OF THE PASSENGER. THE ADDITION OF POINTS NOT ON THE PASSENGER'S ITINERARY SHALL NOT BE PERMITTED. THIS DOES NOT PRECLUDE FARE CONSTRUCTION WITH ADD-ON AMOUNTS WITHIN A FARE COMPONENT.

(3) ALL PUBLISHED FARES GOVERNED BY THIS TARIFF AND

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ALL FARES CONSTRUCTED IN ACCORDANCE WITH THIS TARIFF ARE APPLICABLE ONLY WHEN IN COMPLIANCE WITH THE PROVISIONS GOVERNING TRAVEL VIA A HIGHER-RATED INTERMEDIATE POINT (PARAGRAPH (C)(3)). MILEAGE ROUTINGS (SEE MAXIMUM PERMITTED MILEAGE TARIFF NO. MPM-1, C.A.B. NO. 424, NTA(A) NO. 239) MAY BE APPLIED TO ANY PUBLISHED OR CONSTRUCTED FARE; HOWEVER, IF A DIAGRAMMATIC OR LINEAR ROUTING IS SPECIFIED IN CONNECTION WITH A FARE, SUCH ROUTING MUST BE OBSERVED FOR THAT PORTION OF THE TRANSPORTATION COVERED BY THAT FARE.

(C) CONSTRUCTION OF FARES

(1) COMBINING DOMESTIC U.S. FARES WITH INTERNATIONAL FARES

(A) DOMESTIC U.S. NORMAL FARES

A NORMAL FARE APPLICABLE WITHIN THE U.S.A. MAY BE COMBINED END ON END WITH AN INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED INTERNATIONAL THROUGH FARE FROM POINT OF ORIGIN TO POINT OF DESTINATION, PROVIDED TRAVEL IS VIA THE FARE CONSTRUCTION POINTS.

(B) DOMESTIC U.S. SPECIAL FARES

(I) A SPECIAL FARE APPLICABLE WITHIN THE U.S.A. MAY BE COMBINED WITH AN INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED FARE FROM POINT OF ORIGIN TO POINT OF DESTINATION, PROVIDED THAT THE PASSENGER COMPLIES WITH ALL CONDITIONS (E.G., PERIOD OF VALIDITY, MINIMUM/MAXIMUM STAY, ADVANCE PURCHASE REQUIREMENTS, GROUP SIZE, ETC.) OF THE SPECIAL FARE.

EXCEPTION: ANY MINIMUM TOUR PRICE REQUIRED BY THE SPECIAL FARE WITHIN THE U.S.A. WILL NOT BE APPLICABLE WHEN THE FARE IS COMBINED WITH AN INTERNATIONAL INCLUSIVE TOUR FARE HAVING A MINIMUM TOUR PRICE OF THE SAME OR A HIGHER AMOUNT.

(II) PASSENGERS TRAVELLING UNDER A FARE CONSTRUCTED IN (I) ABOVE MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S).

(2) COMBINING ARBITRARIES WITH INTERNATIONAL FARES WHEN A THROUGH FARE IS NOT PUBLISHED VIA A DESIRED ROUTING BETWEEN POINT IN CANADA OR THE U.S.A. AND A POINT IN AREA 2 OR 3, THE FARE FOR SUCH TRANSPORTATION WILL BE CONSTRUCTED BY COMBINING THE CARRIER'S PUBLISHED ARBITRARY AND PUBLISHED INTERNATIONAL FARE FOR THE FARE CLASS APPLICABLE TO THE TRANSPORTATION. PASSENGER MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S).

(3) TRAVEL VIA A HIGHER-RATED INTERMEDIATE POINT

- (A) NORMAL FARES
- (I) A THROUGH NORMAL FARE BETWEEN ORIGIN AND DESTINATION MUST NOT BE LOWER THAN:
 - (AA) THE NORMAL FARE BETWEEN THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING.
 - (BB) THE NORMAL FARE BETWEEN THE DESTINATION AND ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING.
 - (CC) THE NORMAL FARE BETWEEN ANY TWO TICKETED INTERMEDIATE POINTS ALONG THE ROUTING.
 - (II) WHEN THE DIRECT NORMAL FARE FOR SEGMENT OF AN ITINERARY IS LOWER THAN AN INTERMEDIATE POINT NORMAL FARE, THE DIRECT NORMAL FARE MUST BE RAISED TO THE HIGHEST OF ANY SUCH INTERMEDIATE POINT NORMAL FARES.
 - (III) 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. IF THE ROUTING PASSES THROUGH A HIGHER INTERMEDIATE TICKETED POINT, THE APPROPRIATE FARE TO BE SURCHARGED IS 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. EXCEPTION: EXCEPT THAT FOR JOURNEYS COMMENCING IN ISRAEL, HIF SHALL BE CHECKED FOR ALL TICKETED POINTS FROM ISRAEL.
 - (IV) ALL CONDITIONS OF THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION APPLY.
 - (V) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL (SITI/SOTI), A HIGHER INTERMEDIATE FARE IS DEEMED TO BE APPLICABLE ONLY IN THE CASE OF INTERMEDIATE TICKETED POINTS AT WHICH A STOPOVER IS MADE.
 - (VI) FOR THE PURPOSES OF SUB-PARAGRAPH (V) ABOVE, THE FOLLOWING GEOGRAPHICAL AREAS ARE CONSIDERED ONE COUNTRY:
 - (AA) DENMARK, NORWAY AND SWEDEN; AND
 - (BB) CANADA AND U.S.A.
 - (VII) EC MEMBER STATES, NORWAY AND SWEDEN SHALL BE CONSIDERED AS ONE COUNTRY PROVIDED:
 - (AA) TRAVEL IS WHOLLY WITHIN EUROPE SUB-AREA AND IS BETWEEN EC MEMBER STATES, NORWAY AND SWEDEN;
 - (BB) ALL FARE CONSTRUCTION POINTS ARE IN EC MEMBER STATES, NORWAY AND SWEDEN; AND
 - (CC) TRAVEL COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE

- TICKET.
- (VIII) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL (SITI/SOTI), IN WEST AFRICA, HIGHER INTERMEDIATE POINTS IN EACH FARE COMPONENT MUST BE CHECKED AT ALL TICKETED POINTS IN WEST AFRICA EXCEPT WHEN TRAVEL IS VIA ANGOLA, NIGERIA AND/OR ZAIRE, IN WHICH CASE, THE HIGHER INTERMEDIATE POINTS MUST BE CHECKED ONLY IF A STOPOVER IS MADE AT SUCH POINT.
EXCEPTION: EXCEPT THAT FOR JOURNEYS COMMENCING IN ISRAEL, HIF SHALL BE CHECKED FOR ALL TICKETED POINTS FROM ISRAEL.
 - (IX) WHEN COMPARING NORMAL FARES OF THE SAME CLASS OF SERVICE IN ORDER TO DETERMINE IF THERE IS A HIGHER INTERMEDIATE FARE, THE FOLLOWING SEQUENCE SHALL BE FOLLOWED:
 - (AA) FIRST CLASS FARE IS COMPARED WITH FIRST CLASS FARE, IF NO FIRST CLASS FARE, COMPARE WITH INTERMEDIATE CLASS FARE (OR NEXT LOWER CLASS FARE).
 - (BB) INTERMEDIATE CLASS FARE IS COMPARED WITH INTERMEDIATE CLASS FARE, IF NO INTERMEDIATE CLASS FARE, COMPARE WITH THE HIGHEST ECONOMY CLASS FARE.
 - (CC) ECONOMY CLASS FARE IS COMPARED WITH ECONOMY CLASS FARE.
 - (X) FARE IS THE DIRECTION OF TRAVEL ARE USED WHEN COMPARING NORMAL FARE. HOWEVER, FOR THE LAST FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH FARE COMPONENT FROM THE COUNTRY OF ORIGIN MUST BE USED FOR ROUND TRIP, CIRCLE TRIP OR OPEN JAW TRAVEL TERMINATING IN THE COUNTRY OF ORIGIN.
 - (B) SPECIAL FARES
 - (I) IF THERE IS NO HIGHER FARE BETWEEN:
 - (AA) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
 - (BB) DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT THAN THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION, THE SPECIAL FARE (SURCHARGED, IF NECESSARY) BETWEEN ORIGIN AND DESTINATION APPLIES.
 - (II) IF THERE IS A HIGHER NORMAL FARE BETWEEN:
 - (AA) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
 - (BB) DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT THAN THE NORMAL FARE BETWEEN ORIGIN AND

- DESTINATION, THE SPECIAL FARE MUST BE RAISED TO THE LEVEL OF SUCH HIGHER NORMAL FARE (SURCHARGED IF NECESSARY), UNLESS
- (CC) 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
 - (DD) A HIGHER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE SUCH HIGHER SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES.
- (III) IN DEFINING A "FARE OF THE SAME TYPE", THE COMPARISON IS LIMITED TO THE CLASS OF SERVICE AND THE FOLLOWING:
- (AA) (1) LATE BOOKING FARE OR
(2) APEX FARES OR
(3) PEX FARES OR
(4) EXCURSION FARES
 - (BB) (1) GROUP INCLUSIVE TOUR FARES OR
(2) INDIVIDUAL INCLUSIVE TOUR FARES OR
(3) EXCURSION FARE
 - (CC) (1) GROUP FARES OR
(2) EXCURSION FARES
- (IV) IF, FROM THE ORIGIN TICKETED POINT TO ANY INTERMEDIATE TICKETED POINT, THERE IS NO SPECIAL FARE OF THE SAME TYPE AS THE THROUGH SPECIAL FARE, THE FARE MUST NOT BE LESS THAN THE LOWEST OF ANY HIGHER TYPE OF SPECIAL FARE OR NORMAL FARE (IN THE ABSENCE OF A SPECIAL FARE) IN THE SAME CLASS OF SERVICE.
- (V) TICKET VALIDITY AND MINIMUM STAY REQUIREMENT NEED NOT BE THE SAME.
- (VI) IN CASE THERE IS MORE THAN ONE SPECIAL FARE OF THE SAME TYPE FOR COMPARISON ON ANY GIVEN SECTOR, THE FARE WITH CONDITIONS MOST SIMILAR TO THOSE OF THE SPECIAL FARE BETWEEN THE TERMINAL TICKETED POINTS ARE USED FOR COMPARISON.
- (VII) WHEN TICKETS ARE ISSUED IN COUNTRY OF COMMENCEMENT OF TRAVEL, A HIGHER INTERMEDIATE FARE IS DEEMED TO BE APPLICABLE ONLY IN THE CASE OF INTERMEDIATE TICKETED POINTS AT WHICH A STOPOVER IS MADE.
- (VIII) FOR THE PURPOSES OF SUB-PARAGRAPH (VII) ABOVE, THE FOLLOWING GEOGRAPHICAL AREAS ARE CONSIDERED ONE COUNTRY:
- (AA) DENMARK, NORWAY AND SWEDEN.
 - (BB) CANADA AND U.S.A.
- (IX) WHEN TICKETS ARE ISSUED IN COUNTRY OF COMMENCEMENT OF TRAVEL (SITI/SOTI) IN WEST AFRICA, HIGHER INTERMEDIATE POINTS IN EACH FARE COMPONENT MUST BE CHECKED

AT ALL TICKETED POINTS IN WEST AFRICA EXCEPT WHEN TRAVEL IS VIA ANGOLA, NIGERIA AND/OR ZAIRE, IN WHICH CASE, THE HIGHER INTERMEDIATE POINTS MUST BE CHECKED ONLY IF A STOPOVER IS MADE AT SUCH POINT.

- (X) ALL CONDITIONS OF THE SPECIAL FARE BETWEEN ORIGIN AND DESTINATION APPLY.
 - (XI) ONE-WAY BACKHAUL
WHEN A PASSENGER PURCHASES A ONE WAY TICKET FOR TRANSPORTATION VIA A HIGHER RATED INTERMEDIATE STOPOVER POINT, THE FARE FOR SUCH TRANSPORTATION WILL BE CONSTRUCTED BY CALCULATING THE ROUND TRIP FARE FOR TRANSPORTATION FROM THE POINT OF ORIGIN TO THE HIGHER RATED STOPOVER INTERMEDIATE POINT AND SUBTRACTING THE ONE WAY FARE FOR DIRECT (NOT INVOLVING A HIGHER RATED INTERMEDIATE POINT) TRANSPORTATION BETWEEN THE POINT OF ORIGIN AND DESTINATION.
- (4) ROUND TRIP FARES
 - (A) UNLESS OTHERWISE SPECIFIED, THE FARE FOR A ROUND TRIP JOURNEY SHALL BE TWICE THE THROUGH FARE ONE WAY FARE APPLICABLE TO THE OUTBOUND JOURNEY.
 - (B) ROUND TRIP FARES WHICH BY THEIR OWN TERMS ARE COMBINABLE MAY BE USED WITH OTHER FARES ON THE BASIS OF HALF THE ROUND TRIP FARE INSTEAD OF THE ONE WAY FARE.
 - (5) CIRCLE TRIP FARES
 - (A) THE FARE FOR A CIRCLE TRIP SHALL BE THE LOWEST COMBINATION OF HALF ROUND TRIP FARES IN THE DIRECTION OF TRAVEL ALONG RESPECTIVE SECTIONS INVOLVED IN THE TRIP, BEGINNING THE CALCULATION FROM THE POINT OF ORIGIN OF THE TRIP, PROVIDED THAT FOR THE FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED.
 - (B) FOR THE PURPOSE OF THE FOREGOING:
 - (I) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED AS ONE COUNTRY.
 - (II) CANADA AND THE U.S.A. SHALL BE CONSIDERED AS ONE COUNTRY.
 - (C) THE FARE FOR A CIRCLE TRIP SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL OR SPECIAL ROUND TRIP FARE, AS APPROPRIATE, APPLICABLE TO THE LOWEST CLASS OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL, INCLUDING ANY SEPARATELY ASSESSED SIDE TRIPS.
 - (6) OPEN JAW TRIP FARES
WHEN A TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR AN OPEN-JAW TRIP, THE FARE FOR SUCH OPEN JAW TRIP WILL BE CONSTRUCTED AS FOLLOWS:
 - (A) WHEN THE POINT OF DEPARTURE AND FINAL

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- DESTINATION ARE THE SAME, THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND TRIP FARE FROM THE POINT OF DEPARTURE TO EACH OUTER POINT OF THE OPEN JAW AND;
- (B) WHERE THE POINTS OF DEPARTURE AND FINAL DESTINATION ARE NOT THE SAME, THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND TRIP FARE FROM THE POINT OF DEPARTURE TO THE OUTER POINT OF THE OUTWARD SECTION PLUS 50 PERCENT OF THE ROUND TRIP FARE FROM THE POINT OF DESTINATION TO THE OUTER POINT OF THE INBOUND SECTION.
- (7) FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS
- (A) THESE RULES APPLY AS FOLLOWS:
- (I) NORMAL ONE WAY FARES;
- (II) SPECIAL ONE WAY FARES;
- (III) ONE WAY FARES BASED ON A PERCENTAGE OF NORMAL ONE WAY FARES;
- (IV) HALF ROUND TRIP NORMAL FARES AS PERMITTED IN PARAGRAPH (C) BELOW.
- (B) (APPLICABLE TO SITI/SOTI/SITO/SOTO TRANSACTION ONLY)
- (I) FARES SHALL BE APPLICABLE IN THE DIRECTION OF TRAVEL EXCEPT, WHEN MORE THAN ONE FARE COMPONENT IS INVOLVED, FOR ANY FARE COMPONENT WHICH TERMINATES IN THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH FARE COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED.
- (II) WHEN ONE WAY FARES ARE USED AND TRAVEL IS VIA THE COUNTRY OF ORIGIN, THE FARE FOR THE COMPONENT VIA THE COUNTRY OF ORIGIN SHALL NOT BE LESS THAN THE HIGHEST INTERNATIONAL FARE FROM ANY TICKETED POINT IN THE COUNTRY OF ORIGIN IN THE FARE COMPONENT TO ANY OTHER TICKETED POINT IN SUCH FARE COMPONENT. THIS RULE APPLIES WHETHER OR NOT A STOPOVER IS MADE AT THE POINT(S) IN THE COUNTRY OF ORIGIN.
- (III) WHEN A SINGLE OPEN JAW JOURNEY COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS AND HAS A SURFACE BREAK IN ONE COUNTRY, EITHER AT DESTINATION OR ORIGIN, AND WHERE A DOUBLE OPEN JAW COMPRISES, AND HAS A SURFACE BREAK BOTH IN THE COUNTRY OF DESTINATION AND IN THE COUNTRY OF ORIGIN, HALF ROUND TRIP NORMAL FARES SHALL BE USED FOR EACH FARE COMPONENT. FOR TRAVEL ORIGINATING IN CANADA OR THE U.S.A., THE SURFACE BREAK MAY BE PERMITTED BETWEEN COUNTRIES IN THE EUROPE SUB-AREA, PROVIDED TRAVEL IN BOTH DIRECTIONS IS VIA THE ATLANTIC.
- (IV) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME, AND WHERE A COMMON TICKETED

- POINT(S) IN THE COUNTRY OF ORIGIN IS USED IN BOTH THE OUTBOUND AND INBOUND JOURNEYS, THE FARE THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE, FROM SUCH COMMON POINT(S).
- (V) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE NOT SAME AND WHERE A COMMON TICKETED POINT(S) IN THE COUNTRY OF TURNAROUND IS USED IN BOTH THE INBOUND AND OUTBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE TO SUCH COMMON POINT(S).
- (C) (APPLICABLE TO SOTI/SITO/SOTO TRANSACTION ONLY) THE FOLLOWING ADDITIONAL RULES WILL APPLY: (SEE NOTE 1)
- (I) NORMAL FARES
- (AA) ONLY ONE FARE COMPONENT
THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE-WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT.
- (BB) MORE THAN ONE FARE COMPONENT (ONE WAY FARES)
- (1) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE TO EITHER DIRECTION FOR THE LOWEST CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE COMPONENT, AND
- (2) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE LOWEST CLASS OF SERVICE USED BETWEEN THE TICKETED POINTS ON THE JOURNEY.
- (CC) MORE THAN FARE COMPONENT (HALF ROUND TRIP FARES)
- (1) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL HALF ROUND TRIP FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE COMPONENT, AND
- (2) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL HALF

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ROUND TRIP FARE APPLICABLE IN
EITHER DIRECTION FOR THE CLASS
OF SERVICE USED BETWEEN ANY
TICKETED POINTS ON THE
JOURNEY.

- (II) SPECIAL FARES
 - (AA) ONLY ONE FARE COMPONENT:
THE FARE TO BE CHARGED SHALL NOT BE
LESS THAN THE HIGHEST ONE WAY
DIRECT FARE OF THE SAME TYPE IN
EITHER DIRECTION BETWEEN ANY
TICKETED POINTS WITHIN THE FARE
COMPONENT. IN THE ABSENCE OF A
FARE OF THE SAME TYPE, THE NEXT
HIGHER ONE WAY FARE SHALL BE USED.
 - (BB) MORE THAN FARE COMPONENT:
 - (1) THE ABOVE RULE SHALL APPLY TO
EACH FARE COMPONENT, AND
 - (2) THE TOTAL FARE FOR THE JOURNEY
SHALL NOT BE LESS THAN THE
HIGHEST ONE WAY DIRECT FARE OF
THE SAME TYPE IN EITHER
DIRECTION BETWEEN ANY TICKETED
POINTS IN THE JOURNEY. IN THE
ABSENCE OF A FARE OF THE SAME
TYPE THE NEXT HIGHER ONE WAY
FARE SHALL BE USED.
 - (3) AS USED HEREIN "FARE OF THE
SAME TYPE" SHALL BE AS DEFINED
IN PARAGRAPH (C)(3)(B)(III)
ABOVE.
- (III) EXCEPTION: THE PROVISIONS OF THIS RULE
SHALL NOT APPLY AS FOLLOWS:
 - (AA) FOR TRANSPORTATION WHOLLY WITHIN
AREA 1,
 - (BB) FOR SALES MADE IN AREA 1 FOR
TRANSPORTATION COMMENCING IN AREA
1,
 - (CC) FOR SALES MADE IN CANADA, U.S.A.,
AND IN U.S. TERRITORIES FOR
TRANSPORTATION TO CANADA, U.S.A.
AND U.S. TERRITORIES,
 - (DD) WHEN TRAVEL ORIGINATING IN BENIN,
UPPER VOLTA (BURKINA FASO),
CAMEROON, CENTRAL AFRICAN REPUBLIC,
CHAD, CONGO, COTE D' IVOIRE (IVORY
COAST), EQUATORIAL, GUINEA, GABON,
GHANA, LIBERIA, MALI, NIGER,
SENEGAL OR TOGO AND IS SOLD IN
ANOTHER OF THESE COUNTRIES.
 - (EE) FOR THE SALE IN THE U.S.A., US
TERRITORIES AND CANADA OF FARES
BETWEEN FOREIGN POINTS, THE FARES
TO BE CHARGED SHALL BE BASED ON THE
ACTUAL DIRECTION OF TRAVEL.
 - (FF) FARES SOLD IN FOREIGN COUNTRIES FOR
TRANSPORTATION TO/FROM CANADA ARE
THE FARES AND CONDITIONS OF

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CARRIAGE AS STATED IN THE LAWFUL TARIFFS ON FILE AND IN EFFECT WITH NTA(A) OF THE COMPETENT FOREIGN AIR AUTHORITY AND IN EACH CASE BE CALCULATED IN THE DIRECTION OF TRAVEL.

- (GG) FOR SALES IN CANADA IN CANADIAN DOLLARS THE FARE DETERMINED AS ABOVE SHALL BE CONVERTED INTO CANADIAN DOLLARS AT THE APPLICABLE BBR IN EFFECT ON THE DAY OF THE TRANSACTION AT THE CANADIAN POINT OF SALE.
- (IV) FOR THE PURPOSE OF THIS RULE, THE FARES TO BE USED SHALL BE THOSE APPLICABLE ON THE DATE OF COMMENCEMENT OF OUTBOUND INTERNATIONAL TRAVEL.
- (D) FOR THE PURPOSE OF THIS RULE
 - (I) CANADA AND THE U.S.A. SHALL BE CONSIDERED AS ONE COUNTRY; AND
 - (II) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED AS ONE COUNTRY.
- (8) TRAVEL VIA DIFFERENT CLASS OF SERVICE
 - (A) A THROUGH FARE WHICH PROVIDES FOR A COMBINATION OF DIFFERENT CLASSES OF SERVICE SHALL BE THE LOWEST FARE RESULTING FROM THE FOLLOWING:
 - (I) THE COMBINATION OF SECTOR FARES FOR THE CLASS OF SERVICE USED.
 - (II) THE APPLICABLE THROUGH FARE FOR THE LOWEST CLASS OF SERVICE USED PLUS A DIFFERENTIAL FOR EACH PORTION WHERE A HIGHER CLASS OF SERVICE IS USED; SUCH DIFFERENTIAL BEING THE DIFFERENCE BETWEEN THE ONE WAY OR HALF ROUND TRIP FARES FOR THE LOWEST CLASS OF SERVICE USED FOR THE PORTION(S) CONCERNED AND THE CORRESPONDING ONE WAY OR HALF ROUND TRIP HIGHER CLASS FARE.
 - (III) THE THROUGH FARE FOR THE HIGHEST CLASS OF SERVICE USED.
 - (B) THE APPLICATION OF PARAGRAPH (1) ABOVE SHALL NOT BE USED TO CIRCUMVENT ANY STOPOVER OR TRANSFER RESTRICTIONS APPLICABLE TO THE THROUGH FARE FOR THE LOWEST CLASS OF SERVICE USED.
 - (C) CLASS DIFFERENTIALS AS DESCRIBED IN PARAGRAPH (1) ABOVE.
 - (I) MAY NOT BE ADDED TO SPECIAL FARES;
 - (II) MUST BE ASSESSED WITHIN EACH FARE COMPONENT;
 - (III) MUST BE ASSESSED IN THE DIRECTION OF TRAVEL EXCEPT THAT FOR TRAVEL INTO THE COUNTRY OF ORIGIN, ASSESS THE CLASS DIFFERENTIALS FROM THE COUNTRY OF ORIGIN.

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Rule 135 Stopovers

- (A) EXCEPT AS OTHERWISE PROVIDED IN THIS RULE, STOPOVERS WITHIN THE VALIDITY PERIOD OF THE TICKET WILL BE PERMITTED AT ANY SCHEDULED STOP UNLESS CARRIER'S TARIFFS OR GOVERNMENT REGULATIONS DO NOT PERMIT A STOPOVER AT ANY SUCH STOP.
- (B) STOPOVERS MUST BE ARRANGED WITH CARRIER IN ADVANCE AND SPECIFIED ON TICKET.

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Rule 145 Currency Applications

- (A) LOCAL CURRENCY FARES AND CHARGES
- (1) FARES AND RELATED CHARGES ARE EXPRESSED IN THE LOCAL CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION (COC), EXCEPT THOSE COUNTRIES LISTED BELOW WHICH ARE EXPRESSED IN US DOLLARS:
- | | |
|------------------------|-----------------------|
| AFGHANISTAN | LEBANON |
| ALBANIA | LIBERIA |
| AMERICAN SAMOA | LITHUANIA |
| ANGOLA | MACEDONIA, THE FORMER |
| ANGUILLA | YUGOSLAV REPUBLIC OF |
| ANTIGUA AND BARBUDA | MADAGASCAR |
| ARGENTINA | MALAWI |
| ARMENIA | MALDIVES |
| AZERBAIJAN | MARIANA ISLANDS |
| BAHAMAS | MARSHALL ISLANDS |
| BANGLADESH | MEXICO |
| BARBADOS | MOLDOVA, |
| BELARUS | REPUBLIC OF |
| BELIZE | MONGOLIA |
| BERMUDA | MONTSERRAT |
| BOLIVIA | NEPAL |
| BOSNIA AND HERZEGOVINA | NICARAGUA |
| BRAZIL | NIGERIA |
| BRITISH VIRGIN ISLANDS | PALAU |
| BULGARIA | PANAMA |
| BURUNDI | PARAGUAY |
| CAMBODIA | PERU |
| CAPE VERDE | PHILIPPINES |
| CAROLINE ISLANDS | POLAND |
| CAYMAN ISLANDS | ROMANIA |
| CHILE | RUSSIAN |
| COLOMBIA | FEDERATION |
| COSTA RICA | RWANDA |
| CROATIA | SAINT KITTS |
| CUBA | AND NEVIS |
| DOMINICA | SAINT LUCIA |
| DOMINICAN | SAINT VINCENT AND |
| REPUBLIC | THE GRENADINES |
| ECUADOR | SAO TOME AND |
| EL SALVADOR | PRINCIPE |
| ERITREA | SIERRA LEONE |
| ESTONIA | SOMALIA |
| ETHIOPIA | SURINAM |
| GAMBIA | TAJIKISTAN |
| GEORGIA | TANZANIA, UNITED |
| GHANA | REPUBLIC OF |
| GRENADA | TRINIDAD AND |
| GUATEMALA | TOBAGO |
| GUINEA | TURKEY |
| GUINEA- | TURKMENISTAN |
| BISSAU | TURKS AND |
| GUYANA | CAICOS ISLANDS |

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HAITI	UGANDA
HONDURAS	UKRAINE
INDONESIA	URUGUAY
ISRAEL	U.S. AND U.S.
JAMAICA	TERRITORIES
KAZAKHSTAN	UZBEKISTAN
KENYA	VENEZUELA
KYRGYZSTAN	VIET NAM
LAOS, PEOPLE'S	YUGOSLAVIA
DEMOCRATIC	ZAIRE
REPUBLIC OF	ZAMBIA
LATVIA	

- (2) ALL DOMESTIC ADD-ONS SHALL BE ESTABLISHED IN THE CURRENCY OF THE COUNTRY CONCERNED, OR WHERE AGREED, IN U.S. DOLLARS.
- (B) COMBINATION OF LOCAL CURRENCY FARES
TO COMBINE TWO OR MORE LOCAL CURRENCY FARES, CONVERT ALL LOCAL CURRENCY FARES INTO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
- STEP 1:
- (A) ESTABLISH THE NUC AMOUNT FOR EACH LOCAL CURRENCY FARE BY DIVIDING THE LOCAL CURRENCY FARE BY THE APPLICABLE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY IN WHICH THE CURRENCY IS DENOMINATED.
 - (B) CALCULATE THE RESULTANT AMOUNT TO TWO DECIMALS PLACES, IGNORING ANY FURTHER DECIMAL PLACES.
- STEP 2: ADD THE RESULTANT NUC AMOUNTS FOR THE SECTORS INVOLVED.
- STEP 3:
- (A) ESTABLISH THE THROUGH LOCAL CURRENCY FARE BY MULTIPLYING THE TOTAL NUC AMOUNTS (DERIVED FROM STEPS 1, 2, AND 3 ABOVE) BY THE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY OF COMMENCEMENT OF TRAVEL.
 - (B) CALCULATE THE RESULTANT AMOUNT OF ONE DECIMAL PLACE BEYOND THE NUMBER OF DECIMAL PLACES SHOWN NEXT TO THE LOCAL CURRENCY IN THE CONVERSION TABLE BELOW, IGNORING ANY FURTHER DECIMAL PLACES.
 - (C) ROUND UP TO THE NEXT HIGHER ROUNDING UNIT SHOWN NEXT TO THE LOCAL CURRENCY IN THE CURRENCY CONVERSION TABLE, UNLESS OTHERWISE INDICATED.
- (C) OTHER CHARGES
OTHER CHARGES ESTABLISHED IN LOCAL CURRENCY AMOUNTS TO BE SHOWN ON THE TICKET SHALL BE CONVERTED TO THE CURRENCY OF THE COUNTRY OF SALE USING THE BANKERS' SELLING RATE USING THE ROUNDING UNITS SHOWN NEXT TO OTHER CHARGES IN THE CURRENCY CONVERSION TABLE.
- (D) PTAS AND MCOS FOR UNSPECIFIED TRANSPORTATION
PTAS AND MCOS FOR UNSPECIFIED TRANSPORTATION WHEN HONORED FOR PAYMENT OF AIR TRANSPORTATION SHALL BE SUBJECT TO THE PROVISIONS OF RULE 75 (CURRENCY OF PAYMENT). THE COUNTRY OF PAYMENT OF THE PTA OR MCO

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(E) SHALL BE CONSIDERED THE COUNTRY OF ORIGINAL ISSUE.
CURRENCY TABLE
ABU DHABI
(SEE UNITED ARAB EMIRATES)

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

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

ALGERIA
ALGERIAN DINAR DZD ROE: 54.9520000 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

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

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

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

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

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

ARUBA
ARUBAN GUILDER AWG ROE:1.79 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

AUSTRALIA
AUSTRALIAN
DOLLAR AUD ROE: 1.24894000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

AUSTRIA
SCHILLING ATS ROE: 10.7423700 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10

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

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

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BAHRAIN
BAHRAINI DINAR BHD ROE:0.37600 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

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

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

BELGIUM
BELGIAN FRANC BEF ROE: 31.3684600 NOTE 1
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10

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

BENIN
CFA FRANC XOF ROE: 517.039200 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

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

BHUTAN
NGULTRUM BTN ROE: 34.8800000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

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

BOTSWANA
PULA BWP ROE: 3.37044000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

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

BRUNEI
DARUSSALAM
BRUNEI DOLLAR BND ROE: 1.40574000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

BURKINA FASO
CFA FRANC XOF ROE: 517.039200 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

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

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

CAMEROON
CFA FRANC XAF ROE: 517.039200 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

CANADA
CANADIAN DOLLAR CAD ROE: 1.36808000 NOTE 1,8
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

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

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

CENTRAL AFRICAN
REPUBLIC
CFA FRANC XAF ROE: 517.039200 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

CHAD
CFA FRANC XAF ROE: 517.039200 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

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

CHINA
YUAN RENMINBI CNY ROE: 8.33002000 NOTE 1
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

COCOS (KEELING)
ISLANDS
AUSTRALIAN
DOLLAR AUD ROE: 1.24894000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

CHRISTMAS ISLAND
AUSTRALIAN
DOLLAR AUD ROE: 1.24894000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

COMOROS
COMORO
FRANC KMF ROE: 387.779400 NOTE 1
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 50

CONGO
CFA FRANC XAF ROE: 517.039200 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

COOK ISLANDS
NEW ZEALAND
DOLLAR NZD ROE: 1.45222000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

COTE D'IVOIRE
CFA FRANC XOF ROE: 517.039200 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

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

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

CYPRUS
CYPRUS POUND CYP ROE: .475210000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05

CZECH
REPUBLIC
CZECH KORUNA CZK ROE: 27.6460000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

DENMARK
DANISH KRONE DKK ROE: 5.89099000 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

DJIBOUTI
DJIBOUTI FRANC DJF ROE:160.000000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

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

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

DUBAI (SEE UNITED ARAB EMIRATES)
ECUADOR

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
EGYPT			
EGYPTIAN POUND	EGP	ROE: 3.41816000	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
EL SALVADOR			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
EQUATORIAL GUINEA			
CFA FRANC	XAF	ROE: 517.039200	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
ERITREA			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
ESTONIA			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
ETHIOPIA			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
FALKLAND ISLANDS			
POUND STERLING	GBP	ROE: .658910000	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
FIJI			
FIJI DOLLAR	FJD	ROE: 1.39198000	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
FINLAND			
MARKKA	FIM	ROE: 4.73842000	NOTE 9
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
FRANCE			
FRENCH FRANC	FRF	ROE: 5.17039000	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
FRENCH GUIANA			
FRENCH FRANC	FRF	ROE: 5.17039000	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
FRENCH POLYNESIA			
CFP FRANC	XPF	ROE: 94.0071400	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
GABON			
CFA FRANC	XAF	ROE: 517.039200	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
GAMBIA			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
GEORGIA			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

GERMANY
DEUTSCH MARK DEM ROE: 1.52722000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5

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

GIBRALTAR
GIBRALTAR POUND GIP ROE: .658910000 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

GREECE
DRACHMA GRD ROE: 242.976000 NOTE 10
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10

GREENLAND
DANISH KRONE DKK ROE: 5.89099000 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

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

GUADELOUPE
FRENCH FRANC FRF ROE: 5.17039000 NOTE 1
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

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

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

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

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

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

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

HONG KONG
HONG KONG DOLLAR HKD ROE: 7.73618000 NOTE 1
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

HUNGARY
FORINT HUF ROE: 148.006000 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10

ICELAND
ICELAND KRONE ISK ROE: 67.0959300 NOTE -

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10

INDIA

INDIAN RUPEE INR ROE: 34.880000 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

INDONESIA

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

IRAN, ISLAMIC
REPUBLIC OF

IRANIAN RIAL IRR ROE:3000.0 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

IRAQ

IRAQI DINAR IQD ROE: .31090 NOTE -
ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05

IRELAND

IRISH POUND IEP ROE: .637830000 NOTE -1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

ISRAEL

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

ITALY

ITALIAN LIRA ITL ROE: 1557.62781 NOTE -
ROUND UP: LOCAL CURRENCY - 1000 OTHER CHARGES - 1000

JAMAICA

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

JAPAN

YEN JPY ROE: 105.223980 NOTE 4
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10

JORDAN

JORDANIAN DINAR JOD ROE: .70900 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05

KAZAKHSTAN

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

KENYA

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

KIRIBATI

AUSTRALIAN DOLLAR AUD ROE: 1.24894000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

KOREA,
DEMOCRATIC

PEOPLE'S
REPUBLIC OF
NORTH KOREAN
WON KPW ROE: 2.20865000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

KOREA,
REPUBLIC OF
KOREAN WON KRW ROE: 778.179080 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

KUWAIT
KUWAIT DINAR KWD ROE: .299830000 NOTE -
ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05

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

LAOS, PEOPLE'S
DEMOCRATIC
REPUBLIC OF
US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

LATVIA
US DOLLAR USD ROE:1.0 NOTE 3
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

LEBANON
US DOLLAR USD ROE:1.0 NOTE 3
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

LESOTHO
LOTI LSL ROE:3.64851000 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 0.1

LIBERIA
US DOLLAR USD ROE:1.0 NOTE 3
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

LIBYAN ARAB
JAMAHIRIYA
LIBYAN DINAR LYD ROE: .359110000 NOTE -
ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05

LITHUANIA
US DOLLAR USD ROE:1.0 NOTE 3
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

LUXEMBOURG
LUXEMBOURG
FRANC LUF ROE:30.2695700 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES -

MACAU
PATACA MOP ROE:7.98720 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

MACEDONIA, THE
FORMER YUGOSLAV
REPUBLIC OF
US DOLLAR USD ROE:1.0 NOTE 3
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

MADAGASCAR

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 50
MALAWI			
US DOLLAR	USD	ROE:1.0	NOTE 3
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MALAYSIA			
MALAYSIAN RINGGIT			
ROUND UP: LOCAL CURRENCY - 1	MYR	ROE:2.53432	NOTE -
			OTHER CHARGES - 1
MALDIVES			
US DOLLAR	USD	ROE:1.0	NOTE 3
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MALI			
CFA FRANC	XOF	ROE: 517.039200	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
MALTA			
MALTESE LIRA	MTL	ROE: .365010000	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MARIANA ISLANDS			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MARSHALL ISLANDS			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MARTINIQUE			
FRENCH FRANC	FRF	ROE: 5.17039000	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
MAURITANIA			
OUGUIYA	MRO	ROE: 136.030000	NOTE -
ROUND UP: LOCAL CURRENCY - 20			OTHER CHARGES - 10
MAURITIUS			
MAURITIUS RUPEE	MUR	ROE: 19.4276000	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
MAYOTTE			
FRENCH FRANC	FRF	ROE: 5.17039000	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
MEXICO			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MOLDOVA, REPUBLIC OF			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MONACO			
FRENCH FRANC	FRF	ROE: 5.17039000	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
MONGOLIA			

Tariff: AT1 - CTA No. 349 DOT No. 558
 Carrier: Royal Air Maroc - AT

US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MONTSERRAT			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
MOROCCO			
MOROCCAN DIRHAM	MAD	ROE: 8.81012000	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
MOZAMBIQUE			
METICAL	MZM	ROE: 10965.0000	NOTE -
ROUND UP: LOCAL CURRENCY - 10000			OTHER CHARGES - 10000
MYANMAR			
KYAT	MMK	ROE: 5.87832000	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
NAMIBIA			
NAMIBIAN DOLLAR	NAD	ROE: 4.38899000	NOTE 6
ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 1
NAURU			
AUSTRALIAN DOLLAR	AUD	ROE: 1.24894000	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
NEPAL			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
NETHERLANDS			
NETHERLANDS GUILDER			
ROUND UP: LOCAL CURRENCY - 1	NLG	ROE: 1.70692000	NOTE 5
			OTHER CHARGES - 1
NETHERLANDS ANTILLES			
NETHERLANDS ANTILLEAN GUILDER			
ROUND UP: LOCAL CURRENCY - 1	ANG	ROE:1.79	NOTE -
			OTHER CHARGES - 1
NEW CALEDONIA			
CFP FRANC	XPF	ROE: 94.00714	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
NEW ZEALAND			
NEW ZEALAND DOLLAR			
ROUND UP: LOCAL CURRENCY - 1	NZD	ROE: 1.45222000	NOTE -
			OTHER CHARGES - 0.1
NICARAGUA			
US DOLLAR	USD	ROE:1.0	NOTE 1
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
NIGER			
CFA FRANC	XOF	ROE: 517.039200	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
NIGERIA			
US DOLLAR	USD	ROE:1.0	NOTE 1

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NIUE
NEW ZEALAND
DOLLAR NZD ROE: 1.45222000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NORWAY
NORWEGIAN KRONE NOK ROE: 6.55929000 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

OMAN
RIAL OMANI OMR ROE: .385000000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

PAKISTAN
PAKISTAN RUPEE PKR ROE: 34.8368600 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

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

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

PAPUA NEW GUINEA
KINA PGK ROE: 1.29349000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

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

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

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

PORTUGAL
PORTUGUESE
ESCUDO PTE ROE: 157.063370 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

QATAR
QATARI RIAL QAR ROE: 3.63999000 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10

REUNION
FRENCH FRANC FRF ROE: 5.17039000 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

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

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

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

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

SAINT KITTS AND
NEVIS
US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

SAINT PIERRE AND
MIQUELON
FRENCH FRANC FRF ROE: 5.17039000 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

SAINT VINCENT AND
THE GRENADINES
US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SAMOA
TALA WST ROE: 2.40697000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SAO TOME AND
PRINCIPE
US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SAUDI ARABIA
SAUDI RIYAL SAR ROE: 3.74499000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SENEGAL
CFA FRANC XOF ROE: 517.039200 NOTE -1
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

SEYCHELLES
SEYCHELLES
RUPEE SCR ROE: 4.99100000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SHARJAH (SEE UNITED ARAB EMIRATES)

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

SINGAPORE
SINGAPORE
DOLLAR SGD ROE: 1.40566000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

SLOVAKIA
SLOVAK KORUNA SKK ROE: 30.8022000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SLOVENIA
SLOVENIAN TOLAR SIT ROE: 137.687040 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SOLOMON ISLANDS
SOLOMON ISLANDS
DOLLAR SBD ROE: 3.47330000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

SOUTH AFRICA
RAND ZAR ROE: 4.38899000 NOTE 6
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

SPAIN
SPANISH PESETA ESP ROE: 127.206510 NOTE -
ROUND UP: LOCAL CURRENCY - 50 OTHER CHARGES - 5

SRI LANKA
SRI LANKA RUPEE LKR ROE: 54.3004200 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SUDAN
SUDANESE DINAR SDD ROE: 119.50000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

SWAZILAND
LILANGENI SZL ROE: 4.38899000 NOTE 1
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

SWEDEN
SWEDISH KRONE SEK ROE: 6.77625000 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

SWITZERLAND
SWISS FRANCO CHF ROE: 1.24458000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SYRIAN ARAB
REPUBLIC
SYRIAN POUND SYP ROE:42.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

TAIWAN, PROVINCE OF
NEW TAIWAN
DOLLAR TWD ROE: 27.1786000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

TANZANIA, UNITED
REPUBLIC OF
US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

THAILAND
BAHT THB ROE: 25.2424600 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 5

TOGO
CFA FRANC XOF ROE: 517.039200 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

TONGA
PA'ANGA TOP ROE: 1.24894000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

TUNISIA
TUNISIAN DINAR TND ROE: .975300000 NOTE -
ROUND UP: LOCAL CURRENCY - 0.5 OTHER CHARGES - 0.5

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

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

TURKS AND
CAICOS ISLANDS
US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

TUVALU
AUSTRALIAN
DOLLAR AUD ROE: 1.24894000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

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

UNITED ARAB EMIRATES
(COMPRISED OF
ABU DHABI, AJMAN,
DUBAI, FUJAIRAH,
RAS-EL-KHAIMAH,
SHARJAH,
UMM AL QAIWAIN)
UAE DIRHAM AED ROE: 3.67100000 NOTE 1
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10

Tariff: AT1 - CTA No. 349 DOT No. 558
Carrier: Royal Air Maroc - AT

UNITED KINGDOM
POUND STERLING GBP ROE: .658910000 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

UNITED STATES
DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

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

VANUATU
VATU VUV ROE: 110.428000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10

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

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

WALLIS AND
FUTUNA ISLANDS
CFP FRANC XPF ROE: 94.0071400 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10

YEMEN,
REPUBLIC OF
YEMENI RIAL YER ROE:100.000000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

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

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

ZIMBABWE
ZIMBABWE DOLLAR ZWD ROE: 9.77962000 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NOTES:

1. ROUNDING OF FARES AND OTHER CHARGES SHALL BE TO THE NEAREST ROUNDING UNIT.
2. ROUNDING OF LOCAL CURRENCY FARES SHALL BE ACCOMPLISHED BY DROPPING AMOUNTS LESS THAN 50 PENCE AND INCREASING AMOUNTS OF 50 PENCE OR MORE.
3. CANCELLED

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4. CHANGES TO PROMOTIONAL FARES IN JAPANESE YEN SHALL BE CALCULATED TO JPY 1 AND ROUNDED UP TO JPY 1000.
5. NETHERLANDS SECURITY CHARGE SHALL NOT BE ROUNDED.
6. ROUNDING OF OTHER CHARGES SHALL BE ACCOMPLISHED BY DROPPING AMOUNTS LESS THAN 50 CENTS AND INCREASING AMOUNTS OF 50 CENTS OR MORE.
7. CANCELLED
8. OTHER CHARGES -CANADIAN TAX CHARGES ROUNDED TO THE NEAREST 0.01.
9. OTHER CHARGES -VAT IN FINLAND TO BE ROUNDED TO THE NEAREST ROUNDING UNIT.
10. FOR DOCUMENTS ISSUED IN THE LOCAL CURRENCY OF THIS COUNTRY, REFUNDS SHALL BE MADE IN THIS COUNTRY AND IN THE CURRENCY OF THIS COUNTRY.

(F) LOCAL CURRENCY ROUNDING TABLE

AFGHANISTAN

AFGHANI	AFA	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1

ALBANIA

LEK	ALL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1

ANGOLA

KWANZA		
REAJUSTADO	AOR	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100

ANGUILLA

EC DOLLAR	XCD	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1

ANTIGUA AND BARBUDA

EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1

ARGENTINA

ARGENTINE PESO	ARS	NOTE 1,3
ROUND UP: LOCAL CURRENCY - 1000		OTHER CHARGES - 1000

ARMENIA

ARMENIAN DRAM	AMD	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10

AZERBAIJAN

AZERBAIJANIAN MANAT	AZM	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10

BAHAMAS

BAHAMIAN DOLLAR	BSD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1

BANGLADESH

TAKA	BDT	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1

BARBADOS

BARBADOS DOLLAR	BBD	NOTE -
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ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
BELARUS	
BELARUSSIAN	
RUBLE	BYB
ROUND UP: LOCAL CURRENCY - 100	NOTE - OTHER CHARGES - 10
BELIZE	
BELIZE DOLLAR	BZD
ROUND UP: LOCAL CURRENCY - 1	NOTE 1 OTHER CHARGES - 0.1
BERMUDA	
BERMUDIAN	
DOLLAR	BMD
ROUND UP: LOCAL CURRENCY - 1	NOTE 3 OTHER CHARGES - 0.1
BOLIVIA	
BOLIVIANO	
ROUND UP: LOCAL CURRENCY - 1	NOTE 1 OTHER CHARGES - 0.1
BOSNIA AND HERZEGOVINA	
DINAR	BAD
ROUND UP: LOCAL CURRENCY - 1	NOTE - OTHER CHARGES - 1
BRAZIL	
BRAZILIAN REAL	
ROUND UP: LOCAL CURRENCY - 1	NOTE 1,2 OTHER CHARGES - 1
BURUNDI	
BURUNDI FRANC	
ROUND UP: LOCAL CURRENCY - 10	NOTE - OTHER CHARGES - 5
BULGARIA	
LEV	
ROUND UP: LOCAL CURRENCY - 1	NOTE - OTHER CHARGES - 1
CAMBODIA	
RIEL	
ROUND UP: LOCAL CURRENCY - 10	NOTE - OTHER CHARGES - 10
CAPE VERDE	
CAPE VERDE	
ROUND UP: LOCAL CURRENCY - 100	NOTE - OTHER CHARGES - 100
CAYMAN ISLANDS	
CAYMAN ISLAND	
ROUND UP: LOCAL CURRENCY - 0.1	NOTE 3 OTHER CHARGES - 0.1
CHILE	
CHILEAN PESO	
ROUND UP: LOCAL CURRENCY - 1	NOTE 1 OTHER CHARGES - 1
COLOMBIA	
COLOMBIAN PESO	
ROUND UP: LOCAL CURRENCY - 100	NOTE 1 OTHER CHARGES - 100
COSTA RICA	
COSTA RICAN	
COLON	CRC
	NOTE 1

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ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 10
CROATIA	
CROATIAN KUNA HRK	NOTE 3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
CUBA	
CUBAN PESO CUP	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
DOMINICA	
EC DOLLAR XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
DOMINICAN REPUBLIC	
DOMINICAN PESO DOP	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
ECUADOR	
SUCRE ECS	NOTE 1,3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
EL SALVADOR	
EL SALVADOR COLON SVC	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
ERITREA	
ETHIOPIAN BIRR ETB	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
ESTONIA	
KROON EEK	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
ETHIOPIA	
ETHIOPIAN BIRR ETB	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
GAMBIA	
DALASI GMD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
GEORGIA	
LARI GEL	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
GHANA	
CEDI GHC	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
GRENADA	
EC DOLLAR XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
GUATEMALA	
QUETZAL GTQ	NOTE 3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
GUINEA	
GUINEA FRANC GNF	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 100

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

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ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
MACEDONIA, THE FORMER YUGOSLAV REPUBLIC OF	
DENER MKD	NOTE 3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
MADAGASCAR	
MALAGASY FRANC MGF	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 50
MALAWI	
KWACHA MWK	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
MALDIVES	
RUFUYAA MVR	NOTE 1
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
MEXICO	
MEXICAN PESO MXN	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
MOLDOVA, REPUBLIC OF	
MOLDOVAN LEU MDL	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
MONGOLIA	
TUGRIK MNT	NOTE -
ROUND UP: LOCAL CURRENCY - -	OTHER CHARGES - -
MONTSERRAT	
EC DOLLAR XCD	NOTE 3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
NEPAL	
NEPALESE RUPEE NPR	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
NICARAGUA	
CORDOBA ORO NIO	NOTE 1
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
NIGERIA	
NAIRA NGN	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
PANAMA	
BALBOA PAB	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
PARAGUAY	
GUARANI PYG	NOTE 1
ROUND UP: LOCAL CURRENCY - 1000	OTHER CHARGES - 1000
PERU	
NUEVO SOL PES	NOTE -
ROUND UP: LOCAL CURRENCY - 0.1	OTHER CHARGES - 0.1
PHILIPPINES	
PHILIPPINE PESO PHP	NOTE -

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ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
POLAND	
ZLOTY PLN	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
ROMANIA	
LEU ROL	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
RUSSIAN FEDERATION BELARUSSIAN	
RUBLE BYB	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
RWANDA	
RWANDA FRANCE RWF	NOTE -
ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 5
SAINT KITTS AND NEVIS	
EC DOLLAR XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
SAINT LUCIA	
EC DOLLAR XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
SAINT VINCENT AND THE GRENADINES	
EC DOLLAR XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
SAO TOME AND PRINCIPE	
DOBRA STD	NOTE -
ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 10
SIERRA LEONE	
LEONE SLL	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
SOMALIA	
SOMALI SHILLING SOS	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
SURINAM	
SURINAM GUILDER SRG	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
TAJIKISTAN	
TASIK RUBLE TJR	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
TANZANIA, UNITED REPUBLIC OF	
TANZANIAN SHILLING TZS	NOTE -
ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 10
TRINIDAD	

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AND TOBAGO		
TRINIDAD AND TOBAGO DOLLAR	TTD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
TURKEY		
TURKISH LINA	TRL	NOTE -
ROUND UP: LOCAL CURRENCY - 1000		OTHER CHARGES - 100
TURKMENISTAN		
TURKMENISTAN MANAT	TMM	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
UGANDA		
UGANDA SHILLING	UGX	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
UKRAINE		
KARBOVANET	UAK	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
URUGUAY		
URUGUAYO PESO	UYU	NOTE -1,3
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
UZBEKISTAN		
UZBEKISTAN SUM	UZS	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
VENEZUELA		
BOLIVAR	VEB	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
VIET NAM		
DONG	VND	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
YUGOSLAVIA		
NEW DINAR	YUM	NOTE 4
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ZAIRE		
NEW ZAIRE	ZRN	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.05
ZAMBIA		
KWACHA	ZMK	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 5

NOTES:

1. FOR DOCUMENTS ISSUED IN THE LOCAL CURRENCY OF THIS COUNTRY, REFUNDS SHALL ONLY BE MADE IN THIS COUNTRY AND IN THE CURRENCY OF THIS COUNTRY.
2. NO ROUNDING IS INVOLVED, ALL DECIMALS BEYOND TWO SHALL BE IGNORED.
3. ROUNDING OF FARES AND OTHER CHARGES SHALL BE TO THE NEAREST ROUNDING UNIT.
4. ROUNDING SHALL BE ACCOMPLISHED BY DROPPING AMOUNTS OF 50 PARAS AND LESS AND INCREASING AMOUNTS OF MORE THAN 50 PARAS TO THE NEXT HIGHER NEW DINAR.

Rule 200 Children's and Infants' Fares

- (A) ACCOMPANIED CHILDREN (INFANTS) UNDER TWO YEARS OF AGE
- (1) WHEN ACCOMPANIED BY AN ADULT PASSENGER, CHILDREN WHO ARE LESS THAN TWO YEARS OF AGE ON THE DATE OF COMMENCEMENT OF THE OUTWARD JOURNEY AND NOT OCCUPYING AN INDIVIDUAL SEAT WILL BE ASSESSED 10 PERCENT OF THE APPLICABLE FARES
EXCEPTION: (APPLICABLE FOR TRANSPORTATION WHOLLY WITHIN AREA 1)
- | | | |
|--|------------------------------|--|
| WHEN TRAVEL IS: | | PERCENTAGES SHOWN SHALL BE APPLIED TO THE APPLICABLE ADULT FARE |
| BETWEEN POINTS IN THE CONTINENTAL U.S.A./CANADA AND POINTS IN COLOMBIA | | 10 PERCENT OF THE FARE BETWEEN MIAMI AND BARRANQUILLA |
| POINTS WHOLLY WITHIN THE AREAS COMPRISING: | | NO CHARGE |
| ALASKA | HAITI | |
| BAHAMAS | JAMAICA | |
| CANADA | MEXICO | |
| CAYMAN ISLANDS | PUERTO RICO | |
| CONTINENTAL U.S.A. | VIRGIN ISLANDS | |
| CUBA | | |
| DOMINICAN REPUBLIC | | |
| BETWEEN POINTS IN: | POINTS IN: | 10 PERCENT OF THE FARE BETWEEN MIAMI AND POINTS IN CENTRAL AMERICA, SOUTH AMERICA, THE ISLANDS OF THE CARIBBEAN SEA OR THE WEST INDIES |
| ALASKA | CENTRAL AMERICA | |
| BAHAMAS | SOUTH AMERICA | |
| CANADA | ISLANDS OF THE CARIBBEAN SEA | |
| CONTINENTAL U.S.A. | OR WEST INDIES | |
| CUBA | NOT SPECIFIED | |
| DOMINICAN REPUBLIC | | |
| HAITI | | |
| JAMAICA | | |
| MEXICO | | |
| PUERTO RICO | | |
| BETWEEN POINTS IN THE CONTINENTAL U.S.A./CANADA AND POINTS IN BERMUDA. | | 10 PERCENT OF THE FARE BETWEEN NEW YORK AND BERMUDA |
- (2) FIFTY PERCENT OF THE APPLICABLE ADULT FARE FOR CHILDREN UNDER TWO YEARS OF AGE OCCUPYING INDIVIDUAL SEATS, OR CHILDREN IN EXCESS OF ONE ACCOMPANYING AN ADULT PASSENGER.
- (3) FOR THE PURPOSE OF THIS RULE "ADULT PASSENGER" AS USED HEREIN SHALL MEAN A PASSENGER 12 YEARS OF AGE

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OR OLDER.

- (B) ACCOMPANIED CHILDREN TWO YEARS OF AGE OR OVER, BUT UNDER 12 WHEN ACCOMPANIED BY AN ADULT PASSENGER, THE FARE FOR CHILDREN WHO HAVE REACHED THEIR SECOND BIRTHDAY BUT HAVE NOT REACHED THEIR TWELFTH BIRTHDAY ON THE DATE OF COMMENCEMENT OF THEIR OUTWARD JOURNEY, WILL BE 50 PERCENT OF THE APPLICABLE ADULT FARE.
- (C) UNACCOMPANIED CHILDREN UNDER EIGHT YEARS OF AGE FOR CONDITIONS GOVERNING THE ACCEPTANCE OF UNACCOMPANIED CHILDREN FOR CARRIAGE SEE RULE 25 (REFUSAL TO TRANSPORT-LIMITATION OF CARRIER)
- (1) APPLICABLE ONLY BETWEEN POINTS WHOLLY WITHIN AREA 1
UNACCOMPANIED CHILDREN UNDER EIGHT YEARS OF AGE ON THE DATE OF COMMENCEMENT OF THEIR OUTWARD JOURNEY WILL BE CHARGED THE FULL APPLICABLE ADULT FARE.
- (2) APPLICABLE ONLY BETWEEN POINTS IN THE U.S.A. AND CANADA AND POINTS IN AREAS 2 AND 3
UNACCOMPANIED CHILDREN UNDER EIGHT YEARS OF AGE ON THE DATE OF COMMENCEMENT OF THEIR OUTWARD JOURNEY WILL BE CHARGED 50 PERCENT OF THE APPLICABLE ADULT FARE.
- (D) UNACCOMPANIED CHILDREN EIGHT YEARS OF AGE OR OVER BUT UNDER TWELVE YEARS OF AGE (FOR CONDITIONS GOVERNING THE ACCEPTANCE OF UNACCOMPANIED CHILDREN, SEE RULE 25 (REFUSAL TO TRANSPORT-LIMITATIONS OF CARRIAGE) HEREIN) EXCEPT AS OTHERWISE PROVIDED IN THE APPLICABLE FARES RULES, UNACCOMPANIED CHILDREN WHO HAVE REACHED THEIR EIGHTH BIRTHDAY BUT HAVE NOT REACHED THEIR TWELFTH BIRTHDAY ON THE DATE OF COMMENCEMENT OF THEIR OUTWARD JOURNEY WILL BE CHARGED 50 PERCENT OF THE APPLICABLE ADULT FARE.
EXCEPTION : WHERE THE ROUTING INCLUDES ONE OR MORE OF THE FOLLOWING CARRIERS: UA OR ANY SEGMENT OF TW WITHIN THE CONTINENTAL U.S.A., JOINT FARES DO NOT APPLY TO CHILDREN EIGHT YEARS OF AGE OR OVER BUT UNDER TWELVE YEARS OF AGE WHO ARE NOT ACCOMPANIED FROM ORIGIN TO DESTINATION BY A PASSENGER AT LEAST 12 YEARS OF AGE.
- (E) OTHER CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED CHILDREN UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE FARES RULE, CHILDREN'S AND INFANTS' DISCOUNTS APPLY TO ANY CHARGE OR SURCHARGE AND ANY CANCELLATION OR REFUND FEE.

Rule 205 Free and Reduced Rate Transportation for Agents

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

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FOLLOWING BASIS:

- (A) REDUCED FARE TRANSPORTATION AT TWENTY FIVE (25) PERCENT OF THE APPLICABLE FARE;
 - (B) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR PER AUTHORIZED AGENCY OFFICE LOCATION;
 - (C) THE OUTWARD PORTION OF TRAVEL MUST BE COMMENCED DURING THE CALENDAR YEAR IN WHICH THE TICKET IS ISSUED, AND ALL TRAVEL MUST BE COMPLETED WITHIN THREE (3) MONTHS FROM DATE OF ISSUANCE;
 - (D) OWNERS, OFFICERS, DIRECTORS OR EMPLOYEES OF THE PASSENGER SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER WILL GRANT PURSUANT TO SUBPARAGRAPHS (A) AND (B) ABOVE WITHIN EACH COUNTRY.
- (2) SPOUSES: THE SPOUSE OF A PERSON ELIGIBLE UNDER PARAGRAPH (1) ABOVE WILL BE ALLOWED:
- (A) REDUCED FARE TRANSPORTATION AT FIFTY (50) PERCENT OF THE APPLICABLE FARE;
 - (B) NOT MORE THAN ONE TRIP PER CALENDAR YEAR FOR EACH SPOUSE VIA EACH CARRIER;
 - (C) THE SPOUSE MUST ACCOMPANY THE ELIGIBLE PERSON ON THE SAME AIRCRAFT TO THE POINT OF TURNAROUND.
- (3) ELIGIBILITY:
- (A) REDUCED FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA AND/OR CARRIER APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE ISSUANCE OF THE TRANSPORTATION.
 - (B) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA SALES AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT; PROVIDED THAT A STANDARD IATA SALES AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.
- (4) APPLICATION FOR TRANSPORTATION: IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION, APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY A RESPONSIBLE OFFICIAL OF THE PASSENGER SALES AGENCY. SUCH APPLICATION SHALL INCLUDE THE POINT OF ORIGIN, STOPOVER POINTS, POINT OF DESTINATION, CARRIER AND FLIGHT TO BE USED ON EACH PORTION OF THE TRANSPORTATION AND DATES OF TRAVEL.
- (C) PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES
- (1) APPLICATION: OWNERS, OFFICERS, DIRECTORS, AND EMPLOYEES OF AN AUTHORIZED PASSENGER SALES AGENCY OF THE CARRIERS WILL BE ALLOWED TRANSPORTATION OVER THE LINES OF SUCH CARRIERS ON THE FOLLOWING BASIS:
- (A) REDUCED FARE TRANSPORTATION AT TWENTY-FIVE (25) PERCENT OF THE APPLICABLE FARE;
 - (B) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR FOR EACH QUALIFIED PERSON AT EACH APPROVED LOCATION WILL BE PERMITTED PROVIDED THAT NO

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- CARRIER WILL HONOR MORE THAN TWO SUCH REDUCED FARE TICKETS PER APPROVED LOCATION PER CALENDAR YEAR; PROVIDED FURTHER THAT THE CARRIER MAY POOL AMONG THE QUALIFIED PERSONNEL OF THE AGENT THE TOTAL NUMBER OF TICKETS WHICH THE CARRIER IS ENTITLED TO GRANT WITHIN THE UNITED STATES;
- (C) THE OUTWARD PORTION OF TRAVEL MUST BE COMMENCED DURING THE CALENDAR YEAR IN WHICH THE TICKET IS ISSUED, AND ALL TRAVEL SHALL BE COMPLETED WITHIN THREE MONTHS FROM THE DATE OF ISSUANCE OF TICKET;
 - (D) OWNERS, OFFICERS, DIRECTORS OR EMPLOYEES OF THE PASSENGER SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER(S) WILL GRANT PURSUANT TO SUBPARAGRAPHS (A) AND (B) ABOVE, WITHIN THE UNITED STATES.
- (2) SPOUSES: THE SPOUSE OF A PERSON ELIGIBLE UNDER PARAGRAPH (1) ABOVE WILL BE ALLOWED.
- (A) REDUCED FARE TRANSPORTATION AT FIFTY (50) PERCENT OF THE APPLICABLE FARE;
 - (B) NOT MORE THAN ONE TRIP PER CALENDAR YEAR FOR EACH SPOUSE VIA EACH CARRIER;
 - (C) THE SPOUSE MUST ACCOMPANY THE ELIGIBLE PERSON ON THE SAME AIRCRAFT TO THE POINT OF TURNAROUND.
- (3) ELIGIBILITY:
- (A) REDUCED FARE TRANSPORTATION WILL BE GRANTED BY THE CARRIER(S) AS INDICATED ABOVE PROVIDED THE AGENT HAS BEEN ON THE IATA AND/OR CARRIER APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION AND PROVIDED THE PASSENGER HAS BEEN IN THE SERVICE OF THE AGENT CONTINUOUSLY AND WITHOUT INTERRUPTION FOR A PERIOD OF NOT LESS THAT ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION.
EXCEPTION: A PERSON PREVIOUSLY ELIGIBLE FOR REDUCED RATE TRANSPORTATION IN THE EMPLOY OF ANOTHER APPROVED LOCATION OR AGENT, MAY BE GRANTED SUCH TRANSPORTATION AFTER THREE MONTHS SERVICE WITH ANOTHER APPROVED LOCATION OR AGENT PROVIDED THE NEW EMPLOYMENT IS TAKEN UP IMMEDIATELY ON TERMINATION OF THE OLD.
 - (B) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA SALES AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT; PROVIDED THAT A STANDARD IATA SALES AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.
- (4) APPLICATION FOR TRANSPORTATION:
- (A) ON OR BEFORE DECEMBER 1 OF EACH YEAR,

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- PASSENGER SALES AGENTS DESIRING TO ESTABLISH ELIGIBILITY FOR THE FOREGOING TRANSPORTATION FOR THE NEXT CALENDAR YEAR SHALL SUBMIT THE NAMES OF AGENCY PERSONNEL ELIGIBLE OR TO BECOME ELIGIBLE DURING THE SUBSEQUENT CALENDAR YEAR FOR REDUCED FARE TRANSPORTATION TO THE SECRETARY, TRAFFIC CONFERENCE 1 OF THE INTERNATIONAL AIR TRANSPORTATION ASSOCIATION.
- (B) THE SECRETARY OF TRAFFIC CONFERENCE 1 SHALL FURNISH EACH AGENT WITH ONE EDUCATION TRAVEL DEVELOPMENT TRIP AUTHORIZATION FOR EACH PERMISSIBLE TRIP.
- (C) IN ORDER TO OBTAIN THE FOREGOING, TRANSPORTATION APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY A RESPONSIBLE OFFICIAL OF THE PASSENGER SALES AGENCY, AND COUNTERSIGNED BY THE PERSON(S) WHO WILL MAKE THE TRIP(S). SUCH APPLICATION SHALL BE ACCOMPANIED BY THE TRIP AUTHORIZATION AS RECEIVED IN (3)(B) ABOVE AND MUST BE RECEIVED BY THE CARRIER AT LEAST 14 DAYS PRIOR TO COMMENCEMENT OF TRAVEL.
- (D) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA
- (1) APPLICATION: SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND EMPLOYEES OF AN AUTHORIZED CARGO SALES AGENCY OF THE CARRIER WILL BE ALLOWED INTERNATIONAL TRANSPORTATION OVER THE LINES OF EACH SUCH CARRIER ON THE FOLLOWING BASIS:
- (A) REDUCED FARE TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE. NOT MORE THAN TWO (2) TICKETS PER CALENDAR YEAR FOR EACH AGENT REGISTERED FOR A SPECIFIC COUNTRY; PROVIDED THAT A MAXIMUM OF FORTY (40) ADDITIONAL TICKETS MAY BE ISSUED PER CALENDAR YEAR FOR EACH REGISTERED AGENT FOR A SPECIFIC COUNTRY AS FOLLOWS: TWO TICKETS MAY BE ISSUED FOR EACH 100 PERCENT OF COMMISSIONABLE SALES OR PART THEREOF OVER AND ABOVE THE NATIONAL AVERAGE FOR THE SPECIFIC COUNTRY IN WHICH THE AGENT IS REGISTERED;
- (B) REDUCED FARE TRANSPORTATION AT 50 PERCENT OF THE APPLICABLE ALL YEAR FIRST CLASS OR ECONOMY CLASS FARE. NOT MORE THAT 20 TICKETS MAY BE ISSUED PER CALENDAR YEAR FOR EACH AGENT REGISTERED FOR A SPECIFIC COUNTRY;
- (C) THE OUTWARD PORTION OF TRAVEL MUST BE COMMENCED DURING THE CALENDAR YEAR IN WHICH THE TICKET IS ISSUED AND ALL TRAVEL MUST BE COMPLETED WITHIN 3 MONTHS FROM DATE OF ISSUANCE;
- (D) SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND EMPLOYEES OF THE CARGO SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER WILL GRANT PURSUANT TO SUBPARAGRAPH (A), (B) AND (C) ABOVE WITHIN EACH COUNTRY.

- (2) ELIGIBILITY:
- (A) REDUCED FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION; PROVIDED THAT A PERIOD OF NOT LESS THAN THREE MONTHS SHALL BE THE QUALIFYING PERIOD IF THE AGENT WAS PREVIOUSLY ELIGIBLE FOR REDUCED FARE TRANSPORTATION IN THE SERVICE OF ANOTHER IATA AND/OR CARRIER APPOINTED CARGO AGENT IMMEDIATELY PRIOR TO HIS PRESENT EMPLOYMENT AND THIS IS SO CERTIFIED IN WRITING BY THE IATA AND/OR CARRIER APPOINTED CARGO AGENT MAKING THE APPLICATION.
 - (B) REDUCED FARE TRANSPORTATION MAY ALSO BE GRANTED TO THE SPOUSE OF SUCH ELIGIBLE AGENT TRAVELING PROVIDED THAT:
 - (I) THE SPOUSE TRAVELS TOGETHER WITH THE ELIGIBLE PERSON FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION (IN THE CASE OF ONE-WAY TRIPS) OR TO THE POINT OF TURNAROUND (IN THE CASE OF ROUND TRIPS) OR TO THE HIGHEST RATED POINT (IN THE CASE OF CIRCLE TRIPS);
 - (II) THE DISCOUNT GRANTED IS NO GREATER THAN 50 PERCENT OF THE APPLICABLE FARE AND IN NO EVENT SHALL SUCH SPOUSE RECEIVE MORE THAN ONE TICKET PER YEAR;
 - (III) THE TRANSPORTATION SHALL NOT BE CHARGED AGAINST THE AGENCY'S ANNUAL ALLOTMENT NOTED UNDER (1)(C) ABOVE.
 - (C) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA CARGO AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT, PROVIDED THAT A STANDARD IATA CARGO AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.
- (3) APPLICATION FOR TRANSPORTATION: IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY AN OWNER OR OFFICER OF THE CARGO SALES AGENCY. SUCH APPLICATION SHALL INCLUDE THE POINT OF ORIGIN, STOPOVER POINTS, POINT OF DESTINATION, CARRIER AND FLIGHT TO BE USED ON EACH PORTION OF THE TRANSPORTATION, AND DATES OF TRAVEL.
- (4) ADDITIONAL FREE AND REDUCED FARE TRANSPORTATION
- (A) ATTENDANCE AT OFFICIAL IATA/FIATA MEETINGS: REDUCED FARE INTERNATIONAL TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE TO AND FROM THE POINT WHERE THE MEETING IS BEING HELD WILL BE PROVIDED BY CARRIER TO THE PERSON WHO REPRESENTS FIATA IN AN OFFICIAL CAPACITY AT SUCH MEETING. THIS REDUCED FARE TRANSPORTATION WILL BE IN ADDITION TO THAT

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PROVIDED IN (1) ABOVE. IN ORDER TO OBTAIN THE TRANSPORTATION, APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER. THE AGENT SHALL ATTACH TO THE APPLICATION A CERTIFICATION BY THE DIRECTOR OF THE AIR FREIGHT INSTITUTE OF FIATA THAT THE PERSON IS ATTENDING SUCH MEETING AS AN OFFICIAL REPRESENTATIVE OF FIATA, SHOWING THE DATE, PLACE AND PURPOSE OF SUCH MEETING.

- (B) TRAINING COURSES FOR CARGO AGENTS: CARRIERS MAY INDIVIDUALLY OR JOINTLY PROVIDE PROGRAMMED CARGO TRAINING COURSES FOR INSTRUCTIONS OF EMPLOYEES OF THEIR CARGO AGENTS:
- (I) TRANSPORTATION: CARRIER(S) PROVIDING THE TRAINING WILL GRANT FREE TRANSPORTATION TO THE INDIVIDUAL(S) TO BE TRAINED ON ITS OWN SERVICE BETWEEN THE INDIVIDUAL'S DOMICILE AND THE TRAINING LOCATION. IF THE ORGANIZING CARRIER CANNOT PROVIDE THE TRANSPORTATION WITHIN THE TIME LIMITS SPECIFIED BELOW, HE MAY REROUTE THE PASSENGER ON THE SERVICE OF ANOTHER CARRIER, OR IF NO AIR SERVICES ARE AVAILABLE, BY SURFACE TRANSPORTATION. THE ORGANIZING CARRIER MAY ABSORB THE SURFACE AND/OR OFF-LINE AIR TRANSPORTATION PROVIDED IT DOES NOT EXCEED THE VALUE OF THE NORMAL ECONOMY CLASS FARE, AND PROVIDED FURTHER THAT WHERE AIR TRANSPORTATION OVER THE SERVICE OF ANOTHER CARRIER IS USED, SUCH CARRIER MAY ABSORB THE COST OF SUCH TRANSPORTATION.
 - (II) ARRIVAL AND DEPARTURE: THE EMPLOYEE TO BE TRAINED MUST REACH THE AIRPORT OF THE SPECIFIED TRAINING LOCATION NOT MORE THAN 24 HOURS PRIOR TO THE COMMENCEMENT OF A FULL TIME TRAINING COURSE, EXCEPT THAT IF THE EMPLOYEE'S JOURNEY EXCEEDS 4,000 MILES HE MUST REACH THE SPECIFIED TRAINING LOCATION AIRPORT NOT MORE THAN 48 HOURS PRIOR TO COMMENCEMENT OF THE COURSE. THE RETURN JOURNEY MUST COMMENCE WITH 24 HOURS AFTER COMPLETION OF THE COURSE.
 - (III) STOPOVERS: STOPOVERS ARE PERMITTED ONLY ON THE RETURN JOURNEY PROVIDED THE AGENT PAYS 25 PERCENT OF THE APPLICABLE FARE FOR THE PORTION OF TRANSPORTATION FROM THE FIRST STOPOVER POINT TO THE LAST POINT OF DEPARTURE OF THE OUTWARD JOURNEY.
 - (IV) ALL CARGO CARRIERS: THE ORGANIZING CARRIER MAY GRANT TO AN ACTIVE ALL CARGO CARRIER THE SAME FREE TRANSPORTATION SPECIFIED IN (B)(1)

- ABOVE FOR THE PURPOSE OF PROVIDING INSTRUCTIONS TO SUCH ALL CARGO CARRIER'S AGENTS.
- (V) SIZE OF GROUP: ELIGIBILITY OF TRAINEES:
- (AA) THE INSTRUCTION MUST BE A FULL TIME TRAINING COURSE FOR A MINIMUM OF EIGHT TRAINEES. THE EMPLOYEES TO BE TRAINED MUST HAVE BEEN EMPLOYED BY AN IATA AND/OR CARRIER APPOINTED CARGO AGENT FOR NOT LESS THAN THREE CONSECUTIVE MONTHS PRIOR TO DATE OF COMMENCEMENT OF TRAVEL AND FURTHER, THE AGENT WITH WHOM THEY ARE EMPLOYED MUST HAVE BEEN AN IATA AND/OR CARRIER APPOINTED CARGO AGENT.
- (BB) IF AT ANY TIME PRIOR TO COMMENCEMENT OF TRAVEL THERE IS A CHANGE AFFECTING THE ELIGIBILITY OF THE IATA AND/OR CARRIER APPOINTED CARGO AGENT OR PERSON SELECTED FOR TRAVEL I.E. THE AGENT COMES UNDER NOTICE OF DEFAULT OR THE PERSON SELECTED LEAVES THE EMPLOY OF THE AGENT, THE AGENT SHALL IMMEDIATELY SO NOTIFY THE ISSUING CARRIER TO WHOM IT SHALL ALSO IMMEDIATELY RETURN THE TICKET; PROVIDED THAT THE CARRIER SHALL BE RESPONSIBLE FOR CANCELLING THE FREE OR REDUCED FARE TRANSPORTATION ONLY IF IT KNOWS OR REASONABLY SHOULD HAVE KNOWN OF THE CHANGED ELIGIBILITY.
- (CC) NOTWITHSTANDING SUBPARAGRAPH (AA) ABOVE, IN THE EVENT THAT PURSUANT TO SUBPARAGRAPH (BB) ABOVE A GROUP ORGANIZED IN ACCORDANCE WITH THIS RULE IS REDUCED TO LESS THAN EIGHT PERSONS, THE REMAINING MEMBERS OF THE GROUP SHALL BE PERMITTED TO TRAVEL.
- (VI) DURATION DAILY INSTRUCTIONS:
THE DURATION OF THE TRAINING COURSE SHALL BE NOT LESS THAN THREE NOR MORE THAN FIVE CONSECUTIVE DAYS ON EACH OF WHICH THERE SHALL BE NOT LESS THEN SIX HOURS OF INSTRUCTION PER DAY. THIS MAY INCLUDE INSTRUCTION CONDUCTED AT THE CARRIER'S CARGO TERMINAL FACILITIES AT THE SPECIFIED TRAINING LOCATION.
- (VII) PROGRAM NAMES OF TRAINEES:
A COPY OF THE COURSE PROGRAM OUTLINING THE SYLLABUS, THE TRAINING LOCATION, THE COMMENCEMENT AND TERMINATION DATES OF THE COURSE, THE NAMES OF THE TRAINEES ATTENDING EACH COURSE AND NAMES OF SUCH TRAINEES

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EMPLOYERS SHALL BE RETAINED BY THE ORGANIZING CARRIER FOR 12 MONTHS SUBSEQUENT TO THE DATE OF COMMENCEMENT OF THE COURSE.

(VIII) ABSORPTION OF EXPENSES: CARRIER(S) WILL ARRANGE AND PAY FOR THE EXPENSES OF SUCH PERSONS ATTENDING THE TRAINING COURSE AS FOLLOWS:

(AA) AT THE POINT OF INSTRUCTIONS:

HOTEL AND MEAL EXPENSES, LOCAL TAXES, GROUND TRANSPORTATION BETWEEN THE DESTINATION AIRPORT AND BETWEEN THE HOTEL AND THE SPECIFIED TRAINING LOCATION ALSO, THE SPECIFIED TRAINING LOCATION/HOTEL/CARGO TERMINAL FACILITIES, AND ENTERTAINMENT.

(BB) EN ROUTE: HOTEL AND MEAL EXPENSES, GROUND TRANSPORTATION, AIRPORT SERVICES CHARGES AND TRANSIT TAXES.

(IX) SPECIAL ONE-DAY COURSES: CARRIERS MAY ALSO ESTABLISH SPECIAL ONE DAY COURSES WHICH SHALL BE SUBJECT TO THE ABOVE PROVISIONS EXCEPT THAT:

(AA) THERE SHALL BE NOT LESS THAN FOUR HOURS OF INSTRUCTIONS; AND

(BB) THAT THE ABSORPTION OF EXPENSES SHALL BE LIMITED TO THE DAY OF INSTRUCTIONS; PROVIDED THAT WHERE THE ARRIVAL/DEPARTURE DOES NOT PERMIT THE USE OF THE CARRIERS' OWN SERVICES ON THE SAME DAY, EXPENSES MAY ALSO BE ABSORBED FOR ONE NIGHT.

(E) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA:

(1) APPLICATION: SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND SALES/TRAFFIC MANAGEMENT EMPLOYEES OF AN AUTHORIZED CARGO SALES AGENCY OF THE CARRIERS WILL BE ALLOWED INTERNATIONAL REDUCED FARE TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE OVER THE LINES OF SUCH CARRIER ON THE FOLLOWING BASIS.

(A) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR FOR EACH REGISTERED AGENT; PROVIDED THAT A MAXIMUM OF FORTY (40) ADDITIONAL TICKETS MAY BE ISSUED PER CALENDAR YEAR FOR EACH REGISTERED AGENT AS FOLLOWS: SIX (6) TICKETS MAY BE ISSUED FOR EACH 100 PERCENT OF COMMISSIONABLE SALES OR PART THEREOF OVER AND ABOVE THE NATIONAL AVERAGE;

(B) THE OUTWARD PORTION OF TRAVEL MUST BE COMMENCED DURING THE CALENDAR YEAR IN WHICH THE TICKET IS ISSUED AND ALL TRAVEL MUST BE COMPLETED WITHIN THREE MONTHS FROM DATE OF ISSUANCE;

(C) SALE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND SALES/TRAFFIC MANAGEMENT

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EMPLOYEES OF THE CARGO SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER(S) WILL GRANT PURSUANT TO SUBPARAGRAPHS (A) AND (B) ABOVE WITHIN EACH COUNTRY.

- (2) ELIGIBILITY:
- (A) REDUCED FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION; PROVIDED THAT A PERIOD OF NOT LESS THAN THREE MONTHS SHALL BE THE QUALIFYING PERIOD IF THE AGENT WAS PREVIOUSLY ELIGIBLE FOR REDUCED FARE TRANSPORTATION IN THE SERVICE OF ANOTHER IATA AND/OR CARRIER APPOINTED CARGO AGENT IMMEDIATELY PRIOR TO HIS PRESENT EMPLOYMENT AND THIS IS SO CERTIFIED IN WRITING BY THE IATA AND/OR CARRIER APPOINTED CARGO AGENT MAKING THE APPLICATION.
 - (B) REDUCED FARE TRANSPORTATION MAY ALSO BE GRANTED TO THE SPOUSE OF SUCH ELIGIBLE AGENT TRAVELING PROVIDED THAT;
 - (I) THE SPOUSE TRAVELS TOGETHER WITH THE ELIGIBLE PERSON FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION (IN THE CASE OF ONE WAY TRIPS OR TO THE POINT OF TURNAROUND (IN THE CASE OF ROUND TRIPS) OR TO THE HIGHEST RATED POINT (1 IN THE CASE OF CIRCLE TRIPS).
 - (II) THE DISCOUNT GRANTED IS NO GREATER THAN 50 PERCENT OF THE APPLICABLE FARE AND IN NO EVENT SHALL SUCH SPOUSE RECEIVE MORE THAN ONE TICKET PER YEAR.
 - (III) THE TRANSPORTATION SHALL NOT BE CHARGED AGAINST THE AGENCY'S ANNUAL ALLOTMENT NOTED UNDER (1) (A) ABOVE.
 - (C) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA CARGO AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT, PROVIDED THAT A STANDARD IATA CARGO AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.
- (3) APPLICATION FOR TRANSPORTATION:
- (A) THE SECRETARY OF TRAFFIC CONFERENCE 1 SHALL FURNISH EACH CARGO SALES AGENT WITH TWO EDUCATIONAL AND MARKET DEVELOPMENT TRIP AUTHORIZATIONS FOR EACH APPROVED LOCATION.
 - (B) IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION, APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY AN OWNER OR OFFICER OF THE CARGO SALES AGENCY. SUCH APPLICATION, TOGETHER WITH AN EDUCATIONAL AND MARKET DEVELOPMENT TRIP AUTHORIZATION, MUST BE RECEIVED BY THE CARRIER AT LEAST 14 DAYS PRIOR TO COMMENCEMENT OF TRAVEL.

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Rule 210 Free and Reduced Fare Transportation for Tour Conductors

- (A) GENERAL
SUBJECT TO THE PROVISIONS AND CONDITIONS OF THIS RULE, AN INDIVIDUAL (HEREINAFTER CALLED "TOUR CONDUCTOR") WILL BE CARRIED BY THE PARTICIPATING AIR CARRIERS AT THE APPROPRIATE FARE REDUCTION FROM THE APPLICABLE ADULT AIR FARE EFFECTIVE BETWEEN THE POINTS AND VIA THE ROUTING TO BE USED BY THE TOUR CONDUCTOR.
- (B) DEFINITIONS: AS USED HEREIN
- (1) THE TERM "INITIAL CARRIER" MEANS THE CARRIER PERFORMING THE INITIAL TRANSPORTATION UNDER TOUR ITINERARY OR THE CARRIER SELLING AND ISSUING THE TRANSPORTATION ON BEHALF OF THE CARRIER(S) PARTICIPATING IN THE TOUR ITINERARY. THE INITIAL CARRIER SHALL DETERMINE WHETHER THE GROUP TRAVELING HEREUNDER QUALIFIES IN ACCORDANCE WITH THIS RULE AND WHETHER TOUR CONDUCTOR'S TRANSPORTATION AT FREE OR REDUCED FARES MAY BE ISSUED IN ACCORDANCE HEREWITH.
 - (2) THE TERM "TRAVEL AGENT" MEANS AN AGENT DULY APPOINTED BY THE CARRIER TO SELL AIR PASSENGER TRANSPORTATION OVER ITS LINES.
 - (3) THE TERM "TRAVEL ORGANIZER" MEANS A PERSON WHO, WITH THE APPROVAL AND CONSENT OF THE CARRIER, ORGANIZES AND ARRANGES AN ADVERTISED GROUP TOUR FOR A GROUP OF PASSENGERS.
 - (4) THE TERM "ADVERTISED GROUP TOUR" MEANS A TOUR INVOLVING A ROUND OR CIRCLE TRIP, IN WHOLE OR IN PART ON THE LINES OF ONE OR MORE CARRIERS WHICH IS ADVERTISED AND DESCRIBED, INCLUDING DESCRIPTIVE COPY COVERING HOTEL ACCOMMODATIONS AND OTHER FACILITIES AND ATTRACTIONS AVAILABLE AT STOPOVER POINTS INCLUDED IN THE TOUR IN LITERATURE CIRCULATED FOR THE PURPOSE OF PROMOTING THE SALE OF THE TOUR. THE COST OF THE ADVERTISED GROUP TOUR MUST BE PAID IN FULL PRIOR TO COMMENCEMENT OF TRAVEL. HOWEVER, SPECIAL GROUPS SUCH AS AMATEUR OR PROFESSIONAL GROUPS WHOSE PRINCIPAL PURPOSE OF TRAVEL IS TO APPEAR IN SPECIFIC ENGAGEMENTS BEFORE THE PUBLIC DO NOT QUALIFY FOR THE "ADVERTISED GROUP TOUR" AS DEFINED HEREIN.
 - (5) THE TERM "TOUR CONDUCTOR" MEANS AN INDIVIDUAL WHO IS IN CHARGE OF OR GUIDES THE ADVERTISED GROUP TOUR IN PERSON, AND ACCOMPANIES A GROUP OF PASSENGERS TRAVELING TOGETHER ON AN ADVERTISED GROUP TOUR OVER ALL OR A PORTION OF THEIR ITINERARY FOR THE PURPOSE OF SUPERVISING THE TRAVEL ARRANGEMENTS OF AND GUIDING THE GROUP.
 - (6) THE TERM "PASSENGER" MEANS A PASSENGER PAYING THE ADULT FARE OR THE EQUIVALENT OF ONE ADULT FARE, SUCH AS TWO HALF FARES.
 - (7) THE TERM "FREE OR REDUCED FARE TRANSPORTATION" MEANS TRANSPORTATION ISSUED TO A TOUR CONDUCTOR

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- FREE OR AT THE REDUCED FARE ACCORDING TO THIS RULE.
- (8) THE TERM "ROUND TRIP" AND "CIRCLE TRIP" SHALL INCLUDE TRANSPORTATION PARTLY BY AIR AND PARTLY BY SURFACE MEANS.
- (C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTOR TRANSPORTATION WHERE THE GROUP OF PASSENGERS ON THE ADVERTISED TOUR, WHOSE PASSAGE HAS BEEN BOOKED AND FULLY PAID FOR, CONSISTS OF:
- (1) FIFTEEN (15) OR MORE PASSENGERS, ONE FREE PASSAGE FOR A TOUR CONDUCTOR WILL BE ISSUED FOR EACH 15 PASSENGERS IN THE GROUP.
- (2) NOT LESS THAN TEN (10) NOR MORE THAN FOURTEEN (14) PASSENGERS, A REDUCTION OF FIFTY PERCENT (50%) OF THE FARE WILL BE GRANTED FOR THE TOUR CONDUCTOR.
- (D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION
- (1) TRANSPORTATION WILL NOT BE ISSUED TO TOUR CONDUCTORS UNLESS APPLICATION IS MADE IN WRITING BY THE TRAVEL AGENT OR THE TRAVEL ORGANIZER TO THE INITIAL CARRIER ACCOMPANIED BY A SAMPLE OR FACSIMILE OF ALL MATTER ADVERTISING THE TOUR. SUCH WRITTEN APPLICATION SHALL DESIGNATE THE NAME OF THE TOUR CONDUCTOR. WRITTEN APPLICATION MUST BE DIRECTED TO THE OFFICE OF THE INITIAL CARRIER WHICH WILL ARRANGE THE TRANSPORTATION AND MUST ALSO INCLUDE A DESCRIPTION OF THE PROPOSED ITINERARY OF THE GROUP WITH ALL PERTINENT INFORMATION DESCRIBING THE GROUP IF NOT FULLY SET FORTH IN THE ADVERTISING MATTER SUBMITTED.
- (2) THE PASSENGERS INCLUDED IN THE TOUR MUST TRAVEL AS AN ORGANIZED TOURING GROUP, AND FOR THAT PURPOSE THE INITIAL CARRIER MUST APPROVE THE ITINERARY OF THE VARIOUS PASSENGERS FORMING THE GROUP AND COORDINATE THEIR TRANSPORTATION UNDER THE ADVERTISED GROUP TOUR. ALL MEMBERS OF THE GROUP SHALL WITH RESPECT TO THE AIR PORTION OF THE TOUR, COMMENCE TRANSPORTATION ON THE SAME AIRPLANE AND SHALL:
- (A) IF ROUND TRIP PASSENGERS, TRAVEL TOGETHER TO THE POINT OF TURNAROUND;
- (B) IF CIRCLE TRIP PASSENGERS, TRAVEL TOGETHER TO THE FIRST POINT OF STOPOVER; PROVIDED THAT WHERE LACK OF SEATING ACCOMMODATION OR WHERE OTHER OPERATING CONDITIONS PREVENT PASSENGERS FROM COMMENCING TRANSPORTATION ON THE FLIGHT SCHEDULED, THE CARRIER WILL TRANSPORT SOME MEMBERS OF THE GROUP ON THE NEXT PRECEDING OR SUCCEEDING FLIGHT ON WHICH SPACE IS AVAILABLE OR ON SUCH FLIGHT OF ANOTHER CARRIER.
- EXCEPTION: WHERE PASSENGERS ARE TRANSPORTED OVER THE LINES OF ONE OR MORE CARRIERS FROM MORE THAN ONE DEPARTURE POINT WITHIN A COUNTRY TO AN ASSEMBLY POINT FOR THE PURPOSE OF AN ADVERTISED GROUP TOUR, THE PASSENGERS WILL BE CONSIDERED TO BE TRAVELING TOGETHER AND THE TOUR

CONDUCTOR WILL BE ACCORDED FREE OR REDUCED FARE TRANSPORTATION BETWEEN HIS DEPARTURE POINT AND THE ASSEMBLY POINT, SUBJECT TO THE FOLLOWING CONDITIONS:

- (I) THE TOUR CONDUCTOR AND ALL PASSENGERS TRAVEL TOGETHER FROM THE ASSEMBLY POINT TO THE POINT OF TURNAROUND, IF A ROUND TRIP, OR TO THE FIRST POINT OF STOPOVER IF A CIRCLE TRIP;
- (II) ALL SUCH PASSENGERS AND THE TOUR CONDUCTOR TRAVEL BETWEEN THE DEPARTURE POINTS AND THE ASSEMBLY POINT WITHIN A PERIOD OF SEVEN DAYS PRIOR TO THE SCHEDULED DEPARTURE OF THE ENTIRE GROUP FROM THE ASSEMBLY POINT;
- (III) AT LEAST ONE PASSENGER OF THE GROUP TRAVELS FROM THE SAME DEPARTURE POINT AS THE TOUR CONDUCTOR TO THE ASSEMBLY POINT ON THE SERVICES OF THE CARRIER TRANSPORTING THE TOUR CONDUCTOR;
- (IV) WHERE THE TOTAL NUMBER OF PASSENGERS TRAVELING BETWEEN ONE OR MORE DEPARTURE POINTS AND THE ASSEMBLY POINT IS 10 OR MORE, BUT LESS THAN 15, THE TOUR CONDUCTOR WILL RECEIVE A REDUCTION OF 50 PERCENT OF THE APPLICABLE FARE, AND WHERE THE TOTAL NUMBER OF PASSENGERS TRAVELING BETWEEN ONE OR MORE DEPARTURE POINTS AND THE ASSEMBLY POINT IS 15 OR MORE, ONE FREE TRANSPORTATION PASSAGE FOR A TOUR CONDUCTOR WILL BE ISSUED FOR EACH 15 PASSENGERS; PROVIDED THAT:
 - (AA) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT ON THE SERVICES OF THE CARRIER TRANSPORTING THE GROUP FROM THE ASSEMBLY POINT ONWARDS, THE QUALIFYING NUMBER OF PASSENGERS REFERRED TO ABOVE MAY TRAVEL FROM THE DEPARTURE POINTS TO THE ASSEMBLY POINT ON THE SERVICES OF ANY CARRIER, SUBJECT TO THE PROVISION OF (III) ABOVE;
 - (BB) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT ON THE SERVICES OF A CARRIER

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

- (3) UPON DETERMINATION THAT THE APPLICATION MEETS THE REQUIREMENTS OF THIS RULE, THE INITIAL CARRIER WILL ADVISE THE AGENT OR ORGANIZER THAT THE TOUR CONDUCTOR'S TRANSPORTATION, EITHER FREE OR AT THE REDUCED FARE, AS THE CASE MAY BE, WILL BE ISSUED BY EACH CARRIER IN THE ITINERARY, AND THE INITIAL CARRIER WILL NOTIFY EACH CARRIER WHICH HAS INDICATED THAT IT WILL PARTICIPATE. IN CASES WHERE TWO OR MORE CARRIERS MAY HAVE ARRANGEMENTS BETWEEN THEM FOR THE ISSUANCE OF TOUR CONDUCTORS' TRANSPORTATION, THE INITIAL CARRIER WILL ISSUE SUCH TRANSPORTATION ON ALL SUCH CARRIERS.
 - (4) IN OBTAINING APPROVAL TO ACCEPT FREE OR REDUCED FARE TRANSPORTATION OF A TOUR CONDUCTOR AS PROVIDED HEREIN, WRITTEN AUTHORIZATION MUST BE GIVEN BY ONE OF THE AUTHORIZED OFFICIALS OF THE CARRIER(S) FURNISHING THE TRANSPORTATION.
- (E) BAGGAGE, MEALS AND TRANSFERS
FREE BAGGAGE ALLOWANCE FOR A TOUR CONDUCTOR WILL BE THE SAME AS IF HE WERE TRAVELING AT THE NORMAL ADULT FARE. THE REDUCTION FOR A TOUR CONDUCTOR IS APPLICABLE ONLY TO AIR TRANSPORTATION AND WILL INCLUDE MEALS, HOTEL ACCOMMODATIONS, AND GROUND TRANSFERS ONLY WHERE INCLUDED IN THE NORMAL AIR FARE. IN NO CASE WILL THE REDUCTION APPLY TO ANY OTHER CHARGES OR SERVICES, SUCH AS CHARGES FOR EXCESS BAGGAGE.

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Rule 500 Passengers on Stretchers

PASSENGERS TRAVELLING ON A STRETCHER WILL BE ACCEPTED FOR TRANSPORTATION BY THE CARRIERS LISTED BELOW, SUBJECT TO RULE 25 (REFUSAL TO TRANSPORT) HEREIN, PROVIDED ADVANCE ARRANGEMENTS ARE MADE AND SPACE AND APPROPRIATE EQUIPMENT FOR MOUNTING WITHIN THE AIRCRAFT ARE AVAILABLE AND SUBJECT TO THE CONDITIONS AND CHARGES INDICATED, PROVIDED THAT:

- (A) THE COST OF AMBULANCES, HOSPITALIZATION AND OTHER GROUND EXPENSES WILL BE BORNE BY THE PASSENGER OCCUPYING THE STRETCHER.
- (B) EXCEPT AS OTHERWISE PROVIDED, THE NORMAL FREE BAGGAGE ALLOWANCE WILL APPLY TO EACH FARE PAID. CARRIER WILL CARRY AN INCAPACITATED PASSENGER ON A STRETCHER SUBJECT TO THE FOLLOWING CONDITIONS AND CHARGES:
 - (1) SUCH PASSENGERS WILL BE ACCOMMODATED IN THE ECONOMY/TOURIST CLASS SECTIONS ONLY.
 - (2) THE INCAPACITATED PASSENGER MUST BE ACCOMPANIED BY AN ATTENDANT COMPETENT TO CARE FOR HIM DURING THE FLIGHT.
 - (3) ALL RESERVATIONS FOR FLIGHTS ON WHICH THE STRETCHER IS TO BE USED MUST BE CONFIRMED BEFORE DEPARTURE.
 - (4) THE PASSENGER MUST PRESENT A MEDICAL CERTIFICATE STATING THAT HE MAY SAFELY TRAVEL BY AIR, AND HE MUST SIGN A WAIVER OF RESPONSIBILITY IN A FORM PRESCRIBED BY THE CARRIER(S).
 - (5) THE ONE WAY CHARGE FOR THE INCAPACITATED PASSENGER AND ATTENDANT WILL BE TWO NORMAL ADULT ECONOMY CLASS FARES PLUS AN ADDITIONAL CHARGE OF ONE NORMAL ADULT ECONOMY CLASS FARE FOR EACH SEGMENT ON WHICH THE STRETCHER WILL BE USED AND FOR WHICH A FLIGHT COUPON IS ISSUED.
 - (6) BAGGAGE ALLOWANCE:
IN ADDITION TO THE FREE BAGGAGE ALLOWANCE SPECIFIED IN RULE 115 (BAGGAGE), CARRIER WILL ALLOW THE FREE BAGGAGE ALLOWANCE OF 20 KILOGRAMS (44 LBS.).

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Rule 550 Passengers Occupying Two Seats

CARRIER WILL, UPON REQUEST AND ADVANCE ARRANGEMENTS FOR AVAILABILITY AND ASSIGNMENT OF ADJACENT SEATS BY A PASSENGER, PERMIT THE EXCLUSIVE USE OF TWO SEATS BY A PASSENGER, SUBJECT TO PAYMENT OF TWO APPLICABLE FARES, APPLICABLE BETWEEN THE POINTS BETWEEN WHICH THE TWO SEATS WILL BE USED. A TICKET WILL BE ISSUED FOR EACH SEAT AND THE NORMAL FREE BAGGAGE ALLOWANCE WILL APPLY IN CONNECTION WITH EACH SUCH TICKET PRESENTED TO THE CARRIER.

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Rule 600 Fares for Cargo Attendants

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

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

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Rule 700 Application of Fares via New York Helicopter Corp

- (A) PASSENGERS TRAVELING BETWEEN POINTS IN AREA 1 AND POINTS IN AREAS 2 AND 3 IN FIRST/BUSINESS AND FULL COACH CLASS GOVERNED BY RULES 2000/2050/2100 WILL BE PERMITTED TO USE THE SERVICES OF NEW YORK HELICOPTER CORPORATION BETWEEN JOHN F. KENNEDY INTERNATIONAL AIRPORT, NEW YORK CITY, N.Y. ON THE ONE HAND AND LA GUARDIA AIRPORT, NEW YORK, N.Y., EAST 34TH ST., NEW YORK, N.Y. AND NEWARK AIRPORT, N.J., ON THE OTHER HAND AT NO ADDITIONAL CHARGE FOR F/C AND J CLASS, AND AT USD/NUC 18.00 FOR FULL ECONOMY/COACH CLASS FARES.
- (B) ONLY ONE TRANSFER WILL BE PERMITTED PER SINGLE HALF-ROUND TRIP.