



AEROMEXICO - GENERAL RULES

RULE: 0001

TITLE/APPLICATION - 70

A DEFINITIONS

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

AREA 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS; GREENLAND; BERMUDA; CUBA; HAITI; DOMINICAN REPUBLIC; PUERTO RICO; JAMAICA; NETHERLANDS ANTILLES; TRINIDAD; BAHAMAS, LEEWARD, VIRGIN AND WINDWARD ISLANDS; THE STATE OF HAWAII; MIDWAY AND PALMYRA ISLANDS.

AREA 2 MEANS ALL OF ALBANIA, AUSTRIA, AZORES, BELGIUM, BULGARIA, CANARY ISLANDS, CZECH REPUBLIC, DENMARK, FINLAND, FRANCE (INCLUDING FRENCH NORTH AFRICA), GERMANY, GIBRALTAR, GREECE HUNGARY, ICELAND, ITALY, LICHTENSTEIN, LUXEMBOURG, MADEIRA, MALTA, MONACO, THE NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROMANIA, SAN MARINO, SPAIN (INCLUDING SPANISH MOROCCO), SWEDEN, SWITZERLAND, TANGIER, TURKEY (IN EUROPE AND ASIA), RUSSIAN FEDERATION (WEST OF THE URALS), THE UNITED KINGDOM AND YUGOSLAVIA; ALL OF AFRICA, MADAGASCAR, ASCENSION ISLAND: THAT PART OF ASIA LYING WEST OF AND INCLUDING IRAN.

AREA 3 MEANS ALL OF ASIA EXCEPT THAT PORTION INCLUDED IN AREA 2 ABOVE; ALL OF THE EAST INDIES; AUSTRALIA; NEW ZEALAND; ALL ISLANDS OF INDONESIA, MALAYSIA, MICRONESIA AND POLYNESIA (EXCEPT MIDWAY AND PALMYRA ISLANDS); GUAM ISLANDS; WAKE ISLAND; CALEDONIA, NORFOLK ISLAND, AND TASMANIA.

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.

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.

CARIBBEAN AREA MEANS THE AREA COMPRISING ANGUILLA, ANTIGUA, ARUBA, BARBADOS, BONAIRE, CAYMAN ISLANDS, CUBA, DOMINICA, DOMINICAN REPUBLIC, GRENADA, GUADELOUPE, HAITI, JAMAICA, MARTINIQUE, NEVIS, ST. KITTS, ST. LUCIA, ST. MARTIN, ST. VINCENT, TRINIDAD AND TOBAGO.

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

CARRIER MEANS ANY OR ALL OF THE PARTICIPATING CARRIERS NAMED IN THIS TARIFF.

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

CHECKED BAGGAGE WHICH IS EQUIVALENT TO REGISTERED LUGGAGE,



AEROMEXICO - GENERAL RULES

MEANS BAGGAGE OF WHICH CARRIER TAKES SOLE CUSTODY AND FOR WHICH CARRIER HAS ISSUED A BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S).

CIRCLE TRIP MEANS TRAVEL FROM ONE POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE; PROVIDED THAT WHERE NO REASONABLY DIRECT SCHEDULED AIR SERVICE IS AVAILABLE BETWEEN TWO POINTS, A BREAK IN THE CIRCLE MAY BE TRAVELED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION. CIVIL AERONAUTICS BOARD OF THE UNITED STATES OF AMERICA 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. MEANS THE 48 CONTIGUOUS FEDERATED STATES AND THE FEDERAL DISTRICT OF COLUMBIA OF THE UNITED STATES OF AMERICA.

CONVENTION MEANS, UNLESS THE CONTEXT REQUIRES OTHERWISE, 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.

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

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

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

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

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

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



AEROMEXICO - GENERAL RULES

MOTHERS-IN-LAW AND GRANDPARENTS.

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

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

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

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

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

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

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

ON-LINE TARIFF DATA BASE MEANS THE REMOTELY ACCESSIBLE, ON-LINE VERSION, MAINTAINED BY THE FILER, OF (1) THE ELECTRONICALLY FILED TARIFF DATA SUBMITTED TO THE "OFFICIAL D.O.T. TARIFF DATABASE," AND (2) THE DEPARTMENTAL APPROVALS,



AEROMEXICO - GENERAL RULES

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.

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

OVERSEAS TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA AND A POINT IN A TERRITORY OF POSSESSION OF THE UNITED STATES.

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

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

PREPAID TICKET ADVICE (PTA) MEANS THE NOTIFICATION BY TELETYPE, COMMERCIAL WIRE OR MAIL THAT A PERSON IN ONE CITY HAS REQUESTED THE ISSUANCE OF PREPAID TRANSPORTATION TO A PERSON IN ANOTHER CITY.

ROUND TRIP WHICH IS EQUIVALENT TO RETURN JOURNEY, MEANS:

- (1) TRAVEL FROM ONE POINT TO ANOTHER AND RETURN BY THE SAME AIR ROUTE USED OUTBOUND WHETHER OR NOT THE FARES OUTBOUND AND INBOUND BE THE SAME, OR
- (2) TRAVEL FROM ONE POINT TO ANOTHER AND RETURN BY AN AIR ROUTE DIFFERENT FROM THAT USED OUTBOUND, FOR WHICH THE SAME NORMAL, THROUGH, ONE WAY FARE IS ESTABLISHED.

SCANDINAVIA MEANS THE AREA COMPRISING DENMARK, NORWAY AND SWEDEN.

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

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

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

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

SPECIAL FARE MEANS A FARE OTHER THAN NORMAL FARE.

SPECIAL DRAWING RIGHT MEANS A SPECIAL UNIT OF CURRENCY, THE VALUE OF WHICH IS SPECIFIED IN THE APPLICABLE RULES.

STOPOVER WHICH IS EQUIVALENT TO A BREAK OF JOURNEY, MEANS A DELIBERATE INTERRUPTION OF A JOURNEY BY THE PASSENGER, AGREED TO IN ADVANCE BY CARRIER, AT A POINT BETWEEN THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION.



AEROMEXICO - GENERAL RULES

TICKET MEANS THE "PASSENGER TICKET AND BAGGAGE CHECK" INCLUDING ALL FLIGHT, PASSENGER AND OTHER COUPONS CONTAINED THEREIN, ISSUED BY CARRIER, WHICH PROVIDES FOR THE CARRIAGE OF THE PASSENGER AND HIS BAGGAGE.

TICKETED POINT MEANS ANY POINT(S) SHOWN IN THE "GOOD FOR PASSAGE" SECTION OF THE TICKET PLUS ANY POINT(S) USED FOR FARE CONSTRUCTION AND SHOWN IN THE "FARE CONSTRUCTION BOX" OF THE TICKET.

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

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

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

UNITED KINGDOM OR U.K. MEANS 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 DISTRICT OF COLUMBIA; ALASKA, HAWAII, PUERTO RICO, THE U.S. VIRGIN ISLANDS; AMERICAN SAMOA; THE CANAL ZONE; GUAM; MIDWAY AND WAKE ISLANDS.

VIA AS USED IN THIS TARIFF IN CONJUNCTION WITH CARRIER TWO-LETTER ABBREVIATION(S) MEANS THAT THE PARAGRAPH OR EXCEPTION IMMEDIATELY FOLLOWING IS APPLICABLE WHEN TRANSPORTATION IS PERFORMED BY SUCH CARRIER(S), LOCALLY OR JOINTLY.

WEST COAST AS USED IN THIS TARIFF MEANS ALASKA, ARIZONA, CALIFORNIA, COLORADO, HAWAII, IDAHO, MONTANA, NEBRASKA, NEVADA, NORTH DAKOTA, OREGON, SOUTH DAKOTA, UTAH, WASHINGTON AND WYOMING.

RULE: 0002

TITLE/APPLICATION - 70

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

ELIGIBILITY - 71

K ELIGIBILITY (CATEGORY 1)
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DAY/TIME - 72

K DAY/TIME (CATEGORY 2)
FARES DESIGNATED AS MIDWEEK APPLY FOR TRAVEL ON INTERNATIONAL FLIGHTS OPERATING MONDAYS, TUESDAYS, WEDNESDAYS, AND THURSDAYS. FARES DESIGNATED AS WEEKEND



AEROMEXICO - GENERAL RULES

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

SEASONALITY - 73

- K SEASONALITY (CATEGORY 3)
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FLIGHT APPLICATION - 74

- K FLIGHT APPLICATION (CATEGORY 4)
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ADVANCE RES/TICKETING - 75

- K ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)
GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)
 - (1) REQUIRE THAT RESERVATIONS BE MADE AND TICKETS FOR ALL MEMBERS OF THE GROUP BE ISSUED AND PAID FOR PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH GROUP FARE RULE.
 - (2) WHERE APPLICABLE, THIS CATEGORY WILL ALSO INDICATE ANY PAYMENT AND TICKETING DEADLINE FOR ADDED/SUBSTITUTE PASSENGERS IN THE GROUP.
 - (3) EACH TICKET SHALL INDICATE BY MEANS OF THE APPROPRIATE TICKETING CODE THAT THE PASSENGER IS A MEMBER OF A TRAVEL GROUP AND SHOW THE APPLICABLE INCLUSIVE TOUR CODE OR GROUP CODE ASSIGNED BY THE CARRIER, AS THE CASE MAY BE.

MINIMUM STAY - 76

- K MINIMUM STAY (CATEGORY 6)
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MAXIMUM STAY - 77

- K MAXIMUM STAY (CATEGORY 7)
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STOPOVERS - 78

- K STOPOVERS (CATEGORY 8)
UNLESS OTHERWISE SPECIFIED IN THE GOVERNING FARE RULES, EN ROUTE STOPOVERS SHALL BE PERMITTED FREE OF CHARGE.

TRANSFERS - 79

- K TRANSFERS (CATEGORY 9)
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PERMITTED COMBINATIONS - 80

- K PERMITTED COMBINATIONS (CATEGORY 10)
ANY FARE MAY BE COMBINED WITH ANY OTHER FARE THAT PERMITS COMBINATION PROVIDED ALL CONDITIONS OF THE FARES ARE MET. TRAVEL NEED NOT BE VIA FARE CONSTRUCTION POINTS UNLESS OTHERWISE SPECIFIED IN EITHER FARE RULE.

BLACKOUT DATES - 81

- K BLACKOUT DATES (CATEGORY 11)
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SURCHARGES - 82

- K SURCHARGES (CATEGORY 12)
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ACCOMPANIED TRAVEL - 83

- K ACCOMPANIED TRAVEL (CATEGORY 13)
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TRAVEL RESTRICTIONS - 84

- K TRAVEL RESTRICTIONS (CATEGORY 14)



AEROMEXICO - GENERAL RULES

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SALES RESTRICTIONS - 85

K SALES RESTRICTIONS (CATEGORY 15)
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PENALTIES - 86

K PENALTIES (CATEGORY 16)

- (1) REROUTING OF ADVANCE PURCHASE AND GROUP FARE PASSENGERS:
UNLESS OTHERWISE SPECIFIED, VOLUNTARY REROUTINGS ARE NOT PERMITTED BUT WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN THIS CATEGORY OF THE FARE RULE.
- (2) ADVANCE PURCHASE FARES
 - (A) PRIOR TO DEPARTURE
IN THE EVENT OF SUBMISSION FOR REFUND OR FAILURE TO USE CONFIRMED SPACE AS TICKETED WITHIN THE "ADVANCE PURCHASE PERIOD" FOR ANY REASON, EXCEPT AS PROVIDED BELOW, A PORTION OF THE FARE WILL BE DEEMED NON-REFUNDABLE AND WILL BE FORFEITED BY THE PASSENGER. THE APPLICABLE NON-REFUNDABLE AMOUNT WILL BE SPECIFIED IN EACH RULE.
 - (I) FULL REFUND WILL BE MADE IN THE EVENT OF DEATH OR ILLNESS OF PASSENGER OR A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
 - (II) IF, AFTER ISSUANCE OF THE TICKET, SCHEDULE CHANGES BY THE CARRIER(S) CREATE ALTERATIONS TO THE TICKETED ITINERARY WHICH ARE UNACCEPTABLE TO THE PASSENGER, THE PASSENGER MAY CANCEL OR HAVE THE TICKET REISSUED IN ACCORDANCE WITH APPLICABLE TARIFFS, WITHOUT INCURRING A PENALTY.
 - (B) AFTER DEPARTURE
 - (I) IN THE EVENT OF SUBMISSION FOR REFUND OR FAILURE TO USE CONFIRMED SPACE AS TICKETED AFTER TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED BELOW, REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED LESS THE NON-REFUNDABLE AMOUNT SPECIFIED IN THE APPLICABLE RULE.
 - (II) IN THE CASE OF DEATH EN ROUTE OF A MEMBER OF A FAMILY TRAVELLING TOGETHER, THE SURVIVING MEMBER(S) WILL BE PERMITTED REROUTING OF THE BALANCE OF THE JOURNEY WITHOUT PENALTY.
 - (C) AFTER THE TICKET HAS BEEN ISSUED, THE NON-REFUNDABLE PORTION OF THE FARE SHALL NOT BE USED AS CREDIT TOWARDS PAYMENT OF ANY OTHER FARES. HOWEVER, AN ADVANCE PURCHASE FARE TICKET MAY BE UPGRADED TO ANOTHER FARE TYPE, ONLY AS SPECIFIED IN THE APPLICABLE RULE, SUBJECT TO ALL CONDITIONS OF NEW FARE, IN WHICH CASE THE ORIGINAL NON-REFUNDABLE AMOUNT SHALL STILL NOT BE REFUNDABLE. THE "NONREF/APEX" ENTRY SHALL CONTINUE TO BE CARRIED IN THE "FORM OF PAYMENT" BOX OF THE NEW TICKET AND ANY SUBSEQUENT REISSUES.
- (3) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)
 - (A) PRIOR TO DEPARTURE
 - (I) REFUNDS SHALL BE MADE ONLY TO OR AT THE DIRECTION OF THE PERSON RESPONSIBLE FOR THE



AEROMEXICO – GENERAL RULES

TRAVEL ARRANGEMENTS OF THE GROUP.

- (II) IN THE EVENT OF VOLUNTARY CANCELLATION BY THE GROUP OR MEMBER OF THE GROUP LESS THAN THE NUMBER OF DAYS STATED IN THE RULE PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL, EXCEPT AS PROVIDED BELOW, A PORTION OF THE GROUP PAID WILL BE DEEMED NON-REFUNDABLE AND WILL BE FORFEITED BY THE NON-DEPARTING GROUP MEMBER(S).
- (III) FULL REFUND WILL BE MADE IN THE CASE OF:
 - (AA) DEATH OR ILLNESS OF THE PASSENGER OR OF A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
 - (BB) REPLACED PASSENGER, IF SUBSTITUTIONS ARE PERMITTED IN THE RULE BEING DETAILED;
 - (CC) CANCELLATION OF AFFINITY/NON-AFFINITY/INCENTIVE/OWN USE GROUP TRANSPORTATION BY THE CARRIER.
- (B) AFTER DEPARTURE
 - (I) NORMAL CANCELLATION AND REFUND PROCEDURES WILL APPLY PROVIDED THAT IN THE EVENT OF CANCELLATION OR REROUTING BY A MEMBER OF THE GROUP DUE TO:
 - (AA) DEATH OF THE PASSENGER EN ROUTE, THE DIFFERENCE, IF ANY, BY WHICH THE GROUP FARE PAID EXCEEDS THE APPLICABLE FARE FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN, WILL BE REFUNDED;
 - (BB) A DEATH IN THE IMMEDIATE FAMILY OF A PASSENGER, THE AMOUNT OF THE GROUP FARE PAID BY THE PASSENGER WILL BE APPLIED AS A CREDIT (BUT NOT IN CASH) TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN. SIMILAR ARRANGEMENTS MAY BE MADE FOR OTHER MEMBERS OF THE TRAVEL GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER;
 - (CC) A PASSENGER BEING UNABLE TO COMPLETE OR CONTINUE HIS/HER JOURNEY WITH THE GROUP DUE TO ILLNESS, WHICH MUST BE SUBSTANTIATED BY A MEDICAL CERTIFICATE, THE AMOUNT OF THE GROUP FARE PAID WILL BE APPLIED AS A CREDIT TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN. SIMILAR ARRANGEMENTS FOR TRANSPORTATION MAY BE MADE FOR OTHER MEMBERS OF THE INCLUSIVE TOUR GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER.
 - (II) EXCEPT AS PROVIDED ABOVE, IN CASE OF VOLUNTARY CANCELLATION OF THE GROUP OR A



AEROMEXICO - GENERAL RULES

MEMBER OF THE GROUP, REFUND WILL BE AN AMOUNT EQUAL TO THE EXCESS OF THE GROUP FARE PAID OVER THE ALL-YEAR FARE APPLICABLE FOR TRANSPORTATION FROM THE POINT OF ORIGIN TO THE POINT OF CANCELLATION, LESS THE PERCENTAGE/PENALTY SPECIFIED IN THE APPLICABLE FARE RULE.

(III) IN THE EVENT A PASSENGER DISCONTINUES HIS/HER JOURNEY EN ROUTE FOR ANY REASON, THE AMOUNT OF THE FARE PAID WILL BE APPLIED AS A CREDIT TOWARD THE PURCHASE OF TRANSPORTATION AT THE APPLICABLE FARE CALCULATED FROM THE POINT OF ORIGIN.

(C) IN ANY OF THE CIRCUMSTANCES DESCRIBED ABOVE, THE REMAINING MEMBERS OF THE TRAVEL GROUP, REGARDLESS OF THEIR NUMBER, SHALL COMMENCE OR CONTINUE WITH THE ITINERARY, SUBJECT TO ALL OTHER CONDITIONS OF THE RULE.

HIGHER INTERMEDIATE PT - 87

K HIGHER INTERMEDIATE POINT (CATEGORY 17)
INTENTIONALLY LEFT BLANK

TICKET ENDORSEMENT - 88

K TICKET ENDORSEMENTS (CATEGORY 18)
INTENTIONALLY LEFT BLANK

DISCOUNTS - 89

K CHILDREN DISCOUNTS (CATEGORY 19)
INTENTIONALLY LEFT BLANK
TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)
INTENTIONALLY LEFT BLANK
AGENT DISCOUNTS (CATEGORY 21)
INTENTIONALLY LEFT BLANK
ALL OTHER DISCOUNTS (CATEGORY 22)
INTENTIONALLY LEFT BLANK

MISC PROVISIONS - 90

K MISCELLANEOUS PROVISIONS (CATEGORY 23)
INTENTIONALLY LEFT BLANK
(CATEGORY 24)
CURRENTLY NOT AVAILABLE
(CATEGORY 25)
CURRENTLY NOT AVAILABLE

GROUPS - 91

K GROUPS (CATEGORY 26)
(1) GROUP SIZE
UNLESS OTHERWISE SPECIFIED IN THE FARE RULE, IN ORDER TO DETERMINE THE MINIMUM GROUP SIZE, TWO CHILDREN EACH PAYING AT LEAST 50 PERCENT OF THE APPLICABLE GROUP FARE WILL BE COUNTED AS ONE MEMBER OF THE GROUP.
(2) ELIGIBILITY
(A) AFFINITY GROUP REQUIREMENTS
(I) THE TRAVEL GROUP MUST BE FORMED ONLY FROM AFFINITY GROUPS, I.E., MEMBER (OR EMPLOYEE) OF THE SAME ASSOCIATION, CORPORATION, COMPANY OR OTHER LEGAL ENTITY (REFERRED TO AS THE 'ORGANIZATION').
(II) THE PRINCIPAL PURPOSES, AIMS AND OBJECTIVES OF THE ORGANIZATION, MUST BE OTHER THAN TRAVEL.
(III) SUFFICIENT AFFINITY MUST EXIST PRIOR TO THE



AEROMEXICO – GENERAL RULES

- APPLICATION FOR TRANSPORTATION IN ORDER TO DISTINGUISH AND SET THE GROUP APART FROM THE GENERAL PUBLIC.
- (IV) EACH MEMBER OF THE TRAVEL GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARES DISCOUNT AND MUST HAVE BEEN A MEMBER FOR AT LEAST SIX MONTHS IMMEDIATELY PRIOR TO THE DATE OF COMMENCEMENT OF TRAVEL.
 - (V) THE TRAVEL GROUP MAY INCLUDE THE SPOUSE AND DEPENDENT CHILDREN OF A MEMBER OF THE ORGANIZATION FROM WHICH THE PARTY TO BE TRANSPORTED IS DRAWN. IN ADDITION, PARENTS LIVING IN THE SAME HOUSEHOLD AS A MEMBER MAY BE INCLUDED. HOWEVER, ANY SUCH SPOUSE, DEPENDENT CHILDREN OR PARENTS MUST BE ACCOMPANIED ON THE FLIGHT BY SUCH MEMBER, UNLESS THE MEMBER HAS BEEN COMPELLED TO CANCEL HIS PASSAGE.
 - (VI) LIMITATION OF SOLICITATION WITH RESPECT TO THE FORMATION OF AFFINITY GROUPS:
 - (AA) SOLICITATION IS LIMITED TO PERSONAL LETTERS, CIRCULARS AND TELEPHONE CALLS ADDRESSED TO MEMBERS OF THE ORGANIZATION, TO GROUP PUBLICATIONS INTENDED SOLELY FOR MEMBERS OF THE ORGANIZATION (OR FOR MEMBERS OF THE FEDERATION OR ORGANIZATION TO WHICH THE ORGANIZATION BELONGS) AND TO ANY OTHER FORM OF SOLICITATION NOT DEFINED AS PUBLIC SOLICITATION IN PARAGRAPH (VII) BELOW.
 - (BB) SOLICITATION MUST BE EFFECTED ONLY BY OFFICIALS OF THE ORGANIZATION OR MEMBERS OF THE TRAVEL GROUP.
 - (CC) THE TRAVEL GROUP MUST NOT BE GATHERED DIRECTLY OR INDIRECTLY BY A PERSON ENGAGED IN SOLICITING OR SELLING TRANSPORTATION SERVICES OR PROVIDING OR OFFERING TO PROVIDE TRANSPORTATION TO THE GENERAL PUBLIC. HOWEVER, THE MERE ASCERTAINMENT OF THE GROUP FARE AND/OR ITS COLLECTION FROM MEMBERS OF THE TRAVEL GROUP WILL NOT OF ITSELF BE CONSIDERED AS ENGAGING IN SUCH ACTS.
 - (DD) IF THE ORGANIZERS OF THE TRAVEL GROUP EMPLOY A TRAVEL AGENT TO ASSIST IN THE TRAVEL ARRANGEMENTS, HE MUST IN NO WAY SOLICIT MEMBERS OF THE TRAVEL GROUP. HOWEVER, AFTER THE PARTY TO BE TRANSPORTED IS FORMED, THE TRAVEL AGENT MAY CONTACT MEMBERS OF THE GROUP FOR THE PURPOSES OF ARRANGING OTHER TRAVEL SERVICES IN ADDITION TO ASSISTING IN TRAVEL ARRANGEMENTS.
 - (VII) DEFINITION OF 'PUBLIC SOLICITATION'
PUBLIC SOLICITATION WILL BE CONSIDERED TO



AEROMEXICO – GENERAL RULES

EXIST WHEN THE GROUP TRANSPORTATION IS DESCRIBED, REFERRED TO, ANNOUNCED IN ADVERTISEMENTS OR ANY OTHER WRITING OR MEANS OF PUBLIC COMMUNICATION, WHETHER PAID OR UNPAID, INCLUDING BUT NOT LIMITED TO, TELEPHONE CAMPAIGNS, RADIO, TELEGRAPH AND TELEVISION. HOWEVER, A STATEMENT IN PUBLIC NEWS MEDIA OTHER THAN ADVERTISEMENT, WHICH COULD NOT REASONABLY BE CONSTRUED AS CALCULATED OR LIKELY TO INDUCE TRAVEL AS A MEMBER OF THE TRAVEL GROUP AND WHICH HAS NOT BEEN INITIATED BY THE ORGANIZATION, ANY MEMBER OF THE TRAVEL GROUP, CARRIER, OR AN AGENT OR REPRESENTATIVE OF ANY OF THEM, WILL NOT BE CONSIDERED PUBLIC SOLICITATION.

- (B) INCENTIVE/OWN USE GROUP REQUIREMENTS
- THE TRAVEL GROUP SHALL BE FORMED ONLY FOR OWN USE OF ONE PERSON OR A LEGAL ENTITY, SUCH AS AN ASSOCIATION, PARTNERSHIP, COMPANY OR CORPORATION (REFERRED TO AS THE 'PURCHASER'). SUCH PURCHASER MAY NOT, WHOLLY OR PARTIALLY, DIRECTLY OR INDIRECTLY, SHARE THE COST OF THE AIR TRANSPORTATION WITH OTHER PERSONS INTERESTED IN OBTAINING SUCH TRANSPORTATION, INCLUDING THE PASSENGERS CARRIED. HOWEVER, SUCH COST MAY BE RAISED BY VOLUNTARY CONTRIBUTIONS IF:
- (I) THE VOLUNTARY CONTRIBUTIONS ARE NOT SOLICITED/OBTAINED SOLELY FROM THE PASSENGERS TO BE CARRIED;
 - (II) PARTICIPATION IN THE TRAVEL GROUP IS NOT LIMITED TO THOSE ACTUALLY CONTRIBUTING;
 - (III) THE MINIMUM AMOUNT OF EACH PERSON'S CONTRIBUTION HAS NOT BEEN PRESCRIBED BY THE PURCHASER; AND
 - (IV) EACH PERSON TO BE INCLUDED IN THE TRAVEL GROUP IS SELECTED BY THE PURCHASER AND FOR REASONS OTHER THAN SUCH PERSON'S REQUEST THAT HE/SHE BE INCLUDED IN THE TRAVEL GROUP.
- (C) INCENTIVE GROUP REQUIREMENTS
- (I) INCENTIVE GROUPS MEAN GROUPS OF EMPLOYEES AND/OR DEALERS AND/OR AGENTS (INCLUDING THEIR SPOUSES) OF THE SAME BUSINESS FIRM(S), CORPORATION(S) OR ENTERPRISE(S) (EXCLUDING NON-PROFIT ORGANIZATIONS), ALSO REFERRED TO AS THE 'ORGANIZATION', TRAVELLING UNDER AN ESTABLISHED INCENTIVE TRAVEL PROGRAM WHICH REWARDS THE EMPLOYEE, DEALERS AND AGENTS FOR PAST WORK OR PROVIDES AN INCENTIVE FOR FUTURE ACTIVITIES.
 - (II) THE INCENTIVE TRAVEL PROGRAM IS TO INCLUDE AIR TRANSPORTATION, ACCOMMODATIONS, SIGHTSEEING, ENTERTAINMENT AND OTHER FEATURES THE COST OF WHICH IS BORNE ENTIRELY BY THE BUSINESS FIRM, CORPORATION OR ENTERPRISE AND NOT PASSED ON DIRECTLY OR INDIRECTLY TO THE EMPLOYEES, DEALERS OR AGENTS.
 - (III) OFFICIALS (AND THEIR SPOUSES) OF SUCH BUSINESS FIRMS, CORPORATIONS OR ENTERPRISES



AEROMEXICO - GENERAL RULES

MAY ALSO BE INCLUDED IN THE GROUP IF THEY ARE TRAVELLING FOR THE PURPOSE OF MAKING AWARDS OR OFFICIATING IN THE INCENTIVE TRAVEL PROGRAM.

- (IV) EACH MEMBER OF THE INCENTIVE GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARE.
- (3) DOCUMENTATION
- (A) GENERAL REQUIREMENTS FOR ALL INDIVIDUAL AND GROUP INCLUSIVE TOURS
THESE MUST BE VOUCHERS SPECIFYING SLEEPING ACCOMMODATIONS AND ANY SIGHTSEEING OR OTHER FEATURES OF THE TOUR. SUCH VOUCHERS, INCLUDING THOSE FOR GROUND TRANSPORTATION, MUST BE AVAILABLE FOR INSPECTION DURING CHECK-IN PRIOR TO COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN.
 - (B) AFFINITY/INCENTIVE/NON-AFFINITY/OWN USE GROUP REQUIREMENTS
 - (I) WRITTEN APPLICATION, IN THE FORM REQUIRED, SHALL PROVIDE A FULL DESCRIPTION OF THE TRAVEL DESIRED, THE NAMES AND TOTAL NUMBER OF PASSENGERS, AND, WHERE APPLICABLE, THE AFFINITY/INCENTIVE/OWN USE PROVISION UNDER WHICH THE TRAVEL IS BEING REQUESTED, AND MUST BE SIGNED BY THE APPLICANT (THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP).
 - (II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT OF THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.
 - (III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.
 - (IV) PASSENGER SUBSTITUTION/ADDITIONS - IF NAME CHANGES AND/OR ADDITIONS TO THE LIST OF PARTICIPANTS IN THE TRAVEL GROUP MAY BE MADE AFTER THE WRITTEN APPLICATION HAS BEEN SUBMITTED, A STATEMENT WILL APPEAR IN THIS CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.
 - (V) EACH TRAVEL GROUP SHALL BE IDENTIFIED BY A DEFINITE NUMBER (GROUP CODE) ASSIGNED BY THE CARRIER.
 - (C) GROUP INCLUSIVE TOUR REQUIREMENTS
 - (I) WRITTEN APPLICATION, IN THE FORM REQUIRED, SHALL PROVIDE THE NAMES AND TOTAL NUMBER OF PASSENGERS AND THE INCLUSIVE TOUR CODE NUMBER, AND BE SIGNED BY THE TOUR OPERATOR OR A PASSENGER SALES AGENT (ALSO REFERRED TO AS THE 'TRAVEL ORGANIZER').
 - (II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT OF THE APPLICATION IS SPECIFIED IN EACH



AEROMEXICO - GENERAL RULES

PARTICULAR GROUP TRAVEL RULE.

- (III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.
- (IV) PASSENGER SUBSTITUTIONS/ADDITIONS - IF NAME CHANGES AND/OR ADDITIONS TO THE LIST OF PARTICIPANTS IN THE TRAVEL GROUP MAY BE MADE AFTER THE WRITTEN APPLICATION HAS BEEN SUBMITTED, A STATEMENT WILL APPEAR IN THIS CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.

TOURS - 92

K TOURS (CATEGORY 27)

- (1) INDIVIDUAL AND GROUP INCLUSIVE TOUR REQUIREMENTS
 - (A) EXCEPT AS OTHERWISE NOTED, THE INDIVIDUAL INCLUSIVE TOUR MUST INCLUDE IN IT'S PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF SLEEPING OR HOTEL ACCOMMODATIONS, PLUS ANY OTHER FACILITIES OR ATTRACTIONS SUCH AS AIRPORT TRANSFERS, SIGHTSEEING, MOTORCOACH TRIPS AND CAR RENTALS.
 - (B) EXCEPT AS OTHERWISE NOTED, THE GROUP INCLUSIVE TOUR MUST INCLUDE IN IT'S PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF AIRPORT TRANSFERS AND SLEEPING OR HOTEL ACCOMMODATIONS FOR THE TOTAL DURATION OF THE TRIP, PLUS OTHER FACILITIES OR ATTRACTIONS SUCH AS SIGHTSEEING, MOTORCOACH TRIPS AND CAR RENTALS.
 - (C) TOURS MUST BE PAID FOR IN FULL PRIOR TO COMMENCEMENT OF TRAVEL AND PRICE OF TOUR FEATURES AND FACILITIES MAY NOT BE LESS THAN THE AMOUNT SPECIFIED IN THIS CATEGORY OF THE PARTICULAR FARE RULE.
- (2) MINIMUM TOUR PRICE
 - (A) THE MINIMUM SELLING PRICE OF THE INCLUSIVE TOUR, NORMALLY EXPRESSED AS THE APPLICABLE INCLUSIVE TOUR PLUS A SPECIFIC DOLLAR AMOUNT.
 - (B) ANY INCREASE IN THE MINIMUM SELLING PRICE DUE TO EXTRA DAYS OF STAY EN ROUTE.

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

VISIT ANOTHER COUNTRY - 93

K VISIT ANOTHER COUNTRY (CATEGORY 28)
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DEPOSITS - 94

K DEPOSITS (CATEGORY 29)
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RULE: 0005

TITLE/APPLICATION - 70

K APPLICATION OF TARIFF
(A) GENERAL

- (1) THE PROVISIONS OF THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS AND BAGGAGE, INCLUDING ALL



AEROMEXICO - GENERAL RULES

- SERVICES INCIDENTAL THERETO, PERFORMED BY AM UNDER LOCAL AND JOINT RATES AND CHARGES.
- (2) RULES APPLY TO LOCAL CARRIAGE VIA AM AND TO JOINT TRANSPORTION VIA AM IN CONJUNCTION WITH OTHER PARTICIPATING CARRIERS.
 - (3) 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.
 - (4) RULES STATING ANY LIMITATIONS ON, OR CONDITIONS RELATING TO THE LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (D) (LIABILITY OF CARRIERS). ANY SUCH LIMITATION OR CONDITION IN ANY RULE HEREON, EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (C) (4), IS NOT A PART OF C.A.B. NO. 577 FILED WITH THE DEPARTMENT OF TRANSPORTATION. NOTHING IN THIS TARIFF MODIFIES OR WAIVES ANY PROVISION OF THE WARSAW CONVENTION.
 - (5) RULES IN THIS TARIFF GOVERN THE APPLICATION OF ALL FARES AND CHARGES PUBLISHED IN TARIFFS WHICH SPECIFICALLY REFER TO AND ARE MADE SUBJECT TO THIS TARIFF WITH SUCH EXCEPTIONS AS MAY BE EXPRESSLY STATED IN SUCH TARIFFS. THESE RULES CONSTITUTE THE CONDITIONS UPON WHICH EACH CARRIER TRANSPORTS OR AGREES TO TRANSPORT AND ARE EXPRESSLY AGREED TO BY THE PASSENGER TO THE SAME EXTENT AS IF SUCH RULES WERE INCLUDED AS CONDITIONS IN THE CONTRACT OF CARRIAGE.
 - (6) THE RATES, FARES, 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, 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, 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 AM ARE CONSIDERED TO BE PART OF THIS TARIFF.
(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 AM ARE CONSIDERED TO BE PART OF THIS TARIFF.
EXCEPTION: FOR FARES PUBLISHED BY RULE, SEE PAGE



AEROMEXICO - GENERAL RULES

NO. AM-131 OF C.A.B. NO. 577, NTA(A)
NO. 421.

GRATUITOUS CARRIAGE - 71

- K (B) GRATUITOUS CARRIAGE
WITH RESPECT TO GRATUITOUS CARRIAGE, CARRIER RESERVES
THE RIGHT TO EXCLUDE THE APPLICATION OF ALL OR PART OF
THIS TARIFF.

CHANGE WITHOUT NOTICE - 72

- K (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
INSTRUCTION OF THIS TARIFF.

FARES IN EFFECT - 73

- K (E) EFFECTIVE RULES, FARES AND CHARGES
- (1) EXCEPT AS OTHERWISE PROVIDED HEREIN, THE
APPLICABLE RULES, FARES AND CHARGES FOR CARRIAGE
OF PASSENGER AND/OR BAGGAGE ARE THOSE DULY
PUBLISHED BY THE CARRIERS PARTICIPATING IN THIS
TARIFF 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 ARE NOT THE APPLICABLE FARES OR CHARGES,
THE DIFFERENCE WILL BE REFUNDED TO OR COLLECTED
FROM THE PASSENGER, AS MAY BE APPROPRIATE.
- (2) (APPLICABLE ONLY TO 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, EFFECTED THROUGH A CHANGE IN FARE
LEVEL, A CHANGE IN CONDITIONS GOVERNING THE FARE,
OR 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
MAY NOT BE VOLUNTARILY CHANGED NOR MAY THE
TICKET BE VOLUNTARILY REISSUED AT THE
PASSENGER'S REQUEST SUBSEQUENT TO THE
EFFECTIVE DATE OF ANY INCREASE IN THE
APPLICABLE FARE.
- (C) THESE PROVISIONS SHALL APPLY ONLY TO THE
PASSENGER TO WHOM THE TICKET WAS ORIGINALLY
ISSUED. FURTHERMORE, THESE PROVISIONS WILL
NOT APPLY TO SALES MADE OUTSIDE THE U.S.A.
FOR TICKETS TO BE ISSUED IN THE U.S.A.



AEROMEXICO - GENERAL RULES

EXCEPTION: NO INCREASE WILL BE COLLECTED IN CASES WHERE THE TICKET HAS BEEN ISSUED PRIOR TO THE EFFECTIVE DATE OF A TARIFF CONTAINING AN INCREASE IN THE APPLICABLE FARE, EFFECTED THROUGH A CHANGE IN FARE LEVEL, A CHANGE IN CONDITIONS GOVERNING THE FARE, OR CANCELLATION OF THE FARE ITSELF, PROVIDED:

- (I) THE ORIGINATING FLIGHT COUPON OF THE TICKET WAS ISSUED FOR A SPECIFIC FLIGHT AT THE FARES CONTAINED IN A TARIFF LAWFULLY IN EFFECT ON THE DATE OF TICKET ISSUANCE (DETERMINED BY THE VALIDATION STAMPED OR IMPRINTED ON THE TICKET);
- (II) 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;
- (III) 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.

RULE: 0012

TITLE/APPLICATION - 70
SURCHARGES

{A} FUEL SURCHARGES

FUEL SURCHARGE WILL BE ADDED TO THE APPLICABLE FARE:

BETWEEN NYC AND MEXICO

BUSINESS CABIN IN B787-8 / B787-9 AIRCRAFT	125 USD OW
PEAK OF PEAK SEASON	15 USD OW
HIGH SEASON	15 USD OW
LOW SEASON	NONE

BETWEEN LAX AND MEXICO

BUSINESS CABIN IN B787-8 / B787-9 AIRCRAFT	100 USD OW
PEAK OF PEAK SEASON	15 USD OW
HIGH SEASON	15 USD OW
LOW SEASON	NONE



AEROMEXICO – GENERAL RULES

BETWEEN MEXICO AND THE U.S.	
PEAK OF PEAK SEASON	15 USD OW
HIGH SEASON	15 USD OW
LOW SEASON	NONE
FROM MEXICO TO CANADA	55 USD OW
FROM CANADA TO MEXICO	55 CAD OW
FROM MEXICO TO JAPAN	
TICKETS SOLD IN JP	NONE
TICKETS SOLD OUTSIDE JP	30.40 USD OW
FROM JAPAN TO MEXICO	3500 JPY OW
FROM MEXICO TO CHINA	
HIGH SEASON	209 USD OW
SHOULDER/LOW SEASON	179 USD OW
FROM CHINA TO MEXICO	
HIGH SEASON	209 USD OW
SHOULDER/LOW SEASON	179 USD OW
FROM MEXICO TO KOREA	
BUSINESS CABIN	150 USD OW
COACH CABIN	80 USD OW
FROM KOREA TO MEXICO	8400 KRW OW
BETWEEN MEXICO AND GUATEMALA	50 USD OW
BETWEEN MEXICO AND PANAMA	32.50 USD OW
FROM MEXICO TO EL SALVADOR	120 USD OW
FROM EL SALVADOR TO MEXICO	90 USD OW
BETWEEN TIJ AND HONDURAS	80 USD OW
BETWEEN MEXICO AND HONDURAS	90 USD OW
BETWEEN TIJ AND NICARAGUA	80 USD OW
FROM MEXICO TO NICARAGUA	90 USD OW
FROM NICARAGUA TO MEXICO	40 USD OW
BETWEEN MEXICO AND COSTA RICA	NONE
BETWEEN TIJ AND CUBA	40 USD OW
BETWEEN MEXICO AND CUBA	NONE
FROM MEXICO TO DOMINICAN REPUBLIC	75 USD OW
FROM DOMINICAN REPUBLIC TO MEXICO	70 USD OW
FROM MEXICO TO MDE	50 USD OW
FROM MDE TO MEXICO	57 USD OW
FROM MEXICO TO COLOMBIA	95 USD OW
FROM COLOMBIA TO MEXICO	114.20 USD OW
FROM MEXICO TO ARGENTINA	
BUSINESS CABIN	245 USD OW
COACH CABIN	
HIGH SEASON	205 USD OW
LOW SEASON	175 USD OW



AEROMEXICO – GENERAL RULES

FROM ARGENTINA TO MEXICO	
BUSINESS CABIN	375 USD OW
COACH CABIN	
HIGH SEASON	240 USD OW
LOW SEASON	210 USD OW
FROM MEXICO TO PERU	
BUSINESS CABIN	165 USD OW
COACH CABIN	
HIGH SEASON	130 USD OW
LOW SEASON	100 USD OW
FROM PERU TO MEXICO	
BUSINESS CABIN	165 USD OW
COACH CABIN	
HIGH SEASON	155 USD OW
LOW SEASON	125 USD OW
FROM MEXICO TO BRAZIL	
BUSINESS CABIN	210 USD OW
COACH CABIN	
HIGH SEASON	205 USD OW
LOW SEASON	175 USD OW
FROM BRAZIL TO MEXICO	NONE
FROM MEXICO TO CHILE	
BUSINESS CABIN	290 USD OW
COACH CABIN	
HIGH SEASON	205 USD OW
LOW SEASON	175 USD OW
FROM CHILE TO MEXICO	
BUSINESS CABIN	395 USD OW
COACH CABIN	
PEAK OF PEAK/HIGH SEASON	265 USD OW
LOW SEASON	235 USD OW
FROM MEXICO TO ECUADOR	95 USD OW
FROM ECUADOR TO MEXICO	90 USD OW
FROM MEXICO TO SPAIN BUSINESS CABIN	
HIGH/SHOULDER SEASON	244 USD OW
LOW SEASON	214 USD OW
FROM MEXICO TO SPAIN COACH CABIN	
HIGH/SHOULDER SEASON	219 USD OW
LOW SEASON	189 USD OW
FROM SPAIN TO MEXICO BUSINESS CABIN	
HIGH SEASON	176 EUR OW
SHOULDER SEASON	161 EUR OW
LOW/OFF-PEAK SEASON	156 EUR OW
FROM SPAIN TO MEXICO COACH CABIN	
HIGH SEASON	151 EUR OW
SHOULDER SEASON	136 EUR OW
LOW/OFF-PEAK SEASON	131 EUR OW
FROM MEXICO TO FRANCE BUSINESS CABIN	
HIGH/SHOULDER SEASON	264 USD OW
LOW SEASON	234 USD OW
FROM MEXICO TO FRANCE COACH CABIN	
HIGH/SHOULDER SEASON	219 USD OW



AEROMEXICO - GENERAL RULES

LOW SEASON	189 USD OW
FROM FRANCE TO MEXICO BUSINESS CABIN	
HIGH/SHOULDER SEASON	188 EUR OW
LOW SEASON	178 EUR OW
FROM FRANCE TO MEXICO COACH CABIN	
HIGH/SHOULDER SEASON	148 EUR OW
LOW SEASON	128 EUR OW
FROM MEXICO TO UNITED KINGDOM	
BUSINESS CABIN	271 USD OW
COACH CABIN	189 USD OW
FROM UNITED KINGDOM TO MEXICO	
BUSINESS CABIN	164.50 GBP OW
COACH CABIN	94.50 GBP OW
FROM MEXICO TO NETHERLANDS	
BUSINESS CABIN	234 USD OW
COACH CABIN	189 USD OW
FROM NETHERLANDS TO MEXICO	
BUSINESS CABIN	179.50 EUR OW
COACH CABIN	129.50 EUR OW
WITHIN MEXICO	575 MXN OW

{B} NAVIGATION SURCHARGES

NAVIGATION SURCHARGE (APPLICABLE TO/FROM CANADA ONLY)
A SURCHARGE OF CAD 7.50 PER DIRECTION WILL BE ADDED
TO THE APPLICABLE FARE PER ADULT/CHILD/INFANT FOR
TRAVEL.

NOTE: THE SURCHARGE IS A NAVIGATION SURCHARGE. THE
AMOUNT TO BE CHARGED WILL BE INCORPORATED IN
THE FARE CALCULATION SHOWN AS A -Q- SURCHARGE.
THE SURCHARGE MAY BE CONVERTED INTO THE
APPLICABLE CURRENCY FOR THE COUNTRY OF ORIGIN
IN ACCORDANCE WITH THE APPROPRIATE IATA RATE
OF EXCHANGE.

-ADDITIONAL CONDITIONS-

1. THE SURCHARGE APPLIES IN ADDITION TO ALL
OTHER CHARGES AND IS NOT SUBJECT TO ANY
DISCOUNT.
2. THE SURCHARGE WILL ACCRUE TO AM WHEN TRAVEL
TO/FROM CANADA IS VIA THE SERVICES OF AM.

RULE: 0021

TITLE - 70

- A TRANSPORT OF DISABLED PASSENGERS (APPLICABLE FOR
TRANSPORTATION TO/FROM CANADA)

DEFINITIONS - 71

- A (A) DEFINITIONS
PASSENGERS SHALL BE CONSIDERED DISABLED WHEN THEIR
PHYSICAL, MEDICAL OR MENTAL CONDITION REQUIRES
INDIVIDUAL ATTENTION ON ENPLANING, DEPLANING, DURING
FLIGHT, IN AN EMERGENCY EVACUATION OR DURING GROUND
HANDLING WHICH IS NORMALLY NOT EXTENDED TO OTHER
PASSENGERS.



AEROMEXICO - GENERAL RULES

- (1) AMBULATORY - A PERSON WHO IS ABLE TO MOVE ABOUT WITHIN THE AIRCRAFT UNASSISTED.
- (2) NON-AMBULATORY - A PERSON WHO IS NOT ABLE TO MOVE WITHIN THE AIRCRAFT UNASSISTED.
- (3) SELF-RELIANT - A PERSON WHO IS INDEPENDENT, SELF-SUFFICIENT AND CAPABLE OF TAKING CARE OF ALL PHYSICAL NEEDS DURING FLIGHT, AND WHO REQUIRES NO SPECIAL OR UNUSUAL ON BOARD ATTENTION BEYOND THAT AFFORDED TO THE GENERAL PUBLIC. EXCEPT THAT ASSISTANCE IN BOARDING AND DEPLANING MAY BE REQUIRED.
- (4) NON-SELF-RELIANT - A PERSON WHO IS INCAPABLE OF SELF-CARE DURING A FLIGHT.
- (5) DETERMINATION OF SELF-RELIANCE
THE CARRIER WILL ACCEPT THE DISABLED PERSON'S DETERMINATION AS TO SELF-RELIANCE.
- (6) ASSISTANT (PERSONAL ATTENDANT) - AN ABLE-BODIED PERSON PHYSICALLY CAPABLE OF ASSISTING A DISABLED PASSENGER TO AN EXIT IN THE EVENT OF AN EMERGENCY AND WHO WILL ATTEND TO THE PERSONAL NEEDS OF THAT PASSENGER DURING FLIGHT, WHERE SUCH IS REQUIRED.
- (7) WHEELCHAIR-BOUND ATHLETE - A NON-AMBULATORY PERSON WITH UPPER BODY AND ARM DEVELOPMENTS SUCH AS TO MAKE HIM/HER PHYSICALLY CAPABLE OF EGRESSING AN AIRCRAFT IN AN EMERGENCY WITH MINIMAL ASSISTANCE, AND WHO IS A MEMBER OF A BONA-FIDE SPORTS ORGANIZATION.
- (8) RANDOM SEATING
THE ASSIGNMENT OF ANY PASSENGER SEAT ON THE MAIN DECK OF AN AIRCRAFT EXCEPT A SEAT IN A ROW OF SEATS AT AN EMERGENCY EXIT.
- (9) PLANNED SEATING
THE ASSIGNMENT OF PASSENGER SEATS AT OR NEAR THE END OF AN EVACUATION LINE TO AN EXIT WHICH, IN GENERAL, WILL BE FLOOR LEVEL EXIT.

ACCEPT OF DISABLED PSGR. - 72

A (B) ACCEPTANCE OF DISABLED PASSENGER

- (1) THE CARRIER WILL ACCEPT THE DISABLED PERSON'S DETERMINATION AS TO SELF-RELIANCE.
- (2) CARRIER WILL REFUSE TO TRANSPORT OR WILL REMOVE AT ANY POINT, ANY PASSENGER WHOSE MENTAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM INCAPABLE OF CARING FOR HIMSELF WITHOUT ASSISTANCE, UNLESS -
 - (A) HE IS ACCOMPANIED BY AN ATTENDANT WHO WILL BE RESPONSIBLE FOR CARING FOR HIM EN ROUTE, AND
 - (B) WITH THE CARE OF SUCH ATTENDANT, HE WILL NOT REQUIRE UNREASONABLE ATTENTION OR ASSISTANCE FROM EMPLOYEES OF THE CARRIER.

- (3) DISABLED PASSENGERS WILL BE ACCEPTED FOR TRANSPORTATION AS OUTLINED IN THE FOLLOWING CHART:

DISABILITY	ASSISTANT REQUIRED
BLIND	NO
DEAF	NO
BLIND AND DEAF	YES
MENTALLY HANDICAPPED/ SELF-RELIANT	NO
MENTALLY HANDICAPPED/	



AEROMEXICO - GENERAL RULES

NON-SELF-RELIANT YES
AMBULATORY/SELF-RELIANT NO
AMBULATORY/NON-SELF-RELIANT YES
NOTE: THE MAXIMUM NO. PER FLIGHT: TWO.

- (4) MEDICAL CLEARANCE
CARRIER RESERVES THE RIGHT TO REQUIRE A MEDICAL CLEARANCE FROM THE COMPANY MEDICAL AUTHORITIES IF TRAVEL INVOLVES AN UNUSUAL RISK OR HAZARD TO THE PASSENGER OR TO OTHER PERSONS (INCLUDING, IN CASES OF PREGNANT PASSENGERS, UNBORN CHILDREN).

SEATING RESTRICTIONS - 73

- A (C) SEATING RESTRICTIONS
DISABLED PASSENGERS WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROWS OR OVER-WING EMERGENCY EXIT ROW.

RESERVATIONS/CHECKIN REQ - 74

- A (D) RESERVATIONS/CHECK-IN REQUIREMENTS
RESERVATIONS SHOULD BE MADE AT LEAST 24 HOURS IN ADVANCE OF TRAVEL, ADVISING THE CARRIER AS TO THE NATURE OF THE DISABILITY AND ASSISTANCE REQUIRED, SO THAT CARRIER ARRANGEMENTS CAN BE MADE. CARRIERS WILL MAKE EVERY EFFORT TO ACCOMMODATE PASSENGERS WHO FAIL TO MAKE RESERVATIONS 24 HOURS IN ADVANCE.

ACCEPT OF MOBILITY AIDS - 75

- A (E) ACCEPTANCE OF MOBILITY AIDS
IN ADDITION TO THE REGULAR FREE BAGGAGE ALLOWANCE PROVIDED IN RULE 115, CARRIER WILL ACCEPT THE FOLLOWING ITEMS WHICH MUST BE STORED IN THE BAGGAGE COMPARTMENT:
- (1) MANUALLY OPERATED WHEELCHAIRS AND WALKERS;
 - (2) WHEELCHAIRS WITH NON-SPILLABLE BATTERIES WITH TERMINALS DISCONNECTED AND TAPED;
 - (3) WHEELCHAIRS WITH SPILLABLE WET CELL BATTERIES.
 - (A) ON CONTAINERIZED AIRCRAFT SUCH AS B767, WHEN LOADED IN A LD2 BAGGAGE CONTAINER IN AN UPRIGHT POSITION (AT NO COST TO THE PASSENGER). BATTERIES MUST BE DISCONNECTED AT BOTH TERMINALS, CAPPED TO PREVENT SHORT CIRCUITS AND MUST BE SECURED TO THE WHEELCHAIR WITH NON-CONDUCTIVE MATERIAL;
 - (B) WHEELCHAIR IN A NON-UPRIGHT POSITION: ON NARROW BODY AIRCRAFT SUCH AS DC9 THE BATTERY MUST BE REMOVED AND STORED IN A KIMPACK BATTERY KIT WHICH IS AVAILABLE FROM THE CARRIER AT NO COST TO THE PASSENGER.
 - (C) PASSENGERS ARE REQUESTED TO CHECK-IN AT LEAST 1 (ONE) HOUR PRIOR TO FLIGHT DEPARTURE.
 - (4) CRUTCHES AND CANES MAY BE RETAINED IN THE PASSENGER'S CUSTODY PROVIDED THEY ARE STOWED IN ACCORDANCE WITH CARRIER'S SAFETY REGULATIONS.

TRAINED DOGS ETC. - 76

- A (F) DOGS TRAINED TO LEAD THE BLIND AND/OR ASSIST THE DEAF
CARRIER ACCEPTS FOR TRANSPORTATION, WITHOUT CHARGE, A PROPERLY HARNESSSED DOG TRAINED TO LEAD THE BLIND AND/OR ASSIST THE DEAF WHEN IT ACCOMPANIES A PASSENGER WITH IMPAIRED VISION/HEARING DEPENDENT UPON SUCH DOG. THE DOG WILL BE PERMITTED TO ACCOMPANY SUCH PASSENGER INTO THE CABIN BUT WILL NOT BE PERMITTED TO OCCUPY A SEAT.

APPLICABLE RULES - 77



AEROMEXICO - GENERAL RULES

- A (G) APPLICABLE RULES
THE FOLLOWING RULES ARE APPLICABLE:
55 (LIABILITY OF CARRIERS)
80 (REVISED REROUTING, FAILURE TO CARRY AND MISSED CONNECTIONS)
85 (SCHEDULES, DELAYS AND CANCELLATIONS)
87 (DENIED BOARDING COMPENSATION)
90 (REFUNDS - INVOLUNTARY)

RULE: 0025

TITLE/APPLICATION - 70

K REFUSAL TO TRANSPORT - LIMITATION OF CARRIAGE
REFUSAL, CANCELLATION - 71

- K (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;
OR
 - (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 CANCELED, 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).
 - (4) DETERMINATION OF SELF-RELIANCE - AM WILL ACCEPT THE DETERMINATION OF A PERSON WITH A DISABILITY AS TO SELF RELIANCE.

CONDITIONAL ACCEPTANCE - 72

- K (B) CONDITIONAL ACCEPTANCE FOR CARRIAGE



AEROMEXICO - GENERAL RULES

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(C) (3) (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 RULE 25 (B) IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF AMRF-1 TARIFF C.A.B. NO. 577 FILED WITH THE DEPARTMENT OF TRANSPORTATION OF THE UNITED STATES.

CARRIAGE OF CHILDREN - 73

- K (C) CARRIAGE OF UNACCOMPANIED CHILDREN
- (1) CHILDREN UNDER 12 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 BY-PASS THE DESTINATION DUE TO WEATHER CONDITIONS).
 - (2) CHILDREN UNDER 5 YEARS OF AGE WILL NOT BE ACCEPTED.
 - (3) CHILDREN AT LEAST FIVE (5) YEARS OF AGE BUT UNDER TWELVE (12) YEARS OF AGE WILL BE ACCEPTED FOR UNACCOMPANIED CARRIAGE ON FLIGHTS WHERE THROUGH SERVICE IS PROVIDED WITHOUT CHANGE OF AIRCRAFT.
 - (4) MINORS AT LEAST TWELVE (12) YEARS OF AGE BUT UNDER EIGHTEEN (18) YEARS OF AGE TRAVELING UNACCOMPANIED BY THEIR PARENTS OR GUARDIANS, ALTHOUGH PAYING THE ADULT FARE WILL BE REQUIRED TO SATISFY THE OFFICE OR AGENCY BOOKING SUCH PASSAGE OF THE FACT THAT THEIR PARENTS OR GUARDIANS ARE AWARE OF THEIR INTENT TO TRAVEL AND HAVE GIVEN THEIR PERMISSION FOR SUCH TRAVEL AND TO LEAVE THEIR COUNTRY OF ORIGIN IF THE TRAVEL BEING UNDERTAKEN SO REQUIRES. IF TIME PERMITS PRIOR TO DEPARTURE, A STATEMENT IN WRITING TO THAT EFFECT WILL BE REQUIRED FROM PARENTS OR GUARDIANS AND IF THE TRAVEL IS INTERNATIONAL, THE STATEMENT MUST ALSO SAY THAT THE MINOR(S) WILL BE VISITING AND IN CHARGE OF RESPONSIBLE PERSON(S) WHILE IN THE COUNTRY OF DESTINATION. IF RESERVATION HAS BEEN MADE SO NEAR DEPARTURE TIME THAT WRITTEN STATEMENT IS NOT OBTAINABLE, THEN ORAL ASSURANCE WILL BE REQUIRED.



AEROMEXICO - GENERAL RULES

RULE: 0035

TITLE/APPLICATION - 70
K PASSENGER EXPENSES EN ROUTE

RULE: 0040

TITLE/APPLICATION - 70
K 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: 0055

TITLE/APPLICATION - 70
K LIABILITY OF CARRIER
(A) SUCCESSIVE CARRIERS
CARRIAGE TO BE PERFORMED UNDER ONE TICKET OR UNDER A TICKET AND ANY CONJUNCTION TICKET(S) ISSUED IN CONNECTION THEREWITH BY SEVERAL SUCCESSIVE CARRIERS IS REGARDED AS A SINGLE OPERATION.
LAWS APPLICABLE - 71
K (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



AEROMEXICO - GENERAL RULES

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 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.

- (4) FOR THE PURPOSE OF INTERNATIONAL CARRIAGE GOVERNED BY THE MONTREAL CONVENTION, THE LIABILITY RULES SET OUT IN THE MONTREAL CONVENTION ARE FULLY INCORPORATED HEREIN AND SHALL SUPERSEDE AND PREVAIL OVER ANY PROVISIONS OF THIS TARIFF WHICH MAY BE INCONSISTENT WITH THOSE RULES.

LIMITATION OF LIABILITY - 72

K (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 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 ATTRIBUTABLE TO NEGLIGENCE OF CARRIER. ASSISTANCE RENDERED 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



AEROMEXICO - GENERAL RULES

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.
- (C) CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY TO PASSENGERS AS PROVIDED IN THE CONVENTION AND, IN THE INTERNATIONAL 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/CAD 10,000.00) OR 250,000 FRENCH GOLD FRANCS (USD/CAD 20,000.00) IF THE HAGUE PROTOCOL AMENDMENT OF THE CONVENTION IS APPLICABLE.
- (5) IN ANY EVENT LIABILITY OF CARRIER FOR DELAY OF PASSENGER SHALL NOT EXCEED THE LIMITATION SET FORTH IN THE CONVENTION.
- (6) ANY LIABILITY OF CARRIER IS LIMITED TO 250 FRENCH GOLD FRANCS, (USD/CAD 20.00) PER KILOGRAM IN THE CASE OF CHECKED BAGGAGE, AND 5,000 FRENCH GOLD FRANCS, (USD/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.
- (7) IN THE EVENT OF DELIVERY TO THE PASSENGER OF PART BUT NOT ALL OF HIS CHECKED BAGGAGE (OR IN THE EVENT OF DAMAGE TO PART BUT NOT ALL OF SUCH BAGGAGE) THE LIABILITY OF THE CARRIER WITH RESPECT TO THE 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.
- (8) FOR PURPOSES OF DETERMINING THE LIMITATION OF LIABILITY UNDER THE CONVENTION WITH RESPECT TO PASSENGER BAGGAGE ACCEPTABLE FOR CHECKING UNDER



AEROMEXICO - GENERAL RULES

RULE 115 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.

- (9) CARRIER IS NOT LIABLE FOR DAMAGE TO A PASSENGER'S BAGGAGE CAUSED BY PROPERTY CONTAINED IN THE PASSENGER'S BAGGAGE. ANY PASSENGER WHOSE PROPERTY CAUSED DAMAGE TO ANOTHER PASSENGER'S BAGGAGE OR TO THE PROPERTY OF CARRIER SHALL INDEMNIFY CARRIER FOR ALL LOSSES AND EXPENSES INCURRED BY CARRIER AS A RESULT THEREOF.
- (10) 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 PASSENGERS CHECKED BAGGAGE, WHETHER WITH OR WITHOUT THE KNOWLEDGE OF CARRIER.
- (11) 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.
- (12) 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 PARAGRAPH (C) 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) (12) (C) IS INCLUDED HEREIN, AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN UNITED STATES AND NOT AS PART OF TARIFF C.A.B. NO. 552 ISSUED BY AIRLINE TARIFF PUBLISHING, AGENT, FILED WITH



AEROMEXICO - GENERAL RULES

THE DEPARTMENT OF TRANSPORTATION.

- (13) 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.
- (14) 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.

GRATUITOUS TRANSPORTATION - 73

K (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 WHICH FOLLOW, AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.

- (A) TRANSPORTATION OF PERSONS INJURED IN AIRCRAFT ACCIDENTS ON THE LINES OF CARRIER AND PHYSICIANS AND NURSES ATTENDING SUCH PERSONS.
- (B) TRANSPORTATION OF PERSONS, THE OBJECT OF WHICH IS THAT OF PROVIDING RELIEF IN GENERAL EPIDEMICS, PESTILENCE OR OTHER CALAMITOUS VISITATION.
- (C) TRANSPORTATION OF PERSONS, WHICH IS REQUIRED BY AND AUTHORIZED PURSUANT TO PART 223 OF THE ECONOMIC REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION.
- (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 OF PARAGRAPH (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



AEROMEXICO - GENERAL RULES

(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 DEATH OR INJURY, TO SUCH PERSON (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN (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 (D) (3) IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF AM-1 TARIFF C.A.B. NO. 552, C.T.C. (A) NO. 343, ISSUED BY AIRLINE TARIFF PUBLISHING, AGENT, FILED WITH THE DEPARTMENT OF TRANSPORTATION AND THE CANADIAN TRANSPORT COMMISSION (A)

TIME LIMITATIONS, CLAIMS - 74

K (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 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 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.

OVERRIDING LAW - 75

K (F) OVERRIDING LAW, MODIFICATION AND WAIVER



AEROMEXICO - GENERAL RULES

- (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 WAIVER
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.

RULE: 0080

PSGR REQUESTED CHANGES - 71

K (A) CHANGES REQUESTED BY PASSENGER

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



AEROMEXICO - GENERAL RULES

APPLICABLE:

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

- (B) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.) IF THE DESTINATION IS CHANGED THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON THE TICKET SUBMITTED FOR REROUTING, TO THE NEW DESTINATION;

NOTE 1: THE POINTS OF ORIGIN AND DESTINATION, AS WELL AS THE POINT OF OUTWARD DESTINATION IN THE CASE OF A ROUND TRIP TICKET, SHALL ALSO BE FARE CONSTRUCTION POINTS, AND THE FARES AND CHARGES TO BE USED FOR THE CONSTRUCTION OF THE NEW FARE SHALL BE THOSE WHICH WOULD HAVE BEEN APPLICABLE AS OF THE DATE OF COMMENCEMENT OF CARRIAGE.

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

- (C) (APPLICABLE ONLY FROM/TO POINTS IN THE U.S.A.) THE NEW FARE SHALL BE CALCULATED UPON THE BASIS OF THAT WHICH WOULD HAVE BEEN APPLICABLE HAD THE PASSENGER PURCHASED TRANSPORTATION FOR THE REVISED ITINERARY (WHICH INCLUDES THOSE POINTS FOR WHICH TRANSPORTATION HAS ALREADY BEEN COMPLETED) PRIOR TO DEPARTURE FROM POINT OF ORIGIN.
- (D) ADDITIONAL PASSAGE AT THE THROUGH FARE AND CHARGES SHALL NOT BE PERMITTED UNLESS REQUEST THEREOF 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 SUB-PARAGRAPH (2) ABOVE, AND THE



AEROMEXICO - GENERAL RULES

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.

RULE: 0115

TITLE/APPLICATION - 70

K BAGGAGE

CHECKED BAGGAGE - 71

K (A) CHECKED BAGGAGE

(1) NOTHING CONTAINED IN THIS TARIFF SHALL ENTITLE A PASSENGER TO HAVE HIS BAGGAGE CHECKED ON A JOURNEY FOR WHICH CARRIER DOES NOT OFFER FACILITIES FOR CHECKING OF BAGGAGE.

(2) UPON DELIVERY TO CARRIER OF THE BAGGAGE TO BE CHECKED, CARRIER WILL INSERT IN THE TICKET THE NUMBER OF PIECES AND WEIGHT OF THE CHECKED BAGGAGE (WHICH ACT SHALL CONSTITUTE THE ISSUANCE OF THE BAGGAGE CHECK); IN ADDITION, CARRIER WILL ISSUE FOR IDENTIFICATION PURPOSES ONLY, A BAGGAGE (CLAIM) TAG FOR EACH PIECE OF BAGGAGE SO DELIVERED AND COVERED BY THE BAGGAGE CHECK. ALL CHECKED BAGGAGE MUST BE PROPERLY PACKED IN SUITCASES OR SIMILAR CONTAINERS IN ORDER TO ENSURE SAFE CARRIAGE WITH ORDINARY CARE IN HANDLING. FRAGILE OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES WILL NOT BE ACCEPTED AS CHECKED BAGGAGE.

(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.

INSPECTION BY CARRIER - 72

K (C) INSPECTION BY CARRIER

CARRIER HAS THE RIGHT, BUT NOT THE OBLIGATION TO VERIFY IN THE PRESENCE OF THE PASSENGER THE CONTENTS OF HIS/HER BAGGAGE, AND, IN THE CASE OF UNACCOMPANIED BAGGAGE, TO OPEN AND EXAMINE SUCH BAGGAGE WHETHER OR NOT THE PASSENGER IS PRESENT. THE EXISTENCE OR EXERCISE OF SUCH RIGHT SHALL NOT BE CONSTRUED AS AN AGREEMENT, EXPRESSED OR IMPLIED, BY CARRIER TO CARRY SUCH CONTENTS AS WOULD OTHERWISE BE PRECLUDED FROM CARRIAGE.

UNSUITABLE BAGGAGE - 73

K (D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE

PASSENGER MUST NOT INCLUDE IN HIS/HER BAGGAGE, ARTICLES



AEROMEXICO – GENERAL RULES

WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT, PERSONS, OR PROPERTY, WHICH ARE LIKELY TO BE DAMAGED BY AIR CARRIAGE OR WHICH ARE UNSUITABLY PACKED, OR THE CARRIAGE OF WHICH IS FORBIDDEN BY ANY APPLICABLE LAWS, REGULATIONS OR ORDERS OF ANY STATE TO BE FLOWN FROM, INTO OR OVER. IF THE WEIGHT, SIZE OR CHARACTER OF BAGGAGE RENDERS IT UNSUITABLE FOR CARRIAGE ON THE AIRCRAFT, CARRIER, PRIOR TO OR AT ANY STAGE OF THE JOURNEY, WILL REFUSE TO CARRY THE BAGGAGE. THE FOLLOWING ARTICLES WILL BE CARRIED AS BAGGAGE ONLY WITH THE PRIOR CONSENT OF AND ARRANGEMENT WITH CARRIER, IN ACCORDANCE WITH CARRIER'S REGULATIONS.

(1) FIREARMS

- (A) FIREARMS WILL BE ACCEPTED ONLY WHEN UNLOADED AND SUITABLY PACKED AND WHEN CHECKED FOR CARRIAGE IN THE BAGGAGE OR OTHER COMPARTMENT OF THE AIRCRAFT NOT ACCESSIBLE TO THE PASSENGER.
- (B) AT THE TIME OF CHECK-IN, FIREARM(S) WILL BE SURRENDERED AND THE PASSENGER WILL BE REQUIRED TO MAKE A WRITTEN OR VERBAL DECLARATION THAT THE FIREARM(S) AS SURRENDERED IS SAFE FOR TRANSPORTATION.
- (C) WHEN FIREARMS USED FOR SPORT PURPOSES ARE CARRIED ON THE AIRCRAFT, ENTRY PERMITS SHALL BE IN THE POSSESSION OF THE PASSENGER FOR THE COUNTRY OR COUNTRIES OF TRANSIT AND DESTINATION.

(2) EXPLOSIVES (MUNITIONS, CORROSIVES AND ARTICLES WHICH ARE EASILY IGNITED.)

SMALL ARMS AMMUNITIONS SHALL BE ACCEPTED ONLY FOR CARRIAGE IN THE BAGGAGE/CARGO COMPARTMENTS OF THE AIRCRAFT AND ONLY WITH PRIOR APPROVAL OF THE CARRIER AS FOLLOWS:

- (A) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES IN QUANTITIES NOT EXCEEDING 5 KILOGRAMS (11 LBS.) GROSS WEIGHT PER PASSENGER, SECURELY PACKAGED FOR PERSONAL USE, EXCLUDING THOSE WITH EXPLOSIVE OR INCENDIARY PROJECTILES.
- (B) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES, EXCLUDING THOSE WITH EXPLOSIVE OR INCENDIARY PROJECTILES, IN QUANTITIES EXCEEDING 11 LBS. (5 KGS.) 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



AEROMEXICO - GENERAL RULES

TRAINED TO ASSIST THE DEAF.

- (5) PETS
PETS, INCLUDING DOGS, CATS AND BIRDS, WHEN PROPERLY CRATED IN LEAKPROOF CONTAINERS AND ACCOMPANIED BY VALID HEALTH AND RABIES VACCINATION CERTIFICATES, ENTRY PERMITS AND OTHER DOCUMENTS REQUIRED BY COUNTRIES OF ENTRY OR TRANSIT WILL BE ACCEPTED FOR CARRIAGE AT THE OWNER'S RISK, AND SUBJECT TO REQUIREMENTS OF CARRIER. CARRIER MAY LIMIT THE NUMBER AND TYPE OF PETS, REFUSE TO CARRY PETS IN ANY ONE AIRCRAFT EITHER IN THE BAGGAGE OR CARGO COMPARTMENTS OR IN THE PASSENGER CABIN, OR REFUSE TO CARRY PET(S) IF IT REQUIRES ATTENTION IN TRANSIT.
EXCEPTION: CARRIER WILL ACCEPT PETS FOR CARRIAGE ONLY IN THE CARGO COMPARTMENT OR IN ALL CARGO AIRCRAFT.
- (6) PHOTOFLASH BULBS WHEN APPROPRIATELY MARKED AND CONTAINED IN THE ORIGINAL PACKAGE OF THE MANUFACTURER.
- (7) RESTRICTED ARTICLES
COMPRESSED GASES, FLAMMABLE, NON-FLAMMABLE AND POISONOUS; CORROSIVES SUCH AS ACIDS AND WET BATTERIES; FLAMMABLE LIQUIDS AND SOLIDS (SUCH AS MATCHES, LIGHTER FUELS, RUBBING ALCOHOL); OXIDIZING MATERIALS; POISONS; RADIOACTIVE MATERIALS; AND OTHER RESTRICTED ARTICLES (SUCH AS MATERIALS; OFFENSIVE OR IRRITATING MATERIALS).

FREE BAGGAGE ALLOWANCE - 74

- A (E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN
(NOT APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A.)
- (1) FIRST CLASS SERVICE
THE FREE BAGGAGE ALLOWANCE, INCLUDING CHECKED AND UNCHECKED BAGGAGE OF EACH PASSENGER PAYING THE ADULT FIRST CLASS FARE, EXCEPT AS OTHERWISE PROVIDED, WILL BE 66 LBS. (30 KGS.).
EXCEPTION: (APPLICABLE BETWEEN MIAMI, FLORIDA AND PARIS, FRANCE ONLY.)
- (A) TWO PIECES OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 62 INCHES (158 CMS.) AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.); AND
- (B) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM OF THE THREE DIMENSIONS OF WHICH DOES NOT EXCEED 45 INCHES (115 CMS.) PROVIDED SUCH BAG CAN BE STOWED IN THE UNDERSEAT SPACE AND IT IS CARRIED ON BOARD BY THE PASSENGER. WHEN SUCH BAGGAGE CONSISTS OF MORE THAN ONE BAG THEY SHALL BE MEASURED TOGETHER AND THEY SHALL BE CONSIDERED AS ONE BAG PROVIDED THAT THE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 45 INCHES (115 CMS.).
- (C) OTHER SPECIAL PIECES OF BAGGAGE
(I) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) AND (B) ABOVE, ANY



AEROMEXICO - GENERAL RULES

ARTICLE LISTED BELOW, REGARDLESS OF THE ACTUAL DIMENSIONS WILL BE CONSIDERED TO BE A PIECE OF BAGGAGE WHOSE OUTSIDE LINEAR DIMENSIONS ARE 53 INCHES (135 CMS.) WILL BE ACCEPTED.

- (AA) ONE SLEEPING BAG OR BEDROLL;
- (BB) ONE RUCKSACK/KNAPSACK/BACKPACK;
- (CC) ONE PAIR OF SNOW SKIS WITH ONE PAIR OF SKI POLES AND ONE PAIR OF SKI BOOTS;
- (DD) ONE GOLF BAG CONTAINING GOLF CLUBS AND ONE PAIR OF GOLF SHOES;
- (EE) ONE DUFFEL-TYPE BAG OR B-4-TYPE BAG (SEE NOTE);
- (FF) ONE SUITABLE PACKED BICYCLE (SINGLE SEAT TOURING OR RACING BICYCLE, NON-MOTORIZED) PROVIDED THAT THE HANDLEBARS ARE FIXED SIDeways AND THE PEDALS ARE REMOVED.

NOTE: "DUFFEL BAG" MEANS A CANVAS CYLINDRICAL-SHAPED BAG, FOLDED AND FASTENED AT ONE END. "B-4" MEANS A SUITCASE-TYPE OF HANDBAG MADE OF CANVAS WITH LEATHER AND METAL BINDINGS AND FITTINGS AND WITH EXPANDABLE CANVAS COMPARTMENT ON THE TWO SIDES OF THE BAG.

- (II) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) OR (B) ABOVE, ANY PORTABLE MUSICAL INSTRUMENT NOT EXCEEDING 39 INCHES (100 CMS.) IN LENGTH WILL BE CONSIDERED TO BE ONE PIECE OF BAGGAGE AT 39 INCHES (100 CMS.).

EXCEPTION: (APPLICABLE BETWEEN MIAMI, FLORIDA AND MADRID, SPAIN) TWO PIECES OF BAGGAGE (MEASURED TOGETHER) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 62 INCHES (158 CMS.) AND PROVIDED THE WEIGHT OF EACH DOES NOT EXCEED 50 LBS. (23 KGS.)

- (2) TOURIST/COACH/ECONOMY OR THRIFT CLASS SERVICE 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 44 LBS. (20 KGS.)

EXCEPTION 1: (APPLICABLE BETWEEN MIAMI, FLORIDA AND PARIS, FRANCE ONLY.)

- (A) TWO PIECES OF BAGGAGE (MEASURED TOGETHER) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 107 INCHES (273



AEROMEXICO - GENERAL RULES

CMS.) PROVIDED THAT THE OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 62 INCHES (158 CMS.) AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.), AND

- (B) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM OF THE THREE DIMENSIONS OF WHICH DOES NOT EXCEED 45 INCHES (115 CMS.) PROVIDED SUCH BAG CAN BE STOWED IN THE UNDERSEAT SPACE AND IT IS CARRIED ON BOARD BY THE PASSENGER. WHEN SUCH BAGGAGE CONSISTS OF MORE THAN ONE BAG THEY SHALL BE MEASURED TOGETHER AND THEY SHALL BE CONSIDERED AS ONE BAG PROVIDED THAT THE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 45 INCHES (115 CMS.).

- (C) OTHER SPECIAL PIECES OF BAGGAGE

(I) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) AND (B) ABOVE, ANY ARTICLE LISTED BELOW, REGARDLESS OF THE ACTUAL DIMENSIONS WILL BE CONSIDERED TO BE A PIECE OF BAGGAGE WHOSE OUTSIDE LINEAR DIMENSIONS ARE 53 INCHES (135 CMS.) WILL BE ACCEPTED.

- (AA) ONE SLEEPING BAG OR BEDROLL;
- (BB) ONE RUCKSACK/KNAPSACK/BACKPACK;
- (CC) ONE PAIR SNOW SKIS WITH ONE PAIR OF SKI POLES AND ONE PAIR OF SKI BOOTS;
- (DD) ONE GOLF BAG CONTAINING GOLF CLUBS AND ONE PAIR OF GOLF SHOES;
- (EE) ONE DUFFEL-TYPE BAG OR B-4-TYPE BAG (SEE NOTE);
- (FF) ONE SUITABLE PACKED BICYCLE (SINGLE SEAT TOURING OR RACING BICYCLE, NON-MOTORIZED) PROVIDED THAT THE HANDLEBARS ARE FIXED SIDeways AND THE PEDALS ARE REMOVED.

NOTE: "DUFFEL BAG" MEANS A CANVAS CYLINDRICAL-SHAPED BAG, FOLDED AND FASTENED AT ONE END. "B-4" MEANS A SUITCASE-TYPE OF HANDBAG MADE OF CANVAS WITH LEATHER AND METAL BINDINGS AND FITTINGS AND WITH EXPANDABLE CANVAS COMPARTMENT ON THE TWO SIDES OF THE BAG.

- (II) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) OR (B) ABOVE, ANY PORTABLE MUSICAL INSTRUMENT NOT EXCEEDING 39 INCHES (100 CMS.) IN LENGTH WILL BE CONSIDERED TO BE ONE PIECE OF BAGGAGE AT 39 INCHES (100 CMS.).

EXCEPTION 2: (APPLICABLE BETWEEN MIAMI, FLORIDA AND MADRID, SPAIN) TWO PIECES OF BAGGAGE (MEASURED TOGETHER) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT



AEROMEXICO – GENERAL RULES

- EXCEED 62 INCHES (158 CMS.) AND PROVIDED THE WEIGHT OF EACH DOES NOT EXCEED 50 LBS. (23 KGS).
- EXCEPTION 3: (APPLICABLE BETWEEN BRAZIL AND AREA 1) UP TO 30 KGS FOR PASSENGERS ON PREMIER COMPARTMENT OR UP TO 20 KGS FOR PASSENGERS ON ECONOMY COMPARTMENT.
- EXCEPTION 4: (APPLICABLE BETWEEN PERU AND AREA 1)
- (A) FOR PASSENGERS ON PREMIER COMPARTMENT 3 PIECES OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 62 INCHES (158 CMS) AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.)
- (B) FOR PASSENGERS ON ECONOMY COMPARTMENT 2 PIECES OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 62 INCHES (158 CMS) AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.),
- EXCEPTION 5: (APPLICABLE BETWEEN CHILE AND AREA 1)
- (A) FOR PASSENGERS ON PREMIER COMPARTMENT 3 PIECES OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 62 INCHES (158 CMS) AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.)
- (B) FOR PASSENGERS ON ECONOMY COMPARTMENT 2 PIECES OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 62 INCHES (158 CMS) AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.),
- (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.



AEROMEXICO - GENERAL RULES

- (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 (G) AND (H) MAY BE CARRIED IN THE PASSENGER OR CARGO COMPARTMENT OF THE AIRCRAFT:
- (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 INFLIGHT;
 - (G) INFANT'S CARRYING BASKET OR BASSINET;
 - (H) A FULLY COLLAPSIBLE INVALID'S WHEEL CHAIR 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, BRIEF CASES, TYPEWRITER, PERSONAL RADIOS, VANITY OR COSMETIC CASES, HAT BOXES, LARGE CAMERAS AND READING MATTER WHICH CANNOT REASONABLY BE READ DURING THE FLIGHT WILL NOT BE CARRIED FREE UNLESS THEY ARE INCLUDED IN THE FREE BAGGAGE ALLOWANCE.
- (5) 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 IN TO 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



AEROMEXICO - GENERAL RULES

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
ACCOMPANIED PETS, WHEN ACCEPTED, INCLUDING THE CONTAINERS CARRIED, WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE OF THE PASSENGER. THE PASSENGER WILL BE ASSESSED THE APPLICABLE EXCESS BAGGAGE WEIGHT CHARGE.
- (7) BICYCLES
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
(NOT APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINT OUTSIDE THE U.S.A.)
- (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 ABOVE.
EXCEPTION: (APPLICABLE BETWEEN MIAMI, FLORIDA AND MADRID, SPAIN/PARIS, FRANCE ONLY)
- (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 45 INCHES (115 CMS.) 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.
- (G) COMBINATION OF FREE BAGGAGE ALLOWANCES:
WHERE TWO OR MORE PASSENGERS TRAVELING AS ONE PARTY TO A COMMON DESTINATION OR POINT OF STOPOVER BY THE SAME FLIGHT, PRESENT THEMSELVES AND THEIR BAGGAGE FOR TRAVELING AT THE SAME TIME AND PLACE THEY SHALL BE PERMITTED A TOTAL FREE BAGGAGE ALLOWANCE EQUAL TO THE COMBINATION OF THEIR INDIVIDUAL FREE BAGGAGE ALLOWANCES.

EXCESS WEIGHT CHARGES - 75

- K (H) EXCESS WEIGHT CHARGES
(NOT APPLICABLE BETWEEN POINTS IN THE U.S.A. AND POINTS



AEROMEXICO - GENERAL RULES

OUTSIDE THE U.S.A.)

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.

EXCEPTION 1: FOR 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 ABOVE, SHALL BE ASSESSED A CHARGE EQUAL TO THE APPLICABLE EXCESS WEIGHT CHARGE FOR THE NUMBER OF POUNDS (KILOGRAMS) OF EXCESS BAGGAGE AND BETWEEN THE POINTS LISTED BELOW, CALCULATED IN ACCORDANCE WITH THE PROVISIONS STATED ABOVE.

CHARGE BASED
ON NUMBER OF
KGS. (LBS.)
LISTED BELOW:

BETWEEN POINTS IN:	AND POINTS IN:	
(A) - ALASKA, CONTINENTAL U.S.A., HAWAII AND MEXICO.	THE BAHAMAS, BERMUDA, CARIBBEAN AREA, VENEZUELA, GUYANA, SURINAM, AND FRENCH GUIANA.	8.8 LBS. (4 KGS.)
(B) - MEXICO.	PUERTO RICO AND THE VIRGIN ISLANDS	8.8 LBS. (4 KGS.)
(C) - THE AREA COMPRISING THE BAHAMAS, BERMUDA, CARIBBEAN AREA, PUERTO RICO, THE VIRGIN ISLANDS, VENEZUELA, GUYANA, SURINAM AND FRENCH GUYANA.	-	8.8 LBS. (4 KGS.)
(D) - ALASKA, CONTINENTAL U.S.A., HAWAII, PUERTO RICO AND THE VIRGIN ISLANDS.	CENTRAL AMERICA AND COLOMBIA	8.8 LBS. (4 KGS.)
(E) - THE AREA COMPRISING CENTRAL AMERICA AND COLUMBIA.	-	4.4 LBS. (2 KGS.)
(F) - ALASKA, CONTINENTAL U.S.A.,	SOUTH AMERICA EXCLUDING POINTS IN VENEZUELA,	4.4 LBS. (2 KGS.)



AEROMEXICO - GENERAL RULES

HAWAII, GUYANA, SURINAM
MEXICO, AND FRENCH GUIANA.
BAHAMAS,
BERMUDA,
CARIBBEAN
AREA,
PUERTO RICO
AND THE
VIRGIN
ISLANDS.

(G) - AREA NO. 1 AREA NO. 2 AND/OR 4.4 LBS. (2 KGS.)
AREA NO. 3

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

EXCEPTION 2: FOR GOLFING EQUIPMENT

(A) ONE SET PER PASSENGER OF GOLFING EQUIPMENT CONSISTING OF ONE GOLF BAG (CONTAINING GOLF CLUBS) AND ONE PAIR OF GOLF SHOES, WHEN NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED ABOVE, SHALL BE ASSESSED A CHARGE EQUAL TO THE APPLICABLE EXCESS WEIGHT CHARGE FOR 8.8 LBS. (4 KGS.) 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	THE BAHAMAS,
U.S.A., HAWAII AND	BERMUDA,
MEXICO	CARIBBEAN AREA,
	VENEZUELA GUYANA,
	SURINAM AND
	FRENCH GUIANA.
MEXICO	PUERTO RICO AND
	THE VIRGIN
	ISLANDS.

THE AREA COMPRISING
THE BAHAMAS, BERMUDA,
CARIBBEAN AREA, PUERTO RICO,
THE VIRGIN ISLANDS VENEZUELA,
GUYANA, SURINAM AND FRENCH
GUIANA.

ALASKA, CONTINENTAL U.S.A., CENTRAL AMERICA
HAWAII, MEXICO, PUERTO RICO AND COLOMBIA.
AND THE VIRGIN ISLANDS.

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 (G) ABOVE, WHICHEVER IS LOWER.

(B) ONE SET PER PASSENGER OF GOLFING EQUIPMENT AS DESCRIBED ABOVE AND WEIGHING NOT MORE THAN 33 LBS. (15 KGS.) WHEN NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE,



AEROMEXICO - GENERAL RULES

SHALL BE ASSESSED A CHARGE EQUAL TO THE APPLICABLE EXCESS WEIGHT CHARGE FOR 8.8 LBS. (4 KGS.) OF EXCESS BAGGAGE, CALCULATED IN ACCORDANCE WITH THE PROVISIONS STATED ABOVE. ANY WEIGHT OF THE GOLFING EQUIPMENT IN EXCESS OF THE 33 LBS. (15 KGS.) SHALL BE ASSESSED THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED IN (G) ABOVE. PROVISIONS SHALL APPLY ONLY BETWEEN THE POINTS LISTED BELOW.

BETWEEN POINTS IN:	AND POINTS IN:
ALASKA, CONTINENTAL U.S.A.,	SOUTH AMERICA EXCLUDING
HAWAII, MEXICO, BAHAMAS,	POINTS IN VENEZUELA,
BERMUDA, CARIBBEAN AREA,	GUYANA, SURINAM AND
PUERTO RICO AND THE	FRENCH GUIANA.
VIRGIN ISLANDS.	
AREA NO. 1	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 CHARGES SPECIFIED IN (G) ABOVE, WHICHEVER IS LOWER.

EXCEPTION 3: FOR SKIN DIVING EQUIPMENT ONE SET PER PASSENGER OF SKIN DIVING EQUIPMENT WEIGHING NOT MORE THAN 55 LBS. (25 KGS.) 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 SATETY 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 55 LBS. (25 KGS.) SHALL BE ASSESSED THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED IN (G) ABOVE.

BETWEEN POINTS IN:	AND POINTS IN:
ALASKA, CONTINENTAL	THE BAHAMAS,
U.S.A., HAWAII AND	BERMUDA, CARIBBEAN
MEXICO	AREA, VENEZUELA,
	GUYANA, SURINAM AND
	FRENCH GUIANA.

AND MEXICO

THE AREA COMPRISING THE BAHAMAS, BERMUDA, CARIBBEAN AREA, PUERTO RICO, VIRGIN ISLANDS, VENEZUELA, GUYANA, SURINAM AND FRENCH GUIANA ALASKA, CONTINENTAL U.S.A., HAWAII, MEXICO, PUERTO RICO AND THE VIRGIN ISLANDS. CENTRAL AMERICA

PUERTO RICO AND THE VIRGIN ISLANDS. THE AREA COMPRISING BAHAMAS, BERMUDA, CARIBBEAN AREA, PUERTO RICO, VIRGIN ISLANDS VENEZUELA, GUYANA, SURINAM AND FRENCH GUIANA COLOMBIA.

HOWEVER, IF THE SET OF SKIN DIVING EQUIPMENT IS INCLUDED IN THE FREE BAGGAGE ALLOWANCE, THE EXCESS WEIGHT, IF ANY, SHALL BE ASSESSED AT THE CHARGES SPECIFIED HEREIN OR THE NORMAL EXCESS WEIGHT



AEROMEXICO - GENERAL RULES

CHARGES SPECIFIED IN (G) ABOVE, WHICHEVER IS LOWER.

THE CHARGES SPECIFIED IN EXCEPTIONS 1, 2 AND 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 (G) ABOVE.

EXCEPTION 4: FOR BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED IN (E) (4) ABOVE:

- (A) EACH PASSENGER MAY CARRY ON BOARD THE AIRCRAFT BAGGAGE OF SUCH BULKY OR FRAGILE NATURE AS TO REQUIRE THE BLOCKING OUT OR USE OF A SEAT OR SEATS, SUBJECT TO A MAXIMUM WEIGHT OF 75 KGS. (165 LBS.) 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.
- (B) THE CHARGE FOR THE BAGGAGE SO CARRIED PER SEAT SHALL BE COMPUTED AT THE RATE PER KILOGRAM (2.2 POUNDS) OF 1 PERCENT 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. EXCESS WEIGHT, OVERSIZE AND/OR ADDITIONAL PIECE CHARGES MUST BE PAID WHEN CHECKING BAGGAGE, EXCEPT WHEN CHARGE COLLECT AT THE POINT OF DESTINATION PROCEDURE IS USED. 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.

EXCESS VALUE CHARGES - 76

K (J) EXCESS VALUE CHARGES:

EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (L) BELOW A PASSENGER MAY DECLARE A VALUE IN EXCESS OF USD 20.00, (250 FRENCH GOLD FRANCS) OR ITS EQUIVALENT PER KILOGRAM IN THE CASE OF CHECKED BAGGAGE, AND USD 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, PER EACH USD 100.00 OR FRACTION THEREOF, EXCEPT THAT A SINGLE CHARGE AS PROVIDED ABOVE WILL BE



AEROMEXICO - GENERAL RULES

ASSESSED.

- (K) VALUATION LIMIT OF BAGGAGE
NO BAGGAGE OF ANY ONE PASSENGER HAVING A DECLARED VALUE IN EXCESS OF USD 2500.00 WILL BE ACCEPTED FOR CARRIAGE UNLESS SPECIAL ARRANGEMENT THEREFORE HAS BEEN MADE IN ADVANCE BETWEEN THE PASSENGER AND THE CARRIERS CONCERNED.
- (L) COLLECTION OF EXCESS VALUE CHARGES
EXCEPT AS OTHERWISE PROVIDED IN CARRIER'S REGULATIONS, EXCESS VALUE CHARGES WILL BE PAYABLE AT THE POINT OR ORIGIN FOR THE ENTIRE JOURNEY TO FINAL DESTINATION; PROVIDED THAT, IF AT A STOPOVER EN ROUTE, A PASSENGER DECLARES A HIGHER EXCESS VALUE THAN THAT ORIGINALLY DECLARED, ADDITIONAL VALUE CHARGES FOR THE INCREASED VALUE FROM THE STOPOVER AT WHICH THE HIGHER EXCESS VALUE WAS DECLARED TO FINAL DESTINATION WILL BE PAYABLE.
- (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.

CHECKING OF BAGGAGE - 77

- K (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; AND PROVIDED FURTHER, THAT AM WILL CHECK SUCH BAGGAGE BEYOND A POINT OF TRANSFER TO INTERNATIONAL CARRIER;
 - (4) BEYOND A POINT BEYOND WHICH THE PASSENGER HOLDS NO RESERVATION.



AEROMEXICO - GENERAL RULES

- (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; OR
- (7) BEYOND A POINT BEYOND WHICH ALL APPLICABLE CHARGES HAVE NOT BEEN PAID.
- (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.

DELIVERY OF CHECKED BAG - 78

K (P) DELIVERY OF CHECKED BAGGAGE BY CARRIER

- (1) CHECKED BAGGAGE WILL BE DELIVERED TO THE BEARER OF THE BAGGAGE CHECK UPON PAYMENT OF ALL UNPAID SUMS DUE CARRIER UNDER CONTRACT OF CARRIAGE AND UPON RETURN TO CARRIER OF THE BAGGAGE (CLAIM) TAG(S) ISSUED IN CONNECTION WITH SUCH BAGGAGE. CARRIER IS UNDER NO OBLIGATION TO ASCERTAIN THAT THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG IS ENTITLED TO DELIVERY OF THE BAGGAGE, AND CARRIER IS NOT LIABLE FOR ANY LOSS, DAMAGE OR EXPENSE ARISING OUT OF OR IN CONNECTION WITH SUCH DELIVERY OF THE BAGGAGE. EXCEPT AS OTHERWISE PROVIDED IN SUB-PARAGRAPH (3) HEREIN, DELIVERY WILL BE MADE AT THE DESTINATION SHOWN IN THE BAGGAGE CHECK.
- (2) IF THE PROVISIONS OF SUBPARAGRAPH (1) ABOVE, ARE NOT COMPLIED WITH BY A PERSON CLAIMING THE BAGGAGE, CARRIER WILL DELIVER THE BAGGAGE ONLY ON CONDITION THAT SUCH PERSON ESTABLISHES TO CARRIER'S SATISFACTION HIS RIGHTS THERETO, AND IF REQUIRED BY CARRIER, SUCH PERSON SHALL FURNISH ADEQUATE SECURITY TO INDEMNIFY CARRIER FOR ANY LOSS, DAMAGE OR EXPENSE WHICH MAY BE INCURRED BY CARRIER AS A RESULT OF SUCH DELIVERY;
- (3) AT THE REQUEST OF THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S), CHECKED BAGGAGE WILL BE DELIVERED AT THE PLACE OF DEPARTURE OR AN INTERMEDIATE STOPPING PLACE UPON THE SAME CONDITION PROVIDED FOR IN SUB-PARAGRAPH (1) HEREOF, UNLESS PRECLUDED BY GOVERNMENT REGULATIONS, OR UNLESS TIME AND CIRCUMSTANCES DO NOT PERMIT. IN DELIVERING BAGGAGE AT THE PLACE OF DEPARTURE OR AT ANY INTERMEDIATE STOPPING PLACE, CARRIER SHALL BE UNDER NO OBLIGATION TO REFUND ANY CHARGES PAID.
- (4) ACCEPTANCE OF BAGGAGE BY THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S) WITHOUT WRITTEN COMPLAINT AT THE TIME OF DELIVERY IS PRESUMPTIVE EVIDENCE THAT THE BAGGAGE HAS BEEN DELIVERED IN GOOD CONDITION AND IN ACCORDANCE WITH THE CONTRACT OF CARRIAGE.

FREE BAGGAGE ALLOWANCE - 79

K (Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES



AEROMEXICO - GENERAL RULES

BETWEEN POINTS IN THE U.S.A. AND POINTS IN AREA NO. 1
SUBJECT TO THE PROVISIONS OF PARAGRAPH (E) ABOVE, THE
FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES WILL
BE:

- (1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN
 - (A) PREMIER CLASS SERVICE/BUSINESS CLASS PREMIUM SERVICE
 - (I) THREE PIECES OF BAGGAGE MEASURED TOGETHER OF WHICH THE SUM OF THE GREATEST OUTSIDE DIMENSIONS DOES NOT EXCEED 186 INCHES (474 CMS.) AND WHOSE WEIGHT DOES NOT EXCEED 150 LBS. (70 KGS.) PROVIDED THE OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 80 INCHES (200 CMS.) AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.).
 - (II) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM OF THE THREE DIMENSIONS OF WHICH DOES NOT EXCEED 45 INCHES (115 CMS.) PROVIDED SUCH BAG CAN BE STOWED IN THE UNDERSEAT SPACE AND IT IS CARRIED ON BOARD BY THE PASSENGER. WHEN SUCH BAGGAGE CONSISTS OF MORE THAN ONE BAG THEY SHALL BE MEASURED TOGETHER AND THEY SHALL BE CONSIDERED AS ONE BAG PROVIDED THAT THE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 45 INCHES (115 CMS.).
 - (B) ECONOMY CLASS SERVICE
 - (I) TWO PIECES OF BAGGAGE (MEASURED TOGETHER) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 107 INCHES (237 CMS.) PROVIDED THAT THE OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 62 INCHES (158 CMS.) AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.), AND
 - (II) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM OF THE THREE DIMENSIONS OF WHICH DOES NOT EXCEED 45 INCHES (115 CMS.) PROVIDED SUCH BAG CAN BE STOWED IN THE UNDERSEAT SPACE AND IT IS CARRIED ON BOARD BY THE PASSENGER. WHEN SUCH BAGGAGE CONSISTS OF MORE THAN ONE BAG THEY SHALL BE MEASURED TOGETHER AND THEY SHALL BE CONSIDERED AS ONE BAG PROVIDED THAT THE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 45 INCHES (115 CMS.).
 - (C) OTHER SPECIAL PIECES OF BAGGAGE
 - (I) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) OR (B) ABOVE, ANY ARTICLE LISTED BELOW, REGARDLESS OF THE ACTUAL DIMENSIONS WILL BE CONSIDERED TO BE A PIECE OF BAGGAGE WHOSE OUTSIDE



AEROMEXICO – GENERAL RULES

LINEAR DIMENSIONS ARE 53 INCHES (135 CMS.) WILL BE ACCEPTED.

- (AA) SPORTING EQUIPMENT FOR BOWLING, DIVING, WATER SKIING, HUNTING, CAMPING AND CYCLING;
- (BB) ONE PAIR OF SNOW SKIS WITH ONE PAIR OF SKI POLES AND ONE PAIR OF SKI BOOTS;
- (CC) ONE GOLF BAG CONTAINING GOLF CLUBS AND ONE PAIR OF GOLF SHOES;
- (DD) ONE DUFFEL-TYPE BAG OR B-4 TYPE BAG.

("DUFFEL BAG" MEANS A CANVAS CYLINDRICAL-SHAPED BAG, FOLDED AND FASTENED AT ONE END; "B-4 BAG" MEANS A SUITCASE TYPE OF HANDBAG MADE OF CANVAS WITH LEATHER AND METAL BINDINGS AND FITTINGS AND WITH EXPANDABLE CANVAS, COMPARTMENTS ON THE TWO SIDES OF THE BAG.)

NOTES:

- (1) IN THE EVENT THAT THE PASSENGER CHECKS THE TWO OR THREE PIECES PERMITTED ACCORDING TO THE CLASS OF SERVICE AND ADDITIONALLY ONE OR MORE PIECES OF SPORTING EQUIPMENT, A CHARGE OF USD 24.00 AND UP TO USD 48.00 OR EQUIVALENT IN LOCAL CURRENCY, ACCORDING TO SIZE AND WEIGHT WILL BE ASSESSED.
- (2) THE ORIGINAL FREE ALLOWANCE (PIECE CONCEPT) WILL BE GRANTED TO PASSENGERS TRAVELLING BETWEEN POINTS IN MEXICO AND POINTS IN THE U.S.A. WHO HAVE A NATIONAL SEGMENT (ALTHOUGH FOR DOMESTIC SEGMENTS WITHIN MEXICO WEIGHT CONCEPT IS USED.)
 - (II) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) ABOVE, ANY PORTABLE MUSICAL INSTRUMENT NOT EXCEEDING 39 INCHES (100 CMS.) IN LENGTH WILL BE CONSIDERED TO BE ONE PIECE OF BAGGAGE AT 39 INCHES (100 CMS.).
- (III) FREE BAGGAGE ALLOWANCE FOR FISHING SPORTSMEN.

IN ADDITION TO THE FREE BAGGAGE PROVIDED FOR IN (A) AND (B) ABOVE:

 - (AA) A FISHING ROD CONTAINER WILL BE ACCEPTED, PROVIDED SUCH CONTAINER AND THE REST OF THE BAGGAGE ALTOGETHER DO NOT EXCEED THE WEIGHT LIMITATION.
 - (BB) EITHER AN ICEBOX OR A BAITBOX WILL BE ACCEPTED INSTEAD OF A PIECE OF BAGGAGE, PROVIDED THAT THE SUM OF THE GREATEST OUTSIDE DIMENSIONS OF EITHER THE ICEBOX OR THE BAITBOX DOES NOT EXCEED 62 INCHES (158 CMS.) AND WHOSE WEIGHT DOES NOT EXCEED 70 LBS. (32 KGS.), PROVIDED



AEROMEXICO - GENERAL RULES

THAT FOR ECONOMY CLASS SERVICE THE TWO PIECES MEASURED TOGETHER DO NOT EXCEED 107 INCHES (64 KGS.) AND FOR PREMIER CLASS SERVICE THE SUM OF THE THREE PIECES MEASURED TOGETHER DOES NOT EXCEED 186 INCHES (474 CMS.) AND DOES NOT EXCEED 150 LBS. (70 KGS.) EITHER.

- (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 45 INCHES (115 CMS.) 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) EXCESS IN DIMENSIONS
 - (I) (APPLICABLE FOR PREMIER CLASS SERVICE/BUSINESS CLASS PREMIUM SERVICE) IF THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS OF THE THREE PIECES OF BAGGAGE MEASURED TOGETHER EXCEEDS 186 INCHES (474 CMS.) OR THE WEIGHT EXCEEDS 150 LBS. (70 KGS.) PROVIDED THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 80 INCHES (200 CMS.) AND WHOSE WEIGHT DOES NOT EXCEED 70 LBS. (32 KGS.) WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (G) BELOW.
 - (II) (APPLICABLE FOR ECONOMY CLASS SERVICE) IF THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS OF THE TWO PIECES OF BAGGAGE MEASURED TOGETHER EXCEEDS 107 INCHES (273 CMS.) PROVIDED THE SUM OF THE OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 80 INCHES (200 CMS.) AND WHOSE WEIGHT DOES NOT EXCEED 70 LBS. (32 KGS.) WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (G) BELOW.
 - (B) EACH PIECE OF BAGGAGE IN EXCESS OF THE NUMBER PROVIDED FOR ABOVE WHOSE SUM OF THE THREE OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 62 INCHES (158 CMS.) AND WHOSE WEIGHT DOES NOT EXCEED 70 LBS. (32 KGS.) WILL BE ACCEPTED ONLY UPON PAYMENT OF THE CHARGES LISTED IN SUBPARAGRAPH (G) BELOW.
 - (C) EACH PIECE OF BAGGAGE IN EXCESS OF THAT PROVIDED ABOVE WHOSE SUM OF THE THREE OUTSIDE LINEAR DIMENSIONS EXCEEDS 62 INCHES (158 CMS.) BUT DOES NOT EXCEED 80 INCHES (200



AEROMEXICO - GENERAL RULES

- CMS.) AND WHOSE WEIGHT DOES NOT EXCEED 70 LBS. (32 KGS.), WILL BE ASSESSED A CHARGE OF USD 36.00.
- (D) EACH PIECE OF BAGGAGE IN EXCESS OF THAT PROVIDED ABOVE WHOSE SUM OF THE THREE OUTSIDE LINEAR DIMENSIONS EXCEEDS 62 INCHES (158 CMS.) BUT DOES NOT EXCEED 80 INCHES (200 CMS.) AND WHOSE WEIGHT DOES EXCEED 70 LBS. (32 KGS.), WILL BE ASSESSED A CHARGE OF USD 60.00.
- (E) (NOT APPLICABLE TO THE SPECIAL PIECES OF BAGGAGE LISTED ABOVE) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE OUTSIDE LINEAR DIMENSIONS EXCEEDS 62 INCHES (158 CMS.) AND/OR WHOSE WEIGHT EXCEEDS 70 LBS. (32 KGS.) WILL BE ACCEPTED FOR TRANSPORTATION AS FOLLOWS:
- (I) BY DIMENSIONS:
A CHARGE OF USD 150.00 WILL BE ASSESSED FOR PIECES OVER 62 INCHES (158 CMS.) AND UP TO 120 INCHES (305 CMS.).
- (II) BY WEIGHT:
A CHARGE OF USD 125.00 WILL BE ASSESSED FOR PIECES OVER 70 LBS. (32 KGS.) AND UP TO 100 LBS. (45 KGS.).
A CHARGE OF USD 175.00 WILL BE ASSESSED FOR PIECES OVER 100 LBS. (45 KGS.) AND UP TO 150 LBS. (68 KGS.)
- ANY PIECE OVER 120 INCHES (305.) OR 150 LBS. (68 KGS.) WILL ONLY BE ACCEPTED AS AIR CARGO.
- (F) ACCOMPANIED PETS IN A CONTAINER, SUBJECT TO THE CONDITIONS OF ACCEPTANCE STATED HEREIN WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (G) BELOW.
- EXCEPTION: (APPLICABLE TO/FROM MEXICO)
USD 28.00
CAD 34.00
- (G) BULKY BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED ABOVE (APPLICABLE ONLY TO/FROM CANADA 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 OR SEATS SUBJECT TO A MAXIMUM WEIGHT OF 165 LBS. (75 KGS.) PER SEAT PROVIDED THAT THE WEIGHT OF SUCH BAGGAGE SO CARRIED SHALL NOT BE INCLUDED IN DETERMINING THE PASSENGER'S FREE BAGGAGE ALLOWANCE NOR HIS EXCESS BAGGAGE CHARGES. THE CHARGE FOR THE BAGGAGE SO CARRIED PER SEAT, SHALL BE THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (G) BELOW, SUBJECT TO A MINIMUM CHARGE EQUAL TO THE APPLICABLE ONE WAY FULL (APPLICABLE ONLY TO/FROM CANADA 75 PERCENT OF THE FULL ONE WAY ADULT FARE FOR THE CLASS OF SERVICE USED BY THE PASSENGER



AEROMEXICO - GENERAL RULES

- BETWEEN THE POINTS BETWEEN WHICH THE BAGGAGE IS TO BE TRANSPORTED.
- (H) THE CHARGE IN U.S. DOLLARS FOR EACH PIECE OF EXCESS OR OVERSIZE BAGGAGE WILL BE AS INDICATED BELOW:
- (I) FOR TRANSPORTATION TO/FROM THE U.S.A.:
- | | | |
|---------|---|-----|
| BETWEEN | POINTS IN THE | |
| | CONTINENTAL U.S.A. | |
| AND | MEXICO | |
| | THE 4TH PIECE IN PREMIER CLASS/BUSINESS CLASS PREMIUM SERVICE | 50 |
| | THE 3RD AND 4TH PIECE IN ECONOMY CLASS SERVICE | 50 |
| | THE 5TH AND 6TH PIECE IN BOTH CLASSES OF SERVICE | 100 |
| | THE 7TH PIECE IN BOTH CLASSES OF SERVICE | 130 |
- ANY PIECE OVER 7 WILL ONLY BE ACCEPTED AS AIR CARGO.
- (II) (APPLICABLE BETWEEN MIAMI, FLORIDA AND PARIS, FRANCE)
- BAGGAGE IN EXCESS OF THAT PROVIDED ABOVE WILL BE ACCEPTED ONLY UPON PAYMENT OF THE CHARGES LISTED BELOW IN THE FOLLOWING MANNER:
- (A) EACH PIECE OF BAGGAGE IN EXCESS OF THE NUMBER PROVIDED FOR ABOVE WILL BE ASSESSED USD 45.00.
- (B) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS THOSE PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES (203 CMS.) AND THE WEIGHT OF WHICH DOES NOT EXCEED 70 LBS. (32 KGS.) WILL BE ASSESSED USD 45.00.
- (C) EACH PIECE OF BAGGAGE BOTH IN EXCESS OF THE NUMBER PERMITTED ABOVE AND WHOSE DIMENSIONS EXCEED THE DIMENSIONS PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES (203 CMS.) AND THE WEIGHT OF WHICH DOES NOT EXCEED 70 LBS. (32 KGS.) WILL BE ASSESSED USD 135.00.
- (D) (NOT APPLICABLE TO THE SPECIAL PIECES OF BAGGAGE LISTED ABOVE) - EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS 80 INCHES (203 CMS.) AND/OR WHOSE WEIGHT EXCEEDS 70 LBS. (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 USD 135.00 FOR THE FIRST 45 KGS. OR FRACTION THEREOF. EACH ADDITIONAL 10 KGS. OR FRACTION THEREOF WILL BE



AEROMEXICO - GENERAL RULES

- ASSESSED THE CHARGE OF USD 45.00.
- (E) 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 CHARGE LISTED IN PARAGRAPH (A) ABOVE. HOWEVER, ONLY ONE SET OF GOLFING EQUIPMENT WILL BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE. ANY SETS OF GOLFING EQUIPMENT IN EXCESS OF ONE WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE CHARGE LISTED IN PARAGRAPH (A) ABOVE.
 - (F) 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 CHARGE LISTED IN PARAGRAPH (A) ABOVE. 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 CHARGE LISTED IN PARAGRAPH (A) ABOVE.
 - (G) ACCOMPANIED PETS IN A CONTAINER, SUBJECT TO THE CONDITIONS OF ACCEPTANCE STATED HEREIN WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE CHARGE LISTED IN PARAGRAPH (A) ABOVE.
 - (H) BULKY BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED 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 165 LBS. (75 KGS.) PER SEAT, PROVIDED THAT, THE WEIGHT OF SUCH BAGGAGE SO CARRIED SHALL NOT BE INCLUDED IN DETERMINING THE PASSENGER'S FREE BAGGAGE ALLOWANCE NOR HIS EXCESS BAGGAGE CHARGES. THE CHARGE FOR THE BAGGAGE SO CARRIED PER SEAT SHALL BE THE CHARGE LISTED IN PARAGRAPH (A) ABOVE, SUBJECT TO A MINIMUM CHARGE EQUAL TO THE APPLICABLE ONE WAY NORMAL ADULT FARE FOR THE CLASS OF SERVICE USED BY THE PASSENGER BETWEEN THE POINTS BETWEEN WHICH THE BAGGAGE IS TO BE TRANSPORTED.

RULE: 0116

(DESCRIPTION NOT AVAILABL - 70
K INTERLINE BAGGAGE ACCEPTANCE
(A) APPLICABILITY



AEROMEXICO - GENERAL RULES

THIS RULE IS APPLICABLE TO ALL INTERLINE ITINERARIES ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE TICKETED DESTINATION IS IN CANADA. IT ESTABLISHES HOW AM WILL DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO ANY PASSENGER'S ENTIRE INTERLINE ITINERARY.

- (B) GENERAL
FOR THE PURPOSES OF INTERLINE BAGGAGE ACCEPTANCE:
- (1) THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S INTERLINE TICKET WILL BE KNOWN AS THE SELECTING CARRIER.
 - (2) ANY CARRIER WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET WILL BE KNOWN AS A PARTICIPATING CARRIER.
- (C) BAGGAGE RULE DETERMINATION BY SELECTING CARRIER
- (1) CHECKED BAGGAGE
THE SELECTING CARRIER WILL:
 - (A) SELECT AND APPLY ITS OWN BAGGAGE RULES AS SET OUT IN ITS TARIFF TO THE ENTIRE INTERLINE ITINERARY; OR
 - (B) SELECT THE MOST SIGNIFICANT CARRIER, AS DETERMINED BY IATA RESOLUTION 302 AND CONDITIONED BY THE CANADIAN TRANSPORTATION AGENCY, IN ORDER FOR THAT CARRIER'S BAGGAGE RULES, AS ESTABLISHED IN ITS TARIFF, TO APPLY TO THE ENTIRE INTERLINE ITINERARY.THE CARRIER IDENTIFIED BY MEANS OF A) OR B) WILL BE KNOWN AS THE SELECTED CARRIER.
 - (2) CARRY-ON BAGGAGE
EACH OPERATING CARRIER'S CARRY-ON BAGGAGE ALLOWANCES WILL APPLY TO EACH FLIGHT SEGMENT IN AN INTERLINE ITINERARY. NOTWITHSTANDING, THE CARRY-ON BAGGAGE CHARGES THAT WILL APPLY TO THE ENTIRE INTERLINE ITINERARY WILL BE THOSE OF THE SELECTED CARRIER.
- (D) BAGGAGE RULE APPLICATION BY PARTICIPATING CARRIER
WHERE AM IS NOT THE SELECTED CARRIER ON AN INTERLINE ITINERARY BUT IS A PARTICIPATING CARRIER THAT IS PROVIDING TRANSPORTATION TO THE PASSENGER BASED ON THE TICKET ISSUED, AM WILL APPLY AS ITS OWN THE BAGGAGE RULES OF THE SELECTED CARRIER THROUGHOUT THE INTERLINE ITINERARY.
- (E) DISCLOSURE OF BAGGAGE RULES
SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE AND E-TICKET DISCLOSURE
- (1) FOR BAGGAGE RULES PROVISIONS RELATED TO A PASSENGER'S 1ST AND 2ND CHECKED BAG AND THE PASSENGER'S CARRY-ON BAGGAGE (I.E. THE PASSENGER'S "STANDARD" BAGGAGE ALLOWANCE), WHEN THE CARRIER SELLS AND ISSUES A TICKET FOR AN INTERLINE ITINERARY, IT WILL DISCLOSE TO THE PASSENGER ON ANY SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE AND ON THE PASSENGER'S ITINERARY/RECEIPT AND E-TICKET AT THE TIME OF TICKETING THE BAGGAGE INFORMATION RELEVANT TO THE PASSENGER ITINERARY AS SET OUT IN PARAGRAPH 2 BELOW. THE DISCLOSED INFORMATION WILL REFLECT THE BAGGAGE RULES OF THE



AEROMEXICO – GENERAL RULES

SELECTED CARRIER.

- (2) THE CARRIER WILL DISCLOSE THE FOLLOWING INFORMATION:
- (A) NAME OF THE CARRIER WHOSE BAGGAGE RULES APPLY;
 - (B) PASSENGER'S FREE BAGGAGE ALLOWANCE AND/OR APPLICABLE FEES;
 - (C) SIZE AND WEIGHT LIMITS OF THE BAGS, IF APPLICABLE;
 - (D) TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT A PASSENGER'S STANDARD BAGGAGE ALLOWANCES AND CHARGES (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD);
 - (E) EXISTENCE OF ANY EMBARGOES THAT MAY BE APPLICABLE TO THE PASSENGER'S ITINERARY; AND,
 - (F) APPLICATION OF BAGGAGE ALLOWANCES AND CHARGES (I.E. WHETHER THEY ARE APPLIED ONCE PER DIRECTION OR IF THEY ARE APPLICABLE AT EACH STOPOVER POINT).
- (3) THE CARRIER WILL PROVIDE THIS INFORMATION IN TEXT FORMAT ON THE PASSENGER'S E-TICKET CONFIRMATION. ANY FEE INFORMATION PROVIDED FOR CARRY-ON BAGS AND THE FIRST AND SECOND CHECKED BAG WILL BE EXPRESSED AS SPECIFIC CHARGES (I.E., NOT A RANGE).

WEB SITE DISCLOSURE

THE CARRIER WILL DISCLOSE ON ITS WEB SITE, IN A CONVENIENT AND PROMINENT LOCATION, A COMPLETE AND COMPREHENSIVE SUMMARY OF ALL THE CARRIER'S OWN BAGGAGE RULES, INCLUDING INFORMATION CONCERNING:

- (A) THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
 - (B) THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
 - (C) EXCESS AND OVERSIZED BAGGAGE CHARGES;
 - (D) CHARGES RELATED TO CHECK IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
 - (E) ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURF BOARDS, PETS, BICYCLES, ETC.;
 - (F) BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
 - (G) TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD); AND,
 - (H) OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES ETC.
- (F) DEFINITIONS
- "AIRLINE DESIGNATOR CODE"
- AN IDENTIFICATION CODE COMPRISED OF TWO-CHARACTERS WHICH IS USED FOR COMMERCIAL AND TRAFFIC PURPOSES SUCH AS RESERVATIONS, SCHEDULES, TIMETABLES, TICKETING, TARIFFS AND AIRPORT DISPLAY SYSTEMS. AIRLINE DESIGNATORS ARE ASSIGNED BY IATA. WHEN



AEROMEXICO - GENERAL RULES

THIS CODE APPEARS ON A TICKET, IT REFLECTS THE CARRIER THAT IS MARKETING THE FLIGHT, WHICH MIGHT BE DIFFERENT FROM THE CARRIER OPERATING THE FLIGHT.

"BAGGAGE RULES"

THE CONDITIONS ASSOCIATED WITH THE ACCEPTANCE OF BAGGAGE, SERVICES INCIDENTAL TO THE TRANSPORTATION OF BAGGAGE, ALLOWANCES AND ALL RELATED CHARGES. FOR EXAMPLE, BAGGAGE RULES MAY ADDRESS THE FOLLOWING TOPICS:

- . THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
- . THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
- . EXCESS AND OVERSIZED BAGGAGE CHARGES;
- . CHARGES RELATED TO CHECK-IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
- . ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURFBOARDS, PETS, BICYCLES, ETC;
- . BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
- . TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD); AND,
- . OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES, ETC.

"INTERLINE AGREEMENT":

AN AGREEMENT BETWEEN TWO OR MORE CARRIERS TO CO-ORDINATE THE TRANSPORTATION OF PASSENGERS AND THEIR BAGGAGE FROM THE FLIGHT OF ONE AIR CARRIER TO THE FLIGHT OF ANOTHER AIR CARRIER (THROUGH TO THE NEXT POINT OF STOPOVER).

"INTERLINE ITINERARY":

ALL FLIGHTS REFLECTED ON A SINGLE TICKET INVOLVING MULTIPLE AIR CARRIERS. ONLY TRAVEL ON A SINGLE TICKET IS SUBJECT TO THE AGENCY'S APPROACH PROVIDED THE ORIGIN OR THE ULTIMATE TICKETED DESTINATION IS A POINT IN CANADA.

"INTERLINE TRAVEL":

TRAVEL INVOLVING MULTIPLE AIR CARRIERS LISTED ON A SINGLE TICKET THAT IS PURCHASED VIA A SINGLE TRANSACTION.

"SINGLE TICKET":

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

"SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE":

A PAGE ON A CARRIER'S WEB SITE WHICH SUMMARIZES



AEROMEXICO – GENERAL RULES

THE DETAILS OF A TICKET PURCHASE TRANSACTION JUST AFTER THE PASSENGER HAS AGREED TO PURCHASE THE TICKET FROM THE CARRIER AND HAS PROVIDED A FORM OF PAYMENT.

"ULTIMATE TICKETED DESTINATION":

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

CARRIER DEFINITIONS (VARIOUS)

"DOWN LINE CARRIER ":

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

"MARKETING CARRIER":

THE CARRIER THAT SELLS FLIGHTS UNDER ITS CODE.

"MOST SIGNIFICANT CARRIER (MSC)":

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

"MOST SIGNIFICANT CARRIER (MSC)-IATA RESOLUTION 302 AS CONDITIONED BY THE AGENCY":

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

"OPERATING CARRIER":

THE CARRIER THAT OPERATES THE ACTUAL FLIGHT.

"PARTICIPATING CARRIER(S)":

INCLUDES BOTH THE SELECTING CARRIER AND DOWN LINE CARRIERS WHO HAVE BEEN IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

"SELECTED CARRIER":

THE CARRIER WHOSE BAGGAGE RULES APPLY TO THE ENTIRE INTERLINE ITINERARY.

"SELECTING CARRIER":

THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON



AEROMEXICO - GENERAL RULES

THE FIRST SEGMENT OF THE PASSENGER'S TICKET AT THE BEGINNING OF AN ITINERARY ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE DESTINATION IS IN CANADA.

RULE: 0130

TITLE/APPLICATION - 70

K FARES

(A) GENERAL

EXCEPT AS PROVIDED IN PARAGRAPH (F) PUBLISHED FARES APPLY ONLY FOR CARRIAGE FROM THE AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF DESTINATION.

(B) PRECEDENCE OF FARES

UNLESS OTHERWISE PROVIDED IN CARRIER'S TARIFFS, A PUBLISHED FARE TAKES PRECEDENCE OVER THE COMBINATION OF INTERMEDIATE FARES APPLICABLE TO THE SAME CLASS BETWEEN THE SAME POINTS VIA THE SAME ROUTING EXCEPT AS PROVIDED IN PARAGRAPH (C) BELOW.

CONSTRUCTION OF FARES - 71

K (C) CONSTRUCTION OF FARES

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 (PROPELLER TYPE OR JET TYPE) USED, THE APPLICABLE FARE FOR SUCH TRANSPORTATION SHALL BE CONSTRUCTED AS PROVIDED BELOW:

- (1) ONE CLASS OF SERVICE, WHOLLY JET OR WHOLLY PROPELLER WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS IN ONE CLASS OF SERVICE, WHOLLY BY JET AIRCRAFT OR WHOLLY BY PROPELLER AIRCRAFT, 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 FARES EXCEED THE THROUGH ONE-FACTOR FARE APPLICABLE TO OR FROM A MORE DISTANT POINT VIA THE SAME ROUTING.
- (2) ONE CLASS OF SERVICE COMBINATION OF JET AND PROPELLER WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS IN ONE CLASS OF SERVICE, PARTLY ON JET AIRCRAFT AND PARTLY ON PROPELLER AIRCRAFT, THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE:
 - (A) WHERE A THROUGH ONE-FACTOR FARE FOR PROPELLER AIRCRAFT IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE CLASS OF SERVICE USED, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE, PLUS THE DIFFERENCE BETWEEN THE FARES FOR JET AND PROPELLER AIRCRAFT, FOR THE CLASS OF SERVICE USED, BETWEEN THE POINTS WHERE JET AIRCRAFT IS USED.
 - (B) WHERE A THROUGH ONE-FACTOR PROPELLER FARE IS NOT PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE CLASS OF SERVICE USED, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES



AEROMEXICO – GENERAL RULES

APPLICABLE TO THE TRANSPORTATION USED.

- (3) COMBINATION OF SLEEPER FIRST CLASS/FIRST CLASS AND BUSINESS CLUB/MARCO POLO BUSINESS CLASS/SUPER CLUB/ECONOMY/EXECUTIVE FULL FACILITIES/EXECUTIVE CLASS/TOURIST/COACH CLASS, WHOLLY JET OR WHOLLY PROPELLER WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS WHOLLY ON JET AIRCRAFT OR WHOLLY ON PROPELLER AIRCRAFT AND PARTLY IN SLEEPER FIRST CLASS/FIRST CLASS SERVICE AND PARTLY IN BUSINESS CLUB/MARCO POLO BUSINESS CLASS/ECONOMY/EXECUTIVE FULL FACILITIES/TOURIST/EXECUTIVE CLASS/COACH SERVICE, THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE:
 - (A) WHERE A THROUGH ONE-FACTOR FARE FOR BUSINESS CLUB/MARCO POLO BUSINESS CLASS/SUPER EXECUTIVE FULL FACILITIES/TOURIST/COACH/EXECUTIVE CLASS SERVICE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE TYPE OF AIRCRAFT USED, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE, PLUS THE DIFFERENCE BETWEEN THE SLEEPER FIRST CLASS/FIRST CLASS AND BUSINESS CLUB/SUPER CLUB/ECONOMY/EXECUTIVE FULL FACILITIES/TOURIST COACH FARES FOR THE TYPE OF AIRCRAFT USED, BETWEEN THE POINTS WHERE DELUXE FIRST CLASS/FIRST CLASS SERVICE IS USED.
 - (B) WHERE A THROUGH ONE-FACTOR FARE FOR BUSINESS CLUB/MARCO POLO BUSINESS CLASS/SUPER EXECUTIVE FULL FACILITIES/TOURIST/COACH/EXECUTIVE CLASS SERVICE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE TYPE OF AIRCRAFT USED, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARE APPLICABLE TO THE TRANSPORTATION USED.
- (4) COMBINATION OF FIRST CLASS, PROPELLER, AND ECONOMY/TOURIST/COACH, JET WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS PARTLY IN FIRST CLASS SERVICE ON PROPELLER AIRCRAFT AND PARTLY IN ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT, THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE:
 - (A) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE, PLUS THE DIFFERENCE BETWEEN THE FARE FOR FIRST CLASS SERVICE ON PROPELLER AIRCRAFT AND THE FARE (EXCLUDING NIGHT COACH FARES WITHIN THE CONTINENTAL U.S.A.) FOR ECONOMY/TOURIST/COACH SERVICE ON



AEROMEXICO - GENERAL RULES

PROPELLER AIRCRAFT BETWEEN THE POINTS WHERE FIRST CLASS SERVICE ON PROPELLER AIRCRAFT IS USED, PLUS THE DIFFERENCE BETWEEN THE FARE (EXCLUDING NIGHT COACH FARES WITHIN THE CONTINENTAL U.S.A.) FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT BETWEEN THE POINTS WHERE ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT IS USED.

- (B) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT IS NOT PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES APPLICABLE TO THE TRANSPORTATION USED.
- (5) COMBINATION FIRST CLASS, JET AND ECONOMY/TOURIST/COACH, PROPELLER. WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS PARTLY IN FIRST CLASS SERVICE ON JET AIRCRAFT AND PARTLY IN ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS, BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THAT PROVIDED IN NOTE:
 - (A) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE PLUS THE DIFFERENCE BETWEEN THE FARE FOR FIRST CLASS SERVICE ON JET AIRCRAFT AND THE FARE (EXCLUDING NIGHT COACH FARES WITHIN THE CONTINENTAL U.S.A.) FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT BETWEEN THE POINTS WHERE FIRST CLASS SERVICE ON JET AIRCRAFT IS USED.
 - (B) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON PROPELLER AIRCRAFT IS NOT PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES APPLICABLE TO THE TRANSPORTATION USED.
- (6) COMBINATION ECONOMY/TOURIST/COACH AND ONE CLASS STANDARD SERVICE, WHOLLY JET. WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS PARTLY IN ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT AND PARTLY IN ONE CLASS STANDARD SERVICE ON JET AIRCRAFT, THE APPLICABLE FARE SHALL BE CONSTRUCTED AS FOLLOWS:
 - (A) WHERE A THROUGH ONE-FACTOR FARE FOR ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT, THE APPLICABLE FARE SHALL BE SUCH THROUGH ONE-FACTOR FARE PLUS THE DIFFERENCE BETWEEN THE FARE FOR ONE CLASS STANDARD SERVICE ON JET AIRCRAFT AND THE FARE (EXCLUDING NIGHT



AEROMEXICO – GENERAL RULES

COACH FARES WITHIN THE CONTINENTAL U.S.A.)
FOR ECONOMY/TOURIST/COACH SERVICE ON JET
AIRCRAFT BETWEEN THE POINTS WHERE A ONE CLASS
STANDARD SERVICE ON JET AIRCRAFT IS USED.

(B) WHERE A THROUGH ONE-FACTOR FARE FOR
ECONOMY/TOURIST/COACH SERVICE ON JET AIRCRAFT
IS NOT PUBLISHED FROM POINT OF ORIGIN TO
POINT OF DESTINATION VIA THE ROUTE OF
MOVEMENT, THE APPLICABLE FARE SHALL BE THE
LOWEST COMBINATION OF FARES APPLICABLE TO THE
TRANSPORTATION USED.

(7) COMBINATION OF ECONOMY/TOURIST/COACH AND THRIFT
CLASS SERVICE. WHERE THE JOURNEY FROM POINT OF
ORIGIN TO POINT OF DESTINATION IS PARTLY IN
ECONOMY/TOURIST/COACH CLASS SERVICE AND PARTLY IN
THRIFT CLASS 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
THAT PROVIDED IN NOTE:

NOTE: FARES CONSTRUCTED IN ACCORDANCE WITH THE
ABOVE PROVISIONS FOR THE SAME CLASS OF
SERVICE SHALL NOT EXCEED THE THROUGH
PUBLISHED FARE VIA A HIGHER CLASS OF SERVICE
VIA THE SAME CARRIER(S) BETWEEN AND VIA THE
SAME POINTS; OR
FARES CONSTRUCTED IN ACCORDANCE WITH THE
ABOVE PROVISIONS FOR DIFFERENT CLASSES OF
SERVICE SHALL NOT EXCEED THE THROUGH
PUBLISHED FARE FOR THE HIGHEST CLASS OF
SERVICE ACTUALLY USED NOR THE THROUGH
PUBLISHED FARE FOR A HIGHER CLASS OF SERVICE
THAN EITHER OF THE CLASSES OF SERVICE USED,
VIA THE SAME CARRIER(S) BETWEEN AND VIA THE
SAME POINTS.

FOR THE PURPOSE OF THIS NOTE ONLY, FARES ARE
PUBLISHED IN THE FOLLOWING DESCENDING ORDER
OF CLASS OF SERVICE.

- (1) SLEEPER FIRST CLASS FARES APPLICABLE
TO JET AIRCRAFT.
- (2) FIRST CLASS FARES APPLICABLE ON JET
AIRCRAFT.
- (3) FIRST CLASS FARES APPLICABLE ON
PROPELLER AIRCRAFT
- (4) BUSINESS COACH CLASS/CLUB CLASS/
EXECUTIVE FULL FACILITIES CLASS/
PREFERENCE CLASS/EXECUTIVE CLASS.
- (5) BUSINESS COACH CLASS FARES APPLICABLE
ON JET AIRCRAFT.
- (6) ONE CLASS STANDARD SERVICE FARES.
- (7) ECONOMY CLASS, TOURIST CLASS, OR
COACH CLASS FARES APPLICABLE ON
JET AIRCRAFT.
- (8) ECONOMY CLASS, TOURIST CLASS OR
COACH CLASS FARES APPLICABLE ON
PROPELLER AIRCRAFT.
- (9) THRIFT CLASS FARES APPLICABLE ON
JET AIRCRAFT.



AEROMEXICO - GENERAL RULES

THE TERM "JET AIRCRAFT" AS USED ABOVE MEANS A-300, BAC-111, B-707, B-720, B-720B, B-727, B-737, B-747, B-767, 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.

- (8) COMBINING DOMESTIC U.S. SPECIAL FARES WITH INTERNATIONAL FARES
- (A) A SPECIAL FARE APPLICATION 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 THE POINT OF ORIGIN TO THE POINT OF DESTINATION, PROVIDED THAT:
- (I) 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) THE PASSENGER TRAVELING UNDER A FARE CONSTRUCTED IN ACCORDANCE WITH THIS PARAGRAPH MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S).
- (B) MILEAGE ROUTINGS SET FORTH IN MPM-1 C.A.B. NO.424 (PUBLISHED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT MAY BE APPLIED TO A FARE CONSTRUCTED UNDER PARAGRAPH (A) ABOVE, EITHER FOR THE ENTIRE JOURNEY BETWEEN THE POINT IN THE U.S.A. AND THE POINT IN AREA 2 OR 3/OR BETWEEN THE GATEWAY POINT AND THE POINT IN AREA 2 OR WHEN THE INTERNATIONAL FARE USED IS PUBLISHED WITH A MILEAGE ROUTING.
- (C) WHEN TRAVEL IS VIA A HIGHER RATED INTERMEDIATE POINT, THE APPLICABLE FARE FOR THE ITINERARY WILL BE THE HIGHEST OF THE FARES APPLICABLE BETWEEN SUCH INTERMEDIATE POINT AND;
- (I) THE POINT OF ORIGIN OF THE ITINERARY.
- (II) THE POINT OF DESTINATION OF THE ITINERARY, OR
- (III) ANOTHER INTERMEDIATE POINT OF THE ITINERARY.
- (D) NOT WITHSTANDING PARAGRAPH (C) ABOVE, WHEN A PASSENGER PURCHASES A ONE WAY TICKET FOR TRANSPORTATION VIA A HIGHER RATED INTERMEDIATE POINT, THE FARE FOR SUCH



AEROMEXICO - GENERAL RULES

TRANSPORTATION WILL BE CONSTRUCTED BY CALCULATING THE ROUND TRIP FARE FOR TRANSPORTATION VIA THE HIGHER RATED INTERMEDIATE POINT AND SUBTRACTING THEREFROM THE ONE WAY FARE FOR DIRECT (NOT INVOLVING A HIGHER RATED INTERMEDIATE POINT) TRANSPORTATION BETWEEN THE POINTS INVOLVED.

ROUTINGS - 72

K (D) ROUTING

UNLESS OTHERWISE PROVIDED IN CARRIER(S) TARIFFS, FARES APPLY IN EITHER DIRECTION AND ONLY TO THE SERVICES AND ROUTINGS OF CARRIER(S) PUBLISHED IN CONNECTION THEREWITH; PROVIDED THAT ROUTINGS VIA A POINT FOR WHICH A HIGHER FARE IS APPLICABLE WILL NOT BE PERMITTED UNLESS SUCH HIGHER FARE IS ASSESSED. IF THERE IS MORE THAN ONE ROUTING AT THE SAME FARE THE PASSENGER, PRIOR TO ISSUANCE OF THE TICKET, MAY SPECIFY THE ROUTING, AND IN RESPECT TO ANY OPEN DATE PORTION OF SUCH TICKET, MAY SPECIFY OPTIONAL ROUTINGS; IF NO ROUTING IS SPECIFIED. CARRIER MAY DETERMINE THE ROUTING. EXCEPTION FOR TRANSPORTATION WHOLLY WITHIN AREA 1: (APPLICABLE LOCALLY OR JOINTLY VIA AM BETWEEN POINTS IN THE U.S.A. AND POINTS IN MEXICO). THE HIGHER FARE SHALL ONLY BE ASSESSED IF THE PASSENGER MAKES A STOPOVER AT THE INTERMEDIATE POINT FOR WHICH A HIGHER FARE IS PUBLISHED.

GROUND TRANSFER SERVICE - 73

K (E) GROUND TRANSFERS

PUBLISHED FARES DO NOT INCLUDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND BETWEEN AIRPORT AND TOWN CENTERS UNLESS CARRIER'S TARIFFS SPECIFICALLY PROVIDE THAT SUCH GROUND TRANSFER SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.

OVERRIDING LAW - 74

K (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 OR OF THIS TARIFF.

CONSTRUCTION OF FARES - 75

K (G) ROUND TRIP FARES

(1) GENERAL

WHEN A ROUND TRIP TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE, THE FARE FOR A ROUND TRIP WILL BE THE ROUND TRIP FARE PUBLISHED IN THE APPLICABLE TARIFF(S) OF CARRIER VIA THE DESIRED ROUTING AND FOR THE CLASS OF SERVICE USED.

(2) APPLICATION OF COMBINED SERVICES AND/OR SPECIAL SHORT LIMIT VALIDITY

WHEN A ROUND TRIP, FIRST CLASS, BUSINESS CLASS,



AEROMEXICO - GENERAL RULES

TOURIST/COACH, ECONOMY, THRIFT OR SPECIAL SHORT LIMIT FARES ARE APPLICABLE BETWEEN THE SAME POINTS, ROUND TRIP PASSENGERS WILL BE CHARGED THE SUM OF FIFTY PERCENT (50 PERCENT) OF THE ROUND TRIP FARES APPLICABLE TO THE CLASSES OF SERVICE USED, PROVIDED THAT:

- (A) SUCH FARES, WHICH BY THEIR TERMS ARE COMBINABLE WITH OTHER FARES, SHALL NOT BE USED IN CONSTRUCTION OF ROUND TRIP FARES; AND
 - (B) THE SHORTEST VALIDITY PERIOD APPLICABLE TO ANY SUCH FARE USED SHALL APPLY TO THE ENTIRE ROUND TRIP.
- (H) CIRCLE TRIP FARES
WHEN A CIRCLE TRIP TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE, THE FARE FOR SUCH CIRCLE TRIP SHALL BE THE SUM OF FIFTY PERCENT (50%) OF THE APPLICABLE ROUND TRIP FARES FOR THE CLASS OF SERVICE TO BE USED FOR THE RESPECTIVE SECTIONS OF CARRIAGE, CONSTRUCTED FROM POINT OF ORIGIN VIA THE DESIRED ROUTING, THAT PRODUCES THE LOWEST FARE FOR THE CIRCLE TRIP; PROVIDED THAT:
- (1) FARES WHICH BY THEIR TERMS ARE NOT COMBINABLE WITH OTHER FARES, SHALL NOT BE USED IN THE CONSTRUCTION OF CIRCLE TRIP FARES; AND
 - (2) IF THE FARE FOR A CIRCLE TRIP TRAVELED IN ONE CLASS OF SERVICE CONSTRUCTED AS SPECIFIED ABOVE IS LESS THAN THE HIGHEST DIRECT ROUTE ROUND TRIP FARE APPLICABLE TO THE SAME CLASS OF SERVICE BETWEEN ANY TWO POINTS ON THE CIRCLE TRIP ROUTE, SUCH HIGHEST DIRECT ROUTE ROUND TRIP FARE SHALL APPLY; AND
EXCEPTION: THIS PROVISION SHALL NOT APPLY TO CIRCLE TRIP FARES CONSTRUCTED FOR CARRIAGE COMPLETELY AROUND THE WORLD IN THE SAME GENERAL DIRECTION.
 - (3) THE FARE FOR A CIRCLE TRIP TRAVELED PARTLY IN ONE CLASS OF SERVICE AND PARTLY IN ANOTHER CLASS OF SERVICE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS HEREIN.
 - (4) THE SHORTEST VALIDITY PERIOD APPLICABLE TO ANY FARE USED SHALL APPLY TO THE ENTIRE CIRCLE TRIP.
- (I) 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:
- (1) WHEN THE POINT OF DEPARTURE AND FINAL DESTINATION ARE THE SAME, THE SUM OF FIFTY PERCENT (50 PERCENT) OF THE APPLICABLE ROUND TRIP FARE FROM THE POINT OF DEPARTURE TO EACH OUTER POINT OF THE JAW, AND
 - (2) WHERE THE POINTS OF DEPARTURE AND FINAL DESTINATION ARE NOT THE SAME, THE SUM OF FIFTY PERCENT (50 PERCENT) OF THE APPLICABLE ROUND TRIP FARE FROM THE POINT OF DEPARTURE TO THE OUTER POINT OF THE OUTWARD SECTION PLUS FIFTY PERCENT (50 PERCENT) OF THE ROUND TRIP FARE FROM THE POINT OF DESTINATION TO THE OUTER POINT OF THE INBOUND SECTION.



AEROMEXICO - GENERAL RULES

- (3) THE FOLLOWING OPEN JAW TRIP FARES ARE APPLICABLE ONLY VIA AM.
- (A) BETWEEN ANY ONE POINT NAMED IN COLUMN 1 AND ANY TWO POINTS NAMED IN COLUMN 2:
- | COLUMN 1 | COLUMN 2 |
|--------------------|-----------------------|
| POINTS IN MEXICO | CHICAGO, ILLINOIS |
| OTHER THAN: | LAS VEGAS, NEVADA |
| | LOS ANGELES, CALIF. |
| CIUDAD JUAREZ, MX. | PHOENIX, ARIZONA |
| MEXICALI, MX. | PORTLAND, OREGON |
| NOGALES, MX | RENO, NEVADA |
| NUEVO LAREDO, MX. | SALT LAKE CITY, UT |
| OR TIJUANA, MX. | SAN ANTONIO, TEXAS |
| | SAN DIEGO, CALIF. |
| | SAN FRANCISCO, CALIF. |
| | SEATTLE, WASHINGTON |
| | TUSCON, ARIZONA |
- (B) BETWEEN ANY ONE POINT NAMED IN COLUMN 1 AND ANY TWO POINTS NAMED IN COLUMN 2:
- | COLUMN 1 | COLUMN 2 |
|-----------------------|-----------------------|
| LAS VEGAS, NEVADA | ACAPULCO, MEX. |
| LOS ANGELES, CALIF. | GUADALAJARA, MEX. |
| PHOENIX, ARIZONA | LA PAS, MEX. |
| PORTLAND, OREGON | MAZATLAN, MEX. |
| RENO, NEVADA | MEXICO CITY, MEX. |
| SALT LAKE CITY, UTAH | PUERTO VALLARTA, MEX. |
| SAN DIEGO, CALIF. | |
| SAN FRANCISCO, CALIF. | |
| SEATTLE, WASHINGTON | |
- (C) BETWEEN ANY ONE POINT IN COLUMN 1 AND ANY TWO POINTS NAMED IN COLUMN 2:
- | COLUMN 1 | COLUMN 2 |
|---------------------|-----------|
| ACAPULCO, MEXICO | ANY POINT |
| MEXICO CITY, MEXICO | IN THE |
| | U.S.A. |
| | SERVED BY |
| | AM. |
- (D) BETWEEN ANY ONE POINT IN COLUMN 1 AND ANY TWO POINTS NAMED IN COLUMN 2:
- | COLUMN 1 | COLUMN 2 |
|------------------|---------------|
| POINTS IN MEXICO | POINTS IN THE |
| | CONTINENTAL |
| | U.S.A. |
- (J) ROUND AND CIRCLE TRIP FARES PARTLY VIA CARRIER
- (1) ENTIRELY VIA AIR
WHEN A TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND OR CIRCLE TRIP WHICH IS PARTLY VIA THE SERVICES OF CARRIER AND PARTLY VIA THE SERVICES OF OTHER SCHEDULED AIR CARRIER(S), THE FARE FOR EACH SECTION OF CARRIAGE VIA CARRIER WILL BE FIFTY PERCENT (50 PERCENT) OF THE APPLICABLE ROUND TRIP FARE FOR SUCH SECTION OF THE ROUND OR CIRCLE TRIP, AS THE CASE MAY BE.
- (2) PARTLY VIA AIR AND PARTLY VIA SEA
WHEN TICKETS ARE PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND TRIP OR CIRCLE TRIP FOR



AEROMEXICO - GENERAL RULES

COMBINED AIR AND SEA TRAVEL, THE AIR FARE FOR EACH ONE WAY SECTION OF THE AIR JOURNEY WILL BE FIFTY PERCENT (50 PERCENT) OF THE ALL-YEAR ROUND TRIP FARE PUBLISHED IN TARIFFS GOVERNED BY THIS TARIFF AND APPLICABLE BETWEEN THE POINTS AND VIA THE CLASS OF SERVICE USED. A BREAK IN THE ROUND TRIP OR CIRCLE TRIP IS PERMITTED TO ALLOW PASSENGERS TO MAKE THEIR OWN WAY BY ANY MEANS OF TRANSPORTATION BETWEEN AIRPORTS AND ADJACENT SEAPORTS. THE FARES SPECIFIED ABOVE WILL APPLY ONLY VIA THE ROUTINGS PUBLISHED IN CONNECTION WITH THE ALL-YEAR FARES IN TARIFFS MAKING REFERENCE TO THIS TARIFF FOR GOVERNING PROVISIONS, EXCEPT THAT WHEN AN EXCURSION FARE IS USED AS PROVIDED IN THE EXCEPTION ABOVE, THE ROUTING PUBLISHED IN CONNECTION WITH SUCH EXCURSION FARE WILL APPLY.

RULE: 0200

TITLE/APPLICATION - 70

K CHILDREN'S AND INFANTS' FARES

(A) ACCOMPANIED CHILDREN

ACCOMPANIED CHILDREN WILL BE CHARGED THE PERCENTAGE STATED IN THE CORRESPONDING FARE RULE, PROVIDED:

- (1) CHILDREN ARE ACCOMPANIED, ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT FOR THE ENTIRE JOURNEY, BY A PASSENGER 12 YEARS OF AGE OR OVER PAYING THE APPLICABLE ADULT FARE.
- (2) THE AGE LIMIT REFERRED TO IN THE FARE RULE SHALL BE THAT IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE.

(B) INFANTS OCCUPYING A SEAT

INFANTS WITH A SEAT WILL BE CHARGED THE PERCENTAGE STATED IN THE CORRESPONDING FARE RULE, PROVIDED:

- (1) INFANTS ARE ACCOMPANIED, ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT FOR THE ENTIRE JOURNEY, BY A PASSENGER 12 YEARS OF AGE OR OVER PAYING THE APPLICABLE ADULT FARE.
- (2) THE AGE LIMIT REFERRED TO IN THE FARE RULE SHALL BE THAT IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE.

(C) INFANTS NOT OCCUPYING A SEAT

INFANTS WITHOUT A SEAT WILL BE CHARGED THE PERCENTAGE STATED IN THE CORRESPONDING FARE RULE, PROVIDED:

- (1) INFANTS ARE ACCOMPANIED, ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT FOR THE ENTIRE JOURNEY, BY A PASSENGER 12 YEARS OF AGE OR OVER PAYING THE APPLICABLE ADULT FARE.
- (2) ONLY ONE INFANT IS PERMITTED TO ACCOMPANY EACH PASSENGER PAYING THE APPLICABLE ADULT FARE.
- (3) THE AGE LIMIT REFERRED TO IN THE FARE RULE SHALL BE THAT IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE.

(D) UNACCOMPANIED CHILDREN

UNACCOMPANIED CHILDREN WILL BE CHARGED THE PERCENTAGE STATED IN THE CORRESPONDING FARE RULE, PROVIDED:

- (1) THE CHILDREN ARE ACCOMPANIED TO THE AIRPORT AT THE TIME OF DEPARTURE BY A PARENT, GUARDIAN, OR



AEROMEXICO - GENERAL RULES

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.

- (2) THE FLIGHT ON WHICH SPACE IS HELD IS A THROUGH SERVICE WITHOUT CHANGE OF AIRCRAFT AND IS NOT EXPECTED TO TERMINATE SHORT OF OR BY-PASS THE DESTINATION DUE TO WEATHER CONDITIONS.
- (3) THE AGE LIMIT REFERRED TO IN THIS FARE RULE SHALL BE THOSE IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE.

NOTE: CHILDREN UNDER 5 YEARS OF AGE WILL NOT BE ACCEPTED FOR UNACCOMPANIED CARRIAGE.

RULE: 0700

TITLE - 70

A SENIOR CITIZEN FARES

DEFINITION - 71

A (A) DEFINITION

SENIOR CITIZEN: ANY PERSON WHO, AT THE DATE OF COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN, HAS REACHED HIS/HER 62ND BIRTHDAY.

APPLICABLE AREA - 72

A (B) APPLICABLE AREA

THESE FARES APPLY BETWEEN MEXICO AND ATL/DFW/HOU/LAX/MIA/MSY/NYC/ORL/PHX/SAN/TUS.

FARE - 73

A (C) FARE

THE SENIOR CITIZEN FARE WILL BE 90 PERCENT OF THE APPLICABLE ADULT FARE.

TICKET ENDORSEMENTS - 74

A (D) TICKET ENDORSEMENTS

- (1) TICKETING DESIGNATOR: -CD10
- (2) NONEND MUST BE ANNOTATED IN THE ENDORSEMENT BOX.
- (3) THE DATE OF BIRTH MUST BE ANNOTATED IN THE ENDORSEMENT BOX.

FLIGHT APPLICATION - 75

K (E) FLIGHT APPLICATION

THESE FARES DO NOT APPLY ON AM FLIGHT SERIES 3000, 4000, 5000 OR 7000.

OTHER CONDITIONS - 76

A (F) OTHER CONDITIONS

PROOF OF AGE (PASSPORT) MUST BE PRESENTED AT TIME OF TICKETING.

RULE: 0900

TITLE - 70

A CLUB PREMIER (D/B/A AEROMILES), AEROMEXICO'S FREQUENT FLYER PROGRAM

APPLICATION - 71

A (A) APPLICATION

- (1) THE PROVISIONS OF THIS TARIFF APPLY TO ONE WAY, ROUND TRIP OR OPEN JAW TRANSPORTATION BETWEEN



AEROMEXICO - GENERAL RULES

POINTS OVER THE SCHEDULED PASSENGER SERVICES OF AEROMEXICO FOR MEMBERS OF THE CLUB PREMIER (D/B/A AEROMILES) PROGRAM OF AEROVIAS DE MEXICO, S.A. DE C.V.

- (2) ELIGIBILITY
 - (A) INDIVIDUALS 18 YEARS OLD OR OVER WITH A MAILING ADDRESS IN THE U.S.A. OR IN ANY COUNTRY WHICH HAS NOT PROHIBITED PARTICIPATION, ARE ELIGIBLE TO PARTICIPATE IN THE CLUB PREMIER PROGRAM.
 - (B) AIRLINE EMPLOYEES AND THEIR DEPENDENTS AND TRAVEL AGENCY EMPLOYEES TRAVELING AT REDUCED FARES ARE NOT ELIGIBLE TO PARTICIPATE IN THIS PROGRAM.
 - (C) CORPORATIONS, LEGAL ENTITIES OR OTHER ORGANIZATIONS ARE NOT ELIGIBLE FOR MEMBERSHIP AND MAY NOT ACQUIRE A CLUB PREMIER ACCOUNT NUMBER.
- (3) EACH PERSON WHO ELECTS TO PARTICIPATE IN THE PROGRAM, MUST COMPLETE AND RETURN TO AM A CLUB PREMIER APPLICATION. ONCE ENROLLED, THE CLUB PREMIER MEMBER WILL RECEIVE AN INFORMATION KIT ALONG WITH THEIR MEMBERSHIP CARD.
- (4) THIS TARIFF DOES NOT ESTABLISH THE RULES, REGULATIONS, CONDITIONS AND LIMITATIONS OF THE CLUB PREMIER AWARD PROGRAM, OR ANY RIGHT TO ACQUIRE BENEFITS UNDER THE PROGRAM. FURTHER, A COMPLETE RECITATION OF THE RULES OF THE CLUB PREMIER AWARD PROGRAM IS NOT CONTAINED HEREIN. AM PROVIDES DIRECT NOTICE TO CLUB PREMIER MEMBERS OF THE RULES, REGULATIONS, CONDITIONS AND LIMITATIONS OF THE CLUB PREMIER AWARD PROGRAM IN MATERIALS SENT TO MEMBERS. INFORMATION ABOUT THE CLUB PREMIER PROGRAM, INCLUDING COPIES OF CLUB PREMIER AWARD PROGRAM MATERIALS MAY ALSO BE OBTAINED BY WRITING TO CLUB PREMIER, AEROVIAS DE MEXICO SA DE CV, PASEO DE LA REFORMA 445-40 PISO, COL. CUAUHEMOC, 06500 MEXICO, DF, MEXICO.
- (5) AM RESERVES THE RIGHT TO CHANGE THE CLUB PREMIER AWARD PROGRAM RULES, REGULATIONS, TRAVEL AWARDS AND SPECIAL OFFERS AT ANY TIME. AM HAS RESERVED THE RIGHT TO END THE CLUB PREMIER PROGRAM WITHOUT NOTICE.
- (6) AWARD TICKETS MAY NOT BE USED IN CONJUNCTION WITH ANY OTHER PROMOTIONAL PROGRAM OFFERED BY AM.
- (7) FOR CONVERSION PURPOSES, ONE (1) KILOMETER IS THE EQUIVALENT OF 0.625 MILES.

CONDITIONS/ACCUM. OF KLM - 72

K (B) CONDITIONS AND ACCUMULATION OF KILOMETERS

- (1) CONDITIONS
 - (A) EACH PERSON WHO IS A MEMBER OF THE CLUB PREMIER PROGRAM AND WHO COMPLIES WITH THE RULES, REGULATIONS, CONDITIONS AND LIMITATIONS OF THE CLUB PREMIER PROGRAM FOR THE ACCUMULATION OF KILOMETERS AND THE USE AND CLAIMING OF CLUB PREMIER AWARDS AND TICKETS MAY BE ELIGIBLE TO RECEIVE, BASED ON



AEROMEXICO - GENERAL RULES

THE AMOUNT OF KILOMETERS ACCUMULATED, AWARDS APPLICABLE FOR FREE OR DISCOUNTED OR UPGRADED TRANSPORTATION ON AM.

(B) AWARD TICKETS WILL BE ISSUED TO THE MEMBER UNDER WHOSE ACCOUNT NUMBER THE KILOMETERS HAVE BEEN ACCUMULATED.

(C) REDEMPTION OF KILOMETERS

(I) ANY REQUEST FOR AN AWARD TICKET MUST BE FROM THE SAME CLUB PREMIER ACCOUNT NUMBER.

(II) REDEMPTION OF KILOMETERS FOR UPGRADE TICKETS WILL BE ACCOMPLISHED BY THE MEMBER UNDER WHOSE ACCOUNT NUMBER THE KILOMETERS HAVE BEEN ACCUMULATED.

(III) REDEMPTION OF KILOMETERS FOR FREE AWARD TICKETS WILL BE ACCOMPLISHED BY THE MEMBER UNDER WHOSE ACCOUNT NUMBER THE KILOMETERS HAVE BEEN ACCUMULATED AND ONLY AT AN AM TICKET OFFICE.

(IV) TICKETS DEEMED BY AM TO HAVE BEEN SOLD OR BARTERED ARE VOID AND WILL NOT BE HONORED.

(2) ACCUMULATION OF KILOMETERS

(A) THE KILOMETERS DISTANCE BETWEEN ANY TWO CITIES AND THE MEMBER'S ACCUMULATED KILOMETERS WILL BE DETERMINED SOLELY BY AM.

(B) KILOMETERS MAY BE ACCUMULATED ONLY ON REGULARLY SCHEDULED FLIGHTS OF AM WHEN FLYING WITH TICKETS ISSUED WITH ANY PUBLISHED FARE.

(C) MEMBERS WILL ACCRUE KILOMETERS AS FOLLOWS:
ECONOMIC

V-/L-/W-/P- 75% OF ACTUAL
FLOWN KMS

SPECIAL

K-/Q-/N-/H-/X-/T- 125% OF ACTUAL
FLOWN KMS

AM PLUS

Y-/B-/M-/S- 150% OF ACTUAL
FLOWN KMS

PREMIER

A-/D- 150% OF ACTUAL
FLOWN KMS

PREMIER PLUS

J- 200% OF ACTUAL
FLOWN KMS
1,250 KILOMETERS,
WHICHEVER IS HIGHER.

(D) AM RESERVES THE RIGHT TO ESTABLISH ADDITIONAL MEANS OF ACCRUING KILOMETERS, TO DELETE ANY OR ALL MEANS CURRENTLY RECOGNIZED OR TO EXCLUDE SPECIFIC TYPES OF TRANSACTIONS OR TICKETS FROM THE ACCUMULATION OF KILOMETERS.

CAPACITY LIMITATIONS - 73

A (C) CAPACITY LIMITATIONS

(1) AM SHALL LIMIT THE NUMBER OF PASSENGERS CARRIER ON ANY FLIGHT FOR TRAVEL GOVERNED BY THIS RULE AND SUCH SEATS WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS. THE NUMBER OF SEATS THAT AM SHALL



AEROMEXICO - GENERAL RULES

MAKE AVAILABLE ON ANY GIVEN FLIGHT WILL BE DETERMINED BY AM.

- (2) NOTWITHSTANDING PARAGRAPH (1) ABOVE, ANY PASSENGER REQUESTING TO TRAVEL WITH AN AWARD TICKET ON AN INTERNATIONAL FLIGHT WHERE THE CLUB PREMIER CAPACITY HAS NO MORE SEATS, MAY DO SO, SUBJECT TO NORMAL FLIGHT/CLASS AVAILABILITY, BY USING DOUBLE AMOUNT OF KILOMETERS FROM HIS ACCOUNT.

AWARD STRUCTURE - 74

A (D) AWARD STRUCTURE

- (1) UPGRADE TRANSPORTATION FROM ONE-WAY OR ROUND-TRIP FULL ECONOMY CLASS FARE TO PREMIER CLASS:

TYPE OF REDEMPTION	KILOMETERS USED
(A) DOMESTIC TRAVEL WITHIN MEXICO	16,000
(B) BETWEEN POINTS IN MEXICO AND POINTS IN THE U.S.A.	32,000
(C) BETWEEN POINTS IN MEXICO AND POINTS IN EUROPE	64,000

NOTE: UPGRADE TRAVEL APPLIES TO PUBLISHED FARES ONLY.

- (2) FREE TRANSPORTATION

- (A) DOMESTIC TRAVEL WITHIN MEXICO - AWARD:

TYPE OF REDEMPTION	LIMITED CAPACITY KILOMETERS USED	UNLIMITED CAPACITY KILOMETERS USED
ONE ROUND-TRIP ECONOMY CLASS TICKET	32,000	N.A.
ONE ROUND-TRIP PREMIER CLASS TICKET	64,000	N.A.

- (B) BETWEEN POINTS IN MEXICO AND POINTS IN THE U.S.A. - AWARD:

TYPE OF REDEMPTION	LIMITED CAPACITY KILOMETERS USED	UNLIMITED CAPACITY KILOMETERS USED
ONE ROUND-TRIP ECONOMY CLASS TICKET	48,000	96,000
ONE ROUND-TRIP PREMIER CLASS TICKET	96,000	192,000

- (C) BETWEEN POINTS IN MEXICO AND POINTS IN EUROPE - AWARD:

TYPE OF REDEMPTION	LIMITED CAPACITY KILOMETERS USED	UNLIMITED CAPACITY KILOMETERS USED
ONE ROUND-TRIP ECONOMY CLASS TICKET:		
BASIC SEASON (15 SEPTEMBER - 14 MAY)	64,000	128,000
HIGH SEASON (15 MAY - 14 SEPTEMBER)	96,000	192,000
ONE ROUND-TRIP PREMIER CLASS TICKET	160,000	320,00

- (3) COMPANION AWARD

VALID ONLY IN THE PURCHASE OF AN INDIVIDUAL MEXICO-EUROPE ECONOMY CLASS OR PREMIER CLASS TICKET, TO BE USED IN THE SAME CLASS OF SERVICE AND WITH THE SAME ITINERARY:

TYPE OF REDEMPTION	KILOMETER USED
ONE ROUND-TRIP ECONOMY CLASS TICKET	80,000
ONE ROUND-TRIP PREMIER	



AEROMEXICO - GENERAL RULES

- CLASS TICKET 160,000
- RESERVATIONS/TICKETING - 75
- A (E) RESERVATIONS AND TICKETING
- (1) RESERVATIONS:
- (A) ALL RESERVATIONS FOR FREE AWARD TRANSPORTATION MUST BE MADE DIRECTLY WITH AM.
 - (B) RESERVATIONS MAY BE CHANGED AFTER TICKET HAS BEEN ISSUED.
 - (C) WAITLISTING IS NOT PERMITTED.
- (2) TICKETING:
- (A) TICKETS MUST BE ISSUED DIRECTLY BY AM WITHIN 30 DAYS OF THE DATE RESERVATIONS ARE MADE OR 24 HOURS BEFORE DEPARTURE, WHICHEVER IS SOONER.
 - (B) TICKETS MUST BE ISSUED IN ACCORDANCE WITH THE RULES GOVERNING THE FARE PAID.
 - (C) REQUESTS FOR AWARD TICKETS FOR A PASSENGER OTHER THAN THE MEMBER UNDER WHOSE ACCOUNT NUMBER THE KILOMETERS HAVE BEEN ACCUMULATED, WILL BE HONORED ONLY AT THE TIME AWARD TICKET IS REQUESTED AT AN AM TICKET OFFICE UPON PRESENTATION OF A SIGNED REQUEST BY THE MEMBER, IN PERSON.
- STOPOVERS - 76
- A (F) STOPOVERS
- (1) UPGRADE AWARD TRANSPORTATION
STOPOVERS WILL BE PERMITTED IN ACCORDANCE WITH THE RULES GOVERNING THE FARE PAID.
- (2) FREE AWARD TRANSPORTATION
NO STOPOVERS ALLOWED.
- ROUTING/REROUTING - 77
- K (G) ROUTING/REROUTING
- (1) ROUTING
TRAVEL MAY OCCUR ANYWHERE ON AM'S SYSTEM.
- (2) REROUTING
- (A) VOLUNTARY REROUTINGS ARE PERMITTED AT A CHARGE OF USD 26.00 PER TRANSACTION.
 - (B) INVOLUNTARY REROUTING WILL BE PERMITTED VIA AM ONLY.
- CANCELLATION AND REFUNDS - 78
- K (H) CANCELLATION AND REFUNDS
- IN CASE THE AWARD TICKET IS NOT USED, MEMBER MAY REQUEST IT'S CANCELLATION, AND THE CORRESPONDING KILOMETERS WILL BE CREDITED BACK TO HIS ACCOUNT AT A CHARGE OF USD 26.00.