

Fare rules & restrictions

Scandinavian Airlines (SK) J2XAE6BS LAX to MIL

General notes

MIDWEEK BUSINESS RESTRICTED FARES J
APPLIES FOR ROUND TRIP FARES
FOR ADULT

Category 2: Day/Time restrictions

TO AREA 2 –
PERMITTED SUN THROUGH WED ON EACH TRANSATLANTIC SECTOR.
FROM AREA 2 –
PERMITTED MON THROUGH THU ON EACH TRANSATLANTIC SECTOR.

Category 3: Seasonal restrictions

PERMITTED 24APR 25 THROUGH 27APR 25 OR 14JUN 25 THROUGH
03SEP 25 OR 13DEC 25 THROUGH 15FEB 26 OR 28MAR 26 THROUGH
12APR 26 OR 15JUN 26 THROUGH 30AUG 26 OR 12DEC 26 THROUGH
14FEB 27 FOR EACH TRANSATLANTIC SECTOR.

Category 4: Flight restrictions

THE FARE COMPONENT MUST NOT BE ON
ONE OR MORE OF THE FOLLOWING
ANY AS FLIGHT OPERATED BY AA
DL FLIGHTS 4180 THROUGH 4438
DL FLIGHTS 4569 THROUGH 4627
DL FLIGHTS 5553 THROUGH 5583
DL FLIGHTS 5911 THROUGH 7423
DL FLIGHTS 7474 THROUGH 9999.

AND

IF THE FARE COMPONENT INCLUDES TRAVEL VIA TRANSATLANTIC
SECTORS

THEN THAT TRAVEL MUST NOT BE ON
ONE OR MORE OF THE FOLLOWING
ANY SK FLIGHT OPERATED BY DL.

Category 5: Advanced reservation/ticketing restrictions

RESERVATIONS FOR ALL SECTORS ARE REQUIRED AT LEAST 28 DAYS
BEFORE DEPARTURE.
WAITLIST NOT PERMITTED.
TICKETING MUST BE COMPLETED WITHIN 3 DAYS AFTER
RESERVATIONS ARE MADE OR AT LEAST 28 DAYS BEFORE DEPARTURE
WHICHEVER IS EARLIER.

NOTE –

WARNING–

ALL RESERVATIONS MADE WITHOUT TICKET NUMBER WILL
BE CANCELLED AUTOMATICALLY AFTER TICKETING
DEADLINE.

DUE TO AUTOMATED TICKETING DEADLINE CONTROL
DIFFERENCE COULD EXIST BETWEEN THE FARE RULE LAST
TICKETING DATE AND THE SYSTEM GENERATED TICKETING

DEADLINE MESSAGE.

THE MORE RESTRICTIVE TICKETING DEADLINE APPLIES

Category 6: Minimum stay requirements

TRAVEL FROM INBOUND TRANSATLANTIC SECTOR MUST COMMENCE NO EARLIER THAN 7 DAYS AFTER DEPARTURE OF THE OUTBOUND TRANSATLANTIC SECTOR.

Category 8: Stopover restrictions

4 STOPOVERS PERMITTED ON THE PRICING UNIT – 2 IN EACH DIRECTION

LIMITED TO 2 FREE AND 2 AT USD 50.00 EACH.

1 FREE IN AREA 2 IN EACH DIRECTION

1 IN AREA 2 IN EACH DIRECTION AT USD 50.00 EACH.

A STOPOVER MAY NOT EXCEED 72 HOURS.

Category 9: Transfer restrictions

UNLIMITED TRANSFERS PERMITTED ON THE PRICING UNIT

FARE BREAK SURFACE SECTORS NOT PERMITTED ON THE FARE COMPONENT

EMBEDDED SURFACE SECTORS PERMITTED ON THE FARE COMPONENT BETWEEN EWR AND NYC.

NOTE –

TRANSFERS ARE PERMITTED ALONG PUBLISHED ROUTINGS ONLY

Category 10: Combinability

APPLICABLE ADD-ON CONSTRUCTION IS ADDRESSED IN MISCELLANEOUS PROVISIONS – CATEGORY 23.

END-ON-END

END-ON-END COMBINATIONS PERMITTED. VALIDATE ALL FARE COMPONENTS. FARES MUST BE SHOWN SEPARATELY ON THE TICKET. TRAVEL MUST BE VIA THE POINT OF COMBINATION. SIDE TRIPS NOT PERMITTED.

PROVIDED –

COMBINATIONS ARE FOR CARRIER WF WITHIN NORWAY

OPEN JAWS

FARES MAY BE COMBINED ON A HALF ROUND TRIP BASIS –TO FORM SINGLE OR DOUBLE OPEN JAWS.

A MAXIMUM OF TWO INTERNATIONAL FARE COMPONENTS PERMITTED.

MILEAGE OF THE OPEN SEGMENT MUST BE EQUAL/LESS THAN MILEAGE OF THE LONGEST FLOWN FARE COMPONENT.

PROVIDED –

WHEN THE OPEN SEGMENT OCCURS

–WITHIN AREA 1 OR WITHIN AREA 2 OR WITHIN AREA 3

COMBINATIONS ARE WITH ANY FARE FOR CARRIER SK IN ANY RULE IN ANY TARIFF.

ROUND TRIPS/CIRCLE TRIPS

FARES MAY BE COMBINED ON A HALF ROUND TRIP BASIS

–TO FORM ROUND TRIPS

–TO FORM CIRCLE TRIPS

A MAXIMUM OF TWO INTERNATIONAL FARE COMPONENTS

PERMITTED.

PROVIDED –

COMBINATIONS ARE WITH ANY FARE FOR CARRIER SK IN ANY
RULE IN ANY TARIFF.

Category 12: Surcharges

IF UNACCOMPANIED CHILD 5–11.

A SURCHARGE OF EUR 125.00 PER DIRECTION WILL BE ADDED TO
THE APPLICABLE FARE PER CHILD/INFANT FOR TRAVEL.

NOTE –

IF YOUNG PSGR 12–15 REQUESTING ASSISTANCE
A SURCHARGE OF EUR 125 PER YOUNG PSGR AND PER
DIRECTION SHALL BE ADDED TO THE APPLICABLE FARE
PER YOUNG PSGR.

SURCHARGE FOR YOUNG PSGR 12–15 SHALL BE ADDED
AS Q IN FARE CONSTRUCTION LINE.

AND – A SURCHARGE OF EUR 350.00 PER FARE COMPONENT WILL
BE ADDED TO THE APPLICABLE FARE PER CHILD/INFANT
FOR TRAVEL FOR ANY SECTOR BETWEEN EUROPE AND AMS/
PAR.

PROVIDED TRAVEL IS ON ONE OR MORE OF THE FOLLOWING

ANY SK FLIGHT OPERATED BY KL

ANY SK FLIGHT OPERATED BY AF.

A SURCHARGE OF EUR 350.00 PER FARE COMPONENT WILL BE ADDED
TO THE APPLICABLE FARE FOR TRAVEL FOR ANY SECTOR BETWEEN
EUROPE AND AMS/PAR.

PROVIDED TRAVEL IS ON ONE OR MORE OF THE FOLLOWING

ANY SK FLIGHT OPERATED BY KL

ANY SK FLIGHT OPERATED BY AF.

Category 15: Sales restrictions

TICKETS MUST BE ISSUED ON SK OR WF AND MAY NOT BE SOLD IN
VENEZUELA/ANGOLA/SOUTH SUDAN/SUDAN/NIGERIA/EGYPT/ZIMBABWE
AND MAY ONLY BE SOLD IN AREA 1/AREA 2/AREA 3

Category 16: Penalties

CANCELLATIONS

ANY TIME

TICKET IS NON-REFUNDABLE.

NOTE –

WAIVED FOR SCHEDULE CHANGE
WHEN COMBINDING ON A HALF ROUNDTRIP BASIS THE
PENALTY CONDITIONS FOR EACH FARE COMPONENT APPLIES

REFUND OF UNUSED FEES AND TAXES PERMITTED.
FOR NON REFUNDABLE TICKETS YQ/YR DOMESTIC/
INTERNATIONAL SURCHARGES WILL NOT BE REFUNDED

WAIVED FOR HOSPITALIZATION OR DEATH OF PASSENGER
OR FAMILY MEMBER OR TRAVEL COMPANION.
VALID HOSPITALIZATION/DEATH CERTIFICATE REQUIRED.

PLEASE SEND EMAIL WITHIN 24 HOURS OF ISSUING
REFUND TO REFUNDS-US SASAIR.COM WITH THE FOLLOWING
INFORMATION.

SUBJECT LINE-

TEN DIGIT TICKET NUMBER FOLLOWED BY PASSENGER NAME
IN THE FORM OF LAST NAME/FIRST NAME AND A COPY OF
TICKET AND DEATH/HOSPITALIZATION CERTIFICATE

UPON PAYMENT OF THE CHANGE FEE CONTAINED
WITHIN THIS RULE FULL VALUE OF A WHOLLY UNUSED
TICKET. MAY BE APPLIED TOWARD PURCHASE OF A NEW
TICKET PRICED AT EQUAL OR HIGHER -CURRENT- SK
FARE. DOWNGRADING TO A LOWER BOOKING CLASS OR A
LOWER SERVICE CLASS NOT PERMITTED.

CHANGE FEE/DIFFERENCE IN FARE/TAX TO BE
COLLECTED AT TIME OF EXCHANGE

--PROVIDED--

--ORIGINAL RESERVATIONS ARE CANCELLED PRIOR TO
ORIGINALLY SCHEDULE FLIGHT --- AND ---
RESERVATIONS FOR NEW ITINERARY ARE MADE AND
TICKETS REISSUED WITHIN TICKET VALIDITY.

CHANGES

ANY TIME

CHANGES PERMITTED.

NOTE -

CHANGES PERMITTED FOR REVALIDATION/REISSUE.

FARE MAY AT ANY TIME BE REBOOKED IN SAME BOOKING
CLASS OR UPGRADED TO A HIGHER UNRESTRICTED SK
FARE IN SAME OR HIGHER SERVICE CLASS.

DOWNGRADING TO A LOWER BOOKING CLASS OR A LOWER
SERVICE CLASS NOT PERMITTED.

WHEN THE NEW ITINERARY RESULTS IN A HIGHER
FARE THE DIFFERENCE SHOULD BE COLLECTED.

WHEN THE NEW ITINERARY RESULTS IN A LOWER FARE A
REFUND OF THE RESIDUAL AMOUNT SHOULD BE MADE.

Category 18: Endorsements

THE ORIGINAL AND THE REISSUED TICKET MUST BE ANNOTATED -
NO REFUND/ RESTRICTIONS - AND - APPLY PER FARE COMPONENT-
IN THE ENDORSEMENT BOX.

Category 19: Discounts

ACCOMPANIED CHILD 2-11 - CHARGE 75 PERCENT OF THE FARE.

TICKET DESIGNATOR - CH.

MUST BE ACCOMPANIED ON ALL FLIGHTS IN SAME COMPARTMENT
BY ADULT 16 OR OLDER

OR - 1ST INFANT UNDER 2 WITHOUT A SEAT - CHARGE 10 PERCENT
OF THE FARE.

TICKET DESIGNATOR - IN.

MUST BE ACCOMPANIED ON ALL FLIGHTS IN SAME
COMPARTMENT BY ADULT 16 OR OLDER
OR – INFANT UNDER 2 WITH A SEAT – CHARGE 75 PERCENT OF THE
FARE.

TICKET DESIGNATOR – CH.

MUST BE ACCOMPANIED ON ALL FLIGHTS IN SAME
COMPARTMENT BY ADULT 16 OR OLDER
OR – UNACCOMPANIED CHILD 5–11 – CHARGE 75 PERCENT OF THE
FARE.

TICKET DESIGNATOR – UNN.

NOTE –

1. UNACCOMPANIED MINOR UNDER 5 WILL NOT BE
ACCEPTED FOR CARRIAGE.
2. YOUNG PASSENGER 12–15 PAYING 100 PCT OF THE
FARE MAY REQUEST ASSISTANCE AT A CHARGE – SEE
SURCHARGE IN SU CATEGORY.

Category 23: Miscellaneous Fare Tags

THIS FARE MUST NOT BE USED AS THE HIGH OR THE LOW FARE
WHEN CALCULATING A DIFFERENTIAL. THIS FARE MUST NOT BE
USED AS THE THROUGH FARE WHEN PRICING A FARE COMPONENT
WITH A DIFFERENTIAL.

Category 31: Voluntary changes

IN THE EVENT OF CHANGES TO TICKETED FLIGHTS
BEFORE DEPARTURE OF JOURNEY – APPLIES WITHIN TKT VALIDITY
CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY
THOSE OF SK INTERNATIONAL FARES

NO CHARGE OR HIGHEST FEE OF ALL CHANGED FARE COMPONENTS
AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED
PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET–

1. NO CHANGE TO 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN – ALL NEW TRAVEL MUST
BE DOMESTIC
3. SK C– FARE FAMILY AND FARE TYPE BU/BR ARE USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN
PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED
FARE IS IN PRIVATE TARIFF
5. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
6. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO
DEPARTURE OF PRICING UNIT

OR –

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED
PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET–

1. NO CHANGE TO 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN – ALL NEW TRAVEL MUST
BE DOMESTIC
3. SK D– FARE FAMILY AND FARE TYPE BS/BR ARE USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN
PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED
FARE IS IN PRIVATE TARIFF

5. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
6. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED
PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
3. SK Z- FARE FAMILY AND FARE TYPE BS/BR ARE USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
6. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED
PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. NO CHANGE TO 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
3. SK J- FARE FAMILY AND FARE TYPE BS/BR ARE USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
6. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
2. SK C- FARE FAMILY AND FARE TYPE BU/BR ARE USED
3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
2. SK D- FARE FAMILY AND FARE TYPE BS/BR ARE USED
3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
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4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT TODAY

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
2. SK J- FARE FAMILY AND FARE TYPE BS/BR ARE USED
3. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

WHEN CHANGE RESULTS IN LOWER FARE IGNORE RESIDUAL THEN ADD-COLLECT

ENDORSEMENT BOX- HIGHER NON-REF AMT AND NEW ENDORSEMENTS.

OR -

AFTER DEPARTURE OF JOURNEY - APPLIES WITHIN TKT VALIDITY CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF SK INTERNATIONAL FARES

NO CHARGE OR HIGHEST FEE OF ALL CHANGED FARE COMPONENTS AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
2. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
3. SK C- FARE FAMILY AND FARE TYPE BU/BR ARE USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
6. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR -

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET-

1. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
2. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
3. SK D- FARE FAMILY AND FARE TYPE BS/BR ARE USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF

5. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
6. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR –

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET–

1. WHEN NO INTL COUPONS REMAIN – ALL NEW TRAVEL MUST BE DOMESTIC
2. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
3. SK Z– FARE FAMILY AND FARE TYPE BS/BR ARE USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
6. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

OR –

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET–

1. WHEN NO INTL COUPONS REMAIN – ALL NEW TRAVEL MUST BE DOMESTIC
2. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
3. SK J– FARE FAMILY AND FARE TYPE BS/BR ARE USED
4. PUBLIC FARES ARE USED IF TICKETED FARE IS IN PUBLIC TARIFF. PRIVATE FARES ARE USED IF TICKETED FARE IS IN PRIVATE TARIFF
5. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
6. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT

WHEN CHANGE RESULTS IN LOWER FARE IGNORE RESIDUAL THEN ADD–COLLECT

ENDORSEMENT BOX– HIGHER NON–REF AMT AND NEW ENDORSEMENTS.

Category 33: Voluntary cancellations

FARE IS FULLY REFUNDABLE WITHIN 24 HOURS AFTER TICKETING. REFUND MUST BE REQUESTED BEFORE DEPARTURE OF JOURNEY. REFUND REQUEST REQUIRED 6 DAYS BEFORE ORIGINALLY SCHEDULED FLIGHT OF FIRST UNUSED TICKET COUPON.

NO CHARGE. IF ALL PENALTIES ARE HIGHEST IN PRICING UNIT COLLECT THE HIGHEST IN EACH PRICING UNIT. IF THERE IS A MIX OF PENALTY APPLICATIONS, THE MOST RESTRICTIVE APPLIES TO THE ENTIRE JOURNEY. NO CHARGE FOR INFANT WITHOUT SEAT. FORM OF REFUND – ORIGINAL FORM OF PAYMENT. ONLY VALIDATING CARRIER MAY REFUND TICKET.

OR –

FARE IS NONREFUNDABLE BEFORE DEPARTURE OF FARE COMPONENT. IF THERE IS A MIX OF PENALTY APPLICATIONS, THE MOST RESTRICTIVE APPLIES TO THE ENTIRE JOURNEY.

OR –

APPLIES FOR FARE COMPONENTS THAT ARE FULLY FLOWN. FARE IS NONREFUNDABLE AFTER DEPARTURE OF FARE COMPONENT. IF THERE IS A MIX OF PENALTY APPLICATIONS, THE MOST

RESTRICTIVE APPLIES TO THE ENTIRE JOURNEY.
FOR FULLY FLOWN FARE COMPONENTS FARE BREAK POINTS MAY BE
CHANGED. FOR PARTIALLY FLOWN FARE COMPONENTS ONLY
DESTINATION FARE BREAK POINTS MAY BE CHANGED. REPRICE
USING FARE FAMILY C-.

Category 50: Application

BUSINESS

APPLICATION

AREA

THESE FARES APPLY
FROM THE UNITED STATES TO AREA 2.

CLASS OF SERVICE

THESE FARES APPLY FOR BUSINESS CLASS SERVICE.

TYPES OF TRANSPORTATION

FARES GOVERNED BY THIS RULE CAN BE USED TO CREATE
ROUND-TRIP/CIRCLE-TRIP/OPEN-JAW JOURNEYS.

THESE FARES APPLY FOR BUSINESS CLASS SERVICE
ON THE SK TRANSATLANTIC SECTOR AND SAS OPERATED
FLIGHTS.

THESE FARES APPLY FOR FIRST/BUSINESS CLASS OF
SERVICE FOR DOMESTIC TRAVEL WITHIN THE UNITED
STATES TO/FROM/VIA THE SK NORTH AMERICAN GATEWAY
WHEN OPERATED BY DL/AC/TN/HA/AS/AV/AM/CM/AR 2
CABIN FLIGHTS.

FOR 1 CABIN FLIGHTS THESE FARES APPLY FOR ECONOMY
CLASS OF SERVICE FOR DOMESTIC TRAVEL WITHIN THE
UNITED STATES TO/FROM/VIA THE SK NORTH AMERICAN
GATEWAY WHEN OPERATED BY
DL/AC/TN/HA/AS/AV/AM/CM/AR.

BUSINESS CLASS PASSENGERS ON SK TRANSATLANTIC
FLIGHT ITINERARIES WILL BE SEATED IN THE BUSINESS
CABIN ON THE TRANSATLANTIC FLIGHT AND IN SAS
PLUS CABIN ON SAS OPERATED CONNECTING FLIGHTS IF
ANY WITHIN SCANDINAVIA AND EUROPE.

FARES ONLY APPLY IF PURCHASED BEFORE DEPARTURE.
EXCEPTION -
FARES MAY BE USED FOR ENROUTE UPGRADING FROM A
LOWER FARE PROVIDED THAT ALL CONDITIONS OF THE
NEW FARE ARE MET.

CAPACITY LIMITATIONS

THE CARRIER SHALL LIMIT THE NUMBER OF PASSENGERS CARRIED
ON ANY ONE FLIGHT AT FARES GOVERNED BY THIS RULE AND SUCH
FARES WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS.

THE NUMBER OF SEATS WHICH THE CARRIER SHALL MAKE
AVAILABLE ON A GIVEN FLIGHT WILL BE DETERMINED BY THE
CARRIERS BEST JUDGMENT

OTHER CONDITIONS

PASSENGER EXPENSES NOT PERMITTED.
