

# Fare rules & restrictions

## Korean Air (KE) ILX8SLJK TYO to YVR

### General notes

BASIC SEASON MIDWEEK BUSINESS EXCURSION I  
FARES

Between JAPAN and AREA 1 APPLIES FOR ROUND TRIP FARES

### Category 2: Day/Time restrictions

ORIGINATING JAPAN OUTBOUND –  
PERMITTED MON THROUGH FRI ON EACH TRANSPACIFIC SECTOR.

ORIGINATING JAPAN INBOUND –  
PERMITTED SUN THROUGH THU ON EACH TRANSPACIFIC SECTOR.

### Category 3: Seasonal restrictions

ORIGINATING JAPAN –  
PERMITTED 26FEB 25 THROUGH 11MAR 25 OR 01APR 25 THROUGH  
28APR 25 OR 04MAY 25 THROUGH 26MAY 25 OR 19SEP 25  
THROUGH 14DEC 25 OR ON 25DEC 25 OR 09JAN 26 THROUGH  
10MAR 26 ON THE OUTBOUND TRANSPACIFIC SECTOR.

ORIGINATING JAPAN –  
PERMITTED 01APR 26 THROUGH 28APR 26 OR 04MAY 26 THROUGH  
25MAY 26 OR 18SEP 26 THROUGH 13DEC 26 OR ON 24DEC 26 OR  
08JAN 27 THROUGH 09MAR 27 ON THE OUTBOUND TRANSPACIFIC  
SECTOR.

### Category 4: Flight restrictions

ORIGINATING JAPAN –  
THE FARE COMPONENT MUST NOT BE ON  
ONE OR MORE OF THE FOLLOWING  
ANY KE FLIGHT OPERATED BY JL  
ANY KE FLIGHT OPERATED BY WS.

AND

IF THE FARE COMPONENT INCLUDES TRAVEL BETWEEN TYO AND HNL  
THEN THAT TRAVEL MUST NOT BE ON  
ONE OR MORE OF THE FOLLOWING  
ANY KE 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 –

ALL SECTORS MUST BE CONFIRMED

### Category 6: Minimum stay requirements

TRAVEL FROM INBOUND TRANSPACIFIC SECTOR MUST COMMENCE NO  
EARLIER THAN THE FIRST SUN AFTER DEPARTURE OF THE OUTBOUND  
TRANSPACIFIC SECTOR.

AND – TRAVEL FROM TURNAROUND MUST COMMENCE NO EARLIER THAN 24 HOURS AFTER ARRIVAL AT TURNAROUND.

**Category 7: Maximum stay requirements**

ORIGINATING AREA 3 –

TRAVEL FROM LAST STOPOVER MUST COMMENCE NO LATER THAN 6 MONTHS AFTER DEPARTURE FROM FARE ORIGIN.

**Category 8: Stopover restrictions**

NO STOPOVERS PERMITTED.

**Category 10: Combinability**

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

END-ON-END

END-ON-END COMBINATIONS PERMITTED WITH KE DOMESTIC FARES. VALIDATE ALL FARE COMPONENTS. SIDE TRIPS NOT PERMITTED.

PROVIDED –

COMBINATIONS ARE NOT FOR CARRIER KE ON THE INTERNATIONAL PORTION BETWEEN KOREA, REPUBLIC OF/JAPAN OR FOR CARRIER KE/OZ/LJ/BX/7C WITHIN KOREA, REPUBLIC OF WITH ANY RULE IN ANY PUBLIC TARIFF.

OPEN JAWS

FARES MAY BE COMBINED ON A HALF ROUND TRIP BASIS –TO FORM SINGLE OR DOUBLE OPEN JAWS WHICH CONSISTS OF NO MORE THAN 2 INTERNATIONAL FARE COMPONENTS AND THE OPEN SEGMENT AT ORIGIN MUST BE IN ONE COUNTRY. THE OPEN SEGMENT AT DESTINATION HAS NO RESTRICTIONS

PROVIDED –

WHEN THE OPEN SEGMENT OCCURS

–WITHIN AREA 1 OR BETWEEN POINTS IN ANY TWO OF THE FOLLOWING LOCALES–

SPK/AOJ/AXT

COMBINATIONS ARE WITH ANY ROUND TRIP FARE FOR CARRIER KE IN ANY RULE IN TARIFF

IPRP – BETWEEN THE USA/CANADA–AREA 2/3 VIA PACIFIC

IPRSAAS – BETWEEN AREA 1–AREA 2/3 VIA PACIFIC.

WHEN THE OPEN SEGMENT OCCURS

–WITHIN AREA 1 OR BETWEEN POINTS IN ANY TWO OF THE FOLLOWING LOCALES–

FUK/KOJ/OIT/OKA/KKJ

COMBINATIONS ARE WITH ANY ROUND TRIP FARE FOR CARRIER KE IN ANY RULE IN TARIFF

IPRP – BETWEEN THE USA/CANADA–AREA 2/3 VIA PACIFIC

IPRSAAS – BETWEEN AREA 1–AREA 2/3 VIA PACIFIC.

WHEN THE OPEN SEGMENT OCCURS

–WITHIN AREA 1 OR BETWEEN POINTS IN ANY TWO OF THE FOLLOWING LOCALES–

TYO/KIJ

COMBINATIONS ARE WITH ANY ROUND TRIP FARE FOR CARRIER KE IN ANY RULE IN TARIFF

IPRP – BETWEEN THE USA/CANADA–AREA 2/3 VIA PACIFIC

IPRSAAS – BETWEEN AREA 1–AREA 2/3 VIA PACIFIC.  
WHEN THE OPEN SEGMENT OCCURS  
–WITHIN AREA 1 OR BETWEEN POINTS IN ANY TWO OF THE  
FOLLOWING LOCALES–  
NGO/KMQ/OSA/OKJ  
COMBINATIONS ARE WITH ANY ROUND TRIP FARE FOR CARRIER  
KE IN ANY RULE IN TARIFF  
IPRP – BETWEEN THE USA/CANADA–AREA 2/3 VIA PACIFIC  
IPRSAAS – BETWEEN AREA 1–AREA 2/3 VIA PACIFIC.  
ROUND TRIPS/CIRCLE TRIPS  
FARES MAY BE COMBINED ON A HALF ROUND TRIP BASIS  
–TO FORM ROUND TRIPS WITH KE FARES  
–TO FORM CIRCLE TRIPS EXCEPT FOR AROUND–THE–WORLD FARES.  
PROVIDED –  
COMBINATIONS ARE WITH ANY ROUND TRIP FARE FOR CARRIER  
KE IN ANY RULE IN TARIFF  
IPRP – BETWEEN THE USA/CANADA–AREA 2/3 VIA PACIFIC  
IPRSAAS – BETWEEN AREA 1–AREA 2/3 VIA PACIFIC.

#### Category 12: Surcharges

IF INFANT UNDER 02 WITHOUT A SEAT.  
THERE IS NO CHARGE FOR TRAVEL.  
THE PROVISIONS BELOW APPLY ONLY AS FOLLOWS –  
TICKETS MUST BE ISSUED ON KE OR DL.  
THERE IS NO CHARGE FOR TRAVEL.  
NOTE –  
YR FEE MAY APPLY  
ORIGINATING JAPAN –  
FOR TICKETING ON/BEFORE 30SEP 25  
A SURCHARGE OF JPY 21000 PER FARE COMPONENT WILL BE  
ADDED TO THE APPLICABLE FARE FOR TRAVEL FOR  
DEPARTURE OF EACH TRANSPACIFIC SECTOR.  
NOTE –  
THE SURCHARGE APPLIES IN ADDITION TO ALL OTHER  
CHARGES AND IS NOT SUBJECT TO ANY DISCOUNT –  
INCLUDING THOSE FOR CHILDREN.  
THE SURCHARGE MUST BE COLLECTED AT TIME OF TICKET  
ISSUANCE AND WILL BE INCORPORATED IN THE FARE  
CALCULATION AS A –Q– SURCHARGE BY CONVERTING  
THE SURCHARGE INTO NUC USING THE APPLICABLE  
IATA RATE OF EXCHANGE /IROE/.

#### Category 15: Sales restrictions

TICKETS MUST BE ISSUED ON/AFTER 06SEP 18.

#### Category 15: Sales restrictions

TICKETS MUST BE ISSUED ON KE AND MAY NOT BE SOLD IN  
VENEZUELA/NIGERIA/SOUTH SUDAN/ANGOLA/SUDAN/IRAN, ISLAMIC  
REPUBLIC OF

#### Category 16: Penalties

CANCELLATIONS  
ANY TIME

CHARGE JPY 30000 FOR CANCEL/REFUND.

WAIVED FOR DEATH OF PASSENGER OR FAMILY MEMBER.

NOTE -

- 1/ PENALTY DOES NOT APPLY FOR INFANT NOT OCCUPYING A SEAT.
- 2/ PENALTY FOR CHILD IS SUBJECT TO CHILD DISCOUNTS RULE FOR THE FARE
- 3/ WAIVER DUE TO DEATH OF PASSENGER/IMMEDIATE FAMILY MEMBER
  - VALID DEATH CERTIFICATE IS REQUIRED.
- 4/ IN CASE OF CANCEL/NO-SHOW/REFUND FOR COMBINED FARES MORE RESTRICTIVE FARE RULE WILL APPLY.
- 5/ PENALTY DOES NOT APPLY IN CASE REFUND IS COMPLETED WITHIN 24 HOURS FROM TICKETING FOR TOTAL UNUSED TKT.

#### CHANGES

ANY TIME

CHARGE JPY 15000 FOR REVALIDATION.

WAIVED FOR DEATH OF PASSENGER OR FAMILY MEMBER.

NOTE -

WHEN IT OCCURS DAY/FLT/ETC SURCHARGE  
IT MAY APPLY REISSUE CHARGE

CHARGE JPY 30000 FOR REISSUE.

WAIVED FOR DEATH OF PASSENGER OR FAMILY MEMBER.

NOTE -

- 1/ CHANGES ONLY PERMITTED TO BOOKING CLASS OF EQUIVALENT OR HIGHER HIERARCHY OR CABIN CLASS OF LOWER. REISSUE TO LOWER FARE IN SAME BOOKING CLASS IS NOT PERMITTED WHEN THERE IS NO CHANGE MADE IN THE ITINERARY.
- 2/ UNLIMITED REISSUE TO KOREA DOMESTIC SECTORS PERMITTED FREE OF CHARGE
- 3/ PENALTY APPLIES PER APPLICABLE FARE COMPONENT.
  - WHEN MORE THAN ONE FARE COMPONENT IS CHANGED THE MOST RESTRICTIVE PENALTY APPLIES
- 4/ WHEN CHANGES MADE TO THE 1ST FLIGHT COUPON
  - NEW TICKET SHOULD BE ISSUED BASED ON THE IROE/FUEL SURCHARGE/FARE LEVEL/FARE RULES/TAXES/CURRENCY OF THE DATE WHEN THE TICKET BEING EXCHANGED
  - AP RULE IF ANY MUST BE APPLIED UPON REISSUE
- 5/ WHEN CHANGES MADE TO OTHER COUPONS EXCEPT FOR THE 1ST FLIGHT COUPON BEFORE DEPARTURE
  - A/ NEW TICKET SHOULD BE ISSUED BASED ON FUEL SURCHARGE/TAXES/CURRENCY OF THE DATE WHEN THE TICKET BEING EXCHANGED
  - B/ REISSUE FOR CHANGE FLIGHTS/DATE IS PERMITTED FREE OF CHARGE PROVIDED
    - 1- NO CHANGES ARE MADE TO CARRIER/ROUTING/STOPOVER CONDITION/FARES
    - 2- WITHIN PERMITTED OAL CLASSES WITHOUT A

FARE DIFFERENCE.

- 6/ WHEN CHANGES MADE TO OTHER COUPONS EXCEPT FOR THE 1ST FLIGHT COUPON AFTER DEPARTURE
- A/ REISSUE FOR CHANGE FLIGHTS/DATE IS PERMITTED FREE OF CHARGE PROVIDED
- 1- NO CHANGES ARE MADE TO CARRIER/ROUTING/STOPOVER CONDITION/FARES
  - 2- WITHIN PERMITTED OAL CLASSES WITHOUT A FARE DIFFERENCE.
  - 3- NEED TO CHECK NEW TAXES CREATED.
- B/ REISSUE IS FREE OF CHARGE REQUIRED ONLY BY TAX
- 7/ PENALTY FOR CHILD IS SUBJECT TO CHILD DISCOUNTS RULE FOR THE FARE.
- 8/ PENALTY DOES NOT APPLY FOR INFANTS NOT OCCUPYING A SEAT
- 9/ WAIVER DUE TO DEATH OF PASSENGER/IMMEDIATE FAMILY MEMBER
- VALID DEATH CERTIFICATE IS REQUIRED.
- 10/ IN CASE THAT REISSUE TRANSACTION MADE AT OTHER AIRLINE OFFICES THAN KE OFFICES SERVICE CHARGE MAY BE COLLECTED FROM PASSENGER ACCORDING TO THE CONCERNED AIRLINES

ANY TIME

NOTE -

NOSHOW PENALTY

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|                |          |
|----------------|----------|
| FIRST CABIN    | - USD300 |
| PRESTIGE CABIN | - USD300 |
| ECONOMY CABIN  | - USD100 |

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- 1/ NO-SHOW PENALTY APPLY IF PASSENGER DO NOT CANCEL/CHANGE THEIR RESERVATION BEFORE THE TIME OF DEPARTURE.
- 2/ NO-SHOW PENALTY APPLY IN ADDITION TO REFUND/REISSUE CHARGE.
- 3/ IN CASE OF COMBINATION OF FARES THE MOST RESTRICTIVE NO-SHOW PENALTY APPLIES PER PRICING UNIT.
- 4/ COLLECT NO-SHOW PENALTY PER TICKET PER REFUND/REISSUE TRANSACTION.
- 5/ PENALTY DOES NOT APPLY FOR INFANTS NOT OCCUPYING A SEAT.
- 6/ ANY DISCOUNT NOT APPLIED.
- 7/ WAIVED DUE TO DEATH OF PASSENGER OR IMMEDIATE FAMILY MEMBER. VALID CERTIFICATE IS REQUIRED.
- 8/ IF A PASSENGER CANCELS BOARDING AFTER ENTERING THE DEPARTURE AREA NO-SHOW PENALTY.
- |                |          |
|----------------|----------|
| FIRST CABIN    | - USD500 |
| PRESTIGE CABIN | - USD500 |
| ECONOMY CABIN  | - USD300 |

### Category 17: HIP exceptions

NOTE –

FARE –KE TYPE MAY NOT BE USED AS FOR CALCULATING  
HIGHER INTERMEDIATE POINT CHECK

### Category 18: Endorsements

THE ORIGINAL AND THE REISSUED TICKET MUST BE ANNOTATED –  
NONENDS. – AND – RISS CHRG APPLY. – AND – RFND PNTY  
APPLY.– AND – NO MILE UG. – IN THE ENDORSEMENT BOX.

### Category 19: Discounts

ACCOMPANIED CHILD 2–11 – CHARGE 100 PERCENT OF THE FARE.  
TICKET DESIGNATOR – CH AND PERCENT OF DISCOUNT.  
MUST BE ACCOMPANIED ON ALL FLIGHTS IN SAME COMPARTMENT  
BY ADULT 18 OR OLDER.  
UNACCOMPANIED CHILD 5–11 – CHARGE 100 PERCENT OF THE FARE.  
TICKET DESIGNATOR – UNN.

NOTE –

ANY CHILD/INFANT UNDER 5 YEARS OF AGE WILL NOT  
BE ACCEPTED FOR CARRIAGE IF NOT ACCOMPANIED BY  
AN ADULT PASSENGER.

SERVICE CHARGE FOR UNACCOMPANIED CHILD SHALL  
APPLY IN ADDITION TO THE FARE.

PLEASE CONTACT KE FOR MORE INFORMATION.

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

TICKET DESIGNATOR – IN AND PERCENT OF DISCOUNT.  
MUST BE ACCOMPANIED ON ALL FLIGHTS IN SAME  
COMPARTMENT BY ADULT 18 OR OLDER.

NOTE –

–WHEN DOMESTIC SECTORS WITHIN THE U.S. AND CANADA  
INCLUDING TRANSBORDER SECTORS BETWEEN THEM ARE  
INCLUDED IN AN INTERNATIONAL JOURNEY TRAVEL OVER  
SUCH SECTORS WILL BE PERMITTED AT FREE OF CHARGE.

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INFANT REACHES SECOND BIRTHDAY DURING HIS/HER  
TRAVEL WILL BE REQUIRED TO OCCUPY A SEAT AND  
APPLY CHILD FARE ON THOSE PORTIONS OF THE  
ITINERARY.

THE LOWEST APPLICABLE CHILD FARE OR COMBINATION  
OF AN INFANT FARE WITH NO–SEAT AND CHILD FARE  
IS PERMITTED WITHIN AN ITINERARY BUT NOT WITHIN  
A FARE COMPONENT.

OR – INFANT UNDER 2 WITH A SEAT – CHARGE 100 PERCENT OF  
THE FARE.

TICKET DESIGNATOR – CH AND PERCENT OF DISCOUNT.  
MUST BE ACCOMPANIED ON ALL FLIGHTS IN SAME  
COMPARTMENT BY ADULT 18 OR OLDER.

### 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.

NOTE –

THIS FARE SHALL NOT BE USED FOR SKYPASS FREQUENT FLYER PROGRAM MILEAGE UPGRADE TO FIRST CLASS  
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.

NOTE –

THIS FARE BASIS FROM JAPAN TO AREA1 ALSO ALLOWS BOOKING CLASS OF H BETWEEN JAPAN AND KOREA PORTIONS.

### Category 31: Voluntary changes

IN THE EVENT OF CHANGES TO TICKETED FLIGHTS

ANYTIME WITHIN TKT VALIDITY

CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF ANY CARRIERS INTERNATIONAL FARES

CHARGE JPY 15000 FOR REISSUE OR HIGHEST FEE OF ALL CHANGED FARE COMPONENTS –/CATEGORY 19 DISCOUNTS APPLY– NO FEE FOR INFANTS W/O SEAT AND

REPRICE USING FARES IN EFFECT WHEN TKT WAS ISSUED

PROVIDED ALL OF THE FOLLOWING CONDITIONS ARE MET–

1. NO CHANGE TO STOPOVERS AND CONNECTIONS/1ST FLIGHT COUPON/FARE BREAKS
2. SAME FARE ON 1ST FARE COMPONENT IS USED
3. WHEN NO INTL COUPONS REMAIN – ALL NEW TRAVEL MUST BE DOMESTIC
4. FULLY FLOWN FARE NOT REPRICED TO FURTHER POINT
5. KE SAME FARE CLASS IS USED
6. WHEN SAME FARE USED – ALL RULE AND BOOKING CODE PROVISIONS ARE MET EXCEPT ACCOMPANIED TRAVEL – OTHERWISE ALL PROVISIONS MUST BE MET
7. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO DEPARTURE OF PRICING UNIT
8. TKT REISSUE RESTRICTED TO KE

WHEN CHANGE RESULTS IN LOWER FARE REFUND RESIDUAL THEN

ADD–COLLECT – REFUND VIA ORIGINAL FORM OF PAYMENT

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

OR –

BEFORE DEPARTURE OF JOURNEY – APPLIES WITHIN TKT VALIDITY

CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF ANY CARRIERS INTERNATIONAL FARES

CHARGE JPY 30000 FOR REISSUE OR HIGHEST FEE OF ALL CHANGED FARE COMPONENTS –/CATEGORY 19 DISCOUNTS APPLY– NO FEE FOR INFANTS W/O SEAT 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. KE F- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE J- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE C- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE D- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE I- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE Y- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET



5. 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. KE FARE TYPE XEX/XOX/XAP/ECF/ZEX/ZOX ARE USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. CHANGES MUST OCCUR TO THE 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
3. KE F- FARE FAMILY IS USED
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. CHANGES MUST OCCUR TO THE 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
3. KE J- FARE FAMILY IS USED
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. CHANGES MUST OCCUR TO THE 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
3. KE C- FARE FAMILY IS USED
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. CHANGES MUST OCCUR TO THE 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN - ALL NEW TRAVEL MUST BE DOMESTIC
3. KE D- FARE FAMILY IS USED
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. CHANGES MUST OCCUR TO THE 1ST FLIGHT COUPON

2. WHEN NO INTL COUPONS REMAIN – ALL NEW TRAVEL MUST BE DOMESTIC
3. KE I- FARE FAMILY IS USED
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. CHANGES MUST OCCUR TO THE 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN – ALL NEW TRAVEL MUST BE DOMESTIC
3. KE Y- FARE FAMILY IS USED
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. CHANGES MUST OCCUR TO THE 1ST FLIGHT COUPON
2. WHEN NO INTL COUPONS REMAIN – ALL NEW TRAVEL MUST BE DOMESTIC
3. KE FARE TYPE XEX/XOX/XAP/ECF/ZEX/ZOX ARE USED
4. ADV RES IS MEASURED FROM REISSUE DATE TO DEPARTURE OF PRICING UNIT

WHEN CHANGE RESULTS IN LOWER FARE REFUND RESIDUAL THEN

ADD-COLLECT – REFUND VIA ORIGINAL FORM OF PAYMENT

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

ORIGINATING JAPAN –

AFTER DEPARTURE OF JOURNEY – APPLIES WITHIN TKT VALIDITY

CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY THOSE OF ANY CARRIERS INTERNATIONAL FARES

CHARGE JPY 30000 FOR REISSUE OR HIGHEST FEE OF ALL CHANGED FARE COMPONENTS –/CATEGORY 19 DISCOUNTS

APPLY- NO FEE FOR INFANTS W/O SEAT 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. KE F- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE J- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE C- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE D- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE I- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE Y- FARE FAMILY IS USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. 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. KE FARE TYPE XEX/XOX/XAP/ECF/ZEX/ZOX ARE USED
4. ALL RULE AND BOOKING CODE PROVISIONS ARE MET
5. ADV RES IS MEASURED FROM ORIGINAL TKT DATE TO  
DEPARTURE OF PRICING UNIT

WHEN CHANGE RESULTS IN LOWER FARE REFUND RESIDUAL THEN

ADD-COLLECT – REFUND VIA ORIGINAL FORM OF PAYMENT  
ENDORSEMENT BOX– HIGHER NON-REF AMT AND NEW  
ENDORSEMENTS.

OR –

ANYTIME

CERTAIN DOMESTIC REISSUE PROVISIONS MAY BE OVERRIDDEN BY  
THOSE OF ANY CARRIERS INTERNATIONAL FARES

CHANGES EXCEPT RBD NOT PERMITTED TO THE JOURNEY –  
CHARGE HIGHEST FEE OF ALL CHANGED FARE COMPONENTS.

### Category 33: Voluntary cancellations

REFUND MAY BE REQUESTED ANYTIME.

CHARGE JPY 30000 PER PRICING UNIT. IF ALL PENALTIES IN  
PRICING UNIT ARE PER PRICING UNIT COLLECT HIGHEST. IF MIX  
OF PER FARE COMPONENT AND PER PRICING UNIT CALCULATE EACH  
AS PER PRICING UNIT AND COLLECT HIGHEST. DISCOUNT APPLIES  
TO INFANT WITH SEAT/NO CHARGE FOR INFANT WITHOUT SEAT/  
CHILD.

FORM OF REFUND – ORIGINAL FORM OF PAYMENT. ONLY VALIDATING  
CARRIER MAY REFUND TICKET.

REPRICE FLOWN PORTION USING FARES IN EFFECT ON TICKET  
ISSUANCE DATE. FOR FULLY FLOWN FARE COMPONENTS FARE BREAK  
POINTS MAY NOT BE CHANGED. FOR PARTIALLY FLOWN FARE  
COMPONENTS ONLY DESTINATION FARE BREAK POINTS MAY BE  
CHANGED. REPRICE USING NORMAL/SPECIAL ONE WAY/ROUND TRIP  
FARES/ANY RULE/FARE CLASS/RBD. PUBLIC FARES ARE USED IF  
TICKETED FARE IS IN PUBLIC TARIFF. QUALIFIED PRIVATE  
FARES OR PUBLIC FARES ARE USED IF TICKETED FARE IS IN  
PRIVATE TARIFF. NEW FARE FOR FULLY FLOWN FARE COMPONENTS  
MUST BE EQUAL TO OR HIGHER THAN TICKETED FARE.

### Category 50: Application

BUSINESS CLASS RESTRICTED FARES  
APPLICATION

AREA

THESE FARES APPLY  
FROM AREA 3 TO AREA 1.

CLASS OF SERVICE

THESE FARES APPLY FOR BUSINESS CLASS SERVICE.

TYPES OF TRANSPORTATION

THIS RULE GOVERNS ROUND-TRIP FARES.

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

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