| 中国至马尔代央航航後外始政策客階計算局 | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|--|---|--|--|---|--|--|---|--|--|--|---|--|--|--|--|--|---|--|
| RESTRUCTION OF THE RESTRUCTION O | 中國中共公司工能機械所使宣告家以 | (1) WW | | | | | | | | | | | | | | | | | | | |
| RESERVENS | MV-CN | | | | | | | | | | | | | | | | | | | | |
| 资币单位CURRACY | usio | | | | | | | | | | | | | | | | | | | | |
| 配位等級 CLASS CATEGORY | 用书柜 | 856 | 用书柜 | RNO | 程性能 | 4011 No | 担保報 | 经济股 | 25.00% | 经活电 | 1576 | 担保管 | 15/8/82 | 25500 | 638 | 15/46 | 经活物 | 15.97% | 22.00 | 15/FRE | 担保股 |
| 80 E2 | c | 0 | 2 | 1 | w | q | ¥ | | н | K | L. | м | × | v | N | 6 | | Α. | R. | U | 6 |
| 阿伦及斯伊河 RESOCKING FEE WITHIN | 160 | 140 | 103 | 160 | 110 | 110 | 20 | 70 | 30 | 70 | 110 | 110 | 110 | 110 | 110 | 150 | 190 | 190 | 190 | 150 | 190 |
| THE SAMERRO 运用费用 | 1100 | 200 | 200 | 160 | 220 | 210 | 400 | 200 | 800 | 200 | 248 | 200 | 210 | 210 | 210 | 150 | 150 | 150 | 160 | 150 | 190 |
| REFUND NOSHOW党 | 600 | am. | 183 | 140 | 190 | 110 | 800 | 190 | 160 | 150 | 110 | 110 | 110 | 110 | 110 | 190 | 150 | 150 | 150 | 150 | 190 |
| NO SHOW FEE 运用机模类型 | OW/REQUET | OW/RE/DU/CE | OWATIONET | OWALVONCI. | OW/RESOURCE | OW/M/OUCE | OWRT/DUCT | OW/M/QUCT | OW/MI/OU/CT | OWNSTOLICY | OWALVONCE. | OW/RESOURCE | OW/#7/QUICT | OWDERVET | OW/RE/QUICE | CHARTICULTS. | OW/RE/OUTEY | OW/RE/DU/CE | OWRSTOLICT | OW/RE/ONCE | OWRT/DUCT |
| TRP TYPE UT RE REC | | | Reservations for all sectors must be | Receivations for all sectors must be | | | | | | | | Reservations for all sectors must be | Reservations for all sectors must be | Reservations for all sectors must be | Reservations for all sectors must be | Resenations for all sectors must be | Receivations for all sectors must be | Resensations for all sectors must be | Reservations for all sectors must be | Reservations for all sectors must be | Reservations for all sectors must be |
| RESERVATION | NO Requirement | NO Requirement | confirmed prior to-departure. | confirmed prior to departure. | NO Requirement | NO Requirement | NO Requirement | NO Requirement | NO Requirement | NO Requirement | NO Requirement | confirmed prior to departure. | confirmed prior to departure. | confirmed prior to departure. | confirmed prior to departure. | confirmed prior to departure. | confirmed prior to-departure. | confirmed prior to departure. | confirmed prior to departure. | confirmed prior to departure. | confirmed prior to departure. |
| OPEN RETURN | PERMITTED | PERMITTED | NOT PERMITTED | NOT PERMITTED | PERMITTED | PERMITTED | PERMITTED | PERMITTED | PERMITTED | PERMITTED | PERMITTED | NOT PERMITTED | NOT PERMITTED | NOT PERMITTED | NOTPERMITTED | NOT PERMITTED | NOT PERMITTED | NOTPERMITTED | NOT PERMITTED | NOT PERMITTED | NOTPERMITTED |
| MINIMUM STAX | NORGUREMENT | NO REQUIREMENT | NOREQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NOREQUIREMENT | NO REQUIREMENT | NOREQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NORIQUIRIMINT | NO REQUIREMENT | NO REQUIREMENT | NO REQUIREMENT | NO REQUIREMENT |
| 最长符號 MAXIMUM STAY | 17 | 14 | 3M | im | 29' | 19 | SV SV | 1V | TF | 6M | iM . | lM. | im | ìм | in | 1M | SM | 1M | 3M | im. | last |
| 中途分程 STOPOVERS | 1 free stopover in each direction; 75 USD per additional stopover. | 1 fire stopover in each direction; 75 USO per additional stopover. | 1free stopover in each direction; 75 USD per additional stopover. | 1 free stopover in each direction; 75 USO per additional stopover. | I firse stagover in each-direction; 75 USD per additional stopover. | 15ree stopover in each direction; 75 USD per additional stapover. | 1 fire stopover in each direction; 75 USD per additional stopover. | I free stopover in each direction; 75 USD per additional copover. | I firee stopover in each direction; 7% USO per additional stopover. | 1free stopover in each direction; 75 USD per additional stopover. | I free stopover in each direction; % USD per additional stopover. | I free stagover in each-direction; 75 USD per additional stogover. | 15ree stopover in each direction; 75 USD per additional stopover. | I free stapover in each direction; 75 USD per additional stopover. | 1 fee stopover in each direction; 75 LISO per additional stopover. | 1free (Zopover in each direction; 75 USO per additional stopover. | 1 free stopover is each direction; 75 USD per additional stopover. | 1 free stopover in each direction; 75 USO per additional stopover. | 1free stopover in each-direction; 75 USD per additional stopover. | 15ree stopover in each direction; 75 LSD per additional stapover. | 1 free stopover in each direction; 75 USD per additional stopover. |
| TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | LINUMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNUMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNUMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | LINUMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS | UNLIMITED TRANSFER POINTS |
| | | | | | | | | | | | | | | | | Pennitted on a half Rf back to combine with JD E/P/N/R cabin | Permitted on a half RT basis to combine with JD E/P/IA/R cabin | Permitted on a half RT basic to combine with JD E/P/N/R cabin | Permitted on a half RT basis to combine with JD E/P/IA/R cabin | Permitted on a half RT basis to combine with JD U/T cabin | Permitted on a half RT basis to combine with JD U/T cabin |
| | Permitted on a half RT basis to | Permitted on a half Rf basis to | Permitted on a half RT back to | Permitted on a half RT basis to | Permitted on a half RT basis to | Permitted on a half RT basis to | Permitted on a half Rf basis to | Permitted on a half RT basis to | Pennitted on a half Rf basis to | Permittedion a half RY basis to | Permitted on a half RY basis to | Permitted on a half RT basis to | Permitted on a half RT back to | Permitted on a half Rf basis to | Permitted on a half RT basis to | international & regional outbound fan | international & regional outbound fam | international & regional outbound fare | international & regional outbound fare | international & regional outbound fan | externational & regional outbound fare |
| | | | combine with 10 C/0/Q/1 cabin or non- | combine with XD C/b/Q/I cabin or non- XD international & regional outbound | combine with any 30 ornor 40 | combine with any JD or non-db | combine with any Jb or non-ID | combine with any 30 or non-sb | combine with any 30-oneon-40 | combine with any JD or non-cD international & regional outbound fare | combine with any JD or non-JD | combine with any 30 or not ob international & regional outbound fan | combine with any JD or non-40 | combine with any abor non-ab international & regional outbound fan | combine with any JD or non-db international & regional outbound fare | to form KT/CT/OI journey/unless otherwise specified), the most | to form KT/CT/QI journey(unless otherwise-specified), the most | to form RT/CT/OI journey/unless otherwise specified), the most | to form KT/CT/QI journey(unless otherwise-specified), the most | to form RT/CT/OI journey/unless otherwise specified), the most | to form Kf/CT/Os journey/unless otherwise specified), the most |
| 2000 | | | fare to form RT/CT/ICs (ourney/unless | | to form RT/CT/Qt (ourney/unless | | to form REJECTIOS igumeviumiess | to form KT/CT/Qt journeyluniess. | to form RTICT/DI ioumeyluniess | to form #7/CT/Qt journey/unless. | to form RT/CT/Ox lowmers/unless. | to form KT/CT/D) igumeylunless. | to form RT/CT/OI journey/unless. | to form RT/CT/Ot igumes/juriess | to form KT/CT/Qt journeyluniess | entrictive conditions will apply for the | | | | | otherwise spectred), the most restrictive conditions will apply for the |
| COMBINATION | otherwise specified), the most | otherwise specified), the most | otherwise specified), the most | otherwise specified), the most | atherwise specified), the most | otherwise specified), the most | otherwise specified), the most | otherwise specified), the most | otherwise specified), the most | otherwise-specified), the most | otherwise specified), the most | otherwise specified), the most | otherwise specified), the most | otherwise specified), the most | otherwise specified), the most | entire journey. However, combination | estire journey. However, combination | entire journey. However, combination | entire journey. However, combination | entire journey. However, combination | erdire journey. However, combination |
| | restrictive conditions will apply for the entire journey, louing ticket with non- | | restrictive conditions will apply for the | | nestrictive conditions will apply for the | e restrictive conditions will apply for the n entire lourney, Issuing ticket with non | restrictive conditions will apply for the estire iourney, toxing ticket with non | restrictive conditions will apply for the entire journey, issuing ticket with non | restrictive conditions will apply for the | restrictive conditions will apply for the entire igureey issuing ticket with non | | restrictive conditions, will apply for the | | restrictive conditions will apply for the | restrictive conditions will apply for the entire lowney, Issuing ticket with non- | with non-tD international & regional outbound fare lunless otherwise | with not of international & regional outbound fare funlescatherwise | with non-cb international& regional outbound fare funless otherwise | with son-iD international & regional outbound fare furriess otherwise | with non-tb international & regional outbound face (unless otherwise | with son-ab international & regional outbound fare funiess otherwise |
| | 898 stock is permitted. | 898 stack is permitted. | 898 cock is permitted. | 898 ctock is permitted. | 488 ctock is permitted. | 498 stock is permitted. | 488 cook is permitted. | 499 stock is permitted. | 498 cock is permitted. | 499 ctack is permitted. | -898 stock is permitted. | 498 ctack is permitted. | -898 stock is permitted. | 488 ctock is permitted. | 499 stock is permitted. | specified on a half RT basis, is not | specifiedion a half RT basis, is not | specified for a half Rf basis, is not | specifiedion a half #7 basis is not | specified or a half RT basis, is not | specified on a half KT basis, is not |
| | | | | | | | | | | | | | | | | permitted, looping ticket with non- | germitted, issuing ticket with non- | pennitted, topping ticket with non- | permitted, issuing ticket with non- | permitted, issuing ticket with non- | permitted, issuing ticket with non- |
| | | | | | | | | | | | | | | | | 899/990 stock is not permitted. | 898/980 stack is not permitted. | 899/890 stock knot permitted. | 899/980 stuck is not permitted. | 898/880 stock is not permitted. | 898/980 stock is not permitted. |
| 61 | | | | | | QNON-IND/PERALTY APPLY of Infant lased-til without a lest 10% of | | | | | | | | | Q/NON-END/PERALTY APPET | | | O/NON-END/PENALTY APPLY | | Q NON-ENQ/PERALTY APPLY | |
| 要几例如 | | | | | | the adult face infant (aged-1) with a | | | | | | | the adult face infant (aped-1) with a | | the adult fare: infant (age t): 1) with a | | | the adult fore infant (see th.1) with a | | | |
| INFANTS DISCOUNT | seat: 75% of the adult face. | sept. 75% of the adult fare. | year. 75% of the adult fare. | seat: 75% of the adult face. | seat: 76% of the adult fare. | seat: 75% of the adult fare. | sept 75% of the adult form. | seat 1996 of the adult fare. | seat: 75% of the adult fare. | seat: 79% of the adult fare. | seat: 75% of the adult face. | seat: 75% of the adult fare. | seat: 75% of the adult face. | seat: 75% of the adult fare. | seat: 75% of the adult fare. | sept. 75% of the adult fare. | seat: 79% of the adult face. | sept. 75% of the adult fare. | seat: 75% of theadult fare. | sept. 79% of the adult flow. | seat: 75% of the adult fare. |
| | Accompanied child bary 2-11/: 75% of | Accompanied child (see 2-11): 75% of | Accompanied child (saw 2-11): 79% of | Accompanied child (see 2-11): 76% of | Accompanied child (age/2-11): 75% of | Accompanied child (see 2-11): 75N of | Accompanied child lazer 2-11/: 75% of | Accompanied child (sex 2-11): 75% of | Accompanied child later 2-111 Pith of | Accompanied child (sex 2-11): 75% of | Accompanied child (see 2-11): 76% of | Accompanied child (agy 2-11): 75% of | Accompanied child base 2-111:75% of | Accompanied child laze 2-13's 75% of | Accompanied child (sex 2-11): 75% of | Accompanied child lage 2-11/: 79% of | Accompanied child last 2-11/: 75% of | Accompanied child (see 2-11): 75% of | Accompanied child (sex 2-11); 79% of | Accompanied child (see: 2-11): 76% of | Accompanied child (age 2-15): 75% of |
| 儿童折扣 | the adult fare; Unaccompanied child | the adult fare; Urraccompanied child | | | | the adult fare; Unaccompanied child | the adult fare; Unaccompanied child | | the adult fare; Urraccompanied child | the adult fare; Unaccompanied child | the adult fare; Unaccompanied child | | the adult fare; Unaccompanied child | the adult fare; Unaccompanied child | the adult fare; Unaccompanied child | | | the adult fare; Urraccompanied child | the adult fare, Unaccompanied child | the adult fare; Unaccompanied child | the adult fare; Unaccompanied child |
| CHILDREN DISCOUNT | (age:5-11): 100% of the adult fare. | (age:5-11): 100% of the adult fare. | (age 5-11): 200% of the adult fare. | (age 5-61) 100% of the adult fare. | (age:5-11): 100% of the adult fare. | (age:5-51): 500% of the adult fare. | (age:5-11): 100% of the adult fore. | (age:5-51): 500% of the adult fare. | (age 5-11): 100% of the adult fare. | (ageS-11): 100% of the adult fare. | (age:5-11) 100% of the adult fare. | (age:5-11): 100% of the adult fare. | (age 5-51): 500% of the adult fare. | (age:5-11) 100% of the adult fare. | (age:5-51): 500% of the adult fare. | (age 5-51): 100% of the adult fare. | (age:S-11): 100% of the adult fare. | (age:5-11): 100% of the adult fare. | (age:5-11): 100% of the adult fare. | (age 5-11) 100% of the adult fare. | (age:5-11): 100% of the adult fare. |
| 免费打字符 | 2 Preced to to 3265/70LBS and | 2 Pieces Up to 3005/70085 and | 2 Pieces Up to 3295/70185 and | 2 Pieces: Up to 3205/70185 and | 1 Pieces Up to 2005/50085 and | 1 Pieces Up to 2385/5046 and | 1 Pieces up to 2965/50x85 and | 1 Pieces: Up to 2885/50485 and | 1 Pieces Up to 2385/50085 and | 1 Pieces Up to 2385/50U6 and | 1 Precessure to 2005/50s85 and | 1 Pieces Up to 2385/50465 and | 1 Pieces Up to 2385/5046 and | 1 Princes Up to 23HS/50UBS and | 1 Pieces Up to 2005/50465 and | 1 Pieces Up to 23KG/50UBS and | 1 Pieces Up to 2365/50LRS and | 1 Pieces (Up to 2005/50LBS and | 1 People Up to 2005/50US and | 1 Pieces Up to 2305/5046 and | 1 Pieces Up to 2005/50s86 and |
| FREE BAGGAGE ALLOWANCE FCZER | 62L/158CM for each. | 62U/SSRCM for each. | 62LI/158CM for each. | QuySSCMfor each. | 62U/158CM for each. | 63LI/158CM for each. | 621J/158CM for each. | 621/1580M for each. | 62U/SSECM for each. | 62LI/159CM for each. | 62u/158CM for each. | 62LI/158CM for each. | 62LI/ISSCM for each. | 62U/158CM for each. | 621/158CM for each. | 62U/SSICM for each. | 621/159CM for each. | 62U/SSICM for each. | 62LI/158CM for each. | 62L)158CM for each. | 62U/158CM for each. |
| COMMISSION | 系统及 6.58 | 系统包含为8 | 新模型电池器 | 系统发布为维 | 系统效应为数 | 系统及4万维 | 6年20万里 | 系统及 6.5/8 | 系统灰石为效 | 系统双右为者 | 系统及专为器 | 系统双右为根 | 系统及专为维 | 新規及有为權 | 553578 | 6.65.658 | 683,038 | 系统包含为8 | 系统双右为市 | 643,454 | 649,038 |
| 12-11 REMARK | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means three of charge | FOC means free of charge | FOC means free of charge | FOC means:free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means:free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge | FOC means free of charge |
| STHEMAK | 均水文件自2023年2月17日(销售日) 20年1日公司福祉年度刊。北福総平律 | 用)起生效。The policy takes effect th 阿朗斯斯伯德,因此不過,此為何是 | e day after issuing. Common committee and supply | All sectors must be used in sequence if o | ot the ticket will become invalid, and | cannot be used continually. In addition, t | herefunding of fame, takes and charges | are not permitted. The passenger must | be informed of this rule clearly at the t | ine of sale. | | | | | | | | | | | _ |
| | | | | fariff Manual For International & Regions | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |