

# higher education \& training 

## Department: <br> Higher Education and Training REPUBLIC OF SOUTH AFRICA

## NATIONAL CERTIFICATE

## TRAVEL SERVICES N5

(22030145)

18 November 2019 (X-Paper)
09:00-12:00

CLOSED-BOOK EXAMINATION

Candidates may use their DTT manual and/or a textbook, and Fares within Africa handouts.

Calculators may be used.

This question paper consists of 15 pages and 7 addenda.
EXAMINATION NUMBER:


To be completed by marker TOTAL MARKS OBTAINED:


# DEPARTMENT OF HIGHER EDUCATION AND TRAINING REPUBLIC OF SOUTH AFRICA 

NATIONAL CERTIFICATE
TRAVEL SERVICES N5
TIME: 3 HOURS
MARKS: 200

## INSTRUCTIONS AND INFORMATION

1. Answer ALL the questions.
2. Read ALL the questions carefully.
3. Number the answers according to the numbering system used in this question paper.
4. ALL the questions must be answered on the QUESTION PAPER. NO ANSWER BOOK is necessary.
5. Show ALL calculations. VAT is $15 \%$.
6. Documents must be completed in PEN. No TIPPEX is allowed on documents.
7. Candidates may request extra copies of answer sheets from the invigilators, but do so at their own risk of time loss.
8. Write neatly and legibly.

TO BE COMPLETED BY MARKER

| QUESTION NO. |  |
| :--- | :--- |
| Question 1 |  |
| Question 2 |  |
| Question 3 |  |
| Question 4 |  |
| Question 5 |  |
| Question 6 |  |
| TOTAL: |  |

## SECTION A

Answer ALL the questions in SECTION A.

## QUESTION 1

1.1 Choose a description in COLUMN A that matches a term in COLUMN B. Write only the letter ( $\mathrm{A}-\mathrm{J}$ ) next to the question number (1.1.1-1.1.10) in the spaces provided.

| COLUMN A |  | COLUMN B |
| :---: | :---: | :---: |
| 1.1.1 | Rights to convey revenue-earning traffic between countries | A conjunction ticket |
| 1.1.2 | Any person aged 12 years and over | B normal fares |
|  |  | C BSP |
| 1.1.3 | Two or more tickets issued at the same time, forming one journey, for one passenger | D Traffic rights |
|  |  | E PTA |
| 1.1.4 | The way in which seats are arranged in an aircraft | F young passenger |
| 1.1.5 | This is the time prior to departure, by which a passenger must report at the check-in counter in order to be accepted on the flight | G check-in H configuration |
| 1.1.6 | These are full fares, with no restrictions, and they allow unlimited stopover | I free baggage allowance |
| 1.1.7 | This is an electronic billing plan to help with the flow of data and funds between travel agents and airlines | J adult |
| 1.1.8 | A service that is rendered when a person in one city pays for the issuance of prepaid transportation to be used by another person in another city |  |
| 1.1.9 | Any person 12 to 15 years of age, travelling unaccompanied |  |
| 1.1.10 | This is an allowance given to passengers for baggage, which may be carried without additional cost |  |


1.2 Give FOUR factors that would categorise a refund as 'difficult'.
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
1.3 Explain the term excess baggage.
$\qquad$
$\qquad$
$\qquad$
1.4 Give the difference between the cancellation fee and administration fee.
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
1.5 Complete the following table by encoding the cities and give the countries where they are situated.

| CITY |  | CODE | COUNTRY |
| :--- | :--- | :--- | :--- |
| 1.5 .1 | Mahé |  |  |
| 1.5 .2 | Nairobi |  |  |
| 1.5 .3 | Luanda |  |  |
| 1.5 .4 | Dar-Es-Salaam |  |  |
| 1.5 .5 | Lagos |  |  |
| 1.5 .6 | Lusaka |  |  |
| 1.5 .7 | Bulawayo |  |  |
| 1.5 .8 | Walvis Bay |  | $(10 \times 2)$ |
| 1.5 .9 | Dakar |  |  |
| 1.5 .10 | Gaborone |  |  |

## SECTION B

## QUESTION 2

You work for Pleasure Travel in Durban, IATA no. 77235467. Today is 13 September 2019. Mrs Andrea van Rensberg and her daughters Maria (10 years) and Celeste (14 months) come to your office. They would like to make the following booking:

| 1. BA142 | Y | 06 OCT | DURJNB | HK2 | 1450 | 1700 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 2. BA3471 | B | 10OCT | JNBCPT | HK2 | 0700 | 0910 |
| 3. SA8001 | Y | 15OCT | CPTBFN | HK2 | 1200 | 1330 |
| 4. SA352 | K | 18OCT | BFNDUR | HK2 | 1100 | 1140 |

2.1 Calculate the fare for the ADULT, CHILD and INFANT.

| FROM/TO | CHILD |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
|  | CARR | ADULT | INFANT |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| FARE | ZAR |  |  |  |
| ROUNDED | ZAR |  |  |  |
| FARE |  |  |  |  |
| VAT | ZAR |  |  |  |
| PSC | ZAR |  |  |  |
| SC | ZAR |  |  |  |
| YR | ZAR |  |  |  |
| YQ |  |  |  |  |
| TOTAL |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |

2.2 Complete the shaded part of the e-ticket below for the CHILD.

Form of payment - DINERS CLUB 6574839263548575. Expiry date 01/24.
Payment will be made over 6 months.
Booking reference number: JGN364/1A

NAME: VAN RENSBERG/ MARIA
AGENCY NAME: PLEASURE TRAVEL
TICKET NO: 1257465930235
ISSUED BY: BA
FARE: TAX: TAX: TAX:
TOTAL:
FORM OF PAYMENT:

FARE CALCULATION
DUR BA JNB

CARRIAGE AND OTHER SERVICES PROVIDED BY THE CARRIER ARE SUBJECT TO
CONDITIONS OF CARRIAGE

| CARRIER | FLIGHT | CLASS | DATE | FROM | TO | TIME | STATUS | FARE BASIS |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| BA | 142 | Y | 06OCT | DUR | JNB | 1450 | OK |  |
| BA | 3471 | B | $100 C T$ | JNB | CPT | 0700 | OK |  |
| SA | 8001 | Y | $150 C T$ | CPT | BFN | 1200 | OK |  |
| SA | 352 | K | $180 C T$ | BFN | DUR | 1100 | OK |  |

2.3 Complete the SCCCF for this ticket. Approval code is DG0875.

2.4 Show the TAT entry for the INFANT passenger.


## QUESTION 3

You work for Travel-Wise, IATA no 77264855, in Johannesburg. Today is 10 November 2019. Mr Themba Mavuso made the following reservations for his team to travel to Nelspruit for a rugby championship.

## FRE734/1A

| SA5673 | H | 21NOV | JNBNLP | HK15 | 0600 | 0645 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| SA5674 | H | 27NOV | NLPJNB | HK15 | 1915 | 2000 |

3.1 Calculate the fare per passenger.

| FROM/TO | CARR | FARE CALC |
| :--- | :---: | :--- |
|  |  |  |
|  |  |  |
|  |  |  |
| FARE | ZAR |  |
| VAT | ZAR |  |
| PSC | ZAR |  |
| SC | ZAR |  |
| YRR | ZAR |  |
| TOTAL |  |  |

3.2 Calculate the fare for the whole team.
3.3 Calculate the deposit that Mr Mavuso needs to pay for his team. Mr Mavuso will pay a deposit of $25 \%$ to secure this booking. He will pay with his VISA 3846570182736593. Expiry date 05/24.
3.4 Complete the table below:

| SERVICE | RFIC | RFISC |
| :--- | :--- | :--- |
| No-show fee |  |  |
| Golfing equipment |  |  |
| Diabetic meal |  |  |
| Pets in hold |  |  |
| Group deposit |  |  |

3.5 Give a definition of an electronic miscellaneous document (EMD).
$\qquad$
$\qquad$
$\qquad$ (2)

### 3.6 Give TWO types of EMDs.

$\qquad$
$\qquad$

## QUESTION 4

You work for SMILES TRAVEL in Cape Town. Mr Gumede has returned to your office with the following ticket (see below). He would like a refund for his totally unused ticket


Calculate the refund due to him.

| ORIGINAL FARE | VAT | PSC | SC TAX | YR TAX |
| :--- | :---: | :---: | :---: | :---: |
| USED FARE | VAT | PSC | SC TAX | YR TAX |
| FARE REFUND | VAT | PSC | SC TAX | YR TAX |
| CXL. FEE | VAT |  |  |  |
| ADMIN FEE | VAT |  |  |  |

FARE REFUND: $\qquad$
MINUS: $\qquad$
TOTAL REFUNDABLE: $\qquad$

## QUESTION 5

You work for GO-AROUND TRAVEL, IATA no 77265743, in Johannesburg. The following reservation has been made for Mrs Jeanet Roos.
UM364
UM452
Y
Y
11AUG
JNB VFA
HK1
0800
1000
20AUG VFA JNB HK1 1600
1800
5.1 Calculate the airfare, including taxes, using rule A104. Refer to ADDENDUM G.

| FROM/TO | CARR |  |
| :--- | :--- | :--- |
|  |  | FARE CALC |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |

5.2 Issue the portion of the document below.

|  | FARE BASIS | NOT <br> VALID <br> BEFORE | NOT <br> VALID <br> AFTER | ALLOW |
| :--- | :--- | :--- | :--- | :--- |
| FROM |  |  |  |  |
| TO |  |  |  |  |
| TO |  |  |  |  |
| TO |  |  |  |  |
| TO |  |  |  |  |

## QUESTION 6

Today is 18 OCTOBER 2020. Mr Vuyani Bala comes to your office with the following ticket:告

| FROM/TO |  |  | $\begin{aligned} & \text { ENDORSEMENT /RESTRICTION (CARBON) } \\ & \text { XT } 12.00 \mathrm{EV} \quad 266.00 \mathrm{YR} \end{aligned}$ |  |  |  |  |  | ORIGIN/DESTINATION <br> DURDUR <br> BOOKING REFERENCE <br> GDS345/1A |  |  | FLIGHT COUPON 2 <br> PLACE OF ISSUE-AGENCY <br> GO TRAVEL JOHANNESBURG <br> 77256732 <br> NM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DUR | CARR | FARE CALC |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| JNB | BA | 900.00 | NAME OF PASSENGER BALA/ VUYANI MR |  |  | DATE OF ISSUE 030CT20 |  |  | ISSUED IN EXCHANGE FOR |  |  |  |  |  |  |  |
| DUR | BA | 900.00 | CONJUNCTION TICKETS |  |  | ORIGINAL AIRLINE FORM SERIAL NO. PLACE DATE SGENT'S NUMERIC CODE ISSUE |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | XGOOD | SALE | CARRIER | FLIGHT/CLASS |  | DATE | TIME | STATUS | FARE BASIS | $\begin{aligned} & \text { NOT VALID } \\ & \text { BEFORE } \end{aligned}$ | NOT VALID AFTER | ALLOW | BAGGAG CK/UNCK |  |
|  |  |  | $\begin{aligned} & \hline \text { FROI } \\ & \text { DUR } \end{aligned}$ |  | BA | 311 | Y | 100CT | 0700 | OK | Y |  | 100CT | PC |  |  |
|  |  |  | $\begin{aligned} & \hline \text { TO } \\ & \text { JOHA } \end{aligned}$ | NESBURG | BA | 312 | Y 20 | 200CT | 1100 | OK | Y |  | 100CT | PC | PCS |  |
|  |  |  | TO DUR |  | V | 0 | 1 | D |  |  |  |  |  |  | PCS |  |
|  |  |  | $\begin{aligned} & \hline \text { TO } \\ & \text { VOID } \end{aligned}$ |  | TOUR CODE |  |  |  |  | PASSENGER TICKET AND BAGGAGE CHECK-ISSUED BY |  |  |  |  |  |  |
| $\begin{aligned} & \text { TOTAL } \\ & \text { FARE } \\ & \text { CALC } \end{aligned}$ | ZAR1800.00 |  | FORM OF PAYMENT <br> DC7463856204869374 |  |  |  |  |  |  | BRITISH AIRWAYS <br> SUBJECT TO CONDITIONS OF CONTRACT IN THIS TICKET |  |  |  |  |  |  |
| FARE | ZAR1800.00 |  | EQUIV.FARE PD |  | $\begin{aligned} & \text { TAX } \\ & 270.00 \mathrm{ZV} \end{aligned}$ |  | $\begin{aligned} & \text { TAX } \\ & 100.00 \mathrm{ZA} \end{aligned}$ |  | $\begin{aligned} & \text { TAX } \\ & 278.00 \times T \end{aligned}$ | CPN | AIRLINE CODE |  | FORM AND SERIAL NUMBER |  |  | CK |
| TOTAL | AR2448.00 |  | CURRENCY ZAR |  |  | $\begin{aligned} & \hline \text { CREDIT } \\ & \text { BALANCE } \\ & 1800.00 \end{aligned}$ | COMM RATE |  | TAX AMOUNT $648.00$ |  | $25$ | 475647 | 7 | HITE AR |  |  |

Mr Bala is in Johannesburg. He wishes to travel to Cape Town before going back to Durban. Below is his new itinerary.

New itinerary:

| BA526 | $Y$ | 11SEP | JNB CPT | HK1 | 1700 | 1750 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| BA527 | $Y$ | 17SEP | CPTDUR | HK1 | 0700 | 0800 |

6.1 Calculate the changes in fare below.

OLD FARE CALCULATION

| FROM/TO |  |  |  |
| :--- | :--- | :--- | :---: |
|  | CARR | FARE CALC |  |
|  |  |  |  |
|  |  |  |  |
| FARE | ZAR |  |  |
| VAT | ZAR |  |  |
| PSC | ZAR |  |  |
| SC | ZAR |  |  |
| YR/YQ | ZAR |  |  |
| TOTAL | ZAR |  |  |

NEW FARE CALCULATION

| FROM/TO |  |  |
| :--- | :--- | :--- |
|  |  |  |
|  | CARR | FARE <br> CALC |
|  |  |  |
|  |  |  |
| FARE | ZAR |  |
| VAT | ZAR |  |
| PSC | ZAR |  |
| SC | ZAR |  |
| YR/YQ | ZAR |  |
| TOTAL | ZAR |  |


| NEW <br> FARE |  | OLD <br> FARE |  | FARE DIFF |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| NEW VAT | OLD VAT |  | VAT DIFF |  |  |
| NEW PSC | OLD PSC |  | PSC DIFF |  |  |
| NEW SC | OLD SC |  | SC DIFF |  |  |
| NEW <br> YQ/YR | OLD <br> YQ/YR |  | YQ/YR DIFF |  |  |
| TOTAL |  |  |  |  |  |

6.2 Reissue the portion of the document below. He will pay the additional amount in cash.

| ORIGIN/DESTINATION |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| BOOKING REF. |  |  |  |  |  |
| ISSUED IN EXCHANGE FOR |  |  |  |  |  |
|       <br> ORIGINAL      <br> ISSUE      |  |  |  |  |  |

FORM OF PAYMENT

| FARE | FARE CALCULATION |
| :--- | :--- |
| EQUIV. FARE PD |  |
| TAX |  |
| TAX |  |
| TAX |  |
| TOTAL |  |

## ADDENDUM A

## BRITISH AIRWAYS FARES

|  | JNB-CPT |  |  |  |  |  | JNB-DUR |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Adult |  | Child |  | Infant |  | Adult |  | Child |  | Infant |  |
|  | OW | RTN | OW | RTN | OW | RTN | OW | RTN | OW | RTN | OW | RTN |
| C | 1900 | 3800 | 1280 | 2550 | 190 | 380 | 1210 | 2420 | 820 | 1630 | 130 | 250 |
| VAT | 266 | 532 | 179.20 | 357 | 26.60 | 53.20 | 169.40 | 338.80 | 114.80 | 228.20 | 18.20 | 35 |
| $\begin{gathered} \hline \mathbf{Y} \\ \text { VAT } \end{gathered}$ | $\begin{array}{r} 1500 \\ 210 \end{array}$ | $\begin{array}{r} 3000 \\ 420 \end{array}$ | $\begin{aligned} & \hline 1010 \\ & 141.40 \end{aligned}$ | $\begin{array}{r} 2010 \\ 281.40 \end{array}$ | $\begin{aligned} & \hline 150 \\ & 21 \end{aligned}$ | $\begin{array}{r} 300 \\ 42 \end{array}$ | $\begin{aligned} & 900 \\ & 126 \end{aligned}$ | $\begin{array}{r} 1800 \\ 252 \end{array}$ | $\begin{aligned} & \hline 610 \\ & 85.40 \end{aligned}$ | $\begin{array}{r} 1210 \\ 169.40 \end{array}$ | $\begin{aligned} & 90 \\ & 12.60 \end{aligned}$ | $\begin{array}{r} 180 \\ 25.20 \end{array}$ |
| $\begin{gathered} \text { B } \\ \text { VAT } \end{gathered}$ | $\begin{aligned} & 1200 \\ & 168 \end{aligned}$ | $\begin{array}{r} 2400 \\ 336 \end{array}$ | $\begin{aligned} & 810 \\ & 113.40 \end{aligned}$ | $\begin{gathered} 1610 \\ 225.40 \end{gathered}$ | $\begin{aligned} & 120 \\ & 16.80 \end{aligned}$ | $\begin{gathered} 240 \\ 33.60 \end{gathered}$ | $\begin{aligned} & 700 \\ & 98 \end{aligned}$ | $\begin{array}{r} 1400 \\ 196 \end{array}$ | $\begin{aligned} & 470 \\ & 65.80 \end{aligned}$ | $\begin{gathered} 940 \\ 131.60 \end{gathered}$ | $\begin{aligned} & 70 \\ & 9.80 \end{aligned}$ | $\begin{array}{r} 140 \\ 19.60 \end{array}$ |
| $\begin{gathered} \hline \text { H } \\ \text { VAT } \end{gathered}$ |  | $\begin{array}{r} \hline 2000 \\ 280 \end{array}$ |  | $\begin{array}{r} 1340 \\ 187.60 \end{array}$ |  | $\begin{array}{r} 200 \\ 28 \end{array}$ |  | $\begin{array}{r} 1080 \\ 151.20 \end{array}$ |  | $\begin{array}{r} 730 \\ 102.20 \end{array}$ |  | $\begin{gathered} 110 \\ 15.40 \end{gathered}$ |
| $\begin{gathered} \mathrm{K} \\ \text { VAT } \end{gathered}$ |  | $\begin{array}{r} 1620 \\ 226.80 \end{array}$ |  | $\begin{array}{r} 1090 \\ 152.60 \end{array}$ |  | $\begin{array}{r} 170 \\ 23.80 \end{array}$ |  | $\begin{array}{r} 820 \\ 114.80 \end{array}$ |  | $\begin{array}{r} 550 \\ 77 \end{array}$ |  | $\begin{gathered} 90 \\ 12.60 \end{gathered}$ |
| $\begin{gathered} \text { V } \\ \text { VAT } \end{gathered}$ |  | $\begin{array}{r} 1250 \\ 175 \end{array}$ |  | $\begin{array}{r} 840 \\ 117.60 \end{array}$ |  | $\begin{array}{r} 130 \\ 18.20 \end{array}$ |  | $\begin{gathered} 620 \\ 86.80 \end{gathered}$ |  | $\begin{array}{r} 420 \\ 58.80 \end{array}$ |  | $\begin{array}{r} 70 \\ 9.80 \end{array}$ |


|  | JNB-PLZ |  |  |  |  |  | DUR-CPT |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Adult |  | Child |  | Infant |  | Adult |  | Child |  | Infant |  |
|  | OW | RTN | OW | RTN | OW | RTN | OW | RTN | OW | RTN | OW | RTN |
| $\begin{gathered} \hline \text { C } \\ \text { VAT } \end{gathered}$ | $\begin{aligned} & \hline 1540 \\ & 215.60 \end{aligned}$ | $\begin{aligned} & \hline 3080 \\ & 431.20 \end{aligned}$ | $\begin{aligned} & 1040 \\ & 145.60 \end{aligned}$ | $\begin{array}{r} 2070 \\ 289.80 \end{array}$ | $\begin{aligned} & \hline 160 \\ & 22.40 \end{aligned}$ | $\begin{array}{r} 310 \\ 43.40 \end{array}$ | $\begin{aligned} & 1900 \\ & 210 \end{aligned}$ | $\begin{array}{r} 3800 \\ \hline 420 \end{array}$ | $\begin{aligned} & \hline 1010 \\ & 141.40 \end{aligned}$ | $\begin{array}{r} 2010 \\ 281.40 \end{array}$ | $\begin{aligned} & 150 \\ & 21 \end{aligned}$ | 300 42 |
| $\begin{gathered} \hline \mathrm{Y} \\ \text { VAT } \end{gathered}$ | $\begin{aligned} & 1200 \\ & 168 \end{aligned}$ | 2400 336 | $\begin{aligned} & \hline 810 \\ & 113.40 \end{aligned}$ | $\begin{array}{r} 1610 \\ 225.40 \end{array}$ | $\begin{aligned} & \hline 120 \\ & 16.80 \end{aligned}$ | $\begin{array}{r} 240 \\ 33.60 \end{array}$ | $\begin{aligned} & 1500 \\ & 210 \end{aligned}$ | $\begin{array}{r} 3000 \\ 420 \end{array}$ | $\begin{aligned} & \hline 1010 \\ & 141.40 \end{aligned}$ | $\begin{array}{r} 2010 \\ 281.40 \end{array}$ | $\begin{aligned} & 150 \\ & 21 \end{aligned}$ | 300 42 |
| $\begin{array}{c\|} \hline \text { B } \\ \text { VAT } \end{array}$ | $\begin{aligned} & 1000 \\ & 140 \end{aligned}$ | $\begin{array}{r} 2000 \\ 280 \end{array}$ | $\begin{aligned} & 670 \\ & 93.80 \end{aligned}$ | $\begin{array}{r} 1340 \\ 187.60 \end{array}$ | $\begin{aligned} & 100 \\ & 14 \end{aligned}$ | $\begin{array}{r} 200 \\ 28 \end{array}$ | $\begin{aligned} & 1200 \\ & 168 \end{aligned}$ | $\begin{array}{r} 2400 \\ 336 \end{array}$ | $\begin{array}{\|l\|} \hline 810 \\ 113.40 \end{array}$ | $\begin{array}{r} 1610 \\ 225.40 \end{array}$ | $\begin{aligned} & 120 \\ & 17 \end{aligned}$ | $\begin{array}{r} 240 \\ 33.60 \end{array}$ |
| $\begin{gathered} \hline \text { H } \\ \text { VAT } \end{gathered}$ |  | $\begin{array}{r} 1550 \\ 217 \end{array}$ |  | $\begin{array}{r} 1040 \\ 145.60 \end{array}$ |  | $\begin{array}{r} 160 \\ 22.40 \end{array}$ |  | $\begin{array}{r} 2000 \\ 280 \end{array}$ |  | $\begin{array}{r} 1340 \\ 187.60 \end{array}$ |  | 200 28 |
| $\begin{gathered} \mathrm{K} \\ \text { VAT } \end{gathered}$ |  | $\begin{array}{r} 1260 \\ 176.40 \end{array}$ |  | $\begin{aligned} & 850 \\ & 119 \end{aligned}$ |  | $\begin{array}{r} 130 \\ 18.20 \end{array}$ |  | $\begin{array}{r} 1620 \\ 226.80 \end{array}$ |  | $\begin{array}{r} 1090 \\ 152.60 \end{array}$ |  | $\begin{array}{r} 170 \\ 23.80 \end{array}$ |
| $\begin{gathered} \mathrm{V} \\ \text { VAT } \end{gathered}$ |  | $\begin{array}{r} 1060 \\ 148.40 \end{array}$ |  | $\begin{array}{r} 720 \\ 100.80 \end{array}$ |  | $\begin{array}{r} 110 \\ 15.40 \end{array}$ |  | $\begin{array}{r} 1250 \\ 175 \end{array}$ |  | $\begin{array}{r} 840 \\ 117.60 \end{array}$ |  | $\begin{array}{r} 130 \\ 18.20 \end{array}$ |

## ADDENDUM B

BRITISH AIRWAYS FARE RULES

|  | C-CLASS | Y-CLASS | B-CLASS | H-CLASS | K-CLASS | V-CLASS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Application | One-way/Return/Circle or open-jaw trip | Oneway/Return/Circle or open-jaw trip | Oneway/Return/Circle or open-jaw trip | Return/Circle trip | Return/Circle trip | Return/Circle trip |
| Change in reservation | Any time, subject to seat availability | None | Provided B class is available, and change takes place at least 7 days prior to departure. | Provided H class is available, and change takes place at least 10 days prior to departure, as well as minimum stay being complied with. | Provided K class is available, and change takes place at least 14 days prior to departure, as well as minimum stay being complied with. | Provided V class is available, and change takes place at least 21 days prior to departure, as well as minimum stay being complied with. |
| Minimum stay | none | none | none | 3 days | 1 Saturday night | 1 Saturday night |
| Maximum stay | 1 year | 1 year | 6 months | 6 months | 6 months | 6 months |
| Advance purchase | none | none | 7 days prior to departure | 10 days prior to departure | 14 days prior to departure | 21 days prior to departure |
| Ticketing | 2 days prior to departure | 5 days prior to departure | Within 48 hours after reservation | Within 48 hours after reservation | Within 48 hours after reservation | Within 48 hours after reservation |
| Endorsement | none | none | Non-endorsable | Non-endorsable | Non-endorsable | Non-endorsable |
| Cancellations and refunds | Admin fee of ZAR100 plus ZAR14 VAT applies | Admin fee of ZAR100 plus ZAR14 VAT applies | Any time 25\% | Before departure 25\% After departure - no refund | Before departure 25\% After departure - no refund | Before departure 25\% <br> After departure - no refund |
| Child/Infant | Child - 67\% of adult fare <br> Infant-10\% of adult fare | Child - 67\% of adult fare <br> Infant-10\% of adult fare | Child - 67\% of adult fare <br> Infant-10\% of adult fare | Child -67\% of adult fare <br> Infant-10\% of adult fare | Child -67\% of adult fare <br> Infant-10\% of adult fare | Child -67\% of adult fare <br> Infant-10\% of adult fare |
| Open sectors | Permitted | Permitted. If class is not available on rebooking, passenger must be upgraded to next highest available fare | Permitted. If class not available on rebooking, passenger must be upgraded to next highest available fare. New flight reservation must be 7 days in advance | Not permitted | Not permitted | Not permitted |
| Fare basis | COW | Y | BOW | HRT | KRT | VR |

## ADDENDUM C

SAA FARES

\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline FROM \& TO \& J \& Y \& KA3 \& HOW14 \& TRT14 \& VBRT \& VAP21R \\
\hline BFN \& \begin{tabular}{l}
CPT \\
DUR \\
ELS \\
JNB \\
PLZ
\end{tabular} \& \& \[
\begin{array}{r}
1170 \\
1140 \\
1490 \\
780 \\
1250 \\
\hline
\end{array}
\] \& \[
\begin{array}{r}
1060 \\
1030 \\
1360 \\
700
\end{array}
\] \& \[
\begin{array}{r}
830 \\
850 \\
1130 \\
540 \\
940
\end{array}
\] \& \begin{tabular}{l}
900R \\
1260R \\
1650R \\
600R \\
1380R
\end{tabular} \& \[
\begin{aligned}
\& \text { 800R } \\
\& \text { 1080R } \\
\& \text { 880R }
\end{aligned}
\] \& \\
\hline CPT \& \begin{tabular}{l}
DUR ELS \\
GRJ \\
HDS \\
JNB \\
KIM \\
PLZ \\
MBD \\
UTN
\end{tabular} \& 1840

1840

1080 \& $$
\begin{aligned}
& \hline 1390 \\
& 1200 \\
& 880 \\
& 1430 \\
& 1390 \\
& 1390 \\
& 850 \\
& 1430 \\
& 1390 \\
& \hline
\end{aligned}
$$ \& 1140

1100
1080
1140
1250
710
1080

1250 \& $$
\begin{aligned}
& 850 \\
& 680 \\
& 830 \\
& \\
& 1040 \\
& 560 \\
& 830 \\
& 1040
\end{aligned}
$$ \& 1620R

920R
980R

1620R
$1530 R$
$860 R$

1530R \& | 720R |
| :--- |
| 1010R |
| 600R |
| 1010R | \& \[

$$
\begin{aligned}
& 1250 \mathrm{R} \\
& 1250 \mathrm{R}
\end{aligned}
$$
\] <br>

\hline DUR \& | ELS |
| :--- |
| GRJ |
| JNB |
| NLP |
| PZB |
| PLZ |
| ULD | \& \[

$$
\begin{aligned}
& 1160 \\
& 1140
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& \hline 890 \\
& 1210 \\
& 820 \\
& 1170 \\
& 170 \\
& 900 \\
& 170 \\
& \hline
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& 810 \\
& \\
& 650 \\
& 1060 \\
& 750
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& \hline 630 \\
& 940 \\
& 880 \\
& \hline 590
\end{aligned}
$$

\] \& | 680R |
| :--- |
| 1700R |
| 820R |
| 1290R |
| 920R | \& | 1130R |
| :--- |
| 840R |
| 660R | \& 620R <br>

\hline ELS \& $$
\begin{aligned}
& \hline \text { JNB } \\
& \text { PLZ }
\end{aligned}
$$ \& \[

$$
\begin{aligned}
& 1350 \\
& 800
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& 1020 \\
& 680
\end{aligned}
$$

\] \& 830 \& \[

$$
\begin{aligned}
& 700 \\
& 510
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& \hline \text { 1180R } \\
& \text { 740R }
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& \hline \text { 860R } \\
& \text { 430R }
\end{aligned}
$$
\] \& <br>

\hline GRJ \& JNB \& 1600 \& 1210 \& \& \& 1320 \& \& 1040R <br>

\hline JNB \& | HDS KIM |
| :--- |
| MGH |
| NLP |
| PHW |
| PTG |
| PZB |
| PBZ |
| PLZ |
| RCB |
| NTY |
| UTT |
| UTN | \& 1170

1480 \& $$
\begin{aligned}
& \hline 1010 \\
& 920 \\
& 850 \\
& 880 \\
& 980 \\
& 880 \\
& 840 \\
& 1040 \\
& 1120 \\
& 840 \\
& 520 \\
& 1280 \\
& 1400 \\
& \hline
\end{aligned}
$$ \& \[

$$
\begin{aligned}
& 840 \\
& 760 \\
& 810 \\
& 880 \\
& 810 \\
& 660 \\
& \\
& 950 \\
& 770 \\
& 480 \\
& 950 \\
& 1260 \\
& \hline
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& 660 \\
& 640 \\
& 680 \\
& 740 \\
& 680 \\
& 480 \\
& \\
& 590 \\
& 390 \\
& 850 \\
& 1060 \\
& \hline
\end{aligned}
$$

\] \& | 700R 930R 980R 1080R 980R 800R |
| :--- |
| 1260R |
| 630R |
| 570R |
| 1410R |
| 1540R | \& | 590R |
| :--- |
| 660R |
| 720R |
| 650R |
| 320R |
| 920R |
| 1010R | \& | 840R |
| :--- |
| 1060R | <br>

\hline PZB \& ULD \& \& 170 \& \& \& \& \& <br>
\hline
\end{tabular}

## ADDENDUM D

## SAA FARE RULES

| CLASS | J CLASS | Y CLASS | K CLASS | H CLASS | T CLASS | V CLASS | V CLASS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FARE BASIS | J | Y | KA3 | HOW14 | TRT14 | VBRT | VAP21R |
|  | BUSINESS | ECONOMY |  |  |  |  |  |
| Application | Fares apply to business class. Seating may be prearranged. | Fares apply to economy class only. | Tourist-K class One-way fares | Super saver fares apply in the economy class and can be sold for one way (OW). <br> Seats are limited. | Fares apply within South Africa, subject to T-class seat availability on SA services. Only round-trip journeys permitted | Fares apply within South Africa, subject to V-class seat availability on SA services. Only round-trip journeys permitted | Fares apply within South Africa, subject to V-class seat availability on SA services. Only round-trip journeys permitted |
| Children and infant fares | Accompanied children 2-11: charge $67 \%$ of fare <br> Infant under 2 without a seat: charge $10 \%$ of fare | Accompanied children 2-11: charge $67 \%$ of fare <br> Infant under 2 without a seat: charge 10\% of fare | Accompanied children 2-11: charge $67 \%$ of fare <br> Infant under 2 without a seat: charge $10 \%$ of fare | Accompanied children 2-11: charge $67 \%$ of fare <br> Infant under 2 without a seat: charge 10\% of fare | Accompanied children 2-11: charge $67 \%$ of fare <br> Infant under 2 without a seat: charge 10\% of fare | Accompanied children 2-11: charge $67 \%$ of fare <br> Infant under 2 without a seat: charge $10 \%$ of fare | Accompanied children 2-11: charge $67 \%$ of fare <br> Infant under 2 without a seat: charge $10 \%$ of fare |
| Minimum stay |  |  |  |  | Return travel from the last stopover must commence no earlier than the first Sunday after departure from the fare origin. | Return travel from the last stopover must commence no earlier than the first Sunday after departure from the fare origin. | Return travel from the last stopover must commence no earlier than the first Sunday after departure from the fare origin. |
| Maximum stay | 1 year from departure | 1 year from departure | 6 months from departure | 6 months from departure | 6 months from departure | 6 months from departure | 6 months from departure |
| Advance purchase | N/A | N/A | N/A | 14 days | 14 days | 21 days | 21 days |
| Reservations/ Ticketing |  |  | Reservations are required for all sectors. Ticketing must be completed within 48 hours after reservations are made. | Reservations are required for all sectors. <br> Ticketing/payment must be completed at least 14 days before departure. Ticketing 72 hours after reservations. Waiting list not permitted. | Reservations are required for all sectors. Ticketing/payment must be completed at least 14 days before departure. Ticketing 72 hours after reservations. Waiting list not permitted. | Reservations are required for all sectors. Ticketing must be completed within 72 hours after reservation or at least 21 days before departure whichever is earlier. Waiting list not permitted. | Reservations are required for all sectors. Ticketing must be completed within 72 hours after reservation or at least 21 days before departure whichever is earlier. Waiting list not permitted. |

## ADDENDUM D (continued)

| CLASS | J CLASS | Y CLASS | K CLASS | H CLASS | T CLASS | V CLASS | V CLASS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FARE BASIS | J | Y | KA3 | HOW14 | TRT14 | VBRT | VAP21R |
| Ticket entries | BUSINESS | ECONOMY |  |  |  |  |  |
|  |  |  | The original and reissued ticket must be annotated NONEND/NONREF in the endorsement box. | The original and reissued ticket must be annotated NONEND/NONREF in the endorsement box. | The original and reissued ticket must be annotated NONEND/NONREF in the endorsement box. | The original and reissued ticket must be annotated NONREF in the form of payment box and NONEND/NONTRANS and VLD FLIGHTS SHOWN ONLY in the endorsement box. | The original and reissued ticket must be annotated NONEND/NONREF in the endorsement box. |
| Cancellation and refunds | A refund will be made to an amount equal to the unused portion of the ticket less administration. | A refund will be made to an amount equal to the unused portion of the ticket less administration. | Penalty 25\% Upgrading permitted to the next higher fare. | Penalty 25\% for cancel/ no show Upgrading permitted to the next higher fare. | Penalty 25\% for cancel/no show/refund <br> Complete journey | Penalty 25\% Upgrading permitted to the next higher fare. | Ticket is $100 \%$ nonrefundable when cancelled completely. |
|  |  |  | A change in reservation in the same booking class is permitted, provided K-class seats are available and the change takes place at least 3 days before departure. | A change in reservation in the same booking class is permitted, provided H-class seats are available and the change takes place at least 14 days before departure. | (both sectors) must be upgraded to the next higher applicable return fare. <br> No change in reservation permitted at any time. | A change in reservation in the same booking class is permitted, provided V-class seats are available and the change takes place at least 7 days before departure. <br> Rerouting not | A change in reservation in the same booking class is permitted, provided V-class seats are available and the change takes place at least 21 days before departure. |
|  |  |  | Rerouting not permitted. | Rerouting not permitted. | No refund on a partially used ticket. | permitted. <br> There will be no | No refund on a partially used ticket. |
|  |  |  | Standbys permitted only on day of departure | Standbys permitted only on day of departure | Standbys permitted only on day of departure | refund on a partially used ticket. | Rerouting not permitted. |
|  |  |  |  |  | Rerouting not permitted |  | Standbys at any time not permitted. |

## ADDENDUM E

## AIRPORT TAXES

| COUNTRY | $\begin{aligned} & \text { TAX } \\ & \text { CODE } \end{aligned}$ | DOMESTIC TICKET | INTERNATIONAL TICKET | NOTES |
| :---: | :---: | :---: | :---: | :---: |
| BOTSWANA | BW | ZAR15 (BWP10) | ZAR42 (BWP25) | Exempt inf |
| KENYA | KE | ZAR43 (KES300) |  | Exempt inf |
|  | TU |  | ZAR140 (USD20) |  |
| MADAGASCAR | HY |  | ZAR55 (USD8) | Exempt inf and transfers |
|  | TZ |  | ZAR207 (USD30) |  |
| MALAWI | LD |  | ZAR207 (USD30) | Exempt inf |
| MAURITIUS | MU |  | ZAR188 (MUR500) | Exempt inf |
| NAMIBIA | NA | ZAR40 (NAD40) | Flights to SACU countries ZAR100 (NAD100) <br> Flights to other countries ZAR200 (NAD200) | Exempt inf <br> SACU countries <br> Botswana <br> Lesotho <br> South Africa <br> Swaziland |
| SOUTH AFRICA | ZA | ZAR52 Ex JNB <br> ZAR48 Ex CPT, DUR <br> ZAR47 Ex BFN, ELS, GRJ KIM, MGH, PBZ, <br> RCB <br> PHW, PLZ, PTG, <br> PZB <br> UTN, UTT <br> ZAR110 Ex HDS <br> ZAR78 Ex NLP/MQP | Regional flights ZAR100 <br> International flights ZAR131 | Exempt inf <br> Regional (from SA to: <br> Botswana <br> Lesotho <br> Namibia <br> Swaziland |
|  | EV | ZAR6 per departure from SA airport | ZAR6 per departure from SA airport |  |
|  | WC |  | Regional flights: <br> ZAR55 <br> International flights: <br> ZAR110 | Exempt inf |
| UGANDA | UL | ZAR20 (UGX3000) | ZAR280 (USD40) | Exempt inf |
| ZIMBABWE | CB | ZAR35 (USD5) | ZAR210 (USD30) | Exempt inf and transfers |

## ADDENDUM F

## AIRLINE TAXES

| AIRLINE | TAX CODE | CHARGE | NOTES |
| :--- | :--- | :--- | :--- |
| BA | YQ | ZAR133 (USD19) | Payable per flights per <br> passenger. No <br> exemptions |
| SA | YR | ZAR140 (USD20) | Payable per flights per <br> passenger. No <br> exemptions |

## ADDENDUM G

| HRE (HARARE) |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
| *F | 2450 | 388.48 | A001 | EH |
| FR | 4520 | 716.72 | A001 | EH |
| *J | 1980 | 313.96 | A002 | EH |
| JR | 3600 | 570.83 | A002 | EH |
| *Y | 1730 | 274.32 | A003 | EH |
| YR | 3140 | 497.89 | A003 | EH |
| YLEE1M | 2270 | 359.94 | A104 | EH |
| YHPX1M | 1930 | 306.03 | A029 | EH |
| YLPX1M | 1770 | 280.66 | A029 | EH |

A. 104

## 6 DAYS FOR TRAVEL WITHIN SOUTH AFRICA AND FROM SOUTH AFRICA

The fares are subject to the provisions hereof and standard conditions G200

## 6.PERIOD OF APPLICATION

A. 1. Seasonal periods: from South Africa to Zimbabwe/Livingstone

Basic L 01 Jan-31 Mar peak H 01 Apr- 15 Apr
L 16 Apr- 30 Jun H 01 Jul-31 Jul
L 01 Aug- 30 Nov
H 01 Dec-31 Dec

## 7. MINIMUM STAY

A return journey from the last point outside the country of origin shall not commence until the 10th day after the date of arrival at the first point outside the country of origin (date of arrival excluded).

EXEMPTION: from BUQ/HRE to DUR-7 days
From Johannesburg to VFA/LVI no minimum requirement.
6 days for travel within Southern Africa and from Southern Africa

