



American Airlines  
Cargo

## US Domestic Rules

All rules published herein are subject to change without notice.

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**AA01 AA APPLICATION OF TARIFF**

- (A) The rules, regulations and charges published herein only apply for air transportation as follows:
- For domestic and transborder transportation via American Airlines, Inc. (American, AA), and
  - For domestic and transborder transportation performed jointly by AA and other Carriers under a combination of the AA's local or joint rates published on [www.AACargo.com](http://www.AACargo.com).
- (A) Note: American Airlines will not accept shipments that move entirely via ground transportation.
- (B) Domestic transportation shall be defined as:
- Shipments within the United States (US50),
  - Shipments within Puerto Rico,
  - Shipments within the United States Virgin Islands (U.S.V.I.),
  - Shipments between the United States (US50) and Puerto Rico,
  - Shipments between the United States (US50) and the United States Virgin Islands (U.S.V.I.), and
  - Shipments between Puerto Rico and the United States Virgin Islands (U.S.V.I.).
- (C) Transborder transportation shall be defined as:
- Shipments between the United States (US50) and Canada,
  - Shipments between Puerto Rico and Canada, and
  - Shipments between the United States Virgin Islands (U.S.V.I.) and Canada.
- (D) Transportation is subject to the rules, regulations and charges in effect on the date the shipment is accepted for transportation by the originating Carrier. No agent, employee or representative of Carrier has authority to alter, modify or waive any provision of the contract of carriage or of these conditions.
- (E) Unless otherwise stated, all rates and charges are stated in USD.

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**AA02 ACCESSORIAL CHARGES**

**For current accessorial charges, please access AA's Cargo internet site at [www.aacargo.com](http://www.aacargo.com). This information can be located in the "Rates" section.**

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**AA04 ADVANCE ARRANGEMENTS**

Advance arrangements means a "booking" is required by the Shipper and the space must be confirmed by American Airlines before a shipment is tendered to American Airlines. This allows American Airlines to

establish a priority on a designated space. The following will only be accepted for carriage if advance arrangements have been made:

1. Dangerous Goods;
  2. Human Remains;
  3. Live Animals, except PPS;
  4. Munitions of War;
  5. Perishables;
  6. Pieces having a floor bearing weight exceeding seventy (70) pounds or thirty one and one half (31.5) kilograms per square foot;
  7. Pieces requiring special handling and/or loading devices;
  8. Pieces with any outside dimension (length, width and height) which exceeds forty four (44) inches or the sum of which exceeds eighty eight (88) inches;
  9. Shipments having a declared value of USD 25,000.00 or more;
  10. Shipments requiring Escort Service;
  11. Shipments requiring special attention, protection or care;
  12. Valuable Cargo as defined in Rule AA108 (VALUABLE CARGO).
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**AA10 AIR WAYBILL AND SHIPPING DOCUMENTS**

- (A) Except as provided below under the heading "Formation of Cargo Contracts Through Electronic Communication," the Shipper must prepare and submit an Air Waybill with each shipment tendered for transportation. If the Shipper fails to present an Air Waybill, or presents an incomplete Air Waybill, American will prepare or complete the Air Waybill at an additional fee and the Shipper will be bound by such Air Waybill.

NOTE: If the Shipper requests a change on an Air Waybill after the Air Waybill has been dispatched on a flight, the Shipper must provide written authorization to AA. Authorization may be in the form of an e-mail or fax; however AA will not accept changes by phone.

- (B) American Airlines will not accept any Air Waybills that have been altered or erased.
- (C) Rates negotiated between American Airlines and the Customer are deemed confidential. Such information shall not be disclosed to any third party and American Airlines will not attempt to collect weight charges, valuation charges, tax amounts and accessorial fees that have been incorrectly inserted in the Air Waybill.
- (D) The number of pieces in a shipment and a specific description of the contents must be indicated in the Air Waybill. If there is insufficient room in the Air Waybill, a separate manifest must be attached (in paper or electronic form), and such attachment must be referenced in the Air Waybill. Multiple pieces of the same size may be noted as such (e.g., 8 pieces at 12 X 12 X 14). If more than 3 sets of dimensions are associated with the shipment and it is impractical to match the pieces with the dimensions, the customer must supply the volume weight in lieu of the dimensions. When a shipment contains live animals, the number of live animals must be specified in the Air Waybill.
- (E) Any shipment transported for the United States Government must be accompanied, in addition to the Air Waybill, by a Government Bill of Lading (GBL), a Government Form 452, or in the case of human remains, a Government Transportation Request (GTR), along with the proper number of copies.
- (F) If the apparent order and condition of the cargo and/or packing is other than good, the Shipper shall insert a statement in the Air Waybill what the apparent order and condition is. However, if the Shipper fails to do so, or if such statement is inaccurate, American Airlines will either insert a statement on the paper Air Waybill or complete an Electronic Claims Report form with the apparent order and condition of the cargo and/or packing.
- (G) The Air Waybill may be changed from collect charges to prepaid charges, or from prepaid charges to collect charges, only upon written request of the Shipper to American Airlines prior to delivery of the shipment to the Consignee or his Agent.
- (H) No agent, employee or representative of American Airlines has authority to alter, modify or waive any provision of the contract of carriage or of these conditions.

**Formation of Cargo Contracts Through Electronic Communication**

- (A) American Airlines and various freight forwarders are parties to either the Multilateral E-AWB Agreement or a Bi-Lateral E-AWB Agreement. If Electronic Communication is used for formation of Cargo Contracts, then it must be pursuant to either the Multilateral E-AWB Agreement, which is hereby supplemented and amended by these rules, or a Bi-Lateral E-AWB Agreement. The freight forwarder is fully responsible and liable for any of its affiliates that it adds to the Multilateral E-AWB Agreement.

- (B) In the event of any conflict between the Multilateral E-AWB Agreement and these rules then these rules shall prevail, except where formal documents are executed and delivered by American in writing and those documents clearly indicate that they are intended to take precedence over these rules. In the event of any conflict between a Bi-Lateral E-AWB Agreement and these rules, the Bi-Lateral E-AWB Agreement shall prevail.
- (C) American reserves the right to refrain from providing "Warehouse Receipts" or "Shipper's Delivery Notes," and thus all provisions of the Multilateral E-AWB Agreement relating to such documents do not apply to the arrangements and Cargo Contracts between American and the freight forwarder.
- (D) In the event that information in the Cargo Receipt made available by American deviates from the information submitted by the freight forwarder, or if American determines that there is any other deviation in the shipment from such submissions, the cargo shipment shall be treated according to American's standard exception management procedures. American reserves the right to issue a CCA to the freight forwarder, which may be sent by paper or electronic means.
- (E) In the event there is a disagreement with respect to an Electronic Communication, both the freight forwarder and AA shall investigate the matter in good faith. If there is a material and unresolved disagreement following such good faith efforts, either the freight forwarder or American may request that the other conduct a root cause analysis and report the results of that root cause analysis to the requesting party. The party that receives the request may forego the performance of the root cause analysis by conceding that the requesting party's position with respect to the disputed Electronic Communication is correct.

#### **Ownership, Confidentiality and Protection of Data**

- (F) Regardless of whether the Cargo Contract is formed by paper or electronic means, Cargo Shipment Data will be jointly owned by the parties that exchange it. Each of American, Shipper or the freight forwarder may use such jointly owned data without requiring the consent of or needing to account to each other party or parties with respect to such data use.
- (G) As between American, the freight forwarder and Shipper, American Operational Data will at all times remain the sole property of American, and American may use and disclose American Operational Data as it determines in its sole discretion. Neither freight forwarder nor Shipper will have or obtain any rights to American Operational Data other than the limited rights of use in concluding and fulfilling Cargo Contracts and for record keeping purposes contemplated by these rules or any other agreement between the freight forwarder or Shipper and American. Neither the freight forwarder nor Shipper will make any secondary or other uses of American Operational Data without American's prior written consent.

#### **AA14 AVAILABILITY OF EQUIPMENT AND SPACE**

American Airlines will transport, consistent with its capacity to carry, all cargo accepted and deemed suitable for transportation. Regardless of the rates published for a specified market, all shipments are subject to the availability of equipment and aircraft of the size and type necessary to accommodate a shipment. Passengers and their baggage, Mail, PPS and ExpediteFS will have transportation priority over all other freight. American will determine on a reasonable and nondiscriminatory basis the priority for carriage between shipments, which shipments shall not be carried on a particular flight, and which shipments shall be removed at any time or place.

#### **AA16 BOOKED SHIPMENTS**

- (A) The Shipper is required to book every shipment, regardless of the Product. Additionally, the space must be confirmed by American Airlines before the shipment is tendered to American Airlines. This

allows American to establish a priority on a designated flight. The booked space will only be applicable for airport-to-airport service.

- (B) When a shipment is tendered to American, the Shipper must notify American of the booked flight(s). American will record the booked flight(s) and dates(s) in the Air Waybill at the acceptance time of the shipment.
- (C) All booked shipments tendered in the United States must arrive at the airport of departure no later than the cut-off times listed on AACargo.com. American will accept domestic cargo shipments one-hour prior to the scheduled flight of departure\* at our Phoenix International Airport (PHX) cargo facility.

\*Acceptance Policy: American Airlines Cargo facilities have established tender/cutoff times for both domestic and international shipments before each flight. Please be sure to arrive early enough to complete acceptance and screening activities. All air waybills must be ready for carriage and all acceptance and screening criteria must be completed prior to the facilities established cutoff times. Shipments that complete the acceptance process after the established tender/cut off times may be booked on the next available flight.

- (D) If the actual or dimensional weight of a shipment, whichever is greater, exceeds the “booked” space, and the additional space is available on the same flight, including any connection flight on which such space was booked, American will transport the shipment at the applicable rates and charges for the entire shipment.
- (E) If the actual or dimensional weight of a shipment, whichever is greater, exceeds the “booked” space, and the additional space is not available on the same flight:
1. American Airlines will transport the excess weight or the additional volume on the next flight(s) on which the necessary space can be reserved at the applicable rates and charges, based on the dimensional weight of the entire shipment, or
  2. If the excess weight or volume cannot be separated from the portion of the shipment that was originally “booked”, American will refuse the shipment or will re-book the entire shipment on the next flight on which the necessary space can be reserved at the applicable rates and charges.

#### **AA18 CHARGES PREPAID OR COLLECT**

- (A) Transportation must be paid by the Shipper (charges prepaid) or by the Consignee (charges collect).
- (B) The following shipments must be prepaid:
1. Personal effects or household goods, used, not for resale, and consigned to a temporary address (e.g., college, school, hotel, etc.).
  2. Shipments consigned to an individual who is the same person as the Shipper.
- (C) All other items may be accepted with the charges to be paid by the Consignee, provided the Shipper guarantees, in writing, the payment of collect charges.

- (D) American Airlines will not accept cash (hard currency) at all Cargo, standalone PPS facilities, and airport ticket counters. American Airlines will not accept customer's personal, corporate, business, cashier, money order, bank and travelers check as payment for air transportation, miscellaneous charges or priority parcel services (PPS) at any U.S., U.S. Virgin Islands, Puerto Rico and Canadian locations. Credit Cards will continue to be accepted for payment.

**AA20 CHARGES FOR DECLARED VALUE**

- (A) A shipment will have a declared value of USD 0.50 per pound, or for shipments between the United States and Canada, 22 SDRs per kilogram, (but not less than USD 50.00 per shipment) unless the Shipper declares a higher value in the Air Waybill when it is tendered to American.
- (B) If a higher value is declared, an additional transportation charge will be assessed. The charges will be USD 0.50 per USD 100.00 or fraction thereof for a declared value that exceeds USD 0.50 per pound or USD 50.00 per shipment. For shipments between the United States and Canada the additional transportation charge will be assessed for declared values that exceed 22 SDRs per kilogram.

**EXCEPTION: A shipment that contains Valuable Cargo, pursuant to Rule AA80 (QUALIFIED ACCEPTANCE OF SHIPMENTS), will be assessed USD 0.75 per USD 100.00 or fraction thereof.**

- (C) Except as noted in paragraph (D) below, the weight used to determine the declared value of a shipment will be the same weight used to determine the transportation charge for such shipment, provided that when a shipment moves on one Air Waybill over the lines of one or more Carriers as a combination of rates, the declared value shall be based on the lowest weight upon which the charges are based for any portion of the movement.
- (D) When a shipment moves on one Air Waybill over the lines of two or more Carriers, the declared value will be based on the rules of the originating Carrier, unless a higher value is declared in the Air Waybill at the time of receipt of the shipment from the Shipper and in such event the additional transportation charge applicable over the lines of the originating Carrier will apply to the shipment for its entire movement.
- (E) American Airlines will not accept Live Animals with a declared value in excess of USD 1,500.00.

**AA24 CHARGES FOR WEIGHT (NOT APPLICABLE TO CONTAINERIZED SHIPMENTS)**

- (A) Transportation charges will be assessed on the gross weight of the shipment based on the greater of the actual weight or the cubic dimensional as follows:

Cubic measurements will be based on the greatest dimensions (length, width and height) of the shipment, on the basis of one pound for each 194 cubic inches or fraction thereof.

EXCEPTION: Cubic measurements for shipments to/from Canada will be based on the greatest dimensions (length, width and height) of the shipment, on the basis of one pound for each 166 cubic inches or fraction thereof

- (B) For the purpose of weight verification, all shipments tendered to American are subject to re-weighing and/or re-measuring at the point of origin or the point of destination. In the event of a discrepancy between the chargeable weight, which will be determined by weighing the shipment on American's scale or by American measuring the dimensions, the transportation charges will be re-calculated on the basis of the chargeable weight. If the chargeable weight that has been verified exceeds the weight originally entered in the Air Waybill, American will collect from the Shipper the amount underpaid due to the weight discrepancy.



**AA26 CLAIM PROCEDURES**

- (A) American will not process a claim until all transportation charges have been paid. The amount of the claim cannot be deducted from the transportation charges, except where the Consignee has received no part of a shipment.
- (B) All claims, other than those governed by paragraph (C) herein must be made in writing to the originating or delivery Carrier within a period of one hundred and twenty (120) days after the acceptance date of the shipment by the originating Carrier. In computing the time period under this paragraph, the first day of the period shall be the day after acceptance of the shipment by the originating Carrier.
- (C) As a condition precedent to recovery, claims must be filed directly to the originating carrier, in writing in the case of:
1. claims for visible damage and/or pilferage, which must be made within sixty (60) days from the receipt of goods.
  2. claims for non-visible damage and/or pilferage, which must be made within fifteen (15) days from the receipt of goods.
  3. claims for delay, which must be made within sixty (60) days from the receipt of goods.
  4. claims for loss, overcharges and duplicate billings, which must be made within one hundred and twenty (120) days from the date of issue or transmission of the Air Waybill. The claim amount may not be deducted from the Air Waybill charges. Instead, it will be refunded when the claim is validated and the claim amount is substantiated by the carrier.
  5. claims for duplicate payments and overpayments, which must be made within one hundred and twenty (120) days from the date of the duplicate/overpayment. The claim amount may not be deducted from the Air Waybill charges. Instead, it will be refunded when the claim is validated and the claim amount is substantiated by the carrier.
- (D) As a condition precedent to recovery, any damage or loss discovered after a clear receipt has been given to the carrier must be reported in writing to carrier within 15 days after delivery to the consignee with privilege to carrier to inspect the container(s) and contents within 15 days after receipt of such notice. For perishable shipments, any damage or loss discovered after a clear receipt has been given to the carrier must be reported to carrier within 24 hours after delivery to the Consignee.
- (E) Receipt of the shipment by the Consignee without complaint shall be prima facie evidence that the same has been delivered in good condition and in accordance with the Air Waybill.
- (F) Consignee acceptance of a sealed container shall be prima facie evidence that the seal(s) and the container(s) are intact and that no loss of the contents occurred while the shipment was in the Carrier's possession.
- (G) A Cargo Receipt or paper Air Waybill shall be prima facie evidence of the conclusion of the contract and of the receipt of the shipment. A paper Air Waybill will also be prima facie evidence of the conditions of transportation.
- (H) The statements in the Air Waybill relating to the weight, dimensions, and packing, as well as those relating to the number of packages, shall be prima facie evidence of the facts stated; those relating to the quantity, volume, and condition of the shipment shall not constitute evidence against the Carrier except so far as they have been, and are stated on the Air Waybill to have

been checked by the Carrier in the presence of the Shipper, or related to the apparent conditions of the shipment.

#### **AA28 COMPLIANCE WITH GOVERNMENT REQUIREMENTS**

- (A) The Shipper must comply with all applicable laws, all Customs and other government regulations of any jurisdiction to, from or through which the shipment may be carried, and shall furnish such information and attach such documents to the Air Waybill or shipment (in paper or electronic form) as may be necessary to comply with such laws and regulations. American shall not be obligated to inquire into the correctness or sufficiency of such information or documents, and shall not be liable to the Shipper for loss or expense due to the Shipper's failure to comply with this provision.
- (B) No liability shall attach to American if American, in good faith, determines that what it understands to be the applicable law, government regulations, demand, order or requirement provides that it refuse and it does refuse to carry a shipment.

#### **AA30 COMPUTATION OF DAYS**

To compute time in days, full calendar days should be used, including Saturdays, Sundays and legal holidays. However, when the last day falls on a Saturday, Sunday or legal holiday, the next calendar day (other than a Saturday, Sunday or legal holiday) will be included.

#### **AA32 CONTAINER CHARGES**

- (A) All shipments tendered in containers specified in Rule AA36 (CONTAINER SPECIFICATIONS) will be rated at the applicable container charges located on the American Airlines Cargo website at [www.aacargo.com](http://www.aacargo.com). All other containers will be rated at the applicable bulk rate.
- (B) The provisions of this tariff will only apply to containers capable of being properly loaded on the aircraft that American operates between the origin and destination airports or to which American has exclusive substitute service trucking for container shipments. The absence of suitable aircraft or trucks will automatically invalidate any published container rates in that market.
- (C) Each container will be assessed the applicable charge per container regardless of the container weight, subject to the maximum gross weight per container specified in Rule AA36 (CONTAINER SPECIFICATIONS).
- (D) When a consignment consists of two or more containers of the "same" type, and they are being transported on the same Air Waybill, American will rate each container separately.
- (E) Rating containers for bulk shipments will only be allowed if the requested container is unavailable. This will apply if it is determined that the quantity (space/weight) of the bulk shipment does not exceed the amount the requested container could hold.
- (F) When the contents of any containerized shipment consists partially of general commodity rated items and partially of specific commodity rated items (e.g., mixed commodity rating), the specific commodity rates will not apply.

#### **AA34 CONTAINER LOADING AND UNLOADING**

- (A) Except as otherwise provided in paragraph (B), all pallets and/or containers must be loaded by the Shipper and unloaded by the Consignee at places other than the Carrier's premises.
- (B) Customer loaded pallets and/or containers will only be tendered to the Consignee if the Consignee has a credit account (in good standing) on file with American Airlines.

If the Consignee does not have a credit account (in good standing) on file with American Airlines, the Consignee will be permitted to breakdown a unit at the American Airlines premises at the applicable charge per pallet and/or container.

NOTE: An application for a credit account can be obtained from our website at AACargo.com.

- (C) Upon receipt of written instructions from the Shipper or Consignee to provide loading/unloading service, or when such service is required by customs, agriculture or security authorities, AA will assess additional loading/unloading fees. These fees may be located on [www.aacargo.com](http://www.aacargo.com) located in the "Rates" section under Accessorial Fees.
- (D) When the Shipper tenders an improperly loaded pallet and/or container to American Airlines which cannot be accommodated on the aircraft, American Airlines will reload or repack the pallet and/or container and assess additional fees. These fees may be located on [www.aacargo.com](http://www.aacargo.com) located in the "Rates" section under Accessorial Fees.
- (E) Loading and unloading service will be provided at an additional fee. These fees may be located on [www.aacargo.com](http://www.aacargo.com) located in the "Rates" section under Accessorial Fees.
- (F) Loading and unloading service will not be performed for Valuable Cargo or for shipments moving under a Customs Bond.
- (G) All fees for breakdown will be applied before a shipment is released.
- (H) American Airlines will not be responsible for concealed loss or damage to the contents of Shipper owned pallets and/or containers.
- (I) American Airlines will not be responsible for loss or damage due to the loading/unloading of the pallets and/or containers by the customer.

#### **AA36 CONTAINER SPECIFICATIONS**

##### **(A) TYPE E**

Provided by the Shipper  
For All Types of Aircraft

(1)	Maximum External Dimensions	L - 42 inches; W - 29 inches; H - 25.5 inches
(2)	External Dimensions	18 cubic feet
(3)	Maximum Gross Weight	300 pounds
(4)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

##### **(B) TYPE EH**

Provided by the Shipper  
For All Types of Aircraft

(1)	Maximum External Dimensions	L - 36 inches; W - 22 inches; H - 22 inches
(2)	External Dimensions	10 cubic feet
(3)	Maximum Gross Weight	300 pounds
(4)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

##### **(C) TYPE EO**

Provided by the Shipper  
For All Types of Aircraft

(1)	Maximum External Dimensions	L - 28 inches; W - 18 inches; H - 18 inches
(2)	External Dimensions	5.25 cubic feet
(3)	Maximum Gross Weight	150 pounds
(4)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

(D) TYPE LD3 (Equivalent to IATA Type 8)  
Provided by AA for Boeing 767 and 777, Airbus A-300\*

(1)	Maximum External Dimensions	L - 60 inches; W - 61.5 inches; H - 64 inches
(2)	External Dimensions	149 cubic feet
(3)	Volume	Actual Weight
(4)	Allowable Tare Weight	3,500 Pounds*
(5)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

\*Note: AA will only accept LD3 containers with a net weight of 3,200 lbs. (1,451 kgs.) per LD3 for an A-300 aircraft. If a wooden skid is tendered loose but must be loaded in an LD3, the maximum weight per wooden skid is 2,600 lbs (1,179 kgs.) per LD3. Under no circumstances will AA accept a single skid that exceeds 200 lbs. per square foot (of density).

(E) TYPE LD4 (Equivalent to IATA Type 7A) Provided by AA for Boeing 767

(1)	Maximum External Dimensions	L - 60 inches; W - 96 inches; H - 64 inches
(2)	External Dimensions	193 cubic feet
(3)	Volume	Actual Weight
(4)	Allowable Tare Weight	5,400 Pounds
(5)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

(F) TYPE LD5 (Equivalent to IATA Type 6) Provided by AA for Boeing 777, Airbus A-300

(1)	Maximum External Dimensions	L - 60 inches; W - 125 inches; H - 64 inches
(2)	External Dimensions	241 cubic feet
(3)	Volume	Actual Weight
(4)	Allowable Tare Weight	7,000 Pounds
(5)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

(G) TYPE LD5 (Equivalent to IATA Type 6)  
Provided by AA for Boeing 777, Airbus A-300

(1)	Maximum External Dimensions	L - 60 inches; W - 125 inches; H - 64 inches
(2)	External Dimensions	241 cubic feet
(3)	Volume	Actual Weight
(4)	Allowable Tare Weight	7,000 Pounds
(5)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

(H) TYPE LD8 (Equivalent to IATA Type 6B)  
Provided by AA for Boeing 767

(1)	Maximum External Dimensions	L - 60 inches; W - 96 inches; H - 64 inches
(2)	External Dimensions	238 cubic feet
(3)	Volume	Actual Weight
(4)	Allowable Tare Weight	5,400 Pounds
(5)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

(I) TYPE P1P (Equivalent to IATA Type 5)  
Provided by AA for Boeing 767 and 777, Airbus A-300

**AA36 CONTAINER SPECIFICATIONS**

(1)	Maximum External Dimensions	L - 88 inches; W - 125 inches; H - 64 inches
(2)	External Dimensions	344 cubic feet
(3)	Volume	Actual Weight
(4)	Allowable Tare Weight	10,200 Pounds
(5)	Maximum Floor Bearing Weight	150 pounds per sq. ft.
(J)	TYPE PMC (Equivalent to IATA Type 2BG) Provided by AA for Boeing 767 and 777	
(1)	Maximum External Dimensions	L - 96 inches; W - 125 inches; H - 64 inches
(2)	External Dimensions	415 cubic feet
(3)	Volume	Actual Weight
(4)	Allowable Tare Weight	11,100 Pounds
(5)	Maximum Floor Bearing Weight	150 pounds per sq. ft.

**AA38 CONTAINERS WITH OUTSIDE PIECES**

When a shipment consists of containers as described in Rule AA36 (CONTAINER SPECIFICATIONS) and of loose piece(s), the charges for the loose piece(s) will be assessed separately at the rate applicable to the chargeable weight of such pieces.

**AA40 DANGEROUS GOODS**

- (A) American Airlines will not accept dangerous goods that originate on or connect with any of its “commuter” type aircraft.
- (B) Shipments containing or consisting of dangerous goods will only be accepted if they comply with all applicable rules and provisions published in the Dangerous Goods Regulations issued by IATA and/or the Hazardous Materials Regulations (HMR; Title 49 CFR 171-177) issued by the Department of Transportation (DoT).
- (C) Shipments containing or consisting of dangerous goods will require booked space and must be tendered at the air freight/cargo terminal not less than two (2) hours prior to the scheduled departure of the flight on which such space is requested.
- (D) Shipments containing or consisting of dangerous goods require the applicable handling code in the Air Waybill.
- (E) American will assess the applicable published rate for dangerous goods, in addition to all other handling fees. Rate and fees are published on AACargo.com, located in the “Rates” section.
- (F) Dangerous goods, except for Carbon Dioxide, Solid (e.g., UN1845, Dry Ice (mainline aircraft only)) and class 9 approved by American Airlines Cargo Operations, will not be accepted for ExpediteFS.

**AA42 DEFINITIONS, SYMBOLS AND ABBREVIATIONS**

13. (1) AA
14. An abbreviation used to define “American Airlines”.
- 15.
16. (2) Allotment Space
- 17.
- 18.
19. (3) American
20. An abbreviation used to define “American Airlines”.
- 21.
22. (4) American Operational Data
23. Any and all data (whether in paper or electronic form), other than Cargo Shipment Data, that is exchanged or processed in connection with a specific cargo shipment on American, including, but not limited to, schedules, rates, inventory, cargo rules, aircraft configurations, aircraft operation notes and data, and other information relating to the operation of an American flight and its cargo business, including any successors, equivalents or derivatives of any of the foregoing, whether now known or hereafter devised, and in any medium or format.
- 24.
25. (5) Agent
26. A person or organization authorized to act for or on behalf of another person or organization.
- 27.
28. (6) Air Tray
29. A cardboard box constructed to resemble a ‘tray’ used to ship caskets containing Human Remains on an airplane.
- 30.
31. (7) Air Waybill
32. A non-negotiable source document, in paper or electronic form, covering the contract between the Shipper and American.
- 33.

34. (8) Baggage Shipped as Cargo  
 35. The term "baggage shipped as cargo" refers to personal effects. Personal effects consist of wearing apparel, household furnishings and personal articles. These articles include portable musical instruments, portable personal electronic devices (such as computers, games and audio/visual equipment and portable sports equipment). This definition excludes machinery, machine or spare parts, money, securities, jewelry, watches, plate and plated ware, furs, films, cameras, tickets, documents, liquors, perfumes, merchandise and commercial samples.
36.  
 37. (9) Bi-Lateral E-AWB Agreement  
 38. A bi-lateral agreement, in paper form or concluded by electronic means, that is only between American and a particular freight forwarder that governs the formation of Cargo Contracts through Electronic Communication.
39.  
 40. (10) Blocked Space  
 41. A predetermined amount of capacity or space that has been blocked and is not available for free-sale.
42.  
 43. (11) BSX  
 44. A three letter rating code used to define the handling code for blocked space shipments.
45.  
 46. (12) Cargo Contract  
 47. a contract between AA and a shipper for the transportation of and settlement with respect to a specific cargo shipment.
48.  
 49. (13) Cargo Receipt  
 50. A document or message (in paper form or contained in Electronic Communications) that identifies a shipment that has been accepted and deemed "ready for carriage."
51.  
 52. (14) Cargo Shipment Data  
 53. all data submitted by a freight forwarder or Shipper to American in connection with a specific cargo shipment on American (whether in paper or electronic form), as well as information about the status of such shipment provided by American in the course of performance of the Cargo Contract.
54.  
 55. (15) CASS  
 56. An abbreviation used to define "Cargo Account Settlement Systems"; it is an accounting system used to settle accounts between CASS Airlines and their appointed IATA Cargo Agents (CASS Associates).
57.  
 58. (16) CASS Airline  
 59. An airline participating in CASS.
60.  
 61. (17) CASS Associate  
 62. Any person, company, or organization assembling and consolidating cargo shipments from one or more shippers which requires transportation by air.
63.  
 64. (18) CASS Canada  
 65. Refers to the "Cargo Account Settlement System" used in "Canada" by participating members.
66.  
 67. (19) CCA  
 68. An abbreviation used to define "Cargo Charges Correction Advice"; a form issued by a carrier to the Shipper detailing changes which affect fees and charges and/or the method of payment on an Air Waybill.
- 69.

70. (20) Chargeable Weight  
 71. The scale (e.g., actual) weight or volume weight, whichever is greater.  
 72.
73. (21) ConfirmedFS  
 74. An airport-to-airport service for general cargo that is marketed with a registered trade name for American Airlines.  
 75.
76. (22) Consignee  
 77. The person or company whose name appears in the Air Waybill as the party to whom the shipment is to be delivered by the Carrier.  
 78.
79. (23) Container  
 80. A container that complies with the specifications and requirements described in Rule AA36 (CONTAINER SPECIFICATIONS).  
 81.
82. (24) Demurrage  
 83. A fee charged for exceeding free time allotment for the use of certain carrier owned equipment.  
 84.
85. (25) Dimensional Weight  
 86. Dimensional weight is used when a package or shipment is large in volume but does not weight much.  
 87.
88. (26) EDI or Electronic Data Interchange  
 89. The electronic transfer, from computer to computer, of data using a format in line with the standards published by IATA, as such standards may be revised from time to time.  
 90.
91. (27) EDI Message  
 92. A message consisting of a set of segments prepared in a computer readable format, transmitted via EDI, and capable of being automatically and unambiguously processed.  
 93.
94. (28) Electronic Communication  
 95. Any information provided via aacargo.com, or via certain third party websites, solely as contemplated by a Bi-Lateral E-AWB Agreement, including submissions made by freight forwarder using online forms on such web sites and information displayed by American on pages of such web sites, as well as any information provided via EDI Messages in connection with cargo shipments on American.
96. (29) EPX  
 97. A three letter code used to define the Product for ExpediteFS shipments.  
 98.
99. (30) ExpediteFS  
 An airport-to-airport service for general cargo that provides a 50% money-back guarantee; this product is marketed with a registered trade name for American Airlines.  
 100.
- 101.
102. (31) GCX  
 A three letter code used to define the Product for ConfirmedFS shipments.  
 103.
- 104.
105. (32) Gross Weight  
 The total weight of a container and its contents.  
 106.  
 107.



108. (33) IATA  
An abbreviation used to define "International Air Transportation Association"; a global trade organization.
109.  
110.
111. (34) Legal Holiday  
Any national, federal, state or local legal holiday.
- 112.
113.  
114. (35) MIA  
An abbreviation used to define "Miami", Florida.
115.  
116.  
117. (36) Mil  
An abbreviation used to define "millimeters".
118.  
119.  
120. (37) Multilateral E-AWB Agreement  
The IATA Form of Multilateral E-Air Waybill Agreement, an agreement that governs the formation of Cargo Contracts through the exchange of EDI Messages.
121.  
122.  
123. (38) Net Weight  
The gross weight less the tare weight.
124.  
125.  
126. (39) NFPA  
An abbreviation used to define "National Fire Protection Association".
127.  
128.  
129. (40) OBC  
An abbreviation used to define an "On Board Courier".
130.  
131.  
132. (41) Personal Effects  
Personal effects consist of wearing apparel, household furnishings and personal articles. These articles include portable musical instruments, portable personal electronic devices (such as computers, games and audio/visual equipment and portable sports equipment). This definition excludes machinery, machine or spare parts, money, securities, jewelry, watches, plate and plated ware, furs, films, cameras, tickets, documents, liquors, perfumes, merchandise and commercial samples.
133.  
134.  
135. (42) Pivot Weight  
The maximum container net weight to which the minimum container charge applies.
136.  
137.  
138. (43) PPS  
An abbreviation used to define "Priority Parcel Service"; a small package service that is marketed with a registered trade name for American Airlines; also a three letter code used to define the Product for PPS shipments.
139.  
140.

141. (44) SDR  
An abbreviation used to define "Special Drawing Right"; a reserve asset used as a unit of account, as defined by the International Monetary Fund (IMF).
142.  
143.  
144. (45) Seal  
A fastening device identifiable by letters, numbers or combinations of both used to secure the contents of a container or other unit of packaging. This device, when broken, will evidence the opening of the container or package.
- 145.
146.  
147. (46) Shipment  
A single consignment of one or more pieces, from one Shipper, at one time, at one address, tendered to American in one lot, and moving on one Air Waybill to one Consignee at one destination address.
148.  
149.  
150. (47) Shipper (or Consignor)  
The person or company whose name appears in the Air Waybill as the party contracting with American for the carriage of the shipment.
- 151.
152.  
153. (48) Special Drawing Right  
A reserve asset used as a unit of account, as defined by the International Monetary Fund (IMF)
154.  
155.  
156. (49) Spot Rate  
A term used to define the price quoted for immediate (spot) settlement for air transportation.
- 157.
158.  
159. (50) United States of America (U.S.A./USA) / United States (U.S./US)  
The 48 contiguous states, the District of Columbia, Alaska and Hawaii.
- 160.
161.  
162. (51) USD  
An abbreviation used to define "United States Dollar"
- 163.



## SYMBOLS AND ABBREVIATIONS

[N]	denotes addition
[X]	denotes cancellation
%	denotes percentage
\$	denotes dollars
/	denotes "or"
AP	denotes "airport"
Blvd.	Denotes "Boulevard"
CTA (A)	denotes "Canadian Transportation Agency (AIR)"
C.T.C. (A)	denotes "Canadian Transportation Agency (AIR)"
Can.	denotes "Canadian"
Cm(s).	denotes "Centimeter(s)"
Cm3	denotes "Cubic Meters"
Cont.	denotes "Continued"
Corp.	denotes "Corporation"
Cu.	denotes "Cubic"
Cu. Ft.	denotes "Cubic Feet"
DoT	denotes "Department of Transportation"
e.g.	denotes "For Example"
Ft.	denotes "Fort"
ICAO	denotes "International Civil Aviation Organization"
Inc.	denotes "Incorporated"
Intl.	denotes "International"
Kg.(s)	denotes "Kilogram(s)"
Lb.(s)	denotes "Pound(s)"
M	denotes "Meter"
MIN.	denotes "Minimum"
No.(s)	denotes "Number(s)"
P.R./ PR	denotes "Puerto Rico"
Wt./Wgt/Wgt.	denotes "Weight"

**AA44 DELIVERY AND DISPOSITION OF SHIPMENT**

- (A) Except as otherwise provided herein, American will notify the Consignee of the arrival of the shipment except when the delivery service is to be provided by the Carrier.
- (B) If a non-perishable shipment is unclaimed or cannot be delivered within the free storage time, American will notify the Shipper and Consignee, by mail, at the addresses shown in the Air Waybill. Upon written instructions from the Shipper, American will return the shipment to the Shipper, forward or re-consign it, or dispose of it at the Shipper's expense in accordance with the Shipper's instructions. If the Shipper's instructions are not received within thirty (30) days after the date of mailing such notice and if the Consignee has not accepted the shipment, American will dispose of the shipment at a public or private sale.
- (C) If the Shipper or Consignee requests special notification when a shipment containing perishables is delayed in the possession of American, threatened with deterioration, unclaimed, or delivery cannot be effected, instructions for such notification must be given in the Air Waybill. Without such instructions, American will dispose of, at a public or private sale, the shipment without further notice to the Shipper or Consignee.

- (D) No sale or disposal pursuant to this rule or Rule AA60 (LIABILITY FOR UNPAID CHARGES) shall discharge any liability of lien to any greater extent than the proceeds thereof, less selling expenses if any, and the Shipper and Consignee shall remain liable, joint and severally, for any deficiency. If the proceeds from such sale or disposal exceed the amounts of such liability or lien, including selling expenses, such excess proceeds will be remitted by the Carrier to the Shipper within ten (10) days after such sale or disposal.

#### **AA46 EXCLUSIONS FROM LIABILITY**

- (A) American shall not be liable for loss, damage, delay or other result caused by:
1. Acts of God, weather conditions, perils of the air, public enemies, public authorities acting with actual or apparent authority in the premises, mechanical delay of the aircraft, termination, diversion, postponement or delay of any flight because of force majeure, strikes, riots, civil commotion, international conditions, quarantine, any government regulations, order demand or requirement, shortage of labor, fuel facilities or labor difficulties, hazards or dangers incident to a state of war or for any other reason beyond American's control.
  2. The act or default of the Shipper or Consignee.
  3. The nature of the shipment or any defect, characteristic or inherent vice thereof.
  4. Violation by the Shipper or Consignee or any of the rules contained in this tariff or other applicable tariffs, including, but not confined to, improper or insufficient packing, securing, marking, or addressing, and failure to observe any of the rules relating to shipments not acceptable for transportation or shipments acceptable only under certain conditions.
  5. Compliance with delivery instructions from the Shipper or Consignee or noncompliance with special instructions from the Shipper or Consignee not authorized by applicable tariffs.
- (B) American shall not be liable for any consequential or special damages whether or not American had knowledge that such might be incurred.
- (C) American shall not be liable for shortage of articles loaded and sealed in containers by the Shipper, provided the seal is unbroken at the time of delivery and the container retains its basic integrity.
- (D) When the air temperature is less than 32 degrees Fahrenheit or above 85 degrees Fahrenheit at the origin, transfer point, or destination, American will not be responsible for damages to perishable shipments when such damage is caused by temperatures below 32 degrees Fahrenheit or above 85 degrees Fahrenheit. The Shipper will assume all risks for such temperature damage and will indemnify American for any such claim by the Consignee.
- (E) American shall not be liable for any damages (or spoilage of perishable commodities) when the appropriate Special Commodity Number is not specified in the Air Waybill.
- (F) American shall not be liable for the spoilage of perishable shipments in transit less than forty eight (48) hours. The transit time for perishable shipments will begin at American's required cut-off time as defined in Rule AA80 (QUALIFIED ACCEPTANCE OF SHIPMENTS) for the booked flight.

#### **AA48 FRACTIONS**

- (A) Fractions of a pound will be rounded up to the next higher pound. Fractions of a kilogram will be rounded up to the next higher half kilogram.

- (B) In computing charges, fractions of less than one-half cent will be dropped and fractions of one-half cent or more will be rounded up to the next higher cent.
- (C) Before computing cubic dimensions, fractions of less than one-half inch will be dropped and fractions of one-half inch or more will be rounded up to the next higher inch. Fractions of less than one-half centimeter will be dropped and fractions of one-half centimeter or more will be rounded to the next higher centimeter.

#### **AA50 FURNISHING OF CONTAINERS**

- (A) American will furnish its own containers (LD3, LD4, LD5, LD7, LD8 and LD9) free of charge, subject to advance arrangements and availability of such container(s) at the time of request.
- (B) Demurrage charges will begin at 00:01 on the 8<sup>th</sup> day after the day the container is released to the customer.
- (C) Once the demurrage period has begun, AA will assess USD 25.00 per container for each consecutive 24 hour period or fraction thereof, including weekends and holidays.

#### **AA52 HUMAN REMAINS**

- (A) American Airlines requires advance arrangements for uncremated human remains.
- (B) Human remains must be accompanied by duplicate copies of a signed certificate of death and/or a burial transit permit, along with a burial removal permit, as required by state or provincial law.
- (C) Uncremated, embalmed human remains where death resulted from a contagious disease, disinterred remains, and unembalmed remains must be tendered in a hermetically sealed (airtight) container and an approved outside shipping container.
- (D) Cremated remains must be shipped in funeral urns that are sufficiently protected against breakage by a cushioned packaging.
- (E) The applicable commodity code must be provided by the Shipper in the Air Waybill.
- (F) Human Remains are accepted as ExpediteFS only.

NOTE: Air trays will not be available for sale by American Airlines unless the human remains are shipped on American Airlines.

#### **AA54 INSPECTION OF SHIPMENTS**

- (A) American Airlines reserves the right to examine the packaging and contents of all shipments and to enquire into the correctness or sufficiency of information or documents tendered in respect of any shipment but American shall be under no obligation to do so.
- (B) The Consignee may not inspect or examine the contents of any part of any package in the shipment prior to signing for receipt of the shipment on the delivery copy of the Air Waybill.

#### **AA56 JOINT CARRIERS' LIABILITY**

- (A) The Shipper shall have a right of action against the originating Carrier and the Consignee shall have a right of action against the delivering Carrier. Additionally, each may take action against the Carrier that performed the transportation when the destruction, loss, damage or delay took place. The Carriers shall be jointly and severally liable to the Shipper or Consignee.

**AA58 LIABILITY FOR CONTAINERS**

- (A) The Shipper or Consignee is liable for any loss, damage, repair or replacement costs of any container, structural parts or straps that have been furnished by American based upon the cost published in the most recent edition of the ULD Control Manual issued by IATA.
- (B) The Shipper or Consignee who returns a container to American in an unserviceable condition shall be liable for the costs necessary to return the container to a serviceable condition.
- (C) For any container not returned to American within sixty (60) days from the time of delivery, the Shipper or Consignee will be liable for the loss of the container as described in paragraph (A) above. When the charges for the loss of the container are assessed, rental charges will not apply. But, if the lost container is later returned to American, rental charges will be assessed up to a maximum of the charges stated in (A) above. The 60 day period will be counted from the first calendar day following delivery of the container excluding the first Saturday, Sunday or legal holiday.

**AA60 LIABILITY FOR UNPAID CHARGES**

- (A) The Shipper and Consignee are liable, jointly and severally, for all unpaid charges attached to a shipment including, but not confined to, sums advanced or disbursed by American on account of such shipment.

EXCEPTION 1: The Shipper is not liable for any unpaid charges against a collect credit shipment where American has extended credit to the Consignee, unless the Shipper has guaranteed in writing the payment of the charges.

EXCEPTION 2: The Consignee is not liable for any unpaid charges against a prepaid shipment where American has extended credit to the Shipper.

- (B) American shall have a lien on the shipment for all sums due and payable. If the shipment cannot be delivered because of non-payment of any charges, American will hold the shipment, subject to the applicable storage charges. American will notify the Shipper and Consignee that the shipment will be disposed of at a public or private sale, unless American receives instructions accompanied by payment.

**AA62 LIMITATION OF ACTIONS**

- (A) Applicable within the United States

American shall not be liable in any action brought to enforce a claim, unless the applicable provisions of Rule AA26 (CLAIM PROCEDURES) have been complied with by the claimant, and unless such action is brought within two years after the date written notice is given to the claimant that the Carrier has disallowed the claim in whole or in part.

- (B) Applicable between points in the United States and Canada

American shall not be liable in any action brought to enforce a claim, unless the applicable provisions of Rule AA26 (CLAIM PROCEDURES) have been complied with. Any right to damages against Carrier shall be extinguished unless an action is brought within two years from the date of arrival at destination, or from the date the aircraft ought to have arrived, or from the date the transportation stopped.

**AA64 LIMITS OF LIABILITY**

- (A) By tendering a shipment to American for transportation, the Shipper, for himself and all parties having an interest in the shipment, agrees to the limitations set forth in these rules and warrants the description of the shipment as stated in the Air Waybill and that the shipment is not of a nature unsuitable for its transportation by air.

- (B) In consideration of the applicable transportation rates which, in part, are dependent upon the value of the shipment, the Shipper, Consignee and all parties having an interest in the shipment agree that the value of the shipment shall be determined as follows, and that the total liability of American and its agent shall in no event exceed the lesser of:
1. USD 0.50 per pound per shipment, but not less than USD 50.00 per shipment, unless a higher value is declared in the Air Waybill at the time of acceptance by American, and the applicable charges pertaining to such higher value have been paid by the Shipper, plus the amount of any transportation charges for which the Carrier may be liable. Refer to Rule AA20 (CHARGES FOR DECLARED VALUE) for the applicable charges for declared value.
  2. The amount of any damages actually sustained.

EXCEPTION: Applicable between points in the United States and between points in the United States and Canada:

A shipment shall have a declared value of 22 SDRs per kilogram (but not less than USD 50.00 per shipment) unless the Shipper declares a higher value in the Air Waybill when tendered to American.

- (C) For a piece(s) of a shipment whose value has been separately declared:
1. The declared value of the piece(s) which may have been delayed, lost, damaged or destroyed (but not less than USD 50.00 per shipment), or the actual value of the piece, whichever is less, plus the amount of any transportation charges for which the Carrier may be liable, or
  2. The amount of any damages actually sustained, whichever is the least amount.
- (D) For shipments having a value declared on the total shipment:
1. In the case of delay, loss, damage or destruction of the entire shipment, the declared value of the shipment (but not less than USD 50.00 per shipment) or the actual value of the shipment, whichever is less, plus the amount of any transportation charges for which the Carrier may be liable, or
  2. In the case of delay, loss, damage or destruction of part of the shipment, the average declared value per pound of the shipment (see NOTE 2) multiplied by the number of pounds (or fraction thereof) of each piece of the shipment which may have been lost, damaged or destroyed (but not less than USD 50.00 per shipment) or the actual value of such piece(s), whichever is less, plus the amount of any transportation charges for which the Carrier may be liable, or
  3. The amount of any damages actually sustained, whichever is the least amount.

NOTE 1: The average declared value per pound of a shipment shall be determined by dividing the declared value of the shipment by the chargeable weight of the shipment.

EXAMPLE:

Declared Value - USD 10,000

Chargeable Weight - 1,000 pounds

The average declared value per pound equals USD 10,000 divided by 1000 pounds, or USD 10.00 per pound  
Number of pieces - 2 at 100 and 900 pounds respectively



NOTE 2: The average declared value per pound of a shipment shall be determined by dividing the declared value of the shipment by the chargeable weight.

**EXAMPLE:**

Declared Value - USD 6,000

Chargeable Weight - 600 pounds

The average declared value per pound equals USD 6,000 divided by 600 pounds, or USD 10.00 per pound  
Number of pieces - 1 at 100, 200 and 300 pounds or USD 1,000, USD 2,000 and USD 3,000 respectively

(E) In no case shall American's liability exceed the actual value of the goods shipped.

**AA66 LIVE ANIMALS**

Live animals of certain types which are not dangerous or offensive and are of a size acceptable for carriage will be transported subject to the following conditions:

EXCEPTION 1: American Airlines will not accept Live Animals with a declared value in excess of USD 1,500.00.

- (A) The Shipper must comply with all Federal, State and local laws, ordinances or other government rules and regulations governing the transportation of live animals. Additionally, a health certificate will be required for dogs, cats and nonhuman primates as mandated by the United States Department of Agriculture (USDA).
- (B) Advance arrangements must be made.
- (C) The Shipper must agree to prepay all charges. No charges of any kind will be collected from the Consignee on the Shipper's behalf unless the Shipper guarantees in writing the payment of all transportation charges (including any charges for return transportation, if the shipment cannot be delivered to the Consignee), and payment for all other expenses incurred while the animal shipment is in American Airlines custody. The Shipper's written instructions shall include the name, address, and telephone number of the party to be contacted for the return or other arrangement of the animal shipment if the shipment cannot be delivered to the Consignee.
- (D) The shipment must require no attention in transit/during flight.
- (E) The shipment must be secure and properly crated in containers that comply with the IATA Live Animal Regulations or applicable government regulations for the species, whichever is more stringent.
- (F) The shipment must be tendered to American in clean container(s). The animal and/or container must not emit offensive odors. As used in this rule, offensive means unpleasant to the senses.
- (G) The container must contain the name and telephone number of the Shipper and/or Consignee that can be reached on a 24 hour basis.
- (H) The shipment must be properly packaged to prevent the escape of the animal(s) in accordance with the IATA Live Animals Regulations or applicable government regulations, whichever is more stringent.
- (I) The Shipper must comply with all applicable labeling, marking and health certification requirements, in addition to all import or export requirements.
- (J) The following kennels are prohibited for acceptance: Kennels made entirely of wicker, welded mesh or wire mesh, snap-top, soft-sided, cardboard, knock-down, folding or collapsible kennels;

kennels with plastic doors; kennels with wheels (unless they are retractable, removable, taped, or otherwise rendered inoperable); and kennels with top opening doors.

- (K) The Shipper must provide the applicable commodity code in the Air Waybill.

#### Venomous Snakes and Lizards

American Airlines will not accept venomous snakes or venomous lizards (e.g., Gila monster or beaded lizards) as defined in the IATA Live Animal Regulations (CR44).

#### Wild Birds

American Airlines will not accept live, wild birds unless:

- (A) The Shipper or its Agent certifies in writing on the Shipper's letterhead (which must accompany the Air Waybill) that the birds being shipped were born in captivity on special farms; or
- (B) The birds are being shipped from or to a zoo, sanctuary, preserve or rehabilitation center; and
- (C) Transportation is limited to American Airlines online transportation.

#### Roosters and Chickens

American Airlines will not accept roosters or chickens for regional and mainline aircraft (excluding day-old chicks and hatching eggs).

#### Non-Human Primates

Non-human primates will only be accepted for carriage on AA's aircraft when:

- (A) The Shipper, or Agent, certifies in writing on letterhead, which must accompany the Air Waybill, that the primates being shipped were born or bred in captivity on special farms;
- (B) The primates are being shipped from or to a zoo, sanctuary, preserve or rehabilitation center

NOTE: American Airlines will not accept primates used for laboratory research, experimentation, and exploitation purposes.

#### Snub Nosed or Brachycephalic Animals

- (A) American Airlines will not accept brachycephalic or snub-nosed cats and dogs. Please visit [aacargo.com](http://aacargo.com) for an up-to-date list of restricted breeds.

#### Temperature

American Airlines will ONLY accept Warm-Blooded Live Animals when the origin, connecting, and destination temperatures fall between 45°F (7°C) and 85°F (29°C) unless the Shipper provides a Certificate of Acclimation signed by an accredited veterinarian. Regardless of the temperatures stated on the Certificate of Acclimation, AA will NOT accept Live Animals when the origin, connecting, and destination temperatures exceed 85°F (29°C) OR fall below 20°F (-7°C).

#### Mortality or Injury

American Airlines will not be responsible for mortality due to natural causes or the pre-existing illness of an animal. American Airlines will not be responsible for the mortality or injury of an animal directly resulting from the actions of the animal.

In the unlikely event that an animal becomes ill or injured while in our care, we will obtain veterinary attention to ensure the pet's safety and security. Should the consulting veterinarian determine that the diagnoses or conditions were pre-existing, the customer will be responsible for reimbursing American for the cost of veterinary care and any other related expenses, such as feeding and housing of the animal(s).

#### Layover - Dogs and Cats

American Airlines will make advance arrangements with an animal care provider for shipments of pet dogs and pet cats when the scheduled flight duration exceeds eight (8) hours and the animal must make a connection longer than four (4) hours or an overnight stay is required.

#### Notice and Disposition of Animals

American Airlines will provide notice and disposition of animals subject to the following conditions:

- (A) In the event American Airlines was unable to deliver a live animal shipment and was not provided with any special instructions and was unable to contact the Consignee for instructions upon the arrival of the shipment, American Airlines will take such steps as due diligence requires for the protection of the animal(s) which includes placing the animal(s) in a commercial kennel or animal care facility.
- (B) American Airlines will attempt to notify the Consignee for a period of twenty four (24) hours after the animal has been transferred to the freight terminal. American Airlines will continue to notify the Consignee at least every six (6) hours during that period. The time, date and method of such notification will be recorded by American Airlines.
- (C) Any charges incurred by American Airlines applicable to the placement in a non-American Airlines facility will attach to the shipment.
- (D) If the Consignee cannot be notified of the arrival of the shipment in accordance with paragraph b of this rule, and instructions from the Shipper are not received by American Airlines within seventy two (72) hours after the date of arrival of the shipment at destination, American Airlines will send a Notice of Abandonment to all applicable parties and the animal will be taken to nearest animal shelter. From that point it is considered out of American Airlines custody.
- (E) If, for any reason, we cannot complete the contracted travel or if the customer does not accept delivery of the animal at its final destination, the pet may be returned to its original location, and the shipper will be responsible for any and all related charges.

#### **AA68 MILITARY DISCOUNTS**

- (A) American will discount shipments from/to Active Duty United States Military personnel and their dependents. The discount will be 50% of the applicable rates based on the following:

- (1) Proper identification shall mean:

- (a) Green Active Duty Military ID Card, or
- (b) Discharge papers if it is within seven (7) days of the discharge, or
- (c) Tan Uniformed Services Dependent ID Card marked 'Active'.

- (2) Discounts will only apply when the shipment is intended for personal use; discounts will not apply for commercial use.

**AA70 MINIMUM CHARGES**

- (A) The minimum charge (per shipment) for American is subject to the rates and charges published on AA's Cargo internet site at [www.aacargo.com](http://www.aacargo.com).

EXCEPTION: Where a joint minimum charge is published, that joint minimum charge takes precedence over any combination of local minimum charges.

- (B) A minimum charge will be assessed for each unique commodity that is tendered on the same Air Waybill.

**AA72 NAVIGATION SURCHARGE**

A Navigation Surcharge will apply on all shipments originating or terminating in Canada. These fees may be located on [www.aacargo.com](http://www.aacargo.com) located in the "Rates" section under Accessorial Fees.

**AA74 PACKAGING AND MARKINGS**

- (A) All shipments must be prepared or packed to ensure safe transportation with ordinary care in handling.

NOTE: American Airlines restricts the use of opaque plastic for shipments containing liquids, powders, dusts, dry ice (mainline aircraft only), NFPA-warning labels or classified hazardous materials. Although opaque plastic may be used for certain commodities, American recommends the use of transparent protective covering.

- (B) Each piece must be legibly and durably marked with the name and address of the Shipper and Consignee.
- (C) All packing, marking and labeling associated with hazardous materials (dangerous goods) must comply with the Dangerous Goods Regulations issued by IATA.
- (D) American Airlines will transport perishables subject to the following conditions:
1. The shipment contains the name and telephone number of the Shipper and Consignee who can be reached on a twenty-four (24) hour basis.
  2. The shipment has been prepared and packed to withstand a 48 hour transit, regardless of the service level requested or provided.

NOTE: American Airlines will not be liable for the spoilage of perishable shipments in transit less than forty eight (48) hours. The transit time for perishable shipments will begin at the required cut-off time defined in Rule AA16 (BOOKED SHIPMENTS) for the booked flight.

3. The shipment must have the proper packaging. Proper packaging is defined as packaging capable of protecting the contents from damage due to changes in climate, temperature, altitude or other ordinary exposure which may prevail in flight, or at a transfer point, or at origin or destination, or when available facilities cannot protect the shipment against such conditions.
4. American Airlines will require the following packaging for seafood shipments:
  - a. Fresh Seafood (tendered as bulk)

Fresh seafood must be shipped in multi-walled, wax, impregnated fiberboard boxes with fan folded or gusset corners. Leak proof plastic or fiberglass reusable containers will also be accepted. The maximum gross weight per piece cannot exceed sixty eight (68) kilograms or (150 pounds, including the refrigerant and packaging. Each piece must be banded or taped together with a minimum of two (2) bands around the width of the box. A polyethylene bag at least four (4) mil thick or two (2) mil thick bags must be used inside the container to prevent leakage. The polyethylene bag must be pressure sealed or secured by knotting or professional folding. Additionally, absorbent material must be packed between the polyethylene bag and the outside container. It is recommended that one (1) inch Styrofoam be placed in the container prior to loading the polyethylene bag.

b. Fresh Seafood (tendered in containers)

Fresh seafood tendered in containers must be loaded to prevent any leakage in the containers. Containers that have unpackaged seafood will not be accepted. Each piece must be legibly and durably marked with the name and address of the Shipper and Consignee. An approved plastic liner with impregnated absorbent material must be used to line the containers.

c. Live Seafood

Live seafood must be tendered in containers as described in the IATA Live Animals Regulations.

- (E) All pieces with a weight exceeding the floor-bearing capacity of the available aircraft must be provided with a suitable skid or base that will distribute the weight of the pieces so that it does not exceed the aircraft capacity. The weight of the shipment must include the weight of the skid or base.
- (F) Any article susceptible to damage by ordinary handling or as a result of any condition that may be encountered in air transportation must be adequately protected by proper packing and bear appropriate labels or markings.
- (G) Liquids, fragile items or perishable articles must not be enclosed or packed in the same package as wearing apparel.
- (H) Valuable Cargo must be packed in sealed, outside containers of at least one cubic foot and of sufficient strength to permit loading with other freight.
- (I) Money in coin form must be packed in sealed metal, plastic or wooden containers of at least one cubic foot and of sufficient strength to permit loading with other freight.
- (J) Any article or commodity that contains dry ice (mainline aircraft only) must have the following information marked on each package and noted in the Air Waybill (in addition to the information required by the Dangerous Goods Regulations issued by IATA):
  - 1. Time and date the shipment was packed with dry ice,
  - 2. Amount of dry ice in each package, and
  - 3. Number of hours the dry ice will maintain the contents of each package at an acceptable temperature.

EXCEPTION: Shipments which show the material is being refrigerated for medical, diagnostic or treatment purposes (e.g., frozen specimens) will be exempt from these requirements.

#### **AA76 PAYMENT OF CHARGES**

- (A) All rates and charges between points within the United States and rates from points in the United States to points in Canada are published in United States currency. All rates and charges from a point in Canada to a point in the United States are published in Canadian currency (on a per kilo basis).

EXCEPTION 1: When a shipment originates or terminates in the United States and when the applicable rates and charges are paid in the United States, they are payable in the lawful currency of the United States.

EXCEPTION 2: When a shipment originates or terminates in Canada and when the applicable rates and charges are paid in Canada, they are payable in the lawful currency of Canada.

The conversion of rates and charges published in United States currency for collection in Canada shall be made at the local banker's buying rate of exchange. The conversion of rates and charges published in Canadian currency for collection in the United States shall be made at the local banker's rate of exchange.

- (B) When a shipment is tendered to American Airlines wholly prepaid, the Consignee is responsible for all destination charges.

When a shipment is tendered to American Airlines wholly collect, the Consignee is responsible for all destination charges, in addition to the weight charges and any other origin charges.

When a shipment is tendered to American Airlines with mixed charges, the Consignee is responsible for all destination charges, in addition to the collect weight charges or the collect origin charges.

Although an Agent and/or Broker may be designated to act on behalf of the Consignee, a shipment will not be released until an acceptable form of payment has been received for all destination charges.

- (C) Unless credit arrangements have been made with the Carrier, all prepaid charges must be paid by at the time of acceptance and all collect charges must be paid by at the time of delivery.

#### **EXCEPTION 1:**

(a) When payment of transportation charges for traffic originating at points in the United States are paid for in Canadian currency, or when payment of transportation charges for traffic originating at points in Canada are paid for in United States currency, the conversion of transportation charges from United States currency to Canadian currency or from Canadian currency to United States currency shall be at the local banker's buying rate of exchange for the United States or Canadian currency tendered. For the purpose of this rule,

(i) the banker's buying rate shall mean the rate at which, for the purpose of the transfer through banking channels (e.g., other than transactions in bank notes, travelers checks and similar banking instruments), a bank will purchase a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.

(ii) in the United States, the banker's rates shall mean the rates published each Tuesday in the "Wall Street Journal" under the heading of 'Selling prices for bank transfers in the United States for payment abroad'. This rate will be applicable from Wednesday of each week up to and including the Tuesday of the following week.

(iii) in Canada, the banker's rates shall mean the unit rate published in the "Toronto Globe and Mail" as the Foreign Exchange mid-market rate in Canadian funds appearing in the Saturday edition of each week. This rate will be applicable from Monday of each week up to and including the following Sunday.

(b) (i) If the Shipper or Consignee is not a participant in CASS Canada and has requested credit and the Carrier has agreed in advance to extend such credit, credit for payment of charges on a shipment will be extended for fifteen (15) days after the date of billing.

(ii) When credit for payment of charges has been so extended by the Carrier, the Carrier will bill for such charges within fifteen (15) days after the date the Carrier accepts a prepaid shipment or delivers a collect shipment.

#### EXCEPTION 2:

(a) Settlement of Prepaid Sales Through CASS Canada

(i) At the request of the airline, the Shipper shall be responsible for the payment through CASS of any or all monies due to the CASS Airline resulting from the issuance of any transportation documents in the name of the CASS Airline and/or the sale of any ancillary services, whether or not such monies have been collected by the Shipper.

(b) Settlement and Remittance

(i) The CASS Settlement Office will draft the Shipper's bank accounts for monies due to CASS Airlines not later than the close of business of the 28th day following the last day included in billing(s) under settlement.

(ii) If the Settlement Office is closed for business on the drafting date, the drafting shall take place by the close of business on the first subsequent day the Settlement Office is open for business.

(c) Overdue Remittance and Non Payment

(i) If the Settlement Office debit is dishonored, the Shipper will be considered in arrears and advised accordingly.

(ii) If the Shipper considered in arrears fails to make complete settlement of the amounts due within ten (10) calendar days after the drafting date, in the absence of a bona fide commercial dispute the CASS manager will:

(aa) promptly advise CASS Airlines and the Shipper involved that it is in default of payment; with written advice to be sent to the Shipper under registered separate cover.

(bb) demand an immediate full and complete accounting and settlement of all monies due and outstanding from the Shipper whether or not the remittance date of payment has arrived.

(iii) On receiving notice that a Shipper is in default, CASS Airlines shall immediately place the defaulting Shipper on a cash basis until all monies are satisfactorily accounted for following which a review will be conducted by the CASS Airlines.

(iv) A Shipper is considered in arrears under the provisions of "Overdue Remittance and Non Payment" if he defaults payment four times during any twelve consecutive months. The Shipper will then be declared in default of payment and is subjected to action in accordance with the provisions of the paragraphs above.

#### **AA78 PICK-UP AND DELIVERY**

For specific information regarding pick-up and delivery in the United States, please call 1-800-CARGOAA (1-800-227-4622).

#### **AA80 QUALIFIED ACCEPTANCE OF SHIPMENTS**

(A) American requires all shipments to have accurate dimensions, weight and PAL (Precise Account Locator) billing and payment information at the time of tender. Please see AACargo.com for facility drop off times.

(B) American will reject a shipment prior to the performance of any transportation by air from the airport of origin when it reasonably appears that such shipment is:

1. Improperly packed or packaged.
2. Of a kind or type likely to incur damage from high or low temperatures occurring in flight or at a transfer point, or at origin or destination, notwithstanding the exercise of ordinary handling by American when available facilities cannot protect the shipment against such conditions.

EXCEPTION: When American, at the time of acceptance, notes on the paper Air Waybill or on an AC18 form that deficiencies exist in packaging or environmental requirements, American will not be liable for damages incurred as a direct result of those deficiencies or environmental defects.

3. Of an inherent nature or defect that indicates to American that transportation could not be furnished without loss or damage to the goods.
4. Not accompanied by proper documentation and necessary information as required by any convention, statute or regulation applicable to such shipment.
5. Subject to advance arrangements and required advance arrangements have not been completed to the satisfaction of American.

(C) Valuable Cargo must not be included in the same shipment with any other articles:

EXCEPTION: Valuable Cargo must not be included in the same container with other articles, except when tendered in a sealed container.

(D) The following shipments will be accepted under the specified conditions:

1. Shipments requiring special devices for safe handling will only be accepted when such devices are provided and operated by the Shipper or Consignee at their own risk, and when American approves the operation of such special devices on American's premises by the Shipper or Consignee. When, upon request, American provides special devices



and an operator, the Shipper or Consignee must reimburse American for all charges incurred.

2. Shipments containing parts moving under United States Customs Bond will only be accepted if the entire shipment is moving under such Bond, and the Shipper so indicates in the Air Waybill.
- (E) Shipments of human remains, other than cremated remains, will only be accepted when accompanied by duplicate copies of a signed certificate of death and/or a burial transit permit. A burial removal permit may be required by state/province law.
- (F) Shipments containing or consisting of dangerous goods will only be accepted if they comply with all applicable rules and provisions as published in the Dangerous Goods Regulations issued by IATA.
- (G) Shipments containing perishables will only be accepted if the Shipper/Consignee agrees that the shipments will be picked up at the destination within four (4) hours of notification of arrival by American. American will not be liable for claims pertaining to spoilage if shipments are not picked up after four (4) hours of notification of arrival.
- (H) Shipments of thermopane glass will only be accepted when the Shipper has installed breather units to prevent the breakage of glass due to high altitudes during transportation.

#### **AA82 RATES AND CHARGES**

- (A) All shipments are subject to American's rates and charges published in this tariff and those published on the American Airlines Cargo website at [www.aacargo.com](http://www.aacargo.com), including revisions and supplements in effect on the date a shipment is tendered to American.
- (B) Except as noted, all rates apply from the origin airport to the destination airport in USD and do not include tax. Since American Airlines does not offer commissionable rates, all rates are stated as net rates.
- (C) General commodity rates apply on all commodities except those defined under the terms of these rules.
- (D) A specific commodity rate removes the application of the general commodity rate carried from and to the same points.
- (E) A general commodity rate stated as a percentage removes the application of the general commodity rate carried from and to the same points.
- (F) When articles have different rates and they have been packed separately in the same shipment, the charges will be assessed on the actual or cubic dimensional weight, whichever is the greater of the two, of each part.
- (G) When two or more rates, subject to different weight breaks, are provided for the same commodity, in the same Air Waybill, from and to the same points, the lower of the following rate weight charges shall apply:
1. The charge computed at the rate applicable to the weight of the shipment.
  2. The charge for the minimum weight computed at the lower rate but applicable to the higher weight break.

- (H) Except as otherwise provided, when a local or joint rate is established for application over a particular route from the point of origin to the point of destination for a specific service, such rate is applicable over such route, notwithstanding that it is higher or lower than the aggregate of the intermediate rates over such route for such service.

**INVALID PRODUCT TYPES** – When a customer tenders an Air Waybill with an invalid Product from Canada to the U.S., the Agent or Receiving Clerk should issue a CCA with the correct rate. For U.S. domestic shipments, the Agent or Receiving Clerk should cross off the incorrect Product and write the appropriate Product on the paper Air Waybill or issue a CCA. If no CCA is issued, the customer should initial a paper copy of the Air Waybill, acknowledging the change.

#### **AA84 REFERENCES**

Where references are made to these tariffs, items, pages, notes and rules, such references are continuous and include supplements, revised pages, additional pages or reissues made by AA.

#### **AA86 REFUND FOR SERVICE FAILURE**

- (A) If an ExpediteFS shipment is not transported on the flight(s) on which space was booked and specified in the Air Waybill, or on a flight having a scheduled or actual arrival time prior to the booked flight, American will refund the following:

The amount of refund to the Shipper will be 50 percent of the applicable transportation charge of the shipment, excluding surcharges and fees.

**EXCEPTION:** The ExpediteFS guarantee will not apply for any valuable cargo shipment with a flight connection time less than three (3) hours and fifteen (15) minutes. The money back guarantee for high value, ExpediteTC, TLC, Live Animals and Perishable will remain at 100 percent of the applicable transportation charge of the shipment, excluding surcharges and fees.

- (B) A request for refund must be made within sixty (60) days after the tender of the shipment to American.
- (C) The Shipper must comply with the provisions stated in Rule AA16 (BOOKED SHIPMENTS).
- (D) No refund will be paid if the delay was caused by any of the conditions stated in Rule AA46 (EXCLUSIONS FROM LIABILITY).

#### **AA88 RESPONSIBILITY FOR CHARGES (INDEMNIFICATION)**

The Shipper and Consignee shall be liable, jointly and severally, to pay or indemnify the Carriers for all claims, fines, penalties, damages, costs or other sums which may be incurred, suffered or disbursed by a Carrier by reason of any violation of any of the rules contained in the applicable tariffs or any other default of the Shipper or such other parties with respect to a shipment.

#### **AA90 RESTRICTION DUE TO VALUE**

- (A) Valuation limit for one shipment

American Airlines will not accept any shipment that exceeds a declared value of USD 500,000 unless advance arrangements have been made.

- (B) Valuation limit for one aircraft

The maximum limit of declared value on any American Airlines aircraft shall not exceed USD 2,000,000 unless advance arrangements have been made.

**AA92 ROUTING AND RE-ROUTING**

In order to protect all shipments accepted for transportation, American will determine the routing for any shipment not routed by the Shipper. Additionally, American will change the routing in order to accommodate the shipment via any air or surface carrier. The transportation charges shall be no greater than the lowest transportation charge applicable to the service required from the origin to the destination via American.

EXCEPTION: If the Shipper requests American to re-route a shipment to another Carrier for reasons other than those specified in this rule, the transportation charge will be recomputed for the charge applicable via the routing requested by the Shipper.

**AA98 SHIPMENTS ACCEPTABLE**

Transportation of a shipment remains subject to Shipper's compliance with the Cargo Contract, these rules, and all other applicable rules and regulations, tariffs, laws, ordinances and other government regulations pertaining to the transportation of such shipment.

**AA100 SHIPMENTS NOT ACCEPTABLE**

(A) American will not accept:

1. Shipments which require the Carrier to obtain a national, federal, state or local license for transportation when the Carrier has elected not to comply with such license requirements.
2. Personal consignments of alcohol, tobacco or perfume.
3. Machinery, greased or oiled, without packing.
4. C.O.D. (Collect-On-Delivery) shipments.
5. Shipments containing some parts (but not all parts) moving under the Carrier's United States Customs Bond.
6. Shipments containing articles prohibited by the United States Federal Aviation Regulations.
7. Shipments containing firearms that originate, terminate or transit Canada.
8. Shipments exceeding the maximum floor-bearing weight limits (based upon the limitations of the specific aircraft).
9. Live wild birds and/or primates, unless they are tendered in compliance with the provisions of Rule AA66 (LIVE ANIMALS).
10. Blood and urine sample shipments, except:
  - (a) Shipments containing the following inner packaging requirements:
    - (i) A watertight primary receptacle (vial, tube, etc.), and
    - (ii) A watertight, secondary packaging (3/4 inch styrofoam container with lid is acceptable), and
    - (iii) An absorbent material between the primary receptacle and the secondary packaging.

NOTE: Primary receptacles (vials, tubes, etc.) must be placed in a secondary package and wrapped individually to ensure contact between them is prevented. The absorbency

material (cotton, wool or soft styrofoam layers) must be sufficient to absorb the entire contents of the primary receptacles.

(b) Shipments containing the following outer packaging requirements:

The outer shipping container must be of sufficient strength to protect the contents. Corrugated fiberboard or comparable material must surround the secondary packaging on 6 sides.

NOTE: Styrofoam is unacceptable as an outer container.

(B) Notwithstanding any other provisions of this tariff, the Carrier, at its option, may determine not to accept for any purposes under this tariff, any Air Waybills or related shipping documents issued by any Carrier which has become insolvent, suspended payments or failed to meet its contractual obligations or has become involved voluntarily in bankruptcy proceedings.

(C) American will not accept a shipment for transportation when the shipment is:

1. Improperly packed, or
2. Of a kind or type likely to incur damage from high or low temperature, notwithstanding the ordinary care in handling the shipment by American when the available facilities cannot protect the shipment against such conditions, or
3. Of an inherent nature or defect which indicates that transportation could not be furnished without loss or damage to the shipment, or
4. When advanced arrangements have not been satisfactorily completed.

(D) American will not accept an ExpediteFS shipment when the shipment contains the following:

1. Any bulk piece where the overall dimensions (height + width + length) exceed 90 inches.
2. Any EO or EH container that weighs over 100 pounds, and any E container.
3. Dangerous Goods

EXCEPTION: Shipments containing carbon dioxide, solid (dry ice, mainline aircraft only) and Biological Substances, Category B may be accepted for carriage.

4. Items that require Escort Service

**AA102 SHIPPER OWNED CONTAINERS**

Shipper owned containers (e.g., 'E', 'EH' and 'EO') that exceed the maximum allowable weight will be rated at the applicable bulk rates. If a shipment is tendered with 'like' containers (e.g., 'E', 'EH' and 'EO') and the average piece weight exceeds the maximum weight allowed for the containers, the entire shipment will be rated at the applicable bulk rate.

**AA106 SPECIFIC COMMODITIES**

(A) The following commodities will only be accepted by American for the following levels of service and require the following specific commodity number(s):

Description	Specific Commodity Number	Products
Live Animals, Warm-Blooded	1001	BSX, ExpediteFS, PPS
Live Animals, Cold-Blooded	1002	BSX, ExpediteFS, PPS
Valuable Cargo	9002	BSX, ExpediteFS
Human Remains (excluding cremated remains)	9091	ExpediteFS

(B) The following commodities will not be accepted for transportation in containers or on pallets named in Rule AA36 (CONTAINER SPECIFICATIONS).

1. Human Remains
2. Live Animals

**AA107 SPOT RATES**

When AA offers a spot rate and the weight charges are collect, AA requires the Shipper or the Shipper's Agent to provide the spot number and the applicable spot rate in the "Accounting Information" box in the Air Waybill at the time of tender. If this information is not designated in the Air Waybill, American Airlines will collect the applicable tariff rate.

**AA108 VALUABLE CARGO**

(A) Please visit [www.aacargo.com/learn/valuable.html](http://www.aacargo.com/learn/valuable.html) for American Airlines definition of valuable cargo.

- (B) Valuable Cargo will not be accepted unless advance arrangements have been made.
- (C) The applicable commodity code must be provided by the Shipper in the Air Waybill.
- (D) A surcharge will apply to all shipments containing Valuable Cargo. The surcharge will be USD 25.00 per shipment.
- (E) Valuable Cargo may not be included in the same shipment with other articles, except when the shipment is tendered in a sealed container.
- (F) Valuable Cargo must be packed in sealed, outside containers or boxes with measurements of 1728 cubic inches (e.g., 1 cubic foot) or more and of sufficient strength to permit stacking other freight around and on top.
- (G) Money in coin form must be packed in sealed metal or wooden boxes.
- (H) The following provisions apply to shipment(s) of Valuable Cargo when both the actual value and the declared value are more than USD 5,000.00:

1. Shipments will be accepted at an airport area designated by American Airlines not more than three hours prior to the scheduled departure of the flight for which advance arrangements have been made; and,
  2. The Shipper must confirm in writing that the Consignee will accept delivery of the shipment at the destination airport within three (3) hours after the scheduled flight arrival time.
  3. In the event the shipment will not be available to the Consignee within two (2) hours after the scheduled arrival time, American Airlines will notify the Consignee. If the Consignee will not accept the shipment within two (2) hours after the time of arrival, or if American is unable to contact the Consignee, American will, at the Shipper's expense:
    - (a) Hire an armored vehicle, or, if the shipment cannot be accommodated in an armored vehicle, a vehicle with an armed guard, to deliver the shipment to a public warehouse or other suitable repository for safekeeping subject to the applicable United States Customs laws and regulations; and,
    - (b) Hire an armed guard service to protect the shipment until the Consignee accepts the shipment, or until the shipment is disposed, whichever occurs first.
    - (c) American will notify the Shipper and Consignee at the addresses shown in the Air Waybill after the shipment has been delivered to a suitable repository.
- (I) The terms and conditions of the Air Waybill and these rules shall extend to the armored vehicle or vehicle with an armed guard hired by American Airlines, and all resulting charges incurred by American must be paid by the Shipper or Consignee.
- (J) For rates and charges applicable to shipments of Valuable Cargo, refer to [www.aacargo.com](http://www.aacargo.com).

**AA109 RETURNED CHECKS**

In the event a customer's payment is declined/stopped and returned from the bank a decline/insufficient/stop payment fee of \$30.00 will be charged.