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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY  
IN EFFECT ON: 15OCT12

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0001

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TITLE/APPLICATION - 70

A DEFINITIONS

AS USED HEREIN:

ADD-ON AMOUNT - AN AMOUNT USED

ONLY TO CONSTRUCT AN UNSPECIFIED THROUGH FARE.

ADULT - A PERSON WHO HAS REACHED

HIS/HER 12TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

AFRICA MEANS THE AREA COMPRISING ALL THE COUNTRIES ON THE CONTINENT OF AFRICA, OTHER THAN ALGERIA, EGYPT, MORROCCO, AND TUNISIA, BUT INCLUDING THE FOLLOWING ISLANDS: COMOROS, MADAGASCAR, MAURITIUS, REUNION AND SEYCHELLES. (REFER ALSO TO WEST AFRICA).

ARBITRARY MEANS AN AMOUNT PUBLISHED FOR USE ONLY IN COMBINATION WITH OTHER FARES FOR THE CONSTRUCTION OF

THROUGH

FARES. IT IS ALSO REFERRED TO AS "PROPORTIONAL FARE", "BASING FARE", AND "ADD-ON-FARE".

AREA 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS AND THE ISLANDS ADJACENT THERETO; GREENLAND, BERMUDA, THE WEST INDIES AND THE ISLANDS OF THE CARIBBEAN SEA, THE HAWAIIAN ISLANDS (INCLUDING MIDWAY AND PALMYRA).

AREA 2 MEANS ALL OF EUROPE (INCLUDING THAT PART OF THE RUSSIAN FEDERATION IN EUROPE) AND THE ISLANDS ADJACENT THERETO, ICELAND, THE AZORES, ALL OF AFRICA AND THE ISLANDS ADJACENT THERETO, ASCENSION ISLAND, AND THE PART OF ASIA LYING WEST OF AND INCLUDING IRAN.

AREA 3 MEANS ALL OF ASIA (INCLUDING RUSSIAN FEDERATION EAST OF THE URALS) AND THE ISLANDS ADJACENT THERETO EXCEPT THAT PORTION INCLUDED IN AREA 2; ALL OF THE EAST INDIES, AUSTRALIA, NEW ZEALAND, AND THE ISLANDS ADJACENT THERETO; THE ISLANDS OF THE PACIFIC OCEAN EXCEPT THOSE INCLUDED IN AREA 1.

ASIA - MEANS THE AREA COMPRISED OF THE SOUTH ASIAN SUBCONTINENT AND SOUTH EAST ASIA.

ASSEMBLY POINT - A POINT IN THE ITINERARY WHERE THE ENTIRE QUALIFYING GROUP ASSEMBLIES AND COMMENCES TRANSPORTATION AS A GROUP.

NEW

AUSTRALASIA MEANS AUSTRALIA, NEW CALEDONIA, NEW ZEALAND,

HEBRIDES, FIJI, SAMOA, COOK ISLANDS, TAHITI AND THE ISLANDS ADJACENT THERETO.

BAGGAGE, WHICH IS EQUIVALENT TO LUGGAGE, MEANS, SUCH ARTICLES, EFFECTS AND OTHER PERSONAL PROPERTY OF A

PASSENGER

AS ARE NECESSARY OR APPROPRIATE FOR WEAR, USE, COMFORT OR CONVENIENCE IN CONNECTION WITH HIS/HER TRIP. UNLESS

OTHERWISE SPECIFIED, IT SHALL INCLUDE BOTH CHECKED AND UNCHECKED BAGGAGE OF THE PASSENGER.  
BAGGAGE CHECK - THOSE PORTION OF THE TICKET WHICH PROVIDE

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FOR THE CARRIAGE OF PASSENGERS CHECKED BAGGAGE AND WHICH  
ARE

ISSUED BY CARRIER AS A RECEIPT FOR PASSENGER'S CHECKED BAGGAGE.

BAGGAGE TAG - A DOCUMENT ISSUED BY THE CARRIER SOLELY FOR IDENTIFICATION OF CHECKED BAGGAGE, THE BAGGAGE (STRAP) TAG PORTION OF WHICH IS ATTACHED BY CARRIER TO A PARTICULAR ARTICLE OF CHECKED BAGGAGE AND THE BAGGAGE (CLAIM) TAG PORTION OF WHICH IS GIVEN TO THE PASSENGER.

BANKERS BUYING RATE MEANS THE RATE AT WHICH, FOR THE  
PURPOSE

OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTION IN BANK NOTES, TRAVELLERS CHEQUES

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.

BANKERS SELLING RATE MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTIONS IN BANK NOTES, TRAVELLERS CHEQUES AND SIMILAR BANKING INSTRUMENTS), A BANK WILL SELL

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.

CALENDAR MONTH PERIOD OF TIME STARTING WITH ANY DAY IN A MONTH, IDENTIFIED BY NUMBER, AND ENDING WITH THE SAME DAY  
OF

THE FOLLOWING MONTH. WHEN THE SAME DAY DOES NOT OCCUR IN THE FOLLOWING MONTH THIS PERIOD ENDS ON THE LAST DAY OF

THAT

MONTH.

CALENDAR WEEK MEANS A PERIOD OF SEVEN DAYS STARTING AT  
12:01

A.M. SUNDAY AND ENDING AT 12:00 P.M. OF THE FOLLOWING SATURDAY, PROVIDED THAT WHEN A CARRIER OFFERS ONLY ONCE A WEEK SERVICE BETWEEN TWO POINTS, IT SHALL MEAN

A

PERIOD OF EIGHT DAYS COMMENCING WITH 12:01 A.M. ON THE DAY THE FLIGHT OPERATES.

CARIBBEAN AREA MEANS THE AREA COMPRISING OF ANGUILLA, ANTIGUA AND BARBUDA, ARUBA, BAHAMAS, BARBADOS, BERMUDA, BRITISH VIRGIN ISLANDS, CAYMAN ISLANDS, CUBA, DOMINICA,

DOMINICAN REPUBLIC, FRENCH GUIANA, GRENADA, GUADELOUPE, GUYANA, HAITI, JAMAICA, MARTINIQUE, MONTSERRAT, NETHERLANDS ANTILLES, ST. KITTS AND NEVIS, ST. LUCIA, ST. VINCENT AND THE GRENADINES, SURINAME, TRINIDAD AND TOBAGO, TURKS AND CAICOS ISLANDS.

CARRIAGE, WHICH IS EQUIVALENT TO TRANSPORTATION, MEANS CARRIAGE OF PASSENGERS AND/OR BAGGAGE BY AIR.

CARRIER MEANS THE AIR CARRIER ISSUING THE TICKET AND ALL

AIR

CARRIERS THAT CARRY OR UNDERTAKE TO CARRY THE PASSENGER AND/OR HIS BAGGAGE THEREUNDER OR PERFORM OR UNDERTAKE TO PERFORM ANY OTHER SERVICES RELATED TO SUCH AIR CARRIAGE. CENTRAL AFRICA MEANS THE AREA COMPRISING MALAWI, ZAMBIA AND ZIMBABWE.

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CENTRAL AMERICA MEANS THE AREA COMPRISING BELIZE, COSTA RICA, EL SALVADOR, GUATEMALA, HONDURAS, NICARAGUA AND PANAMA.

CHECKED BAGGAGE WHICH IS EQUIVALENT TO REGISTERED LUGGAGE, MEANS BAGGAGE OF WHICH CARRIER TAKES SOLE CUSTODY AND FOR WHICH CARRIER HAS ISSUED A BAGGAGE CHECK AND BAGGAGE

(CLAIM)

TAG(S).

CHILD - A PERSON WHO HAS REACHED HIS/HER SECOND BIRTHDAY BUT NOT HIS/HER 12TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

CIRCLE TRIPS - NORMAL FARES:

TRAVEL FROM A POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE, INCLUDING JOURNEYS COMPRISING TWO

FARE

COMPONENTS BUT WHICH DO NOT MEET THE CONDITIONS OF THE

ROUND

TRIP DEFINITION; PROVIDED THAT WHERE NO REASONABLE DIRECT SCHEDULED AIR ROUTE IS AVAILABLE BETWEEN TWO POINTS, A

BREAK

IN THE CIRCLE BETWEEN TWO FARE CONSTRUCTION POINTS MAY BE TRAVELLED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

CIRCLE TRIP - SPECIAL FARES:

TRAVEL FROM A POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE, COMPRISING TWO INTERNATIONAL FARE COMPONENTS WHICH DO NOT MEET THE CONDITIONS OF THE ROUND TRIP DEFINITION; PROVIDED THAT WHERE NO REASONABLE DIRECT SCHEDULED AIR ROUTE IS AVAILABLE BETWEEN TWO POINTS, A

BREAK

IN THE CIRCLE BETWEEN TWO FARE CONSTRUCTION POINTS MAY BE TRAVELLED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION.  
CIVIL AERONAUTICS BOARD OF THE UNITED STATES OF AMERICA -  
MEANS DEPARTMENT OF TRANSPORTATION.

COMBINATION - WHEN TWO OR MORE ONE-WAY OR ROUND TRIP OR  
HALF ROUND-TRIP FARES ARE USED AND SHOWN SEPARATELY IN A  
FARE CALCULATION.

CONJUNCTION TICKET MEANS TWO OR MORE TICKETS CONCURRENTLY  
ISSUED TO A PASSENGER AND WHICH TOGETHER CONSTITUTE A

SINGLE

CONTRACT OF CARRIAGE.

CONNECTION - A CONNECTION POINT MEANS WHEN A PASSENGER IS  
SCHEDULED TO DEPART TO THE NEXT TICKETED POINT ON THE DATE  
OF ARRIVAL ON THE SCHEDULED SERVICE OF THE SAME OR ANOTHER  
CARRIER. IF THERE IS NO SCHEDULED SERVICE TO THE NEXT  
TICKETED POINT ON THE DAY OF ARRIVAL, DEPARTURE WITHIN 24  
HOURS SHALL CONSTITUTE A CONNECTION UNLESS RESTRICTED BY A  
SPECIFIC RULE.

CONSEQUENTIAL DAMAGES MEANS DAMAGES WHICH ARE REASONABLE

OUT

OF POCKET EXPENSES AND OTHER PROVABLE DAMAGES INCURRED BY  
PASSENGER AS THE CONSEQUENCE OF THE LOSS, DAMAGE, OR DELAY  
IN THE DELIVERY OF SUCH PERSONAL PROPERTY.

CONSTRUCTED FARE - UNSPECIFIED THROUGH FARES CREATED BY

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THE USE OF ADD-ON AMOUNTS, OR TWO OR MORE FARES SHOWN AS A  
SINGLE AMOUNT IN A FARE CALCULATION.

CONTINENTAL U.S.A. OR CONTINENTAL UNITED STATES EACH MEANS  
THE DISTRICT OF COLUMBIA AND ALL STATES OF THE UNITED

STATES

OTHER THAN ALASKA AND HAWAII.

CONVENTION MEANS UNLESS THE CONTEXT REQUIRES OTHERWISE,  
THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES

RELATING

TO INTERNATIONAL CARRIAGE BY AIR, SIGNED AT WARSAW, OCTOBER  
12, 1929, OR THAT CONVENTION AS AMENDED BY THE HAGUE  
PROTOCOL, 1955, OR BY THE CONVENTION FOR THE UNIFICATION OF  
CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR, SIGNED AT  
MONTREAL, MAY 28, 1999 (MONTREAL CONVENTION) WHICHEVER MAY  
BE APPLICABLE TO CARRIAGE HEREUNDER.

CO-TERMINAL - MEANS SPECIFIED CITIES WHICH MAY BE  
CONSIDERED THE SAME POINT FOR DETERMINATION OF JOURNEY

TYPE.

COUNTRY OF COMMENCEMENT OF TRANSPORTATION MEANS THE COUNTRY  
FROM WHICH TRAVEL ON THE FIRST INTERNATIONAL SECTOR TAKES  
PLACE.

COUNTRY OF PAYMENT MEANS THE COUNTRY WHERE PAYMENT IS MADE  
BY THE PURCHASER TO THE AIRLINE OR ITS AGENT; PAYMENT BY  
CHEQUE, CREDIT CARD OR OTHER BANKING INSTRUMENTS SHALL BE

DEEMED TO HAVE BEEN MADE AT THE PLACE WHERE SUCH INSTRUMENT IS ACCEPTED BY THE AIRLINE OR ITS AGENT.  
CURRENCY OF THE COUNTRY OF ORIGIN/PAYMENT - MEANS THE CURRENCY IN WHICH INTERNATIONAL FARES FROM THAT COUNTRY ARE DENOMINATED.

DATE OF TRANSACTION MEANS THE DATE OF ISSUANCE OF THE TICKET, MCO OR PTA.

DAYS MEANS FULL CALENDAR DAYS, INCLUDING SUNDAYS AND LEGAL HOLIDAYS; PROVIDED THAT FOR THE PURPOSES OF NOTIFICATION

THE  
NOT  
OF

BALANCE OF THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL

BE COUNTED; AND THAT FOR PURPOSES OF DETERMINING DURATION

VALIDITY, THE BALANCE OF THE DAY UPON WHICH THE TICKET IS ISSUED OR FLIGHT COMMENCED SHALL NOT BE COUNTED.

DESTINATION MEANS THE ULTIMATE DESTINATION OF THE PASSENGER'S JOURNEY AS SHOWN ON THE TICKET.

DEADLINE - RESERVATIONS: THE MINIMUM NUMBER OF DAYS/MONTHS BEFORE THE DAY OF DEPARTURE BY WHICH RESERVATIONS MUST BE CONFIRMED.

PAYMENT: THE MINIMUM NUMBER OF DAYS/MONTHS BEFORE THE DAY OF DEPARTURE BY WHICH FULL PAYMENT MUST BE MADE.

DAY

TICKETING: THE MINIMUM NUMBER OF DAYS/MONTHS BEFORE THE

OF DEPARTURE BY WHICH TICKETING MUST BE COMPLETED.

D.O.T. - DEPARTMENT OF TRANSPORTATION.

DESTINATION - MEANS THE ULTIMATE DESTINATION OF THE PASSENGER'S JOURNEY AS SHOWN ON THE TICKET.

DIRECT ROUTE - MEANS THE SHORTEST ROUTE OPERATED BY A CARRIER IN BOTH DIRECTIONS BETWEEN TICKETED POINTS AT WHICH IT EXERCISES TRAFFIC RIGHTS.

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DIRECT ROUTE FARE - THE FARE OVER THE DIRECT ROUTE BETWEEN TWO POINTS, WHEN NO DIRECT ROUTE FARE EXISTS BETWEEN TWO TICKETED POINTS AS FARE MUST BE ESTABLISHED BY COMBINATION OVER A TICKETED POINT ON THE ITINERARY.

DOMESTIC - TRAVEL WITHIN A SOVEREIGN STATE (IATA COUNTRY CODE).

DOMESTIC CARRIAGE MEANS (EXCEPT AS OTHERWISE SPECIFIED) CARRIAGE IN WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE, THE PLACE OF DESTINATION OR STOPOVER, AND THE ENTIRE TRANSPORTATION ARE WITHIN THE SOVEREIGN STATE.

DOMESTIC TRANSFER - A CHANGE FROM THE DOMESTIC SERVICE OF ONE CARRIER TO ANOTHER DOMESTIC SERVICE OF THE SAME CARRIER (ONLINE TRANSFER) OR TO THE DOMESTIC SERVICE OF ANOTHER CARRIER (INTERLINE TRANSFER).

ROUND  
THE  
DEPARTURE

DOUBLE OPEN JAW MEANS TRAVEL WHICH IS ESSENTIALLY OF A  
TRIP NATURE EXCEPT THAT THE OUTWARD POINT OF ARRIVAL AND  
INWARD POINT OF DEPARTURE AND THE OUTWARD POINT OF

AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME.  
EAST AFRICA MEANS THE AREA COMPRISING OF BURUNDI, ERITREA,  
DJIBOUTI, ETHIOPIA, KENYA, RWANDA, SOMALIA, TANZANIA,

UNITED  
REPUBLIC OF AND UGANDA.  
EASTBOUND MEANS TRAVEL FROM A POINT IN AREA 1 TO A POINT IN  
AREA 2 OR 3 VIA THE ATLANTIC OCEAN OR TRAVEL FROM POINTS IN  
AREA 2 OR 3 TO A POINT IN AREA 1 VIA THE PACIFIC OCEAN.  
EASTERN HEMISPHERE - MEANS THE AREA COMPRISED OF AFRICA,  
ASIA/AREA 3, EUROPE, AND THE MIDDLE EAST FOR TRAVEL VIA THE  
ATLANTIC OCEAN.

EC MEMBER STATES - MEANS THE COUNTRIES OF BELGIUM,  
DENMARK, FEDERAL REPUBLIC OF GERMANY, FRANCE, GREECE,  
IRELAND, ITALY, LUXEMBOURG.  
ECONOMY CLASS FARE - MEANS THE FULL FARE ESTABLISHED FOR  
A NORMAL, REGULAR OR USUAL SERVICE, THE APPLICATION OF

WHICH  
IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF  
TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES, UNLESS  
OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS  
OF THIS TARIFF, ECONOMY FARES SHALL BE CONSIDERED TO

INCLUDE  
ALL YEAR OW/RT/CT AND ON-SEASON (PEAK) AND OFF-SEASON  
(BASIC) FARES FOR COACH/ECONOMY CLASS TRAVEL.  
ENDORSEMENT - THE TRANSFER OF AUTHORITY REQUIRED WHEN A  
PASSENGER WITH AN INTERNATIONAL TICKET WISHES TO REBOOK TO

A  
CARRIER OTHER THAN THE CARRIER SHOWN ON THE TICKET.  
SPECIFIC GUIDELINES ARE OUTLINES IN RULE 80 (REVISED  
ROUTINGS, FAILURES TO CARRY AND MISSED CONNECTIONS) OF THIS  
TARIFF.

A  
EDUCATIONAL ESTABLISHMENT - A SCHOOL, ACADEMY, COLLEGE OR  
UNIVERSITY OFFERING FULL TIME EDUCATIONAL, VOCATIONAL OR  
TECHNICAL COURSES FOR A SCHOOL YEAR AND DOES NOT INCLUDE A  
COMMERCIAL OFFICE, INDUSTRIAL OR MILITARY ESTABLISHMENT OR

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HOSPITAL AT WHICH A STUDENT IS SERVING AN APPRENTICESHIP  
UNLESS SUCH APPRENTICESHIP IS PART OF THE SCHOOL CURRICULUM  
OF THE EDUCATIONAL ESTABLISHMENT AT WHICH THE STUDENT IS  
ENROLLED.

END-ON COMBINATION - COMBINATION OF TWO OR MORE FARES

WHICH COULD BE TICKETED SEPARATELY AT A FARE CONSTRUCTION POINT (NOT APPLICABLE TO COMBINATION OF FARES BETWEEN THE SAME POINTS).

EU MEMBER STATES: AUSTRIA, BELGIUM, CZECH REPUBLIC, CYPRUS, DENMARK, ESTONIA, FINLAND, FRANCE, GERMANY, GREECE, HUNGARY, IRELAND, ITALY, LATVIA, LITHUANIA, LUXEMBOURG, MALTA, NETHERLANDS, POLAND, PORTUGAL, SLOVAKIA, SLOVENIA, SPAIN, SWEDEN, UL.

EUROPE MEANS THE AREA COMPRISED OF ALBANIA, ALGERIA, ANDORRA, ARMENIA, AUSTRIA, AZERBAIJAN, BELARUS, BELGIUM, BOSNIA AND HERZEGOVINA, BULGARIA, CROATIA, CYPRUS, CZECH REPUBLIC, DENMARK, ESTONIA, FAROE ISLANDS, FINLAND, FRANCE, GEORGIA, GERMANY, GIBRALTAR, GREECE, HUNGARY, ICELAND, IRELAND (REPUBLIC OF), ITALY, LATVIA, LIECHTENSTEIN, LITHUANIA, LUXEMBOURG, MACEDONIA, FYROM, THE FORMER YUGOSLAV (REPUBLIC OF), MALTA, MOLDOVA, (REPUBLIC OF), MONACO, MONTENEGRO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL (INCLUDING AZORES AND MADERIA), ROMANIA, RUSSIA (IN EUROPE), SAN MARINO, SERBIA, SLOVAKIA, SLOVENIA, SPAIN (INCLUDING CANARY ISLANDS), SWEDEN, SWITZERLAND, TUNISIA, TURKEY, UKRAINE, UNITED KINGDOM.

FARE BREAK POINTS - SEE FARE CONSTRUCTION POINTS

FARE COMPONENT THE PORTION OF AN ITNERARY BETWEEN TWO CONSECUTIVE FARE BREAK POINTS. IF THE JOURNEY HAS ONLY ONE FARE COMPONENT THE POINT OF ORIGIN AND THE POINT OF DESTINATION OF THE JOURNEY ARE FARE CONSTRUCTION POINTS.

FARE CONSTRUCTION POINTS - MEANS THE TERMINAL POINTS OF A FARE COMPONENT (THESE ARE ALSO TERMED FARE BREAK POINTS).

FLIGHT COUPON MEANS A PORTION OF THE PASSENGER TICKET THAT INDICATES PARTICULAR PLACES BETWEEN WHICH THE COUPON IS

GOOD

FOR CARRIAGE.

FOREIGN AIR TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN THE UNITED STATES AND A POINT OUTSIDE THEREOF.

FREEDOM RIGHTS

- (1) THIRD FREEDOM - THE RIGHT TO DEPLANE TRAFFIC IN THE FOREIGN COUNTRY THAT HAS BEEN ENPLANED IN THE HOME COUNTRY OF THE CARRIER.
- (2) FOURTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN THE FOREIGN COUNTRY THAT IS BOUND FOR THE HOME COUNTRY OF THE CARRIER.
- (3) FIFTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN ONE FOREIGN COUNTRY AND TO DEPLANE TRAFFIC IN ANOTHER

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FOREIGN COUNTRY.

- (4) SIXTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN ONE

FOREIGN COUNTRY, TRANSPORT THE TRAFFIC VIA THE COUNTRY OF REGISTRATION, AND DEPLANE THE TRAFFIC IN ANOTHER FOREIGN COUNTRY.

- (5) SEVENTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN ONE FOREIGN COUNTRY AND TRANSPORT THE TRAFFIC WITHOUT TRANSITING THE COUNTRY OF REGISTRATION.

FRENCH GOLD FRANCS MEANS THE FRANCS CONSISTING OF 65.50 MILLIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED THOUSANDTHS.

GATEWAY - THE LAST POINT OF DEPARTURE/FIRST POINT OF ARRIVAL WITHIN A GEOGRAPHIC LOCALE AS SPECIFIED BELOW: (NOTE THERE IS AN IMPLIED HIERARCHY IN THE FOLLOWING DESCRIPTIONS);

- (1) WHEN TRAVELLING BETWEEN AREA 1/2/3 THE LAST POINT OF DEPARTURE/FIRST POINT OF ARRIVAL IN THAT AREA.  
(2) WHEN TRAVELLING BETWEEN ZONES WITHIN AN AREA, THE LAST POINT OF DEPARTURE/FIRST POINT OF ARRIVAL IN THAT

ZONE.

- (3) WHEN TRAVELLING BETWEEN COUNTRIES WITHIN A ZONE, THE LAST POINT OF DEPARTURE IN ONE COUNTRY AND THE FIRST POINT OF ARRIVAL IN ANOTHER COUNTRY.

GLOBAL INDICATOR - THE GLOBAL ROUTING APPLICABLE TO THE FARE (E.G. EH/AT/TS/PO/SP/AP).

GROUP ORGANIZER - ANY PERSON (INCLUDING A TC MEMBER OR IATA SALE AGENT) WHO ORGANIZES AND PROMOTES PREPAID PRE-ARRANGED GROUP TRAVEL.

GUARDIAN MEANS A LEGAL GUARDIAN OR A PERSON ACTING IN LIEU OF PARENTS IN THE EVENT OF DEATH OR LEGAL INCAPACITY OF PARENTS.

HALF ROUND TRIP - HALF OF A SPECIFIED OR CONSTRUCTED ROUND.

TRIP NORMAL FARE - IN THE ABSENCE OF A SPECIFIED OR CONSTRUCTED ROUND TRIP NORMAL FARE. THE ONE-WAY NORMAL

FARE

IS CONSIDERED TO BE A HALF ROUND TRIP NORMAL FARE. IF A SPECIFIED OR CONSTRUCTED ONE-WAY SPECIAL FARE MAY BE

DOUBLED

TO ESTABLISH A ROUND TRIP SPECIAL FARE, THE ONE WAY SPECIAL FARE IS CONSIDERED TO BE A HALF ROUND TRIP SPECIAL FARE.

HOSPITALIZATION MEANS CONFINEMENT/ADMITTANCE TO A HOSPITAL ON AN IN-PATIENT BASIS FOR AT LEAST ONE NIGHT.

NOTE: OUT-PATIENT CARE DOES NOT CONSTITUTE

HOSPITALIZATION.

IATA MEANS THE INTERNATIONAL AIR TRANSPORTATION

ASSOCIATION.

IATA RATE OF EXCHANGE (IROE) THE RATE OF EXCHANGE NOTIFIED BY IAIA TO CONVERT LOCAL CURRENCY FARES TO NUC AND TO CONVERT TOTAL NUC AMOUNTS TO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

IBERIAN PENINSULA MEANS THE AREA COMPRISED OF GIBRALTAR, PORTUGAL (INCLUDING AZORES AND MADEIRA) AND SPAIN

(INCLUDING

CANARY ISLANDS).

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IMMEDIATE FAMILY, EXCEPT AS OTHERWISE INDICATED, SHALL

MEAN:

SPOUSE, CHILDREN, ADOPTED CHILDREN, SONS-IN-LAW,  
DAUGHTERS-IN-LAW, GRANDCHILDREN, BROTHERS, BROTHERS-IN-LAW,  
SISTERS, SISTERS-IN-LAW, PARENTS, FATHERS-IN-LAW,  
MOTHERS-IN-LAW AND GRANDPARENTS.

INCLUSIVE TOUR - A PRE-ARRANGED COMBINATION OF AIR  
TRANSPORTATION AND SURFACE ARRANGEMENTS OTHER THAN SOLELY  
PUBLIC TRANSPORTATION.

INDIAN SUBCONTINENT - MEANS THE AREA COMPRISING  
AFGHANISTAN, BANGLADESH, INDIA, NEPAL, PAKISTAN AND SRI  
LANKA.

INDIRECT ROUTE - ANY SCHEDULED CONTINUOUS AIR ROUTE OTHER  
THAN DIRECT ROUTE.

INFANT - A PERSON WHA HAS NOT REACHED HIS/HER SECOND  
BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

ISSUING CARRIER - THE CARRIER WHOSE TICKETS WILL BE  
ISSUED TO THE PASSENGERS.

INTERLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE  
PASSENGER TRANSFERS FROM THE SERVICES OF ONE CARRIER TO THE  
SERVICES OF ANOTHER CARRIER.

INTERLINE TRANSPORTATION MEANS TRANSPORTATION ON THE  
SERVICES OF MORE THAN ONE CARRIER.

INTERMEDIATE FARE MEANS THE FULL FARE ESTABLISHED FOR A  
NORMAL, REGULAR OR UNUSUAL SERVICE, THE APPLICATION OF

WHICH

IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF  
TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES, UNLESS  
OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS  
OF THIS TARIFF, INTERMEDIATE FARES SHALL BE CONSIDERED TO  
INCLUDE ALL YEAR OW/RT/CT/OJ.

INTERNATIONAL - TRAVEL BETWEEN ANY TWO OR MORE SOVEREIN  
STATES (UTILIZATION OF IATA COUNTRY CODES).

INTERNATIONAL CARRIAGE MEANS (EXCEPT WHEN THE CONVENTION IS  
APPLICABLE) CARRIAGE IN WHICH, ACCORDING TO THE CONTRACT OF  
CARRIAGE, THE PLACE OF DEPARTURE AND ANY PLACE OF LANDING  
ARE SITUATED IN MORE THAN ONE STATE. AS USED IN THIS  
DEFINITION, THE TERM "STATE" INCLUDES ALL TERRITORY SUBJECT  
TO THE SOVEREIGNTY, SUZERAINITY, MANDATE, AUTHORITY OR  
TRUSTEESHIP THEREOF. INTERNATIONAL CARRIAGE AS DEFINED BY  
THE CONVENTION MEANS ANY CARRIAGE IN WHICH, ACCORDING TO

THE

CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND THE PLACE  
OF DESTINATION, WHETHER OR NOT THERE BE A BREAK IN THE  
CARRIAGE OR A TRANSSHIPMENT, ARE SITUATED EITHER WITHIN THE  
TERRITORIES OF TWO HIGH CONTRACTING PARTIES TO THE  
CONVENTION OR WITHIN THE TERRITORY OF A SINGLE HIGH  
CONTRACTING PARTY TO THE CONVENTION, IF THERE IS AN AGREED

STOPPING PLACE WITHIN A TERRITORY SUBJECT TO THE  
SOVEREIGNTY, SUZERAINITY, MANDATE OR  
AUTHORITY OF ANOTHER STATE EVEN THOUGH THAT STATE IS  
NOT A PARTY TO THE CONVENTION.

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INTERNATIONAL TRANSPORTATION MEANS ANY TRANSPORTATION OR  
OTHER SERVICES, FURNISHED BY ANY CARRIER, WHICH ARE  
INCLUDED

WITHIN THE SCOPE OF THE TERM "INTERNATIONAL TRANSPORTATION"  
AS USED IN THE CONVENTION FOR THE UNIFICATION OF CERTAIN  
RULES RELATING TO INTERNATIONAL TRANSPORTATION BY AIR  
SIGNED AT WARSAW, OCTOBER 12, 1929, OR SUCH CONVENTION AS  
AMENDED, OR MONTREAL CONVENTION SIGNED AT MONTREAL, MAY 28,  
1999 WHICHEVER MAY BE APPLICABLE TO THE TRANSPORTATION  
HEREUNDER AND TO WHICH THE SAID CONVENTION APPLIES. FOR  
THE

PURPOSE OF DETERMINING THE APPLICABILITY OF THE TERM  
INTERNATIONAL TRANSPORTATION GOVERNED BY THE MONTREAL  
CONVENTION, THE LIABILITY RULES SET OUT IN THE MONTREAL  
CONVENTION ARE FULLY INCORPORATED HEREIN AND SHALL  
SUPERSEDE

AND PREVAIL OVER ANY PROVISIONS OF THIS TARIFF WHICH MAY BE  
INCONSISTENT WITH THOSE RULES.

(1) AGREED STOPPING PLACE ALL STOPS BETWEEN THE ORIGINAL  
PLACE OF DEPARTURE AND THE PLACE OF FINAL DESTINATION  
SCHEDULED BY ANY CARRIER BY AIR WHICH PARTICIPATES IN  
THE TRANSPORTATION BETWEEN SUCH PLACES, AS SHOWN IN  
THE

SCHEDULES OR TIME TABLES OF SUCH CARRIERS SHALL  
CONSTITUTE "AGREED STOPPING PLACES;" BUT EACH  
PARTICIPATING CARRIER RESERVES THE RIGHT TO ALTER THE  
"AGREED STOPPING PLACES" IN THE CASE OF NECESSITY  
WITHOUT THEREBY DEPRIVING THE TRANSPORTATION OF ITS  
INTERNATIONAL CHARACTER; AND

(2) SINGLE OPERATION TRANSPORTATION TO BE PERFORMED BY  
SEVERAL SUCCESSIVE CARRIERS BY AIR, ARRANGEMENTS FOR  
WHICH ARE MADE IN ADVANCE, IS REGARDED AS "A SINGLE  
OPERATION" AND SHALL BE DEEMED TO BE "ONE UNDIVIDED  
TRANSPORTATION" WHETHER ONE OR MORE TICKETS OR OTHER  
DOCUMENTS ARE ISSUED TO COVER SUCH TRANSPORTATION, AND  
WHETHER OR NOT ALL SUCH TICKETS OR DOCUMENTS ARE  
ISSUED

PRIOR TO THE COMMENCEMENT OF SUCH TRANSPORTATION; BUT  
THIS PROVISION SHALL NOT BE DEEMED TO CONTAIN AN  
EXCLUSIVE DEFINITION OF TRANSPORTATION WHICH IS  
REGARDED BY THE PARTIES AS "A SINGLE OPERATION".

INTERNATIONAL TRANSFER - A CHANGE FROM THE INTERNATIONAL  
SERVICE OF ONE CARRIER TO ANOTHER INTERNATIONAL SERVICE OF

THE SAME CARRIER (ONLINE TRANSFER) OR TO THE INTERNATIONAL SERVICE OF ANOTHER CARRIER (INTERLINE TRANSFER). INTERSTATE TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES AND THE DISTRICT OF COLUMBIA AND A POINT IN ANY OTHER STATE OF THE UNITED

STATES

OR THE DISTRICT OF COLUMBIA.

INTRALINE TRANSPORTATION MEANS TRANSPORTATION SOLELY OVER THE SERVICES OF A SINGLE CARRIER.

JOURNEY - THE ORIGIN TO DESTINATION OF AN ENTIRE TICKET.

LOCAL COMBINATION - COMBINATION OF FARES BETWEEN THE SAME POINTS.

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LOCAL CURRENCY FARES MEANS FARES AND RELATED CHARGES EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL, AS DEFINED IN RULE 145, PARAGRAPH (A).

MAXIMUM OUTSIDE LINEAR DIMENSIONS MEANS THE SUM OF THE GREATEST OUTSIDE LENGTH PLUS THE GREATEST OUTSIDE DEPTH

PLUS

THE GREATEST OUTSIDE HEIGHT.

MEDICAL CERTIFICATE MEANS THE FOLLOWING:

(A) IN THE CASE OF ILLNESS A NOTE ISSUED BY A DOCTOR ON (LETTERHEAD OR PRESCRIPTION PAD).

(B) IN THE CASE OF HOSPITALIZATION - A COPY OF ANY

DOCUMENT

CERTIFYING HOSPITALIZATION ISSUED BY THE HOSPITAL ADMINISTRATION INVOLVED.

MICRONESIA MEANS THE AREA COMPRISED OF GUAM, JOHNSTON ISLAND, MARSHALL ISLANDS, MIDWAY, CAROLINE ISLANDS, WAKE ISLAND, PALAU AND MARIANA ISLANDS.

MID-ATLANTIC MEANS THE AREA COMPRISED OF ANGUILLA, ANTIGUA AND BARBUDA, ARUBA, BAHAMAS, BARBADOS, BELIZE, BERMUDA, BOLIVIA, BRITISH VIRGIN ISLANDS, CAYMAN ISLANDS, COLOMBIA, COSTA RICA, CUBA, DOMINICA, DOMINICAN REPUBLIC, ECUADOR, EL SALVADOR, FRENCH GUIANA, GRENADA, GUADELOUPE, GUATEMALA, GUYANA, HAITI, HONDURAS, JAMAICA, MARTINIQUE, MONTSERRAT, NETHERLANDS ANTILLES, NICARAGUA, PANAMA, PERU, ST. BARTHELEMY, ST. KITTS AND NEVIS, SAINT LUCIA, ST. VINCENT, AND THE GRENADINES, SURINAME, TRINIDAD AND TOBAGO, TURKS AND CAICOS ISLANDS, AND VENEZUELA.

MIDDLE EAST MEANS THE AREA COMPRISED OF BAHRAIN, EGYPT, IRAN, IRAQ, ISRAEL, JORDAN,

KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIA, UNITED ARAB EMIRATES (COMPRISED OF ABU

DHABI, AIMAN, DUBAI, FUJARAH, RAS AL KHAIMAH, SHARJAH, UMM AL QAIWAIN) AND YEMEN (REPUBLIC OF).

MILITARY AGENCIES MEANS DEPARTMENTS OF THE ARMY, NAVY, AIR FORCE, THE MARINE CORPS, THE COAST GUARD, THE RESPECTIVE

ACADEMIES OF THE ARMY, NAVY, AIR FORCE, COAST GUARD AND THE NATIONAL GUARD. THE RESERVE OFFICER TRAINING CORPS IS NOT INCLUDED.

MINIMUM GROUP SIZE - THE MINIMUM NUMBER OF PASSENGERS REQUIRED TO QUALIFY FOR A FARE.

MINIMUM TOUR PRICE - THE MINIMUM SELLING PRICE FOR THE TOUR CALCULATED AS THE AIR FARE PLUS AN AMOUNT FOR LAND ARRANGEMENTS.

MISCELLANEOUS CHARGES ORDER MEANS A DOCUMENT ISSUED BY A CARRIER OR ITS AGENTS REQUESTING ISSUE OF AND APPROPRIATE PASSENGER TICKET AND BAGGAGE CHECK OR PROVISION OF SERVICES TO THE PERSON NAMED IN SUCH DOCUMENT.

MISSIONARY CERTIFICATE - A DOCUMENT ISSUED ON OFFICIAL CHURCH OR OTHER RELIGIOUS INSTITUTION STATIONARY REQUESTING A MISSIONARY FARE FOR THE PERSON NAMED IN SUCH DOCUMENT AND STATING THAT THE PERSON IS ON SABBATICAL OR A MISSION.

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MONTH MEANS A PERIOD OF TIME STARTING WITH ANY DATE IN A MONTH AND ENDING WITH THE SAME DATE IN THE FOLLOWING MONTH. IN THE EVENT THE SAME DATE DOES NOT OCCUR IN THE FOLLOWING MONTH, THEN THIS PERIOD WILL END ON THE LAST DAY OF THAT MONTH.

NATIONAL MEANS A PERSON WHO HAS THE CITIZENSHIP OF A COUNTRY, EITHER BY BIRTH OR BY NATURALIZATION.

NON-IATA CARRIER - ANY CARRIER WHO IS NOT A MEMBER OF IATA.

NON-TC MEMBER - A MEMBER OF IATA WHO HAS ELECTED NOT TO PARTICIPATE IN TARIFF COORDINATING CONFERENCE.

NORMAL FARE MEANS A FARE ESTABLISHED FOR INTERMEDIATE, FIRST OR ECONOMY CLASS, SERVICE AND ANY OTHER FARE

DENOMINATED PUBLISHED AS A NORMAL FARE. CHILDREN'S FARES AND INFANTS FARES WHICH ARE ESTABLISHED AS A PERCENTAGE OF THE FARES REFERRED TO ABOVE ARE ALSO CONSIDERED NORMAL FARES.

NORTH AMERICA - MEANS THE AREA COMPRISING ALASKA, CANADA, CONTINENTAL U.S.A. AND MEXICO.

NORTH CENTRAL PACIFIC MEANS ALL ROUTES BETWEEN POINTS IN CANADA/U.S.A. ON THE ONE HAND AND POINTS IN AREA 3 EXCEPT POINTS IN THE SOUTHWEST PACIFIC, ON THE OTHER HAND VIA THE PACIFIC OCEAN.

NEUTRAL UNIT OF CONSTRUCTIONS (NUC) MEANS THE UNIT VALUE EQUIVALENT OF LOCAL CURRENCY FARES, ADDONS AND RELATED CHARGES DERIVED BY CONVERTING SAME USING THE IATA RATE OF EXCHANGE.

ONE WAY SUBJOURNEY PART OF A JOURNEY WHEREIN TRAVEL FROM ONE COUNTRY DOES NOT RETURN TO SUCH COUNTRY AND TO WHICH

THE

FARE IS ASSESSED AS A SINGLE PRICING UNIT USING A ONE WAY FARE.

ON-LINE TARIFF DATA BASE MEANS THE REMOTELY ACCESSIBLE,  
ON-LINE VERSION, MAINTAINED BY THE FILER, OF (1) THE  
ELECTRONICALLY FILED TARIFF DATA SUBMITTED TO THE "OFFICIAL  
D.O.T. TARIFF DATABASE," AND (2) THE DEPARTMENTAL

APPROVALS,

DISAPPROVALS AND OTHER ACTIONS, AS WELL AS DEPARTMENTAL  
NOTATIONS CONCERNING SUCH APPROVALS, DISAPPROVALS OR OTHER  
ACTIONS, THAT SUBPART W OF THE PROPOSED PART 221 REQUIRES  
THE FILER TO MAINTAIN IN ITS DATABASE. THE TERM "OFFICIAL  
D.O.T. TARIFF DATABASE" MEANS THOSE DATA RECORDS (AS SET  
FORTH IN SECTIONS 221.283 AND 221.286 OF THE RULE) WHICH  
WOULD BE IN THE CUSTODY OF, AND MAINTAINED BY THE

DEPARTMENT

OF TRANSPORTATION.

PASSENGER

ONLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE

TRANSFERS FROM ONE SERVICE OF A CARRIER TO ANOTHER SERVICE  
OF THE SAME CARRIER (BEARING A DIFFERENT FLIGHT NUMBER).  
OPEN JAW TRIP

(A) NORMAL FARES MEANS TRAVEL WHICH IS ESSENTIALLY OF A  
ROUND TRIP NATURE BUT THE OUTWARD POINT  
OF DEPARTURE AND INWARD POINT OF ARRIVAL AND/OR

OUTWARD

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POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE OF

WHICH

ARE NOT THE SAME.

THE FARE FOR A NORMAL FARE OPEN  
JAW PRICING UNIT SHALL BE THE SUM OF HALF THE APPLICABLE  
ROUND TRIP FARES FOR BOTH INTERNATIONAL LEGS OF THE OPEN  
JAW, ASSESSED FROM THE COUNTRY OF UNIT ORIGIN. THERE ARE 3  
TYPES:

- (1) ORIGIN NORMAL FARE OPEN JAW
- (2) TURNAROUND NORMAL FARE OPEN JAW
- (3) DOUBLE NORMAL FARE OPEN JAW

(B) SPECIAL FARES - TRAVEL WHICH  
IS COMPRISED OF ONLY 2 INTERNATIONAL FARE COMPONENTS WITH A  
SURFACE BREAK WHICH (UNLESS OTHERWISE SPECIFIED IN A

SPECIAL

FARES RULE) MAY BE BETWEEN ANY TWO POINTS/COUNTRIES IN THE  
AREA OF UNIT ORIGIN AND/OR TURNAROUND IN WHICH THE SPECIAL  
FARE RULE APPLIES, AND FOR WHICH THE FARE IS ASSESSED AS A  
SINGLE PRICING UNIT USING HALF RT FARES.

THERE 4 TYPES:

- (1) SINGLE OPEN JAW (SOJ)
- (2) TURNAROUND OPEN JAW (TOJ)
- (3) ORIGIN OPEN JAW (OOJ)
- (4) OPEN JAW (OJ)

IF A RULE STATES SIMPLY "OPEN JAW" IT PERMITS A SINGLE OR A DOUBLE OPEN JAW.  
OTHER CHARGES MEANS CHARGES SUCH AS TAXES, FEES, ETC. NOT

TO

BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET EXCLUDING EXCESS BAGGAGE CHARGES.  
OVERSEAS TRANSPORTATION - MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA AND A POINT IN A TERRITORY OF POSSESSION OF THE UNITED STATES.

OVERWATER - WHEN CROSSING A WATER MASS WITHIN AREA 1 THE PORTION OF TRAVEL FROM THE LAST POINT OF DEPARTURE WITHIN THE CONTINENTAL U.S./CANADA TO THE FIRST POINT OF ARRIVAL OUTSIDE CONTINENTAL U.S./CANADA AND/OR THE LAST POINT OF DEPARTURE OUTSIDE THE CONTINENTAL U.S./CANADA. THIS DEFINITION APPLIES SPECIFICALLY FOR THE FOLLOWING POINTS;

- BETWEEN CONTINENTAL U.S./CA AND HAWAII
- BETWEEN CONTINENTAL U.S./CA AND ALASKA
- BETWEEN U.S./CA/HAWAII/ALASKA AND PUERTO RICO/VIRGIN ISLANDS
- BETWEEN ALASKA AND HAWAII

PASSENGER MEANS ANY PERSON, EXCEPT MEMBERS OF THE CREW, CARRIED OR TO BE CARRIED IN AN AIRCRAFT WITH THE CONSENT OF CARRIER.

PASSENGER COUPON MEANS THAT PORTION OF THE PASSENGER TICKET CONSTITUTING THE PASSENGER'S WRITTEN EVIDENCE OF THE CONTRACT OF CARRIAGE.

PASSENGER TICKET MEANS THOSE PORTIONS OF THE TICKET ISSUED

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BY THE CARRIER THAT PROVIDE FOR THE CARRIAGE OF THE PASSENGER.

PREPAID TICKET ADVICE (PTA) MEANS THE NOTIFICATION BETWEEN OFFICES OF A CARRIER BY TELETYPE, COMMERCIAL WIRE

OR

MAIL THAT A PERSON IN ONE CITY HAS PURCHASED AND REQUESTED ISSUANCE OF PREPAID TRANSPORTATION TO A PERSON IN ANOTHER CITY.

REBOOKING - CHANGE OF RESERVATION OR OTHER CHANGES WHICH DO NOT REQUIRE TICKET REISSUANCE.

REISSUE - AN ALTERATION TO A TICKET THAT CANNOT BE ACCOMPLISHED THROUGH REVALIDATION THAT REQUIRES THE

ISSUANCE

OF A NEW TICKET.

RELATED CHARGES MEANS THOSE CHARGES TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET AND EXCESS BAGGAGE CHARGES.

REROUTE MEANS TO ISSUE A NEW TICKET COVERING TRANSPORTATION TO THE SAME DESTINATION AS, BUT VIA A DIFFERENT ROUTING THAN, THAT DESIGNATED ON THE TICKET, OR PORTION THEREOF,

THAN HELD BY THE PASSENGER, OR TO HONOR THE TICKET, OR PORTION THEREOF, THEN HELD BY THE PASSENGER FOR TRANSPORTATION TO THE SAME DESTINATION AS, BUT VIA A DIFFERENT ROUTING THAN, THAT DESIGNATED THEREON. RESIDENT MEANS A PERSON NORMALLY LIVING IN A COUNTRY; PROVIDED THAT A MORE RESTRICTED DEFINITION MAY FORM PART OF AN AGREEMENT REACHED LOCALLY. REVALIDATION - THE AUTHORIZED STAMPING OR WRITING UPON OF THE PASSENGER TICKET EVIDENCING THAT IT HAS BEEN OFFICIALLY ALTERED BY THE CARRIER, THERE CAN BE NO CHANGE TO ORIGIN, DESTINATION, STOPOVER POINT, OR FARE. ROUND THE-WORLD (RTW) - TRAVEL FROM THE POINT OF ORIGIN AND RETURN THERETO WHICH INVOLVES ONLY ONE CROSSING OF THE ATLANTIC OCEAN AND ONLY CROSSING OF THE PACIFIC OCEAN. ROUND TRIP JOURNEY ENTIRELY BY AIR FROM A POINT OF ORIGIN TO ANOTHER POINT AND RETURN TO THE POINT OF ORIGIN, COMPRISING TWO FARE COMPONENTS ONLY, FOR WHICH THE APPLICABLE NORMAL HALF ROUND TRIP FARE FOR EACH COMPONENT. MEASURED FROM THE POINT OF ORIGIN, IS THE SAME FOR THE ROUTING TRAVELLED; PROVIDED THAT THIS DEFINITION SHALL NOT JOURNEYS FOR WHICH THE SAME ALL YEAR THROUGH ONE WAY FARE

IS

ESTABLISHED BETWEEN TWO POINTS, IN EITHER DIRECTION AROUND THE WORLD. IF THE FARES TO BE USED DIFFER THROUGH CLASS OF SERVICE/SEASONALITY/MIDWEEK-WEEKEND/CARRIER VARIATIONS, THE OUTBOUND FARE SHALL BE USED ALSO FOR THE INBOUND FARE COMPONENT FOR THE PURPOSES OF DETERMINING IF THE JOURNEY IS AROUND TRIP.

ROUTING MEANS THE CARRIER(S) AND/OR THE CITIES AND/OR CLASS OF SERVICE AND/OR TYPE OF AIRCRAFT (JET OR PROPELLER) VIA WHICH TRANSPORTATION IS PROVIDED BETWEEN TWO POINTS.

SCANDINAVIA MEANS THE AREA COMPRISING OF DENMARK, NORWAY

AND

SWEDEN.

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SCHOOL YEAR MEANS A PERIOD OF 12 CONSECUTIVE MONTHS LESS WHATEVER INTERRUPTIONS FOR VACATIONS ARE NORMALLY GRANTED

BY

THE EDUCATION ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED; PROVIDED THAT WHERE THE OFFICIAL SCHOLASTIC YEAR IS LESS THAN 12 MONTHS, "SCHOOL YEAR" SHALL MEAN NOT LESS THAN 6 MONTHS PERIOD LESS WHATEVER INTERRUPTIONS FOR VACATIONS ARE NORMALLY GRANTED AT THE EDUCATIONAL ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED.

SECTOR - (APPLICABLE TO IB) A PORTION OF A JOURNEY COVERED BY A SINGLE FLIGHT COUPON.

SHORTEST OPERATED MILEAGE (SOM) - THE

ANY

SHORTEST DISTANCE USING NON-STOP SECTOR MILEAGES BETWEEN  
PAIRS OF POINTS.

SIDE TRIP - TRAVEL FROM AND/OR TO AN  
ENROUTE FARE COMPONENT.

FARE

SIDE TRIP COMBINATION - THE  
COMBINATION OF A PRICING UNIT AT AN EN-ROUTE POINT OF A  
COMPONENT.

SINGLE OPEN JAW TRIP MEANS TRAVEL  
WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE EXCEPT THAT:

- (1) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT THE SAME; OR
- (2) THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE NOT THE SAME.

SITI - THE SALE AND TICKET ISSUANCE ARE BOTH IN THE  
COUNTRY OF COMMENCEMENT OF TRANSPORTATION, SITI WILL ALSO  
APPLY TO TICKETS;

- (1) BOTH SOLD AND ISSUED IN SCANDINAVIA FOR TRAVEL ORIGINATING IN SCANDINAVIA.
- (2) BOTH SOLD AND ISSUED IN THE AREA COMPRISED OF CANADA AND THE U.S.A. FOR TRAVEL ORIGINATING IN CANADA OR THE U.S.A.

SITO - THE SALE IS MADE IN THE COUNTRY OF COMMENCEMENT OF  
TRANSPORTATION AND THE TICKET ISSUANCE IS OUTSIDE THE  
COUNTRY OF COMMENCEMENT OF TRANSPORTATION. SITO WILL ALSO  
APPLY FOR TICKETS;

- (1) SOLD IN SCANDINAVIA BUT ISSUED OUTSIDE SCANDINAVIA.
- (2) SOLD OUTSIDE CANADA OR THE U.S.A. BUT ISSUED IN CANADA OR THE U.S.A. FOR TRAVEL ORIGINATING IN CANADA OR THE U.S.A.

IN

SOTI - THE SALE IS MADE OUTSIDE THE COUNTRY OF  
COMMENCEMENT OF TRANSPORTATION AND THE TICKET ISSUANCE IS  
THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION. SOTI WILL  
ALSO APPLY FOR TICKETS:

- (1) SOLD OUTSIDE SCANDINAVIA BUT ISSUED IN SCANDINAVIA. FOR TRAVEL ORIGINATING SCANDINAVIA.
- (2) SOLD OUTSIDE CANADA OR THE U.S.A. BUT ISSUED IN CANADA OR THE U.S.A. FOR TRAVEL ORIGINATING IN CANADA OR THE U.S.A.

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SOTO - MEANS SALE OUTSIDE AND TICKET ISSUANCE ARE BOTH  
OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.  
SOUTH AMERICA MEANS THE AREA COMPRISING OF ARGENTINA,  
BOLIVIA, BRAZIL, CHILE, COLOMBIA, ECUADOR,  
GUIANA, GUYANA, PANAMA, PARAGUAY, PERU, SURINAME,  
URUGUAY AND VENEZUELA.

SOUTH ASIAN SUBCONTINENT MEANS THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH, BHUTAN, INDIA, (INCLUDING ANDAMAN ISLANDS), MALDIVE ISLAND, NEPAL, PAKISTAN AND SRI LANKA. SOUTH EAST ASIA MEANS BRUNEI, DARUSSALEM, CAMBODIA, CHINA (EXCLUDING HONG KONG SAR AND MACAO SAR), CHINESE TAIPEI, GUAM, HONG KONG, SAR (CHINA), INDONESIA, KAZAKHSTAN, KYRGYZTAN, LAO (PEOPLES DEMOCRATIC REPUBLIC) MACAO SAR (CHINA), MALAYSIA, MARSHALL ISLAND, MICRONESIA (INCLUDES CAROLINE ISLANDS, EXCEPT PALAU ISLANDS GROUP), MONGOLIA, MYANMAR, NORTHERN MARIANA ISLANDS, PALAU, PHILIPPINES, RUSSIA (IN ASIA) SINGAPORE, TAJISKISTAN, THAILAND, TIMOR, LESTE, TURKMENISTAN, UZBEKISTAN AND VIET NAM. SOUTHERN AFRICA MEANS POINTS WITHIN AFRICA COMPRISED OF BOTSWANA, LESOTHO, MOZAMBIQUE, NAMIBIA, SOUTH AFRICA AND SWAZILAND. SOUTHWEST PACIFIC MEANS THAT AREA COMPRISED OF AUSTRALIA, CHRISTMAS ISLANDS, COOK ISLANDS, FIJI ISLANDS, FRENCH POLYNESIA, KIRIBAI (CANTON AND ENDERBURY ISLANDS), NAURU, NEW CALEDONIA (INCLUDING LOYALTY ISLANDS), NEW ZEALAND, NIUE, PAPUA NEW GUINEA, INDEPENDENT STATE OF), SOLOMON ISLANDS, TONGA, TUVALU, VANUATU AND FUTUNA ISLANDS. SPECIAL DRAWING RIGHT MEANS A SPECIAL UNIT OF CURRENCY, THE CURRENCY VALUES OF WHICH FLUCTUATE AND ARE RECALCULATED

EACH

BANKING DAY. THESE VALUES ARE KNOWN TO MOST COMMERCIAL BANKS AND ARE REPORTED IN SOME NEWSPAPERS AND IN THE IMF SURVEY, PUBLISHED WEEKLY BY THE INTERNATIONAL MONETARY

FUND,

WASHINGTON, D.C. 2043L.

SPECIAL FARE MEANS A FARE OTHER THAN A NORMAL FARE.

SPECIFIED FARE - A FARE THAT IS NOT CONSTRUCTED BY USE OF AN ARBITRARY.

STOPOVER WHEN A PASSENGER ARRIVES

AT AN INTERMEDIATE POINT AND IS NOT SCHEDULED TO DEPART WITHIN 24 HOURS OF ARRIVAL.

SUNDAY RETURN RULE - RETURN

TRAVEL FROM THE LAST STOPOVER POINT OUTSIDE THE COUNTRY OF ORIGIN IS NOT PERMITTED BEFORE 00:01 HOURS ON SUNDAY FOLLOWING THE DAY OF ARRIVAL AT THE FIRST STOPOVER POINT OUTSIDE THE COUNTRY OF ORIGIN.

THROUGH FARE - A FARE APPLICABLE

FOR TRAVEL BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS VIA AN INTERMEDIATE POINT.

TICKET MEANS THE "PASSENGER TICKET AND BAGGAGE CHECK," INCLUDING ALL FLIGHT, PASSENGER AND OTHER COUPONS THEREIN,

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ISSUED BY CARRIER, WHICH PROVIDE FOR THE CARRIAGE OF THE PASSENGER AND HIS/HER BAGGAGE.

TICKETED POINT MEANS POINTS SHOWN  
 IN THE 'GOOD FOR PASSAGE' SECTION OF THE PASSENGER TICKET.  
 TICKETED POINT MILEAGE - THE DISTANCE  
 BETWEEN PAIRS OF POINTS PUBLISHED IN THE TICKETED POINT  
 MILEAGE MANUAL USING NON-STOP SECTOR MILEAGES.  
 TOUR CONDUCTOR - AN INDIVIDUAL  
 WHO IS IN CHARGE OF AND/OR WHO PERSONALLY ESCORTS A GROUP

OF

AT LEAST 10 PASSENGERS FOR ALL OR PART OF THE ITINERARY.  
 TO VALIDATE MEANS TO STAMP OR  
 WRITE ON THE PASSENGER TICKET AN INDICATION THAT THE  
 PASSENGER TICKET HAS BEEN OFFICIALLY ISSUED BY CARRIER.  
 TRAFFIC DOCUMENT TICKET, MCO OR  
 ANY OTHER ACCOUNTABLE PASSENEGR TRAFFIC DOCUMENT.  
 TRANSATLANTIC SECTOR MEANS TRANSPORTATION BETWEEN AREA 1  
 AND AREA 2/3 VIA ATLANTIC OCEAN.  
 TRANSFER MEANS A CHANGE FOR THE SERVICE OF ONE CARRIER TO  
 ANOTHER SERVICE OF THE SAME CARRIER (ONLINE TRANSFER) OR TO  
 THE SERVICE OF ANOTHER CARRIER (INTERLINE TRANSFER).  
 TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER  
 TRANSFERS FROM THE SERVICES OF ONE CARRIER TO ANOTHER  
 SERVICE OF THE SAME CARRIER (BEARING A DIFFERENT FLIGHT  
 NUMBER) OR TO THE SERVICE OF ANOTHER CARRIER.  
 TRANSIT POINT MEANS ANY STOP AT AN INTERMEDIATE POINT ON

THE

ROUTE TO BE TRAVELLED (WHETHER OR NOT A CHANGE OF PLANES IS  
 MADE) WHICH DOES NOT FALL WITHIN THE DEFINITION OF A  
 STOPOVER.  
 TRANSOCEANIC - TRANSATLANTIC AND/OR  
 TRANSPACIFIC TRAVEL.  
 TRANSPACIFIC SECTOR MEANS THE PORTION OF TRAVEL COVERED BY

A

SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA 1  
 TO THE POINT OF ARRIVAL IN AREA 3 AND VICE VERSA.  
 TRUST TERRITORY MEANS THE AREA COMPRISING OF THE CAROLINE  
 ISLANDS, MARIANA ISLANDS AND MARSHALL ISLANDS.  
 UNCHECKED BAGGAGE WHICH IS EQUIVALENT TO HAND LUGGAGE, IS  
 BAGGAGE OTHER THAN CHECKED BAGGAGE.  
 UNITED INCHES MEANS THE TOTAL SUM  
 ARRIVED AT BY ADDING THE HEIGHT, LENGTH AND WIDTH.  
 UNITED KINGDOM OR U.K. MEANS THE AREA COMPRISING OF

ENGLAND,

SCOTLAND, WALES AND NORTHERN IRELAND.  
 "UNITED STATES OF AMERICA" OR THE "UNITED STATES" OR THE  
 "U.S.A." EACH MEANS, UNLESS OTHERWISE SPECIFIED, THE AREA  
 COMPRISING THE 48 CONTIGUOUS FEDERATED STATES; THE FEDERAL  
 DISTRICT OF COLUMBIA; ALASKA, HAWAII, PUERTO RICO, THE U.S.  
 VIRGIN ISLANDS; AMERICAN SAMOA; THE CANAL ZONE; GUAM;

MIDWAY

AND WAKE ISLANDS.  
 UNITED STATES DEPARTMENT OF DEFENSE MEANS THE U.S.  
 DEPARTMENTS OF THE ARMY, NAVY, AIR FORCE AND THE U.S.

MARINE

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CORPS.

VALIDATE MEANS TO STAMP OR WRITE ON THE PASSENGER TICKET AN INDICATION THAT THE PASSENGER TICKET HAS BEEN OFFICIALLY ISSUED BY CARRIER.

VIA - USED IN CONJUNCTION WITH CARRIER

TWO-LETTER ABBREVIATION(S), MEANS "APPLICABLE TO" THE CARRIER(S) SPECIFIED WHEN CARRIAGE IS PERFORMED BY SUCH CARRIER(S).

WEST AFRICA MEANS THE AREA COMPRISED OF ANGOLA, BENIN, BURKINA FASO, CAMEROON, CAPE VERDE (REPUBLIC OF), CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, EQUATORIAL GUINEA, GABON, GAMBIA, GHANA, GUINEA, GUINEA-BISSAU, COTE D'IVOIRE, LIBERIA, MALI, MAURITANIA, NIGER, NIGERIA, SAO TOME, SENEGAL, SIERRA LEONE, TOGO AND ZAIRE.

WESTBOUND MEANS TRAVEL FROM A POINT IN AREA 2 OR 3 TO A POINT IN AREA 1 VIA THE ATLANTIC OCEAN OR TRAVEL FROM A POINT IN AREA 1 TO A POINT IN AREA 2 OR 3 VIA THE PACIFIC OCEAN.

WEST COAST - MEANS, EXCEPT AS

OTHERWISE INDICATED, LOS ANGELES, CALIFORNIA; PORTLAND, OREGON; SAN FRANCISCO, CALIFORNIA; SEATTLE, WASHINGTON; AND VANCOUVER, BRITISH COLUMBIA.

EXCEPTION: (APPLICABLE TO TRANSPACIFIC ARBITRARIES OF THIS TARIFF ONLY) WEST COAST MEANS LOS ANGELES, CALIFORNIA, PORTLAND, OREGON; SAN FRANCISCO, CALIFORNIA; AND SEATTLE, WASHINGTON.

WESTERN HEMISPHERE MEANS THE UNITED STATES OF AMERICA, CANADA, GREENLAND, MEXICO, CENTRAL AND SOUTH AMERICA, BERMUDA, BAHAMAS AND THE ISLANDS OF THE CARIBBEAN SEA.

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TITLE/APPLICATION - 70

A STANDARD FORMAT OF ELECTRONIC RULES  
RULE TITLE/APPLICATION (CATEGORY \*\*)

THIS CATEGORY CONTAINS THE RULE TITLE AND DEFINES THE APPLICATION OF THE RULE. IT WILL BE USED TO INDICATE THE GEOGRAPHICAL APPLICATION OF THE RULE, TYPE OF SERVICE (FIRST, COACH, ETC.), TYPE OF TRANSPORTATION (ONE WAY OR ROUND TRIP), TYPE OF JOURNEY (SINGLE OPEN JAW, ROUND TRIP, ETC.) AND APPLICABILITY FOR USE WITH JOINT FARES, TOUR

FARES

AND GROUP FARES. PROVISIONS FOR CAPACITY LIMITATIONS, GENERAL RULES WHICH ARE NOT APPLICABLE AND MISCELLANEOUS INFORMATION WHICH IS NOT CATEGORY SPECIFIC WILL ALSO APPEAR

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TITLE/APPLICATION - 70 (CONT)

HERE. THIS CATEGORY WILL APPEAR WITH EVERY RULE WITH AT LEAST THE RULE TITLE.

ELIGIBILITY - 71

A ELIGIBILITY (CATEGORY 1)  
INTENTIONALLY LEFT BLANK

DAY/TIME - 72

A DAY/TIME (CATEGORY 2)  
MIDWEEK/WEEKEND FARE APPLICATION -  
FARES DESIGNATED AS MIDWEEK APPLY FOR TRAVEL ON INTERNATIONAL FLIGHTS OPERATING ON MONDAYS, TUESDAYS, WEDNESDAYS AND THURSDAYS. FARES DESIGNATED AS WEEKEND APPLY FOR TRAVEL ON INTERNATIONAL FLIGHTS OPERATING ON FRIDAYS, SATURDAYS AND SUNDAYS. THE STATEMENT "NORMAL PROVISIONS APPLY" WILL APPEAR IN THIS CATEGORY UNLESS AN EXCEPTION EXISTS, IN

WHICH

CASE, THE APPROPRIATE MIDWEEK/WEEKEND PERIODS WILL BE SPECIFIED IN THE APPLICABLE FARE RULE.

SEASONALITY - 73

A SEASONALITY (CATEGORY 3)  
INTENTIONALLY LEFT BLANK

FLIGHT APPLICATION - 74

A FLIGHT APPLICATION (CATEGORY 4)  
INTENTIONALLY LEFT BLANK

ADVANCE RES/TICKETING - 75

A ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)  
(1) ADVANCE PURCHASE FARES  
REQUIRES THAT RESERVATIONS BE MADE, AND PAYMENT AND TICKETING BE COMPLETED PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH ADVANCE PURCHASE FARE RULE. ANY VOLUNTARY CHANGES IN RESERVATION(S)/TICKET(S)

AFTER

A TICKET(S) HAS BEEN ISSUED WILL RESULT IN THE IMPOSITION OF A CHARGE OR PENALTY BY THE CARRIER CONCERNED, AS INDICATED IN CATEGORY 16 OF THE APPLICABLE FARE RULE.

(2) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)  
(A) REQUIRE THAT RESERVATIONS BE MADE, AND TICKETS

FOR

ALL MEMBERS OF THE GROUP BE ISSUED AND PAID FOR

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ADVANCE RES/TICKETING - 75 (CONT)

PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH GROUP FARE RULE.

- (B) WHERE APPLICABLE, THIS CATEGORY WILL INDICATE ANY PAYMENT AND TICKET DEADLINE FOR ADDED/SUBSTITUTE PASSENGER IN THE GROUP.
- (C) EACH TICKET SHALL INDICATE BY MEANS OF THE APPROPRIATE TICKETING CODE THAT THE PASSENGER IS

A

MEMBER OF A TRAVEL GROUP, AND SHOW THE APPLICABLE INCLUSIVE TOUR CODE OR GROUP CODE ASSIGNED BY THE CARRIER, AS THE CASE MAY BE.

MINIMUM STAY - 76

- A MINIMUM STAY (CATEGORY 6)  
THE NUMBER OF DAYS, COUNTING FROM  
THE DAY AFTER COMMENCEMENT OF OUTBOUND  
TRANSATLANTIC/TRANSPACIFIC TRAVEL TO THE EARLIEST DAY

RETURN

MAY COMMENCE FROM THE LAST STOPOVER POINT (INCLUDING FOR THIS PURPOSE THE POINT OF TURNAROUND). WHEN NO MINIMUM

STAY

PERIOD IS STATED IN A RULE, RETURN TRAVEL MAY COMMENCE AT ANY TIME WITHIN THE PERIOD OF VALIDITY OF THE FARE.

MAXIMUM STAY - 77

- A MAXIMUM STAY (CATEGORY 7)  
THE NUMBER OF DAYS, COUNTING FROM  
THE DAY AFTER DEPARTURE OR; WITHIN EASTERN HEMISPHERE THE  
NUMBER OF MONTHS, COUNTING FROM THE DAY AFTER DEPARTURE OR;  
ALL OTHER JOURNEYS; THE NUMBER OF MONTHS COUNTING FROM THE  
DAY AFTER DEPARTURE OR IF SHOWN AS ONE YEAR, 365 DAYS  
COUNTING FROM THE DAY AFTER DEPARTURE TO THE LAST DAY

TRAVEL

MAY COMMENCE FROM THE LAST STOPOVER POINT (INCLUDING FOR THIS PURPOSE, THE POINT OF TURNAROUND).

STOPOVERS - 78

- A STOPOVERS (CATEGORY 8)  
UNLESS OTHERWISE SPECIFIED IN  
THE GOVERNING FARE RULES, ENROUTE STOPOVERS SHALL BE  
PERMITTED FREE OF CHARGE.

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TRANSFERS - 79

- A TRANSFERS (CATEGORY 9)  
NOT USED

PERMITTED COMBINATIONS - 80

- A PERMITTED COMBINATIONS (CATEGORY 10)  
ANY FARE MAY BE COMBINED WITH ANY  
OTHER FARE THAT PERMITS COMBINATION PROVIDED ALL CONDITIONS

OF THE FARES ARE MET. TRAVEL NEED NOT BE VIA FARE  
CONSTRUCTION POINTS UNLESS OTHERWISE SPECIFIED IN EITHER  
FARE RULE.

BLACKOUT DATES - 81

- A BLACKOUT DATES (CATEGORY 11)  
INTENTIONALLY LEFT BLANK

SURCHARGES - 82

- A SURCHARGES (CATEGORY 12)  
INTENTIONALLY LEFT BLANK

ACCOMPANIED TRAVEL - 83

- A ACCOMPANIED TRAVEL (CATEGORY 13)  
INTENTIONALLY LEFT BLANK

TRAVEL RESTRICTIONS - 84

- A TRAVEL RESTRICTIONS (CATEGORY 14)  
INTENTIONALLY LEFT BLANK

SALES RESTRICTIONS - 85

- A SALES RESTRICTIONS (CATEGORY 15)  
INTENTIONALLY LEFT BLANK

PENALTIES - 86

- A PENALTIES (CATEGORY 16)  
(PENALTIES PART B)

- (1) THIS PARAGRAPH DESCRIBES ANY CANCELLATION AND REFUND  
RESTRICTIONS/PENALTIES THAT APPLY PRIOR TO DEPARTURE  
AND/OR AFTER DEPARTURE.
- (2) EXCEPT AS OTHERWISE PROVIDED IN A SPECIFIC FARE RULE,  
RULE 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED  
CONNECTIONS) OR WITH RULE 90 (REFUNDS), CANCELLATIONS  
AND REFUNDS SHALL BE IN ACCORDANCE WITH THIS RULE.
- (3) REFUND RESTRICTED/SUBJECT TO PENALTIES FARES.

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PENALTIES - 86 (CONT)

- (A) PRIOR TO DEPARTURE

- (I) FULL REFUND WILL BE MADE IN THE EVENT OF  
DEATH OR HOSPITALIZATION OF PASSENGER OR A  
MEMBER OF HIS IMMEDIATE FAMILY, AS  
SUBSTANTIATED BY A MEDICAL CERTIFICATE.

- (II) IF, AFTER ISSUANCE OF THE TICKET, SCHEDULE  
CHANGES RULE 80 (REVISED ROUTINGS, FAILURE

TO

CARRY AND MISSED CONNECTIONS) BY IB CREATE  
ALTERATIONS TO THE TICKETED ITINERARY WHICH  
ARE UNACCEPTABLE TO THE PASSENGER, THE  
PASSENGER MAY CANCEL OR HAVE THE TICKET  
REISSUED IN ACCORDANCE WITH APPLICABLE  
TARIFFS, WITHOUT INCURRING A PENALTY.

- (III) IN THE EVENT OF CANCELLATION OR FAILURE TO  
USE CONFIRMED SPACE AS TICKETED (NO SHOW)

FOR

ANY REASON OTHER THAN THOSE OUTLINED IN RULE

90 (REFUNDS) OR IN PARAGRAPH (I) AND (II) ABOVE, THE PASSENGER WILL FORFEIT THE AMOUNT STATED IN THE SPECIFIC RULE, WHERE

APPLICABLE

(IV) CREDIT TOWARDS FURTHER TRANSPORTATION IN THE EVENT OF FAILURE TO USE CONFIRMED SPACE AS TICKETED, THE FULL AMOUNT OF THE FARE PAID CAN BE USED AS A CREDIT TOWARD THE UPGRADE

TO

ANY OTHER TYPE OF FARE SUBJECT TO THE PROVISIONS OF SUCH FARE AND PROVIDED THAT SUCH FARE DOES NOT RESTRICT THE UPGRADE.

(B) AFTER DEPARTURE

PASSENGER

(I) IN THE EVENT OF CANCELLATION BY THE

TICKETED

OR FAILURE TO USE CONFIRMED SPACE AS

FARE

AFTER TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED IN (II) BELOW, REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE

FOR THE TRANSPORTATION USED LESS THE NON-REFUNDABLE AMOUNT SPECIFIED IN THE APPLICABLE RULE.

(II) IN THE CASE OF DEATH EN ROUTE OF A MEMBER OF A FAMILY TRAVELLING TOGETHER, THE SURVIVING MEMBER(S) WILL BE PERMITTED A REROUTING OF THE BALANCE OF THE JOURNEY WITHOUT PENALTY.

(C) (AFTER THE TICKET HAS BEEN ISSUED, THE NON-REFUNDABLE/SUBJECT TO PENALTIES PORTION OF

THE

FARE SHALL NOT BE USED AS CREDIT TOWARDS PAYMENT OF ANY OTHER FARES. HOWEVER, A REFUND RESTRICTED FARE TICKET MAY BE UPGRADED TO ANOTHER FARE ONLY AS SPECIFIED IN THE APPLICABLE FARE RULE, SUBJECT TO ALL CONDITIONS OF THE NEW FARE, IN WHICH CASE THE ORIGINAL NON-REFUNDABLE AMOUNT/SUBJECT TO PENALTIES AMOUNT SHALL STILL BE NON-REFUNDABLE/SUBJECT TO PENALTIES. THE

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PENALTIES - 86 (CONT)

"NON-REFUNDABLE OR SUBJECT TO PENALTIES" ENTRY SHALL CONTINUES TO BE CARRIED IN THE "FORM OF PAYMENT" BOX OF THE NEW TICKET AND ANY SUBSEQUENT REISSUES.

(4) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)

(A) PRIOR TO DEPARTURE

(I) REFUNDS SHALL BE MADE ONLY TO OR AT THE DIRECTION OF THE PERSON RESPONSIBLE FOR THE

TRAVEL ARRANGEMENTS OF THE GROUP.

THE (II) IN THE EVENT OF VOLUNTARY CANCELLATION BY  
 GROUP OR MEMBER OF THE GROUP LESS THAN THE  
 NUMBER OF THE DAYS STATED IN THE RULE PRIOR  
 TO COMMENCEMENT OF OUTBOUND TRAVEL EXCEPT AS  
 PROVIDED IN (III) BELOW, A PORTION OF THE  
 REFUNDABLE GROUP FARE PAID WILL BE DEEMED NON-  
 AND WILL BE FORFEITED BY THE NON-DEPARTING  
 GROUP MEMBER(S). THE APPLICABLE  
 NON-REFUNDABLE AMOUNT WILL BE SPECIFIED IN  
 EACH GROUP RULE.

(III) FULL REFUND WILL BE MADE IN THE CASE OF:  
 (AA) DEATH OR HOSPITALIZATION OF THE  
 PASSENGER OR OF A MEMBER OF THE  
 PASSENGER'S IMMEDIATE FAMILY AS  
 SUBSTANTIATED BY A MEDICAL CERTIFICATE.  
 (BB) REPLACED PASSENGER, IF SUBSTITUTIONS  
 ARE PERMITTED IN THE RULE BEING DETAILED;  
 (CC) CANCELLATION OF  
 AFFINITY/NON-AFFINITY/INCENTIVE/OWN USE  
 GROUP TRANSPORTATION BY THE CARRIER.

(B) AFTER DEPARTURE  
 (I) NORMAL CANCELLATION AND REFUND PROCEDURES  
 WILL APPLY PROVIDED THAT IN THE EVENT OF  
 CANCELLATION OR REROUTING BY A MEMBER OF THE  
 GROUP DUE TO:  
 (AA) DEATH OF THE PASSENGER EN ROUTE, THE  
 DIFFERENCE, IF ANY, BY WHICH THE GROUP  
 FARE PAID EXCEEDS THE APPLICABLE FARE  
 FOR THE PORTIONS ACTUALLY FLOWN BY THE  
 PASSENGER, CALCULATED FROM THE ORIGINAL  
 POINT OF ORIGIN, WILL BE REFUNDED;  
 (BB) A DEATH IN THE IMMEDIATE FAMILY OF A  
 PASSENGER, THE AMOUNT OF THE GROUP FARE  
 PAID BY THE PASSENGER WILL BE APPLIED  
 AS A CREDIT (BUT NOT IN CASH) TOWARDS THE  
 PURCHASE OF TRANSPORTATION AT  
 APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN  
 BY THE PASSENGER, CALCULATED FROM THE  
 ORIGINAL POINT OF ORIGIN. SIMILAR  
 ARRANGEMENTS MAY BE MADE FOR OTHER

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MEMBERS OF THE TRAVEL GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER;

(CC) A PASSENGER BEING UNABLE TO COMPLETE OR CONTINUES HIS/HER JOURNEY WITH THE

GROUP

DUE TO ILLNESS, WHICH MUST BE SUBSTANTIATED BY A MEDICAL CERTIFICATE, THE AMOUNT OF THE GROUP FARE PAID WILL BE APPLIED AS A CREDIT TOWARDS THE PURCHASE OF TRANSPORTATION AT

APPLICABLE

FARES FOR THE PORTIONS ACTUALLY FLOWN

BY

THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN. SIMILAR ARRANGEMENTS FOR TRANSPORTATION MAY BE MADE FOR OTHER MEMBERS OF THE INCLUSIVE TOUR GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER.

(II) EXCEPT AS PROVIDED ABOVE, IN CASE OF VOLUNTARY CANCELLATION OF THE GROUP OR

A

MEMBER OF THE GROUP, REFUND WILL BE AN AMOUNT EQUAL TO THE EXCESS OF THE GROUP FARE PAID OVER THE ALL-YEAR FARE APPLICABLE FOR TRANSPORTATION FROM THE POINT OF ORIGIN TO THE POINT OF CANCELLATION, LESS THE PERCENTAGE/PENALTY SPECIFIED IN THE APPLICABLE RULE.

(III) IN THE EVENT A PASSENGER DISCONTINUES HIS/HER JOURNEY EN ROUTE FOR ANY REASON THE AMOUNT OF THE FARE PAID WILL BE APPLIED AS A CREDIT TOWARD THE PURCHASE OF TRANSPORTATION AT THE APPLICABLE

FARE

CALCULATED FROM THE POINT OF ORIGIN.

(C) IN ANY OF THE CIRCUMSTANCES DESCRIBED ABOVE, THE REMAINING MEMBERS OF THE TRAVEL GROUP, REGARDLESS OF THEIR NUMBER, SHALL COMMENCE OR CONTINUE WITH THE ITINERARY, SUBJECT TO ALL OTHER CONDITIONS OF THE RULE.

HIGHER INTERMEDIATE PT - 87

A HIGHER INTERMEDIATE POINT (CATEGORY 17)  
INTENTIONALLY LEFT BLANK

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TICKET ENDORSEMENT - 88

A TICKET ENDORSEMENTS (CATEGORY 18)

INTENTIONALLY LEFT BLANK

DISCOUNTS - 89

- A CHILDREN DISCOUNTS (CATEGORY 19)  
EXCEPT AS OTHERWISE INDICATED,  
RULE 200 (CHILDREN'S AND INFANTS' FARES) IS APPLICABLE TO  
FARES GOVERNED BY THIS RULE.
- TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)  
INTENTIONALLY LEFT BLANK
- AGENT DISCOUNTS (CATEGORY 21)  
INTENTIONALLY LEFT BLANK
- ALL OTHER DISCOUNTS (CATEGORY 22)  
INTENTIONALLY LEFT BLANK

MISC PROVISIONS - 90

- A MISCELLANEOUS PROVISIONS (CATEGORY 23)  
INTENTIONALLY LEFT BLANK  
(CATEGORY 24)
- CURRENTLY NOT AVAILABLE  
(CATEGORY 25)
- CURRENTLY NOT AVAILABLE

GROUPS - 91

- A GROUPS (CATEGORY 26)

(1) GROUP SIZE

A MINIMUM GROUP SIZE REFERS TO THE MINIMUM NUMBER OF PASSENGERS REQUIRED TO FORM A GROUP WHICH WILL PERMIT THE USE OF A PARTICULAR FARE. UNLESS OTHERWISE SPECIFIED IN THE FARE RULE, IN ORDER TO DETERMINE THE MINIMUM GROUP SIZE, TWO CHILDREN EACH PAYING AT LEAST 50 PERCENT OF THE APPLICABLE GROUP FARE WILL BE

COUNTED

AS ONE MEMBER OF THE GROUP.

(2) ELIGIBILITY

(A) AFFINITY GROUP REQUIREMENTS

- (I) THE TRAVEL GROUP MUST BE FORMED ONLY FROM AFFINITY GROUPS, I.E., MEMBER (OR EMPLOYEE) OF THE SAME ASSOCIATION, CORPORATION,

COMPANY

OR OTHER LEGAL ENTITY (REFERRED TO AS THE "ORGANIZATION").

- (II) THE PRINCIPAL PURPOSES, AIMS AND OBJECTIVES OF THE ORGANIZATION, MUST BE OTHER THAN TRAVEL.

- (III) SUFFICIENT AFFINITY MUST EXIST PRIOR TO THE APPLICATION FOR TRANSPORTATION IN ORDER TO DISTINGUISH AND SET THE GROUP APART FROM THE

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GROUPS - 91 (CONT)

GENERAL PUBLIC.

- (IV) EACH MEMBER OF THE TRAVEL GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF

APPLICATION FOR THE GROUP FARES DISCOUNT AND MUST HAVE BEEN A MEMBER FOR AT LEAST SIX MONTHS IMMEDIATELY PRIOR TO THE DATE OF COMMENCEMENT OF TRAVEL.

(V) THE TRAVEL GROUP MAY INCLUDE THE SPOUSE AND DEPENDENT CHILDREN OF A MEMBER OF THE ORGANIZATION FROM WHICH THE PARTY TO BE TRANSPORTED IS DRAWN. IN ADDITION, PARENTS LIVING IN THE SAME HOUSEHOLD AS A MEMBER MAY BE INCLUDED. HOWEVER, ANY SUCH SPOUSE, DEPENDENT CHILDREN OR PARENTS MUST BE ACCOMPANIED ON THE FLIGHT BY SUCH MEMBER, UNLESS THE MEMBER HAS BEEN COMPELLED TO CANCEL HIS PASSAGE.

(VI) LIMITATION OF SOLICITATION WITH RESPECT TO THE FORMATION OF AFFINITY GROUPS:

(AA) SOLICITATION IS LIMITED TO PERSONAL LETTERS, CIRCULARS AND TELEPHONE CALLS ADDRESSED TO MEMBERS OF THE ORGANIZATION, TO GROUP PUBLICATIONS INTENDED SOLELY FOR MEMBERS OF THE ORGANIZATION (OR FOR MEMBERS OF THE FEDERATION OR ORGANIZATION TO WHICH THE ORGANIZATION BELONGS) AND TO ANY OTHER FORM OF SOLICITATION NOT DEFINED AS PUBLIC SOLICITATION IN (VII) BELOW.

(BB) SOLICITATION MUST BE EFFECTED ONLY BY OFFICIALS OF THE ORGANIZATION OR

MEMBERS

OF THE TRAVEL GROUP.

(CC) THE TRAVEL GROUP MUST NOT BE GATHERED DIRECTLY OR INDIRECTLY BY A PERSON ENGAGED IN SOLICITING OR SELLING TRANSPORTATION SERVICES OR PROVIDING OR OFFERING TO PROVIDE TRANSPORTATION TO THE GENERAL PUBLIC. HOWEVER, THE MERE ASCERTAINMENT OF THE GROUP FARE AND/OR ITS COLLECTION FROM MEMBERS OF THE TRAVEL GROUP WILL NOT OF ITSELF BE CONSIDERED AS ENGAGING IN SUCH ACTS.

(DD) IF THE ORGANIZERS OF THE TRAVEL GROUP EMPLOY A TRAVEL AGENT TO ASSIST IN THE TRAVEL ARRANGEMENTS, HE MUST IN NO WAY SOLICIT MEMBERS OF THE TRAVEL GROUP. HOWEVER, AFTER THE PARTY TO BE

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GROUPS - 91 (CONT)

TRANSPORTED IS FORMED, THE TRAVEL AGENT  
MAY CONTACT MEMBERS OF THE GROUP FOR

THE

PURPOSES OF ARRANGING OTHER TRAVEL  
SERVICES IN ADDITION TO ASSISTING IN  
TRAVEL ARRANGEMENTS.

(VII) DEFINITION OF "PUBLIC SOLICITATION"  
PUBLIC SOLICITATION WILL BE CONSIDERED TO  
EXIST WHEN THE GROUP TRANSPORTATION IS  
DESCRIBED, REFERRED TO, ANNOUNCED IN  
ADVERTISEMENTS OR ANY OTHER WRITING OR MEANS  
OF PUBLIC COMMUNICATION, WHETHER PAID OR  
UNPAID, INCLUDING BUT NOT LIMITED TO,  
TELEPHONE CAMPAIGNS, RADIO, TELEGRAPH AND  
TELEVISION. HOWEVER, A STATEMENT IN PUBLIC  
NEWS MEDIA OTHER THAN ADVERTISEMENT, WHICH  
COULD NOT REASONABLY BE CONSTRUED AS  
CALCULATED OR LIKELY TO INDUCE TRAVEL AS A  
MEMBER OF THE TRAVEL GROUP AND WHICH HAS NOT  
BEEN INITIATED BY THE ORGANIZATION, ANY  
MEMBER OF THE TRAVEL GROUP CARRIER OR AN  
AGENT OR REPRESENTATIVE OF ANY OF THEM, WILL  
NOT BE CONSIDERED PUBLIC SOLICITATION.

(B) INCENTIVE/OWN USE GROUP REQUIREMENTS  
THE TRAVEL GROUP SHALL BE FORMED ONLY FOR OWN USE  
OF ONE PERSON OR A LEGAL ENTITY, SUCH AS AN  
ASSOCIATION, PARTNERSHIP, COMPANY OR CORPORATION  
(REFERRED TO AS THE "PURCHASER"). SUCH PURCHASER  
MAY NOT, WHOLLY OR PARTIALLY, DIRECTLY OR  
INDIRECTLY, SHARE THE COST OF THE AIR  
TRANSPORTATION WITH OTHER PERSONS INTERESTED IN  
OBTAINING SUCH TRANSPORTATION, INCLUDING THE  
PASSENGERS CARRIED. HOWEVER, SUCH COST MAY BE  
RAISED BY VOLUNTARY CONTRIBUTIONS IF:

PASSENGERS

- (I) THE VOLUNTARY CONTRIBUTIONS ARE NOT  
SOLICITED/OBTAINED SOLELY FROM THE  
TO BE CARRIED:
- (II) PARTICIPATION IN THE TRAVEL GROUP IS NOT  
LIMITED TO THOSE ACTUALLY CONTRIBUTING;
- (III) THE MINIMUM AMOUNT OF EACH PERSON'S  
CONTRIBUTION HAS NOT BEEN PRESCRIBED BY THE  
PURCHASER; AND
- (IV) EACH PERSON TO BE INCLUDED IN THE TRAVEL  
GROUP IS SELECTED BY THE PURCHASER AND FOR  
REASONS OTHER THAN SUCH PERSON'S REQUEST

THAT

HE/SHE BE INCLUDED IN THE TRAVEL GROUP.

(C) INCENTIVE GROUP REQUIREMENTS  
(I) INCENTIVE GROUPS MEAN GROUPS OF EMPLOYEES  
AND/OR DEALERS AND/OR AGENTS (INCLUDING

THEIR

SPOUSES) OF THE SAME BUSINESS FIRM(S),

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GROUPS - 91 (CONT)

CORPORATION(S) OR ENTERPRISE(S) (EXCLUDING  
NON-PROFIT ORGANIZATIONS), ALSO REFERRED TO  
AS THE "ORGANIZATION", TRAVELLING UNDER AN  
ESTABLISHED INCENTIVE TRAVEL PROGRAM WHICH  
REWARDS THE EMPLOYEE, DEALERS AND AGENTS FOR  
PAST WORK OR PROVIDES AN INCENTIVE FOR

FUTURE

ACTIVITIES.

- (II) THE INCENTIVE TRAVEL PROGRAM IS TO INCLUDE  
AIR TRANSPORTATION, ACCOMMODATIONS,  
SIGHTSEEING, ENTERTAINMENT AND OTHER

FEATURES

THE COST OF WHICH IS BORNE ENTIRELY BY THE  
BUSINESS FIRM, CORPORATION OR ENTERPRISE AND  
NOT PASSED ON DIRECTLY OR INDIRECTLY TO THE  
EMPLOYEES, DEALERS OR AGENTS.

- (III) OFFICIALS (AND THEIR SPOUSES) OF SUCH  
BUSINESS FIRMS, CORPORATIONS OR ENTERPRISES  
MAY ALSO BE INCLUDED IN THE GROUP IF THEY

ARE

TRAVELLING FOR THE PURPOSE OF MAKING AWARDS  
OR OFFICIATING IN THE INCENTIVE TRAVEL  
PROGRAM.

- (IV) EACH MEMBER OF THE INCENTIVE GROUP MUST BE A  
MEMBER OF THE ORGANIZATION AT THE TIME OF  
APPLICATION FOR THE GROUP FARE.

(3) DOCUMENTATION

- (A) GENERAL REQUIREMENTS FOR ALL INDIVIDUAL AND GROUP  
INCLUSIVE TOURS

THERE MUST BE VOUCHERS SPECIFYING SLEEPING  
ACCOMMODATIONS AND ANY SIGHTSEEING OR OTHER  
FEATURES OF THE TOUR. SUCH VOUCHER, INCLUDING  
THOSE FOR GROUND TRANSPORTATION, MUST BE

AVAILABLE

FOR INSPECTION DURING CHECK-IN PRIOR TO  
COMMENCEMENT OF OUTBOUND TRANSATLANTIC TRAVEL.

- (B) AFFINITY/INCENTIVE/NON-AFFINITY/OWN USE GROUP  
REQUIREMENT

- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY  
CARRIER SHALL PROVIDE A FULL DESCRIPTION OF  
THE TRAVEL DESIRED, THE NAMES AND TOTAL  
NUMBER OF PASSENGERS, AND, WHERE APPLICABLE,  
THE AFFINITY/INCENTIVE/OWN USE PROVISION  
UNDER WHICH THE TRAVEL IS BEING REQUESTED,  
AND MUST BE SIGNED BY THE APPLICANT (THE  
PERSON RESPONSIBLE FOR THE TRAVEL  
ARRANGEMENTS OF THE GROUP).

- (II) THE APPLICATION MUST BE SUBMITTED TO THE

ISSUING CARRIER (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT

OF

THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.

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GROUPS - 91 (CONT)

- (III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.
- (IV) PASSENGER SUBSTITUTION/ADDITIONS - IF NAME CHANGES AND/OR ADDITIONS TO THE LIST OF PARTICIPANTS IN THE TRAVEL GROUP MAY BE MADE AFTER THE WRITTEN APPLICATION HAS BEEN SUBMITTED, A STATEMENT WILL APPEAR IN THIS CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.
- (V) EACH TRAVEL GROUP SHALL BE IDENTIFIED BY A DEFINITE NUMBER (GROUP CODE) ASSIGNED BY CARRIER.
- (C) GROUP INCLUSIVE TOUR REQUIREMENT (NOT REQUIRED FOR TOURS INITIATED BY CARRIER.)
  - (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY CARRIER, SHALL PROVIDE THE NAMES AND TOTAL NUMBER OF PASSENGERS AND THE INCLUSIVE TOUR CODE NUMBER, AND BE SIGNED BY THE TOUR OPERATOR OR A PASSENGER SALES AGENT (ALSO REFERRED TO AS THE "TRAVEL ORGANIZER").
  - (II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT

OF

THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.

- (III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.
- (IV) PASSENGER SUBSTITUTIONS/ADDITIONS - IF NAME CHANGES AND/OR ADDITIONS TO THE LIST OF PARTICIPANTS IN THE TRAVEL GROUP MAY BE MADE AFTER THE WRITTEN APPLICATION HAS BEEN SUBMITTED, A STATEMENT WILL APPEAR IN THIS CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.

TOURS - 92

- A TOURS (CATEGORY 27)  
(1) INDIVIDUAL AND GROUP INCLUSIVE TOUR FARE REQUIREMENTS  
(A) EXCEPT AS OTHERWISE NOTED, THE INDIVIDUAL  
INCLUSIVE TOUR MUST INCLUDE IN ITS PUBLISHED

PRICE

AND APPROPRIATE LITERATURE, IN ADDITION TO AIR  
TRANSPORTATION, THE COST OF SLEEPING  
OR HOTEL ACCOMMODATIONS {X}, PLUS ANY OTHER

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TOURS - 92 (CONT)

FACILITIES OR ATTRACTIONS SUCH AS AIRPORT  
TRANSFERS, SIGHTSEEING, MOTORCOACH TRIPS, AND CAR  
RENTALS.

- (B) EXCEPT AS OTHERWISE NOTED, THE GROUP INCLUSIVE  
TOUR MUST INCLUDE IN ITS PUBLISHED PRICE AND  
APPROPRIATE LITERATURE, IN ADDITION TO AIR  
TRANSPORTATION, THE COST OF AIRPORT TRANSFERS AND  
SLEEPING OR HOTEL ACCOMMODATIONS FOR THE TOTAL  
DURATION OF THE TRIP, PLUS OTHER FACILITIES OR  
ATTRACTIONS SUCH AS SIGHTSEEING, MOTORCOACH

TRIPS,

AND CAR RENTALS.

- (C) TOURS MUST BE PAID FOR IN FULL PRIOR TO  
COMMENCEMENT OF TRAVEL, AND PRICE OF TOUR

FEATURES

AND FACILITIES MAY NOT BE LESS THAN THE AMOUNT  
SPECIFIED IN THIS CATEGORY, OF THE  
PARTICULAR FARE RULE.

- (2) MINIMUM TOUR PRICE  
THE TERM "MINIMUM TOUR PRICE" (MTP) SHALL BE

UNDERSTOOD

TO MEAN THE MINIMUM SELLING PRICE OF THE TOUR PER  
PASSENGER.

VISIT ANOTHER COUNTRY - 93

- A VISIT ANOTHER COUNTRY (CATEGORY 28)  
INTENTIONALLY LEFT BLANK

DEPOSITS - 94

- A DEPOSITS (CATEGORY 29)  
INTENTIONALLY LEFT BLANK

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0005

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TITLE/APPLICATION - 70

- A APPLICATION OF TARIFF  
(A) SCOPE OF APPLICATION  
(1) GENERAL PROVISIONS  
(A) THE CONDITIONS OF THE CONTRACT OF CARRIAGE  
ARE THE CONDITIONS TO WHICH THE PASSENGER'S  
TICKET REFERS SUBJECT TO THE PROVISIONS OF

PARAGRAPH 2 AND 4 BELOW. THESE GENERAL  
CONDITIONS OF CARRIAGE APPLY TO ALL FLIGHTS,  
OR PORTION OF FLIGHTS, FOR WHICH THE IBERIA  
DESIGNATOR CODE APPEARS IN THE "CARRIER" BOX  
OF THE TICKET OR OF THE CORRESPONDING

COUPON.

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TITLE/APPLICATION - 70 (CONT)

(B) THESE GENERAL CONDITIONS OF CARRIAGE ALSO  
APPLY TO FREE OR REDUCED-FARE CARRIAGE,  
EXCEPT AS OTHERWISE PROVIDED FOR IN THE  
CONTRACT OF CARRIAGE OR IN ANY OTHER  
CONTRACTUAL DOCUMENT THAT LINKS IBERIA TO

THE

PASSENGER.

(C) ALL CARRIAGE IS SUBJECT TO THE GENERAL  
CONDITIONS OF CARRIAGE AND TO THE CARRIER'S  
FARE REGULATIONS IN FORCE WHEN THE TICKET IS  
ISSUED OR, IF SAID DATE CANNOT BE DETERMINED  
WHEN THE CARRIER COVERED BY THE FIRST TICKET  
FLIGHT COUPON STARTS.

(D) THESE GENERAL CONDITIONS OF CARRIAGE HAVE  
BEEN DRAWN UP PURSUANT TO THE MONTREAL  
CONVENTION OF MAY 28, 1999 AND THE EUROPEAN  
LAW IN FORCE.

(2) CHARTERS  
IF THE CARRIAGE IS PERMITTED PURSUANT TO A

CHARTER

CONTRACT, THESE CONDITIONS SHALL ONLY APPLY TO

THE

EXTENT THAT THEY ARE ATTACHED TO, INCORPORATED IN  
OR MENTIONED BY REFERENCE OR OTHERWISE, IN THE  
CHARTER CONTRACT OR IN THE TICKET.

(3) CODE SHARES  
CERTAIN FLIGHTS OR AIR SERVICE PROVIDED BY THE  
CARRIER ARE LIABLE TO FALL UNDER A CODE SHARE  
AGREEMENT WITH OTHER AIR CARRIERS. IN THESE  
CASES, A CARRIER OTHER THAN THAT INDICATED ON THE  
TICKET (AND WITH WHICH THE PASSENGER MAY POSSIBLY  
HAVE MADE THEIR RESERVATION) MAY OPERATE THE AIR  
SERVICE CONCERNED. IF SUCH ARRANGEMENT APPLY,

THE

PASSENGER THAT BE INFORMED OF THE IDENTITY OF

SAID

CARRIER, AT THE TIME OF RESERVATION OR AT THE  
LATEST DURING CHECK-IN. THESE CONDITIONS OF THE  
CONTRACT OF CARRIAGE ARE ALSO VALID FOR THIS TYPE  
OF CARRIAGE.

(4) PREDOMINANCE OF THE LAW

THESE GENERAL CONDITIONS OF CARRIAGE ARE APPLICABLE TO THE EXTENT THAT THEY ARE NOT CONTRARY TO THE LAW IN FORCE OR TO THE FILED FARES, IN WHICH CASE, SAID LAW OR SAID FARES

SHALL

PREVAIL. ANY INVALIDATION OF ONE OR MORE PROVISIONS OF THESE GENERAL CONDITIONS OF

CARRIAGE

SHALL NOT HAVE ANY EFFECT ON THE VALIDITY OF THE OTHER PROVISIONS.

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GRATUITOUS CARRIAGE - 71

- A (B) GRATUITOUS CARRIAGE WITH RESPECT TO GRATUITOUS CARRIAGE, CARRIER RESERVES THE RIGHT TO EXCLUDE THE APPLICATION OF ALL OR ANY PART OF THIS TARIFF.

CHANGE WITHOUT NOTICE - 72

- A (C) CHANGE WITHOUT NOTICE EXCEPT AS MAY BE REQUIRED BY APPLICABLE LAWS, GOVERNMENT REGULATIONS, ORDERS AND REQUIREMENTS, CARRIER'S RULES, REGULATIONS AND CONDITIONS OF CARRIAGE ARE SUBJECT TO CHANGE WITHOUT NOTICE; PROVIDED, THAT NO SUCH CHANGE SHALL APPLY TO A CONTRACT OF CARRIAGE AFTER THE CARRIAGE HAS COMMENCED.
- (D) WHEN RULES OR PROVISIONS IN THIS TARIFF OR TARIFFS GOVERNED HEREBY PROVIDE FOR THE APPLICATION OF FARES AND CHARGES BASED UPON PERCENTAGES OF OTHER FARES AND CHARGES, SUCH PROPORTIONATE FARES AND CHARGES WILL BE DETERMINED IN ACCORDANCE WITH THE PERCENTAGE

CONVERSION

INSTRUCTIONS IN THIS TARIFF.

FARES IN EFFECT - 73

- A (E) EXCEPT AS OTHERWISE PROVIDED FOR, FARES APPLY SOLELY

TO

THE CARRIAGE FROM THE AIRPORT AT THE POINT OF

DEPARTURE

TO THE AIRPORT AT THE POINT OF ARRIVAL. FARES DOES

NOT

INCLUDE GROUND CARRIAGE BETWEEN AIRPORTS AND BETWEEN AIRPORTS AND TOWN TERMINALS. THE FARE SHALL BE CALCULATED TO ACCORDANCE WITH THE FARES IN FORCE ON

THE

TICKET PURCHASE DATE, FOR A JOURNEY SCHEDULED ON THE DATES AND FOR THE ITINERARY SHOWN ON SAID TICKET. ANY CHANGE IN ITINERARY OR JOURNEY DATE MAY HAVE AN IMPACT ON THE APPLICABLE FARE.

CARRIER

THE APPLICABLE FARES ARE THOSE PUBLISHED BY THE

OR CALCULATED THEREBY, IN ACCORDANCE WITH THE FARE THE APPLICABLE FARES ARE THOSE PUBLISHED BY THE CARRIER OR

CALCULATED THEREBY, IN ACCORDANCE WITH THE FARE DISPLAY.

EXCEPT AS OTHERWISE PROVIDED FOR THE CONTRACT OF CARRIAGE OR IN ANY OTHER CONTRACTUAL DOCUMENT, THE FARES SHALL APPLY EXCLUSIVELY TO THE JOURNEY PROVIDED FOR IN SAID CONTRACT OR IN SAID DOCUMENT.

EXCEPTION: (APPLICABLE FOR TRANSPORTATION ORIGINATING IN CANADA OR THE U.S.A.) NO INCREASE WILL BE COLLECTED IN CASES WHERE THE TICKET HAS BEEN ISSUED PRIOR TO THE EFFECTIVE DATE OF A TARIFF CONTAINING AN INCREASE IN THE APPLICABLE FARE, EFFECTED THROUGH A CHANGE IN THE FARE LEVEL. A CHANGE IN CONDITIONS COVERING THE FARE, OR A CANCELLATION OF THE FARE ITSELF, PROVIDED:

- (1) THE ORIGINATING FLIGHT COUPON OF THE TICKET WAS  
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FARES IN EFFECT - 73 (CONT)

ISSUED FOR A SPECIFIC FLIGHT AT THE FARE CONTAINED IN A TARIFF LAWFULLY IN EFFECT ON THE DATE OF TICKET ISSUANCE (DETERMINED BY THE VALIDATION ON THE TICKET);

- (2) THE ORIGINATING TRANSATLANTIC FLIGHT SHOWN ON THE TICKET IS NOT VOLUNTARILY CHANGED AT THE PASSENGER'S REQUEST SUBSEQUENT TO THE EFFECTIVE DATE OF ANY INCREASE IN THE APPLICABLE FARE;
- (3) THIS PROVISIONS WILL APPLY ONLY TO THE PASSENGER TO WHOM THE TICKET WAS ORIGINALLY ISSUED. FURTHERMORE, THESE PROVISION WILL NOT APPLY TO SALES MADE OUTSIDE THE U.S.A. OR CANADA FOR TICKETS TO BE ISSUED IN THE U.S.A. OR CANADA. THESE PROVISIONS WILL ALSO APPLY TO GROUPS AT ANY FARE FOR TICKETS ISSUED AFTER THE EFFECTIVE DATE BUT IN EXCHANGE OF AN MCO COVERING FULL PAYMENT/DEPOSIT PRIOR TO THE EFFECTIVE DATE OF THE FARE.
- (4) THE TICKET MUST BE ISSUED ON IB TICKET STOCK OR VALIDATED ON IB AND REFLECT CONFIRMED RESERVATIONS FROM THE POINT OF ORIGIN TO THE FIRST POINT OF STOPOVER OUTSIDE THE IATA TRAFFIC CONFERENCE AREA (I.E. AREA 1, AREA 2, AREA 3) WHERE TRAVEL BEGINS.
- (5) IB MUST PROVIDE TRANSATLANTIC, INTERNATIONAL CARRIAGE IN AT LEAST ONE DIRECTION. WHEN TRAVEL ORIGINATES OUTSIDE OF AREA 1, IB MUST BE THE FIRST CARRIER INDICATED ON THE PASSENGER'S TICKET.  
SUCCESSIVE CARRIERS
  - (A) CARRIAGE PERFORMED BY SEVERAL SUCCESSIVE CARRIERS, UNDER A SINGLE TICKET OR A CONJUNCTION TICKET, IS DEEMED TO CONSTITUTE, FOR THE APPLICATION OF THE CONVENTION, A SINGLE CARRIAGE OPERATION, WHERE ENVISAGED BY

THE PARTIES AS BEING A SINGLE OPERATION.

(B) WHERE THE CARRIER HAS ISSUED THE TICKET OR IS THE CARRIER DESIGNATED FIRST ON THE TICKET OR ON A CONJUNCTION TICKET ISSUED FOR SUCCESSIVE CARRIAGE, THE CARRIER SHALL ONLY BE LIABLE FOR THE PORTION OF THE CARRIAGE PERFORMED USING ITS OWN RESOURCES.

(C) IN THE EVENT OF THE DESTRUCTION, LOSS,

DAMAGE

OR DELAY OF THEIR BAGGAGE, PASSENGERS OR THEIR BENEFICIARIES MAY FILE A CLAIM AGAINST THE CARRIER THAT PERFORMED THE CARRIAGE DURING WHICH THE ACCIDENT OR THE DELAY OCCURRED. PASSENGERS MAY ALSO FILE A CLAIM AGAINST THE FIRST AND LAST CARRIER.

(F) PERCENTAGE OF FARES OR CHARGES WHEN RULES OR PROVISIONS IN THIS TARIFF, OR TARIFFS

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FARES IN EFFECT - 73 (CONT)

GOVERNED HEREBY, PROVIDE FOR THE APPLICATION OF FARES AND CHARGES BASED UPON PERCENTAGES OF OTHER FARES AND CHARGES, SUCH PROPORTIONATE FARES AND CHARGES WILL BE DETERMINED IN ACCORDANCE WITH THE PERCENTAGE CONVERSION INSTRUCTIONS PUBLISHED IN THIS TARIFF.

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FARES IN EFFECT - 73 (CONT)

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FARES IN EFFECT - 73 (CONT)

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FARES IN EFFECT - 73 (CONT)

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FARES IN EFFECT - 73 (CONT)

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FARES IN EFFECT - 73 (CONT)

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FARES IN EFFECT - 73 (CONT)

APPLY TO TICKETS ISSUED AT  
PUBLISHED STANDBY FARES.

(C) THIS PROVISION SHALL APPLY ONLY TO  
THE PASSENGER TO WHOM THE TICKET

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY  
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FARES IN EFFECT - 73 (CONT)

WAS ORIGINALLY ISSUED.  
FURTHERMORE, THIS PROVISION WILL  
NOT APPLY TO SALES MADE OUTSIDE

THE

U.S.A. FOR TICKETS TO BE ISSUED IN  
THE U.S.A.

EXCEPTION 12: {CANCELLED}

PERCENTAGE CONV. TABLE - 74

A (G) REFERENCE TO TARIFFS, PAGES, RULES, ITEMS AND NOTES

ARE

CONTINUOUS AND INCLUDE REVISIONS, SUPPLEMENTS THERETO  
AND REISSUES THEREOF.

(H) NO AGENT, SERVANT OR REPRESENTATIVE OF CARRIER HAS  
AUTHORITY TO ALTER, MODIFY OR WAIVE ANY PROVISIONS OF  
THE CONTRACT OF CARRIAGE OR OF THIS TARIFF.

APPLICATION OF TARIFF - 75

A (I) LOCAL AND JOINT FARES PUBLISHED IN INDIVIDUAL CARRIER  
SECTIONS OF C.A.B. NO. 531, INTERNATIONAL PASSENGER  
RULES AND FARES TARIFF NO. TARF-1, ON BEHALF OF THE  
CARRIERS LISTED IN PARAGRAPH (A) ABOVE, WILL TAKE  
PRECEDENCE OVER FARES PUBLISHED IN THE INDUSTRY FARES  
SECTION OF THAT TARIFF. EXCEPT AS OTHERWISE PROVIDED,  
FARES ARE PUBLISHED IN THE INDUSTRY FARES SECTION OF  
C.A.B. NO. 531, INTERNATIONAL PASSENGER RULES AND

FARES

TARIFF NO. TARF-1, ON BEHALF OF THE CARRIERS LISTED IN PARAGRAPH (A) ABOVE, AND PROVIDED THAT SUCH FARES

SHALL

NOT APPLY TO THOSE DIRECT SERVICE MARKETS, I.E., THOSE MARKETS SERVED ON A NON-STOP OR SINGLE-FLIGHT-NUMBER BASIS OF SAID CARRIERS, WHICH ARE PUBLISHED IN EACH CARRIER'S INDIVIDUAL FARES SECTION. ADDITIONALLY, FARES TO/FROM A COUNTRY PUBLISHED IN THE INDUSTRY

FARES

SECTION OF C.A.B. NO. 531, INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. TARF-1, SHALL NOT APPLY, IF A CARRIER PUBLISHES ANY FARES TO/FROM THE SAME COUNTRY IN THEIR INDIVIDUAL CARRIER SECTION OF THAT TARIFF.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY  
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AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0006

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TITLE/APPLICATION - 70

K CLASSES OF SERVICE

(A) FIRST CLASS

(1) NOT USED

(2) FARES APPLY WHEN TRAVEL IS IN

THE FIRST CLASS COMPARTMENT OF CODE SHARE

FLIGHTS.

(B) BUSINESS PLUS CLASS OR BUSINESS CLASS

FARES APPLY WHEN TRAVEL

IS IN THE BUSINESS CLASS COMPARTMENT OF COMBINED

COMPARTMENT AIRCRAFT. THERE ARE EXCLUSIVE

CHECK-IN DESKS IN MOST OF THE AIRPORTS WORLDWIDE.

BUSINESS PLUS CLASS PASSENGERS WILL BE AFFORDED

WITH DIVERSE IN-FLIGHT AMENITIES, THAT CAN BE

CONSULTED AT WWW.IBERIA.COM

NOTE: IB RESERVES THE RIGHT TO DESIGNATE THIS

SERVICE AS NON-SMOKING SERVICE.

(C) ECONOMY CLASS

(1) FARES APPLY WHEN

TRAVEL IS IN ECONOMY/TOURIST/COACH COMPARTMENT OF

COMBINED COMPARTMENT AIRCRAFT.

THE ECONOMY SECTION WILL BE LOCATED IMMEDIATELY

BEHIND THE BUSINESS PLUS COMPARTMENT.

IN TRANSATLANTIC SECTOR, PASSENGER SEATED IN

ECONOMY CLASS WILL BE AFFORDED WITH IN-FLIGHT

AMENITIES, THAT CAN BE CONSULTED AT

WWW.IBERIA.COM.

NOTE: IB RESERVES THE RIGHT TO DESIGNATE THIS

SERVICE AS NON-SMOKING SERVICE.

(2) NOT USED

(3) NOT USED

(4) DESCRIPTION/CONDITIONS OF SERVICE

{CANCELLED}

(D) NOT USED

(E) EXECUTIVE CLASS OR CLASS "C" FARES

{CANCELLED}

(F) NOT USED

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0010

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TITLE/APPLICATION - 70

K SPECIAL AIRPORT LOUNGE FACILITIES

(A) NUMBER AND LOCATION OF CARRIER FACILITIES  
CARRIERS MAINTAIN AND OPERATE LOUNGES WHICH PROVIDE

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TITLE/APPLICATION - 70 (CONT)

LAVATORIES, REFRESHMENTS AND ALCOHOLIC BEVERAGES  
(SUBJECT TO LOCAL LAWS) FREE OF CHARGE.

INFORMATION APPLIES TO IB ONLY AT THE FOLLOWING

CITIES:

BARCELONA, BILBAO, BUENOS AIRES, BRUSSELS, CARACAS,  
FRANKFURT, LONDON, MADRID, MEXICO DF, PARIS-ORLY,

SANTO

DOMINGO, SEVILLE.

(B) NUMBER AND LOCATION OF FACILITIES IN CONJUNCTION WITH  
OTHER CARRIERS

CARRIERS UTILIZE LOUNGES MAINTAINED BY OTHER CARRIERS,  
WHICH PROVIDE LAVATORIES, REFRESHMENTS AND ALCOHOLIC  
BEVERAGES (SUBJECT TO LOCAL LAWS) FREE OF CHARGE, AT  
THE FOLLOWING AIRPORTS US AIRPORTS:

CARRIER

AIRPORT

IB

LOS ANGELES INTERNATIONAL AIRPORT,  
CA

(C) NOT USED

(D) ADMISSION TO SPECIAL AIRPORT LOUNGES IS LIMITED TO THE  
FOLLOWING REASONS: (APPLICABLE TO IB ONLY)

(1) CUSTOMERS WHO ARE MEMBERS OF THE IBERIA PLUS  
PROGRAMME AND WITH LEVEL PATINO OR ORO.

(2) CUSTOMER FLYING IN THE FOLLOWING SERVICES

CLASSES:

(A) BUSINESS PLUS

(B) BUSINESS CLASS

(3) CUSTOMERS WHO ARE MEMBERS OF ONEWORLD WITH LEVEL  
EMERALD OR SAPPHIRE.

(4) IB RESERVES THE RIGHT TO REVOKE ANY CARD OF ANY  
INDIVIDUAL WHO ENGAGES IN BOISTEROUS, INTOXICATED  
OR OTHER DISRUPTIVE BEHAVIOUR.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0015

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TITLE/APPLICATION - 70

— ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE  
PASSENGERS AND THEIR BAGGAGE ARE SUBJECT TO INSPECTION WITH  
AN ELECTRONIC DETECTOR WITH OR WITHOUT THE PASSENGERS'

CONSENT OR KNOWLEDGE.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0025

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TITLE/APPLICATION - 70

K REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE

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AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0025

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TITLE/APPLICATION - 70 (CONT)

(A) REFUSAL, CANCELLATION OR REMOVAL

(1) NOT USED

(2) CARRIER WILL

REFUSE TO TRANSPORT, OR WILL REMOVE ANY PASSENGER AT ANY POINT FOR ANY OF THE FOLLOWING REASONS:

(A) GOVERNMENT REQUEST OR REGULATIONS - WHENEVER SUCH ACTION IS NECESSARY TO COMPLY WITH ANY GOVERNMENT REGULATION, OR TO COMPLY WITH ANY GOVERNMENTAL REQUEST FOR EMERGENCY TRANSPORTATION IN CONNECTION WITH THE NATIONAL DEFENSE, OR WHENEVER SUCH ACTION IS NECESSARY OR ADVISABLE BY REASON OF WEATHER OR OTHER CONDITIONS BEYOND ITS CONTROL (INCLUDING BUT WITHOUT LIMITATION, ACTS OF GOD, FORCE MAJEURE, STRIKES, CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES OR DISTURBANCES) ACTUAL, THREATENED OR

REPORTED.

(B) SEARCH OF PASSENGER OR PROPERTY - WHEN A PASSENGER REFUSES TO PERMIT SEARCH OF HIS PERSON OR PROPERTY FOR EXPLOSIVES OR A CONCEALED, DEADLY OR DANGEROUS WEAPON OR ARTICLE.

(C) PROOF OF IDENTITY - WHEN A PASSENGER REFUSES ON REQUEST TO PRODUCE POSITIVE IDENTIFICATION. NOTE: CARRIER SHALL HAVE THE RIGHT, BUT SHALL NOT BE OBLIGATED, TO REQUIRE POSITIVE IDENTIFICATION OF PERSONS PURCHASING TICKETS AND/OR PRESENTING A TICKET(S) FOR

THE PURPOSE OF BOARDING AIRCRAFT.

(D) ACROSS INTERNATIONAL BOUNDARIES - WHEN A PASSENGER IS TRAVELING ACROSS ANY INTERNATIONAL BOUNDARY IF:

(I) THE TRAVEL DOCUMENTS OF SUCH PASSENGER ARE NOT IN ORDER;

(II) FOR ANY REASON, SUCH PASSENGER'S EMBARKATION FROM, TRANSIT THROUGH, OR ENTRY INTO ANY COUNTRY FROM, THROUGH,

OR

TO WHICH SUCH PASSENGER DESIRES  
TRANSPORTATION WOULD BE UNLAWFUL; OR  
(III) SUCH PASSENGER FAILS OR REFUSES TO  
COMPLY WITH THE RULES AND REGULATIONS

OF

THE CARRIER.

(IV) PASSENGER DESTROYS  
HIS OR HER DOCUMENTATION DURING FLIGHT,  
AND /OR REFUSED A REQUEST BY CARRIER TO  
SURRENDER, AGAINST RECEIPT, HIS/HER  
TRAVEL DOCUMENTS, TO BE HELD BY CARRIER

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TITLE/APPLICATION - 70 (CONT)

DURING THE JOURNEY.

(E) PASSENGER'S CONDUCT  
IN THE FOLLOWING CATEGORIES REFUSAL OR  
REMOVAL OF PASSENGER MAY BE NECESSARY FOR

THE

COMFORT AND SAFETY OF THEMSELVES OR OTHER  
PASSENGERS:

- (I) PERSONS WHOSE CONDUCT IS DISORDERLY,  
ABUSIVE OR VIOLENT.
- (II) PERSONS WHO ARE BAREFOOT.
- (III) PERSONS WHO ARE UNABLE TO SIT IN THE  
SEAT WITH THE SEATBELT FASTENED.
- (IV) PERSONS WHO APPEAR TO BE INTOXICATED OR  
UNDER THE INFLUENCE OF DRUGS.
- (V) PERSONS WHO HAVE AN OBVIOUS CONTAGIOUS  
DISEASE.
- (VI) PERSONS WHO HAVE AN OFFENSIVE ODOR SUCH  
AS FROM A DRAINING WOUND.
- (VII) THE TRANSPORTATION  
OF ESCORTED MENTAL PATIENTS MUST BE IN  
COMPLIANCE WITH THE FOLLOWING SPECIFIC  
PROCEDURES:

WITH

- (AA) ESCORTED MENTAL PATIENTS WILL BE  
BOARDED FIRST AND DEPLANED LAST.  
THEY WILL BE SEATED IN THE  
REAR-MOST AVAILABLE SEAT WITH THE  
ESCORT SEATED BETWEEN THE ESCORTED  
PASSENGER AND THE AISLE. ESCORTED  
MENTAL PATIENTS WILL NOT BE SEATED  
IN A ROW WITH, BEHIND, OR FORWARD  
OF A WINDOW, EXIT, OR IN A ROW  
  
OR OPPOSITE OF A DOOR EXIT.
- (BB) ESCORTED MENTAL PATIENTS WILL BE  
RESTRAINED FROM MOVING ABOUT ALOFT  
OR ON THE GROUND. THE PASSENGER

MATCHES

WILL NOT BE ALLOWED TO SMOKE AND  
ESCORT MUST ENSURE THAT ALL

ARE REMOVED FROM THE PASSENGER  
BEFORE BOARDING.

(CC) NO FOOD, BEVERAGE OR METAL EATING  
UTENSILS WILL BE PROVIDED THE  
ESCORTED PASSENGER UNLESS  
SPECIFICALLY AUTHORIZED BY THE  
ESCORT. NEITHER THE ESCORT NOR

THE

ESCORTED PASSENGER WILL BE SERVED.  
NOR WILL THEY DRINK, ALCOHOLIC  
BEVERAGES WHILE ON BOARD THE  
AIRCRAFT.

(VIII) NOT USED

(F) PASSENGERS CONDUCT ABOARD AIRCRAFT

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TITLE/APPLICATION - 70 (CONT)

(1) IF IN THE VIEW OF CARRIER THE PASSENGER  
CONDUCTS HIMSELF OR HERSELF ABOARD THE  
AIRCRAFT SO AS TO ENDANGER THE AIRCRAFT  
OR ANY PERSON OR PROPERTY ON BOARD OR  
OBSTRUCTS THE CREW IN THE PERFORMANCE

OF

THEIR DUTIES, OR FAILS TO COMPLY WITH  
ANY RESTRICTION ON OR PROHIBITION  
AGAINST SMOKING ABOARD THE AIRCRAFT  
IMPOSED BY THE CARRIER, OR BEHAVES IN A  
MANNER TO WHICH OTHER PASSENGERS MAY  
REASONABLY OBJECT, CARRIER MAY TAKE

SUCH

MEASURES AS IT DEEMS NECESSARY TO  
PREVENT CONTINUATION OF SUCH CONDUCT,  
INCLUDING RESTRAINT OF THE PASSENGER  
AND/OR REMOVAL OF THE PASSENGER FROM

THE

AIRCRAFT AND/OR REFUSAL OF CARRIAGE,  
ONWARD OR FUTURE CARRIAGE OF THE  
PASSENGER.

(2) THE PASSENGER MAY NOT OPERATE ABOARD

THE

AIRCRAFT PORTABLE RADIOS OR TELEPHONES,  
ELECTRONIC GAMES OR TRANSMITTING

DEVICES

INCLUDING RADIO CONTROLLED TOYS AND  
WALKIE-TALKIES. THE PASSENGERS SHALL  
NOT OPERATE ANY OTHER ELECTRONIC

DEVICES

ON BOARD WITHOUT CARRIER'S PERMISSION,  
EXCEPT THAT PORTABLE RECORDERS.

HEARING

AIDS AND HEART PACEMAKERS MAY BE USED.

- (G) PASSENGER'S CONDUCT OR CONDITION  
CARRIER WILL REFUSE TO TRANSPORT OR WILL  
REMOVE AT ANY POINT ANY PASSENGER WHOSE  
CONDUCT, STATUS, AGE, OR MENTAL OR PHYSICAL  
CONDITIONS IS SUCH AS TO RENDER HIM

INCAPABLE

OF CARING FOR HIMSELF WITHOUT ASSISTANCE  
UNLESS:

- (1) HE IS ACCOMPANIED BY AND ATTENDANT WHO  
WILL BE RESPONSIBLE FOR CARING FOR HIM  
EN ROUTE, AND
- (2) WITH THE CARE OF SUCH ATTENDANT, HE

WILL

NOT REQUIRE UNREASONABLE ATTENTION OR  
ASSISTANCE FROM CARRIER PERSONNEL.

- (3) IB WILL ACCEPT THE DISABLED PERSONS  
RIGHT TO DETERMINE HIS/HER  
SELF-RELIANCE.
- (4) A WOMAN IN THE NINTH MONTH OF PREGNANCY  
MUST PRESENT AN OBSTRETRICIAN'S  
CERTIFICATE IN TRIPLICATE DATED WITHIN  
72 HOURS (PREFERABLE 24 HOURS) OF THE  
TIME OF DEPARTURE.
- (A) THE CERTIFICATE WILL STATE THAT

THE

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TITLE/APPLICATION - 70 (CONT)

OBSTETRICIAN HAS EXAMINED HER AND  
FOUND HER TO BE PHYSICALLY IT FOR  
TRAVEL BY AIR FROM (PLACE) ON  
(DATE) AND THAT ESTIMATED DATE OF  
BIRTH OF BABY IS (DATE).

- (B) KEEP THE ORIGINAL COPPY IN THE  
BOARDING STATION FILE FOR  
THREE MONTHS.
- (C) THE PASSENGER KEEPS THE  
REMAINING COPIES FOR USE

AN/OR

REFERENCE EN ROUTE.

- (H) PASSENGER FARES, CHARGES AND TICKET  
CARRIER WILL REFUSE TO TRANSPORT

IF

THE APPLICABLE FARE OR ANY CHARGES  
OR TAXES PAYABLE HAVE NOT BEEN

PAID

OR CREDIT ARRANGEMENTS AGREED  
BETWEEN CARRIER AND THE PASSENGER  
FOR THE PERSON PAYING FOR THE  
TICKET HAVE NOT BEEN COMPLIED

WITH;

OR THE TICKET PRESENTED BY THE  
PASSENGER.

(1) HAS BEEN ACQUIRED UNLAWFULLY  
OR HAS BEEN PURCHASED FROM

ANY

ENTITY OTHER THAN THE ISSUING  
CARRIER OR ITS AUTHORIZED  
AGENT; OR

(2) HAS BEEN REPORTED AS BEING  
LOST OR STOLEN; OR

(3) IS A COUNTERFEIT TICKET; OR

(4) ANY FLIGHT COUPON HAS BEEN  
ALTERED BY ANYONE OTHER THAN  
CARRIER OR ITS AUTHORIZES  
AGENT OR HAS BE MUTILATED,

AND

CARRIER RESERVES THE RIGHT TO  
RETAIN SUCH TICKET; OR

(5) THE PERSON PRESENTING THE  
TICKET CANNOT PROVE THAT HE

OR

SHE IS THE PERSON NAMED IN

THE

"NAME OF PASSENGER" BOX AND  
CARRIER RESERVES THE RIGHT TO  
RETAIN SUCH TICKET.

(I) IF QUESTION  
ARISED OF ANY AIRCRAFT BEING OVERLOADED  
CARRIER SHALL DECIDE WHICH PASSENGERS

OR

ARTICLES WILL BE CARRIED.

CARRIER MAY REFUSE TO TRANSPORT OR  
MAY REMOVE AT ANY POINT ANY  
PASSENGER WHOSE BEHAVIOR IS  
INTERFERING OR HAS INTERFERED WITH

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TITLE/APPLICATION - 70 (CONT)

THE SAFETY OR COMFORT OF ANY OTHER  
PASSENGER OR ANY CREW MEMBER.  
PASSENGERS SHALL DISCONTINUE ANY  
SUCH BEHAVIOR IMMEDIATELY UPON THE  
REQUEST OF A CREW MEMBER.

(J) RECOURSE OF PASSENGER  
NOT USED

SUBJECT TO THE PROVISIONS  
OF RULE 87 (DENIED BOARDING COMPENSATION)

THE

SOLE RECOURSE OF ANY PERSON SO REFUSED  
CARRIAGE OR REMOVED EN ROUTE FOR ANY REASON  
SPECIFIED IN THE FOREGOING PARAGRAPHS SHALL  
BE RECOVERY OF THE REFUND VALUE OF THE

UNUSED

PROTION OF HIS/HER TICKET FROM THE CARRIER  
FOR REFUSING OR REMOVING, AS PROVIDED IN

RULE

90 (REFUNDS).

(K) NOT USED

(L) RO WILL ACCEPT THE DETERMINATION OF A PERSON  
WITH DISABILITIES AS TO SELF-RELIANCE.

(B) CONDITIONAL ACCEPTANCE FOR CARRIAGE  
NOT USED

(C) CARRIAGE OF UNACCOMPANIED CHILDREN  
NOT USED

(D) CARRIAGE OF UNACCOMPANIED CHILDREN

(1) THIS SERVICE MAY NOT BE REQUESTED ON IB700  
MARKETING FLIGHTS, OR WHEN THE FLIGHT INCLUDES  
SECTIONS WHICH ARE FLOWN BY OTHER COMPANIES.  
SERVICE COST (TO BE PAID AT THE TIME OF THE  
BOOKING AND ISSUING OF THE TICKET).

THE SERVICE COST PER LEG IS:

DOMESTIC (EXCLUDING CANARY ISLANDS) EUR 30.

TO EUROPE, CANARY ISLANDS, MIDDLE EAST AND AFRICA  
(EXCEPT JOHANNESBURG AND LUWANDA) EUR 50

FROM EUROPE, MIDDLE EAST AND AFRICA TO AMERICA,  
JOHANNESBURG AND LUWANDA EUR 75

FROM AMERICA, JOHANNESBURG AND LUWANDA TO

AMERICA,

JOHANNESBURG AND LUWANDA USD 100.

REST OF CONDITION CAN BE FOUND AT WWW.IBERIA.COM

(2) CHILDREN BETWEEN THE AGES OF 12 AND 17 TRAVELLING  
ALONE (CHILDREN)

SERVICE COST (TO BE PAID AT THE COMPANY'S SALES  
OFFICE AT THE AIRPORT)

THE COST OF THE SERVICE BY SECTOR IS:

DOMESTIC (EXCLUDING CANARY ISLANDS) EUR 30.

TO EUROPE, CANARY ISLANDS, MIDDLE EAST AND AFRICA  
(EXCEPT JOHANNESBURG AND LUWANDA) EUR 50

FROM EUROPE, MIDDLE EAST AND AFRICA TO AMERICA,  
JOHANNESBURG AND LUWANDA EUR 75

FROM AMERICA, JOHANNESBURG AND LUWANDA TO

AMERICA,

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TITLE/APPLICATION - 70 (CONT)

JOHANNESBURG AND LUWANDA USD 100.

- (3) FOR ALL FLIGHTS OPERATED BY IBERIA REGIONAL AIR NOSTRUM OR FLIGHTS IB5000 WITH VUELING AS THE OPERATOR, REGARDLESS OF THE DESTINATION. FOR THE PURPOSES OF ACCOMPANYING A MINOR, PEOPLE AGED 16 OR OVER ARE CONSIDERED TO BE ADULTS. PLEASE REMEMBER THAT PASSENGERS IN THIS AGE GROUP ARE CONSIDERED TO BE ADULTS AS REGARDS FARES. REST OF CONDITIONS CAN BE FOUND AT

WWW.IBERIA.COM.

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TITLE/APPLICATION - 70

A GROUND TRANSFER SERVICE

(A) GENERAL

- (1) EXCEPT AS OTHERWISE PROVIDED BELOW, CARRIER DOES NOT MAINTAIN, OPERATE OR PROVIDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND TOWN CENTERS.

EXCEPT

WHERE GROUND TRANSFER SERVICE IS DIRECTLY

OPERATED

BY CARRIER, IT IS AGREED THAT ANY SUCH SERVICE IS PERFORMED BY INDEPENDENT OPERATORS WHO ARE NOT

AND

SHALL NOT BE DEEMED TO BE AGENTS OR SERVANTS OF CARRIER. ANYTHING DONE BY AN EMPLOYEE, AGENT, OR REPRESENTATIVE OF CARRIER IN ASSISTING THE PASSENGER TO MAKE ARRANGEMENTS FOR SUCH GROUND TRANSFER SERVICE SHALL IN NO WAY MAKE A CARRIER LIABLE FOR THE ACTS OR OMISSIONS OF SUCH AN INDEPENDENT OPERATOR. IN CASES WHERE A CARRIER MAINTAINS AND OPERATES FOR ITS' PASSENGERS LOCAL TRANSFER SERVICES, THE TERMS, CONDITIONS, RULES AND REGULATIONS OF THE CARRIER, INCLUDING (BUT WITHOUT LIMITATION) THOSE STATED OR REFERRED TO

IN

THEIR TICKETS, BAGGAGE CHECKS AND BAGGAGE VALUATION AGREEMENTS SHALL BE DEEMED APPLICABLE

TO

SUCH LOCAL SERVICES. NO PORTION OF THE FARE

SHALL

BE REFUNDABLE IN THE EVENT LOCAL TRANSFER

SERVICES

ARE NOT USED.

- (2) NOT USED

(B) AT POINTS IN AREA NO. 1

- (1) GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.

- (2) NOT USED

(C) AT POINTS IN EUROPE AND MIDDLE EAST

- (1) NOT USED

- (2) GROUND TRANSFER SERVICE

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TITLE/APPLICATION - 70 (CONT)

- BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.
- (D) AT POINTS IN AREA NO. 2 EXCEPT EUROPE AND MIDDLE EAST
    - (1) NOT USED
    - (2) GROUND TRANSFER SERVICE  
BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.
  - (E) AT POINTS IN AREA NO. 3
    - (1) NOT USED
    - (2) GROUND TRANSFER SERVICE  
BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.
  - (F) NOT USED

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0035

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TITLE/APPLICATION - 70

- K PASSENGER EXPENSES EN ROUTE
  - (A) INFLIGHT SERVICES  
MEALS
    - (1) MEALS, IF SERVED, WILL BE FREE OF CHARGE, UNLESS OTHERWISE SPECIFIED IN THE PUBLISHED TARIFFS OF CARRIER.
    - (2) NOT USED
  - (B) EN ROUTE GROUND SERVICES  
HOTEL ACCOMMODATIONS AND OTHER SERVICES
    - (1) WHEN REQUESTED BY PASSENGER, CARRIER'S REPRESENTATIVES WILL MAKE APPLICATION ON THEIR BEHALF FOR HOTEL RESERVATIONS, BUT THE AVAILABILITY THEREOF IS NOT GUARANTEED. ALL EXPENSES INCURRED BY CARRIER OR ITS REPRESENTATIVES IN ARRANGING, OR ATTEMPTING TO ARRANGE FOR RESERVATIONS WILL BE CHARGEABLE TO PASSENGERS EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF.
    - (2) EXCEPT AS PROVIDED BELOW, HOTEL EXPENSES ARE NOT INCLUDED IN PASSENGER FARES, AND IN THE CASE OF SCHEDULED OVERNIGHT OR OTHER STOPS ON THROUGH SERVICES, THE COST OF HOTEL ACCOMMODATIONS MAY BE BORNE BY CARRIER - HOTEL EXPENSES, CHARGES FOR GROUND TRANSFER SERVICE (EXCEPT AS PROVIDED IN RULE 30 (GROUND TRANSFER SERVICES), MEALS OTHER THAN THOSE SERVED ALOFT, AIRPORT SERVICE CHARGES AND TRANSIT TAXES ARE NOT INCLUDED IN PASSENGER

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TITLE/APPLICATION - 70 (CONT)

EXPENSES  
THE  
AT POINTS WHERE CARRIER'S FLIGHT CONNECTS WITH

FLIGHT OF ANOTHER CARRIER PROVIDED THAT:

(A) THE PASSENGER, BEFORE ARRIVAL AT THE  
CONNECTING POINT, IS TICKETED OR HOLDS  
CONFIRMED SPACE OUT OF SUCH CONNECTING  
POINT; AND

SPACE

(B) SUCH EXPENSES SHALL NOT BE ASSUMED  
BEYOND THE DEPARTURE OF THE NEXT  
SCHEDULED CONNECTION OF THE CARRIER IN  
THE CLASS OF SERVICE FOR WHICH THE  
PASSENGER IS TICKETED AND ON WHICH

CONNECTING

IS AVAILABLE, OR BEYOND 24 HOURS AFTER  
ARRIVAL AT THE CONNECTING POINT  
WHICHEVER IS EARLIER, WHERE THERE IS NO  
ONWARD FLIGHT OF THE CARRIER SCHEDULED  
TO DEPART WITHIN SUCH 24-HOUR PERIOD  
SUCH EXPENSES MAY BE ABSORBED ONLY FOR  
24 HOURS AFTER ARRIVAL AT THE

POINT AND WHERE THERE IS AN ONWARD  
FLIGHT OF THE CARRIER SCHEDULED TO  
DEPART WITHIN SUCH 24 HOUR PERIOD BUT  
THE PASSENGER DOES NOT DEPART FROM SUCH  
CONNECTING POINT WITHIN 24 HOURS, NO  
SUCH EXPENSES WILL BE ABSORBED.

(C) IF FOOD IS PROVIDED, IT IS PROVIDED AT  
NO CHARGE:

HAVING

TURNAROUND

EXCEPTION 1: THIS RULE DOES NOT APPLY  
AT CONNECTING POINTS IN  
THE U.S.A. OR CANADA FOR  
PASSENGERS ORIGINATING  
IN, DESTINED TO OR

THEIR POINT OF

IN THAT AREA. THIS RULE  
ALSO DOES NOT APPLY AT  
CONNECTING POINTS IN THE  
WESTERN HEMISPHERE FOR  
PASSENGERS ORIGINATING  
IN, DESTINED TO OR

HAVING

TURNAROUND

THEIR POINT OF

IN AREA 1.

EXCEPTION 2: EASTBOUND ACROSS THE

RULE

ATLANTIC OCEAN, THIS

THE

APPLIES ONLY TO  
PASSENGERS MAKING SAME  
DAY CONNECTIONS WHERE

TIME BETWEEN ARRIVAL AND  
SCHEDULED DEPARTURE ON  
THE CONNECTING SERVICES

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TITLE/APPLICATION - 70 (CONT)

IS IN EXCESS OF SIX  
HOURS. THIS PROVISIONS  
ONLY APPLIES TO  
PASSENGERS TRAVELING AT  
NORMAL FARES AND  
PUBLISHED IN  
TRANSATLANTIC PASSENGER  
FARES TARIFF NO. TARF-1,  
C.A.B. NO. 531 ISSUED BY  
AIRLINE TARIFF

PUBLISHING

COMPANY, AGENT.

(C) NOT USED

(D) ARRANGEMENTS MADE BY CARRIERS

(1) IN MAKING ARRANGEMENTS FOR HOTEL OR OTHER HOUSING  
AND BOARD ACCOMMODATION FOR PASSENGERS, OR FOR  
OTHER SERVICES REQUESTED BY PASSENGERS, WHETHER

OR

NOT THE COST OF SUCH ARRANGEMENTS ARE FOR THE  
ACCOUNT OF CARRIER, CARRIER ACTS ONLY AS AGENT

FOR

THE PASSENGER AND CARRIER IS NOT LIABLE FOR LOSS,  
DAMAGE OR EXPENSE INCURRED BY THE PASSENGER AS A  
RESULT OF, OR IN CONNECTION WITH, THE USE BY THE  
PASSENGER OF SUCH ACCOMMODATION OR OTHER SERVICE,  
OR THE DENIAL OF THE USE THEREOF TO THE PASSENGER  
BY ANY OTHER PERSON, COMPANY OR AGENCY.

(2) NOT USED

(3) NOT USED

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0040

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TITLE/APPLICATION - 70

A TAXES

ANY TAX OR OTHER CHARGE IMPOSED BY GOVERNMENT AUTHORITY AND  
COLLECTIBLE FROM A PASSENGER WILL BE IN ADDITION TO THE  
PUBLISHED FARES AND CHARGES.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0045

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TITLE/APPLICATION - 70

K ADMINISTRATIVE FORMALITIES, PASSPORTS, VISAS AND TOURIST  
CARDS

(A) COMPLIANCE WITH REGULATIONS

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TITLE/APPLICATION - 70 (CONT)

THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS,  
ORDERS, DEMANDS OR TRAVEL REQUIREMENTS OF THE

COUNTRIES

TO BE FLOWN FROM, INTO OR OVER, AND WITH ALL RULES,  
REGULATIONS AND INSTRUCTIONS OF CARRIER. CARRIER

SHALL

NOT BE LIABLE FOR ANY AID OR INFORMATION GIVEN BY ANY  
AGENT OR EMPLOYEE OF CARRIER TO ANY PASSENGER IN  
CONNECTION WITH OBTAINING NECESSARY DOCUMENTS OR  
COMPLYING WITH SUCH LAWS, REGULATIONS, ORDERS,

DEMANDS,

REQUIREMENTS OR INSTRUCTIONS, WHETHER GIVEN ORALLY OR  
IN WRITING; OR FOR THE CONSEQUENCES TO ANY PASSENGER  
RESULTING FROM HIS FAILURE TO OBTAIN SUCH DOCUMENTS OR  
TO COMPLY WITH SUCH LAWS, REGULATIONS, ORDERS,

DEMANDS,

REQUIREMENTS OR INSTRUCTIONS.

PASSPORTS AND VISAS - 71

(B) PASSPORTS AND VISAS

(1) THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND  
OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS,  
ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES  
CONCERNED. CARRIER WILL REFUSE CARRIAGE TO ANY  
PASSENGER WHO HAS NOT COMPLIED WITH APPLICABLE  
LAWS, REGULATIONS, ORDERS, DEMANDS OR

REQUIREMENTS

OR WHOSE DOCUMENTS ARE NOT COMPLETE. CARRIER IS  
NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE  
DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH

THIS

PROVISION.

(2) SUBJECT TO APPLICABLE LAWS AND REGULATIONS, THE  
PASSENGER AGREES TO PAY THE APPLICABLE FARE  
WHENEVER CARRIER, ON GOVERNMENT ORDER, IS

REQUIRED

TO RETURN A PASSENGER AT HIS POINT OF ORIGIN OR  
ELSEWHERE DUE TO THE PASSENGER'S INADMISSIBILITY  
INTO A COUNTRY, WHETHER OF TRANSIT OR OF  
DESTINATION. CARRIER WILL APPLY TO THE PAYMENT

OF

SUCH FARES ANY FUNDS PAID BY THE PASSENGER TO

CARRIER FOR UNUSED CARRIAGE, OR ANY FUNDS OF THE PASSENGER IN THE POSSESSION OF CARRIER. THE FARE COLLECTED FOR CARRIAGE TO THE POINT OF REFUSAL OR DEPORTATION WILL NOT BE REFUNDED BY CARRIER.

CUSTOMS INSPECTION - 72

- (C) CUSTOMS INSPECTION  
IF REQUIRED, THE PASSENGER MUST ATTEND INSPECTION OF HIS BAGGAGE, CHECKED OR UNCHECKED, BY CUSTOMS OR OTHER GOVERNMENT OFFICIALS. CARRIER ACCEPTS NO RESPONSIBILITY TOWARD THE PASSENGER IF THE LATTER

FAILS

TO OBSERVE THIS CONDITION. IF DAMAGE IS CAUSED TO CARRIER BECAUSE OF THE PASSENGER'S FAILURE TO OBSERVE

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CUSTOMS INSPECTION - 72 (CONT)

THIS CONDITION, THE PASSENGER SHALL INDEMNIFY CARRIER THEREFORE.

GOVERNMENT REGULATION - 73

- (D) GOVERNMENT REGULATION  
NO LIABILITY SHALL ATTACH TO CARRIER IF CARRIER IN

GOOD

FAITH DETERMINES THAT WHAT IT UNDERSTANDS TO BE APPLICABLE LAW, GOVERNMENT REGULATION, DEMAND, ORDER

OR

REQUIREMENT REQUIRES THAT IT REFUSE AND IT DOES REFUSE TO CARRY A PASSENGER.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0055

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TITLE/APPLICATION - 70

- K LIABILITY OF CARRIERS
  - (A) SUCCESSIVE CARRIERS  
CARRIAGE TO BE PERFORMED UNDER ONE TICKET OR UNDER A TICKET AND ANY CONJUNCTION TICKET ISSUED IN CONNECTION THEREWITH BY SEVERAL SUCCESSIVE CARRIERS IS REGARDED

AS

A SINGLE OPERATION.

LAWS APPLICABLE - 71

- A (B) LAWS AND PROVISIONS APPLICABLE
  - (1) CARRIAGE HEREUNDER IS SUBJECT TO THE RULES AND LIMITATIONS RELATING TO LIABILITY ESTABLISHED BY THE CONVENTION (SEE RULE 1 (DEFINITIONS), HEREIN) UNLESS SUCH CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED BY THE CONVENTION.
  - (2) TO THE EXTENT NOT IN CONFLICT WITH THE PROVISIONS OF PARAGRAPH (1) ABOVE, ALL CARRIAGE UNDER THIS TARIFF AND OTHER SERVICES PERFORMED BY EACH CARRIER ARE SUBJECT TO:
    - (A) APPLICABLE LAWS (INCLUDING NATIONAL LAWS

IMPLEMENTING THE CONVENTION OR EXTENDING THE RULES OF THE CONVENTION TO CARRIAGE WHICH IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION), GOVERNMENT REGULATIONS, ORDERS AND REQUIREMENTS;

- (B) PROVISIONS SET FORTH IN THE PASSENGER'S TICKET;
- (C) APPLICABLE TARIFFS; AND
- (D) EXCEPT IN TRANSPORTATION BETWEEN A PLACE IN THE UNITED STATES AND ANY PLACE OUTSIDE

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LAWS APPLICABLE - 71 (CONT)

THEREOF, AND ALSO BETWEEN A PLACE IN CANADA AND ANY PLACE OUTSIDE THEREOF, CONDITIONS OF CARRIAGE, REGULATIONS AND TIMETABLES (BUT

NOT

THE TIMES OF DEPARTURE AND ARRIVAL THEREIN SPECIFIED) OF CARRIER, WHICH MAY BE

INSPECTED

AT ANY OF ITS OFFICES AND AT AIRPORTS FROM WHICH IT OPERATES REGULAR SERVICES.

- (3) CARRIER'S NAME MAY BE ABBREVIATED IN THE TICKET AND CARRIER'S ADDRESS SHALL BE THE AIRPORT OF DEPARTURE SHOWN OPPOSITE THE FIRST ABBREVIATION

OF

CARRIER'S NAME IN THE TICKET, AND FOR THE PURPOSE OF THE CONVENTION, THE AGREED STOPPING PLACES ARE THOSE PLACES, EXCEPT THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION, SET FORTH IN THE TICKET AND ANY CONJUNCTION TICKET ISSUED THEREWITH OR AS SHOWN ON CARRIER'S TIMETABLE AS SCHEDULED

STOPPING

PLACES ON THE PASSENGER'S ROUTE. A LIST GIVING THE FULL NAME, AND ITS ABBREVIATION OF EACH CARRIER CONCURRING IN THIS TARIFF IS SET FORTH IN THE LIST OF PARTICIPATING CARRIERS.

- (4) FOR THE PURPOSE OF INTERNATIONAL CARRIAGE

GOVERNED

BY THE MONTREAL CONVENTION, THE LIABILITY RULES SET OUT IN THE MONTREAL CONVENTION ARE FULLY INCORPORATED HEREIN AND SHALL SUPERSEDE AND PREVAIL OVER ANY PROVISIONS OF THIS TARIFF WHICH MAY BE INCONSISTENT WITH THOSE RULES.

- (C) NOT USED

LIMITATION OF LIABILITY - 72

- A (D) LIMITATION OF LIABILITY EXCEPT AS THE CONVENTION OR OTHER APPLICABLE LAW MAY OTHERWISE REQUIRE:

- (1) CARRIER IS NOT LIABLE FOR ANY LOSS OR CLAIM OF

WHATSOEVER NATURE (HEREINAFTER IN THIS TARIFF COLLECTIVELY REFERRED TO AS "DAMAGE" ARISING OUT OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES PERFORMED BY CARRIER INCIDENTAL

THEREETO,

UNLESS SUCH DAMAGE IS PROVED TO HAVE BEEN CAUSED BY THE NEGLIGENCE OR WILLFUL FAULT OF CARRIER AND THERE HAS BEEN NO CONTRIBUTORY NEGLIGENCE OF THE PASSENGER.

- (2) UNDER NO CIRCUMSTANCES WILL CARRIER BE LIABLE FOR DAMAGE TO UNCHECKED BAGGAGE NOT ATTRIBUTED TO NEGLIGENCE OF CARRIER. ASSISTANCE RENDERED TO

THE

PASSENGER BY CARRIER'S EMPLOYEES IN LOADING, UNLOADING OR TRANSSHIPPING UNCHECKED BAGGAGE

SHALL

BE CONSIDERED AS GRATUITUOUS SERVICE TO THE PASSENGER.

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LIMITATION OF LIABILITY - 72 (CONT)

- (3) CARRIER IS NOT LIABLE FOR ANY DAMAGE DIRECTLY AND SOLELY ARISING OUT OF ITS COMPLIANCE WITH ANY

LAWS

OR WITH GOVERNMENTAL REGULATIONS, ORDERS OR REQUIREMENTS, OR FROM FAILURE OF THE PASSENGER TO COMPLY WITH SAME, OR OUT OF ANY CAUSE BEYOND THE CARRIER'S CONTROL.

- (4) THE CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY PROVIDED IN THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR SIGNED AT WARSAW, OCTOBER 12, 1929, OR PROVIDED

IN

THE SAID CONVENTION AS AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE, SEPTEMBER 28, 1955.

HOWEVER,

IN ACCORDANCE WITH ARTICLE 22 (1) OF SAID CONVENTION OR SAID CONVENTION AMENDED BY SAID PROTOCOL, THE CARRIER AGREES THAT, AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER AS DEFINED IN THE SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL, WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, INCLUDES A POINT IN THE UNITED STATES OF AMERICA AS A POINT OF ORIGIN, POINT OF DESTINATION, OR AGREED STOPPING PLACE:

- (A) THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING, OR OTHER BODILY INJURY SHALL BE THE DOLLAR EQUIVALENT OF 113,100

SPECIAL DRAWING RIGHTS  
INCLUSIVE OF LEGAL FEES AND COSTS, EXCEPT  
THAT, IN CASE OF A CLAIM BROUGHT IN A STATE  
WHERE PROVISION IS MADE FOR SEPARATE AWARD

OF

LEGAL FEES AND COSTS, THE LIMIT SHALL BE THE  
SUM OF USD 58,000.00 EXCLUSIVE OF LEGAL FEES  
AND COSTS.

(B) THE CARRIER SHALL  
NOT, WITH RESPECT TO ANY CLAIM ARISING OUT

OF

THE DEATH, WOUNDING OR OTHER BODILY INJURY

OF

A PASSENGER, AVAIL ITSELF OF ANY DEFENSE  
UNDER ARTICLE 20(1) OF SAID CONVENTION OR  
SAID CONVENTION AS AMENDED BY SAID PROTOCOL.  
NOTHING HEREIN SHALL BE DEEMED TO AFFECT THE  
RIGHTS AND LIABILITIES OF THE CARRIER WITH  
REGARD TO ANY CLAIM BROUGHT BY, OR ON BEHALF  
OF OR IN RESPECT OF ANY PERSON WHO HAS  
WILLFULLY CAUSED DAMAGE WHICH RESULTED IN  
DEATH, WOUNDING OR OTHER BODILY INJURY OF A  
PASSENGER.

(5) CARRIER SHALL AVAIL ITSELF  
OF THE LIMITATION OF LIABILITY TO PASSENGERS AS  
PROVIDED IN THE CONVENTION, AND IN THE

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LIMITATION OF LIABILITY - 72 (CONT)

INTERNATIONAL TRANSPORTATION OF PASSENGERS,

EXCEPT

AS PROVIDED IN (C)(4)(A) ABOVE, THE LIABILITY OF  
THE CARRIER FOR PERSONAL INJURY OR DEATH OF EACH  
PASSENGER SHALL BE LIMITED TO THE SUM OF 125,000  
FRENCH GOLD FRANCS (USD 10,000.00) (CAD

10,000.00)

OR 250,000 FRENCH GOLD FRANCS (USD 20,000.00)

(CAD

20,000.00) IF THE HAGUE PROTOCOL AMENDMENT OF THE  
CONVENTION IS APPLICABLE.

(6) NOT USED

(7) IN ANY EVENT, LIABILITY OF  
CARRIER FOR DELAY OF PASSENGER SHALL NOT EXCEED  
THE LIMITATION SET FORTH IN THE CONVENTION.

(8) ANY LIABILITY OF CARRIER  
IS LIMITED TO 250 FRENCH GOLD FRANCS, USD 20.00,  
CAD 20.00, PER KILOGRAM IN THE CASE OF CHECKED  
BAGGAGE, AND 5,000 FRENCH GOLD FRANCS, USD

400.00,

CAD 400.00, PER PASSENGER IN THE CASE OF  
UNCHECKED BAGGAGE OR OTHER PROPERTY, UNLESS A HIGHER VALUE  
IS DECLARED IN ADVANCE AND ADDITIONAL CHARGES ARE  
PAID PURSUANT TO CARRIER'S TARIFF. IN THAT  
EVENT,  
THE LIABILITY OF CARRIER SHALL BE LIMITED TO SUCH  
HIGHER DECLARED VALUE. IN NO CASE SHALL THE  
CARRIER'S LIABILITY EXCEED THE ACTUAL LOSS  
SUFFERED BY THE PASSENGER. ALL CLAIMS ARE  
SUBJECT TO PROOF OF AMOUNT OF LOSS.  
(9) IN THE EVENT OF DELIVERY  
TO THE PASSENGER OF PART BUT NOT ALL OF HIS  
CHECKED BAGGAGE (OR IN THE EVENT OF DELIVERY TO  
THE PASSENGER OF PART BUT NOT ALL OF SUCH  
BAGGAGE)  
THE LIABILITY OF THE CARRIER WITH RESPECT TO THE  
NOT DELIVERED (OR DAMAGED) PORTION SHALL BE  
REDUCED PROPORTIONATELY ON THE BASIS OF WEIGHT,  
NOTWITHSTANDING THE VALUE OF ANY PART OF THE  
BAGGAGE OR CONTENTS THEREOF.  
(10) FOR PURPOSES OF DETERMINING THE LIMITATION  
OF LIABILITY UNDER THE CONVENTION WITH RESPECT TO  
PASSENGER BAGGAGE ACCEPTABLE FOR CHECKING UNDER  
RULES 115, 116  
AND 118 (BAGGAGE) HEREIN, THE WEIGHT OF EACH  
PIECE  
OF SUCH BAGGAGE SHALL BE DEEMED TO BE THE MAXIMUM  
ALLOWABLE WEIGHT FOR EACH PIECE OF SUCH BAGGAGE  
UNDER THE RULE, UNLESS THE ACTUAL WEIGHT IS  
STATED  
ON THE BAGGAGE CHECK.  
(11) NOT USED  
(12) CARRIER IS NOT LIABLE FOR DAMAGE TO A PASSENGER'S  
BAGGAGE CAUSED BY PROPERTY CONTAINED IN THE  
PASSENGER'S BAGGAGE. ANY PASSENGER WHOSE PROPERTY  
CAUSED DAMAGED TO ANOTHER PASSENGER'S BAGGAGE OR  
TO THE PROPERTY OF CARRIER SHALL INDEMNIFY  
CARRIER

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LIMITATION OF LIABILITY - 72 (CONT)  
FOR ALL LOSSES AND EXPENSES INCURRED BY CARRIER  
AS  
A RESULT THEREOF.  
(13) LIABILITY FOR FRAGILE, IRREPLACEABLE OR  
PERISHABLE  
ARTICLES

DELAY

CARRIER IS NOT LIABLE FOR LOSS, DAMAGE TO OR

IN THE DELIVERY OF  
FRAGILE OR PERISHABLE ARTICLES,  
MONEY, JEWELRY,  
SILVERWARE, NEGOTIABLE  
PAPERS, SECURITIES  
OR OTHER VALUABLES, BUSINESS DOCUMENTS OR SAMPLES  
WHICH ARE INCLUDED IN THE PASSENGER'S CHECKED  
BAGGAGE, WHETHER WITH OR WITHOUT THE KNOWLEDGE OF  
CARRIER.

(14) CARRIER WILL REFUSE TO ACCEPT ANY ARTICLES WHICH  
DO NOT CONSTITUTE BAGGAGE AS SUCH TERM IS DEFINED  
HEREIN, BUT IF DELIVERED TO AND RECEIVED BY  
CARRIER, SUCH ARTICLES SHALL BE DEEMED TO BE  
WITHIN THE BAGGAGE VALUATION AND LIMIT OF  
LIABILITY AND SHALL BE SUBJECT TO THE PUBLISHED  
RATES AND CHARGES OF CARRIER.

(15) LIABILITY - SERVICES OF OTHER AIRLINES  
(A) A CARRIER ISSUING A TICKET OR CHECKING  
BAGGAGE FOR CARRIAGE OVER THE LINES OF

OTHERS

DOES SO ONLY AS AGENT.

(B) NO CARRIER SHALL BE LIABLE FOR THE DELAY OF

A

PASSENGER, OR THE LOSS, DAMAGE OR DELAY OF  
UNCHECKED BAGGAGE, NOT OCCURRING ON ITS OWN  
LINE; AND NO CARRIER SHALL BE LIABLE FOR THE  
LOSS, DAMAGE OR DELAY OF CHECKED BAGGAGE NOT  
OCCURRING ON ITS OWN LINE, EXCEPT THAT THE  
PASSENGER SHALL HAVE A RIGHT OF ACTION FOR  
SUCH LOSS, DAMAGE OR DELAY ON THE TERMS  
HEREIN PROVIDED AGAINST THE FIRST CARRIER OR  
THE LAST CARRIER UNDER THE AGREEMENT TO  
CARRY.

(C) NO CARRIER SHALL BE LIABLE FOR THE DEATH OR  
INJURY OF A PASSENGER NOT OCCURRING ON ITS  
OWN LINE (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN  
PARAGRAPH (D)(4) AND THE EXCEPTION TO  
PARAGRAPH (D)(5) RULES  
AFFECTING LIABILITY OF CARRIERS FOR  
PERSONAL INJURY OR DEATH ARE NOT  
PERMITTED TO BE INCLUDED IN TARIFFS  
FILED PURSUANT TO THE LAWS OF THE  
UNITED STATES, AND  
PARAGRAPH (D)(15)(C) IS INCLUDED  
HEREIN AS PART OF THE TARIFF FILED

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LIMITATION OF LIABILITY - 72 (CONT)

WITH GOVERNMENTS OTHER THAN UNITED STATES AND NOT AS PART OF IPG-1

TARIFF

NTA(A) NO. 530 NTA(A) NO. 324, ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT FILED WITH THE DEPARTMENT OF TRANSPORTATION AND THE CANADIAN TRANSPORT COMMISSION (A).

- (16) CARRIER SHALL NOT BE LIABLE IN ANY EVENT FOR ANY CONSEQUENTIAL OR SPECIAL DAMAGE ARISING FROM CARRIAGE SUBJECT TO THIS TARIFF, WHETHER OR NOT CARRIER HAD KNOWLEDGE THAT SUCH DAMAGES MIGHT BE INCURRED.
- (17) WHENEVER THE LIABILITY OF CARRIER IS EXCLUDED OR LIMITED UNDER THESE CONDITIONS, SUCH EXCLUSION OR LIMITATION SHALL APPLY TO AGENTS, SERVANTS OR REPRESENTATIVES OF THE CARRIER AND ALSO ANY CARRIER WHOSE AIRCRAFT IS USED FOR CARRIAGE AND ITS AGENTS, SERVANTS OR REPRESENTATIVES.

(E) NOT USED

(F) NOT USED

GRATUITOUS CARRIAGE - 73

K (G) GRATUITOUS TRANSPORTATION

- (1) GRATUITOUS TRANSPORTATION BY CARRIER OF PERSONS

AS

HEREINAFTER DESCRIBED SHALL BE GOVERNED BY ALL

THE

PROVISIONS OF THIS RULE, EXCEPT SUBPARAGRAPHS (2) AND (3) BELOW AND WHICH FOLLOW, AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.

AIRCRAFT

- (A) TRANSPORTATION OF PERSONS INJURED IN

PERSONS.

ACCIDENTS ON THE LINES OF CARRIERS AND PHYSICIANS AND NURSES ATTENDING SUCH

- (B) TRANSPORTATION OF PERSONS, THE OBJECT OF WHICH IS THAT OF PROVIDING RELIEF IN GENERAL EPIDEMICS, PESTILENCE OR OTHER CALAMITOUS VISITATION.
- (C) TRANSPORTATION OF PERSONS, WHICH IS REQUIRED BY AND AUTHORIZED PURSUANT TO PART 223 OF

THE

ECONOMIC REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION.

TO

- (D) TRANSPORTATION OF PERSONS WHICH IS SUBJECT

THE CONVENTION.

OF

- (E) TRANSPORTATION OF OFFICERS, EMPLOYEES AND SERVANTS OF CARRIER TRAVELING IN THE COURSE OF THEIR EMPLOYMENT AND IN THE FURTHERANCE

CARRIER'S BUSINESS.

- (2) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF

PERSONS DESCRIBED IN PARAGRAPH (D)(1) ABOVE,  
CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION

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GRATUITOUS CARRIAGE - 73 (CONT)

SHALL NOT BE LIABLE (THE PROVISIONS IN PARAGRAPHS  
(A) THROUGH (C) ABOVE TO THE CONTRARY  
NOTWITHSTANDING) UNDER ANY CIRCUMSTANCES WHETHER  
OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS,  
AGENTS, REPRESENTATIVES OR EMPLOYEES, OR  
OTHERWISE, AND THE PERSON USING SUCH FREE  
TRANSPORTATION ON BEHALF OF HIMSELF, HIS HEIRS,  
LEGAL REPRESENTATIVES, DEFENDANTS AND OTHER  
PARTIES IN INTEREST, AND THEIR REPRESENTATIVES  
ASSIGNEES, RELEASES AND AGREES TO INDEMNIFY  
CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES

AND

EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND  
EXPENSES), FOR ANY AND ALL DELAY, AND FOR FAILURE  
TO COMPLETE PASSAGE, AND FROM ANY AND ALL LOSS OR  
DAMAGE TO THE PROPERTY OF SUCH PERSON.

- (3) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF  
PERSONS DESCRIBED IN PARAGRAPH (D)(1) ABOVE,  
CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION  
SHALL NOT BE LIABLE (THE PROVISIONS IN PARAGRAPH  
(A) THROUGH (C) TO THE CONTRARY NOTWITHSTANDING)  
UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN  
NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS,  
REPRESENTATIVES OR EMPLOYEES, OR OTHERWISE, AND  
THE PERSON USING SUCH FREE TRANSPORTATION, ON  
BEHALF OF HIMSELF, HIS HEIRS, LEGAL  
REPRESENTATIVES, DEFENDANTS AND OTHER PARTIES IN  
INTEREST, AND THEIR REPRESENTATIVES ASSIGNEES,  
RELEASES AND AGREES TO INDEMNIFY CARRIER, ITS  
OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES  
FROM ALL LIABILITY (INCLUDING COST AND EXPENSES)  
FOR ANY AND ALL DEATH OR INJURY, TO SUCH PERSON  
(SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN PARAGRAPH  
(C)(4) ABOVE, RULES AFFECTING LIABILITY OF  
CARRIERS FOR PERSONAL INJURY OR DEATH ARE  
NOT PERMITTED TO BE INCLUDED IN TARIFFS  
FILED PURSUANT TO THE LAWS OF THE UNITED  
STATES, AND PARAGRAPH (D)(3) IS INCLUDED  
HEREIN AS PART OF THE TARIFF FILED WITH  
GOVERNMENTS OTHER THAN THE UNITED STATES  
AND NOT AS PART OF IPG-1 TARIFF C.A.B. NO.  
530, C.T.C. (A) NO. 324 ISSUED BY AIRLINE  
TARIFF PUBLISHING COMPANY, AGENT, FILED  
WITH THE DEPARTMENT OF TRANSPORTATION AND

CANADIAN TRANSPORT COMMISSION (A).

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TIME LIMITATION, CLAIMS - 74

K (H) TIME LIMITATIONS ON CLAIMS AND ACTIONS

(1) NO ACTION SHALL LIE IN THE CASE OF DAMAGE TO BAGGAGE UNLESS THE PERSON ENTITLED TO DELIVERY COMPLAINS TO AN OFFICE OF CARRIER FORTHWITH AFTER THE DISCOVERY OF THE DAMAGE, AND, AT THE LATEST, WITHIN (7) DAYS FROM THE DATE OF RECEIPT, AND IN THE CASE OF DELAY OR LOSS, UNLESS THE COMPLAINT

IS

MADE AT THE LATEST WITHIN TWENTY-ONE (21) DAYS

FOR

ALL CARRIERS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF DELAY) OR SHOULD HAVE BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF LOSS). EVERY COMPLAINT MUST BE

IN

WRITING AND DISPATCHED WITHIN THE TIMES

AFORESAID.

WHERE CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION, FAILURE TO GIVE NOTICE SHALL NOT BE A BAR TO SUIT WHERE CLAIMANT PROVES THAT:

(A) IT WAS NOT REASONABLY POSSIBLE FOR HIM TO GIVE SUCH NOTICE, OR

THE

(B) THAT NOTICE WAS NOT GIVEN DUE TO FRAUD ON

PART OF CARRIER, OR

(C) THE MANAGEMENT OF CARRIER HAD KNOWLEDGE OF DAMAGE TO PASSENGER'S BAGGAGE.

(2) ANY RIGHT TO DAMAGES AGAINST CARRIER SHALL BE EXTINGUISHED UNLESS AN ACTION IS BROUGHT WITHIN TWO (2) YEARS RECKONED FROM THE DATE OF ARRIVAL

AT

THE DESTINATION OR FROM THE DATE ON WHICH THE AIRCRAFT OUGHT TO HAVE ARRIVED, OR FROM THE DATE ON WHICH THE CARRIAGE STOPPED.

(I) NOT USED

OVERRIDING LAW - 75

K (J) OVERRIDING LAW, MODIFICATION AND WAIVER

(1) OVERRIDING LAW

INSOFAR AS ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF MAY BE CONTRARY

TO

MANDATORY LAW, GOVERNMENT REGULATIONS, ORDERS OR REQUIREMENTS, SUCH PROVISION SHALL REMAIN APPLICABLE TO THE EXTENT THAT IT IS NOT OVER-RIDDEN THEREBY. THE INVALIDITY OF ANY

- PROVISION SHALL NOT AFFECT ANY OTHER PART.
- (2) NOT USED
  - (3) MODIFICATION AND WAIVER  
NO AGENT, SERVANT OR REPRESENTATIVE OF CARRIER

HAS

PROVISIONS

AUTHORITY TO ALTER, MODIFY OR WAIVE ANY  
OF THE CONTRACT OF CARRIAGE OF THIS TARIFF.

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TITLE/APPLICATION - 70

- RESERVATIONS

(A) GENERAL

WHICH

A TICKET WILL BE VALID ONLY FOR THE FLIGHT(S) FOR

RESERVATION(S) SHALL HAVE BEEN MADE, AND ONLY BETWEEN  
THE POINTS NAMED ON THE TICKET OR APPLICABLE FLIGHT  
COUPONS. A PASSENGER HOLDING AN UNUSED OPEN-DATE  
TICKET OR PORTION THEREOF OR MISCELLANEOUS CHARGES  
ORDER FOR ONWARD TRAVEL OR WHO WISHES TO CHANGE HIS  
TICKETED RESERVATION TO ANOTHER DATE, SHALL NOT BE  
ENTITLED TO ANY PREFERENTIAL RIGHT WITH RESPECT TO THE  
OBTAINING OF A RESERVATION.

CONDITIONS OF RESERVATION - 71

A (B) CONDITIONS OF RESERVATIONS

RESERVATIONS SHALL BE TENTATIVE UNLESS AND UNTIL  
CARRIER HAS ISSUED A VALIDATED TICKET OR  
MISCELLANEOUS CHARGES ORDER FOR THE CARRIAGE FOR  
WHICH SPACE IS RESERVED. CARRIER WILL CANCEL A  
RESERVATION AT ANY TIME WITHOUT NOTICE ON THE  
FAILURE OF THE PASSENGER TO PURCHASE A TICKET FOR  
THE SPACE RESERVED.

(X)

COMMUNICATION CHARGES - 72

A (C) COMMUNICATION CHARGES

CONCERNING

(1) THE PASSENGER WILL BE CHARGED FOR ANY  
COMMUNICATION EXPENSE PAID OR INCURRED BY CARRIER  
FOR TELEPHONE, TELEGRAPH, RADIO OR CABLE ARISING  
FROM A SPECIAL REQUEST OF THE PASSENGER

A RESERVATION.

(2) (X)

ALLOCATION ACCOMMODATION - 73

A (D) ALLOCATION OF ACCOMMODATIONS

(1) CARRIER DOES NOT GUARANTEE ALLOCATION OF ANY  
PARTICULAR SPACE IN THE AIRCRAFT.

(2) (X)

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PSGR. ARRIVAL AT AIRPORT - 74

- (E) ARRIVAL OF PASSENGERS AT AIRPORTS  
THE PASSENGER MUST PRESENT HIMSELF AT THE AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST 60 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT ON WHICH HE/SHE HOLDS A RESERVATION. IF THE PASSENGER FAILS TO ARRIVE AT SUCH AIRPORT OF DEPARTURE BY THE ESTABLISHED TIME LIMIT OR APPEARS IMPROPERLY DOCUMENTED AND NOT READY TO TRAVEL, CARRIER(S) WILL CANCEL SPACE RESERVED FOR HIM/HER. DEPARTURE WILL NOT BE DELAYED FOR PASSENGERS WHO ARRIVE AT AIRPORTS OF DEPARTURE TOO LATE FOR SUCH FORMALITIES TO BE COMPLETED BEFORE SCHEDULED DEPARTURE TIME. CARRIER(S) IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.

COMMUNICATION COSTS - 75

- K (F) RECONFIRMATION OF RESERVATION  
CARRIER WILL CANCEL THE RESERVATION OF AN

INTERNATIONAL

PORTION OF AN ITINERARY (INCLUDING THE COMPLETE REMAINING INTERNATIONAL ITINERARY) OF ANY PASSENGER ON A FLIGHT OPERATED BY IT:

- (1) FROM ANY STOPOVER POINT; OR
- (2) FROM THE POINT OF ORIGIN OF THE CONTINUING OR RETURN TRIP, UNLESS THE PASSENGER ADVISES THE CARRIER OF HIS/HER INTENTION TO USE HIS/HER RESERVATION BY COMMUNICATING WITH A RESERVATIONS OR TICKET OFFICE OF THE CARRIER AT LEAST 72 HOURS BEFORE SCHEDULED DEPARTURE OF THE FLIGHT. HOWEVER, RECONFIRMATION OF RESERVATIONS IS NOT REQUIRED IF THE PASSENGER REMAINS AT ANY POINT LESS THAN 72 HOURS.

EXCEPTION 1: NOT USED

EXCEPTION 2: COMMUNICATION COST UPON CANCELLATION.

EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF, WHENEVER A PASSENGER CANCELS RESERVATIONS MADE FOR HIM/HER AND SUCH CANCELLATION IS NOT SUBJECT TO A SERVICE CHARGE CARRIER WILL REQUIRE PAYMENT FROM THE PASSENGER TO COVER THE COMMUNICATION COST OF MAKING SUCH RESERVATIONS AND SUBSEQUENT CANCELLATION THEREOF.

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CXL OF CONTINUING SPACE - 76

- (G) CANCELLATION OF CONTINUING SPACE  
IF A PASSENGER FAILS TO OCCUPY SPACE WHICH HAS BEEN  
RESERVED FOR HIM/HER CARRIER WILL CANCEL ALL OTHER  
RESERVATIONS HELD BY SUCH PASSENGER FOR CONTINUING OR  
RETURN SPACE. CARRIER IS NOT LIABLE FOR SUCH  
CANCELLATION BUT CARRIER WILL REFUND IN ACCORDANCE

WITH

VOLUNTARY REFUNDS PROVISIONS PUBLISHED HEREIN.

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TITLE/APPLICATION - 70

- K TICKETS  
(A) GENERAL

- (1) A TICKET WILL NOT BE ISSUED AND IN ANY CASE  
CARRIER WILL NOT BE OBLIGED TO CARRY UNTIL THE  
PASSENGER HAS PAID THE APPLICABLE FARE OR HAS  
COMPLIED WITH CREDIT ARRANGEMENT ESTABLISHED BY  
CARRIER.
- (2) A TICKET WHICH HAS NOT BEEN VALIDATED OR WHICH  
BEEN ALTERED MUTILATED OR IMPROPERLY ISSUED,  
NOT BE VALID.
- (3) NO PERSON SHALL BE ENTITLED TO TRANSPORTATION  
EXCEPT UPON PRESENTATION OF A VALID TICKET. SUCH  
TICKET SHALL ENTITLE THE PASSENGER TO  
TRANSPORTATION ONLY BETWEEN POINTS OF ORIGIN AND  
DESTINATION AND VIA THE ROUTING DESIGNATED  
THEREON.
- (A) NOT USED  
(B) NOT USED
- (4) (A) ACCEPTANCE OF TICKETS (APPLICABLE TO IB FOR  
TRAVEL ORIGINATING IN THE PHILIPPINES)  
(I) ALL AIRLINES OPERATING TO, FROM OR  
THROUGH THE PHILIPPINES, INCLUDING  
OFF-LINE CARRIERS WITH SALES OFFICES  
AND/OR GENERAL SALES AGENTS IN THE  
PHILIPPINES, ARE HEREBY PROHIBITED FROM  
IMPORTING INTO THE PHILIPPINES AIRLINE  
TICKETS ISSUED OUTSIDE THE PHILIPPINES  
FOR INTERNATIONAL AIR TRANSPORTATION OF  
PASSENGERS ORIGINATING IN THE  
PHILIPPINES.  
(II) ALL AIRLINES OPERATING TO, FROM AND/OR  
THROUGH THE PHILIPPINES SHALL ASCERTAIN  
WHETHER OR NOT THE TICKETS FOR  
INTERNATIONAL AIR TRANSPORTATION OF

HAS

SHALL

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TITLE/APPLICATION - 70 (CONT)

PASSENGERS ORIGINATING IN THE PHILIPPINES, PRESENTED BY SUCH PASSENGERS AT THE AIRLINE CHECK-IN COUNTERS AT THE MANILA INTERNATIONAL AIRPORT, HAVE BEEN ISSUED OUTSIDE THE PHILIPPINES. IF SO, SAID AIRLINES

SHALL

NOT HONOR SUCH TICKETS.

- (B) AIRLINE TICKETS ISSUED OUTSIDE THE PHILIPPINES FOR INTERNATIONAL TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES SHALL NOT BE VALID FOR SUCH TRANSPORTATION. (SEE NOTES 1 AND 2 BELOW)

NOTE 1: FOR THE PURPOSE OF THIS RULE, A

PASSENGER

TRAVELLING ABROAD FROM THE PHILIPPINES SHALL BE DEEMED ORIGINATING IN THE PHILIPPINES IF:

- (A) HE IS A RESIDENT OF THE PHILIPPINES, OR  
(B) HIS TRAVEL ABROAD FROM THE PHILIPPINES IS SUBJECT TO PAYMENT OF THE TRAVEL TAX IMPOSED UNDER PD1183 AS AMENDED, OR  
(C) THE FIRST LEG OF HIS ACTUAL TRIP STARTS IN THE PHILIPPINES AS

VERIFIED

BY THE ABSENCE OF THE CORRESPONDING IMMIGRATION ENTRY ON HIS PASSPORT SUBSEQUENT TO THE DATE OF ISSUANCE

OR

THE AIRLINE TICKET ABROAD.

NOTE 2: FOR THE PURPOSE OF THIS RULE, AN AIRLINE TICKET IS DEEMED ISSUED OUTSIDE THE PHILIPPINES IF IT SHOWS ON ITS FACE THAT IT HAS BEEN ISSUED OUTSIDE THE PHILIPPINES.

- (5) NOT USED  
(6) {CANCELLED}

TICKET VALIDITY - 71

K (B) VALIDITY FOR CARRIAGE

WHEN VALIDATED THE TICKET IS GOOD FOR CARRIAGE FROM

THE

AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT

THE

PLACE OF DESTINATION VIA THE ROUTE SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR ONE YEAR FROM THE DATE OR COMMENCEMENT OF FLIGHT

EXCEPT

AS OTHERWISE SPECIFIED IN CARRIER'S TARIFFS. EACH

DATE FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE  
AND FLIGHT FOR WHICH ACCOMMODATION HAS BEEN RESERVED.  
BASIS, WHEN FLIGHT COUPONS ARE ISSUED ON AN "OPEN DATE"  
SUBJECT ACCOMMODATION WILL BE RESERVED UPON APPLICATION

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TICKET VALIDITY - 71 (CONT)  
TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF  
ISSUE ARE SET FORTH ON THE FLIGHT COUPONS. ANY  
EXTENSION OF TICKET VALIDITY WILL BE IN ACCORDANCE  
WITH CARRIER'S TARIFFS.

- EXCEPTION 1: IF THE TICKET IS FOR OR INCLUDES AN  
EXCURSION OR OTHER SPECIAL FARE HAVING A  
SHORTER PERIOD OF TICKET VALIDITY THAN  
INDICATED ABOVE, SUCH SHORTER PERIOD OF  
VALIDITY SHALL APPLY ONLY IN RESPECT TO  
SUCH EXCURSION OR SPECIAL FARE  
TRANSPORTATION.
- EXCEPTION 2: IF NO PORTION OF THE TICKET IS USED, THE  
PERIOD OF VALIDITY WILL BE ONE YEAR FROM  
DATE OF ISSUANCE OF THE TICKET.
- EXCEPTION 3: NOT USED

TICKETS - 72  
A (C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET  
(1) FLIGHT COUPONS WILL BE HONORED IN SEQUENCE FROM  
THE PLACE OF DEPARTURE AS SHOWN ON THE PASSENGER  
COUPON. THE PASSENGER THROUGHOUT HIS JOURNEY  
MUST RETAIN THE PASSENGER COUPON AND ALL FLIGHT  
COUPONS OF THE TICKET NOT PREVIOUSLY SURRENDERED TO THE  
CARRIER. HE/SHE MUST, WHEN REQUIRED, PRODUCE THE  
TICKET OR SURRENDER ANY APPLICABLE PORTION TO THE  
CARRIER.

- (D) PERIODS OF VALIDITY  
(1) EXTENSION OF TICKET VALIDITY  
TICKETS EXPIRE AT  
MIDNIGHT ON THE DATE OF EXPIRATION OF TICKET  
VALIDITY, EXTENSION OF TICKET VALIDITY IS NOT  
PERMITTED.
- (2) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS  
(A) WHEN A TICKET IS SOLD  
AT A SPECIAL FARE CONTAINING A MINIMUM STAY  
REQUIREMENT, THE MINIMUM STAY REQUIREMENT  
WILL BE WAIVED ON PRESENTATION OF A DEATH  
CERTIFICATE OR COPY THEREOF FOR PASSENGERS

WHO ARE:

MEMBERS OF THE IMMEDIATE FAMILY OF A  
PASSENGER WHO DIES ENROUTE;

- (B) IF A PASSENGER HOLDING A SPECIAL FARE TICKET WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE RETURN BEFORE THE EXPIRY OF THE MINIMUM STAY PERIOD OWING TO THE DEATH OF AN IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE PASSENGER, AND A DEATH CERTIFICATE OR COPY

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TICKETS - 72 (CONT)

THEREOF IS NOT IMMEDIATELY AVAILABLE, THE PASSENGER WILL BE ENTITLED TO A REFUND OF

THE

ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER RETURN, ON PRESENTATION OF A DEATH CERTIFICATE ATTESTING TO THE DEATH OF SUCH FAMILY MEMBER AFTER THE PASSENGER'S COMMENCEMENT OF TRAVEL.

ABSENCE, LOSS OF TICKET - 73

A (E) ABSENCE, LOSS OR IRREGULARITIES OF TICKET

CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR NON-PRESENTATION OF THE TICKET OR THE APPLICABLE PORTION THEREOF, CARRIAGE WILL NOT BE FURNISHED FOR THAT PART OF THE TRIP COVERED BY SUCH TICKET OR PORTION THEREOF UNTIL THE PASSENGER PURCHASES ANOTHER TICKET AT THE CURRENT APPLICABLE FARE FOR THE CARRIAGE TO BE PERFORMED. CARRIER WILL NOT ACCEPT A TICKET IF ANY PART OF IT IS MUTILATED OR IF IT HAS BEEN ALTERED BY OTHER THAN CARRIER OR

IT

IS PRESENTED WITHOUT THE PASSENGER COUPON AND ALL UNUSED FLIGHT COUPONS. NOT WITHSTANDING THE FOREGOING, CARRIER WILL ISSUE AT THE PASSENGER'S REQUEST A NEW TICKET TO REPLACE THE LOST ONE UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER AND IF THE CIRCUMSTANCES OF THE CASE IN CARRIER'S OPINION WARRANT SUCH ACTION; PROVIDED, THAT THE PASSENGER AGREES IN SUCH FORM AS MAY BE

PRESCRIBED

BY CARRIER, TO INDEMNIFY CARRIER FOR ANY LOSS OR DAMAGE WHICH CARRIER MAY SUSTAIN BY REASON THEREOF.

NONTRANSFERABILITY - 74

A (F) NON-TRANSFERABILITY

- (1) A TICKET IS NOT TRANSFERABLE, BUT CARRIER SHALL NOT BE LIABLE TO THE PERSON ENTITLED TO BE TRANSPORTED OR TO THE PERSON ENTITLED TO RECEIVE

SUCH REFUND FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED BY SOMEONE OTHER THAN THE PERSON ENTITLED TO BE TRANSPORTED THEREUNDER OR TO A REFUND IN CONNECTION THEREWITH.

(2) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON

TO

WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE

FOR

THE DESTRUCTION, DAMAGE, OR DELAY OF SUCH UNAUTHORIZED PERSON'S BAGGAGE OR OTHER PERSONAL

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NONTRANSFERABILITY - 74 (CONT)

PROPERTY ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE.

(3) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON

TO

WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE

FOR

THE DEATH OR INJURY OF SUCH UNAUTHORIZED PERSON ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE

55(C)

(LIABILITY OF CARRIERS), RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES AND THIS RULE IS

INCLUDED

HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF IPG-1 TARIFF C.A.B. NO. 530 FILED WITH THE DEPARTMENT OF TRANSPORTATION.

PREPAID TICKET ADVICE - 75

A (G) PREPAID TICKET ADVICE

GENERAL

TICKETS MAY NOT BE ISSUED BY PTA. TICKETS MUST BE ISSUED BY ELECTRONIC TICKETING.

ACCEPTANCE OF TICKETS - 76

A (H) CANCELLED

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TITLE/APPLICATION - 70

K CURRENCY OF PAYMENT

THE PROVISIONS OF THIS RULE ARE SUBJECT TO APPLICABLE EXCHANGE LAWS AND GOVERNMENT REGULATIONS.

(A) PAYMENT IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION

(1) PAYMENT OF FARES SHALL BE MADE IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION OR

(2) PAYMENT OF FARES SHALL BE MADE IN ANY CURRENCY ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE

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TITLE/APPLICATION - 70 (CONT)

EQUIVALENT OF THE LOCAL CURRENCY FARE IS

COLLECTED

AT THE BANKERS' BUYING RATE OF EXCHANGE IN EFFECT ON THE DATE OF ISSUANCE OF THE AIRLINE TRANSPORTATION DOCUMENT.

(3) NOT USED

(B) PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION

(1) THE AMOUNT TO BE PAID SHALL BE DETERMINED BY CONVERTING THE TOTAL AMOUNT TO BE COLLECTED, EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, INTO THE CURRENCY OF THE COUNTRY OF PAYMENT AT THE APPLICABLE BANKERS' SELLING RATE OF EXCHANGE IN EFFECT ON

THE

DATE OF THE TRANSACTION.

(2) PAYMENT SHALL BE MADE EITHER IN THE CURRENCY OF THE COUNTRY OF PAYMENT, OR IN ANY CURRENCY ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE EQUIVALENT OF THE LOCAL CURRENCY AMOUNT OF THE COUNTRY OF PAYMENT ESTABLISHED IN ACCORDANCE WITH PARAGRAPH (B)(1) ABOVE IS COLLECTED AT THE BANKERS' BUYING RATE OF EXCHANGE IN EFFECT ON THE DATE OF THE TRANSACTION.

(C) NOT USED

(D) NOT USED

(E) NOT USED

(F) RATES OF EXCHANGE

THE BANKERS' RATES REFERRED TO IN PARAGRAPHS (A) THROUGH (E) ABOVE ARE DEFINED AS FOLLOWS:

(1) IN CANADA: THE BANKERS' BUYING RATE OR BANKERS' SELLING RATE MEANS THE UNIT RATE PUBLISHED EACH FRIDAY IN THE TORONTO GLOBE & MAIL UNDER THE HEADING FOREIGN EXCHANGE MID MARKET RATE IN CANADIAN FUNDS. FOR CURRENCIES NOT QUOTED IN

SUCH

BANK

PUBLICATION, THE BANKERS' RATE SHALL MEAN THE

BUYING RATE QUOTED BY THE ROYAL BANK OF CANADA, MAIN OFFICE IN WINNIPEG, AS OF THE CLOSE OF BUSINESS ON THURSDAY OF EACH WEEK. THESE RATES WILL BE APPLICABLE FROM MONDAY OF THE FOLLOWING WEEK UP TO AND INCLUDING THE FOLLOWING SUNDAY.

- (2) IN UNITED KINGDOM: THE BANKERS' RATE MEANS THE UNIT RATE PUBLISHED IN TUESDAY'S EDITION OF THE FINANCIAL TIMES UNDER THE HEADING WORLD VALUE OF THE POUND. THE RATE WILL BE APPLICABLE FROM WEDNESDAY OF THE SAME WEEK UP TO AND INCLUDING TUESDAY OF THE FOLLOWING WEEK.
- (3) IN U.S.A.: THE BANKER'S RATE MEANS THE RATE PUBLISHED EACH TUESDAY IN THE WALL STREET JOURNAL UNDER THE HEADING FOREIGN EXCHANGE. THIS RATE WILL BE APPLICABLE FROM WEDNESDAY OF EACH WEEK UP

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TITLE/APPLICATION - 70 (CONT)

TO AND INCLUDING TUESDAY OF THE FOLLOWING WEEK. WHEN A NATIONAL HOLIDAY FALLS ON MONDAY, FOREIGN EXCHANGE RATES DO NOT APPEAR IN THE TUESDAY EDITION OF THE WALL STREET JOURNAL. IN SUCH EXCEPTIONAL CASES THE PREVIOUS WEEK'S RATES ARE USED THROUGH WEDNESDAY INSTEAD OF TUESDAY AND THE WEDNESDAY EDITION OF THE WALL STREET JOURNAL WILL BE USED FOR THE PERIOD THURSDAY THROUGH TUESDAY.

(G) EN-ROUTE REASSESSMENT OF FARE

THE

- (1) THE FARE WILL BE REASSESSED IN THE CURRENCY OF COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
- (2) THE LOCAL CURRENCY FARES TO BE USED WILL BE THOSE APPLICABLE AT THE TIME OF COMMENCEMENT OF TRANSPORTATION.
- (3) THE IATA RATE OF EXCHANGE TO BE USED WILL BE THAT APPLICABLE AT THE TIME OF ORIGINAL TICKET ISSUANCE.
- (4) IF AN EN-ROUTE REASSESSMENT OF THE FARE RESULTS IN A REFUND, THE AMOUNT OF THE REFUND SHALL BE CONVERTED USING THE BANKER'S RATE APPLICABLE AT THE DATE OF THE REFUND, EXCEPT WHEN ORIGINAL PAYMENT HAS BEEN MADE IN A CURRENCY OTHER THAN

THE

CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, REFUNDS IN THE SAME CURRENCY AS ORIGINALLY TENDERED WILL BE MADE AT THE EXCHANGE RATE USED FOR THE ORIGINAL PAYMENT.

- (5) IF AN EN-ROUTE REASSESSMENT OF THE FARE RESULTS IN AN ADDITIONAL COLLECTION, THE AMOUNT OF AN

THE  
ADDITIONAL COLLECTION SHALL BE CONVERTED USING  
BANKER'S SELLING RATE APPLICABLE AT THE DATE OF  
ORIGINAL COLLECTION.  
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TITLE/APPLICATION - 70

— REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS  
CHANGES REQUESTED BY PSGR - 71

K (A) CHANGES REQUESTED BY PASSENGER

- (1) AT THE PASSENGER'S REQUEST, CARRIER WILL EFFECT A  
CHANGE IN THE ROUTING (OTHER THAN THE POINT OF  
ORIGIN), CARRIER(S), CLASS(ES) OF SERVICE,  
DESTINATION, FARE OR VALIDITY SPECIFIED IN AN  
UNUSED TICKET, FLIGHT COUPON(S) OR MISCELLANEOUS  
CHARGES ORDER BY ISSUING A NEW TICKET OR BY  
ENDORISING SUCH UNUSED TICKET FLIGHT COUPON(S) OR  
MISCELLANEOUS CHARGES ORDER, PROVIDED THAT:

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CHANGES REQUESTED BY PSGR - 71 (CONT)

- (A) SUCH CARRIER ISSUED THE ORIGINAL TICKET OR;  
(B) SUCH CARRIER DESIGNATED IN THE 'VIA CARRIER'  
BOX, OR NO CARRIER IS DESIGNATED IN THE 'VIA  
CARRIER' BOX, OF THE UNUSED FLIGHT COUPON OR  
MISCELLANEOUS CHARGES ORDER FOR THE FIRST  
ONWARD CARRIAGE FROM THE POINT ON THE ROUTE  
WHICH THE PASSENGER DESIRES THE CHANGE TO  
COMMENCE; HOWEVER, WHERE THE CARRIER WHO  
ISSUED THE TICKET IS DESIGNATED AS CARRIER  
FOR ANY SUBSEQUENT SECTION(S) AND HAS AN  
OFFICE OR GENERAL AGENT, WHO IS  
AUTHORIZED TO MAKE ENDORSEMENTS, AT THE

POINT

ON ROUTE WHERE THE CHANGES ARE TO COMMENCE  
OR, WHERE THE PASSENGER MAKES HIS/HER

REQUEST

FOR SUCH CHANGE, THE REISSUING CARRIER SHALL  
OBTAIN SUCH ISSUING CARRIER'S ENDORSEMENT;

OR

- (C) SUCH CARRIER HAS RECEIVED WRITTEN OR  
TELEGRAPHIC AUTHORITY TO DO SO FROM THE  
CARRIER ENTITLED, UNDER (A) OR (B) ABOVE, TO  
EFFECT THE CHANGE.  
(2) WHEN THE REROUTING RESULTS  
IN A CHANGE OF FARE, THE NEW FARE AND CHARGES  
SHALL BE CONSTRUCTED AS FOLLOWS:  
(A) NOT USED  
(B) NOT USED

- (C) (APPLICABLE ONLY TO/FROM POINTS IN THE U.S.A.) THE NEW FARE SHALL BE CALCULATED UPON THE BASIS OF THAT WHICH WOULD HAVE BEEN APPLICABLE HAD THE PASSENGER PURCHASED TRANSPORTATION FOR THE REVISED ITINERARY (WHICH INCLUDES THOSE POINTS FOR WHICH TRANSPORTATION HAS ALREADY BEEN COMPLETED) PRIOR TO DEPARTURE FROM POINT OF ORIGIN.
- (D) ADDITIONAL PASSAGE AT THE THROUGH FARE AND CHARGES SHALL NOT BE PERMITTED UNLESS

REQUEST

THEREFOR HAS BEEN MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER, AND AFTER CARRIAGE HAS COMMENCED.

- (I) A ONE-WAY TICKET SHALL NOT BE CONVERTED INTO A ROUND, CIRCLE OR OPEN JAW TRIP TICKET AT THE ROUND, CIRCLE OR OPEN JAW TRIP DISCOUNT FOR ANY PORTION ALREADY FLOWN. THE DISCOUNT WILL BE APPLIED ONLY TO ANY REROUTED PORTION OF THE

TRIP

AND ONLY FROM THE POINT OF REROUTING, NOT BASED ON ANY PORTION OF THE TRIP ALREADY FLOWN;

- (II) A ROUND, CIRCLE OR DISCOUNTED OPEN JAW

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CHANGES REQUESTED BY PSGR - 71 (CONT)

TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED THAT THE REQUEST THEREFOR IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.

- (III) ONCE TRAVEL ON A FARE COMPONENT HAS BEEN COMPLETED, SUCH FARE COMPONENT MAY NOT BE USED FOR SUBSEQUENT VOLUNTARY REROUTING.

- (E) INCLUSIVE TOURS  
NOTHING HEREIN SHALL BE DEEMED TO PERMIT A PASSENGER TRAVELING ON AN INCLUSIVE TOUR TO VOLUNTARILY CHANGE HIS ROUTING TO A CARRIER NOT PARTICIPATING IN THE TOUR AND STILL RESTAIN THE INCLUSIVE TOUR BENEFITS.

- (3) NOT USED
- (4) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER (2) ABOVE, AND THE FARES AND CHARGES PAID BY THE PASSENGER, WILL BE COLLECTED FROM THE PASSENGER BY THE CARRIER

ACCOMPLISHING THE REROUTING WHO WILL ALSO PAY TO THE PASSENGER ANY AMOUNTS DUE ON ACCOUNT OF REFUNDS.

- (5) THE EXPIRATION DATE OF ANY NEW TICKET ISSUED FOR A REVISED ROUTING WILL BE LIMITED TO THE EXPIRATION DATE THAT WOULD HAVE BEEN APPLICABLE HAD THE NEW TICKET BEEN ISSUED ON THE DATE OF SALE OF THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.
- (6) TIME LIMITS ON CANCELLATIONS AND CHARGES FOR LATE CANCELLATIONS WILL BE APPLICABLE TO REVISED ROUTINGS REQUESTED BY PASSENGER.
- (7) WHEN A TICKET IS PRESENTED FOR REROUTING AND THE ONLY COUPONS REMAINING IN THE TICKET ARE FOR DOMESTIC TRANSPORTATION, SUCH TICKET SHALL NOT BE REROUTED FOR FURTHER INTERNATIONAL CARRIAGE. FOR THIS RULE, CANADA AND THE U.S.A. ARE CONSIDERED AS ONE COUNTRY AND SCANDINAVIA IS CONSIDERED AS ONE COUNTRY.
- (8) WHEN A TOTALLY UNUSED TICKET IS PRESENTED FOR A CHANGE OF JOURNEY, THE TICKET SHALL BE REFUNDED AND A NEW TICKET SHALL

BE

ISSUED. THE FARE FOR THE NEW JOURNEY SHALL BE REASSESSED BASED ON THE FARES APPLICABLE AT THE TIME OF COMMENCEMENT OF THE NEW TRANSPORTATION

AND

THE IATA RATE OF EXCHANGE APPLICABLE AT THE TIME

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CHANGES REQUESTED BY PSGR - 71 (CONT)

OF REASSESSMENT. THE INTERNATIONAL SALES INDICATOR SHALL NOT BE CARRIED FORWARD TO THE NEW TICKET.

FLT CHANGES/CANCELLATION - 72

D (B) INVOLUNTARY REVISED ROUTINGS (SEE RULE 87 (DENIED BOARDING COMPENSATION)

IN THE EVENT CARRIER CANCELS A FLIGHT, FAILS TO OPERATE ACCORDING TO SCHEDULES, SUBSTITUTES A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE, OR IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, OR THE PASSENGER IS REFUSED PASSAGE OR REMOVED, IN ACCORDANCE WITH RULE 25 (REFUSAL TO TRANSPORT, LIMITATIONS OF CARRIAGE) HEREIN, CARRIER WILL EITHER:

- (1) CARRY THE PASSENGER ON ANOTHER OF ITS PASSENGER AIRCRAFT ON WHICH SPACE IS

- AVAILABLE; OR
- (2) ENDORSE TO ANOTHER CARRIER OR TO ANY OTHER TRANSPORTATION SERVICE THE UNUSED PORTION OF THE TICKET FOR PURPOSES OF REROUTING; OR
  - (3) REROUTE THE PASSENGER TO DESTINATION NAMED ON THE TICKET OR APPLICABLE PORTION THEREOF BY ITS OWN SERVICES OR BY OTHER MEANS OF TRANSPORTATION; AND, IF THE FARE, EXCESS BAGGAGE CHARGES AND ANY APPLICABLE SERVICE CHARGE FOR THE REVISED ROUTING IS HIGHER THAN THE REFUND VALUE OF THE TICKET OR APPLICABLE PORTIONS AS DETERMINED BY RULE 90 (REFUNDS) HEREIN, CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER, BUT WILL REFUND THE DIFFERENCE IF THE FARE AND CHARGES FOR THE REVISED ROUTING ARE LOWER, OR
  - (4) MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH THE PROVISIONS OF RULE 90 (REFUNDS) HEREIN.

(C) MISSED CONNECTIONS

IN THE EVENT A PASSENGER MISSES AN ONWARD CONNECTING FLIGHT ON WHICH SPACE HAS BEEN RESERVED FOR HIM/HER BECAUSE THE DELIVERING CARRIER DID NOT OPERATE ITS FLIGHT ACCORDING TO SCHEDULES OR CHANGED THE SCHEDULE OF SUCH FLIGHT, THE DELIVERING CARRIER WILL ARRANGE

FOR

THE CARRIAGE OF THE PASSENGER OR MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS) HEREIN.

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FLT CHANGES/CANCELLATION - 72 (CONT)

NOTE: FOR THE PURPOSE OF THIS RULE, THE TERM DELIVERING CARRIER MEANS A CARRIER ON WHOSE FLIGHT A PASSENGER HOLDS OR HELD CONFIRMED

SPACE

TO A CONNECTING POINT.

FREE BAGGAGE ALLOWANCE - 73

— (D) FREE BAGGAGE ALLOWANCE

AN INVOLUNTARY REROUTED PASSENGER SHALL BE ENTITLED TO RETAIN THE FREE BAGGAGE ALLOWANCE APPLICABLE FOR THE TYPE OF SERVICE ORIGINALLY PAID FOR. THIS PROVISION SHALL APPLY EVEN THOUGH THE PASSENGER MAY BE TRANSFERRED FROM A FIRST CLASS FLIGHT TO AN ECONOMY/TOURIST/COACH/THRIFT CLASS FLIGHT AND IS ENTITLED TO A FARE REFUND.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0085

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TITLE/APPLICATION - 70

— SCHEDULES, DELAYS AND CANCELLATIONS

(A) SCHEDULES

THE TIMES SHOWN IN TIMETABLES OR ELSEWHERE ARE APPROXIMATE AND NOT GUARANTEED, AND FORM NO PART OF

THE

CONTRACT OF CARRIAGE. SCHEDULES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND CARRIER ASSUMES NO RESPONSIBILITY FOR MAKING CONNECTIONS. CARRIER WILL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS EITHER IN TIMETABLES OR OTHER REPRESENTATIONS OF SCHEDULES. NO EMPLOYEE, AGENT OR REPRESENTATIVE OF CARRIER IS AUTHORIZED TO BIND CARRIER AS TO THE DATES OR TIMES OF DEPARTURE OR ARRIVAL OR OF THE OPERATION OF ANY

FLIGHT.

(B) CANCELLATIONS

(1) CARRIER MAY, WITHOUT NOTICE, SUBSTITUTE ALTERNATE CARRIERS OR AIRCRAFT.

(2) CARRIER MAY, WITHOUT NOTICE CANCEL, TERMINATE, DIVERT, POSTPONE OR DELAY ANY FLIGHT OR THE FURTHER RIGHT OF CARRIAGE OR RESERVATION OF TRAFFIC ACCOMMODATIONS AND DETERMINE IF ANY DEPARTURE OR LANDING SHOULD BE MADE, WITHOUT ANY LIABILITY EXCEPT TO REFUND IN ACCORDANCE WITH ITS TARIFFS THE FARE AND BAGGAGE CHARGES FOR ANY UNUSED PORTION OF THE TICKET IF IT WOULD BE ADVISABLE TO DO SO:

(A) BECAUSE OF ANY FACT BEYOND ITS CONTROL (INCLUDING, BUT WITHOUT LIMITATION,

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TITLE/APPLICATION - 70 (CONT)

METEOROLOGICAL CONDITIONS, ACTS OF GOD,

FORCE

MAJEURE, STRIKES, RIOTS, CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES, DISTURBANCES, OR UNSETTLED INTERNATIONAL CONDITIONS) ACTUAL, THREATENED OR REPORTED OR BECAUSE OF DELAY DEMAND CONDITIONS CIRCUMSTANCE OR REQUIREMENT DUE, DIRECTLY OR INDIRECTLY, TO SUCH FACT; OR

(B) BECAUSE OF ANY FACT NOT TO BE FORESEEN, ANTICIPATED OR PREDICTED; OR

(C) BECAUSE OF ANY GOVERNMENT REGULATION, DEMAND OR REQUIREMENT; OR

(D) BECAUSE OF SHORTAGE OF LABOR, FUEL OR FACILITIES, OR LABOR DIFFICULTIES OF CARRIER OR OTHERS.

(3) CARRIER WILL CANCEL THE RIGHT OR FURTHER RIGHT OF CARRIAGE OF THE PASSENGER AND HIS BAGGAGE UPON THE CARRIER, REFUSAL OF THE PASSENGER, AFTER DEMAND BY TO PAY THE FARE OR THE PORTION THEREOF SO DEMANDED, OR TO PAY ANY CHARGE SO DEMANDED AND ASSESSABLE WITH RESPECT TO THE BAGGAGE OF THE PASSENGER WITHOUT BEING SUBJECT TO ANY LIABILITY THEREFORE EXCEPT TO REFUND, IN ACCORDANCE HERewith, THE UNUSED PORTION OF THE FARE AND BAGGAGE CHARGE(S) PREVIOUSLY PAID, IF ANY.

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TITLE/APPLICATION - 70  
- DENIED BOARDING COMPENSATION  
DEFINITIONS - 71

A DEFINITIONS  
FOR THE PURPOSE OF THIS RULE, EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED HEREIN:  
AIRPORT MEANS THE AIRPORT AT WHICH THE DIRECT OR CONNECTING FLIGHT, ON WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE, IS PLANNED TO ARRIVE AT SOME OTHER AIRPORT SERVING THE SAME METROPOLITAN AREA, PROVIDED THAT TRANSPORTATION TO THE OTHER AIRPORT IS ACCEPTED (I.E. USED) BY THE PASSENGER. ALTERNATE TRANSPORTATION IS AIR TRANSPORTATION (BY AN AIRLINE LICENSED BY THE DEPARTMENT OF TRANSPORTATION) OR OTHER TRANSPORTATION USED BY THE PASSENGER WHICH, AT THE TIME THE ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE

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DEFINITIONS - 71 (CONT)  
PASSENGER'S NEXT SCHEDULED STOPOVER (OF 4 HOURS OR LONGER) OR IF NONE AT THE AIRPORT OF FINAL DESTINATION NO LATER

THAN 4 HOURS AFTER THE PASSENGER'S ORIGINALLY SCHEDULED ARRIVAL TIME.

CARRIER MEANS:  
(1) A DIRECT AIR CARRIER, EXCEPT A HELICOPTER OPERATOR, HOLDING A CERTIFICATE ISSUED BY THE DEPARTMENT OF TRANSPORTATION PURSUANT TO SECTION 401(D)(1), 401(D)(2), 401(D)(5) OR 401(D)(8) OF THE ACT, OR AN EXEMPTION FROM SECTION 401(A) OF THE ACT, AUTHORIZING THE TRANSPORTATION OF PERSONS; OR  
(2) A FOREIGN ROUTE AIR CARRIER HOLDING A PERMIT ISSUED BY THE DEPARTMENT OF TRANSPORTATION PURSUANT TO SECTION 402 OF THE ACT, OR AN EXEMPTION FROM SECTION 402 OF

THE ACT, AUTHORIZING THE SCHEDULED FOREIGN AIR

TRANSPORTATION OF PERSONS.  
COMPARABLE AIR TRANSPORTATION MEANS TRANSPORTATION PROVIDED  
TO PASSENGER AT NO EXTRA COST BY A CARRIER AS DEFINED  
ABOVE.  
CONFIRMED RESERVED SPACE MEANS SPACE ON A SPECIFIC DATE AND  
ON A SPECIFIC FLIGHT AND CLASS OF SERVICE OF A CARRIER  
WHICH  
HAS BEEN REQUESTED BY A PASSENGER AND WHICH THE CARRIER OR  
IT'S AGENT HAS VERIFIED, BY APPROPRIATE NOTATION ON THE  
TICKET OR IN ANY OTHER MANNER PROVIDED THEREFORE BY THE  
CARRIER AS BEING RESERVED FOR THE ACCOMMODATION OF THE  
PASSENGER.  
STOPOVER MEANS A DELIBERATE INTERRUPTION OF A JOURNEY BY  
THE  
PASSENGER, SCHEDULED TO EXCEED FOUR HOURS, AT A POINT  
BETWEEN THE PLACE OF DEPARTURE AND THE PLACE OF FINAL  
DESTINATION.  
THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS MEANS  
THE SUM OF THE APPLICABLE ONE WAY FARES INCLUDING ANY  
SURCHARGES AND AIR TRANSPORTATION TAXES, LESS ANY  
APPLICABLE  
DISCOUNTS.  
VOLUNTEER MEANS A PERSON WHO RESPONDS TO CARRIER'S REQUEST  
FOR VOLUNTEERS AND WHO WILLINGLY ACCEPTS CARRIER'S OFFER OF  
COMPENSATION, IN ANY AMOUNT, IN EXCHANGE FOR RELINQUISHING  
HIS CONFIRMED RESERVED SPACE. ANY OTHER PASSENGERS DENIED  
BOARDING IS CONSIDERED FOR THE PURPOSES OF THIS RULE TO  
HAVE  
BEEN DENIED BOARDING INVOLUNTARILY, EVEN IF HE ACCEPTS  
DENIED BOARDING COMPENSATION.

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CONDITIONS FOR PAYMENT - 72

- APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING IN  
THE UNITED STATES
- (A) CONDITIONS FOR PAYMENT OF COMPENSATION  
THIS TARIFF APPLIES TO THE CARRIER WITH RESPECT TO ITS  
OPERATION OF FLIGHTS ORIGINATING, OR SERVING A POINT  
WITHIN THE UNITED STATES OR ITS TERRITORIES OR  
POSSESSIONS, INsofar AS IT DENIES BOARDING TO A  
PASSENGER ON A FLIGHT, OR PORTION OF FLIGHT FOR WHICH  
THE PASSENGER HOLDS CONFIRMED RESERVED SPACE AND WHICH  
IS COVERED BY A FLIGHT COUPON NAMING ANY SUCH POINT AS  
THE PASSENGER'S ORIGIN, TERMINATION, OR NEXT STOPOVER.  
PROVIDED, HOWEVER, THIS RULE SHALL NOT APPLY TO  
PASSENGERS TRAVELING ON A FREE OR REDUCED FARE BASIS.  
EXCEPTION: A PASSENGER(S) DENIED BOARDING A FLIGHT  
SHALL NOT BE ELIGIBLE FOR DENIED BOARDING COMPENSATION  
IF:

FOR  
 HAVING  
 TRANSPORTATION  
 CONFIRMED  
 WHEN

(1) THE PASSENGER DOES NOT PRESENT HIMSELF/HERSELF  
 CARRIAGE AT THE APPROPRIATE TIME AND PLACE,  
 FULLY COMPLIED WITH THE CARRIER'S REQUIREMENTS AS  
 TO TICKETING, CHECK-IN AND RECONFIRMATION  
 PROCEDURES AND BEING ACCEPTABLE FOR  
 UNDER THE CARRIER'S TARIFF; OR

(2) THE FLIGHT FOR WHICH THE PASSENGER HOLDS  
 RESERVED SPACE IS UNABLE TO ACCOMMODATE HIM/HER  
 BECAUSE OF CANCELLATION OF THE FLIGHT OR  
 SUBSTITUTION OF AIRCRAFT AT A LESSER CAPACITY  
 REQUIRED BY OPERATIONAL OR SAFETY REASONS; OR

(3) THE PASSENGER IS OFFERED ACCOMMODATIONS OR IS  
 SEATED IN A SECTION OF THE AIRCRAFT OTHER THAN  
 THAT SPECIFIED IN HIS/HER TICKET AT NO EXTRA  
 CHARGE, EXCEPT THAT IN THE EVENT THE PASSENGER IS  
 SEATED IN A SECTION OF THE AIRCRAFT FOR WHICH A  
 LOWER FARE IS CHARGED AN APPROPRIATE REFUND SHALL  
 BE PROVIDED; OR

(4) THE CARRIER ARRANGES COMPARABLE AIR  
 TRANSPORTATION, OR OTHER TRANSPORTATION USED BY  
 THE PASSENGER AT NO EXTRA COST TO THE PASSENGER,  
 THAT AT THE TIME SUCH ARRANGEMENTS ARE MADE IS  
 PLANNED TO ARRIVE AT THE PASSENGERS NEXT STOPOVER  
 OR, IF NONE, FINAL DESTINATION WITHIN ONE HOUR  
 AFTER THE SCHEDULED ARRIVAL TIME OF THE  
 PASSENGER'S ORIGINAL FLIGHT OR FLIGHTS.

AMOUNT PAYABLE - 73

(B) AMOUNT OF COMPENSATION PAYABLE  
 COMPENSATION WILL BE PAID TO A PASSENGER DENIED  
 BOARDING INVOLUNTARILY FROM AN OVERSOLD FLIGHT AT THE  
 RATE OF 200 PERCENT OF THE SUM OF THE VALUES OF THE

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AMOUNT PAYABLE - 73 (CONT)

PASSENGER'S REMAINING FLIGHT COUPONS UP TO THE  
 PASSENGER'S NEXT STOPOVER, OR IF NONE, TO HIS  
 DESTINATION, WITH A USD 400.00 MAXIMUM. HOWEVER, THE  
 COMPENSATION SHALL BE ONE-HALF THE AMOUNT DESCRIBED  
 ABOVE, WITH A USD 200.00 MAXIMUM, IF THE CARRIER  
 ARRANGES FOR COMPARABLE AIR TRANSPORTATION OR OTHER  
 TRANSPORTATION ACCEPTED (I.E., USED) BY THE PASSENGER,  
 WHICH AT THE TIME EITHER SUCH ARRANGEMENT IS MADE, IS  
 PLANNED TO ARRIVE AT THE AIRPORT OF THE PASSENGER'S  
 NEXT STOPOVER OR, IF NONE, AT THE AIRPORT OF THE  
 PASSENGER'S DESTINATION NOT LATER THAN 4 HOURS AFTER

BY SUCH TIME. THE AIRLINE MUST GIVE EACH PASSENGER WHO QUALIFIED FOR DENIED BOARDING COMPENSATION A PAYMENT

CHECK OR DRAFT FOR THE AMOUNT SPECIFIED ABOVE, ON THE DAY AND PLACE THE INVOLUNTARY DENIED BOARDING OCCURS. HOWEVER, IF THE AIRLINE ARRANGES ALTERNATE TRANSPORTATION FOR THE PASSENGER'S CONVENIENCE THAT DEPARTS BEFORE THE PAYMENT CAN BE MADE, THE PAYMENT WILL BE SENT TO THE PASSENGER WITHIN 24 HOURS. THE CARRIER MAY OFFER FREE TICKETS IN PLACE OF THE CASH PAYMENT. THE PASSENGER MAY, HOWEVER, REFUSE ALL COMPENSATION AND BRING PRIVATE LEGAL ACTION.

ORDER OF DENIED BOARDING - 74

D (C) ORDER OF DENIED BOARDING

IN THE EVENT THERE IS INSUFFICIENT SPACE ON THE AIRCRAFT TO ACCOMMODATE ALL PASSENGERS HOLDING CONFIRMED RESERVATIONS, THE CARRIER SHALL REQUEST VOLUNTEERS FOR DENIED BOARDING BEFORE USING ANY OTHER BOARDING PRIORITY. IF AN INSUFFICIENT NUMBER OF VOLUNTEERS COME FORWARD, THE CARRIER MAY DENY BOARDING INVOLUNTARILY TO OTHER PASSENGERS WITH THE CARRIER'S BOARDING PRIORITIES AS FOLLOWS:

(1) LOCAL BOARDING PASSENGERS HOLDING CONFIRMED RESERVED SPACE WHO PRESENT THEMSELVES FOR

CARRIAGE

AFTER ALL SEATS HAVE BEEN ALLOCATED.

(2) TRANSIT RESERVED PASSENGERS.

(3) CARRIER'S CREW MEMBERS TRAVELING ON A POSITIVE SPACE BASIS FOR OPERATIONAL REASONS, AND GROUND PERSONNEL NEEDED FOR EMERGENCY REPAIRS ON AN AIRCRAFT GROUNDED AT A STATION.

NOTE: UNACCOMPANIED MINORS, INCAPACITATED PASSENGERS, AND HARDSHIP CASES AS DETERMINED BY THE MANAGER ON DUTY SHALL NOT BE CONSIDERED FOR REMOVAL.

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NOTICE PROVIDED PSGRS. - 75

(D) PUBLIC NOTICE OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES

COMPENSATION FOR DENIED BOARDING IF YOU HAVE BEEN DENIED A RESERVED SEAT ON (AIRLINE NAME) YOU ARE PROBABLY ENTITLED TO MONETARY COMPENSATION. THIS NOTICE EXPLAINS THE AIRLINE'S OBLIGATIONS AND THE PASSENGER'S RIGHTS IN THE CASE OF AN OVERSOLD FLIGHT, IN ACCORDANCE WITH USUAL RULES AND PRACTICES.

VOLUNTEERS AND BOARDING PRIORITIES IF A FLIGHT IS OVERSOLD (MORE PASSENGERS HOLD

CONFIRMED

RESERVATIONS THAN THERE ARE SEATS AVAILABLE), NO ONE MAY BE DENIED BOARDING AGAINST HIS WILL UNTIL AIRLINE PERSONNEL FIRST ASK FOR VOLUNTEERS WHO WILL GIVE UP THEIR RESERVATIONS WILLINGLY, IN EXCHANGE FOR A

PAYMENT

OF THE AIRLINE'S CHOOSING. IF THERE ARE NOT ENOUGH VOLUNTEERS, OTHER PASSENGERS MAY BE DENIED BOARDING INVOLUNTARILY, IN ACCORDANCE WITH THE BOARDING PRIORITIES OF (AIRLINE NAME).

COMPENSATION FOR INVOLUNTARY DENIED BOARDING IF YOU ARE DENIED BOARDING INVOLUNTARILY, YOU ARE ENTITLED TO A PAYMENT OF "DENIED BOARDING

COMPENSATION"

FROM THE AIRLINE UNLESS:

- (1) YOU HAVE NOT FULLY COMPLIED WITH THE AIRLINE'S TICKETING, CHECK-IN, AND RECONFIRMATION REQUIREMENTS OR YOU ARE NOT ACCEPTABLE FOR TRANSPORTATION UNDER THE AIRLINE'S USUAL RULES

AND

PRACTICES FILED WITH THE DEPARTMENT OF TRANSPORTATION; OR

- (2) YOU ARE DENIED BOARDING BECAUSE THE FLIGHT IS CANCELLED; OR
- (3) YOU ARE DENIED BOARDING BECAUSE A SMALLER

CAPACITY

AIRCRAFT WAS SUBSTITUTED FOR SAFETY OR

OPERATIONAL

REASONS; OR

- (4) YOU ARE OFFERED ACCOMMODATIONS IN A SECTION OF

THE

AIRCRAFT OTHER THAN THAT SPECIFIED IN YOUR TICKET AT NO EXTRA CHARGE. (A PASSENGER SEATED IN A SECTION FOR WHICH A LOWER FARE IS CHARGED MUST BE GIVEN AN APPROPRIATE REFUND); OR

- (5) THE AIRLINE IS ABLE TO PLACE YOU ON ANOTHER FLIGHT, OR FLIGHTS, THAT IS PLANNED TO REACH YOUR DESTINATION WITHIN ONE HOUR OF THE SCHEDULED ARRIVAL OF YOUR ORIGINAL FLIGHT.

AMOUNT OF DENIED BOARDING COMPENSATION PASSENGERS WHO ARE ELIGIBLE FOR DENIED BOARDING

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NOTICE PROVIDED PSGRS. - 75 (CONT)

SUM

COMPENSATION MUST BE OFFERED A PAYMENT EQUAL TO THE

OF THE FACE VALUES OF THEIR TICKET COUPONS WITH A USD 200.00 MAXIMUM. HOWEVER, IF THE AIRLINE CANNOT

ARRANGE

ALTERNATE TRANSPORTATION FOR THE PASSENGER, THE COMPENSATION IS DOUBLED (USD 400.00 MAXIMUM). THE

AND "VALUE" OF A TICKET COUPON IS THE ONE WAY FARE FOR THE FLIGHT SHOWN ON THE COUPON, INCLUDING ANY SURCHARGE  
AIR TRANSPORTATION TAX, MINUS ANY APPLICABLE DISCOUNT.  
ARE ALL FLIGHT COUPONS, INCLUDING CONNECTING FLIGHTS, TO THE PASSENGERS DESTINATION OR FIRST 4-HOUR STOPOVER  
USED TO COMPUTE THE COMPENSATION.  
AN "ALTERNATE TRANSPORTATION" IS AIR TRANSPORTATION (BY AIRLINE LICENSED BY THE DEPARTMENT OF TRANSPORTATION) OR OTHER TRANSPORTATION USED BY THE PASSENGER WHICH,  
AT THE TIME THE ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE PASSENGER'S NEXT SCHEDULED STOPOVER (OF 4 HOURS OR LONGER) OR FINAL DESTINATION NO LATER THAN 4 HOURS AFTER THE PASSENGER'S ORIGINALLY SCHEDULED ARRIVAL TIME.

METHOD OF PAYMENT  
FOR THE AIRLINES MUST GIVE EACH PASSENGER WHO QUALIFIES DENIED BOARDING COMPENSATION, A PAYMENT BY CHECK OR DRAFT FOR THE AMOUNT SPECIFIED ABOVE, ON THE DAY AND PLACE THE INVOLUNTARY DENIED BOARDING OCCURS.

HOWEVER, IF THE AIRLINE ARRANGES ALTERNATE TRANSPORTATION FOR THE PASSENGER'S CONVENIENCE THAT DEPARTS BEFORE THE PAYMENT CAN BE MADE, THE PAYMENT WILL BE SENT TO THE PASSENGER WITHIN 24 HOURS. THE CARRIER MAY OFFER FREE TICKETS IN PLACE OF THE CASH PAYMENT. THE PASSENGER MAY, HOWEVER, REFUSE ALL COMPENSATION AND BRING

PRIVATE LEGAL ACTION.

PASSENGER'S OPTIONS  
CHECK, ACCEPTANCE OF THE COMPENSATION (BY ENDORSING THE DRAFT OR MCO WITHIN 30 DAYS) RELIEVES CARRIER FROM ANY FURTHER LIABILITY TO THE PASSENGER CAUSED BY ITS FAILURE TO HONOR THE CONFIRMED RESERVATION. HOWEVER, THE PASSENGER MAY DECLINE PAYMENT AND SEEK TO RECOVER DAMAGES IN A COURT OF LAW OR IN SOME OTHER MANNER.

REQUEST FOR VOLUNTEERS - 76  
- (E) REQUESTING VOLUNTEERS ON DENIED BOARDING WHEN THE MANAGER ON DUTY DETERMINES THAT ALL PASSENGERS

HOLDING RESERVED SPACE WILL NOT BE ACCOMMODATED ON A GIVEN FLIGHT, THE FOLLOWING PROCEDURE SHALL APPLY:  
(1) A NOTICE (AS SHOWN BELOW) WILL BE DISTRIBUTED TO PASSENGERS CHECKING IN FOR THAT FLIGHT,

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REQUEST FOR VOLUNTEERS - 76 (CONT)

- (2) ACCORDINGLY, PASSENGERS VOLUNTEERING FOR DENIED BOARDING WILL BE TAKEN IN THE ORDER OF PRESENTATION UP TO THE REQUIRED NUMBER.
- (3) AT THE TIME OF BOARDING THESE PASSENGERS WILL BE BOARDED LAST AND, IF NOT BOARDED, GIVEN THE MUTUALLY AGREED COMPENSATION IN CHECK OR DRAFT

AND

OFFERED ALTERNATE TRANSPORTATION.

COMPENSATION FOR PSGR. - 77

- (F) COMPENSATION OFFER TO PROSPECTIVE VOLUNTEERS  
THERE IS A CHANCE THAT YOUR FLIGHT IS OVERSOLD (MORE PASSENGERS HOLD CONFIRMED RESERVATIONS THAN THERE ARE SEATS AVAILABLE). NO ONE MAY BE DENIED BOARDING AGAINST HIS/HER WILL UNTIL AIRLINE PERSONNEL, FIRST

ASK

FOR VOLUNTEERS, WHO WILL GIVE UP THEIR RESERVATIONS WILLINGLY, IN EXCHANGE FOR A COMPENSATION, WHICH CARRIER (THE APPLICABLE NAME OF THE CARRIER WILL BE SUBSTITUTED FOR THE TERM "CARRIER" IN THE NOTICE DISTRIBUTED TO THE PASSENGER) HAS ESTABLISHED AS FOLLOWS:

- (1) WHEN ALTERNATE TRANSPORTATION DEPARTING THE SAME DAY IS AVAILABLE:  
USD 100.00 (OR EQUIVALENT IN LOCAL CURRENCY), IN THE EVENT THAT CARRIER IS ABLE TO OFFER ALTERNATE TRANSPORTATION, LEAVING THE SAME DAY, ON CARRIER (THE APPLICABLE NAME OF THE CARRIER WILL BE SUBSTITUTED FOR THE TERM "CARRIER" IN THE NOTICE DISTRIBUTED TO THE PASSENGER.) OR ANY OTHER CARRIER.
- (2) WHEN NO ALTERNATE TRANSPORTATION AVAILABLE FOR DEPARTURE ON THE SAME DAY:  
USD 100.00 PLUS THE FOLLOWING EXPENSES: 1 NIGHT HOTEL AND 1 DAY MEALS, INCLUDING TRANSPORTATION BETWEEN AIRPORT AND HOTEL, AS WELL AS ANY INCIDENTAL EXPENSES, INCLUDING TIPS/TELEPHONE, ETC. UP TO A MAXIMUM OF USD 100.00.

ABOVE COMPENSATION AMOUNTS ARE PER ONE ADULT

PASSENGER;

INFANTS AND CHILDREN BELOW THE AGE OF TWELVE ARE OFFERED ONE-HALF OF THESE AMOUNTS.

IF THERE ARE NOT ENOUGH VOLUNTEERS, ANY PASSENGER MAY BE DENIED BOARDING COMPENSATION INVOLUNTARILY, IN ACCORDANCE WITH BOARDING PRIORITY RULES AVAILABLE UPON REQUEST FROM CARRIER (THE APPLICABLE NAME OF THE CARRIER WILL BE SUBSTITUTED FOR THE TERM "CARRIER" IN THE NOTICE DISTRIBUTED TO THE PASSENGER) AND IN ACCORDANCE WITH THE DENIED BOARDING COMPENSATION ESTABLISHED BY THE DEPARTMENT OF TRANSPORTATION.

I HAVE CAREFULLY READ THE ABOVE COMPENSATION OFFER TO

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COMPENSATION FOR PSGR. - 77 (CONT)

VOLUNTEERS, AND AM FULLY INFORMED OF MY CHANCES OF  
BEING INVOLUNTARILY BUMPED.  
BEING A PASSENGER ON CARRIER (THE APPLICABLE NAME OF  
THE CARRIER WILL BE SUBSTITUTED FOR THE TERM "CARRIER"  
IN THE NOTICE DISTRIBUTED TO THE PASSENGER.) FLIGHT  
NUMBER: DATE: MY SIGNATURE BELOW WILL  
CONFIRM THAT I AM WILLING TO ACCEPT THE COMPENSATION  
OFFERED BY CARRIER (THE APPLICABLE NAME OF THE CARRIER  
WILL BE SUBSTITUTED FOR THE TERM "CARRIER" IN THE  
NOTICE DISTRIBUTED TO THE PASSENGER.) FOR VOLUNTEERS.  
(SIGNATURE OF PASSENGER)

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TITLE/APPLICATION - 70

REFUNDS

(A) GENERAL

(1) IN CASE OF REFUND, WHETHER DUE TO FAILURE OF  
CARRIER TO PROVIDE THE ACCOMMODATION CALLED FOR

BY

THE TICKET, OR TO VOLUNTARY CHANGE OF

ARRANGEMENTS

BY THE PASSENGER, THE CONDITIONS AND AMOUNT OF  
REFUND WILL BE GOVERNED BY CARRIER'S TARIFFS.

(2) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (F) OF  
THIS RULE, REFUND BY CARRIER FOR AN UNUSED TICKET  
OR PORTION THEREOF OR MISCELLANEOUS CHARGES ORDER  
WILL BE MADE TO THE PERSON NAMED AS THE PASSENGER  
IN SUCH TICKET OR MISCELLANEOUS CHARGES ORDER  
UNLESS AT THE TIME OF PURCHASE THE PURCHASER  
DESIGNATES ON THE TICKET OR MISCELLANEOUS CHARGES  
ORDER ANOTHER PERSON TO WHOM REFUND SHALL BE MADE  
IN WHICH EVENT REFUND WILL BE MADE TO PERSONS SO  
DESIGNATED, AND ONLY UPON DELIVERY OF THE  
PASSENGER COUPON AND ALL UNUSED FLIGHT COUPONS OF  
THE TICKET OR MISCELLANEOUS CHARGES ORDER. A  
REFUND MADE IN ACCORDANCE WITH THIS PROCEDURE TO

A

PERSON REPRESENTING HIM AS THE PERSON NAMED OR  
DESIGNATED IN THE TICKET OR MISCELLANEOUS CHARGES  
ORDER WILL BE CONSIDERED A VALID REFUND AND  
CARRIER WILL NOT BE LIABLE TO THE TRUE PASSENGER  
FOR ANOTHER REFUND.

EXCEPTION 1: REFUND IN ACCORDANCE WITH

PARAGRAPH

(E) BELOW OF TICKETS FOR  
TRANSPORTATION WHICH HAVE BEEN  
ISSUED AGAINST A CREDIT CARD WILL

BE MADE ONLY TO THE CREDIT CARD  
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TITLE/APPLICATION - 70 (CONT)

ACCOUNT OF THE PERSON TO WHOM SUCH  
CREDIT CARD HAS BEEN ISSUED.

EXCEPTION 2: REFUND OF A TICKET WHICH HAS BEEN  
ISSUED PURSUANT TO A PREPAID

TICKET

ADVICE (PTA) WILL BE MADE TO THE  
PERSON WHO PAID CARRIER FOR THE  
TICKET.

(3) CARRIER WILL REFUSE TO REFUND ON A TICKET WHICH  
HAS BEEN PRESENTED TO GOVERNMENT OFFICIALS OF A  
COUNTRY OR TO CARRIER AS EVIDENCE OF INTENTION TO  
DEPART THEREFROM, UNLESS THE PASSENGER

ESTABLISHED

TO CARRIER'S SATISFACTION THAT HE HAS PERMISSION  
TO REMAIN IN THE COUNTRY OR THAT HE WILL DEPART  
THEREFROM BY ANOTHER CARRIER OR CONVEYANCE.

(B) CURRENCY

ALL REFUNDS WILL BE SUBJECT TO GOVERNMENT LAWS, RULES,  
REGULATIONS OR ORDERS OF THE COUNTRY IN WHICH THE  
TICKET WAS ORIGINALLY PURCHASED AND OF THE COUNTRY IN  
WHICH THE REFUND IS BEING MADE. SUBJECT TO THE  
FOREGOING PROVISIONS, REFUNDS WILL BE MADE IN THE  
CURRENCY IN WHICH THE FARE WAS PAID, OR IN LAWFUL  
CURRENCY OF THE COUNTRY OF THE CARRIER MAKING THE  
REFUND OR OF THE COUNTRY WHERE THE REFUND IS MADE, OR  
IN THE CURRENCY OF THE COUNTRY IN WHICH THE TICKET WAS  
PURCHASED, IN AN AMOUNT EQUIVALENT TO THE AMOUNT DUE

IN

THE CURRENCY IN WHICH THE FARE OR FARES FOR THE FLIGHT  
COVERED BY THE TICKET AS ORIGINALLY ISSUED WAS  
COLLECTED.

SPECIAL HANDLING BY CXR - 71

— (C) SPECIAL HANDLING BY CARRIER

CARRIER WILL MAKE ALL OR ANY INDIVIDUAL REFUNDS

THROUGH

ITS GENERAL ACCOUNTING OFFICES OR REGIONAL SALES OR  
ACCOUNTING OFFICES, AND WILL REQUIRE PRIOR WRITTEN  
APPLICATIONS FOR REFUNDS TO BE PREPARED BY PASSENGER

ON

SPECIAL FORMS FURNISHED BY CARRIER.

INVOLUNTARY REFUNDS - 72

— (D) INVOLUNTARY REFUNDS (SEE ALSO RULE 80 (INVOLUNTARY  
REVISED ROUTINGS) AND RULE 87 (DENIED BOARDING  
COMPENSATION)

FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM  
"INVOLUNTARY REFUND" SHALL MEAN ANY REFUND TO A

PASSENGER WHO IS PREVENTED FROM USING THE CARRIAGE PROVIDED FOR IN HIS TICKET BECAUSE OF CANCELLATION OF FLIGHT, INABILITY OF CARRIER TO PROVIDE PREVIOUSLY CONFIRMED SPACE, SUBSTITUTION OF A DIFFERENT TYPE OF

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INVOLUNTARY REFUNDS - 72 (CONT)

EQUIPMENT OR DIFFERENT CLASS OF SERVICE BY CARRIER, MISSED CONNECTIONS, POSTPONEMENT OR DELAY OF FLIGHT, OMISSION OF A SCHEDULED STOP, OR REMOVAL OR REFUSAL TO CARRY UNDER CONDITIONS DESCRIBED IN RULE 25 (REFUSAL

TO

TRANSPORT LIMITATIONS OF CARRIERS). INVOLUNTARY REFUNDS WILL BE COMPUTED AS FOLLOWS:

- (1) WHEN NO PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE PAID.
- (2) WHEN A PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE:
  - (A) EITHER AN AMOUNT EQUAL TO THE ONE-WAY FARE LESS THE SAME RATE OF DISCOUNT, IF ANY, THAT WAS APPLIED IN COMPUTING THE ORIGINAL ONE-

WAY

FARE (OR ON ROUND OR CIRCLE TRIP TICKETS, ONE-HALF OF THE ROUND TRIP FARE) AND CHARGES APPLICABLE TO THE UNUSED TRANSPORTATION FROM THE POINT OF TERMINATION TO THE DESTINATION OR STOPOVER POINT NAMED ON THE TICKET OR TO THE POINT AT WHICH TRANSPORTATION IS TO BE RESUMED, VIA:

- (I) THE ROUTING SPECIFIED ON THE TICKET, IF THE POINT OF TERMINATION WAS ON SUCH ROUTING; OR
  - (II) THE ROUTING OF ANY CARRIER OPERATING BETWEEN SUCH POINTS, IF THE POINT OF TERMINATION WAS NOT ON THE ROUTING SPECIFIED ON THE TICKET; IN SUCH CASE THE AMOUNT OF REFUND WILL BE BASED ON THE LOWEST FARE APPLICABLE BETWEEN SUCH POINTS; OR
  - (B) THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED, WHICHEVER IS HIGHER.
- EXCEPTION: WHEN A PASSENGER HOLDING A

TICKET

FOR CARRIAGE FOR A HIGHER CLASS OF SERVICE BETWEEN AN ORIGIN AND A DESTINATION IS REQUIRED BY CARRIER TO USE A LOWER CLASS OF SERVICE FOR ANY PORTION OF SUCH CARRIAGE, THE AMOUNT OF REFUND

WILL BE AS FOLLOWS:

(I) FOR ONE WAY TICKETS: THE DIFFERENCE BETWEEN THE FARE FOR THE HIGHER CLASS OF SERVICE AND THE FARE FOR

THE

LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE

THE

LOWER CLASS SERVICE IS

USED;

(II) FOR ROUND TRIP, CIRCLE TRIP

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INVOLUNTARY REFUNDS - 72 (CONT)

OR OPEN JAW TICKETS: THE DIFFERENCE BETWEEN 50 PERCENT OF THE ROUND TRIP FARE FOR THE HIGHER CLASS

OF

SERVICE AND 50 PERCENT OF THE ROUND TRIP FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE

THE

LOWER CLASS OF SERVICE IS USED.

FOR THE PURPOSE OF THIS EXCEPTION, FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:

- (AA) FIRST CLASS FARES APPLICABLE ON JET AIRCRAFT.
- (BB) FIRST CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.
- (CC) PREFERENCE CLASS FARES.
- (DD) ONE CLASS STANDARD SERVICE FARES.
- (EE) ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES APPLICABLE ON JET AIRCRAFT.
- (FF) ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES

APPLICABLE ON  
PROPELLER AIRCRAFT.  
(GG) THRIFT CLASS FARES  
APPLICABLE ON JET  
AIRCRAFT.  
(HH) THRIFT CLASS FARES  
APPLICABLE ON  
PROPELLER AIRCRAFT.  
THE TERM "JET AIRCRAFT"  
AS USED ABOVE MEANS  
A-300, BAC-111, B-707,  
B-720, B-720B, B-727,  
B-737, B-747, CARAVELLE  
CONVAIR 600, CONVAIR  
  
CONVAIR 990, COMET 4,  
COMET 4-C, DC-8, DC-9,

880,

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INVOLUNTARY REFUNDS - 72 (CONT)

DC-10, ILLYUSHIN IL-62,  
L-1011, TUPOLEV TU-114  
AND VC-10.

- (3) THE SERVICE CHARGE PROVIDED FOR IN RULE 60  
(RESERVATIONS) HEREIN, WILL NOT BE ASSESSED, AND  
ANY COMMUNICATION EXPENSES PAID BY THE PASSENGER  
IN ACCORDANCE WITH RULE 60 (RESERVATIONS) WILL

BE

REFUNDED, OR IF SUCH EXPENSE AT THE TIME HAS NOT  
BEEN COLLECTED BY CARRIER, ITS COLLECTION WILL BE  
WAIVED.

VOLUNTARY REFUNDS - 73

— (E) VOLUNTARY REFUNDS

FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "VOLUNTARY  
REFUND" SHALL MEAN ANY REFUND OF A TICKET OR PORTION  
THEREOF OTHER THAN AN INVOLUNTARY REFUND, AS DESCRIBED  
IN PARAGRAPH (D) OF THIS RULE. VOLUNTARY REFUNDS

SHALL

BE COMPUTED AS FOLLOWS:

- (1) IF NO PORTION OF THE TICKET HAS BEEN USED, REFUND  
WILL BE THE FULL AMOUNT OF THE FARE PAID LESS ANY  
APPLICABLE SERVICE CHARGE AND COMMUNICATION  
EXPENSES, (SEE RULES 60 (RESERVATIONS) AND 65  
(TICKETS)); OR  
(2) IF A PORTION OF A TICKET HAS BEEN USED, REFUND  
WILL BE MADE IN AN AMOUNT EQUAL TO THE

DIFFERENCE,

IF ANY, BETWEEN THE FARE PAID AND THE APPLICABLE  
FARE BETWEEN THE POINTS BETWEEN WHICH THE TICKET  
HAS BEEN USED, LESS ANY APPLICABLE SERVICE CHARGE

AND COMMUNICATION EXPENSES, (SEE RULES 60  
(RESERVATIONS) AND 65 (TICKETS)).

- (3) WHEN THE REFUNDING OF ANY PORTION OF A TICKET  
WOULD RESULT IN THE USE OF SUCH TICKET BETWEEN

ANY

POINTS WHERE THE CARRIAGE OF TRAFFIC IS  
PROHIBITED, THE REFUND, IF ANY, WILL BE

DETERMINED

AS IF SUCH TICKET HAS BEEN USED TO A POINT BEYOND  
WHICH WOULD NOT RESULT IN THE VIOLATION OF  
CARRIER'S OPERATING RIGHTS OR PRIVILEGES. THE  
PASSENGER WILL BE REFUNDED THE DIFFERENCE BETWEEN  
THE FARE PAID FROM THE POINT OF ORIGIN TO SUCH  
FARTHER POINT AND THE TOTAL FARE PAID, LESS ANY  
APPLICABLE CHARGES.

- (4) A PENALTY FOR VOLUNTARY CANCELLATION SHALL NOT  
APPLY AND THE TOTAL AMOUNT PAID SHALL BE REFUNDED  
IF SUCH CANCELLATION IS MADE AFTER AN INCREASE IN  
THE FARE IS MADE APPLICABLE BETWEEN THE TIME OF  
THE INITIAL PAYMENT AND THE DATE OF TRAVEL.

- (5) SERVICE CHARGES  
(APPLICABLE ONLY TO SPECIAL ECONOMY FARES

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VOLUNTARY REFUNDS - 73 (CONT)

BETWEEN POINTS IN THE U.S.A. AND POINTS IN  
FRANCE)

A SERVICE CHARGE OF USD 25.00 WILL BE  
ASSESSED IN ANY CASE WHERE THE PASSENGER  
REQUESTS A REFUND OF ANY UNUSED PORTION OF A  
TICKET. IN THE EVENT THE REFUND IS EFFECTED  
BY A PASSENGER SALES AGENT, ONE HALF OF THIS  
SERVICE CHARGE WILL ACCRUE TO SUCH AGENT AND  
ONE HALF WILL ACCRUE TO CARRIER.

EXCEPTION: THIS SERVICE CHARGE WILL NOT  
APPLY WHEN THE UNUSED PORTION  
OF AN ECONOMY CLASS TICKET IS  
USED AS A CREDIT TOWARD THE  
PURCHASE OF A FIRST CLASS,  
BUSINESS CLASS OR ECONOMY  
CLASS TICKET.

LOST TICKETS, ETC. - 74

— (F) LOST TICKET

THE FOLLOWING PROVISIONS WILL GOVERN THE REFUND OF A  
LOST TICKET OR UNUSED PORTION THEREOF:

- (1) WHEN A LOST TICKET OR PORTION THEREOF IS NOT  
FOUND, REFUND AS STIPULATED WILL BE MADE UPON  
RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER  
AND AFTER RECEIPT OF WRITTEN REQUEST FOR REFUND  
FROM THE PASSENGER. REFUND WILL ONLY BE MADE

PROVIDED THE LOST TICKET OR PORTION THEREOF HAS NOT BEEN HONORED FOR TRANSPORTATION OF, OR REFUNDED, UPON SURRENDER BY ANY PERSON PRIOR TO THE TIME THE REFUND IS MADE AND FURTHER PROVIDED THAT THE PASSENGER AGREES TO INDEMNIFY AND HOLD CARRIER HARMLESS AGAINST ANY AND ALL LOSS, DAMAGE, CLAIM OR EXPENSE, INCLUDING WITHOUT LIMITATION, REASONABLE ATTORNEY FEES, WHICH CARRIER MAY SUFFER OR INCUR BY REASON OF THE MAKING OF SUCH REFUND AND/OR THE SUBSEQUENT PRESENTATION OF SAID TICKET(S) FOR TRANSPORTATION OR REFUND OF ANY OTHER USE WHATSOEVER.

(2) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST MISCELLANEOUS CHARGES ORDER, DEPOSIT RECEIPTS AND EXCESS BAGGAGE TICKETS.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0115

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TITLE/APPLICATION - 70  
K BAGGAGE

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CHECKED BAGGAGE - 71  
K (A) CHECKED BAGGAGE

(1) NOTHING CONTAINED IN THIS TARIFF SHALL ENTITLE A PASSENGER TO HAVE HIS BAGGAGE CHECKED ON A JOURNEY FOR WHICH CARRIER DOES NOT OFFER FACILITIES FOR CHECKING OF BAGGAGE.

(2) UPON DELIVERY TO CARRIER OF THE BAGGAGE TO BE CHECKED, CARRIER WILL INSERT IN THE TICKET THE NUMBER OF PIECES AND WEIGHT OF THE CHECKED BAGGAGE (THIS ACT SHALL CONSTITUTE THE ISSUANCE OF THE BAGGAGE CHECK); IN ADDITION CARRIER WILL ISSUE FOR IDENTIFICATION PURPOSES ONLY, A BAGGAGE (CLAIM) TAG(S) FOR EACH PIECE OF BAGGAGE SO DELIVERED AND COVERED BY THE BAGGAGE CHECK. ALL CHECKED BAGGAGE MUST BE PROPERLY PACKED IN SUITCASES OR SIMILAR CONTAINERS IN ORDER TO ENSURE SAFE CARRIAGE WITH ORDINARY CARE IN HANDLING. FRAGILE OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES WILL NOT BE ACCEPTED

AS CHECKED BAGGAGE.

(B) MOVEMENT OF BAGGAGE  
CHECKED BAGGAGE WILL BE CARRIED IN THE SAME AIRCRAFT

AS

THE PASSENGER UNLESS SUCH CARRIAGE IS DEEMED  
IMPRACTICAL BY CARRIER IN WHICH EVENT CARRIER WILL

MOVE

THE BAGGAGE IN THE NEXT PRECEDING OR SUBSEQUENT FLIGHT  
ON WHICH SPACE IS AVAILABLE.

INSPECTION BY CARRIER - 72

K (C) INSPECTION BY CARRIER  
CARRIER HAS THE RIGHT, BUT NOT THE OBLIGATION TO

VERIFY

IN THE PRESENCE OF THE PASSENGER THE CONTENTS OF HIS  
BAGGAGE, AND IN THE CASE OF UNACCOMPANIED BAGGAGE, TO  
OPEN AND EXAMINE SUCH BAGGAGE WHETHER OR NOT THE  
PASSENGER IS PRESENT. THE EXISTENCE OR EXERCISE OF  
SUCH RIGHT SHALL NOT BE CONSTRUED AS AN AGREEMENT,  
EXPRESSED OR IMPLIED, BY CARRIER TO CARRY SUCH

CONTENTS

AS WOULD OTHERWISE BE PRECLUDED FROM CARRIAGE.

UNSUITABLE BAGGAGE - 73

K (D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE  
PASSENGER MUST NOT INCLUDE IN HIS/HER BAGGAGE ARTICLES  
WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT, PERSONS, OR  
PROPERTY, WHICH ARE LIKELY TO BE DAMAGED BY AIR  
CARRIAGE OR WHICH ARE UNSUITABLY PACKED, OR THE  
CARRIAGE OF WHICH IS FORBIDDEN BY ANY APPLICABLE LAWS,  
REGULATIONS OR ORDERS OF ANY STATE TO BE FLOWN FROM,

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UNSUITABLE BAGGAGE - 73 (CONT)

INTO, OR OVER. IF THE WEIGHT SIZE OR CHARACTER OF  
BAGGAGE RENDERS IT UNSUITABLE FOR CARRIAGE ON THE  
AIRCRAFT, CARRIER, PRIOR TO OR AT ANY STAGE OF THE  
JOURNEY, WILL REFUSE TO CARRY THE BAGGAGE.  
THE FOLLOWING ARTICLES WILL BE CARRIED AS BAGGAGE ONLY  
WITH THE PRIOR CONSENT OF AND ARRANGEMENT WITH

CARRIER,

IN ACCORDANCE WITH CARRIER'S REGULATIONS:

(1) FIREARMS

(A) FIREARMS WILL BE ACCEPTED ONLY WHEN UNLOADED  
AND SUITABLY PACKED AND WHEN CHECKED FOR  
CARRIAGE IN THE BAGGAGE OR OTHER COMPARTMENT  
OF THE AIRCRAFT NOT ACCESSIBLE TO THE  
PASSENGER.

(B) AT THE TIME OF  
CHECK-IN, FIREARM(S) WILL BE SURRENDERED AND  
THE PASSENGER WILL BE REQUIRED TO MAKE A  
WRITTEN OR VERBAL DECLARATION THAT THE

FIREARM(S) AS SURRENDERED IS SAFE FOR  
TRANSPORTATION.

- (C) WHEN FIREARMS USED FOR SPORT PURPOSES ARE  
CARRIED ON THE AIRCRAFT, ENTRY PERMITS SHALL  
BE IN THE POSSESSION OF THE PASSENGER FOR

THE

COUNTRY OR COUNTRIES OF TRANSIT AND  
DESTINATION.

PERFORMING

EXCEPTION 1: AN AUTHORIZED PERSON

A DUTY ON BOARD AN AIRCRAFT,  
SUCH AS A LAW ENFORCEMENT  
OFFICER OR DIPLOMATIC COURIER,  
MAY BE PERMITTED TO RETAIN  
CUSTODY OF HIS FIREARM AND  
AMMUNITION UPON DULY  
IDENTIFYING HIMSELF AT THE

TIME

OF CHECK-IN.

EXCEPTION 2: NOT USED

- (2) EXPLOSIVES MUNITIONS, CORROSIVES AND ARTICLES  
WHICH ARE EASILY IGNITED.

SMALL ARMS AMMUNITIONS SHALL BE ACCEPTED ONLY FOR  
CARRIAGE IN THE BAGGAGE/CARGO DEPARTMENTS OF THE  
AIRCRAFT AND ONLY WITH PRIOR APPROVAL OF THE  
CARRIER AS FOLLOWS:

- (A) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES  
IN QUANTITIES NOT EXCEEDING 5 KILOGRAMS (11  
LBS.) GROSS WEIGHT PER PASSENGER, SECURELY  
PACKAGED FOR PERSONAL USE, EXCLUDING THOSE  
WITH EXPLOSIVE OR INCENDIARY PROJECTILES.
- (B) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES,  
EXCLUDING THOSE WITH EXPLOSIVE OR INCENDIARY  
PROJECTILES, IN QUANTITIES EXCEEDING 5  
KILOGRAMS (11 LBS.) GROSS WEIGHT BUT NOT

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UNSUITABLE BAGGAGE - 73 (CONT)

EXCEEDING 55 LBS. (25 KGS.) GROSS WEIGHT PER  
PASSENGER FOR PERSONAL USE. WHEN SUCH  
AMMUNITION IS CARRIED, A WRITTEN DECLARATION  
SHALL BE MADE BY THE PASSENGER CONFIRMING  
THAT THE AMMUNITION IS PACKED IN A STRONG  
OUTSIDE CONTAINER MADE OF WOOD, METAL OR  
FIBERBOARD, AND THAT THE AMMUNITION INSIDE  
THE CONTAINER IS PROTECTED AGAINST SHOCK AND  
SECURED AGAINST MOVEMENT. THE DECLARATION  
SHALL ALSO CONFIRM THAT THE PASSENGER IS NOT  
CARRYING MORE THAN A TOTAL OF 55 LBS. (25  
KGS.) GROSS WEIGHT.

- (3) LIQUIDS
- (4) LIVE ANIMALS, INCLUDING  
BIRDS AND REPTILES, OTHER THAN PETS,  
DOGS TRAINED TO LEAD THE BLIND  
AND DOGS TRAINED TO ASSIST THE DEAF.
- (5) PETS  
ACCEPTABILITY  
PETS, INCLUDING DOGS, CATS AND BIRDS, WHEN  
PROPERLY CRATED IN LEAKPROOF CONTAINERS AND  
ACCOMPANIED BY VALID HEALTH AND RABIES

VACCINATION

CERTIFICATES, ENTRY PERMITS AND OTHER DOCUMENTS  
REQUIRED BY COUNTRIES OF ENTRY OR TRANSIT WILL BE  
ACCEPTED FOR CARRIAGE AT THE OWNER'S RISK, AND  
SUBJECT TO REQUIREMENTS OF CARRIER. CARRIER MAY  
LIMIT THE NUMBER AND TYPE OF PETS, REFUSE TO

CARRY

PETS IN ANY ONE AIRCRAFT EITHER IN THE BAGGAGE OR  
CARGO COMPARTMENTS OR IN THE PASSENGER CABIN, OR  
REFUSE TO CARRY PET(S) IF IT REQUIRES ATTENTION

IN

TRANSIT.

- (6) PHOTOFLASH BULBS WHEN APPROPRIATELY MARKED AND  
CONTAINED IN THE ORIGINAL PACKAGE OF THE  
MANUFACTURER.
- (7) RESTRICTED ARTICLES  
COMPRESSED GASSES, FLAMMABLE, NON-FLAMMABLE AND  
POISONOUS; CORROSIVES SUCH AS ACIDS AND WET  
BATTERIES; FLAMMABLE LIQUIDS AND SOLIDS (SUCH AS  
MATCHES, LIGHTER FUELS, RUBBING ALCOHOL);  
OXIDIZING MATERIALS; POISONS, RADIOACTIVE  
MATERIALS; AND OTHER RESTRICTED ARTICLES (SUCH AS  
MATERIALS, OFFENSIVE OR IRRITATING MATERIALS)
- (8) NOT USED
- (9) NOT USED

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FREE BAGGAGE ALLOWANCE - 74

K (E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN  
CHILDREN

- (1) NOT USED
- (2) NOT USED
- (3) COMBINED SERVICES
  - (A) FOR THROUGH JOURNEYS WHERE THE PASSENGER  
TRAVELS PARTLY ON FIRST CLASS SERVICES, AND  
PARTLY ON BUSINESS/TOURIST/COACH/ECONOMY OR  
THRIFT CLASS SERVICES, THE FREE BAGGAGE  
ALLOWANCE FOR EACH PORTION OF THE TRIP SHALL  
BE THAT APPLICABLE TO THE CLASS OF SERVICE  
FOR WHICH THE FARE IS PAID.

CLASS (B) WHEN A PASSENGER WHO HAS PAID THE FIRST  
FARE TRAVELS ON BUSINESS/TOURIST/COACH/  
ECONOMY OR THRIFT CLASS SERVICE, THE FREE  
BAGGAGE ALLOWANCE WILL BE THAT APPLICABLE TO  
THE FIRST CLASS SERVICE.

(4) HAND CARRIED BAGGAGE  
IN ADDITION TO THE FREE BAGGAGE ALLOWANCES  
PROVIDED HEREIN, EACH PASSENGER MAY CARRY,  
WITHOUT  
ADDITIONAL CHARGES, THE FOLLOWING ARTICLES OF  
BAGGAGE ONLY WHEN RETAINED IN THE PASSENGER'S  
CUSTODY; EXCEPT THAT ITEMS LISTED IN PARAGRAPH  
(E)(4)(G) AND (H) MAY BE CARRIED IN THE PASSENGER  
OR CARGO COMPARTMENT OF THE AIRCRAFT:

(A) A HANDBAG, POCKETBOOK OR PURSE WHICH IS  
APPROPRIATE TO NORMAL TRAVELING DRESS AND  
WHICH IS NOT BEING USED AS A CONTAINER FOR  
THE TRANSPORTATION OF ARTICLES REGARDED AS  
BAGGAGE;

(B) AN OVERCOAT, WRAP OR BLANKET;

(C) AN UMBRELLA OR WALKING STICK;

(D) A SMALL CAMERA AND A PAIR OF BINOCULARS;

(E) A REASONABLE AMOUNT OF READING MATTER FOR  
THE  
FLIGHT;

(F) INFANT'S FOOD FOR CONSUMPTION IN FLIGHT;

(G) INFANT'S CARRYING BASKET OR BASSINET;

(H) A FULLY COLLAPSIBLE INVALID'S WHEEL CHAIR  
AND/OR A PAIR OF CRUTCHES AND/OR BRACES OR  
OTHER PROSTHETIC DEVICE FOR THE PASSENGER'S  
USE, PROVIDED THAT THE PASSENGER IS  
DEPENDENT  
UPON THEM.

(I) ANY OTHER ARTICLES, INCLUDING OVERNIGHT  
BAGS,  
BRIEF CASES, TYPEWRITER, PERSONAL RADIOS,  
VANITY OR COSMETIC CASES, HAT BOXES, LARGE  
CAMERAS AND READING MATTER WHICH CANNOT  
REASONABLY BE READ DURING THE FLIGHT WILL  
NOT  
BE CARRIED FREE UNLESS THEY ARE INCLUDED IN  
THE FREE BAGGAGE ALLOWANCE.

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FREE BAGGAGE ALLOWANCE - 74 (CONT)  
EXCEPTION 1: (APPLICABLE TO/FROM CANADA  
ONLY) ANY OTHER ARTICLES  
SHALL

ADDITION NOT BE CARRIED FREE IN  
TO THE FREE ALLOWANCE AND  
CARRIERS SHALL LIMIT THE  
ACCEPTANCE OF SUCH OTHER  
ARTICLES FOR CARRIAGE IN THE  
PASSENGER CABIN TO CONFORM  
WITH SECURITY REGULATIONS AND/OR  
INTERLINE LIMITATIONS.  
EXCEPTION 2: NOT USED  
(J) NOT USED  
(5) DOGS ACCOMPANYING PASSENGERS  
A DOG TRAINED TO LEAD THE BLIND WILL BE CARRIED  
FREE OF CHARGE IN ADDITION TO THE NORMAL FREE  
BAGGAGE ALLOWANCE PROVIDED THAT SUCH A DOG  
ACCOMPANIES A PASSENGER WITH IMPAIRED VISION  
DEPENDENT UPON IT, AND IS PROPERLY HARNESSSED AND  
MUZZLED, AND DOES NOT  
OCCUPY A SEAT. HOWEVER, SUCH DOGS WILL NOT BE  
CARRIED UNLESS PROPER PERMITS ARE OBTAINED FOR  
ENTRY INTO THE COUNTRY OR TERRITORY OF  
DESTINATION AND COUNTRIES OR TERRITORIES OF TRANSIT, WHERE  
SUCH PERMITS ARE REQUIRED AND ONLY IF THE  
EVIDENCE OF POSSESSION OF SUCH PERMITS ARE PRESENTED PRIOR  
TO RESERVATIONS BEING MADE. IF ANY COUNTRY OR  
TERRITORY ON THE ROUTE PROHIBITS THE ENTRY OF  
DOGS, CARRIAGE WILL BE REFUSED. UNDER CERTAIN  
OPERATING CONDITIONS SUCH AS LONG NON-STOP  
FLIGHTS OR ON CERTAIN TYPES OF AIRCRAFT IT IS IMPRACTICAL  
TO CARRY A DOG IN THE PASSENGER COMPARTMENTS AND  
UNDER SUCH CONDITIONS CARRIAGE WILL BE REFUSED.  
CARRIER WILL NOT BE RESPONSIBLE IN THE EVENT ANY  
SUCH DOG IS REFUSED ENTRY INTO OR PASSAGE THROUGH  
ANY COUNTRY OR TERRITORY. THE OWNER ASSUMES ALL  
RISK OF INJURY TO OR SICKNESS OR DEATH OF SUCH  
ANIMAL.  
(6) NOT USED  
(7) BICYCLES  
THE WEIGHT OF BICYCLES WILL NOT BE INCLUDED IN  
THE FREE BAGGAGE ALLOWANCE OF THE PASSENGER  
AND WILL BE ASSESSED THE APPLICABLE EXCESS  
BAGGAGE WEIGHT CHARGE.  
(8) FREE BAGGAGE ALLOWANCE FOR INVOLUNTARILY REROUTED  
PASSENGERS  
INVOLUNTARILY REROUTED PASSENGERS WILL RECEIVE  
THE FREE BAGGAGE ALLOWANCE APPLICABLE TO THE CLASS OF  
SERVICE FOR WHICH TICKETS WERE ORIGINALLY ISSUED,  
REGARDLESS OF WHETHER SUCH PASSENGERS ARE

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FREE BAGGAGE ALLOWANCE - 74 (CONT)

SUBSEQUENTLY TRANSFERRED TO A DIFFERENT CLASS OF SERVICE.

- (F) NOT USED
- (G) COMBINATION OF FREE BAGGAGE ALLOWANCES WHERE TWO OR MORE PASSENGERS TRAVELLING AS ONE PARTY

TO

A COMMON DESTINATION OR POINT OF STOPOVER BY THE SAME FLIGHT, PRESENT THEMSELVES AND THEIR BAGGAGE FOR TRAVELING AT THE SAME TIME AND PLACE, THEY SHALL BE PERMITTED A TOTAL FREE BAGGAGE ALLOWANCE EQUAL TO THE COMBINATION OF THEIR INDIVIDUAL FREE BAGGAGE ALLOWANCES.

BAGGAGE RESTRICTIONS - 75

K (H) EXCESS WEIGHT CHARGES

- (1) NOT USED
- (2) NOT USED
- (3) THE SPECIAL ITEMS SPECIFIED BELOW BE ACCEPTED FOR TRANSPORTATION SUBJECT TO THE FOLLOWING CONDITIONS:

(A) SNOW SKIING EQUIPMENT

ONE SET PER PASSENGER OF SNOW SKIING EQUIPMENT CONSISTING OF ONE PAIR EACH OF SKIS, SKI BINDINGS, SKI POLES AND ONE PAIR

OF

BOOTS, WHEN NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, SHALL BE ASSESSED A CHARGE EQUAL TO THE APPLICABLE EXCESS WEIGHT CHARGE FOR:

BETWEEN POINTS IN:	AND POINTS IN:	CHARGE BASED ON NUMBER OF KGS (LBS) LISTED BELOW:
-----------------------	-------------------	--

ALASKA, CONTINENTAL U.S.A., CANADA, HAWAII AND MEXICO	THE BAHAMAS, BERMUDA, CARIBBEAN AREA, VENEZUELA, GUYANA, SURINAM AND FRENCH GUIANA	4 KGS (8.8 LBS)
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CANADA AND MEXICO THE AREA COMPRISING THE BAHAMAS, BERMUDA, CARIBBEAN AREA, PUERTO RICO, VIRGIN ISLANDS, VENEZUELA, GUYANA, SURINAM AND	PUERTO RICO AND VIRGIN ISLANDS --	4 KGS (8.8 LBS) 4 KGS (8.8 LBS)
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FRENCH GUIANA

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BAGGAGE RESTRICTIONS - 75 (CONT)

ALASKA, CENTRAL AMERICA 4 KGS (8.8 LBS)  
CONTINENTAL AND COLOMBIA  
U.S.A., CANADA,  
HAWAII,  
PUERTO RICO AND  
VIRGIN ISLANDS  
THE AREA -- 4 KGS (8.8 LBS)

COMPRISING  
CENTRAL AMERICA  
AND COLOMBIA

ALASKA, SOUTH AMERICA 2 KGS (4.4 LBS)  
CONTINENTAL EXCLUDING POINTS  
U.S.A., CANADA, IN VENEZUELA,  
HAWAII, MEXICO, GUYANA, SURINAM AND  
BAHAMAS, FRENCH GUIANA  
BERMUDA,  
CARIBBEAN AREA,  
PUERTO RICO AND  
VIRGIN ISLANDS

AREA NO. 1 AREA NO. 2 AND/OR 2 KGS (4.4 LBS)  
AREA NO. 3

HOWEVER, IF THE SET OF SNOW SKIING EQUIPMENT  
IS INCLUDED IN THE FREE BAGGAGE ALLOWANCE,  
THE EXCESS WEIGHT, IF ANY, SHALL BE ASSESSED  
AT THE CHARGES SPECIFIED HEREIN OR THE

NORMAL

EXCESS WEIGHT CHARGES SPECIFIED IN PARAGRAPH  
(H) ABOVE, WHICHEVER IS LOWER.

(B) FOR GOLFING EQUIPMENT

(I) ONE SET PER PASSENGER OF GOLFING  
EQUIPMENT CONSISTING OF ONE GOLF BAG  
(CONTAINING GOLF CLUBS) AND ONE PAIR OF  
GOLF SHOES, WHEN NOT INCLUDED IN THE  
FREE BAGGAGE ALLOWANCE AS SPECIFIED IN  
PARAGRAPH (E) ABOVE, SHALL BE ASSESSED

A

CHARGE EQUAL TO THE APPLICABLE EXCESS  
WEIGHT CHARGE FOR 4 KGS. (8.8) LBS.) OF  
EXCESS BAGGAGE, CALCULATED IN

ACCORDANCE

WITH THE PROVISIONS STATED ABOVE.

THESE

PROVISIONS SHALL APPLY ONLY BETWEEN THE  
POINTS LISTED BELOW:

BETWEEN AND  
POINTS POINTS

IN:  
ALASKA,  
CONTINENTAL  
U.S.A.,  
CANADA,  
HAWAII  
AND MEXICO

IN:  
THE BAHAMAS,  
BERMUDA,  
CARIBBEAN AREA,  
VENEZUELA,  
GUYANA, SURINAM  
AND FRENCH

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BAGGAGE RESTRICTIONS - 75 (CONT)

CANADA  
AND  
MEXICO  
THE AREA  
COMPRISING  
THE BAHAMAS,  
BERMUDA,  
CARIBBEAN AREA,  
PUERTO RICO,  
VIRGIN ISLANDS,  
VENEZUELA,  
GUYANA, SURINAM  
AND FRENCH  
GUIANA  
ALASKA,  
CONTINENTAL  
U.S.A.,  
CANADA,  
HAWAII,  
MEXICO, PUERTO  
RICO AND THE  
VIRGIN ISLANDS  
THE AREA  
COMPRISING  
CENTRAL AMERICA  
AND COLOMBIA

GUIANA  
PUERTO RICO  
AND VIRGIN  
ISLANDS  
--

CENTRAL AMERICA  
AND COLOMBIA

--

HOWEVER, IF THE SET OF GOLFING

EQUIPMENT

IS INCLUDED IN THE FREE BAGGAGE  
ALLOWANCE, THE EXCESS WEIGHT, IF ANY,  
SHALL BE ASSESSED AT CHARGES SPECIFIED  
HEREIN OR THE NORMAL EXCESS WEIGHT  
CHARGES SPECIFIED IN PARAGRAPH (H)  
ABOVE, WHICHEVER IS LOWER.

(II) ONE SET PER PASSENGER OF GOLFING  
EQUIPMENT AS DESCRIBED IN (I) ABOVE AND  
WEIGHING NOT MORE THAN 15 KGS. (33

LBS.)

WHEN NOT INCLUDED IN THE FREE BAGGAGE

ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, SHALL BE ASSESSED A CHARGE EQUAL TO THE APPLICABLE EX WEIGHT CHARGE FOR

4

KGS. (8.8 LBS.) OF EXCESS BAGGAGE CALCULATED IN ACCORDANCE WITH THE PROVISIONS STATED ABOVE. ANY WEIGHT OF THE GOLFING EQUIPMENT IN EXCESS OF THE 15 KGS. (33 LBS.) SHALL BE ASSESSED THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED IN PARAGRAPH (H) ABOVE, PROVISIONS

SHALL

APPLY ONLY BETWEEN THE POINTS LISTED

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BAGGAGE RESTRICTIONS - 75 (CONT)

BELOW:

BETWEEN AND  
POINTS POINTS  
IN: IN:  
ALASKA, SOUTH AMERICA  
CONTINENTAL EXCLUDING  
U.S.A., CANADA, POINTS IN  
HAWAII, MEXICO, VENEZUELA,  
BAHAMAS, BERMUDA, GUYANA, SURINAM  
CARIBBEAN AREA, AND FRENCH GUIANA  
PUERTO RICO AND  
THE VIRGIN ISLANDS  
AREA NO. 1 AREA NO. 2 AND/  
OR AREA NO. 3

HOWEVER, IF THE SET OF GOLFING

EQUIPMENT

IS INCLUDED IN THE FREE BAGGAGE ALLOWANCE, THE EXCESS WEIGHT, IF ANY, SHALL BE ASSESSED AT CHARGES SPECIFIED HEREIN OR THE NORMAL EXCESS WEIGHT CHARGED SPECIFIED IN PARAGRAPH (H) ABOVE, WHICHEVER IS LOWER.

- (C) FOR SKIN DIVING EQUIPMENT
- (I) ONE SET PER PASSENGER OF SKIN DIVING EQUIPMENT WEIGHING NOT MORE THAN 25

KGS.

(55 LBS. AND CONSISTING OF NOT MORE

THAN

ONE EACH: EMPTY SCUBA TANK, AIR SUPPLY REGULATOR, PRESSURE GAUGE, TANK

HARNESS,

FACE MASK, PAIR OF DIVING FINS,

SNORKEL,

KNIFE, SPEARGUN, AIR PISTOL AND SAFETY

WHEN

VEST ALL SECURELY PACKED IN ONE BAG

NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, WILL BE ASSESSED THE CHARGES LISTED BELOW. ANY WEIGHT OF THE SKIN DIVING EQUIPMENT IN EXCESS OF THE 25 KGS. (55 LBS.) SHALL BE ASSESSED THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED IN PARAGRAPH (H) ABOVE.

(II) ONE SET PER PASSENGER OF SKIN DIVING EQUIPMENT CONSISTING OF NOT MORE THAN ONE EACH: EMPTY SCUBA TANK, AIR SUPPLY REGULATOR, PRESSURE GAUGE, TANK

HARNESS,

FACE MASK, PAIR OF DIVING FINS,

SNORKEL,

KNIFE, SPEARGUN, AIR PISTOL AND SAFETY VEST ALL SECURELY PACKED IN ONE BAG

WHEN

NOT INCLUDED IN THE FREE BAGGAGE ALLOWANCE AS SPECIFIED IN PARAGRAPH (E) ABOVE, WILL BE ASSESSED THE CHARGE

EQUAL

TO THE APPLICABLE EXCESS OF 4 KGS. (8.8

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BAGGAGE RESTRICTIONS - 75 (CONT)

LBS.) OF EXCESS BAGGAGE CALCULATED IN ACCORDANCE WITH THE PROVISIONS STATED ABOVE. THESE PROVISIONS SHALL APPLY ONLY BETWEEN THE POINTS LISTED BELOW:

BETWEEN	AND
POINTS	POINTS
IN:	IN:
ALASKA,	THE BAHAMAS,
CONTINENTAL,	BERMUDA,
U.S.A., CANADA,	CARIBBEAN AREA,
HAWAII AND	VENEZUELA,
MEXICO	GUYANA, SURINAM
	AND FRENCH GUIANA
CANADA AND	PUERTO RICO AND
MEXICO	VIRGIN ISLANDS.
THE AREA	--
COMPRISING	
THE BAHAMAS,	
BERMUDA,	
CARIBBEAN AREA,	
PUERTO RICO,	
VIRGIN ISLANDS,	

VENEZUELA,  
GUYANA, SURINAM  
AND FRENCH GUIANA.  
ALASKA,  
CONTINENTAL  
U.S.A., CANADA,  
HAWAII, MEXICO,  
PUERTO RICO  
AND THE  
VIRGIN ISLANDS.

CENTRAL AMERICA  
AND COLOMBIA

CENTRAL AMERICA            CENTRAL AMERICA  
HOWEVER, IF THE SET OF DIVING EQUIPMENT  
IS INCLUDED IN THE FREE BAGGAGE  
ALLOWANCE, THE EXCESS WEIGHT, IF ANY,  
SHALL BE ASSESSED AT CHARGES SPECIFIED  
HEREIN OR THE NORMAL EXCESS WEIGHT  
CHARGED SPECIFIED IN PARAGRAPH (H)  
ABOVE, WHICHEVER IS LOWER.

THE CHARGES SPECIFIED IN PARAGRAPH (H)(3)  
ABOVE SHALL APPLY TO ONE SET PER PASSENGER

OF

ONLY ONE OF THE THREE TYPES OF SPORTING  
EQUIPMENT DESCRIBED THEREIN. ANY ADDITIONAL  
SETS OF SPORTING EQUIPMENT SHALL BE ASSESSED  
THE NORMAL EXCESS WEIGHT CHARGES SPECIFIED

IN

PARAGRAPH (H) ABOVE.

(D) FOR BAGGAGE RETAINED IN THE PASSENGER'S  
CUSTODY OTHER THAN ARTICLES LISTED IN (E)(4)

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BAGGAGE RESTRICTIONS - 75 (CONT)

ABOVE:

EACH PASSENGER MAY CARRY ON BOARD THE  
AIRCRAFT BAGGAGE OF SUCH BULKY OR FRAGILE  
NATURE AS TO REQUIRE THE BLOCKING OUT OR USE  
OF A SEAT OR SEATS, SUBJECT TO A MAXIMUM  
WEIGHT OF 75 KGS. (163 LBS.) PER SEAT  
PROVIDED THAT THE WEIGHT OF SUCH BAGGAGE SO  
CARRIED SHALL NOT BE INCLUDED IN DETERMINING  
THE PASSENGER'S FREE BAGGAGE ALLOWANCE NOR  
HIS EXCESS WEIGHT CHARGES.

THE CHARGE FOR THE BAGGAGE SO CARRIED PER  
SEAT SHALL BE COMPUTED AT THE RATE PER  
KILOGRAM (2.2 POUNDS) OF 1 PER CENT OF THE  
ALL-YEAR ADULT ONE-WAY FIRST CLASS JET  
AIRCRAFT FARE SUBJECT TO A MINIMUM CHARGE  
EQUAL TO THE APPLICABLE ONE-WAY FULL ADULT  
FARE FOR THE CLASS OF SERVICE USED BY THE  
PASSENGER BETWEEN THE POINTS BETWEEN WHICH

BAGGAGE IS TO BE TRANSPORTED.

(I) COLLECTION OF EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE CHARGES

AT THE PASSENGER'S OPTION, EXCESS WEIGHT, OVERSIZE AND/OR ADDITIONAL PIECE CHARGES WILL BE PAYABLE EITHER AT THE POINT OF ORIGIN FOR THE ENTIRE JOURNEY TO FINAL DESTINATION, OR AT THE POINT OF ORIGIN TO THE POINT OF STOPOVER, IN WHICH EVENT, WHEN CARRIAGE IS RESUMED, CHARGES WILL BE PAYABLE FROM THE POINT OF STOPOVER TO THE NEXT POINT OR DESTINATION, WHEN ON A JOURNEY FOR WHICH A THROUGH EXCESS BAGGAGE TICKET HAS BEEN ISSUED THERE IS AN INCREASE IN THE AMOUNT OF EXCESS BAGGAGE CARRIED, CARRIER WILL ISSUE A SEPARATE EXCESS BAGGAGE TICKET FOR SUCH INCREASE AND COLLECT CHARGES TO DESTINATION OR A STOPOVER POINT AS THE CASE MAY BE.

BAGGAGE VALUE - 76

K (J) EXCESS VALUE CHARGES

EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (K) BELOW, A PASSENGER MAY DECLARE A VALUE IN EXCESS OF USD 20.00, CAD 20.00 (250 FRENCH GOLD FRANCS) OR ITS EQUIVALENT PER KILOGRAM IN THE CASE OF CHECKED BAGGAGE, AND USD 400.00, CAD 400.00 (5,000 FRENCH GOLD FRANCS) OR ITS EQUIVALENT PER PASSENGER IN THE CASE OF UNCHECKED BAGGAGE OR OTHER PROPERTY, WHEN SUCH DECLARATIONS ARE MADE, CHARGES FOR VALUE IN EXCESS OF THE AMOUNTS SPECIFIED ABOVE WILL BE ASSESSED BY EACH CARRIER PARTICIPATING IN THE CARRIAGE AT THE RATE OF USD 0.15/CAD 0.15 PER EACH USD 100.00 OR FRACTION THEREOF. EXCESS BAGGAGE CHARGE WILL APPLY TO ALL THOSE

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BAGGAGE VALUE - 76 (CONT)

PIECES OF BAGGAGE WEIGHING MORE THAN 23 KGS. THE MAXIMUM WEIGHT ACCEPTED PER PIECE IS 32 KGS. TO THOSE PIECES EXCEEDING 23 KG WITHOUT EXCEEDING 32 KG, AN OVERWEIGHT CHARGE OF 50 EUROS WILL APPLY, WHEN THE TRAVEL ORIGIN IS EUROPE; AN OVERWEIGHT CHARGE OF 50 USD WILL APPLY, WHEN THE TRAVEL ORIGIN IS AMERICA, AFRICA, AND MIDDLE EAST.

THE EXCESS BAGGAGE RATE SHALL BE CHARGED AT 150 EUR PER ITEM - EXCEPTING GOVERNMENT ORDERS: - TO/FROM CHILE: 1% OF \*Y\* TARIFF. FOR ORIGIN AMERICA, AFRICA AND MIDDLE EAST THE EXCESS BAGGAGE RATE WILL BE OF 150 USD.

(K) VALUATION LIMIT OF BAGGAGE

NO BAGGAGE OF ANY ONE PASSENGER HAVING A DECLARED

VALUE

IN EXCESS OF THE AMOUNTS SHOWN BELOW WILL BE ACCEPTED FOR CARRIAGE UNLESS SPECIAL ARRANGEMENT THEREFOR HAS BEEN MADE IN ADVANCE BETWEEN THE PASSENGER AND THE

CARRIERS CONCERNED:

CARRIER(S)	VALUATION LIMIT	
	USD	CAD
LY/MS	5,000	5,000
ALL OTHER	2,500	2,500

PARTICIPATING CARRIERS

- (L) COLLECTION OF EXCESS VALUE CHARGES EXCEPT AS OTHERWISE PROVIDED IN CARRIER'S REGULATIONS, EXCESS VALUE CHARGES WILL BE PAYABLE AT THE POINT OF ORIGIN FOR THE ENTIRE JOURNEY TO FINAL DESTINATION; PROVIDED THAT, IF A STOPOVER EN ROUTE, A PASSENGER DECLARES A HIGHER EXCESS VALUE THAN THAT ORIGINALLY DECLARED, ADDITIONAL VALUE CHARGES FOR THE INCREASED VALUE FROM THE STOPOVER AT WHICH THE HIGHER EXCESS VALUE WAS DECLARED TO FINAL DESTINATION WILL BE PAYABLE.

BAGGAGE RESTRICTIONS - 77

- K (M) PAYMENT OF CHARGES  
CARRIER WILL NOT BE OBLIGATED TO CARRY BAGGAGE UNTIL THE PASSENGER HAS PAID ALL APPLICABLE CHARGES OR HAS COMPLIED WITH CREDIT ARRANGEMENTS ESTABLISHED BY CARRIER.
- (N) EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE AND VALUE CHARGES ON REROUTINGS OR CANCELLATIONS WHEN A PASSENGER IS REROUTED OR HIS CARRIAGE

CANCELLED,  
PAYMENT

THE PROVISIONS WHICH GOVERN WITH RESPECT TO THE OF ADDITIONAL FARES OR THE REFUNDING OF FARES SHALL LIKEWISE GOVERN THE PAYMENT OR THE REFUNDING OF EXCESS WEIGHT CHARGES AND THE PAYMENT OF EXCESS VALUE

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BAGGAGE RESTRICTIONS - 77 (CONT)

CHARGES, BUT NO REFUND OF VALUE CHARGES WILL BE MADE WHEN A PORTION OF THE CARRIAGE HAS BEEN COMPLETED.

CHECKED BAGGAGE - 78

- K (O) CHECKING OF BAGGAGE BY CARRIER  
EXCEPT AS OTHERWISE PROVIDED IN THIS RULE, EACH PARTICIPATING CARRIER WILL, UPON PRESENTATION BY A FARE-PAYING PASSENGER OF A VALID TICKET COVERING TRANSPORTATION OVER THE LINES OF SUCH CARRIER, OR OVER THE LINES OF SUCH CARRIER AND ONE OR MORE OTHER PARTICIPATING CARRIERS, CHECK PERSONAL PROPERTY WHICH IS TENDERED BY THE PASSENGER FOR TRANSPORTATION AS BAGGAGE, WHEN TENDERED AT THE CITY OR AIRPORT OFFICE DESIGNATED BY THE CARRIER, AND WITHIN THE TIMES PRESCRIBED BY SUCH CARRIER, BUT NO PARTICIPATING CARRIER WILL CHECK PROPERTY SO TENDERED:

- (1) BEYOND THE DESTINATION, OR NOT ON THE ROUTING, DESIGNATED ON SUCH TICKET;
- (2) BEYOND A POINT OF STOPOVER;
- (3) BEYOND A POINT OF TRANSFER TO ANY OTHER CARRIER, IF THE PASSENGER HAS DECLARED A VALUATION IN EXCESS OF THE AMOUNTS SPECIFIED IN PARAGRAPH (K) OF THIS RULE EXCEPT BETWEEN POINTS WHERE THROUGH INTERLINE SERVICE IS PROVIDED WITHOUT CHANGE OF AIRCRAFT BY TWO OR MORE PARTICIPATING CARRIERS;
- (4) BEYOND A POINT BEYOND WHICH THE PASSENGER HOLDS

NO

RESERVATION;

- (5) BEYOND A POINT AT WHICH THE PASSENGER IS TO TRANSFER TO A CONNECTING FLIGHT, AND SUCH FLIGHT IS SCHEDULED TO DEPART FROM A DIFFERENT AIRPORT THAN THAT AT WHICH THE PASSENGER IS SCHEDULED TO ARRIVE AT SUCH POINT;
- (6) BEYOND A POINT AT WHICH THE PASSENGER DESIRES TO RESUME POSSESSION OF SUCH PROPERTY OR ANY PORTION THEREOF;
- (7) BEYOND A POINT BEYOND WHICH ALL APPLICABLE

CHARGES

HAVE NOT BEEN PAID; AND

- (8) (APPLICABLE ONLY FOR THROUGH TRANSPORTATION) TO A POINT TO WHICH THE PASSENGER HOLDS NO

RESERVATION,

UNLESS THE PASSENGER'S NAME OR INITIALS ARE ON

THE

OUTSIDE OF SUCH BAGGAGE.

- (P) DELIVERY OF CHECKED BAGGAGE BY CARRIER

- (1) CHECKED BAGGAGE WILL BE DELIVERED TO THE BEARER

OF

THE BAGGAGE CHECK UPON PAYMENT OF ALL UNPAID SUMS DUE CARRIER UNDER CONTRACT OF CARRIAGE AND UPON RETURN TO CARRIER OF THE BAGGAGE (CLAIM) TAG(S) ISSUED IN CONNECTION WITH SUCH BAGGAGE. CARRIER IS UNDER NO OBLIGATION TO ASCERTAIN THAT THE

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CHECKED BAGGAGE - 78 (CONT)

BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S) IS ENTITLED TO DELIVERY OF THE BAGGAGE AND CARRIER IS NOT LIABLE FOR ANY LOSS, DAMAGE OR EXPENSE ARISING OUT OF OR IN CONNECTION WITH SUCH DELIVERY OF THE BAGGAGE. EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (3) HEREIN, DELIVERY WILL

BE

MADE AT THE DESTINATION SHOWN ON THE BAGGAGE CHECK.

- (2) IF THE PROVISIONS OF PARAGRAPH (1) ABOVE, ARE NOT

COMPLIED WITH BY A PERSON CLAIMING THE BAGGAGE,  
 CARRIER WILL DELIVER THE BAGGAGE ONLY ON  
 CONDITION  
 THAT SUCH PERSON ESTABLISHES TO CARRIER'S  
 SATISFACTION HIS RIGHTS THERETO, AND IF REQUIRED  
 BY CARRIER, SUCH PERSON SHALL FURNISH ADEQUATE  
 SECURITY TO INDEMNIFY CARRIER FOR ANY LOSS,  
 DAMAGE  
 OR EXPENSE WHICH MAY BE INCURRED BY CARRIER AS A  
 RESULT OF SUCH DELIVERY;  
 (3) AT THE REQUEST OF THE BEARER OF THE BAGGAGE CHECK  
 AND BAGGAGE (CLAIM) TAG(S), CHECKED BAGGAGE WILL  
 BE DELIVERED AT THE PLACE OF DEPARTURE OR AN  
 INTERMEDIATE STOPPING PLACE UPON THE SAME  
 CONDITION PROVIDED FOR IN PARAGRAPH (1) HEREIN,  
 UNLESS PRECLUDED BY GOVERNMENT REGULATIONS, OR  
 UNLESS TIME AND CIRCUMSTANCES DO NOT PERMIT. IN  
 DELIVERING BAGGAGE AT THE PLACE OF DEPARTURE OR  
 AT  
 ANY INTERMEDIATE STOPPING PLACE, CARRIER SHALL BE  
 UNDER NO OBLIGATION TO REFUND ANY CHARGES PAID.  
 (4) ACCEPTANCE OF BAGGAGE BY THE BEARER OF THE  
 BAGGAGE  
 CHECK AND BAGGAGE (CLAIM) TAG(S) WITHOUT WRITTEN  
 COMPLAINT AT THE TIME OF DELIVERY IS PRESUMPTIVE  
 EVIDENCE THAT THE BAGGAGE HAS BEEN DELIVERED IN  
 GOOD CONDITION AND IN ACCORDANCE WITH THE  
 CONTRACT  
 OF CARRIAGE.  
 FREE BAGGAGE ALLOWANCE - 79  
 K (Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES  
 BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE  
 U.S.A. ;  
 THE MAXIMUM WEIGHT OF ONE PIECE OF BAGGAGE  
 MUST NOT EXCEED 70 LBS. (32 KGS.)  
 FOR TECHNICAL REASONS. EXCEPTIONS: WHEELCHAIR,  
 ANIMAL, MUSICAL INSTRUMENT, TV CAMERAS AND SPORTS  
 EQUIPMENT WHICH CAN NOT BE DIVIDED INTO SEVERAL  
 PIECES.  
 SUBJECT TO THE PROVISIONS OF PARAGRAPHS (E)(3),  
 (E)(4),  
 (E)(5) AND (E)(8) OF THIS RULE, THE FREE BAGGAGE  
 ALLOWANCE AND EXCESS BAGGAGE CHARGES WILL BE:  
 (1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN  
 CHILDREN

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 FREE BAGGAGE ALLOWANCE - 79 (CONT)  
 (A) PREFERENCE CLASS SERVICE

PIECES

THE FREE BAGGAGE ALLOWANCE WILL BE TWO

NOT

OF BAGGAGE OF WHICH THE SUM OF THE GREATEST  
OUTSIDE LINEAR DIMENSION OF EACH BAG DOES

EXCEED 62 INCHES, AND PROVIDED:

(I) THE WEIGHT OF EACH BAG  
DOES NOT EXCEED 70 LBS. (32 KGS.) (RJ  
WILL NOT ACCEPT ANY PIECE EXCEEDING 70  
LBS (32 KGS.).

(II) NOT USED

(III) NOT USED

(IV) NOT USED

(V) NOT USED

(AA) NOT USED

(BB) NOT USED

(B) ECONOMY/EXECUTIVE/TOURIST/COACH/THRIFT/  
HOLIDAY

CLASS SERVICE ON ALL CARRIERS,  
WHICH IS ECONOMY CLASS ONLY.

(I) TWO PIECES OF BAGGAGE (MEASURED  
TOGETHER) OF WHICH THE SUM OF THE  
GREATEST OUTSIDE LINEAR DIMENSIONS DOES  
NOT EXCEED 106 INCHES  
PROVIDED THAT THE OUTSIDE LINEAR  
DIMENSIONS OF EACH BAG DOES NOT EXCEED  
62 INCHES, AND PROVIDED:

EXCEPTION 1: NOT USED

EXCEPTION 2: TWO PIECES OF BAGGAGE  
(MEASURED TOGETHER) OF  
WHICH THE SUM OF THE  
GREATEST OUTSIDE LINEAR  
DIMENSIONS DOES NOT

EXCEED

117 INCHES PROVIDED THAT  
THE OUTSIDE LINEAR  
DIMENSIONS OF EACH BAG  
DOES NOT EXCEED 66 INCHES  
AND

PROVIDED THE WEIGHT OF  
EACH BAG DOES NOT EXCEED  
70 LBS. (32KGS); OR (50  
LBS. (23 KGS).

EXCEPTION 3: NOT USED

EXCEPTION 4: NOT USED

EXCEPTION 5: NOT USED

(II) THE WEIGHT  
OF EACH BAG DOES

NOT

EXCEED 70 LBS./32  
KGS.

NO BAGS OVER 70 LBS

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

WILL BE ACCEPTED.

A

CHARGE OF USD 25.00  
WILL BE ASSESSED

FOR

EACH BAG EXCEEDING  
50 LBS BUT NOT MORE  
THAN 70 LBS.

- (AA) NOT USED
- (BB) NOT USED
- (CC) CARRIER WILL  
ACCEPT OVERSIZED  
/OVERWEIGHT  
ARTICLES AS EXCESS  
BAGGAGE, ONLY AS  
SUBJECT TO ADVANCE  
ARRANGEMENTS BEING  
MADE WITH THE  
CARRIER.

- (III) ONE OR MORE ADDITIONAL PIECES  
(MEASURED TOGETHER IF  
MORE THAN ONE PIECE) OF WHICH THE SUM

OF

THE GREATEST OUTSIDE LINEAR DIMENSIONS  
DOES NOT EXCEED 45 INCHES (115 CMS.),  
EXCEPT WHERE ACTUAL UNDERSEAT SPACE  
FACILITIES REQUIRE A BAG OF LESSER

SIZE.

SUCH ADDITIONAL PIECE(S) MUST BE

CARRIED

ON BOARD THE AIRCRAFT BY THE PASSENGER.

- (C) NOT USED
- (D) OTHER SPECIAL PIECES OF BAGGAGE
  - (I) IN LIEU OF PIECES OF BAGGAGE PROVIDED  
FOR IN PARAGRAPH (A) OR (B) ABOVE, ANY  
ARTICLE LISTED BELOW, REGARDLESS OF THE  
ACTUAL DIMENSIONS WILL BE CONSIDERED TO  
BE A PIECE OF BAGGAGE WHOSE OUTSIDE  
LINEAR DIMENSIONS ARE 62 IN.(158 CM):,  
WILL BE ACCEPTED.

EXCEPTION 1: IN LIEU OF  
THE PIECES OF BAGGAGE  
PROVIDED FOR IN PARAGRAPH  
(A) OR (B) ABOVE, ANY  
ARTICLES LISTED BELOW,  
REGARDLESS OF THE ACTUAL  
DIMENSIONS WILL BE  
CONSIDERED TO BE A PIECE  
OF BAGGAGE WHOSE OUTSIDE

LINEAR DIMENSIONS ARE 53  
INCHES:  
(AA) ONE SLEEPING BAG OR  
BEDROLL;  
(BB) ONE

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

ONE	(CC)	RUCKSACK/KNAPSACK/ BACKPACK; ONE PAIR OF SNOW SKIS WITH ONE PAIR OF SKI POLES AND
	(DD)	PAIR OF SKI BOOTS; ONE GOLF BAG CONTAINING GOLF CLUBS AND ONE PAIR OF GOLF SHOES;
	(EE)	ONE DUFFEL-TYPE BAG OR B-4-TYPE BAG AND
	(FF)	ONE PACKED BICYCLE (SINGLE SEAT
TOURING		OR RACING BICYCLE, NON-MOTORIZED) PROVIDED THAT THE HANDLEBARS ARE
FIXED		SIDEWAYS AND THE PEDALS ARE REMOVED.
	(GG)	ONE PAIR OF
STANDARD	(HH)	WATER SKIS OR ONE SLALOM WATER SKI: SUITABLY PACKED FISHING EQUIPMENT CONSISTING OF NOT MORE THAN TWO RODS, ONE REEL, ONE LANDING NET, ONE PAIR OF FISHING BOOTS AND ONE FISHING TACKLE BOX:
	(II)	SPORTING FIREARMS CONSISTING OF NOT MORE THAN - 1 RIFLE CASE CONTAINING NOT MORE THAN TWO RIFLES,

CONTAINING

5

5 KGS.(10LBS.) OF  
AMMUNITION, 1 SHOOTING  
MAT, NOISE SUPPRESSOR AND  
SMALL RIFLE TOOLS, OR  
- 2 SHOT GUNS AND 2  
SHOTGUN CASES, OR  
- 1 PISTOL CASE

NOT MORE THAN 5 PISTOLS,

KGS.(10 LBS.) OF  
AMMUNITION, NOISE  
SUPPRESSORS, 1 PISTOL

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

PISTOL

TELESCOPE AND SMALL

TOOLS.  
ACCEPTABILITY OF SUCH  
FIREARMS SHALL BE SUBJECT  
TO THE CARRIER'S  
CONDITIONS.

EXCEPTION 2: NOT USED  
EXCEPTION 3: SURF/WINDSURF/KITE  
BOARD/BODY BOARD  
EQUIPMENTS WILL ALWAYS BE  
HANDLED AS EXCESS BAGGAGE  
WITH A FIXED RATE OF 150  
EUR REGARDLESS OF THE  
DESTINATION, TO BE PAID  
EXCLUSIVELY AT THE

AIRPORT

TICKET OFFICE.  
SCUBA DIVING EQUIPMENT  
WILL ALWAYS BE HANDLED AS  
EXCESS BAGGAGE WITH A  
FIXED RATE OF 75 EUR  
REGARDLESS OF THE  
DESTINATION TO BE PAID  
EXCLUSIVELY AT THE

AIRPORT

TICKET OFFICE.  
BICYCLES WILL ALWAYS BE  
HANDLED AS EXCESS BAGGAGE  
WITH A FIXED RATE OF 75  
EUR REGARDLESS OF THE  
DESTINATION TO BE PAID  
EXCLUSIVELY AT THE

AIRPORT

AIRPORT

TICKET OFFICE.  
SPORTING FIREARMS WILL  
ALWAYS BE HANDLED AS  
EXCESS BAGGAGE WITH A  
FIXED RATE OF 75 EUR  
REGARDLESS OF THE  
DESTINATION TO BE PAID  
EXCLUSIVELY AT THE

RIFLES,

TICKET OFFICE.  
(II) SPORTING FIREARMS  
CONSISTING OF NOT  
MORE THAN  
ONE RIFLE CASE  
CONTAINING NOT MORE  
THAN TWO (2)  
  
5 KGS. (10LBS.) OF  
AMMUNITION, ONE  
SHOOTING MAT, NOISE

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

SMALL

SUPPRESSOR AND

AND

RIFLE TOOLS, OR  
TWO (2) SHOTGUNS

CASES,

TWO 2 SHOTGUN

5

OR  
ONE (1) PISTOL CASE  
CONTAINING NOT MORE  
THAN FIVE PISTOLS,

AND

KGS. (10 LBS.) OF  
AMMUNITION, NOISE  
SUPPRESSORS, ONE  
PISTOL TELESCOPE

SMALL PISTOL TOOLS.  
ACCEPTABILITY OF  
SUCH FIREARMS SHALL  
BE IN ACCORDANCE  
WITH THE PROVISIONS  
OF RESOLUTION 745A  
AND THE REGULATIONS  
CONTAINED IN THE  
IATA AND ICAO  
DANGEROUS GOODS

REGULATIONS, AND  
SUBJECT TO THE  
CARRIER'S  
CONDITIONS.

(JJ) ONE PORTABLE  
MUSTICAL INSTRUMENT  
NOT EXCEEDING 39  
INCHES (100 CMS) IN  
LENGTH

(II) IN LIEU OF THE PIECES OF BAGGAGE  
PROVIDED FOR IN (A) OR (B), ANY

PORTABLE

MUSICAL INSTRUMENT NOT EXCEEDING 39  
INCHES IN LENGTH WILL BE CONSIDERED TO  
BE ONE PIECE OF BAGGAGE AT 39 INCHES.  
EXCEPTION: NOT USED

(III) NOT USED

(2) FREE BAGGAGE ALLOWANCE FOR CHILDREN

(A) CHILDREN CARRIED FREE OF CHARGE WILL BE  
GRANTED NO FREE BAGGAGE ALLOWANCE.

(B) CHILDREN PAYING 10 PERCENT OF THE NORMAL  
ADULT FARE WILL BE ALLOWED ONE PIECE OF  
CHECKED BAGGAGE WHOSE SUM OF THE THREE  
DIMENSIONS DOES NOT EXCEED 39 INCHES  
PLUS ONE CHECKED  
FULLY COLLAPSIBLE CHILD'S STROLLER OR  
PUSH-CHAIR.

EXCEPTION: NOT USED

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

(C) CHILDREN PAYING 50 PERCENT OR MORE OF THE  
NORMAL ADULT FARE.

(3) EXCESS BAGGAGE CHARGES

(A) BAGGAGE IN EXCESS OF THAT PROVIDED ABOVE

WILL

BE ACCEPTED ONLY UPON PAYMENT OF THE CHARGES  
LISTED

(I) EACH PIECE OF BAGGAGE IN EXCESS OF THE  
NUMBER PROVIDED FOR ABOVE WILL BE  
ASSESSED THE APPLICABLE CHARGE LISTED

IN

PARAGRAPH (E) BELOW.

(II) EACH PIECE OF BAGGAGE WHOSE SUM OF THE  
THREE DIMENSIONS EXCEEDS THOSE

PERMITTED

ABOVE BUT DOES NOT EXCEED 80 INCHES

(158

CMS AND/OR WHOSE WEIGHT DOES NOT EXCEED  
50 LBS (23 KGS.) WILL BE

IN ASSESSED THE APPLICABLE CHARGE LISTED

PARAGRAPH (E) BELOW.

(III) EACH PIECE OF BAGGAGE BOTH IN EXCESS OF THE NUMBER PERMITTED ABOVE AND WHOSE DIMENSIONS EXCEED THE DIMENSIONS PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES WILL BE ASSESSED 200 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW.

(IV) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS 80 INCHES, AND/OR WHOSE WEIGHT EXCEEDS 32 KGS.

WILL BE CARRIED AS ACCOMPANIED BAGGAGE ONLY IF ADVANCE ARRANGEMENTS ARE MADE WITH CARRIER.

SUCH BAGGAGE SHALL BE WEIGHED AND IT SHALL BE ASSESSED 300 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW

FOR THE FIRST 45 KGS. OR FRACTION THEREOF. EACH ADDITIONAL 10 KGS. OR FRACTION THEREOF WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (H) BELOW.

(B) SPORTING EQUIPMENT WILL BE ASSESSED THE CHARGES PUBLISHED BELOW FOR EACH ITEM OF SPORTING EQUIPMENT LISTED:

(I) GOLFING EQUIPMENT CONSISTING OF ONE

GOLF BAG (CONTAINING GOLF CLUBS) AND ONE

PAIR OF GOLF SHOES WILL BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND IF IN EXCESS WILL BE ASSESSED 50 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW. HOWEVER ONLY ONE SET OF GOLF EQUIPMENT WILL BE

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 FREE BAGGAGE ALLOWANCE - 79 (CONT)

INCLUDED IN THE FREE BAGGAGE ALLOWANCE. ANY SETS OF GOLFING EQUIPMENT IN EXCESS OF ONE WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW;

(II) SNOW SKIING EQUIPMENT CONSISTING OF ONE

POLES

PAIR OF SNOW SKIS, ONE PAIR OF SKI

AND ONE PAIR OF SKI BOOTS WILL BE INCLUDED IN DETERMINING THE FREE

BAGGAGE

ALLOWANCE AND IF IN EXCESS WILL BE ASSESSED 33 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW. HOWEVER, ONLY ONE SET OF SNOW SKIING EQUIPMENT WILL BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE. ANY SETS OF SNOW SKIING EQUIPMENT IN EXCESS OF ONE WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (E) BELOW;

- (III) NOT USED
- (IV) NOT USED
- (V) WINDSURFING

EQUIPMENT WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE CHARGES LISTED IN PARAGRAPH (E) BELOW IN THE FOLLOWING MANNER:

- (AA) MAST AND SAIL TOGETHER - THE APPLICABLE CHARGE LISTED.
- (BB) SURFBOARDS CONSISTING OF ONE SURFBOARD WILL BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE (X) HOWEVER ONLY ONE SURFBOARD WILL BE INCLUDED

IN

THE BAGGAGE ALLOWANCE. ANY SURFBOARDS IN EXCESS OF ONE WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE.

- (CC) SCUBA DIVING EQUIPMENT - SCUBA DIVING EQUIPMENT CONSISTING OF ONE EMPTY SCUBA DIVING TANK, ONE REGULATOR, ONE HARNESS, ONE PRESSURE GAUGE, ONE MASK, TWO FINS, ONE SNORKEL, ONE KNIFE,

ONE

SPEARGUN, AND ONE SAFETY VEST

AND

ONE WEIGHT BELT WILL NOT BE

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

INCLUDED IN DETERMINING THE FREE  
BAGGAGE ALLOWANCE AND WILL BE  
ASSESSED THE APPLICABLE CHARGE.

SUBJECT (C) ANIMALS  
(I) ACCOMPANIED PETS IN A CONTAINER,  
TO THE CONDITIONS OF ACCEPTANCE STATED  
IN THIS RULE WILL NOT BE INCLUDED IN  
DETERMINING THE FREE BAGGAGE ALLOWANCE  
AND WILL BE ASSESSED THE APPLICABLE  
CHARGE LISTED IN PARAGRAPH (E) BELOW.  
EXCEPTION 1: NOT USED  
EXCEPTION 2: NOT USED

OUT (D) BULKY BAGGAGE  
BULKY BAGGAGE RETAINED IN THE PASSENGER'S  
CUSTODY OTHER THAN ARTICLES LISTED IN  
PARAGRAPH (E)(4) ABOVE. SUBJECT TO ADVANCE  
ARRANGEMENTS, EACH PASSENGER MAY CARRY ON  
BOARD THE AIRCRAFT BAGGAGE OF SUCH BULKY OR  
FRAGILE NATURE AS TO REQUIRE THE BLOCKING  
OR USE OF A SEAT(S);  
(I) MAXIMUM WEIGHT  
A MAXIMUM WEIGHT OF 75  
KGS. PER SEAT IS PERMITTED,  
PROVIDED THAT THE  
WEIGHT OF SUCH BAGGAGE SHALL NOT BE  
INCLUDED IN DETERMINING THE PASSENGER'S  
FREE BAGGAGE ALLOWANCE OR EXCESS

BAGGAGE CHARGES.  
(II) CHARGES  
THE CHARGE PER SEAT SHALL BE THE FARE  
WHICH WOULD HAVE BEEN CHARGED TO A  
PASSENGER OCCUPYING SUCH A SEAT FOR THE  
APPLICABLE TRAVEL TO BE UNDERTAKEN AT  
THE TIME OF BOOKING THE ADDITIONAL

SEAT. NOTE: IT, CHILD OR OTHER REBATED FARES  
SUCH AS SPOUSE, AGENT OR SHIP'S  
CREW MAY NOT BE USED.

(E) THE CHARGE FOR EACH PIECE OF EXCESS OR  
OVERSIZE BAGGAGE WILL BE AS INDICATED BELOW:  
(I) BETWEEN U.S.A. POINTS AND POINTS IN

AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:  
(AA) BETWEEN EAST COAST CITIES AND  
POINTS IN AREA NO. 2 AND 3;

(EAST COAST CITIES AS USED HEREIN,  
MEANS BALTIMORE, MD, BOSTON, MA,  
NEW YORK, NY, PHILADELPHIA, PA,  
AND WASHINGTON, D.C.)  
- FROM USA TO EUROPE: 150.00

USD

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IN EFFECT ON: 15OCT12

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0115

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

- FROM EUROPE TO USA: 150.00  
EUR
- FROM USA TO AFRICA/MIDDLE  
EAST 150 USD
- FROM AFRICA/MIDDLE EAST TO  
USA 150 EUR/USD

- (II) NOT USED
- (III) NOT USED
- (IV) NOT USED
- (V) CHARGE EACH PIECE  
OF EXCESS/  
OVERSIZED BAGGAGE  
(USD) AS FOLLOWS:  
MIDDLE EAST OTHER THAN  
THE COUNTRIES LISTED  
BELOW:

106.00 USD/EUR

EXCEPTION(S):

- (AA) CYPRUS, EGYPT,  
JORDAN, LEBANON,  
AND SYRIAN ARAB  
REPUBLIC 94.00 USD/EUR
- (BB) ISRAEL 94.00 USD/EUR

NOTE: WITH THE FIRST PIECE OF EXCESS  
BAGGAGE SUBJECT TO A CHARGE OF \$1.50 PER  
POUND, WITH A MAXIMUM OF \$40.00

- (VI) AFRICA, OTHER THAN THE  
COUNTRIES LISTED BELOW:  
117.00

EXCEPTION(S):

- BENIN, CAPE VERDE, GAMBIA,  
GHANA, GUINEA, GUINEA-BISSAU,  
COTE D'IVOIRE, LIBERIA, MALI,  
NIGERIA, MAURITANIA, NIGER,  
SENEGAL, SIERRA LEONE,  
TOGO AND BURKINA FASO 97.00

- (VII) POINTS IN AREA NO. 3 OTHER  
THAN THOSE LISTED BELOW: 126.00

- (AA) AFGHANISTAN, BANGLADESH,  
MYANMAR, INDIA, NEPAL  
AND SRI LANKA 114.00

- (IV) SOUTHWEST PACIFIC 126.00  
FROM USA TO EUROPE: 120 USD  
FROM EUROPE TO USA: 120 EUR

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15OCT12

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0115

FREE BAGGAGE ALLOWANCE - 79 (CONT)

BETWEEN POINTS IN THE U.S.A. EXCEPT EAST COAST CITIES AND AREA 2 AND 3 AS DESCRIBED IN (BB) ABOVE

CHARGE FOR EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)

IB

MIDDLE EAST

(EXCEPT AS NOTED BELOW)

CYPRUS/JORDAN/LEBANON/

SYRIAN ARAB REPUBLIC

EGYPT

ISRAEL

AFRICA

125

(EXCEPT AS NOTED BELOW)

AFRICA

(EXCEPT AS NOTED BELOW)

BENIN/CAPE VERDE/GAMBIA/GHANA/

GUINEA BISSAU/COTE D'IVOIRE/

LIBERIA/MALI/MAURITANIA/NIGER/

NIGERIA/SENEGAL/SIERRA LEONE/

TOGO/BURKINA FASO

94

POINTS IN AREA NO. 3

142

(EXCEPT AS NOTED BELOW)

AFGHANISTAN/BANGLADESH/

MYANMAR/NEPAL/SRI LANKA

PAKISTAN

130

130

(II) BETWEEN U.S.A.

AND OTHER POINTS WITHIN AREA NO. 1

POINTS IN ALASKA

MIAMI, FLA. HAWAII, CONTINENTAL

U.S.A. OTHER THAN

MIAMI, FLA.

(STATED IN USD)

DOMINICAN REPUBLIC

AND HAITI

10.00

16.00

COLOMBIA, TRINIDAD,

TOBAGO AND VENEZUELA

20.00

26.00

ANTIGUA, BARBADOS,

NETHERLANDS ANTILLES,

GUADELOUPE, GRENADA,

MARTINIQUE, ST. LUCIA,

ST. MARTIN AND

ST. VINCENT

15.00

21.00

ECUADOR, FRENCH GUIANA,

GUYANA AND SURINAME

25.00

31.00

PERU

30.00

36.00

BOLIVIA

35.00

41.00

ARGENTINA, BRAZIL,

CHILE, PARAGUAY AND

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

URUGUAY	45.00	51.00
PANAMA	30.00	35.00
	PUERTO RICO AND U.S.	
	VIRGIN ISLANDS	
	(STATED IN USD)	

DOMINICAN REPUBLIC  
AND HAITI 9.00

COLOMBIA, TRINIDAD,  
TOBAGO AND VENEZUELA 15.00

ANTIGUA, BARBADOS,  
NETHERLANDS ANTILLES,  
GUADELOUPE, GRENADA,  
MARTINIQUE, ST. LUCIA,  
ST. MAARTIN AND  
ST. VINCENT 10.00

ECUADOR, FRENCH GUIANA,  
GUYANA AND SURINAME 20.00

PERU 39.00  
BOLIVIA 44.00

ARGENTINA, BRAZIL,  
CHILE, PARAGUAY AND  
URUGUAY 57.00

(R) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES  
BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF AS  
FOLLOWS:

TO/FROM THE FOLLOWING POINTS IN AREA NO. 2  
EUROPE

- SPAIN

TO/FROM THE FOLLOWING POINTS IN AREA NO. 3

SUBJECT TO THE PROVISIONS OF PARAGRAPHS (E)(3),

(E)(4),

(E)(5) AND (E)(8) OF THIS RULE, THE FREE BAGGAGE  
ALLOWANCE AND EXCESS BAGGAGE CHARGES WILL BE:

(1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN  
CHILDREN

(A) FIRST CLASS SERVICE

(I) TWO PIECES OF BAGGAGE OF WHICH THE SUM  
OF THE GREATEST OUTSIDE LINEAR  
DIMENSIONS OF EACH BAG DOES NOT EXCEED  
62 INCHES (158 CMS.) AND PROVIDED THE  
WEIGHT OF EACH BAG DOES NOT EXCEED 70  
LBS. (32 KGS.) AND

(II) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM  
OF THE THREE DIMENSIONS OF WHICH DOES  
NOT EXCEED 45 INCHES (115 CMS.)

PROVIDED

SUCH BAG CAN BE STOWED IN THE UNDERSEAT  
SPACE AND IT IS CARRIED ON BOARD BY THE

PASSENGER. WHEN SUCH BAGGAGE CONSISTS  
OF MORE THAN ONE BAG THEY SHALL BE  
MEASURED TOGETHER AND THEY SHALL BE

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

CONSIDERED AS ONE BAG PROVIDED THAT THE  
SUM OF THE THREE DIMENSIONS DOES NOT  
EXCEED 45 INCHES (115 CMS.).

(B) BUSINESS/  
ECONOMY/TOURIST/COACH/THRIFT CLASS  
SERVICE

(I) TWO PIECES OF BAGGAGE (MEASURED  
TOGETHER) OF WHICH THE SUM OF THE  
GREATEST OUTSIDE LINEAR DIMENSIONS DOES  
NOT EXCEED 107 INCHES (273 CMS.)  
PROVIDED THAT THE OUTSIDE LINEAR  
DIMENSIONS OF EACH BAG DOES NOT EXCEED  
62 INCHES (158 CMS.) AND  
PROVIDED THE WEIGHT OF EACH BAG DOES

NOT

EXCEED 70 LBS. (32 KGS.)

(II) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM  
OF THE THREE DIMENSIONS OF WHICH DOES  
NOT EXCEED 45 INCHES (115 CMS.)

PROVIDED

SUCH BAG CAN BE STOWED IN THE UNDERSEAT  
SPACE AND IT IS CARRIED ON BOARD BY THE  
PASSENGER. WHEN SUCH BAGGAGE CONSISTS  
OF MORE THAN ONE BAG THEY SHALL BE  
MEASURED TOGETHER AND THEY SHALL BE  
CONSIDERED AS ONE BAG PROVIDED THAT THE  
SUM OF THE THREE DIMENSIONS DOES NOT  
EXCEED 46 INCHES (115 CMS.).

(C) OTHER SPECIAL PIECES OF BAGGAGE

(I) IN LIEU OF THE PIECES OF BAGGAGE  
PROVIDED FOR IN PARAGRAPH (A) OR (B)  
ABOVE, ANY ARTICLE LISTED BELOW,  
REGARDLESS OF THE ACTUAL DIMENSIONS

WILL

BE CONSIDERED TO BE A PIECE OF BAGGAGE  
WHOSE OUTSIDE LINEAR DIMENSIONS ARE 53  
INCHES (135 CMS.)

(AA) ONE SLEEPING BAG OR BEDROLL;  
(BB) ONE RUCKSACK/KNAPSACK/BACKPACK;  
(CC) ONE PAIR OF SNOW SKIS WITH ONE

PAIR

OF SKI POLES AND ONE PAIR OF SKI  
BOOTS;

(DD) ONE GOLF BAG CONTAINING GOLF CLUBS

BAG  
(SINGLE

AND ONE PAIR OF GOLF SHOES;  
(EE) ONE DUFFEL-TYPE BAG OR B-4-TYPE  
(FF) ONE SUITABLY PACKED BICYCLE

SEAT TOURING OR RACING BICYCLE,  
NON-MOTORIZED) PROVIDED THAT THE  
HANDLEBARS ARE FIXED SIDEWAYS AND  
THE PEDALS ARE REMOVED;  
(II) IN LIEU OF THE PIECES OF BAGGAGE  
PROVIDED FOR IN PARAGRAPH (A) OR (B)

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

ABOVE, ANY PORTABLE MUSICAL INSTRUMENT  
NOT EXCEEDING 39 INCHES IN LENGTH WILL  
BE CONSIDERED TO BE ONE PIECE OF

BAGGAGE

AT 39 INCHES (100 CMS.).

- (2) FREE BAGGAGE ALLOWANCE FOR CHILDREN
  - (A) CHILDREN CARRIED FREE OF CHARGE WILL BE GRANTED NO FREE BAGGAGE ALLOWANCE.
  - (B) CHILDREN PAYING 10 PERCENT OF THE NORMAL ADULT FARE WILL BE ALLOWED ONE PIECE OF CHECKED BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 45 INCHES (115 CMS.) PLUS ONE CHECKED FULLY COLLAPSIBLE CHILD'S STROLLER OR PUSH-CHAIR.
  - (C) CHILDREN PAYING 50 PERCENT OR MORE OF THE NORMAL ADULT FARE WILL BE GRANTED FREE BAGGAGE ALLOWANCE ON THE SAME BASIS AS A PASSENGER PAYING THE ADULT FARE.

- (3) EXCESS BAGGAGE CHARGES  
BAGGAGE IN EXCESS OF THAT PROVIDED ABOVE WILL BE ACCEPTED ONLY UPON PAYMENT OF THE CHARGES LISTED BELOW IN THE FOLLOWING MANNER:

NUMBER

- (A) EACH PIECE OF BAGGAGE IN EXCESS OF THE PROVIDED FOR ABOVE WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (H) BELOW.
- (B) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS THOSE PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES (203 CMS.) OR THE WEIGHT OF WHICH DOES NOT EXCEED 70 LBS. (32 KGS.) WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH (H) BELOW.
- (C) EACH PIECE OF BAGGAGE BOTH IN EXCESS OF THE NUMBER PERMITTED ABOVE AND WHOSE DIMENSIONS

EXCEED THE DIMENSIONS PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES (203 CMS.) OR THE WEIGHT OF WHICH DOES NOT EXCEED 70 LBS. (32 KGS.) WILL BE ASSESSED 200 PERCENT OF THE APPLICABLE CHARGE LISTED IN PARAGRAPH (H) BELOW.

(D) (NOT APPLICABLE TO THE SPECIAL PIECE OF BAGGAGE LISTED IN (1)(C) ABOVE) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS 80 INCHES (203 CMS.) AND/OR WHOSE WEIGHT EXCEEDS 70 LBS. (32 KGS.) WILL BE CARRIED AS ACCOMPANIED BAGGAGE ONLY IF ADVANCE ARRANGEMENTS ARE MADE WITH CARRIER. SUCH BAGGAGE SHALL BE WEIGHED AND IT SHALL

BE

ASSESSED 300 PERCENT OF THE APPLICABLE

CHARGE

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

LISTED IN PARAGRAPH (H) BELOW FOR THE FIRST 45 KGS. OR FRACTION THEREOF. EACH

ADDITIONAL

10 KGS. OR FRACTION THEREOF WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH

(H)

BELOW.

(E) SPORTING EQUIPMENT

THE FOLLOWING ARTICLES OF SPORTING EQUIPMENT MAY BE CARRIED AS PART OF A PASSENGER'S FREE ALLOWANCE. IF, HOWEVER, THEY ARE CARRIED IN EXCESS OF THIS ALLOWANCE, THE FOLLOWING CHARGES WILL APPLY:

(I) GOLFING EQUIPMENT

CONSISTING OF ONE GOLF BAG (CONTAINING GOLF CLUBS) AND ONE PAIR OF GOLF SHOES WILL BE INCLUDED IN DETERMINING THE

FREE

BAGGAGE ALLOWANCE AND IF IN EXCESS WILL BE ASSESSED 50 PERCENT OF THE

APPLICABLE

CHARGE LISTED IN PARAGRAPH (H) BELOW.

(II) SNOW SKIING EQUIPMENT

SNOW SKIING EQUIPMENT CONSISTING OF ONE PAIR OF SNOW SKIS, ONE PAIR OF SKI

POLES

AND ONE PAIR OF SKI BOOTS WILL BE INCLUDED IN DETERMINING THE FREE

BAGGAGE

ALLOWANCE AND IF IN EXCESS WILL BE

ASSESSSED 25 PERCENT OF THE APPLICABLE CHARGES LISTED IN PARAGRAPH (H) BELOW.  
 (F) ACCOMPANIED PETS IN A CONTAINER, SUBJECT TO THE CONDITIONS OF ACCEPTANCE STATED IN THIS RULE WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN PARAGRAPH

(H)

BELOW.

(G) BULKY BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED IN (E) ABOVE

(I) SUBJECT TO ADVANCE ARRANGEMENTS, EACH PASSENGER MAY CARRY ON BOARD THE AIRCRAFT BAGGAGE OF SUCH BULKY OR FRAGILE NATURE AS TO REQUIRE THE BLOCKING OUT OR USE OF A SEAT OR SEATS, SUBJECT TO A MAXIMUM WEIGHT OF 75 KGS. (165 LBS.) PER SEAT, PROVIDED THAT THE WEIGHT OF SUCH BAGGAGE SO CARRIED SHALL NOT BE INCLUDED IN DETERMINING THE PASSENGER'S FREE BAGGAGE ALLOWANCE NOR HIS EXCESS BAGGAGE CHARGES. THE CHARGE FOR THE BAGGAGE SO CARRIED PER SEAT SHALL BE THE APPLICABLE CHARGE LISTED

IN

PARAGRAPH (H) BELOW, SUBJECT TO A

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

MINIMUM CHARGE OF 75 PERCENT OF THE

FULL

ONE-WAY ADULT FARE FOR THE CLASS OF SERVICE USED BY THE PASSENGER BETWEEN THE POINTS WHICH THE BAGGAGE IS TO BE TRANSPORTED.

(II) NOT USED

(H) THE CHARGE FOR EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE WILL BE INDICATED BELOW

(I) BETWEEN POINTS IN CANADA AND POINTS IN EUROPE

TO/FROM	NEWFOUNDLAND/	QUEBEC/ONTARIO
POINTS	PRINCE EDWARD ISLAND/	
IN THE	NOVA SCOTIA/	
PROVINCES	NEW BRUNSWICK	
OF:		
AND POINTS	LOCAL CAD	LOCAL CAD
IN THE		
COUNTRIES		
OF:		

ALBANIA	LEK 500	111	LEK 540	119
ALGERIA	ALD 500	111	ALD 550	119
AUSTRIA	AUS 1140	102	AUS 1240	110
BELGIUM	BFR 3200	102	BFR 3500	110
BULGARIA	LEV 165	121	LEV 178	129
CZECH REPUBLIC/ SLOVAKIA	CKR 1400	121	CKR 1670	129
DENMARK	DKK 625	106	DKK 675	114
FINLAND	FIM 365	106	FIM 395	114
FRANCE	FFR 430	102	FFR 470	110
GERMANY	DMK 165	102	DMK 181	110
GIBRALTAR	GBL 50	101	GBL 55	109
GREECE	DRA 14000	111	DRA 15000	119
HUNGARY	FOR 4000	121	FOR 4300	129
ICELAND	IKR 3900	101	IKR 4300	109
IRELAND	IRL 55	91	IRL 60	99
ITALY	LIT 110000	111	LIT 119000	119
LUXEMBOURG	LFR 3200	102	LFR 3500	110
MALTA	MAL 27	111	MAL 29	119
MOROCCO	MDH 600	101	MDH 650	109
NETHERLANDS	DFL 200	102	DFL 230	110
NORWAY	NOK 600	106	NOK 650	114
POLAND	ZLO 30000	121	ZLO 31000	129
PORTUGAL ( INCL . AZORES & MADEIRA )	PTE 12000	101	PTE 13000	109
ROMANIA	LEI 432	121	LEI 465	129
SPAIN	PTS 9000	101	PTS 10000	109

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

SWEDEN	SEK 575	106	SEK 625	114
SWITZERLAND	SFR 150	102	SFR 160	110
TUNISIA	TUD 85	111	TUD 95	119
TURKEY	TUL 200000	111	TUL 220000	119
UNITED KINGDOM	UKL 45	91	UKL 50	99
RUSSIAN FEDERATION	ROU 55	121	ROU 70	129
YUGOSLAVIA	USD 115	135	USD 119	140

(I) BETWEEN POINTS IN CANADA AND POINTS IN  
EUROPE

TO/FROM POINTS IN THE PROVINCES OF: AND POINTS	MANITOBA/ SASKATCHEWAN		ALBERTA/ BRITISH COLUMBIA/ YUKON/ NORTHWEST TERRITORIES	
	LOCAL	CAD	LOCAL	CAD

IN THE  
COUNTRIES  
OF:

ALBANIA	LEK 600	137	LEK 650	146
ALGERIA	ALD 600	137	ALD 653	146
AUSTRIA	AUS 1400	127	AUS 1530	137
BELGIUM	BFR 3800	127	BFR 4200	137
BULGARIA	LEV 153	146	LEV 212	155
CZECH REPUBLIC/ SLOVAKIA	CKR 1730	146	CKR 1790	155
DENMARK	DKK 775	131	DKK 825	141
FINLAND	FIM 445	131	FIM 480	141
FRANCE	FFR 530	127	FFR 575	137
GERMANY	DMK 205	127	DMK 218	137
GIBRALTAR	GBL 65	126	GBL 70	135
GREECE	DRA 17000	137	DRA 18000	146
HUNGARY	FOR 4800	146	FOR 5000	155
ICELAND	IKR 4900	126	IKR 5300	135
IRELAND	IRL 70	116	IRL 75	126
ITALY	LIT 133000	137	LIT 144000	146
LUXEMBOURG	LFR 3800	127	LRF 4200	137
MALTA	MAL 32	137	MAL 35	146
MOROCCO	MDH 750	126	MDH 800	135
NETHERLANDS	DFL 260	127	DFL 290	137
NORWAY	NOK 750	131	NOK 800	141
POLAND	ZLO 34000	146	ZLO 35000	155
PORTUGAL (INCL. AZORES & MADEIRA)	PTE 14000	126	PTE 15000	135
ROMANIA	LEI 515	146	LEI 553	155

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

SPAIN	PTS 11000	126	PTS 12000	135
SWEDEN	SEK 725	131	PTS 775	141
SWITZERLAND	SFR 170	127	SFR 180	137
TUNISIA	TUD 115	137	TUD 120	146
TURKEY	TUL 240000	137	TUL 260000	146
UNITED KINGDOM	UKL 60	116	UKL 65	126
RUSSIAN FEDERATION	ROU 78	146	ROU 83	155
YUGOSLAVIA	USD 132	155	USD 136	160

(II) BETWEEN POINTS IN CANADA AND POINTS IN  
THE MIDDLE EAST

(AA):

TO/FROM POINTS	NEWFOUNDLAND/ PRINCE EDWARD ISLAND/	QUEBEC/ONTARIO
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IN THE PROVINCES OF: AND POINTS IN THE COUNTRIES OF:	NOVA SCOTIA/ NEW BRUNSWICK				
	LOCAL	CAD	LOCAL	CAD	
BAHRAIN	BHD 51	161	BHD 51	161	
CYPRUS	CYL 57	143	CYL 57	143	
EGYPT	EGL 270	143	EGL 270	143	
IRAN	IRI 9300	161	IRI 9300	161	
IRAQ	IRD 41	161	IRD 41	161	
JORDAN	JOD 44	143	JOD 44	143	
KUWAIT	KUD 34	161	KUD 34	161	
LEBANON	USD 116	143	USD 116	143	
OMAN	RIO 51	161	RIO 51	161	
QATAR	QRI 510	161	QRI 510	161	
SAUDI ARABIA	ARI 510	161	ARI 510	161	
SUDAN	SUL 590	161	SUL 590	161	
SYRIAN ARAB REPUBLIC	SYL 2100	143	SYL 2100	143	
UNITED ARAB EMIRATES	ADH 510	161	ADH 510	161	
YEMEN, REPUBLIC OF	YER 1200	161	YER 1280	161	
TO/FROM POINTS IN THE PROVINCES OF: AND POINTS IN THE	LOCAL	CAD	ALBERTA/ BRITISH COLUMBIA/ YUKON/ NORTHWEST TERRITORIES	LOCAL	CAD

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

COUNTRIES OF:				
BAHRAIN	BHD 53	173	BHD 56	182
CYPRUS	CYL 61	155	CYL 65	165
EGYPT	EGL 293	155	EGL 312	165
IRAN	IRI 10100	173	IRI 10500	182
IRAQ	IRD 44	173	IRD 46	182
JORDAN	JOD 47	155	JOD 50	165
KUWAIT	KUD 38	173	KUD 40	182
LEBANON	USD 126	155	USD 134	165
OMAN	RIO 53	173	RIO 56	182
QATAR	QRI 530	173	QRI 560	182
SAUDI ARABIA	ARI 530	173	ARI 560	182

SUDAN	SUL 634	173	SUL 667	182
SYRIAN ARAB REPUBLIC	SYL 2270	155	SYL 2420	165
UNITED ARAB EMIRATES	ADH 530	173	ADH 560	182
YEMEN, REPUBLIC OF	YER 1380	173	YER 1445	182
CPRUS	EUR 150	CAD 195		
ANY OTHER COUNTRY	USD 150	CAD 195		
TO/FROM POINTS IN THE PROVINCES OF:	NEWFOUNDLAND/ PRINCE EDWARD ISLAND/ NOVA SCOTIA/ NEW BRUNSWICK		QUEBEC/ONTARIO	
AND POINTS IN THE COUNTRIES OF:	USD	CAD	USD	CAD
	FROM	FROM	FROM	FROM
	MIDDLE	CANADA	MIDDLE	CANADA
	EAST		EAST	
ISRAEL	130.00	195.00	130.00	195.00
TO/FROM POINTS IN THE PROVINCES OF:	MANITOBA/ SASKATCHEWAN		ALBERTA/ BRITISH COLUMBIA/ YUKON/ NORTHWEST TERRITORIES	
AND POINTS IN THE COUNTRIES OF:	USD	CAD	USD	CAD
	FROM	FROM	FROM	FROM
	MIDDLE	CANADA	MIDDLE	CANADA
	EAST		EAST	
ISRAEL	130.00	220.00	130.00	220.00
	(III) BETWEEN POINTS IN CANADA AND POINTS IN			

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

AFRICA AND ASIA VIA THE ATLANTIC:

TO/FROM POINTS IN THE PROVINCES OF:	NEWFOUNDLAND/ PRINCE EDWARD ISLAND/ NOVA SCOTIA/ NEW BRUNSWICK		QUEBEC/ONTARIO	
AND POINTS IN THE COUNTRIES OF:	LOCAL	CAD	LOCAL	CAD
BENIN	USD 86	116	USD 93	125
CAPE VERDE	USD 86	116	USD 93	125

GAMBIA	USD 86	116	USD 93	125
GHANA	USD 86	116	USD 93	125
GUINEA	USD 86	116	USD 93	125
GUINEA-BISSAU	USD 86	116	USD 93	125
COTE D'IVOIRE	USD 86	116	USD 93	125
LIBERIA	USD 86	116	USD 93	125
LIBYAN ARAB				
JAMAHIRIYA	USD 86	116	USD 93	125
MALI	USD 86	116	USD 93	125
MAURITANIA	USD 86	116	USD 93	125
NIGERIA	USD 86	116	USD 93	125
SENEGAL	USD 86	116	USD 93	125
SIERRA LEONE	USD 86	116	USD 93	125
TOGO	USD 86	116	USD 93	125
SOUTH AFRICA	USD 121	163	USD 121	163
NAMIBIA/				
LESOTHO	USD 121	163	USD 121	163
BOTSWANA	USD 121	163	USD 121	163
SWAZILAND	USD 121	163	USD 121	163
BURKINA FASO	USD 86	116	USD 93	125
ZIMBABWE	USD 121	163	USD 121	163
AFRICA,				
OTHER THAN				
THE				
COUNTRIES				
LISTED ABOVE	USD 108	145	USD 108	145
INDIA	USD 131	173	USD 131	173
AFGHANISTAN	USD 131	173	USD 131	173
BANGLADESH	USD 131	173	USD 131	173
BHUTAN	USD 131	173	USD 131	173
MALDIVES	USD 131	173	USD 131	173
NEPAL	USD 131	173	USD 131	173
PAKISTAN	USD 131	173	USD 131	173
SRI LANKA	USD 131	173	USD 131	173
SOUTH EAST				
ASIA	USD 135	178	USD 135	178
SOUTHWEST				

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AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0115

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FREE BAGGAGE ALLOWANCE - 79 (CONT)

PACIFIC	USD 135	178	USD 135	178
COUNTRIES IN				
AREA 3 NOT				
LISTED ABOVE	USD 135	178	USD 135	178
TO/FROM	MANITOBA/		ALBERTA/	
POINTS	SASKATCHEWAN		BRITISH COLUMBIA/	
IN THE			YUKON/	
PROVINCES			NORTHWEST TERRITORIES	
OF:				
AND POINTS				

IN THE COUNTRIES OF:	LOCAL	CAD	LOCAL	CAD
BENIN	USD 92	124	USD 112	151
CAPE VERDE	USD 92	124	USD 112	151
GAMBIA	USD 92	124	USD 112	151
GHANA	USD 92	124	USD 112	151
GUINEA	USD 92	124	USD 112	151
GUINEA-BISSAU	USD 92	124	USD 112	151
COTE D-IVOIRE	USD 92	124	USD 112	151
LIBERIA	USD 92	124	USD 112	151
LIBYAN ARAB JAMAHIRIYA	USD 92	124	USD 112	151
MALI	USD 92	124	USD 112	151
MAURITANIA	USD 92	124	USD 112	151
NIGERIA	USD 92	124	USD 112	151
SENEGAL	USD 92	124	USD 112	151
SIERRA LEONE	USD 92	124	USD 112	151
TOGO	USD 92	124	USD 112	151
SOUTH AFRICA	USD 130	175	USD 137	184
NAMIBIA/ LESOTHO	USD 130	175	USD 137	184
BOTSWANA	USD 130	175	USD 137	184
SWAZILAND	USD 130	175	USD 137	184
BURKINA FASO	USD 92	124	USD 112	151
ZIMBABWE	USD 130	175	USD 137	184
AFRICA, OTHER THAN THE COUNTRIES LISTED ABOVE	USD 117	157	USD 124	167
INDIA	USD 140	185	USD 148	196
AFGHANISTAN	USD 140	185	USD 148	196
BANGLADESH	USD 140	185	USD 148	196
BHUTAN	USD 140	185	USD 148	196
MALDIVES	USD 140	185	USD 148	196
NEPAL	USD 140	185	USD 148	196
PAKISTAN	USD 140	185	USD 148	196
SRI LANKA	USD 140	185	USD 148	196
SOUTH EAST				

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AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0115

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FREE BAGGAGE ALLOWANCE - 79 (CONT)				
ASIA	USD 143	189	USD 159	201
SOUTHWEST PACIFIC	USD 143	189	USD 152	201
COUNTRIES IN AREA 3 NOT LISTED ABOVE	USD 143	189	USD 152	201
AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0133				

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TITLE/APPLICATION - 70

K FARES

(A) GENERAL

POINT

DO

OR

SERVICE

ONE

FARES APPLY ONLY FOR CARRIAGE FROM AIRPORT AT THE  
OF ORIGIN TO THE AIRPORT AT POINT OF DESTINATION AND  
NOT INCLUDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS  
BETWEEN AIRPORTS AND CITY CENTERS EXCEPT WHERE RULE 30  
SPECIFICALLY PROVIDES THAT SUCH GROUND TRANSFER  
WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.

FOR THE PURPOSES OF THIS RULE:

- (1) THE U.S.A. AND CANADA SHALL BE CONSIDERED AS ONE COUNTRY; AND
- (2) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED

COUNTRY.

(B) PRECEDENCE OF FARES

UNLESS OTHERWISE PROVIDED IN CARRIER'S TARIFFS, A SPECIFIED FARE SHALL TAKE PRECEDENCE OVER THE COMBINATION OF INTERMEDIATE FARES APPLICABLE TO THE SAME CLASS BETWEEN THE SAME POINTS VIA THE SAME ROUTING, EXCEPT AS PROVIDED IN PARAGRAPH (C) BELOW.

(C) ROUND TRIP FARES

- (1) UNLESS OTHERWISE SPECIFIED, A ROUND TRIP FARE SHALL BE:

(A) THE ROUND TRIP FARE PUBLISHED IN THE APPLICABLE TARIFF(S) OF CARRIER(S) VIA THE DESIRED ROUTINGS AND FOR THE CLASS OF

SERVICE

USED; OR

(B) TWICE THE THROUGH ONE WAY FARE APPLICABLE TO THE OUTBOUND JOURNEY.

- (2) ROUND TRIP FARES WHICH BY THEIR OWN TERMS ARE COMINABLE MAY BE USED WITH OTHER FARES ON THE BASIS OF HALF THE ROUND TRIP FARE INSTEAD OF ONE WAY FARE, PROVIDED THAT THE MORE RESTRICTIVE FARE CONDITIONS APPLY TO THE ENTIRE ROUND TRIP

JOURNEY.

- (3) IN THE CASE OF END-ON COMBINATION, THE ADDITIONAL JOURNEY SHALL BE ASSESSED SEPARATELY IN

ACCORDANCE

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AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0133

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TITLE/APPLICATION - 70 (CONT)

WITH PARAGRAPHS C, D OR E AS APPLICABLE.

(D) CIRCLE TRIP FARES

UNLESS OTHERWISE SPECIFIED, THE FARE FOR A CIRCLE TRIP SHALL BE THE LOWEST COMBINATIONAL OF HALF ROUND TRIP FARES IN THE DIRECTION OF TRAVEL ALONG RESPECTIVE SECTIONS INVOLVED IN THE TRIP, BEGINNING THE

CALCULATION

FROM THE POINT OF ORIGIN OF THE TRIP, PROVIDED:

COUNTRY

(1) ANY FARE COMPONENT WHICH TERMINATES IN THE

FROM THE POINT OF ORIGIN, THE FARE APPLICABLE TO SUCH COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED;

(2) ONLY THOSE FARES, WHICH BY THEIR OWN TERMS ARE COMBINABLE, SHALL BE USED IN CONSTRUCTION OF CIRCLE TRIP FARES; AND

(3) THE MORE RESTRICTIVE FARE CONDITIONS SHALL APPLY TO THE ENTIRE ROUND TRIP JOURNEY.

(4) EXCEPT FOR TRAVEL COMMENCING IN AUSTRALIA/NEW ZEALAND AND IS OTHER THAN WHOLLY WITHIN AREA 3

THE

FARE FOR A CIRCLE TRIP SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL OR SPECIAL ROUND TRIP FARE, FOR THE HIGHEST RATED PAIR OF POINTS, APPLICABLE TO THE LOWEST CLASS OF SERVICE USED FROM THE

POINT

OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL, EXCLUDING SEPARATELY ASSESSED SIDE TRIPS. FOR TRAVEL COMMENCING IN AUSTRALIA/NEW ZEALAND

AND

IS OTHER THAN WHOLLY WITHIN AREA 3, THE FARE FOR

A

CIRCLE TRIP (EXCLUDING ANY SIDE TRIP FOR WHICH

THE

FARE HAS BEEN CHARGED SEPARATELY) SHALL NOT BE LESS THAN THE HIGHEST DIRECT ROUTE NORMAL OR SPECIAL ROUND TRIP FARE, FOR THE HIGHEST RATED PAIR OF POINTS APPLICABLE TO THE LOWEST CLASS OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY TICKETED POINT ON THE ROUTE OF TRAVEL. WHEN MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED THE LOWER/LOWEST LEVEL MAY BE USED. WHEN THERE ARE ROUND TRIP FARES FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT WHICH DIFFER ACCORDING TO CARRIER(S) USED

ON

THE OUTBOUND AND INBOUND JOURNEYS, THE FARE TO BE USED FOR THE CHECK SHALL BE THE LOWER OF SUCH ROUND TRIP FARES.

(5) WHEN THERE ARE ROUND TRIP FARES WITH DIFFERENT GLOBAL INDICATORS FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT, THE FARE TO BE USED FOR THE CHECK MUST BE THAT APPLICABLE TO THE FLOWN ITINERARY.

WHEN THE FLOWN ITINERARY INCORPORATES SUCH DIFFERENT GLOBAL INDICATORS (INCLUDING ROUND-THE-WORLD JOURNEYS), THE FARE MUST NOT BE

LESS THAN THE LOWER OF SUCH ROUND TRIP FARES FROM  
THE POINT OF ORIGIN.

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AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0133

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TITLE/APPLICATION - 70 (CONT)

- (6) FOR ROUND-THE-WORLD JOURNEYS ORIGINATING IN AUSTRALIA/NEW ZEALAND, THE PROVISIONS OF PARAGRAPHS (4) AND (5) SHALL NOT APPLY.
- (7) THE PROVISIONS IN PARAGRAPHS (4) AND (5) ABOVE NEED NOT BE APPLIED FOR POINTS ON A JOURNEY WHICH HAVE BEEN EXCLUDED FROM THE HIGHER INTERMEDIATE POINT RULE, SUBJECT TO THE SAME CONDITIONS CONTAINED IN THE EXCLUSION.
- (8) WHEN IB IS THE TRANSATLANTIC CARRIER IN EITHER DIRECTION, SECOND LEVEL FARES SHALL BE APPLIED WHEN DETERMINING A CIRCLE TRIP JOURNEY.
- (9) WHEN USED IN CIRCLE TRIP CONSTRUCTIONS, FARE COMPONENTS BETWEEN CANADA AND THE U.S.A. AND BETWEEN DENMARK, NORWAY AND SWEDEN SHALL BE ASSESSED IN THE DIRECTION OF TRAVEL.
- (10) WHEN CHECKING THE CIRCLE TRIP MINIMUM FARE, WHEN SPECIAL HALF ROUND TRIP FARES ARE USED IN THE COMPARISION SHALL BE AS PROVIDED IN HIGHER INTERMEDIATE FARE, PARAGRAPH (I) PROVIDED THAT, WHEN NO SPECIAL DIRECT ROUND TRIP FARE IS AVAILABLE FROM THE POINT OF ORIGIN TO ANY HIGHER RATED NORMAL FARE STOPOVER POINT, THE TOTAL FARE SHALL NOT BE LESS THAN THE DIRECT ROUND TRIP NORMAL ECONOMY CLASS FARE FROM THE POINT OF

ORIGIN

TO SUCH POINT.

(E) FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS

- (1) THESE RULES APPLY TO:
  - (A) NORMAL ONE WAY FARES;
  - (B) SPECIAL ONE WAY FARES;
  - (C) ONE WAY FARES BASED ON A PERCENTAGE OF

NORMAL

ONE WAYS FARES;

- (D) HALF ROUND TRIP NORMAL FARES AS PERMITTED IN PARAGRAPH (2)(C) BELOW.

OF

(2) (A) FARES SHALL BE APPLICABLE IN THE DIRECTION

TRAVEL EXCEPT, WHEN MORE THAN ONE FARE COMPONENT IS INVOLVED, FOR ANY FARE

COMPONENT

WHICH TERMINATES IN THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH FARE COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED.

- (B) WHEN A SINGLE OPEN JAW JOURNEY COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS

AND HAS A SURFACE BREAK IN ONE COUNTRY,  
EITHER AT DESTINATION OR ORIGIN, AND WHERE A  
DOUBLE OPEN JAW COMPRISES NOT MORE THAN TWO  
FARE COMPONENTS, AND HAS A SURFACE BREAK

BOTH

IN THE COUNTRY OF DESTINATION AND IN THE  
COUNTRY OF ORIGIN, HALF ROUND TRIP NORMAL  
FARES SHALL BE USED FOR EACH FARE COMPONENT.  
FOR TRAVEL ORIGINATING IN CANADA OR THE

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AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0133

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TITLE/APPLICATION - 70 (CONT)

U.S.A., BETWEEN COUNTRIES IN THE EUROPE  
SUB-AREA, PROVIDED TRAVEL IN BOTH DIRECTIONS  
IS VIA THE ATLANTIC.

- (I) WHERE A JOURNEY FROM ONE COUNTRY AND  
RETURN THERETO COMPRISES NOT MORE THAN  
TWO INTERNATIONAL FARE COMPONENTS AND  
HAS A SURFACE BREAK IN ONE COUNTRY,  
EITHER AT DESTINATION OR ORIGIN, OR A  
SURFACE BREAK IN BOTH THE COUNTRY OF  
ORIGIN AND THE COUNTRY OF TURNAROUND,  
HALF ROUND TRIP NORMAL FARES SHALL BE  
USED FOR EACH FARE COMPONENT.
- (II) IF THERE IS A SURFACE SECTOR IN THE  
COUNTRY OR ORIGIN AND THERE IS A COMMON  
TICKETED POINT(S) IN THE COUNTRY OF  
ORIGIN, THE FARE FOR THE ENTIRE JOURNEY  
SHALL NOT BE LESS THAN THE HIGHEST  
APPLICABLE FARE FROM THE COMMON  
POINT(S).
- (III) IF THERE IS A SURFACE SECTOR IN THE  
COUNTRY OF TURNAROUND AND THERE IS A  
COMMON TICKETED POINT(S) IN THE COUNTRY  
OF TURNAROUND, THE FARE FOR THE ENTIRE  
JOURNEY SHALL NOT BE LESS THAN THE  
HIGHEST APPLICABLE FARE TO THE COMMON  
POINT(S).
- (IV) IF THERE IS A COMMON TICKETED POINT(S)  
IN BOTH THE COUNTRY OF ORIGIN AND THE  
COUNTRY OF TURNAROUND, THE FARE FOR THE  
ENTIRE JOURNEY SHALL NOT BE LESS THAN  
THE HIGHEST APPLICABLE ROUND OR CIRCLE  
TRIP FARE FROM THE COMMON TICKETED  
POINT(S) IN THE COUNTRY OR ORIGIN IN

THE

COMMON TICKETED POINT(S) IN THE COUNTRY  
OF TURNAROUND AND RETURN.

- (V) FOR TRAVEL ORIGINATING IN CANADA OR THE  
U.S.A., THE SURFACE BREAK MAY BE

PERMITTED BETWEEN COUNTRIES IN THE EUROPE SUB-AREA, PROVIDED TRAVEL IN

BOTH

DIRECTIONS IS VIA THE ATLANTIC.

(C) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF DEPARTURE AND THE

INWARD

POINT OF ARRIVAL ARE NOT THE SAME, AND WHERE A COMMON TICKETED POINT(S) IN THE COUNTRY OF ORIGIN IS USED IN BOTH THE OUTBOUND AND INBOUND JOURNEYS, THE FARE THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE, FROM SUCH COMMON POINT(S).

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TITLE/APPLICATION - 70 (CONT)

(D) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF ARRIVAL AND INWARD

POINT

OF DEPARTURE ARE NOT SAME AND WHERE A COMMON TICKETED POINT(S) IN THE COUNTRY OF TURNAROUND IS USED IN BOTH THE INBOUND AND OUTBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND CIRCLE TRIP FARE, AS APPLICABLE TO SUCH COMMON POINT(S).

(E) FARE COMPONENTS BETWEEN CANADA AND THE

U.S.A.

AND BETWEEN DENMARK, NORWAY AND SWEDEN SHALL BE ASSESSED IN THE DIRECTION OF TRAVEL.

(3) FOR JOURNEYS TO/FROM OR VIA JAPAN THE FOLLOWING ADDITIONAL RULES WILL APPLY:

(A) NORMAL FARES

TO

(I) FOR ONLY ONE FARE COMPONENT, THE FARE

BE CHARGED SHALL NOT BE LESS THAN THE DIRECT ROUTE ONE WAY FARE FOR THE HIGHEST RATED PAIR OF POINTS APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED

POINTS

WITHIN THE FARE COMPONENT.

(II) MORE THAN ONE FARE COMPONENT (ONE WAY FARES). THE FARE CHARGED SHALL NOT BE LESS THAN THE DIRECT ROUTE ONE WAY FARE FOR THE HIGHEST RATED PAIR OF POINTS APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE

ROUND  
 DIRECTION  
 TO  
 COMPONENT.  
 SHALL  
 EACH

COMPONENT; AND  
 (III) MORE THAN ONE FARE COMPONENT (HALF  
 TRIP FARES). THE FARE TO BE CHARGED  
 SHALL NOT BE LESS THAN THE DIRECT ROUTE  
 ONE WAY FARE FOR THE HIGHEST RATED PAIR  
 OF POINTS APPLICABLE IN EITHER  
 FOR THE CLASS OF SERVICE USED BETWEEN  
 ANY TICKETED POINTS ON THE JOURNEY; AND  
 (B) SPECIAL FARES  
 (I) FOR ONLY ONE FARE COMPONENT, THE FARE  
 BE CHARGED SHALL NOT BE LESS THAN THE  
 HIGHEST ONE WAY DIRECT FARE OF THE SAME  
 TYPE ON EITHER DIRECTION BETWEEN ANY  
 TICKETED POINTS WITH THE FARE  
 IN THE ABSENCE OF A FARE OF THE SAME  
 TYPE, THE NEXT HIGHER ONE WAY FARE  
 BE USED.  
 (II) MORE THAN ONE FARE COMPONENT  
 (AA) THE ABOVE RULE SHALL APPLY TO

FARE COMPONENT; AND

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TITLE/APPLICATION - 70 (CONT)  
 (BB) THE TOTAL FARE FOR THE JOURNEY  
 SHALL NOT BE LESS THAN THE  
 HIGHEST  
 ONE WAY DIRECT FARE OF THE SAME  
 TYPE IN EITHER DIRECTION BETWEEN  
 ANY TICKETED POINTS IN THE  
 JOURNEY. IN THE ABSENCE OF A  
 FARE  
 OF THE SAME TYPE, THE NEXT HIGHER  
 ONE WAY FARE SHALL BE USED.  
 (III) IN DEFINING A FARE OF THE SAME FARE  
 TYPE, THE COMPARISION SHALL BE LIMITED  
 IN THE CLASS OF SERVICE AND;  
 (AA) LATE BOOKING FARE OR APEX FARE OR  
 PEX FARE OR EXCURSION FARES  
 (BB) GIT FARE OR IIT FARE OR EXCURSION  
 FARE  
 (CC) PUBLIC GROUP FARE OR EXCURSION  
 FARE  
 (C) IN MAKING DIRECTIONAL FARE CHECKS, THE FARE  
 TO BE USED SHALL BE THOSE APPLICABLE ON THE

DATE OR COMMENCMENT OF THE OUTBOUND INTERNATIONAL TRANSPORTATION, OR IN THE CASE OF SEASONAL FARES, THOSE APPLICABLE ON THE DATE WHICH DETERMINES THE SEASONAL LEVEL TO BE USED. THIS SHALL APPLY IN EACH

COMPONENT.

(D) EXCEPTIONS: THE FOREGOING PROVISIONS SHALL NOT APPLY.

1;

(I) FOR TRANSPORTATION WHOLLY WITHIN AREA

(II) FOR SALES MADE IN AREA 1 FOR TRANSPORTATION COMMENCING IN AREA 1;

(III) FOR SALES MADE IN U.S.A., U.S. TERRITORIES AND CANADA FOR TRANSPORTATION TO U.S.A., U.S. TERRITORIES AND CANADA; AND

(IV) WHEN TRAVEL ORIGINATES IN BENIN,

BURKINA

FASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, (BRAZZAVILLE) COTE D'IVOIRE, EQUATORIAL, GUINEA, GABON, GUINEA-BISSAU, MALI, NIGER, SENEGAL OR TOGO AND IS SOLD IN THESE COUNTRIES.

(4) OPEN JAW - SPECIAL FARES  
UNLESS SPECIFIED IN A FARE RESOLUTION, THE FARE FOR AN OPEN JAW SHALL BE THE SUM OF HALF OF THE APPLICABLE ROUND TRIP FARES FOR BOTH LEGS OF THE OPEN JAW, PROVIDED THAT WHEN A FARE COMPONENT TERMINATES IN THE COUNTRY OF ORIGIN THE FARE APPLICABLE FROM THE COUNTRY OF ORIGIN SHALL BE USED.

EXCEPTION: (APPLICABLE FOR TRAVEL ORIGINATING

AND

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TITLE/APPLICATION - 70 (CONT)

TERMINATING IN EUROPE EXCEPT FOR TRAVEL WHOLLY WITHIN EUROPE) WHERE AN OPEN JAW APPLIES BETWEEN COUNTRIES IN EUROPE, WHEN A FARE COMPONENT TERMINATES IN THE COUNTRY OF DESTINATION, THE FARE APPLICABLE FROM THE COUNTRY OF DESTINATION SHALL BE USED.

(F) MILEAGE SYSTEM  
THE MAXIMUM PERMITTED MILEAGE (MPM) PUBLISHED IN CONNECTION WITH A FARE GOVERNS THE MAXIMUM DISTANCE A PASSENGER IS ALLOWED TO TRAVEL EN ROUTE BETWEEN TWO

HALF PARTICULAR POINTS AT THE DIRECT THROUGH ONE WAY OR  
ROUND TRIP FARE. IN ORDER TO DETERMINE WHETHER A  
DESIRED ROUTING BETWEEN TWO POINTS IS PERMISSIBLE AT  
THE THROUGH ONE WAY OR HALF ROUND TRIP FARE, THE  
FOLLOWING STEPS SHOULD BE TAKEN.

- (1) DETERMINE THE APPLICABLE MPM BETWEEN THE TERMINAL  
POINTS OF THE FARE.
- (2) ADD UP THE TICKETED POINT MILEAGE (TPM) BETWEEN  
THE CITIES ON THE ITINERARY, INCLUDING ALL  
INTERMEDIATE TICKETED POINTS. INTERMEDIATE  
POINTS OF THROUGH FLIGHTS ARE NOT TAKEN INTO ACCOUNT  
WHEN COMPUTING MILEAGES TO BE USED TO DETERMINE THE  
ACTUAL MILEAGE FOR THE ITINERARY ARE THOSE  
PUBLISHED IN THE INTERNATIONAL AIR TRANSPORT  
ASSOCIATION TICKETED POINT MILEAGE MANUAL.  
NOTE: "TICKETED POINTS" ARE SHOWN IN THE "GOOD  
FOR PASSAGE" SECTION OF A PASSENGER  
TICKET.

AS TWO FLIGHT NUMBERS OR TWO CARRIERS (SUCH  
ON AN INTERCHANGE FLIGHT) ARE NOT PERMITTED  
A THE FLIGHT COUPON. IF ON A THROUGH FARE,  
PORTION OF THE JOURNEY IS TO BE TRAVELLED  
BY MEANS OF SURFACE TRANSPORTATION, THE  
DIRECT OR LOWEST COMBINATION OF CURRENTLY  
PUBLISHED TICKETED POINT MILEAGES IS TO BE  
USED, WHETHER OR NOT AIR SERVICES EXIST  
OVER SUCH SECTORS UNLESS NOTED IN  
PERMISSIBLE SURFACE TRANSPORTATION  
EXCEPTION CITIES.

- (3) COMPARE THE TOTAL TPM'S TO THE APPLICABLE MPM  
PERMITTED AT THE DIRECT FARE BETWEEN THE TWO  
POINTS. IF THE TOTAL TPM'S ARE EQUAL TO OR LESS  
THAN THE MPM, THE ITINERARY IS ALLOWED AT THE  
PUBLISHED DIRECT FARE.
- (4) IF THE TOTAL TPM'S FOR A FARE COMPONENT EXCEED  
THE MPM PUBLISHED IN CONNECTION WITH A FARE, A  
SURCHARGE BECOMES NECESSARY. WHEN THE SUM OF THE  
TICKETED POINT MILEAGES (TPM) FOR THE ROUTING

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TITLE/APPLICATION - 70 (CONT)  
OPTION IS GREATER THAN THE MAXIMUM PERMITTED  
MILEAGE (MPM), THE DIRECT ROUTE FARE SHALL BE

SURCHARGED IN ACCORDANCE WITH THE FOLLOWING FORMULA: DIVIDE THE SUM OF THE TICKETED POINT (TPMS) BY THE MPM, AND SURCHARGE IN ACCORDANCE TO THE INFORMATION BELOW (THE RESULT OF THE CALCULATION SHALL BE TRUNCATED AT 5 DECIMALS). IF THE RESULT IS: CHARGED BY:

OVER 1.00 BUT LESS THAN OR EQUAL TO 1.05	5 PERCENT
OVER 1.05 BUT LESS THAN OR EQUAL TO 1.10	10 PERCENT
OVER 1.10 BUT LESS THAN OR EQUAL TO 1.15	15 PERCENT
OVER 1.15 BUT LESS THAN OR EQUAL TO 1.20	20 PERCENT
OVER 1.20 BUT LESS THAN OR EQUAL TO 1.25	25 PERCENT

(5) IF THE SUM TOTAL OF TPM'S EXCEEDS THE ADJUSTED MPM SHOWN AT 25 PERCENT IN THE EXCESS MILEAGE PERCENTAGE TABLE, THE APPLICABLE FARE WILL BE THE COMBINATION OF TWO OR MORE FARES ALONG THE DESIRED ROUTING WHICH PRODUCES THE LOWEST FARE.

(6) EXTRA MILEAGE ALLOWANCES ARE PERMITTED IN CERTAIN MARKETS IN ADDITION TO THE PUBLISHED MPM'S; HOWEVER, ONLY ONE EXTRA MILEAGE ALLOWANCE IS PERMITTED IN CONNECTION WITH A ONE WAY OR HALF ROUND TRIP FARE COMPONENT. EXTRA MILEAGE ALLOWANCES APPLY ONLY IN CONNECTION WITH THE THROUGH FARES BETWEEN THE POINTS OR AREAS SPECIFIED, AND APPLY ONLY WHEN SHOWN ON THE

TICKET

AS TICKETED POINTS. THE EXTRA MILEAGE ALLOWANCE IS DEDUCTED FROM THE SUM TOTAL OF THE TPM'S

BEFORE

MAKING THE COMPARISON BETWEEN THE APPLICABLE MPM'S APPLICABLE BETWEEN AREAS 1 AND 2 VIA THE ATLANTIC.

BETWEEN	AND	VIA	TPM DEDUCTION
NL/BE/DE/LT	USA	EUROPE	750 (SEE NOTE)
LPA/TCI/ACE	USA, EUROPE	EUROPE	265 (SEE NOTE)
UK/IE/DK/SE/EE/LV/PT	USA	EUROPE	750 (SEE NOTE)
AT/IE/UK/DE/FR/CH/CZ/BE/NL/DK/SE/FI/HU/PL/LT/LV/EE/IE/PT/SE/	MX	MAD	550 (SEE NOTE)
	MX	LON	550 (SEE

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 TITLE/APPLICATION - 70 (CONT)

FI/EE/LV			NOTE)
AREA 02	PR/VIRG	MIA	1000 (SEE
	ISLDS		NOTE)
AREA 02	YYC/YVR	DFW	1200 (SEE
			NOTE)
CANADA	AREA 2/3	USA	1200 (SEE
			NOTE)
USA	PORTUGAL	EUROPE	700
CONNECTICUT/	AT/IE/UK/	CHI AND/	1000 (SEE
DISTRICT OF COLUMBIA/	DE/FR/CH/	OR BOS	(NOTE)
DELAWARE/FLORIDA/	CZ/BE/NL/	AND/OR	
(EXC MIA/TPA/ORL)/	DK/SE/FI/	DFW	
GEORGIA/(EXC ATL)/	HU/PL/LT/		
MARYLAND/MAINE/	LV/EE		
MASSACHUSETTS/			
(EXCEPT BOS)/			
NEW HAMPSHIRE/			
NEW YORK/NEW JERSEY/			
(EXCEPT NYC/EWR)/			
NORTH CAROLINA			
(EXCEPT RDU/CLT)/			
SOUTH CAROLINE/			
PENNSYLVANIA/			
(EXCEPT PHL/RHODE			
ISLAND/VIRGINIA/			
VERMONT/WEST VIRGINIA			
POINTS IN THE	AREA 2/3	DFW AND/	550 (SEE
USA OTHER THAN		OR CHI	NOTE)
THOSE SPECIFIED		AND/OR RDU	
ABOVE		AND/OR MIA	
		AND/OR NYC	
		AND/OR BOS	
		NOTE:	
		TRANSTLANTIC	
		SECTOR MUST	
		BE ON AA/	
		IB/BA	

(G) CONSTRUCTION OF FARES

WHEN NO THROUGH FARE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION OVER A TICKETED POINT ON THE ITINERARY, THE APPLICABLE FARE FOR SUCH TRANSPORTATION SHALL BE CONSTRUCTED AS PROVIDED BELOW:

(1) LOWEST COMBINATION PRINCIPLE

WHEN NO THROUGH FARE IS PUBLISHED BETWEEN TWO TICKETED POINTS, IT MAY BE NECESSARY TO CONSTRUCT A FARE FOR SUCH TRAVEL, OR FOR THE PURPOSE OF CIRCLE TRIP, DIRECTIONAL MINIMUM OR HIGHER INTERMEDIATE FARE CHECKS.

(A) EXCEPT AS PROVIDED IN SUB-PARAGRAPH (B), THE

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APPLICABLE FARE WILL BE THE LOWEST COMBINATION OF SECTOR FARES OVER AN INTERMEDIATE TICKETED POINT FOR THE CLASS OF SERVICE USED.

(I) THE FARE MUST BE CONSTRUCTED IN THE DIRECTION OF TRAVEL EXCEPT THAT FOR ANY FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPLICABLE FROM THE COUNTRY OF ORIGIN SHALL BE USED.

(II) WHEN THE SAME FARE CONSTRUCTION POINT

IS

USED BOTH FOR THE OUTBOUND AND INBOUND FARE, THE PROVISIONS OF SUB-PARAGRAPH (6) APPLY.

(III) WHEN USED FOR FARE CHECKS, THE CONSTRUCTED FARE MUST BE SHOWN ON THE TICKET AS "C/". WHEN USED FOR OTHER PURPOSES, THE FARES MUST BE SHOWN SEPARATELY ON THE TICKET.

(B) COMBINING U.S. OR CANADIAN DOMESTIC SPECIAL FRES WITH INTERNATIONAL FARES

(I) A SPECIAL FARE APPLICABLE WITHIN THE U.S.A. OR CANADA MAY BE COMBINED WITH

AN

INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED FARE FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION, PROVIDED THAT:

(AA) THE PASSENGER COMPLIES WITH ALL CONDITIONS (E.G.: PERIOD OF VALIDITY, MINIMUM/MAXIMUM STAY, ADVANCE PURCHASE REQUIREMENTS, GROUP SIZE, ETC.) OF THE SPECIAL FARE.

EXCEPTION: ANY MINIMUM TOUR

PRICE

REQUIRED BY THE DOMESTIC SPECIAL FARE WITHIN THE U.S.A. TO CANADA WILL NOT BE APPLICABLE WHEN THE FARE IS COMBINED WITH AN INTERNATIONAL INCLUSIVE TOUR FARE HAVING A MINIMUM TOUR PRICE OF THE SAME OR HIGHER AMOUNT.

(BB) THE PASSENGER TRAVELLING UNDER A

FARE CONSTRUCTED IN ACCORDANCE  
WITH THIS PARAGRAPH MUST BE

ROUTED

VIA THE ROUTING OF THIS

PARTICULAR

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TITLE/APPLICATION - 70 (CONT)

INTERNATIONAL FARE USED,  
REGARDLESS OF THE FARE  
CONSTRUCTION POINT(S).

(II) MILEAGE ROUTINGS SET FORTH IN MPM-1  
TARIFF C.A.B. NO. 424 (ISSUED BY

AIRLINE

TARIFF PUBLISHING COMPANY, AGENT) MAY

BE

APPLIED TO A FARE CONSTRUCTED UNDER  
PARAGRAPH (A) ABOVE, EITHER FOR THE  
ENTIRE JOURNEY BETWEEN THE POINT IN THE  
U.S.A. OR CANADA AND THE POINT OF AREA  
2/3 OR BETWEEN THE U.S.A. OR CANADIAN  
GATEWAY POINT OF AREA 2/3.

(2) LIMITATIONS ON INDIRECT TRAVEL

A FARE COMPONENT MUST NOT INCLUDE MORE THAN ONE  
DEPARTURE FROM ORIGIN OR MORE THAN ONE ARRIVAL AT  
DESTINATION OR MORE THAN ONE STOPOVER AT ANY ONE  
INTERMEDIATE TICKETED POINT. ADDITIONALLY:

- (A) A FARE COMPONENT WITHIN TC1 OR TC3 MUST NOT  
INCLUDE MORE THAN ONE ARRIVAL AND ONE  
DEPARTURE AT ANY TICKETED POINT.
- (B) FOR TRAVEL ORIGINATING IN TC1, NO FARE  
COMPONENT WITHIN TC1 MAY INCLUDE MORE THAN  
ONE INTERNATIONAL DEPARTURE AND ONE  
INTERNATIONAL ARRIVAL AT ANY TICKETED POINT  
IN THE COUNTRY WHERE TRAVEL ORIGINATES.
- (C) EXCEPT FOR JOURNEYS WHOLLY WITHIN SOUTH  
AMERICA FOR A PRICING UNIT ORIGINATING IN  
BRAZIL, A FARE COMPONENT FROM A POINT IN  
BRAZIL MUST NOT INCLUDE MORE THAN ONE  
DOMESTIC SECTOR IN BRAZIL.
- (D) FOR A PRICING UNIT ORIGINATING IN GERMANY A  
FARE COMPONENT FROM/TO A POINT IN GERMANY  
MUST NOT INCLUDE MORE THAN 2 DOMESTIC

SECTORS

IN GERMANY.

(3) FARE COMPONENTS WITH A SURFACE SECTOR

- (A) THE THROUGH FARE IS APPLIED OR THE SUM OF  
FARES OVER THE SECTORS ACTUALLY FLOWN,  
WHICHEVER IS LOWER.
- (B) IN THE CASE OF NORMAL FARE TRAVEL, WHERE THE

IS

MILEAGE FOR AN INTERNATIONAL SURFACE BREAK

GREATER THAN THE TICKETED POINT MILEAGE OVER THE ROUTING TRAVELLED FROM THE ORIGIN TO THE POINT OF COMMENCEMENT OF THE SURFACE BREAK AND THE SURFACE BREAK IS NOT INCLUDED IN THE THROUGH FARE, THE JOURNEY FROM ORIGIN UP TO THE SURFACE BREAK WILL BE TICKETED SEPARATELY, THE REMAINDER OF THE JOURNEY BEING ASSESSED IN ACCORDANCE WITH CURRENCY RULE 75.

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NO

(C) THE SURFACE BREAK IN (B) ABOVE SHALL BE MEASURED USING TICKETED POINT MILEAGES; IF

TICKETED POINT MILEAGE EXISTS FOR THE POINTS CONCERNED, IT SHOULD BE ESTABLISHED BY A COMBINATION OF TICKETED POINT MILEAGE. WHEN THERE IS NO THROUGH SHORTEST OPERATED MILEAGE, THE TICKETED POINT MILEAGE SHALL BE SPECIAL TARIFF PERMISSION APPLICATION TO THE DOT FOR TH EARLIEST POSSIBLE EFFECTIVE DATE.

- (4) MIXED CLASS CONSTRUCTION  
THE PROVISIONS IN PARAGRAPH (1)(A) ABOVE FOR FARE CONSTRUCTION SHALL APPLY TO THE LOWEST CLASS OF SERVICE USED. ANY CLASS DIFFERENTIALS:
  - (A) SHALL BE ASSESSED IN THE SAME DIRECTION AS THE FARE COMPONENT USED;
  - (B) MUST BE ASSESSED WITHIN EACH FARE COMPONENT; AND
  - (C) SHALL BE CHARGED IN ADDITION TO THE FARES CONSTRUCTED IN THE LOWEST CLASS OF SERVICE.
- (5) VIA ITINERARY OF PASSENGER

THE

FARE CONSTRUCTION MUST BE VIA THE ITINERARY OF PASSENGER. THE ADDITION OF POINTS NOT ON THE PASSENGER'S ITINERARY IS NOT PERMITTED. EXCEPTION: ADD-ON CONSTRUCTION USING AMOUNTS SPECIFIED IN THE RESOLUTION 015

SERIES

VIA POINTS NOT ON THE PASSENGER'S ITINERARY.

- (6) END-ON CONSTRUCTION  
WHEN TWO OR MORE ONE WAY/ROUND TRIP/CIRCLE TRIP/OPEN JAW FARES ARE COMBINED END-ON, THE PROVISIONS OF PARAGRAPHS (C) AND (D) APPLY SEPARATELY.
- (7) SIDE TRIPS

SEPARATELY,

WHEN A FARE FOR A SIDE TRIP IS CHARGED

THE PROVISIONS OF THE ROUND TRIP, CIRCLE TRIP OR OTHER THAN ROUND OR CIRCLE TRIP FARES, AS APPLICABLE, SHALL APPLY.

- (H) CARRIAGE VIA MORE THAN ONE CARRIER
  - (1) ENTIRELY VIA AIR

WHEN A TICKET IS PURCHASED PRIOR TO COMMENCEMENT

OF

CARRIAGE FOR A ROUND TRIP OR CIRCLE TRIP WHICH IS PARTLY VIA THE SERVICES OF ONE CARRIER AND PARTLY VIA THE SERVICES OF ANOTHER SCHEDULE AIR CARRIER(S), THE FARE FOR EACH SECTION OF CARRIAGE WILL BE FIFTY (50) PERCENT OF THE APPLICABLE

ROUND

TRIP FARE FOR SUCH SECTION OF THE ROUND OR CIRCLE TRIP, AS THE CASE MAY BE. WHEN TICKETS ARE PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND TRIP OR CIRCLE TRIP FOR COMBINED AIR AND

SEA

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TITLE/APPLICATION - 70 (CONT)

TRAVEL, THE AIR FARE FOR EACH ONE WAY SECTION OF THE AIR JOURNEY WILL BE FIFTY (50) PERCENT OF THE ALL YEAR ROUND TRIP FARE PUBLISHED IN TARIFFS GOVERNED BY THIS TARIFF AND APPLICABLE BETWEEN

THE

POINTS AND VIA THE CLASS OF SERVICE USED. A

BREAK

IN THE ROUND TRIP OR CIRCLE TRIP IS PERMITTED TO ALLOW PASSENGERS TO MAKE THEIR OWN WAY BY MEANS

OF

TRANSPORTATION BETWEEN AIRPORTS AND ADJACENT SEAPORTS.

- (2) PARTLY VIA AIR AND PARTLY VIA SEA

THE FARES SPECIFIED ABOVE WILL APPLY ONLY VIA THE ROUTINGS PUBLISHED IN CONNECTION WITH THE ALL

YEAR

FARES IN TARIFFS MAKING REFERENCE TO THIS TARIFF FOR GOVERNING PROVISIONS.

EXCEPTION: WHEN AN EXCURSION FARE IS USED, THE ROUTING PUBLISHED IN CONNECTION WITH SUCH EXCURSION FARE WILL APPLY.

- (I) ROUTING

- (1) UNLESS OTHERWISE PROVIDED IN CARRIER(S) TARIFFS, FARE APPLY ONLY TO THE SERVICE AND ROUTINGS OF CARRIER(S) PUBLISHED IN CONNECTION THEREWITH. IF THERE IS MORE THAN ONE ROUTING AT THE SAME FARE, THE PASSENGER, PRIOR TO ISSUANCE OF THE TICKET,

MAY SPECIFY THE ROUTING, AND IN RESPECT TO ANY OPEN DATE PORTION OF SUCH TICKET, MAY SPECIFY OPTIONAL ROUTINGS, IF NO ROUTING IS SPECIFIED BY THE PASSENGER, THE CARRIER MAY DETERMINE THE ROUTING.

- (2) ROUTINGS ARE PUBLISHED IN ONE WAY DIRECTION ONLY, BUT APPLY FOR CARRIAGE IN EITHER DIRECTION,

UNLESS

OTHERWISE SPECIFIED, AND ONLY TO THE FARES PUBLISHED IN CONNECTION THEREWITH. AN INTERMEDIATE POINT(S) SPECIFIED ALONG THE ROUTING MAY BE OMITTED PROVIDED THAT SUCCESSIVE SEGMENTS ARE FLOWN NON-STOP ON A SINGLE CARRIER NAMED IN THE RESPECTIVE SEGMENTS ALONG THE PUBLISHED ROUTING.

- (J) HIGHER INTERMEDIATE FARES

- (1) NORMAL AND SPECIAL FARES

WHEN REFERENCE IS MADE TO THE HIGHER INTERMEDIATE FARE CHECK, THE FOLLOWING PROCEDURES APPLY:

- (A) THE HIGHER INTERMEDIATE FARE CHECK APPLIES ONLY TO INTERMEDIATE STOPOVER POINTS.

EXCEPTION: WHEN THE TICKET IS ISSUED IN WESTERN AFRICA, HIGHER INTERMEDIATE POINTS SHALL BE CHECKED FROM ALL TICKETED POINTS EN ROUTE IN WESTERN AFRICA.

- (B) FOR THE PURPOSES OF THIS HIGHER INTERMEDIATE

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TITLE/APPLICATION - 70 (CONT)

FARE PARAGRAPH:

- (I) SCANDINAVIA SHALL BE CONSIDERED AS ONE COUNTRY;
- (II) CANADA AND THE U.S.A. SHALL BE CONSIDERED AS ONE COUNTRY; AND
- (C) A STOPOVER TAKES PLACE WHEN A PASSENGER BREAKS THE JOURNEY AT AN INTERMEDIATE POINT AND IS NOT SCHEDULED TO DEPART ON THE DAY OF ARRIVAL, OR WITHIN 24 HOURS OF ARRIVAL IF THERE IS NO CONNECTION ON THE DAY OF

ARRIVAL.

- (D) HIGHER INTERMEDIATE FARES FOR THE PURPOSE OF THE HIGHER INTERMEDIATE FARE CHECK, WHEN THE TICKET SHOWS NO

STOPOVER

AT BOTH THE ORIGIN AND DESTINATION POINT OF

A

SIDE TRIP (DUE TO TRANSFER CONNECTIONS ON BOTH OCCASIONS) A STOPOVER SHALL BE CONSIDERED TO BE TAKEN AT SUCH POINT UNLESS

THE TIME INTERVAL BETWEEN THE ARRIVAL IMMEDIATELY PRECEDING THE SIDE TRIP AND THE DEPARTURE IMMEDIATELY FOLLOWING THE SIDE

TRIP

DOES NOT CONSTITUTE A STOPOVER AS DEFINED IN RULE 1 (DEFINITIONS).

(2) NORMAL FARES

- (A) A THROUGH NORMAL FARE BETWEEN ORIGIN AND DESTINATION MUST NOT BE LOWER THAN:
  - (I) THE NORMAL FARE BETWEEN THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING;
  - (II) THE NORMAL FARE BETWEEN THE DESTINATION AND ANY INTERMEDIATE TICKETED POINTS ALONG THE ROUTING; OR
  - (III) THE NORMAL FARE BETWEEN ANY TWO

TICKETED

INTERMEDIATE POINTS ALONG THE ROUTING.

- (B) WHEN THE DIRECT NORMAL FARE FOR SEGMENT OF

AN

ITINERARY IS LOWER THAN AN INTERMEDIATE

POINT

NORMAL FARE, THE DIRECT NORMAL FARE MUST BE RAISED TO THE HIGHEST OF ANY SUCH INTERMEDIATE POINT NORMAL FARES.

- (C) WHEN THE TOTAL OF TICKETED POINT MILE'S FOR AN ITINERARY EXCEEDS THE MPM, THE NORMAL

FARE

MUST BE SURCHARGED IN ACCORDANCE WITH THE PROCEDURES FOR EXCESS MILEAGE SURCHARGES, C.A.B. NO. 424 (ISSUED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT). IF THE ROUTING PASSES THROUGH A HIGHER INTERMEDIATE

TICKETED

POINT, THE APPROPRIATE FARE TO BE SURCHARGED IS THE NORMAL FARE BETWEEN THE ORIGIN AND DESTINATION OF THAT SEGMENT WHICH HAS BEEN RAISED TO THE LEVEL OF THE HIGHER

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- (D) ALL CONDITIONS OF THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION APPLY.
- (E) WHEN COMPARING NORMAL FARES, FARES FOR THE SAME TYPE SHALL MEAN THE SAME CLASS OF SERVICE AND SAME SEASONAL APPLICATION.
- (F) WHEN COMPARING NORMAL FARES IN ACCORDANCE WITH THE FOREGOING, THE COMPARISON SHALL BE MADE IN THE SAME DIRECTION AS THE FARE

COMPONENT. WHEN USING HALF ROUND TRIP FARES THE COMPARISON SHALL BE MADE USING HALF ROUND TRIP FARES. WHEN USING ONE WAY FARES THE COMPARISON SHALL BE MADE USING ONE WAY FARES.

(G) WHEN THERE IS NO DIRECT NORMAL FARE BETWEEN TWO TICKETED POINTS, A FARE MUST BE CONSTRUCTED OVER A TICKETED POINT IN ORDER

TO

APPLY THE PROVISIONS OF SUB-PARAGRAPHS

(2)(A)

AND (B).

(H) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED, THE LOWER/LOWEST LEVEL MAY BE USED SUBJECT TO ANY STOPOVER AND TRANSFER LIMITATIONS OF THE LOWER/LOWEST FARE, EXCLUDING APPLICATION OF STOPOVER CHARGES.

(3) SPECIAL FARES

(A) IF THERE IS NO HIGHER NORMAL FARE BETWEEN:

(I) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR

(II) DESTINATION POINT ANY INTERMEDIATE TICKETED POINT, THE SPECIAL FARE (SURCHARGED, IF NECESSARY) BETWEEN ORIGIN AND DESTINATION APPLIES.

(B) IF THERE IS A HIGHER NORMAL FARE BETWEEN:

(I) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR

(II) DESTINATION POINT ANY INTERMEDIATE TICKETED POINT, THE SPECIAL FARE MUST

BE

RAISED TO THE LEVEL OF SUCH HIGHER NORMAL FARE (SURCHARGE, IF NECESSARY) UNLESS:

(III) THE SAME OR LOWER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS,

IN

WHICH CASE, THE SPECIAL FARE

(SURCHARGE,

IF NECESSARY) BETWEEN ORIGIN AND DESTINATION APPLIES; OR

(IV) A HIGHER SPECIAL OF THE SAME TYPE

EXISTS

BETWEEN SUCH POINTS, IN WHICH CASE,

SUCH

HIGHER SPECIAL FARE (SURCHARGED, IF

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NECESSARY) APPLIES.

- (C) WHEN COMPARING SPECIAL FARES, FARES OF THE SAME FARE TYPE SHALL MEAN THE SAME CLASS OF SERVICE, THE SAME SEASONAL APPLICATION, THE SAME GENERAL CONDITIONS, EXCEPT TICKET VALIDITY AND MINIMUM STAY REQUIREMENTS, AND LIMITED TO:
  - (I) LATE BOOKING FARE OR APEX FARE OR PEX FARE OR EXCURSION FARE.
  - (II) GIT FARE OR IIT FARE OR EXCURSION FARE.
  - (III) PUBLIC GROUP FARE OR EXCURSION FARE
- (D) IN THE CASE OF MORE THAN ONE SPECIAL FARE OF THE SAME TYPE FOR ANY GIVEN SECTOR, THE FARE WITH CONDITIONS MOST SIMILAR TO THOSE OF THE SPECIAL FARE BETWEEN THE TERMINAL POINTS IS TO BE USED FOR COMPARISON.
- (E) ALL CONDITIONS OF THE SPECIAL FARE BETWEEN THE ORIGIN AND DESTINATION APPLY.
- (F) IF THERE IS NOT SPECIAL FARE OF THE SAME

TYPE  
THAN  
FARE

ON THE SECTOR FOR WHICH THE HIGHER NORMAL FARE APPLIES, THE FARE SHALL BE NOT LESS THAN THE LOWEST OF ANY HIGHER TYPE OF SPECIAL FARE WITHIN THE SAME COLUMN SHOWN IN PARAGRAPH (3)(C).

- (G) WHEN COMPARING SPECIAL FARES IN ACCORDANCE WITH THE PARAGRAPH, THE COMPARISON SHALL BE MADE IN THE SAME DIRECTION AS THE FARE COMPONENT. WHEN USING HALF ROUND TRIP FARES THE COMPARISON SHALL BE MADE USING HALF ROUND TRIP FARES. WHEN USING ONE WAY FARES THE COMPARISON SHALL BE MADE USING ONE WAY FARES.
- (H) IBERIA CARRIER SPECIFIC HIGHER INTERMEDIATE FARE EXCEPTIONS: FOR FARES WITH SPECIFIED ROUTINGS HIGHER INTERMEDIATE POINT(S) IS (ARE) NOT APPLIED.
- (I) ONE WAY BACKHAUL RULE THIS PARAGRAPH DOES

NOT

APPLY:

- (I) FOR JOURNEYS WHOLLY WITHIN TC1.
- (II) FOR JOURNEYS WHOLLY BETWEEN ARGENTINA, BRAZIL, CHILE, PARAGUAY, URUGUAY AND TC2.
- (III) FOR PRICING UNITS WHOLLY WITHIN EUROPE THIS PARAGRAPH APPLIES ONLY WHEN USING NORMAL ONE WAY FARES AND SPECIAL ONE

WAY

FARES IF IN ANY FARE COMPONENT TRAVEL

IS

VIA A HIGHER RATED INTERMEDIATE

STOPOVER

POINT, THE FARE FOR SUCH FARE COMPONENT  
SHALL BE THE HIGHER OF:

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TITLE/APPLICATION - 70 (CONT)

THE APPLIED FARE BETWEEN THE FARE  
CONSTRUCTION POINTS, OR THE FARE FROM  
FARE COMPONENT ORIGIN TO THE HIGHEST  
RATED INTERMEDIATE STOPOVER POINT PLUS  
THE DIFFERENCE BETWEEN SUCH FARE AND

THE

DIRECT ROUTE FARE BETWEEN THE FARE  
CONSTRUCTION POINTS.

EXAMPLE: A-B-C-D

FARES A TO B	NUC 50
A TO C	150
A TO D	140
B TO C	175
B TO D	160

FARES TO BE CHARGED IS B TO C NUC 175

OR

A TO C NUC 150 PLUS THE DIFFERENCE  
BETWEEN A TO C AND A TO D 10 TOTAL NUC  
160 WHICHEVER IS HIGHER. THE ONE WAY  
BACKHAUL RULE CHECK NEED NOT BE APPLIED  
FOR POINTS WHICH HAVE BEEN EXCLUDED

FROM

THE PROVISIONS OF THIS RESOLUTION,  
SUBJECT TO THE SAME CONDITIONS

CONTAINED

IN THE EXCLUSION.

- (K) COMBINATION OF INTERNATIONAL FLIGHT COUPONS FROM  
SEPARATE TICKETS (NOT APPLICABLE FOR TICKETS ISSUED IN  
CANADA) TWO OR MORE INTERNATIONAL FLIGHT COUPONS FROM  
SEPARATE TICKETS WILL NOT BE ACCEPTED FOR CARRIAGE ON

A

DIRECT SERVICE BETWEEN THE TERMINAL POINTS ON THE TWO  
COUPONS AT LESS THAN THE APPLICABLE THROUGH FARE.

- (L) GROUND TRANSFERS  
PUBLISHED FARES DO NOT INCLUDE GROUND TRANSFERS

SERVICE

BETWEEN AIRPORTS AND TOWN CENTERS UNLESS CARRIER'S  
TARIFF SPECIFICALLY PROVIDE THAT SUCH GROUND TRANSFER  
SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE,  
(SEE RULE 30 GROUND TRANSFER SERVICE HEREIN).

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TITLE/APPLICATION - 70

K STOPOVERS AND TRANSFERS

(A) APPLICATION  
STOPOVERS WILL BE PERMITTED UNDER THE FOLLOWING  
CONDITIONS:

(A) STOPOVERS WILL BE ARRANGED WITH THE CARRIER IN  
ADVANCE.

(B) STOPOVERS WILL BE SPECIFIED ON THE PASSENGER

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TITLE/APPLICATION - 70 (CONT)

TICKET.

(B) COUNTING  
TO COUNT THE NUMBER OF STOPOVERS, THE FOLLOWING  
APPLIES:

STOPOVER

(1) IN THE CASE OF ROUND OR CIRCLE TRIPS, THE

AT THE POINT OF TURNAROUND (FARE CONSTRUCTION  
POINT) IS NOT COUNTED.

(2) IN THE CASE OF TURNAROUND OPEN-JAW TRIPS, THE  
OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF  
DEPARTURE TOGETHER CONSTITUTE ONE STOPOVER WHICH  
IS NOT COUNTED.

(3) WHEN ONE OR MORE PORTIONS OF A JOURNEY ARE  
TRAVELLED BY SURFACE THE LAST POINT OF ARRIVAL BY  
AIR AND THE FIRST POINT OF DEPARTURE BY AIR ON  
EACH SUCH BREAK IN THE JOURNEY TOGETHER COUNT AS  
ONE STOPOVER, PROVIDED THAT.

(4) WHEN A TRANSIT POINT IS USED AS THE ORIGIN OR  
DESTINATION OF A SIDE TRIP, THAT POINT WILL BE  
COUNTED AS A STOPOVER UNLESS THE TIME INTERVAL  
BETWEEN THE ARRIVAL IMMEDIATELY PRECEDING THE  
SIDETRIP AND THE DEPARTURE IMMEDIATELY FOLLOWING  
THE SIDETRIP DOES NOT CONSTITUTE A STOPOVER AS  
DEFINED IN RULE 1.

(A) IF STOPOVERS ARE RESTRICTED TO A SPECIFIC  
AREA AND THERE IS A SURFACE SECTOR INVOLVED,  
BOTH POINTS IN THE SURFACE SECTOR MUST BE IN  
SUCH SPECIFIC AREA.

AT

(B) WHERE A SPECIFIC ROUTING PERMITS STOPOVERS

NAMED POINT(S), BOTH POINT OF THE SURFACE  
SECTOR MUST PERMIT STOPOVERS.

(C) WHERE A SPECIFIC ROUTING PERMITS STOPOVER AT  
A NAMED POINT, SURFACE SECTORS TO/FROM THAT  
NAMED POINT ARE NOT PERMITTED; PROVIDED  
SURFACE SECTORS ARE PERMITTED BETWEEN TWO  
NAMED STOPOVER POINTS.

CHARGE

(D) IF ONE POINT HAS A STOPOVER CHARGE THE

MUST BE ASSESSED. IF BOTH POINTS HAVE  
STOPOVER CHARGES ONLY (I) (THE HIGHER LEVEL)

IS ASSESSED.

- (5) THE STOPOVER RESTRICTION OF EACH FARE WILL APPLY TO THE APPROPRIATE FARE COMPONENT OVER WHICH THE FARE IS ASSESSED PROVIDED THAT THE PASSENGER WILL NOT RECEIVE MORE THAN THE MAXIMUM NUMBER OF STOPS IN THE LEAST RESTRICTIVE RULE.

(C) TRANSFERS

WHENEVER A FARE RULE OR NOTE LIMITS THE NUMBER OF TRANSFERS PERMITTED, THE FOLLOWING APPLIES UNLESS OTHERWISE SPECIFIED:

- A TRANSFER IS PERMITTED AT THE POINT OF TURNAROUND/FARE CONSTRUCTION POINT AND THIS

TRANSFERS

WILL NOT BE COUNTED.

- WHERE THERE IS A SURFACE BREAK, THE LAST POINT OF ARRIVAL BY AIR AND THE FIRST POINT OF DEPARTURE TOGETHER COUNT AS ONE TRANSFER, UNLESS THE SURFACE BREAK TERMINATED IN OR COMMENCES FROM THE POINT OF TURNAROUND (FARE CONSTRUCTION POINT).
- IF A TRANSFER IS RESTRICTED TO A SPECIFIC AREA AND THERE IS A SURFACE SECTOR INVOLVED, BOTH POINTS IN THE SURFACE SECTOR MUST BE IN THE SPECIFIC AREA. SURFACE SECTORS ARE PERMITTED BETWEEN TWO NAMED TRANSFER POINTS IN A ROUTING.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0200

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TITLE/APPLICATION - 70

K CHILDREN'S AND INFANTS' FARES

(F) (APPLICABLE TO IB ONLY)

FARES SHALL BE ASSESSED AS A PERCENTAGE OF THE APPLICABLE ADULT FARES AS FOLLOWS:

- (1) "ADULT PASSENGER", AS USED HEREIN, SHALL MEAN A PASSENGER 12 YEARS OF AGE OR OLDER.
- (2) AGE REQUIREMENTS ARE BASED ON THE AGE OF A CHILD/INFANT ON THE DATE OF COMMENCEMENT OF THE OUTWARD JOURNEY.

AGE	ACCOMPANIED FARE	UNACCOMPANIED FARE
UNDER 2 NO SEAT	10 PERCENT	N/A*
UNDER 2 BOOKED SEAT	75 PERCENT	N/A*
2 - 4	75 PERCENT	N/A*
5 - 11	75 PERCENT	100 PERCENT*

\*NOTE: FOR DETAILS ON UNACCOMPANIED CHILDREN PLEASE REFER TO RULE 25 IN THIS TARIFF.

- (3) ACCOMPANIED FARES APPLY WHEN THE CHILDREN/INFANTS ARE ACCOMPANIED BY AN ADULT PAYING THE APPLICABLE ADULT FARE OR TRAVELING AT INDUSTRY FREE OR REDUCED FARE TICKETS.
- (4) UNACCOMPANIED FARES APPLY WHETHER OR NOT IB ASSIGNS AN EMPLOYEE FOR THE PURPOSE OF TAKING

CARE

- OF THE CHILD(REN)/INFANT(S).
- (5) ONLY ONE INFANT PER ACCOMPANYING ADULT PASSENGER IS ENTITLED TO THE INFANTS' FARE AT 10 PERCENT.
  - (6) ONLY INFANTS NOT OCCUPYING A SEAT ARE ENTITLED TO THE INFANTS' FARE AT 10 PERCENT.
  - (7) STOPOVER CHARGES, WEEKEND SURCHARGES,

CANCELLATION

CHARGES, ETC. ARE ASSESSED AT THE SAME PERCENTAGE AS THE FARE.

EXCEPTION: FOR INFANTS' PAYING 10 PERCENT OR LESS, ONLY STOPOVER CHARGES APPLY.

- (8) WHEN A JOURNEY INCLUDES BOTH DOMESTIC AND INTERNATIONAL SERVICES AND DIFFERENT CHILDREN/INFANTS FARES APPLY, THE FARE FOR THE ENTIRE JOURNEY NEED NOT BE MORE THAN THE SUM OF THE APPLICABLE FARES FOR THE DOMESTIC AND INTERNATIONAL PORTIONS.
- (9) FOR UNACCOMPANIED TRANSPORTATION THERE WILL BE AN INDIVIDUAL CHARGE OF USD 50.00/CAD 68.00 OR ITS LOCAL CURRENCY EQUIVALENT FOR EACH SINGLE/THROUGH CONNECTED TRANSFER SECTOR(S) ON IB SERVICES.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0500

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TITLE/APPLICATION - 70

— PASSENGERS ON STRETCHERS  
PASSENGERS TRAVELLING ON A STRETCHER WILL BE ACCEPTED FOR TRANSPORTATION BY THE CARRIERS LISTED BELOW, SUBJECT TO

RULE

25 (REFUSAL TO TRANSPORT) HEREIN, PROVIDED ADVANCE ARRANGEMENTS ARE MADE AND SPACE AND APPROPRIATE EQUIPMENT FOR MOUNTING WITHIN THE AIRCRAFT ARE AVAILABLE AND SUBJECT TO THE CONDITIONS AND CHARGES INDICATED, PROVIDED THAT:

- (A) THE COST OF AMBULANCES, HOSPITALIZATION AND OTHER GROUND EXPENSES WILL BE BORNE BY THE PASSENGER OCCUPYING THE STRETCHER.
- (B) EXCEPT AS OTHERWISE PROVIDED, THE NORMAL FREE BAGGAGE ALLOWANCE WILL APPLY TO EACH FARE PAID.

CARRIER WILL ACCEPT AN INCAPACITATED PERSON TRAVELLING ON A STRETCHER. PASSENGERS WHO ARE CARRIED ON A STRETCHER WILL PAY:

- (1) WHEN ACCOMPANIED, THE APPLICABLE NORMAL FARE PLUS A SURCHARGE EQUAL TO THE APPLICABLE FARE FOR ADULTS. THE PERSON ACCOMPANYING THE STRETCHER PASSENGER WILL PAY THE APPLICABLE NORMAL FARE FOR ADULTS.
- (2) WHEN UNACCOMPANIED, THE APPLICABLE NORMAL FARE PLUS A SURCHARGE EQUAL TO TWICE THE APPLICABLE FARE FOR ADULTS.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0550

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TITLE/APPLICATION - 70

— PASSENGERS OCCUPYING TWO SEATS  
CARRIER WILL, UPON REQUEST AND ADVANCE ARRANGEMENTS FOR  
AVAILABILITY AND ASSIGNMENT OF ADJACENT SEATS BY A  
PASSENGER, PERMIT THE EXCLUSIVE USE OF TWO SEATS BY A  
PASSENGER, SUBJECT TO PAYMENT OF TWO APPLICABLE FARES,  
APPLICABLE BETWEEN THE POINTS BETWEEN WHICH THE TWO SEATS  
WILL BE USED. A TICKET WILL BE ISSUED FOR EACH SEAT AND

THE

NORMAL FREE BAGGAGE ALLOWANCE WILL APPLY IN CONNECTION WITH  
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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY  
IN EFFECT ON: 15OCT12

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 0550

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TITLE/APPLICATION - 70 (CONT)

EACH SUCH TICKET PRESENTED TO THE CARRIER.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 1050

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RULES AND DISCOUNTS N/A - 80

A (J) RULES AND DISCOUNTS

THE FOLLOWING RULES ARE NOT APPLICABLE:

205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)

210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR  
CONDUCTORS)

ADDITIONAL CONDITIONS - 81

A (K) ADDITIONAL CONDITIONS

FARES FOR ITALIAN AND NEW ZEALAND MERCHANT MARINES

WILL

NOT BE USED AS A BASIS FOR COMPUTING ANY OTHER REDUCED  
FARES.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 1126

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TITLE - 70

A FARES FOR REFUGEES UNDER THE AUSPICES OF THE INTERNATIONAL  
ORGANIZATION FOR MIGRATION (I.O.M.)

APPLICATION - 71

A (A) APPLICATION

(1) THESE FARES APPLY FROM PORTUGAL TO CANADA VIA THE  
ATLANTIC OCEAN.

(2) ELIGIBILITY

IN ORDER TO QUALIFY FOR TRANSPORTATION AT FARES  
GOVERNED BY THIS RULE, PASSENGERS MUST BE  
STATELESS PERSONS OR POLITICAL REFUGEES WHO ARE  
SPONSORED BY THE INTERNATIONAL ORGANIZATION  
(I.O.M.) AND WHO POSSESS APPROPRIATE  
DOCUMENTATION.

(3) FARES

THE FARE SHALL BE 60 PERCENT OF THE APPLICABLE  
NORMAL ECONOMY CLASS ONE-WAY FARE (Y/Y2/Y4)  
BETWEEN THE POINTS MENTIONED IN PARAGRAPH (A)  
ABOVE, INCLUDING FARES CONSTRUCTED USING

APPLICABLE ADD-ONS.

(4) TICKETING  
TICKET DESIGNATOR DF60/IOM.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY  
IN EFFECT ON: 15OCT12

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 1126

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COMBINATIONS - 72

A (B) COMBINATIONS

- (1) THESE FARES MAY BE COMBINED WITH APPLICABLE ADD-ONS PROVIDED THAT THE PERCENTAGE IN PARAGRAPH (A)(3) ABOVE SHALL APPLY TO THE THROUGH FARE SO CONSTRUCTED.
- (2) THESE FARES MAY BE COMBINED END-ON-END WITH OTHER FARES WHICH PERMIT SUCH COMBINATIONS.

STOPOVERS - 73

A (C) STOPOVERS

STOPOVERS SHALL NOT BE PERMITTED.

CHILDREN'S/INFANTS' FARES - 74

A (D) CHILDREN'S AND INFANTS' FARES

RULE 200 (CHILDREN'S AND INFANTS' FARES) IS APPLICABLE TO FARES GOVERNED BY THIS RULE.

RES./PAYMENT/TICKETING - 75

A (E) RESERVATIONS, PAYMENT AND TICKETING

ALL RESERVATIONS, PAYMENTS AND ARRANGEMENTS FOR TRANSPORTATION AT THESE FARES MUST BE MADE DIRECTLY BY I.O.M.

ROUTING/REROUTING - 76

A (F) ROUTING/REROUTING

- (1) ALL TRANSATLANTIC TRAVEL MUST BE VIA IB ONLY.
- (2) NORMAL MILEAGE RULES APPLY.
- (3) TICKETS ISSUED AT THESE FARES SHALL NOT BE ENDORSED TO OTHER CARRIERS FOR VOLUNTARY OR INVOLUNTARY REROUTING.

CANCELLATION AND REFUNDS - 77

A (G) CANCELLATION AND REFUNDS

- (1) REFUNDS OF UNUSED TICKETS SHALL BE MADE ONLY TO I.O.M.
- (2) NO ACTION SHALL BE TAKEN WHICH IN THE CASE OF VOLUNTARY REFUND RESULTS IN A PASSENGER OBTAINING ONE WAY TRANSPORTATION AT LESS THAN THE

APPLICABLE

ONE WAY FARE.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY  
IN EFFECT ON: 15OCT12

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 1126

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RULES AND DISCOUNTS N/A - 78

A (H) RULES AND DISCOUNTS NOT APPLICABLE

RULES 205 - (FREE AND REDUCED RATE TRANSPORTATION FOR

AGENTS)

210 - (FREE AND REDUCED FARE TRANSPORTATION FOR  
TOUR CONDUCTORS)

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 1365

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RESERVATIONS/TICKETING - 79

A (I) GROUP REQUIREMENTS

(1) GROUP SIZE

THE MINIMUM GROUP SIZE WILL BE 20 PASSENGERS.

(2) GROUP TRAVEL REQUIREMENTS

THE GROUP MUST TRAVEL TOGETHER ON INTERNATIONAL  
SECTORS.

AREA: ZZ TARIFF: IPRG CXR: IB RULE: 1500

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TITLE/APPLICATION - 70

A CANCELLED

A SECURITY SURCHARGE OF EUR 8.00 PER COUPON WILL BE ADDED

TO

THE APPLICABLE FARE.

NOTE: THE SURCHARGE MAY BE CONVERTED TO THE APPLICABLE  
CURRENCY FOR THE COUNTRY OF JOURNEY ORIGIN IN ACCORDANCE  
WITH THE APPROPRIATE BANK RATE OF EXCHANGE THE SURCHARGE  
APPLIED IN ADDITION TO ALL OTHER CHARGES AND IS NOT SUBJECT  
TO ANY DISCOUNT.